East New York Rezoning Proposal

Draft Scope of Work for an Environmental Impact Statement

CEQR No. 15DCP102K

Lead Agency:
New York City Planning Commission

February 3, 2015

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DRAFT
SCOPE OF WORK FOR AN ENVIRONMENTAL IMPACT STATEMENT

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ULURP NOS. Pending

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A. INTRODUCTION

This Draft Scope of Work (Draft Scope) outlines the technical areas to be analyzed in the preparation of the Environmental Impact Statement (EIS) for the East New York Rezoning Proposal. The New York City Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD), is proposing a series of land use actions (collectively the "Proposed Actions") to implement recommendations of the East New York Community Plan (the "Plan"), which is the subject of an ongoing community process, to create opportunities for housing, including affordable housing, community facilities, economic development and other services of an approximately 191-block area of East New York, Cypress Hills and Ocean Hill neighborhoods of Brooklyn, Community Districts 5 and 16, respectively. The affected area within East New York and Cypress Hills is generally bounded by Sheffield Avenue to the west, Lincoln Avenue to the east, Fulton Street to the north, and Pitkin Avenue to the south. The affected area within Ocean Hill is generally bounded by Eastern Parkway Extension to the west, Van Sinderen Avenue to the east, Broadway to the north, and East New York Avenue to the south (see Figure 1, "Project Location"). Within these areas, the Proposed Actions are anticipated to facilitate new residential, commercial, community facility, and manufacturing development. In total, the proposed actions are expected to result in a net increase of 6,970 dwelling units; 902,145 square feet of commercial space[1]; 378,987 square feet of community facility space; and 27,082 square feet of manufacturing space; and net decreases of 137,175 square feet of auto-related space, 97,551 square feet of hotel space, 73,170 square feet of warehouse/storage space, and 3,055 square feet of garage space (see section G below for discussion of the Reasonable Worst Case Development Scenario). This document provides a description of the Proposed Actions and resulting developments, and includes task categories for all technical areas to be analyzed in the EIS.

The Proposed Actions are intended to facilitate implementation of the recommendations of the East New York Community Plan, a coordinated neighborhood plan developed with community residents, elected officials, Community Boards 5 and 16, and stakeholders, in coordination with City and other public agencies, to identify needs and opportunities to support a shared long-term vision for the future of the neighborhood. The Proposed Actions, detailed further below under "Purpose and Need for the Proposed Actions," seek to implement recommendations that support the Plan's goals and objectives to create more affordable housing and more diverse commercial uses, promote economic development and opportunity for residents, foster safer streets, and generate new community resources.

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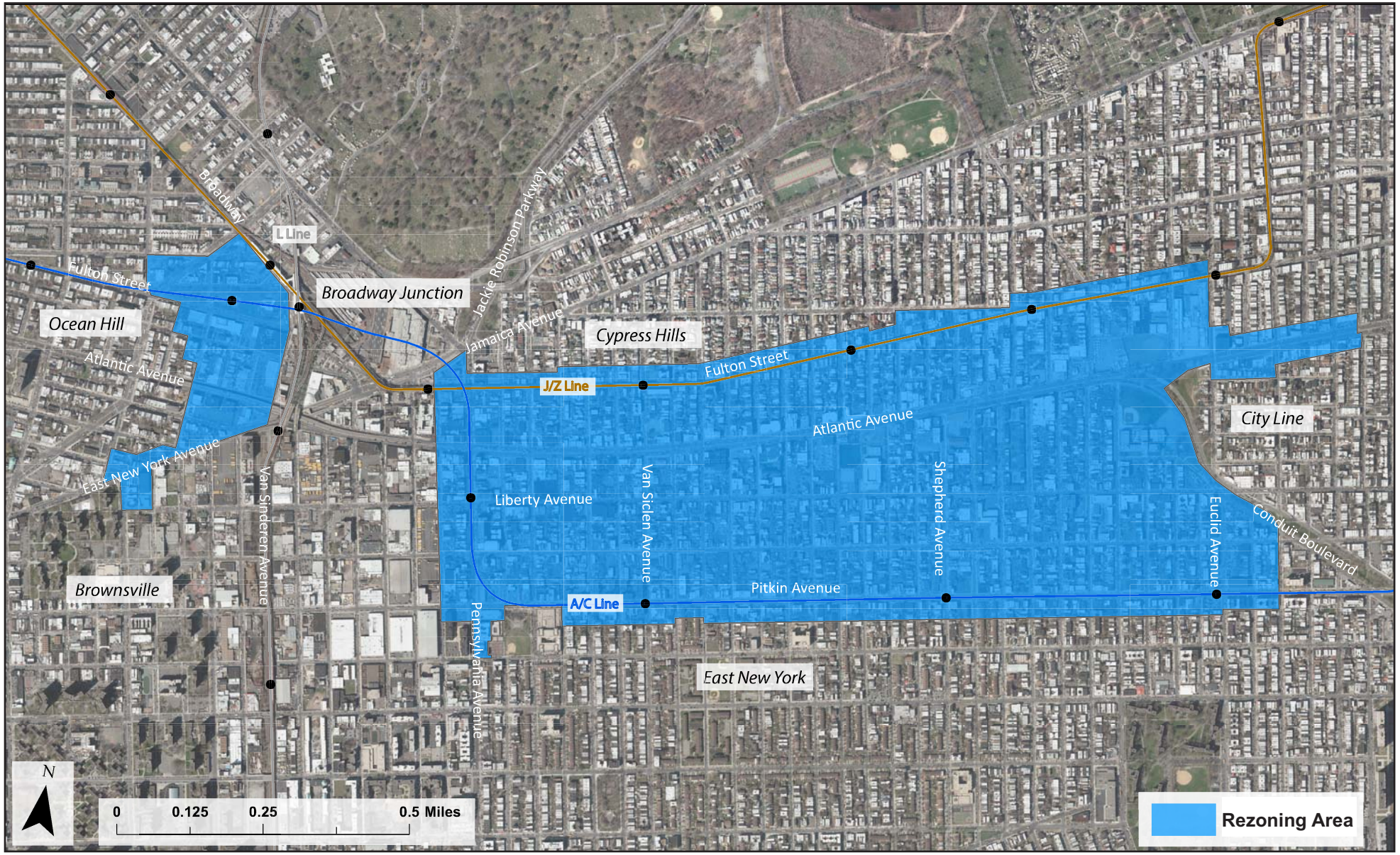
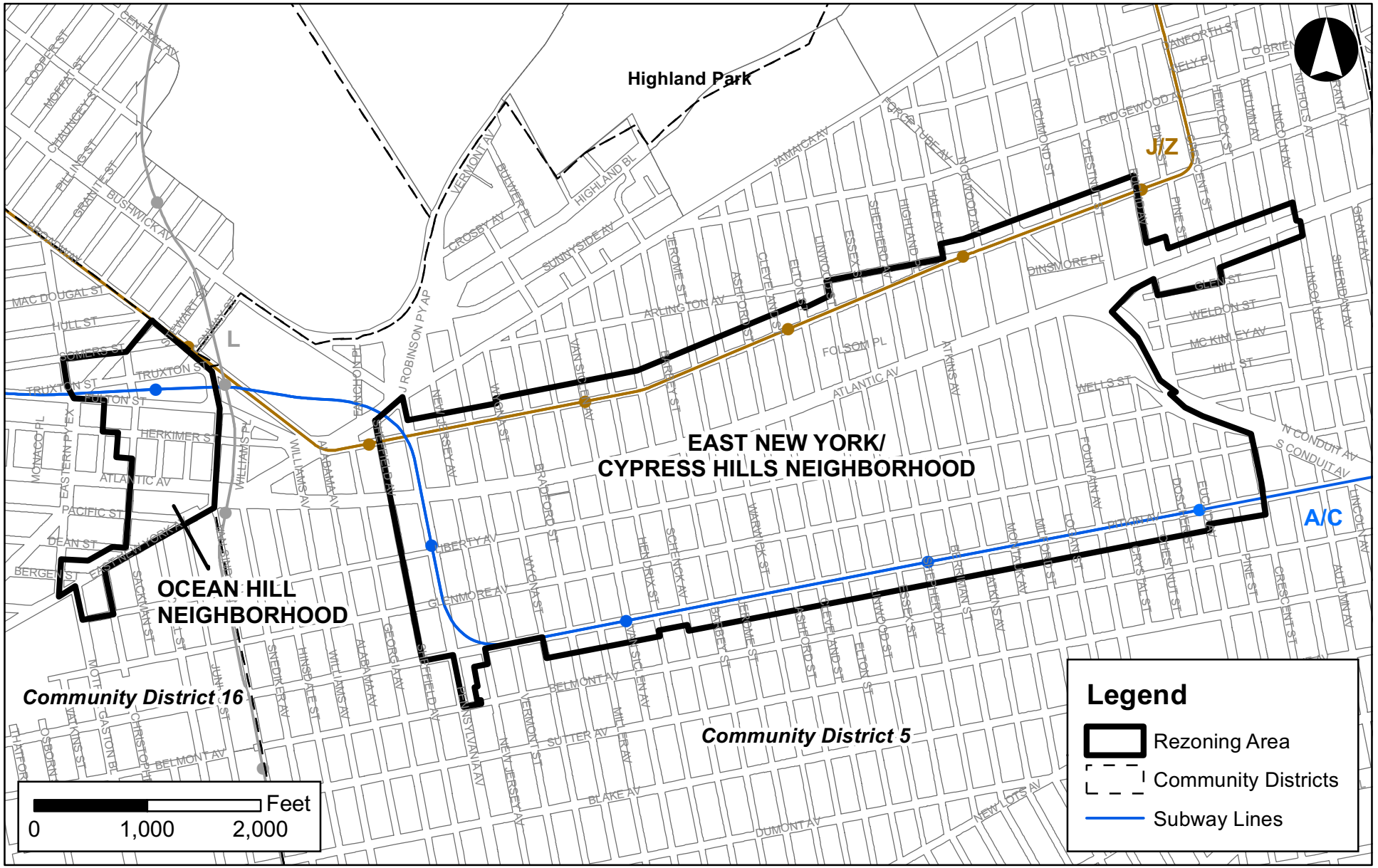
[1] Includes retail, FRESH supermarket, restaurant, and office uses.



Source: NYC Department of City Planning

East New York Rezoning

Figure 1a
Project Location - Aerial View



East New York Rezoning

Figure 1b
Project Location

The Proposed Actions reflect DCP's on-going engagement with Community Boards 5 and 16, local elected officials and community residents and stakeholders to achieve the following land use objectives:

- Create opportunities for new residential development with significant amounts of permanently affordable housing and preserve existing affordability to ensure that the neighborhood continues to serve diverse housing needs;
- Encourage mixed-use development on key corridors;
- Enhance and revitalize major thoroughfares through new economic development; and
- Protect neighborhood character of residential core and ensure predictable future development

An overview of the study area, the purpose and need for the Proposed Actions and their specific components are discussed in Sections C through F below. The New York City Planning Commission (CPC) has determined that an EIS for the Proposed Actions will be prepared in conformance with City Environmental Quality Review (CEQR) guidelines, with the Department of City Planning (DCP) acting on behalf of the CPC as the lead agency. The environmental analyses in the EIS will assume a development period of fifteen years for the reasonable worst-case development scenario (RWCDS) for the Proposed Actions (i.e., analysis year of 2030) and identify the cumulative impacts of other projects in areas affected by the Proposed Actions. DCP will conduct a coordinated review of the Proposed Actions with involved and interested agencies.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions encompass discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and CEQR process. The discretionary actions include:

- ***Zoning map amendment.*** The proposed rezoning would replace all or portions of existing M1-1, M1-2, C8-1, C8-2, R5, and R6 districts within the rezoning area with M1-4/R6A, M1-4/R7A, M1-4/R8A, M1-4/R7D, R5B, R6A, R7A, R7D, R8A, C4-4D, C4-4L, and C4-5D districts. The proposed rezoning would also replace or eliminate portions of existing C1-2, C1-3, C2-2 and C2-3 overlays with C2-4 overlays and establish new C2-4 overlays.
- ***Zoning text amendment*.** The Proposed Actions include amendments to the text of the Zoning Resolution to apply a new mandatory Inclusionary Housing Program (IHP) to portions of the proposed rezoning area, including where zoning changes are promoting new housing. Additionally, the Proposed Actions include amendments to the Zoning Resolution to establish an Enhanced Commercial District within the rezoning area along Atlantic Avenue, Pitkin Avenue, and Fulton Street and Pennsylvania Avenue in order to foster a safe and engaging pedestrian experience and to provide flexibility along transit corridors.
- ***Urban Renewal Plan amendment*.** The proposed amendment to the Dinsmore-Chestnut Urban Renewal Plan would conform land use restrictions to zoning, refresh the Urban Renewal Plan's general provisions, and allow for disposition of the urban renewal sites in accordance with the urban renewal plan.

As part of a separate action, DCP is proposing a series of zoning text amendments to eliminate unnecessary obstacles to the creation of housing, especially affordable housing. These include text amendments related to mandatory inclusionary housing, building envelope controls, senior and supportive housing, and parking requirements. These separate text amendments, which are described in

greater detail in Section C below, are expected to be in public review concurrent with the Proposed Actions and, when adopted, will affect the proposed rezoning area.

City Environmental Quality Review (CEQR) and Scoping

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR 617.4 and 43 RCNY 6-15, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) was completed on February 2, 2015. A Positive Declaration, issued on February 3, 2015, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an EIS.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, Brooklyn Community Boards 5 and 16, 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 March 5, 2015 at Brooklyn Community Board 5, 127 Pennsylvania Avenue, Brooklyn, New York 11207 starting at 5:30pm. Comments received during the Draft Scope's public meeting and written comments received up to ten days after the meeting (until 5:00 pm on March 16, 2015), will be considered and incorporated as appropriate into the Final Scope of Work (Final Scope). The lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments made on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The Draft EIS (DEIS) will be prepared in accordance with the Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for ten days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

C. BACKGROUND

Community Engagement and Interagency Participation

Sustainable Communities East New York

The East New York Community Plan builds on the work of the Sustainable Communities East New York (SCENY) study, a federally-funded collaborative planning effort led by DCP, together with community residents, stakeholders, elected officials and local organizations from 2011-2013. The SCENY planning initiative was funded under a regional planning grant awarded by the U.S. Department of Housing and Urban Development to the New York-Connecticut Sustainable Communities Consortium, a collection of

governmental and planning organizations in partnership to support the development of livable communities and growth centers around the region's most extensive commuter rail network.

Community Boards 5 and 16, which each cover portions of the study area, residents, stakeholders, elected officials and community organization were engaged throughout the process. The project team updated all stakeholders, including each of the Community Boards and their Land Use committees regularly and solicited input on plans. As part of the outreach effort, the project was also guided by a Community Advisory Committee (CAC), consisting of residents and representatives from local community-based organizations. Through this extensive outreach and public engagement, residents and other stakeholders identified key challenges and opportunities in East New York, as well as their vision for the future of the area. The full SCENY report can be accessed on DCP's website at the following address: http://www.nyc.gov/html/dcp/html/sustainable_communities/sustain_com2.shtml.

East New York Community Plan

Following the publication of the SCENY report in spring 2014, Mayor de Blasio, in May, 2014, released Housing New York, the Mayor's plan to build and preserve affordable housing throughout New York City in coordination with strategic infrastructure investments to foster a more equitable and livable New York City through an extensive community engagement process. The Housing New York plan calls for fifteen neighborhood studies to be undertaken in communities across the five boroughs that offer opportunities for new affordable housing. East New York was selected as the first such neighborhood based on the previous DCP work in the area including the community-identified opportunities of the SCENY report to develop housing, including significant amounts of affordable housing, new commercial, services, jobs and open space in an area with excellent transit access.

Following the Mayor's announcement, DCP held numerous workshops in the fall and winter of 2014 in partnership with other city agencies including the Department of Transportation (DOT), School Construction Authority (SCA), Department of Education (DOE), Department of Parks and Recreation (DPR), Small Business Services (SBS), Economic Development Corporation (EDC), and the Department of Housing Preservation and Development (HPD) to identify current and future needs of the neighborhood built on the vision outlined in the SCENY report. This engagement process solicited community goals and objectives, which included:

- New affordable housing, including housing accessible to families at income levels currently living in the community;
- Protect low-income tenants in rent-regulated apartments;
- Safer and more active streets, and an improved streetscape, especially on Atlantic Avenue;
- More job opportunities and commercial and retail options;
- Better and more accessible parks and playgrounds; and
- New community centers offering recreation and youth programs.

Based on these community identified objectives, DCP, in collaboration with other City agencies, developed a plan to achieve these goals through new zoning and other land use actions, expanded programs and services and capital investments (the "East New York Plan").

DCP and the other city agencies are continuing this public engagement process throughout 2015 to further refine and develop components of the Plan to better meet the needs of the community and the City at large and to capitalize on the proposed land use actions, when adopted. During this process, additional recommendations that do not relate directly to land use and zoning will be defined. In

addition, the Proposed Actions, as described below, may be refined or modified within the scope outlined herein, as outreach and discussion continues.

Study Area History

East New York was largely farmland until 1835, when the Connecticut merchant Colonel John R. Pitkin bought a large portion of the farmland, laid out a township called East New York and established a shoe factory at the intersection of Williams and Pitkin Avenues. A year later, the Long Island Rail Road opened its first section running an elevated line along Atlantic Avenue between the Brooklyn waterfront and Jamaica, Queens. Small factories, including food-related businesses processing agricultural products from Long Island, railroad yards and other related uses, as well as mid- and low-rise residential buildings with stores on the ground floors, were built alongside the railroad on Atlantic Avenue. The building which housed the former Borden Dairy and the former Chloe Food facility are remaining examples of buildings from this agricultural past. Small apartment buildings and homes were built on either side of Atlantic Avenue in Cypress Hills to the north and in East New York to the south.

Cypress Hills and East New York grew further with the extension of elevated transit lines in the 1880's and 1890's that connected neighborhoods of Queens with Downtown Brooklyn and Manhattan. Residential construction followed the elevated lines, and along Fulton Street and Pitkin Avenue retail corridors developed with stores on the ground floors of small apartment buildings to serve the emerging neighborhoods. Many residents were employed in the neighboring industrial district, originally established by Colonel Pitkin, which continued to thrive.

In the first half of the 20th century, significant public transportation infrastructure investments resulted in the relocation of two of the at-grade railroad lines and one of the elevated transit lines below ground. These large public construction projects, part of a citywide effort to improve conditions as well as safety within the city, removed significant sources of noise and impediments to light and air, and positioned Cypress Hills and East New York for further growth. One of the more significant of such projects was the Atlantic Avenue Improvement project, a public works project conducted under the auspices of Robert Moses between 1939 and 1942, which buried the Long Island Rail Road below Atlantic Avenue throughout most of Brooklyn, including East New York.

In the 1960's and 1970's, the population of Cypress Hills and East New York declined significantly, accompanied by disinvestment and abandonment of property. This change mirrored that of other working class neighborhoods around the city, including the South Bronx, Harlem and Brownsville. Between 1960 and 1970, African-American and Hispanic residents replaced white residents in Cypress Hills and East New York as the majority. During this time, foreclosure and vacancy rates rose sharply; formerly occupied blocks deteriorated as vacant homes burned and then were demolished for safety, leaving vacant land that depressed the value of other nearby homes, causing further deterioration to spread. Subsequently much of East New York between Liberty Avenue to the north and Linden Boulevard to the south was marked by blocks of vacant buildings and vacant land, much in City-ownership, with a corresponding steep decline in property values. As a result, between 1960 and 1980 the population of East New York decreased by a third (from approximately 66,000 to 40,000 residents in the study area), and the number of housing units was reduced by nearly half.

Beginning in the 1980's renewed public investment and grass-roots initiatives helped East New York and Cypress Hills to stem their decline and begin a recovery that continues to this day. With the stabilization of the City's finances after the fiscal crisis of the mid 1970s, the administration of Mayor Ed Koch embarked on an ambitious new City-sponsored housing plan that set as its goal the rehabilitation of

every vacant City-owned residential building. This plan, led by the City's Department of Housing Preservation and Development (HPD), and implemented by both HPD and local, not-for-profit organizations working directly in the affected communities, resulted in the return of empty building shells to permanent affordable housing managed by HPD and non-profits. HPD and the Cypress Hills Local Development Corporation (CHLDC), formed in 1983 to strengthen Cypress Hills and its Fulton Street retail strip, rehabilitated vacant buildings within these neighborhoods. Further to the south, west of Pennsylvania Avenue, the East New York Urban Youth Corps, a group that formed initially to work with neighborhood youths, as well as the Mutual Housing Association of New York (MHANY) and other non-profits rehabilitated every City-owned vacant building in the area. The program resulted in the removal of physical blight from many blocks, stabilization of the many still-intact residential blocks and the beginning of the return of residents to the area.

In the East New York Core area south of Atlantic Avenue, at the urging of East Brooklyn Congregations (EBC), a faith-based organization founded in neighboring Brownsville, the City initiated the Nehemiah Housing Program for the large swaths of City-owned vacant land that had been created here largely by the demolition of homes earlier in the 1970's and 1980's. The Program developed small, two-story, single-family row houses and provided an affordable homeownership opportunity to moderate-income families in efficiently-built, modestly-sized homes. These new homes, which used up much of the vacant City-owned land in the area, were extremely sought-after for their low cost and amenities and helped reverse the tide of disinvestment in the community as well as rebuild some of its fabric. Building on its investment in the neighborhood and the success of the Nehemiah home construction, the City subsidized the redevelopment of much of its remaining smaller parcels of vacant land with new two-family row-housing under the New York City Housing Partnership program, as well as other programs, through a variety of non-profit sponsors, including the CHLDC. As a result, the population began to grow again after decades of decline, and the amount of land in City ownership has diminished to a point where, today, there is very little City-owned vacant land remaining in the area.

In the 1990's small-scale, private-sector market-rate construction of one- and two-family homes returned to East New York, after the City-sponsored rehabilitation of all City-owned buildings and the redevelopment of most of the City's portfolio of vacant land with new housing. This wave of development was led by small building contractors taking advantage of low land prices and a rising demand for small homes and continues to this day, resulting in the addition of some 2,000 units of private market-rate housing throughout East New York and in the project area. This pace of construction slowed in the early 2000s and significantly so by the recession of 2008 and a dramatic rise in mortgage foreclosures in the area. The construction of new housing, albeit at a much slower pace, has resumed with an improving economy and increased demand, due to a rising city population and the movement into East New York of residents from other costlier neighborhoods. As a result of the City's housing programs, together with the private market home construction, the population of the East New York project area has rebounded from its low-point in 1980 of approximately 40,000 residents to 48,000 today, but still remains below its 1960 peak of 66,000 residents.

Project Area

The proposed project would affect two noncontiguous areas (see Figure 1). The first (referred to here as "East New York") is an approximately 176 block area covering portions of East New York and Cypress Hills, generally bounded by Fulton Street in the north, Pitkin Avenue to the south, Sheffield Avenue to the west, and Conduit Boulevard and Lincoln Avenue to the east. This area is defined by a series of east-west corridors, with Atlantic Avenue dividing the area into northern and southern sections; major corridors and areas of the neighborhood are described below. The second area (referred to here as

"Ocean Hill") is an approximately 15 block portion of the Ocean Hill neighborhood, generally bounded by Broadway to the north, East New York Avenue to the south, Eastern Parkway Extension to the west, and Van Sinderen Avenue to the east (refer to Figure 1).

East New York - Fulton Street

Fulton Street has retained most of its historic character as an active local retail corridor and is an important shopping and dining destination for the surrounding Cypress Hills community. The J/Z line runs above grade along this corridor, with stations at Van Siclen Avenue, Cleveland Street, Norwood Avenue, and Crescent Street. This corridor is mainly lined with historic two- to four-story attached mixed-use buildings with ground floor retail and housing above. Three blocks immediately east of Pennsylvania Avenue contain gas stations, car sales lots and auto-repair shops. Residential uses at the ground floor can also be found intermittently along this section of the corridor.

East New York - Atlantic Avenue

At 120 feet wide, Atlantic Avenue is the largest corridor running through the area and one of the main thoroughfares in Brooklyn. The Long Island Railroad runs below Atlantic Avenue in East New York and has a stop at Van Sinderen Avenue in between the East New York and Ocean Hill Plan areas. Common land uses along the avenue include one-story semi-industrial uses including a large bakery, auto-related uses, such as gas stations, car washes and auto repair shops, self-storage facilities, interspersed with residential use local retail shops and fast food restaurants. Most loft-style buildings that were originally built for industrial purposes have been converted to warehousing, self-storage facilities or are vacant. Atlantic Avenue also features a few large vacant and/or underutilized sites. New development along corridor has primarily included fast food drive-thru establishments and self-storage centers.

East New York - Liberty Avenue

Liberty Avenue is a corridor that runs east-west just south of Atlantic Avenue. The corridor today consists of auto repair shops, scrap metal yards and other light-industrial uses, such as warehouses and supply stores, mixed with primarily two- to four-story residential homes, small local retail shops, schools and houses of worship.

East New York - Pitkin Avenue

Pitkin Avenue is generally characterized by two- to four-story residential buildings or mixed-use buildings with neighborhood retail at the ground floor and residential units above. The A/C line runs below ground along Pitkin Avenue with stations at Van Siclen Avenue, Shepherd Avenue, and at Euclid Avenue, an express stop and the terminus of the C train. While Pitkin Avenue was once a thriving continuous commercial strip, today many of the ground floors of buildings are used for residential or community facility use. Ground-floor residential uses are found in over 40 percent of buildings as many former retail spaces have been converted to residential units. New construction is mostly residential and often sets back from the street line to allow for off-street parking or faces side-streets with blank building sides facing onto Pitkin Avenue. Commercial uses include one of the area's few full-service supermarkets, as well as delis, laundromats, salons and other small retail establishments. Fiorentino Plaza is a medium-density NYCHA development on the northern side of Pitkin Avenue. The CHLDC recently received approval for a zoning map change to increase the allowed density at Pitkin Avenue and Berriman Street adjacent to the Shepherd Avenue subway station to build an eight-story apartment building with ground-floor retail.

East New York - Residential Core

The residential blocks between the main commercial corridors of Fulton Street, Atlantic Avenue and Pitkin Avenue are characterized by two- to three-story row houses and small three- to four-story apartment buildings built in the early 1900's. Recent development includes low-scale rowhouses or semi-detached homes with deep setbacks and front-yard parking. This new construction conforms to the low-density zoning regulations, which require off-street parking and front yards, producing developments that do not match the form and character of existing buildings. The Cypress Hills residential core lies to the north of Atlantic Avenue and is characterized by slightly lower-scale rowhouses and detached homes than are typically found south of Atlantic Avenue in East New York. Glenmore Avenue, just north of and running parallel to Pitkin Avenue, is characterized by low-scale homes interspersed with pockets of auto-related uses and open industrial uses, as well as a number of community gardens on vacant city-owned lots, once occupied by residential buildings.

Ocean Hill

The western portion of the study area, in the Ocean Hill neighborhood, contains a mix of longstanding residential buildings, light-industrial activities including warehouses/storage and distribution facilities, and institutional uses. The residential uses are comprised of a mix of one- and two-family homes, as well as three- to four-story apartment buildings. The existing low-scale warehouse buildings are typically occupied with low-intensity light industrial and auto-oriented uses, including storage and warehousing, and auto-repair shops. Recent construction consists of two recently completed and one proposed hotel and conversions of former loft buildings to homeless family shelters.

D. EXISTING ZONING

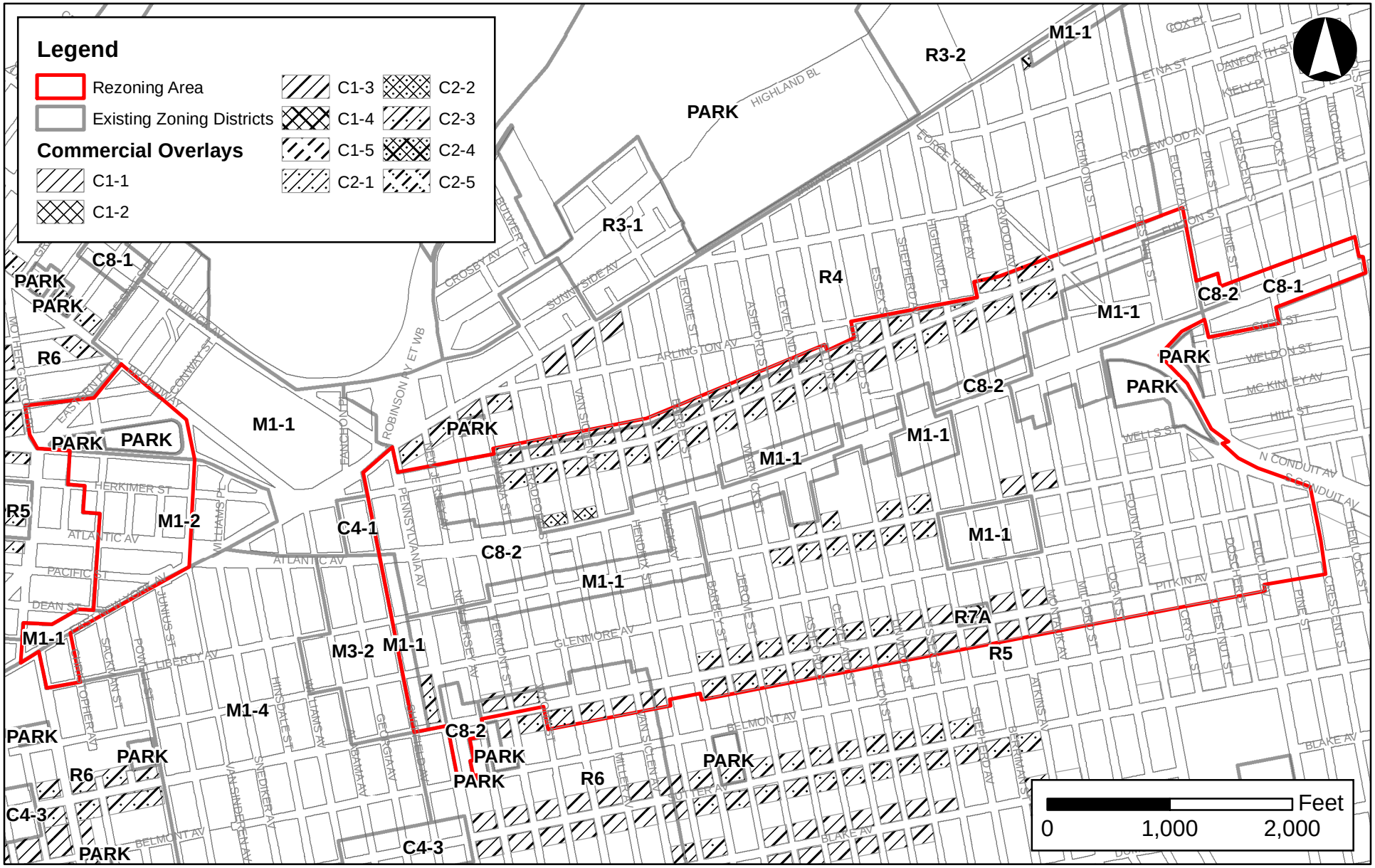
The study area of East New York and Ocean Hill makes up approximately 0.75 square miles in eastern Brooklyn that include portions of the East New York, Cypress Hills, Ocean Hill and Brownsville neighborhoods of Community Districts 5 and 16. Separating East New York and Ocean Hill, and not affected by the Proposed Actions described herein, is an industrially zoned area, that includes Broadway-Junction and the East Brooklyn IBZ, and it is bounded by Sheffield Avenue to the east and Van Sinderen Avenue to the west.

The majority of the current zoning has remained unchanged since 1961 when the current Zoning Resolution was originally established. Two zoning map amendments were recently adopted. The Pitkin Avenue Rezoning, adopted in 2013, changed an R5 zoning district with a C1-3 commercial overlay to an R7A district with a C2-4 commercial overlay on a block bounded by Pitkin Avenue, Shepherd Avenue, and Berriman Street. The Logan Street Rezoning, adopted in 2005, changed an M1-1 zoning district to a R5 district on the northern half of a block bounded by Milford Street, Atlantic Avenue, and Logan Street. Both rezonings shared the goal of encouraging the creation of more housing units in the neighborhood.

Existing zoning districts are shown in Figure 2 and discussed below.

M1-1 & M1-2

M1-1 zoning districts, which have a floor area ratio (FAR) of 1.0 for manufacturing and commercial uses, are mapped in fragments throughout the study areas. An M1-2 district is located in a portion of the Ocean Hill area and permits manufacturing and commercial uses at a maximum FAR of 2.0. M1-1 and M1-2 districts also permit community facility uses at a maximum FAR of 2.4 and 4.80, respectively. M1



East New York Rezoning

Figure 2
Existing Zoning

districts have a base height limit, above which a structure must fit within a sloping sky exposure plane; this base height is 30 feet in M1-1 districts, and 60 feet in M1-2 districts. M1-1 and M1-2 districts are subject to parking requirements based on the type of use and size of an establishment. M1 districts generally allow one- or two-story warehouses for light-industrial uses, including repair shops, wholesale service facilities, as well as self-storage facilities and hotels. M1 districts are intended for light industry; however, heavy industrial uses are permitted in M1 districts as long as they meet the strict performance standards set forth in the Zoning Resolution (ZR). No new residential uses are permitted.

Existing land uses within the M1-1 and M1-2 districts include warehouses/storage for light industrial uses, auto-related businesses such as car dealerships and auto-repair shops, fast-food restaurants, gas stations, self-storage facilities, hotels, and vacant or underutilized land.

C8-1 & C8-2

There is one C8-1 district mapped in the most eastern part of the study area on Atlantic Avenue Three blocks immediately east of Pennsylvania Avenue are currently zoned C8-2. C8-1 and C8-2 districts permit commercial uses at a maximum FAR of 1.0 and 2.0, respectively. C8 districts are found mainly along major traffic arteries and allow automotive and other heavy commercial uses that often require large amounts of land. C8 districts have a base height limit, above which a structure must fit with a sloping sky exposure plane; this base height is 30 feet in C8-1 districts, and 60 feet in C8-2 districts, and typically produces low-rise, one-story structures. C8-1 and C8-2 districts also permit community facility uses at a maximum FAR of 2.4 and 4.80, respectively. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes; community facilities, self-storage facilities, hotels and amusements, such as theatres are also permitted. No new residential uses are permitted.

Existing land uses within the C8-1 and C8-2 districts include gas stations, car sales lots, auto-repair shops, small local retail shops mixed with residential uses above the ground floor and residential homes that front on the side streets.

R5

Approximately 137 full or partial blocks north and south of Atlantic Avenue, between Fulton Street and Atlantic Avenue and Between Atlantic Avenue and Pitkin Avenue, are currently zoned R5. An R5 district is a lower density general residence district that allows all housing types, including detached, semi-detached, attached and multi-family residences, at a maximum FAR of 1.25 (or 1.65 in predominantly built-up areas utilizing the R5-infill provisions) and community facilities up to a maximum FAR of 2.0. R5 districts typically produce three- to four-story attached houses and small apartment buildings with parking in their front yards. R5 districts have a base height limit of 30 feet and a maximum building height of 40 feet is permitted after a 15 foot setback. R5 zoning requires a minimum front yard depth of 10 feet, which is increased to 18 feet if front yard parking is provided. Off-street parking in a grouped facility is required for 85% of the dwelling units.

Most of the Fulton Street and Liberty and Pitkin Avenue corridors are within the R5 zoning district. While many of the existing residential buildings were historically built at a height of four stories or less, their built densities are greater than currently permitted, due to their higher lot coverage. The existing land uses in these areas include detached, semi-detached, attached single and two family homes, and multi-family residences interspersed with light manufacturing uses, warehouses/storage facilities, auto repair facilities, community facilities, and vacant land and community gardens.

R6

There is one R6 district in the southwest of the study area located along a block frontage facing Pitkin Avenue. R6 districts allow all housing types at a maximum FAR of up to 2.43 is allowed for residential uses and up to 4.8 FAR is allowed for buildings containing community facility uses. R6 is a height factor district where residential and community facility uses are permitted with no fixed height limits and building envelopes are regulated by a sky exposure plane and open space ratio after a maximum base height of 60 feet. Residential development under the optional Quality Housing Program has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide) with a 55-foot building height limit and a maximum of 3.0 FAR on wide streets (defined as 75 feet wide or greater) with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. In R6 districts, if fewer than five spaces are required, the off-street parking requirement is waived.

A R6 residential district encompasses approximately five blocks of Pitkin Avenue east of Pennsylvania Avenue and includes the New York City Housing Authority (NYCHA) Fiorentino Plaza development, a one-story supermarket, a school, and one- and two-family homes.

R7A

There is one R7A district in the study area located on the front block facing Pitkin Avenue between Shepherd Avenue and Berriman Street. This zoning district was adopted in 2013 at the request of the CHLDC from an R6 zoning district to facilitate an eight-story affordable housing building with ground-floor retail. R7A districts typically produce high lot coverage, seven- to eight-story apartment buildings pursuant to the Quality Housing program, and blend with existing buildings in many established neighborhoods. In R7A districts, the maximum residential FAR is 4.0, and the maximum community facility FAR is 4.0. Above a maximum base height of 65 feet, the building must set back 10 feet along narrow streets or 15 feet along wide streets before rising to the maximum permitted height of 80 feet.

Commercial Overlays

Commercial overlays permitting local commercial retail uses are mapped along Fulton Street, Atlantic, Pitkin and Liberty Avenues and in Ocean Hill.

C1-2 & C1-3

A C1-2 commercial overlay is located over one block in the southeastern area of the study, between Pine Street and Glenmore Avenue. C1-3 commercial overlays are mapped on 24 block frontages, and typically to a depth of 150 feet, along Fulton Street, and Liberty and Pitkin Avenues. C1 commercial overlays are typically mapped in residential neighborhoods along streets that serve local retail needs. They are found extensively throughout the city's lower- and medium-density areas and occasionally in higher-density districts. Typical retail uses include neighborhood grocery stores, restaurants and beauty parlors. The maximum commercial FAR is 1.0 when mapped in R5 districts, but 2.0 when mapped in R6 or higher. This typically produces a commercial ground floor in an otherwise residential mixed-use building. C1-2 overlays have higher off-street parking requirements than C1-3 overlays.

C2-3 & C2-2

C2-2 commercial overlays are mapped on 9 block frontages including Atlantic Avenue from Bradford Street to Van Siclen Avenue; and along Pine Street between Liberty and Pitkin Avenues. C2-3

commercial overlays are mapped on 79 block frontages along Pitkin Ave between Vermont Avenue and Crystal Street; on Liberty Avenue between Warwick Street and Crystal Street; and along Fulton Street from Wyona Street to Pine Street. C2 districts permit a slightly wider range of uses than C1 districts, such as funeral homes and repair services. In mixed buildings, commercial uses are limited to the ground floor and must always be located below the first floor containing dwelling units.

In C1-2 and C2-2 overlays, most retail uses require one accessory parking space per 300 square feet of commercial floor space. In C1-3 and C2-3 overlays, most retail uses require one accessory parking space per 400 square feet of commercial floor space.

C2-4

A C2-4 commercial overlay is mapped on one block frontage along Pitkin Avenue and was mapped as part of the 2013Pitkin Avenue Rezoning. C2-4 commercial overlays allow for local retail uses and commercial development up to 2.0 FAR.C2-4 districts allow Use Groups 1-9 and 14, which include uses such as plumbing and electrical shops, small bowling alleys and movie theaters, funeral homes, small repair shops, printers, and caterers. For general commercial uses, one off-street parking space is required for every 1,000 square feet of such use, and up to 40 spaces may be waived.

E. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Department of City Planning is proposing these land use actions in response to the community objectives identified during the Sustainable Communities East New York process and subsequent outreach and workshop events held in the fall and winter of 2014/2015. DCP, together with other City agencies, developed a plan to achieve these goals through new zoning and other land use actions, expanded programs and services and capital investments.

Current zoning in the neighborhood does not permit the full implementation of the East New York Community Plan. New residential development in key areas and along major corridors is not permitted. In areas where residential use is permitted, the existing zoning restricts new development to low densities that limit the production of substantial amounts of housing, particularly affordable housing, which limits the potential of the major corridors to become vibrant pedestrian destinations.

The Proposed Actions seek to facilitate vibrant, inclusive residential neighborhoods with a wide variety of local and regional commercial options, job opportunities and attractive streets that are safe and inviting for residents, workers, and visitors. Opportunities for new housing, including affordable housing, along key corridors, particularly Atlantic Avenue, would provide more housing choices for current and future residents. A growing residential population would restore population lost during the neighborhood's decline in decades past, and also expand the customer base for existing and new businesses such as grocery stores, pharmacies, and other services to flourish. The Proposed Actions also seek to reinforce and enhance the existing character and context of the residential core by requiring new development in the primarily residential central blocks to better match the form of existing buildings.

Additionally, though not part of the proposed land use and zoning actions, which are described in more detail below, the East New York Plan calls for strategic infrastructure investments. These improvements and investments, such as possible streetscape improvements along Atlantic Avenue and other key corridors, which would support the envisioned new level of activity, are separate from the Proposed Actions. While the Proposed Actions are a key component to facilitate the implementation of the Plan,

they are not dependent on these additional components and as such are not part of a coordinated environmental review. Moreover, there are components of the Plan, which are not yet known to a sufficient level of detail to include in this analysis.

The Proposed Actions reflect DCP's on-going engagement with Community Boards 5 and 16, local elected officials and community residents and stakeholders to achieve the following land use objectives:

- Create opportunities for new residential development with significant amounts of permanently affordable housing and preserve existing affordability to ensure that the neighborhood continues to serve diverse housing needs;
- Encourage mixed-use development on key corridors;
- Enhance and revitalize major thoroughfares through new economic development; and
- Protect neighborhood character of residential core and ensure predictable future development.

Create opportunities for new residential development with significant amounts of permanently affordable housing and preserve existing affordability to ensure that the neighborhood continues to serve diverse housing needs

Changing the zoning to allow for both mixed-use residential and/or commercial development at higher densities in more areas of the neighborhood and medium density development along key corridors served by transit is intended to significantly expand the supply of housing. The Proposed Actions would promote the development of permanently affordable housing and facilitate mixed-income communities by requiring affordable housing units to be included in any new residential development, which is not required by zoning today.

Atlantic Avenue presents the greatest opportunity for the development of affordable housing. The width of the street, access to transit, and presence of a number of significant sites with potential for redevelopment provide this corridor with the capacity to support significant growth. Zoning changes to allow residential development at higher densities would make possible the construction of affordable apartment buildings on the corridor and would expand the neighborhood's supply of affordable housing.

Pitkin Avenue and Fulton Street are transit corridors and established shopping strips with many vacant or underutilized lots or low-rise buildings. Changing the low-density zoning to medium-density would allow more affordable housing to be built along these corridors.

New multifamily development in the vicinity of the study area has consisted of publicly supported affordable housing development. It is expected that a variety of City and State financing programs for affordable housing would result in the creation of a substantial amount of affordable housing within the project area under the Proposed Actions. In addition, the proposed application of a mandatory inclusionary housing program would require that residential development include an affordable component, ensuring that new development would facilitate mixed-income communities even in the event of future changes in the housing market that would make market-rate housing development for higher-income households feasible.

Encourage mixed-use development on key corridors

The low-density zoning found along key corridors today discourages mixed-use development by restricting the total allowed development. Changes to the zoning to allow medium- to higher-density development and a greater variety of uses along key corridors of Atlantic Avenue, Fulton Street, Pitkin

Avenue, Pennsylvania Avenue and Liberty Avenue would promote mixed-use development with housing, commercial uses, and community facilities. Increased residential density will reinforce demand for a greater variety of local retail services such as grocery stores, pharmacies, banks, and restaurants, supporting the growth of existing and new businesses.

Atlantic Avenue has the potential to provide substantial new housing, retail, and other services. New housing is not currently permitted in the zoning districts found along most of Atlantic Avenue. Updating the zoning to allow residential uses would facilitate the construction of new housing and mixed-use development. Allowing higher residential density and a variety of job-generating uses on these sites would help bring a critical mass of residents to support a greater diversity of retail offerings and activate streetscapes and public spaces. In this way, Atlantic Avenue could transform into an urban boulevard offering a diversity of housing options, shopping, entertainment, jobs and services to the surrounding neighborhood as well as drawing visitors from the broader region.

Fulton Street, Pitkin Avenue, Liberty Avenue and Pennsylvania Avenue have the potential to see modest growth on underutilized sites, enabling new mixed-use developments with housing and ground-floor retail that are supported by the existing transit network. Specifically, on Liberty Avenue, allowing new residential development and local retail where a manufacturing district currently prohibits new housing and a scattered commercial overlay allows retail on only certain blocks, could strengthen this secondary neighborhood corridor. Modest densities and local retail could also support north-south connections to transit along Berriman Street and Van Siclen Avenue.

With increased residential density, the neighborhood will see increased demand for more local services such as grocery stores, banks, and restaurants, supporting existing and new businesses while creating local job opportunities. City incentives for the development of grocery stores selling fresh food could be utilized to add to the neighborhood's healthy food options. The additional density proposed would create support for new and existing businesses, which would support the creation or expansion of Business Improvement Districts and/or merchants associations to further support retail growth along the major corridors.

Enhance and revitalize major thoroughfares

A vital component of the East New York Plan is the creation of new centers of activity that will bring together housing, commercial uses, community services and street level activities. Key corridors in East New York such as Atlantic, Liberty and Pitkin Avenues are today fragmented commercial corridors with a high number of non-commercial ground floor uses. Proposed zoning changes would promote active non-residential ground floor uses with minimum levels of window coverage, and minimize curb cuts which disrupt the sidewalk to foster more dynamic commercial corridors that are inviting to pedestrians. The Proposed Actions respond to the needs of particular corridors by allowing buildings to minimize the impact of the elevated train on Fulton Street with additional flexibility for setbacks at the street level.

Protect neighborhood character of residential core and ensure predictable future development

The proposed zoning will preserve residential neighborhoods and promote contextual infill development. Residents have identified the residential blocks between the main transit corridors as areas to preserve. Side streets between the major commercial corridors feature established neighborhoods of rowhouses, duplexes and small apartment buildings. Contextual zoning would ensure that new infill development complements the existing residential character by promoting consistent building height and size.

F. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions are intended to facilitate the implementation of the objectives of the East New York Plan, which identified a shared long-term vision for the future of the neighborhood to create more affordable housing and more diverse commercial and retail uses, spur economic development, foster safer streets, and generate new community resources. To accomplish these goals, the New York City Department of City Planning is proposing zoning map and text amendments that would affect a total of approximately 191 blocks in two areas, in East New York and Ocean Hill, described in detail above.

Additionally, HPD is proposing an amendment to the Dinsmore-Chestnut Urban Renewal Plan to conform land use restrictions to zoning, to refresh the urban renewal plan's general provisions, and to allow disposition of the urban renewal sites in accordance with the urban renewal plan.

DCP will be acting as lead agency on behalf of the CPC and will conduct a coordinated environmental review. HPD will be the co-applicant for the Urban Renewal Plan amendment and, as the result, will serve as an involved agency under CEQR.

Each of these is a discretionary action subject to review under ULURP, Section 200 of the City Charter, and the CEQR process. These discretionary actions are described in more detailed below.

Proposed Zoning Districts

The proposed rezoning would replace all or portions of existing M1-1, M1-2, C8-1, C8-2, R5, and R6 districts with M1-4/R6A, M1-4/R7A, M1-4/R8A, M1-4/R7D, R5B, R6A, R7A, R7D, R8A, C4-4D, C4-4L and C4-5D districts. The proposed rezoning would also replace or eliminate portions of existing C1-2, C1-3, C2-2, and C2-3 overlays with C2-4 overlays and establish new C2-4 overlays. Figure 3, "Proposed Zoning" presents the proposed zoning map changes, which are discussed in greater detail below.

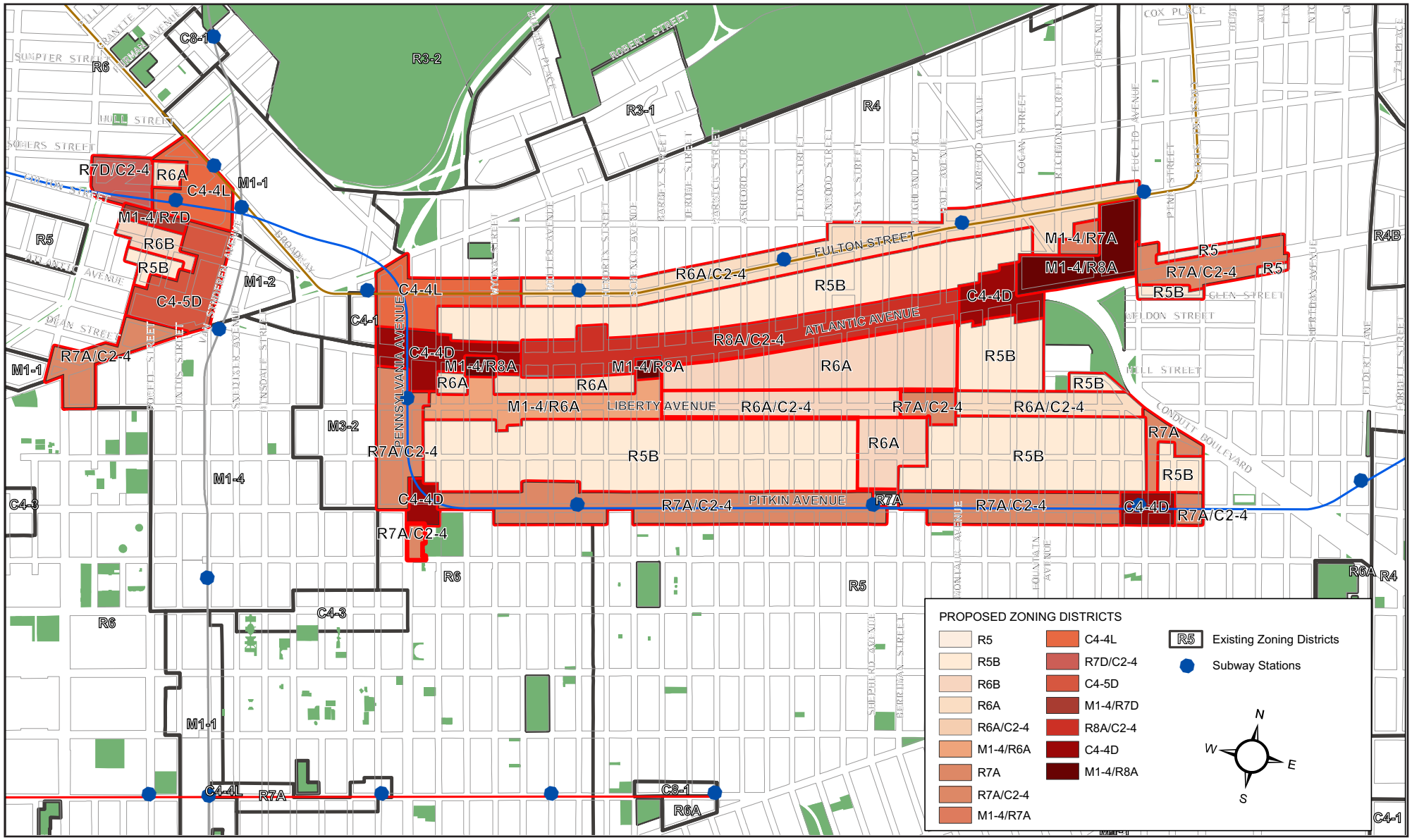
Proposed R5B

(Existing R5, C8-2, and M1-1 districts)

R5B is proposed in the core residential blocks between Fulton Street and Atlantic Avenue, between Atlantic Avenue and Liberty Avenue, and between Liberty Avenue and Pitkin Avenue as follows:

- Between Fulton Street and Atlantic Avenue: 20 partial blocks between New Jersey Avenue and Milford Street. These blocks are currently zoned C8-2, R5/C2-3, and M1-1.
- Between Atlantic Avenue and Liberty Avenue: 3 partial blocks between Montauk Avenue and Fountain Avenue. These blocks are currently zoned M1-1 and R5.
- Between Liberty Avenue and Pitkin Avenue: 34 full or partial blocks between Pennsylvania Avenue and Shepherd Avenue that are currently zoned R5; 17 full/partial blocks between Berriman Street and Euclid Avenue that are currently zoned M1-1 and R5; and 4 full/partial blocks between Euclid Avenue and Crescent Street that are currently zoned R5.

R5B permits detached and semi-detached residential buildings, but is primarily a three-story rowhouse district. The maximum FAR is 1.35 with a maximum street wall height of 30 feet, above which the building is set back to a maximum height of 33 feet. The front yard must be at least five feet deep and it must be at least as deep as one adjacent front yard and no deeper than the other, but it need not exceed a depth of 20 feet. Attached rowhouses do not require side yards but there must be at least eight feet between the end buildings in a row and buildings on adjacent zoning lots. Curb cuts are



Source: NYC Department of City Planning

prohibited on zoning lot frontages less than 40 feet. On-site parking spaces must be provided for 66 percent of the dwelling units although parking can be waived when only one space is required. Front yard parking is prohibited.

Proposed R6A

(Existing R5, C8-2, M1-1, and M1-2 districts)

R6A is proposed on approximately 89 full or partial blocks in three areas:

- Between Norwood Avenue and Chestnut Street south of Fulton Street that are currently zoned R5/C2-3 and M1-1;
- Along the mid-block between Atlantic Avenue and Liberty Avenue between New Jersey Avenue and Vermont Street (1 partial block currently zoned C8-2), between Wyona Street and Schenck Avenue (5 partial blocks currently zoned C8-2), and between Barby Street and Berriman Street (8 partial blocks currently zoned R5, C8-2 and M1-1);
- Between Essex Street, Liberty Avenue, Atkins Avenue, and Pitkin Avenue currently zoned R5 and M1-1.
- Along Herkimer Street between Sherlock Place and Havens Place currently zoned M1-2 and along Sackman Street between Somers and Truxton Streets currently zoned M1-1

R6A districts allow residential and community facility uses up to 3.0 FAR (3.6 FAR in areas designated as part of the Inclusionary Housing program per Zoning Resolution Section 23-90). The building form requires a street wall between 40 and 60 feet, a setback above the maximum base height of 60 feet, and a maximum building height of 70 feet. Off-street parking is required for 50 percent of the dwelling units, but this requirement is waived if 5 or fewer spaces are required.

Proposed R7A

(Existing R5 and M1-1)

R7A is proposed on approximately 74 full/partial blocks in four areas:

- Between Sheffield Avenue and midblock between Pennsylvania and New Jersey Avenues between Pitkin Avenue and Liberty Avenue that is currently zoned M1-1 and R5;
- Along Pitkin Avenue between New Jersey Avenue to the west, and Doscher Street to the east that is currently zoned R5;
- Between Liberty Avenue and Pitkin Avenue along Euclid Avenue that is currently zoned R5.
- Along Atlantic Avenue between Euclid Avenue and Lincoln Avenue currently zoned C8-1 and C8-2

R7A is a contextual district that allows for new medium-density residential development and community facilities. R7A districts allow for residential development up to 4.0 FAR (4.6 FAR in areas designated as part of the Inclusionary Housing program) and community facility uses up to 4.0 FAR. The building form requires a street wall of 40 to 65 feet, a setback above the maximum base height, and a maximum building height of 80 feet. New residences would be required to provide one off-street parking space for 50% of the dwelling units, with reduced requirements for affordable housing.

Proposed R7D

(Existing M1-1)

R7D is proposed on two (2) partial blocks on along Eastern Parkway Extension between Mother Gaston Boulevard and Sacman Street. R7D allows medium-density apartment buildings at a maximum FAR of 4.2 for community facility uses and 5.60 for residential uses in areas designated as part of the Inclusionary Housing program. New structures in R7D districts are required to line up with adjacent structures to maintain the streetwall. Above a base height of 60 to 85 feet, the building must set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to its maximum height of 100 feet. In addition, where commercial overlays are mapped, active ground floor uses are required, and the related zoning text amendment would also require transparency on the ground floor (see below).

Proposed R8A

(Existing C8-2 and M1-1)

R8A is proposed on 30 partial blocks for portions along Atlantic Avenue between Bradford Street and Montauk Avenue. These blocks are currently zoned C8-2 and M1-1. R8A districts permit residential and community facility uses at a maximum FAR of 6.02 (7.20 in areas designated as part of the Inclusionary Housing program) and 6.50, respectively. The building form requires a base height between 60 and 85 feet and a maximum building height of 120 feet. The off-street parking requirement is one space per 1000 square feet of commercial use and health care facilities and one off-street parking space for 40% of the dwelling units.

Proposed C4-4L

(Existing C8-2 and M1-2)

C4-4L is proposed on 13 partial blocks along a section of Fulton Street between Sheffield Avenue and Bradford Street. These blocks are currently zoned C8-2 and M1-2. The proposed C4-4L is an existing zoning district created specifically for commercial corridors with elevated trains, similar to Fulton Street. The designation represents a contextual, regional commercial district that permits residential development at an R7A equivalent, as well as commercial and community facility. The proposed C4-4L district would allow for a wider range of uses and provide more building design along the elevated J/Z transit line.

C4-4L allows residential development up to 4.0 FAR (4.6 FAR in areas designated as part of the Inclusionary Housing program) and commercial and community facility uses up to 4.0 FAR. The proposed C4-4L district would allow two distinct building types depending on the location in relation to elevated train tracks:

- For lots not fronting on the elevated train, the proposed C4-4L district applies the height and setback regulations of a C4-4A district, requiring a street wall between 40 and 65 feet high and allowing a maximum building height of 80 feet.
- For lots fronting on the elevated train and within 125 feet of the streetline adjacent to the elevated train, buildings would be required to set back five feet from the streetline adjacent to the elevated train at the ground floor, and allowed to rise to a maximum height of 100 feet or ten stories, with a minimum base height of 30 feet and a maximum base height of 65 feet. Above the base height, buildings would be required to set back at least 15 feet. Certain corner lots and through lots, depending on size and configuration, would also be subject to more

generous lot coverage maximums, and some through lots would be permitted to waive the required rear yard equivalent.

Proposed C4-5D

(Existing M1-2)

A C4-5D district is proposed for all or parts of five blocks generally bounded by Fulton Street, Van Sinderen Avenue, Sackman Street and Pacific Street. Bedford and Brooklyn Avenues and Nostrand Avenue between Macon Street and Atlantic Avenue. These blocks are currently zoned M1-2. C4-5D permits residential, commercial, and community facility buildings at a maximum FAR of 4.2 (5.6 FAR in areas designated as part of the Inclusionary Housing program). The building form requires a base height between 60 and 85 feet and a maximum building height of 100 feet. Active ground floor uses are required, and fifty percent of the building frontage on the ground floor between a height of 2 and 12 feet above curb level is required to be glazed with transparent materials that will enhance the pedestrian experience. The off-street parking requirement is one space per 1000 square feet of commercial use and one off-street parking space for 50% of the dwelling units.

Proposed C4-4D

(Existing C8-2 and M1-1)

C4-4D is proposed on 21 partial blocks along two sections of Atlantic Avenue, between Sheffield Avenue and Bradford Street; and between Montauk Avenue and Fountain Avenue; and two sections of either end of Pitkin Avenue in the study area, between Pennsylvania and New Jersey Avenues and between Doscher Street and Pine Street. These blocks are currently zoned R5, M1-1 and C8-2. C4-4D is an R8A equivalent that permits residential development up to 6.02 FAR (7.20 FAR in areas designated as part of the Inclusionary Housing program), commercial uses up to 3.4 FAR, and community facilities up to 6.5 FAR. The building form requires a base height between 60 and 85 feet and a maximum building height of 120 feet. The off-street parking requirement is one space per 1000 square feet of commercial use and health care facilities and one off-street parking space for 40% of the dwelling units.

Proposed M1-4/R6A

(Existing R5, C8-2 and M1-1)

An M1-4/R6A mixed use district is proposed for 18 partial blocks along Liberty Avenue between New Jersey Avenue and Barbey Street. M1-4/R6A districts permit residential and community facility uses within Use Groups 1-4, and commercial and manufacturing uses within Use Groups 5-15 and 17 at a maximum FAR of 3.0 (3.6 with Inclusionary Housing) for residential, 3.0 for community facility, and 2.0 for commercial or manufacturing uses. For residential uses the building form requires a street wall of 40 to 60 feet, a setback above the street wall, 10 feet facing wide streets and 15 feet facing narrow streets, and a maximum building height of 70 feet. For industrial and commercial uses, the allowable FAR would remain at 2.0 resulting typically in two-story buildings.

Proposed M1-4/R7A

(Existing M1-1)

An M1-4/R7A mixed use district is proposed for a partial block between Chestnut Street and Richmond Street just south of Fulton Street. M1-4/R7A districts permit residential and community facility uses within Use Groups 1-4, and commercial and manufacturing uses within Use Groups 5-15 and 17 at a

maximum FAR of 4.0 (4.6 with Inclusionary Housing) for residential, 4.0 for community facility, and 2.0 for commercial or manufacturing uses. For residential uses the building form requires a street wall of 40 to 65 feet, a setback above the street wall, 10 feet facing wide streets and 15 feet facing narrow streets, and a maximum building height of 80 feet. For industrial and commercial uses, the allowable FAR would remain at 2.0 resulting typically in two-story buildings.

Proposed M1-4/R7D

(Existing M1-2)

An M1-4/R7D mixed use district is proposed for two blocks along Fulton Street between Eastern Parkway Extension and Havens Place. M1-4/R7D districts permit residential and community facility uses within Use Groups 1-4, and commercial and manufacturing uses within Use Groups 5-15 and 17 at a maximum FAR of 5.0 (5.6 with Inclusionary Housing) for residential, 4.2 for community facility, and 2.0 for commercial or manufacturing uses. For residential uses, above a base height of 60 to 85 feet, the building must set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to its maximum height of 100 feet. For industrial and commercial uses, the allowable FAR would remain at 2.0 resulting typically in two-story buildings.

Proposed M1-4/R8A

(Existing M1-1)

The proposed M1-4/R8A mixed use district is proposed for two blocks between Logan Avenue and Euclid Avenue along Atlantic Avenue and a partial block along Atlantic Avenue between Barbey and Schenck Streets. The proposed district would allow residential and community facility uses within Use Groups 1-4, and commercial and manufacturing uses within Use Groups 5-15 and 17 at a maximum FAR of 6.02 (7.20 with Inclusionary Housing) for residential, 6.50 for community facility, and 2.0 for commercial or manufacturing uses. The proposed M1-4/R8A district requires new buildings to have a street wall height of 60 to 85 feet and a maximum building height of 120 feet. For industrial and commercial uses, the allowable FAR would remain at 2.0 resulting typically in two-story buildings.

Proposed Commercial Overlays

Existing C1 and C2 commercial overlays are mapped intermittently throughout the study area. C1 districts permit commercial Use Groups 5 and 6 while C2 districts permit Use Groups 5 through 9 and 14.

C2-4 commercial overlays are proposed to be mapped over portions of the proposed R6A, R7A, and R8A districts as follows. The proposed rezoning would also replace or eliminate portions of existing C1-2, C1-3, C2-2, and C2-3 overlays with C2-4 overlays and establish new C2-4 overlays. The affected area is as follows:

- Proposed R6A: 39 full/partial blocks on Fulton Avenue between Bradford Avenue and Euclid Avenue that are currently zoned R5/C2-3; and 33 full/partial blocks on Liberty Avenue between Barbey Street and Conduit Avenue that are currently zoned R5 and M1-1;
- Proposed R7A: 10 full/partial blocks on Atlantic Avenue between Euclid Avenue and Lincoln Avenue that are current zoned C8-1 and C8-2; 6 partial blocks on Pennsylvania between Liberty Avenue and Pitkin Avenue that are currently zoned R5 and C8-2;
- Proposed R8A: 30 full/partial blocks on Atlantic Avenue between Bradford and Montauk that are current zoned R5/C2-3, C8-2, M1-1, and R5; and 2 full/partial blocks on Pitkin Avenue between Pennsylvania and New Jersey Avenue that are currently zoned R5 and C8-2.

C2-4 commercial overlays allow for local retail uses and commercial development up to 2.0 FAR. In these areas, the C2-4 commercial overlays will support the development of mixed residential/commercial uses. This proposal would map commercial overlays to a depth of 100 feet to reflect the typical depth of existing lots along these corridors and to prevent commercial uses from encroaching on residential side streets. Existing commercial overlays mapped at a depth of 150 feet would be removed on Fulton Street, Pitkin Avenue, and Liberty Avenue.

Proposed Zoning Text Amendments

The Proposed Actions include amendments to the text of the Zoning Resolution to apply a new mandatory Inclusionary Housing program (see below) to portions of the proposed rezoning area where zoning changes are promoting new housing. Additionally, the Proposed Actions include amendments to Zoning Resolution including the establishment of an Enhanced Commercial District within the rezoning area along Atlantic Avenue, Pitkin Avenue, and Fulton Street and to foster a safe and engaging pedestrian experience and to provide flexibility along transit corridors.

Inclusionary Housing Program

The Department of City Planning proposes a Zoning Text amendment to apply a mandatory Inclusionary Housing program to portions of the proposed rezoning area, including where zoning changes are promoting new housing. The mandatory Inclusionary Housing program would apply within the following districts: M1-4/R6A, M1-4/R7A, M1-4/R8A, M1-4/R7D, R6A, R7A, R7D, R8A, C4-4D, C4-4L and C4-5D districts within the rezoning area. This program would require that a share of new housing be provided as affordable to low- or moderate-income households, and its parameters will be based on the conclusions of a study being conducted jointly by DCP and HPD. This study is being undertaken to inform a set of zoning text amendments to establish a mandatory Inclusionary Housing program to be applied citywide in conjunction with zoning changes that encourage housing production, which will be initiated by DCP as an independent action. The mandatory Inclusionary Housing provisions proposed for East New York will be consistent with the broader mandatory IH proposal.

Enhanced Commercial District

The Department of City Planning proposes a Zoning Text amendment to establish an Enhanced Commercial District in the rezoning area along Atlantic Avenue, Pitkin Avenue, Fulton Street and Pennsylvania Avenue. The Enhanced Commercial District would foster a safe and engaging pedestrian experience along the these corridors by establishing regulations governing ground floor use, transparency on the ground floor and limiting curb cuts, among potential other regulations.

Proposed Amendment to Dinsmore-Chestnut Urban Renewal Plan and Land Disposition

The proposed amendment to the Chestnut-Dinsmore Urban Renewal Plan would conform land use restrictions to zoning and would refresh the urban renewal plan's general provisions. Additionally, disposition approval of the urban renewal site would allow development pursuant and in accordance with the urban renewal plan.

Other Actions That Would Affect the Project Area

Independent of the Proposed Actions described above for East New York and Ocean Hill, the Department of City Planning anticipates proposing a series of text amendments to eliminate

unnecessary obstacles to the creation of housing, especially affordable housing. These text amendments are expected to be in public review concurrent with the proposed actions in the East New York study area and when adopted will affect the proposed zoning districts. Since these zoning changes would affect districts described above, their effects on the project area will be analyzed as part of this environmental review in order to provide a conservative analysis.

Building Envelope Controls

The anticipated zoning text amendments would allow a limited amount of additional building height in medium- to high-density districts for all new developments to accommodate ground floors with greater floor-to-ceiling heights, to better accommodate quality space for commercial, community facility, and residential uses. These changes would also relieve certain setback requirements and coverage limitations to accommodate permitted floor area and allow greater flexibility for quality design. In some districts, limited additional height would be allowed to relieve constraints posed by current height and setback limits. The proposed changes would also allow additional height for buildings utilizing the higher floor area allowed in Inclusionary Housing designated areas.

Senior and Supportive Housing

The proposed zoning text amendment would define the following categories:

- "Affordable independent housing for seniors" (Use Group 2 Residential)
- "Senior long term care," including nursing homes and assisted living (Use Group 3 Community Facility)
- "Supportive housing" as permanent housing with services for populations with special needs (Use Group 2 Residential)

The permitted floor area ratio for affordable independent housing for seniors and senior long term care would generally match that of Inclusionary Housing. These types of development would also be allowed to utilize the proposed height limits applicable to Inclusionary Housing developments. For supportive housing, the underlying residential district regulations, including floor area ratios, would apply.

Parking Requirements

The proposed zoning text amendment would eliminate off-street parking requirements for low-income housing or Inclusionary Housing within areas that fall within a "Transit Zone" encompassing areas well served by transit and with low car ownership and auto commutation rates. This would include the area affected by the Proposed Actions. Existing buildings with underutilized parking would be eligible to reduce or eliminate parking requirements by BSA special permit. Parking requirements for market-rate units within a mixed-income development could be reduced by authorization from the City Planning Commission, if necessary to facilitate the mixed-income development. No parking would be required for senior housing. Existing low-income senior housing developments would be able to reduce or eliminate their parking.

G. ANALYSIS FRAMEWORK

Reasonable Worst-Case Development Scenario (RWCDS)

In order to assess the possible effects of the Proposed Actions, a RWCDS was developed for both the current (Future No-Action) and proposed zoning (Future With-Action) conditions for a 15-year period (build year 2030). The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the Environmental Impact Statement. For area-wide rezonings not associated with a specific development, a ten-year period is typically the length of time over which developers would act on the area-wide zoning map changes such as those proposed. However, because current housing market conditions in the neighborhood are such that it may take longer for the full extent of development to occur under the proposed actions, a fifteen-year build year was selected for the time frame of the environmental analyses.

To determine the With-Action and No-Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development, as discussed below.

Development Site Criteria

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites. These include known development proposals, past and current development trends, and the development site criteria described below. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the rezoning area. The first step in establishing the development scenario was to identify those sites where new development could be reasonably expected to occur.

Development sites were initially identified based on the following criteria:

- Lots located in areas where a substantial increase in permitted FAR is proposed;
- Lots with a total size of 5,000 square feet (sf) or larger (may include potential assemblages totaling 5,000 sf, respectively, if assemblage seems probable[2]);
- Underutilized lots (defined as vacant or lots constructed to less than or equal to half of the proposed FAR under the proposed zoning); and
- Lots located in areas where changes in use would be permitted.

Certain lots that meet these criteria were excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed rezoning:

- Lots where construction activity is actively occurring or has recently been completed;

[2] Assemblages are defined as a combination of adjacent lots that satisfy one of the following conditions: (1) the lots share common ownership and, when combined, meet the Qualifying Site criteria; (2) at least one of the lots, or a combination of lots, meets the Qualifying Site criteria, and ownership of the assemblage is shared by no more than two distinct owners.

- Sites of schools (public and private), municipal libraries, government offices, large medical centers, and houses of worship. These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency;
- Multi-unit buildings (existing individual buildings with six or more residential units are unlikely to be redeveloped because of the required relocation of tenants in rent-stabilized units);
- Certain large commercial structures such as multi-story office buildings and hotels. Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, some of them are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Lots whose location or highly irregular shape would preclude or greatly limit future as-of-right development. Generally, development on highly irregular lots does not produce marketable floor space.
- Lots utilized for public transportation and/or public utilities.

These criteria have been developed to reflect observed development patterns within the rezoning area. In recent years, these areas have seen few entirely new developments constructed despite being neighborhood shopping streets that are well served by public transportation. Accordingly, certain sites that might be considered a soft site under the above criteria within these areas have been excluded or determined to be less likely to be developed if they meet one or more of the following criteria:

- Sites smaller than 7,500 sf occupied by existing residential development and/or;
- Sites with multiple commercial and residential tenants and/or;
- Sites occupied by active businesses within significant structures or buildings; and/or
- Sites occupied by unique services or prominent and successful neighborhood businesses.

Definition of Projected and Potential Development Sites

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the 15-year analysis period for the Proposed Actions (i.e., by the 2030 analysis year), while potential sites are considered less likely to be developed over the same period. Potential development sites were identified based on the following criteria:

- Slightly irregularly-shaped lots or otherwise encumbered parcels that would make as-of-right development difficult.
- Lots with ten or more commercial tenants, which may be difficult to dislodge due to long-term leases.
- Active businesses, which may provide unique services or are prominent and successful neighborhood businesses or organizations unlikely to move.
- Sites divided between disparate zoning districts.

Based on the above criteria, a total of 187 development sites (81 projected and 106 potential) have been identified in the rezoning area. Figures 4a through 4d show these projected and potential development sites, and the detailed RWCDS tables provided in Appendix 2A to this document identify the uses expected to occur on each of these sites under future No-Action and future With-Action conditions. Appendix 2B includes "snapshots" of each projected and potential development site identified in the RWCDS. Table 1, below, provides a summary of the RWCDS for each analysis scenario.

The EIS will assess both density-related and site-specific potential impacts from development on all projected development site. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impacts on traffic, air quality, community facilities, and open space.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the foreseeable future. Therefore, these sites have not been included in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted in order to ensure a conservative analysis.

Development Scenario Parameters

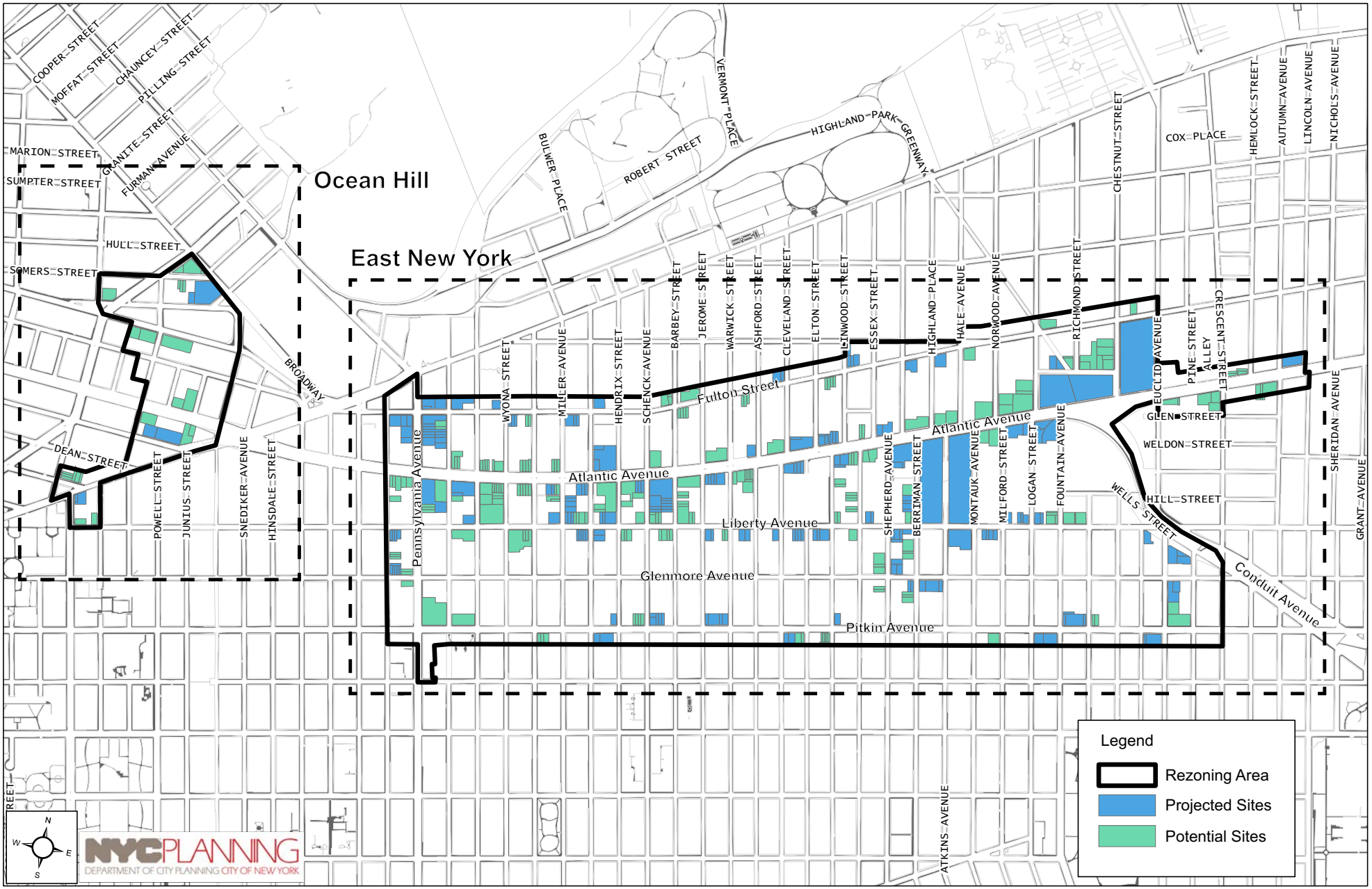
DWELLING UNIT FACTOR

The number of projected dwelling units in apartment buildings is determined by dividing the total amount of residential floor area by 1,000 and rounding to the nearest whole number.

AFFORDABLE HOUSING ASSUMPTIONS

Additionally, the number of affordable dwelling units assumed was estimated based on known development proposals, past and current development trends, the City, State, and Federal programs that support the construction of affordable housing, and the proposals in Housing New York, the Mayor's ten-year housing plan, that aim to significantly increase the amount of affordable housing created and preserved in the five boroughs.

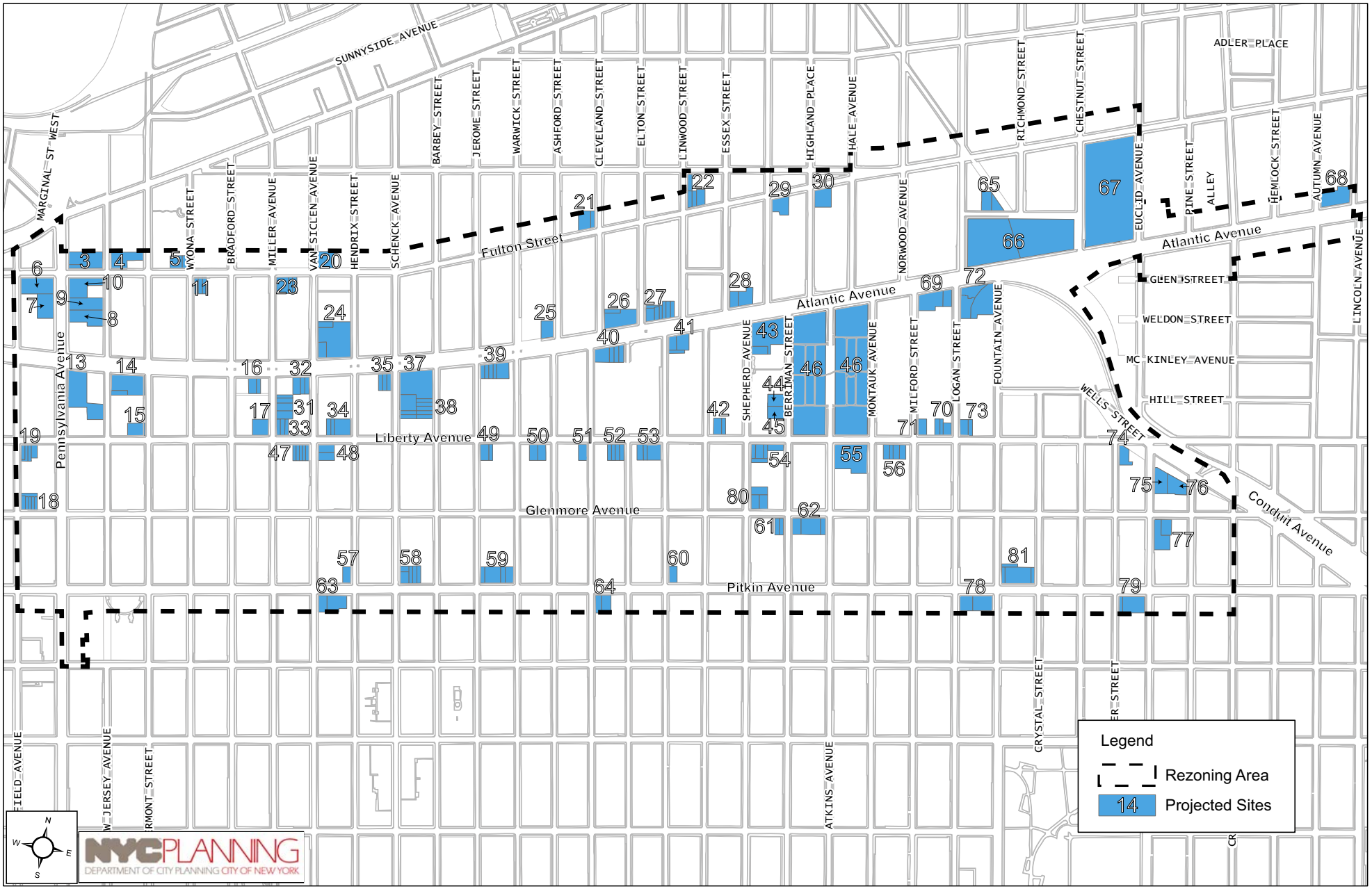
East New York has not experienced market-rate multifamily construction in recent years. It is possible that by the time of the analysis year, changes in the housing market may result in this type of construction occurring. In this event, the proposed mandatory IH regulations will ensure that a share of new housing is affordable. However, for the immediate future, it is anticipated that new multifamily development will resemble recent multifamily development in the broader area, which has utilized public subsidy and been affordable to low-income households. While a new mandatory Inclusionary Housing program would set a minimum affordability requirement that promotes economic diversity while supporting feasible development, the actual amount of affordable housing created in the East New York Rezoning will be determined by the interaction among housing subsidy programs, the local housing market, zoning requirements, and broader economic conditions. Overall, it is estimated that about half of the projected dwelling units would be affordable to lower income households. For the purposes of a conservative analysis, the environmental review will assume that between 20 and 50 percent of all units created, in the aggregate, will be affordable to low-income households, with the remaining housing affordable to moderate- or middle-income households, or higher-income households. Each impact category will utilize whichever percentage of low-income units is more conservative for its specific analysis.



East New York Rezoning

Figure 4a

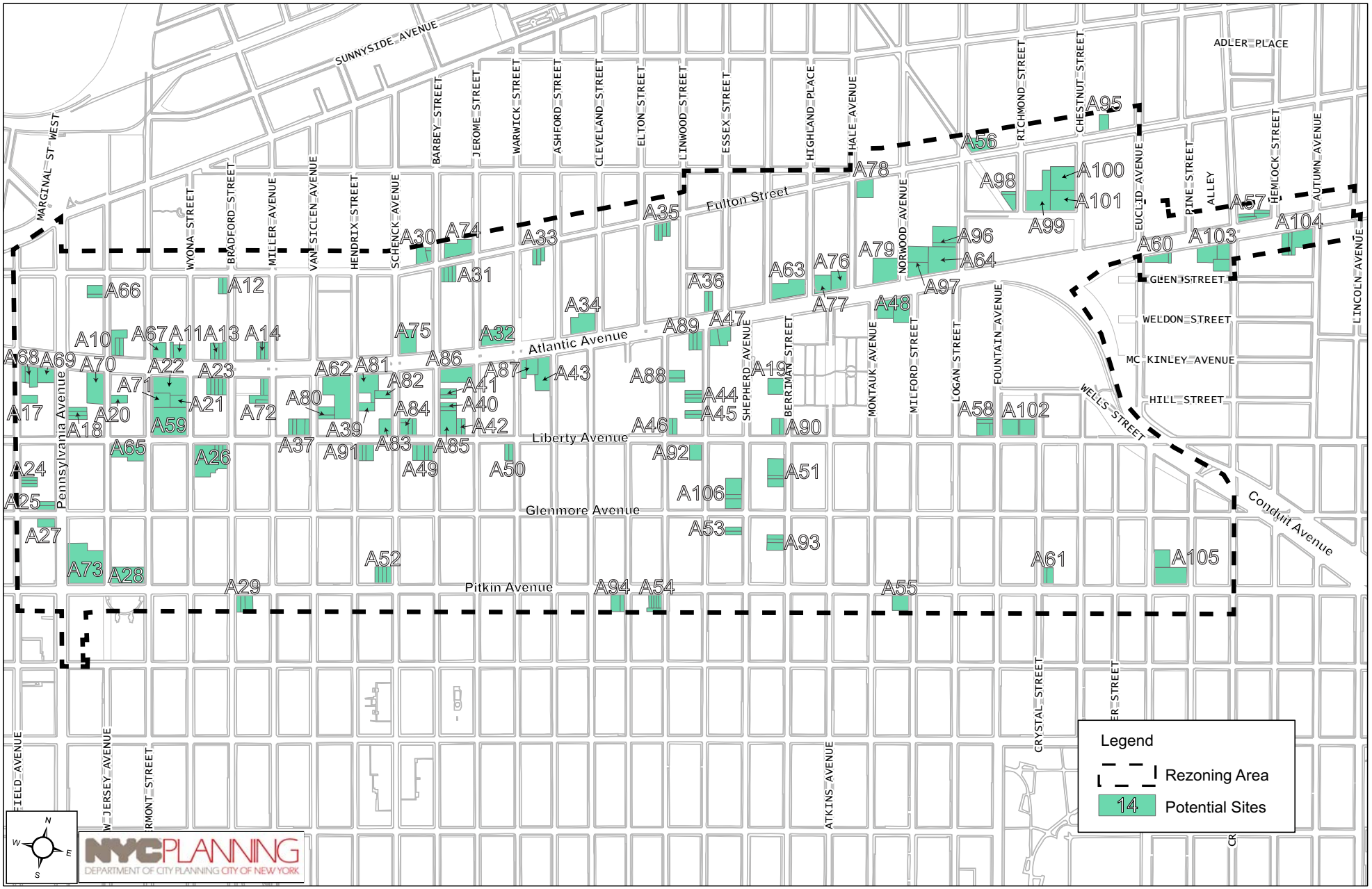
RWCDS Projected and Potential Development Sites - Overview



East New York Rezoning

Figure 4b

RWCDS - East New York/Cypress Hills Projected Development Sites

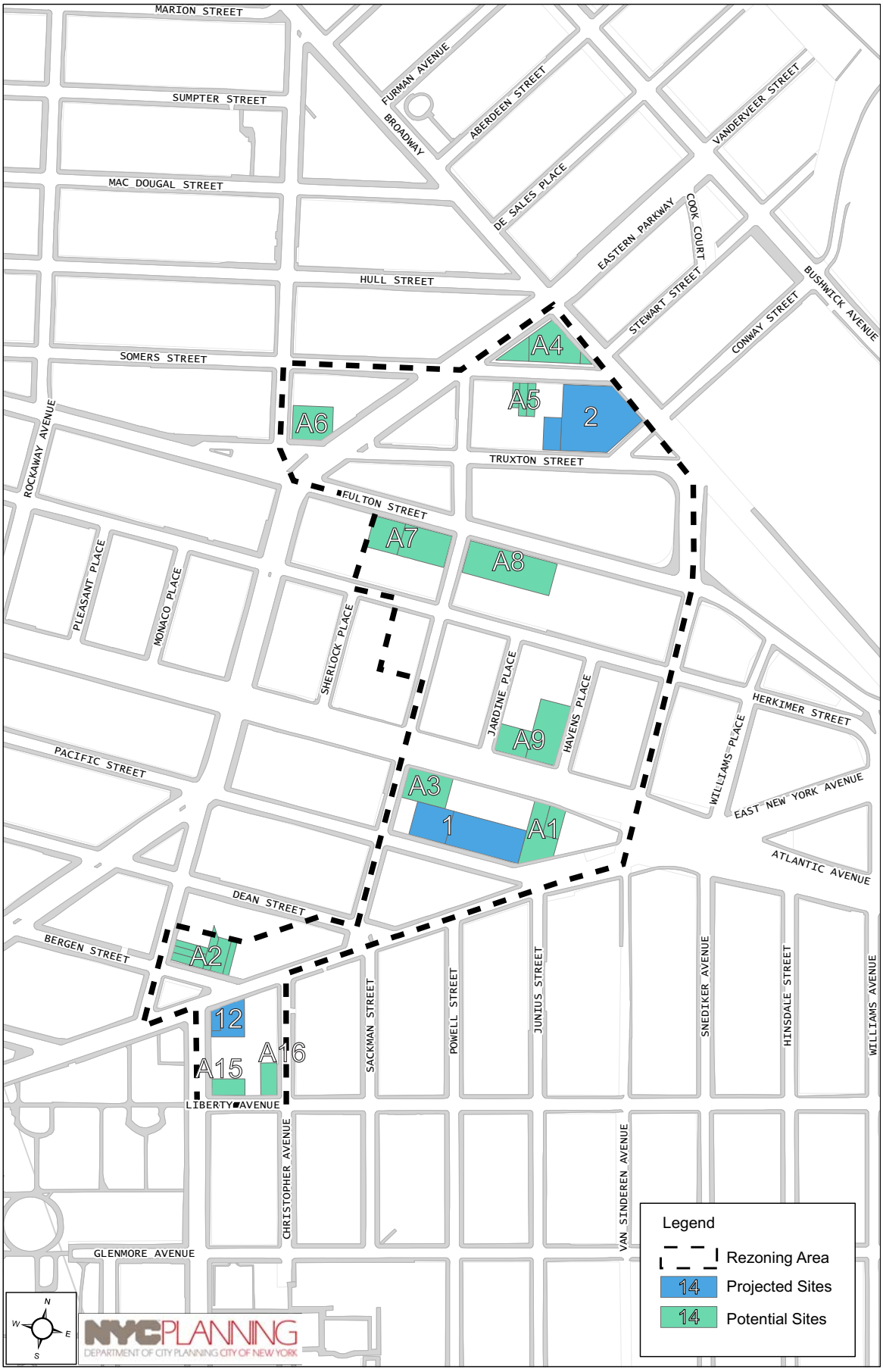


East New York Rezoning

Figure 4c

RWCDS - East New York/Cypress Hills Potential Development Sites

RWCDS - Ocean Hill Projected and Potential Development Sites



Other Actions That Would Affect the Development Parameters

As discussed above, the Department of City Planning will be proposing a series of text amendments to eliminate unnecessary obstacles to the creation of housing, especially affordable housing. These text amendments are expected to be in public review concurrent with the proposed actions in the East New York study area and when adopted will affect the proposed zoning districts. Since these zoning changes would affect the districts described below their effects on the project area will be analyzed as part of this environmental review in order to provide a conservative analysis These changes include increases to the maximum base and height regulations and parking regulations for affordable housing units, which would not be required. For the purposes of this environmental analysis, it is assumed that the changes to the maximum base and total height regulations would result in buildings with maximum base and total heights ranging up to 6 and 8 stories, respectively, in R6A districts; 7 to 10 stories, respectively, in R7A districts; 9 and 12 stories, respectively, in R7D districts; and 10 and 14 stories, respectively, in R8A districts.

The Future without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions (No-Action), the identified projected development sites are assumed to either remain unchanged from existing conditions, or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses.. Table 1 shows the No-Action conditions for the projected development sites.

As shown in Table 1, below, it is anticipated that, in the future without the Proposed Actions, there would be a total of approximately 1,517,901 sf of built floor area on the 81 projected development sites. Under the RWCDS, the total No-Action development would comprise 550 market-rate residential units, 668,820 sf of commercial uses, 125,886 sf of industrial uses, 156,972 sf of community facility uses, and 1,312 accessory parking spaces. The No-Action estimated population would include approximately 1,646 residents and 2,028 workers on these projected development sites.

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

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. As shown in Table 1, under the RWCDS, the total development expected to occur on the 81 projected development sites under the With-Action condition would consist of approximately 9,507,313 sf of floor area, including 7,558,373 sf of residential floor area (7,520 DU), 1,260,014 sf of commercial uses, 152,968 sf of industrial uses, and 535,959 sf of community facility uses, as well as 2,590 accessory parking spaces. The projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be an increase of 6,992,149 sf of residential floor area (6,970 DU), 902,145 sf of commercial space, 378,987 sf of community facility space, 27,082 sf of manufacturing space, and 1,278 accessory parking spaces, and net decreases of 137,175 sf of auto-related space, 97,551 sf of hotel space, 73,170 sf of warehouse/storage space, and 3,055 sf of garage space. The total difference between the built square footage in the No-Action and With-Action conditions is approximately 7,989,412 sf.

TABLE 1
2030 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Condition	With-Action Condition	No-Action to With-Action Increment
Residential			
Market-Rate Residential	550 DU	3,745 DU	+ 3,195 DU
Affordable Residential	0 DU	3,775 DU	+ 3,775 DU
Total Residential	***566,224 sf (550 DU)***	***7,558,373 sf (7,520 DU)***	***+ 6,992,149 sf (6,970 DU)***
Commercial			
Local Retail	246,227 sf	938,577 sf	+ 692,350 sf
FRESH Supermarket	30,000 sf	60,000 sf	+ 30,000 sf
Restaurant	5,650 sf	69,550 sf	+ 63,900 sf
Auto-Related	137,175 sf	0 sf	- 137,175 sf
Hotel	97,551 sf	0 sf	- 97,551 sf
Office	75,992 sf	191,887 sf	115,895 sf
Warehouse	73,170 sf	0 sf	-73,170 sf
Garage	3,055 sf	0 sf	- 3,055 sf
Total Commercial	***668,820 sf***	***1,260,014 sf***	***+ 591,194 sf***
Other Uses			
Industrial	125,886 sf	152,968 sf	+ 27,082 sf
Community Facility	156,972 sf[1]	535,959 sf[2]	+ 378,987 sf
Total Floor Area	**1,517,901 sf**	**9,507,313 sf**	**+ 7,989,412 sf**
Parking			
Parking Spaces	1,312	2,590	+ 1,278
Population[3]			
Residents	1,646	22,414	+ 20,768
Workers	2,028	6,015	+ 3,987

Notes:

[1] Includes 69,720 sf of house of worship uses, 49,138 sf of medical office uses, 28,302 sf of day care center uses, and 9,812 sf of community center uses.

[2] Includes 77,593 sf of house of worship uses, 141,119 sf of medical office uses, 30,000 sf of Pre-K school uses, and 287,247 sf of community center uses.

[3] Assumes 2.99 persons per DU for residential units in Brooklyn Community District 5 and 2.75 persons per DU for residential units in Brooklyn Community District 16. Estimate of workers based on standard industry rates of one employee per 250 sf of office, three employees per 1,000 sf of retail/supermarket/restaurant uses, one employee per 25 DU, one employee per 2.67 hotel rooms (and 400 sf per hotel room), one employee per 1,000 sf of auto-related and industrial uses, one employee per 15,000 sf of warehouse uses, one employee per 11.4 students in Pre-K school uses, three employees per 1,000 sf of all other community facility uses, and one employee per 50 parking spaces.

Based on 2010 Census data, the average household size for residential units in Brooklyn Community District 5 is 2.99 and the average household size for residential units in Brooklyn Community District 16 is 2.75. Based on these ratios and standard ratios for estimating employment for commercial, community facility, and industrial uses, Table 1 also provides an estimate of the number of residents and workers on the 81 projected development sites in the No-Action and With-Action conditions. As indicated in the table, under both RWCDS, the proposed action would result in a net increment of 20,768 residents and 3,987 workers.

A total of 106 sites were considered less likely to be developed within the foreseeable future and were thus considered potential development sites (see Appendix 2A). As noted earlier, the potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognizes that a number of potential development sites could be developed under the Proposed Actions in lieu of one or more of the projected development sites in

accommodating the development anticipated in the RWCDS. The potential development sites are therefore also analyzed in the EIS for site-specific effects.

As such, 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 archaeology, shadows, hazardous materials, stationary air quality, and noise.

H. PROPOSED SCOPE OF WORK FOR THE EIS

Because the Proposed Actions would affect various areas of environmental concern and were found to have the potential for significant adverse impacts in a number of impact categories, pursuant to the EAS and Positive Declaration, an EIS will be prepared for the Proposed Actions that will analyze all technical areas of concern. The EIS will be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (SEQRA) (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

The EIS, following the guidance of the 2014 *CEQR Technical Manual*, will include:

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

As noted above, the EIS will analyze the projected development sites for all technical areas of concern and also evaluate the effects of the potential development sites for site-specific effects such as archaeology, shadows, hazardous materials, air quality, and noise. The analyses in the EIS will examine the RWCDS with the greater potential environmental impact for each impact area. Based on the preliminary screening assessments as outlined in the *CEQR Technical Manual* and detailed in the EAS for the Proposed Actions, there is no potential for significant adverse impacts to natural resources due to the Proposed Actions, and, as a result, analysis for this environmental area would not be required in the EIS. The specific technical areas to be included in the EIS, as well as their respective tasks and methodologies, are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the Proposed Actions and sets the context in which to assess impacts. This chapter contains a description of the Proposed Actions: their location; the background and/or history of the project; a statement of the purpose and need; key planning

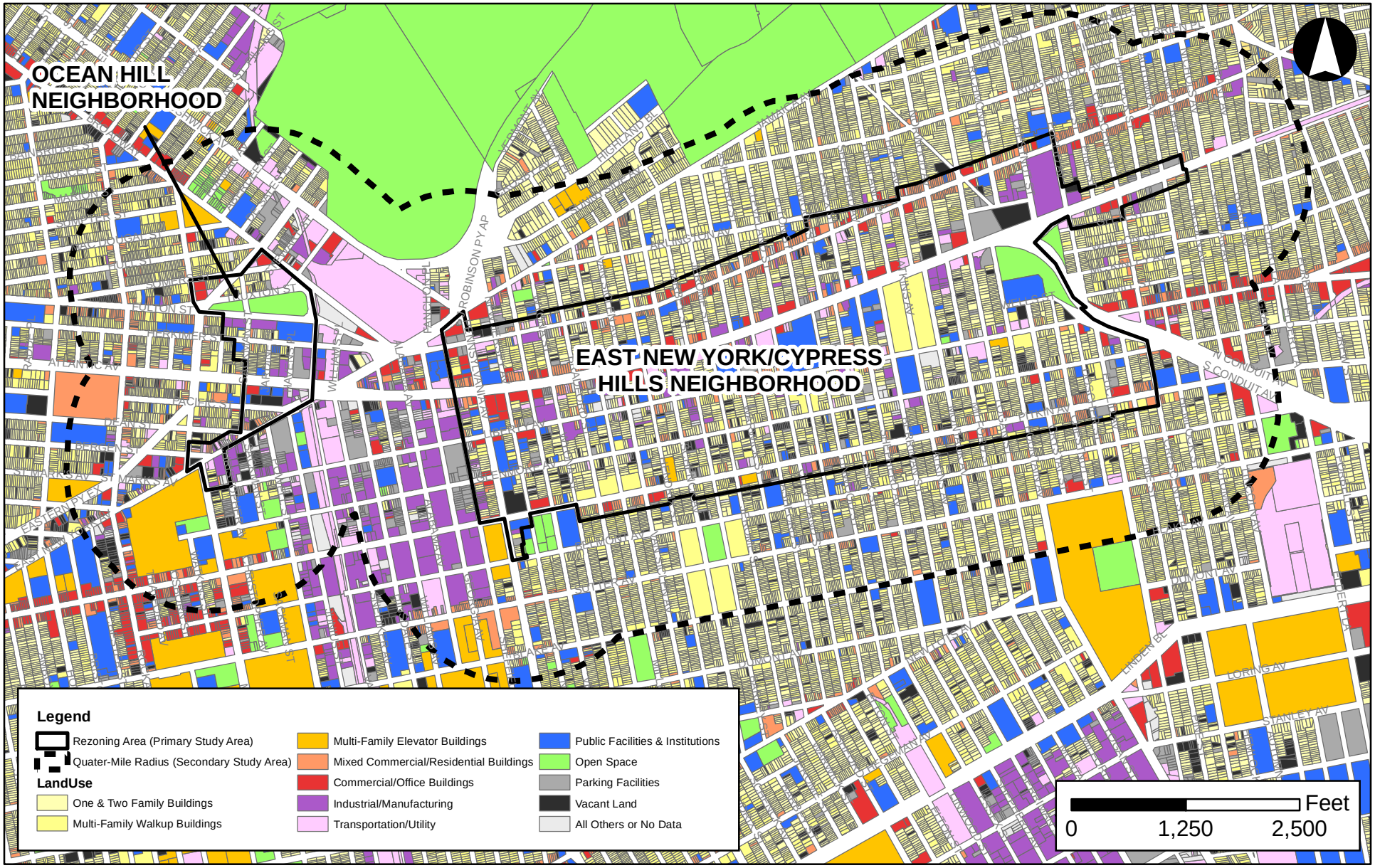
considerations that have shaped the current proposal; a detailed description of the Proposed Actions; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Actions and their impact and gives the public and decision makers a base from which to evaluate the Proposed Actions.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDS for analysis in the EIS. The section on approval procedure will explain the ULURP, zoning text amendment, and zoning map amendment processes, their timing, and hearings before the Community Board, the Borough President's Office, the 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 the discretionary approvals and the public hearings described.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action, and determines whether a proposed action is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies. This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*. The primary land use study area will consist of the rezoning area, where the potential effects of the Proposed Actions will be directly experienced (reflecting the proposed rezoning and resultant RWCDS). The secondary land use study area would include the neighboring areas within a 1/4-mile boundary from the rezoning area, as shown in Figure 5, which could experience indirect impacts. Subtasks will include the following:

- Provide a brief development history of the primary (i.e., rezoning area) and secondary study areas.
- Provide a description of land use, zoning, and public policy in the study areas discussed above (a more detailed analysis will be conducted for the rezoning area). This task will be closely coordinated with Task 3, "Socioeconomic Conditions," which will provide a qualitative analysis of the project's effect on businesses and employment in the rezoning area. Recent trends in the rezoning area will be noted. Other public policies that apply to the study areas will also be described, including: Housing New York, the SCENY study, the East New York Community Plan, the Dinsmore-Chestnut Urban Renewal Plan, the FRESH Program, the East New York Industrial Business Zone (IBZ), the Pitkin Avenue and East New York Business Improvement Districts (BIDs), and the City's sustainability/PlaNYC policies. The directly affected area is not within the boundaries of the City's Coastal Zone. Therefore, an assessment of the Proposed Actions' consistency with the City's Waterfront Revitalization Program is not required.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2030 analysis year and may 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 areas. Based on these planned projects and initiatives, assess future land use and zoning conditions without the Proposed Actions (No-Action condition).



East New York Rezoning

Figure 5
Land Use Study Area

- Describe proposed zoning changes, and the potential land use changes based on the Proposed Actions' RWCDS (With-Action condition).
- Discuss the Proposed Actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the Proposed Actions on ongoing development trends and conditions in the study areas.
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified.

TASK 3. SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area, which is expected to conform to the ¼-mile land use study area described in Task 2.

The socioeconomic study area boundaries are expected to be similar to those of the land use study area, and will be dependent on the size and characteristics of the RWCDS associated with the Proposed Actions, pursuant to Section 310 of Chapter 5 of the *CEQR Technical Manual*. A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the study area population. The Proposed Actions are expected to generate a net increase of 6,970 residential units. For projects or actions that result in an increase in population, the scale of the relative change is typically represented as a percent increase in population (i.e., a project that would result in a relatively large increase in population may be expected to affect a larger study area). Therefore, the socioeconomic study area would be expanded to a 0.5 mile radius, if the RWCDS associated with the Proposed Actions would increase the population by 5 percent compared to the expected No-Action population in a quarter-mile (0.25 mile) study area, consistent with the *CEQR Technical Manual*.

As the Proposed Actions would affect a large area comprising an approximately 0.75-square mile area in portions of four neighborhoods, it may be appropriate to create subareas for analysis if the action affects different portions of the study area in different ways. For example, if an action concentrates development opportunities in one portion of the study area, and would result in a higher increase in population in that portion, it may be appropriate to analyze the subarea most likely to be affected by the concentrated development. Distinct sub-areas will be based on recognizable neighborhoods or communities in an effort to disclose whether the Proposed Actions may have disparate effects on distinct populations that would otherwise be masked or overlooked within the larger study area.

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (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, pursuant to the *CEQR Technical Manual*. As detailed below, the Proposed Actions warrant an assessment of socioeconomic conditions with respect to all but one of these principal issues of concern—direct residential displacement. Direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a neighborhood, according to the *CEQR Technical Manual*. The Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents, and

therefore, are not expected to result in significant adverse impacts due to direct residential displacement. The EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions, and will determine the amount of displacement relative to study area population.

The assessment of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary, in conformance with the *CEQR Technical Manual guidelines*. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the Future No-Action and With-Action conditions in 2030, including any population and employment changes anticipated to take place by the analysis year of the Proposed Actions.

Direct Business Displacement

For direct business displacement, the type and extent of businesses and workers to be directly displaced by the RWCDS associated with the Proposed Actions will be disclosed. If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate, according to the *CEQR Technical Manual*. The Proposed Actions have the potential to exceed the *CEQR Technical Manual* analysis threshold of 100 displaced employees, and therefore, a preliminary assessment will be provided in the EIS, pursuant to CEQR guidelines.

The analysis of direct business and institutional displacement will estimate the number of employees and the number and types of businesses that would be displaced by the Proposed Actions, and characterize the economic profile of the study area using current employment and business data from the New York State Department of Labor or U.S. Census Bureau. This information will be used in addressing the following CEQR criteria for determining the potential for significant adverse impacts: (1) whether the businesses to be displaced provide products or services essential to the local economy that would no longer be available in its "trade area" to local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses; and (2) whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

Indirect Residential Displacement

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a Proposed Action. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change, according to the *CEQR Technical Manual*. To assess this potential impact, the *CEQR Technical Manual* seeks to answer a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of more costly housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD) database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject

to rent protection, and median household income. The preliminary assessment will carry out the following the step-by-step evaluation, pursuant to *CEQR Technical Manual* guidelines:

- Step 1: Determine if the Proposed Actions would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the Proposed Actions' population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

Indirect Business Displacement

The indirect business displacement analysis is to determine whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of the preliminary assessment is to determine whether a proposed action has potential to introduce such a trend. The Proposed Actions would introduce more than 200,000 sf of new commercial uses to the area, which is the CEQR threshold for "substantial" new development warranting a preliminary assessment. The preliminary assessment will entail the following subtasks:

- Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, employment data from the New York State Department of Labor and/or Census, and discussions with real estate brokers.
- Determine whether the Proposed Actions would introduce enough of a new economic activity to alter existing economic patterns.
- Determine whether the Proposed Actions would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.
- Determine whether the Proposed Actions would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses.
- Determine whether the Proposed Actions would directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Actions could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. The detailed analysis would determine whether the Proposed Actions would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses, following the *CEQR Technical Manual* guidelines.

An assessment of the indirect business displacement due to market saturation is not warranted. The Proposed Actions and associated RWCDS are not expected to add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets. The Proposed Actions and associated RWCDS are expected to introduce up to approximately 692,350 sf of retail uses as compared to the No-Action condition. This retail space would not be concentrated on a single site, but would be distributed among the 81 projected development sites in the 0.75-square mile rezoning area, and is expected to largely consist of local-serving retail. Projects resulting in less than 200,000 sf of regional-serving retail in the study area, or less than 200,000 sf of locally-serving or regional-serving retail on a single development site would not typically result in socioeconomic impacts, according to the guidelines established in the *CEQR Technical Manual*. As the Proposed Actions and associated RWCDS would not exceed the CEQR threshold, no further analysis is warranted.

Adverse Effects on Specific Industries

The analyses of direct business displacement will provide sufficient information to determine whether the Proposed Actions could have any adverse effects on a specific industry, compared with the Future without the Proposed Action. The analysis will determine:

- Whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study areas.
- Whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses.

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 the development resulting from the proposed action. The RWCDS associated with the Proposed Actions would add 6,970 new residential units to the area, including a net 3,775 affordable units. This level of development would trigger a detailed analysis of elementary, intermediate, and high schools, libraries, and child care centers, according to the *CEQR Technical Manual* guidelines and as presented in the EAS document. While the RWCDS would not trigger detailed analyses of potential impacts on police/fire stations and health care services, for informational purposes, a description of existing police, fire, and health care facilities serving the rezoning area will be proved in the EIS.

Public Schools

- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which the project is located, pursuant to CEQR guidelines. As

the rezoning area encompasses parts of Community School District (CSD) 19, Sub-districts 1 and 2 and CSD 23, Sub-districts 1 and 2, the elementary and intermediate school analyses will be conducted separately for each sub-district. The Proposed Actions also trigger an analysis of high schools, which are assessed on a borough-wide basis.

- Public elementary and intermediate schools serving CSD 19, Sub-districts 1 and 2 and CSD 23, Sub-districts 1 and 2 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected sub-districts will be provided for the current (or most recent) school year, noting any specific shortages of school capacity. Similar data will be provided for Brooklyn high schools in accordance with *CEQR Technical Manual* guidelines.
- Conditions that would exist in the No-Action condition for both the sub-districts (for elementary and intermediate school analyses) and the borough (for the high school analysis) will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-districts, using the SCA's *Projected New Housing Starts* as per *CEQR Technical Manual* guidelines. The Brooklyn school districts will be aggregated into a borough total, which will be used for the No-Action borough high school analysis. Plans to alter school capacity either through administrative actions on the part of the New York City Department of Education (DOE) or as a result of the construction of new school space prior to the 2030 analysis year will also be identified and incorporated into the analyses. Planned new capacity projects from the DOE's *2015-2019 Five Year Capital Plan* will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion.
- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated under the RWCDS to the projections for the future No-Action condition. Impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the sub-district level for elementary and intermediate schools and at the borough level for high schools) for enrollment, capacity, and utilization in 2030.
- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary, intermediate, and/or high schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action condition (a determination of impact significance for high schools is conducted at the borough level); and (2) an increase of five percent or more in the collective utilization rate between the No-Action and With-Action conditions, pursuant to CEQR.

Libraries

- The local public library branch(es) serving the area within approximately ¾-mile of the rezoning area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.
- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branch(es) within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with Brooklyn Public Library officials. If applicable, holdings per resident may be estimated to provide a

quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.

- For No-Action conditions, 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. Using the information gathered for existing conditions, holdings per resident in the No-Action condition will be estimated.
- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With-Action condition will be estimated and compared to the No-Action holdings estimate.
- If the Proposed Actions would increase a branch library's ¾-mile study area population by five percent or more over No-Action levels, and it is determined, in consultation with the Brooklyn Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur, warranting consideration of mitigation, in accordance with the *CEQR Technical Manual*.

Child Care Centers

- Existing publicly funded child care centers within approximately two miles of the rezoning area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the Administration of Children's Services (ACS).
- For No-Action conditions, information will be obtained for any changes planned for child care programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations, using the No-Action RWCDS (see "Analysis Framework"), will be discussed as potential additional demand, and the potential effect of any population increases on demand for child care services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition.
- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to a net demand over capacity in the No-Action analysis.
- A determination of whether the Proposed Actions would result in significant adverse impacts to child care centers will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the group child care centers in the study area that is greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate of child care centers in the study area between the No-Action and With-Action conditions, in accordance with the *CEQR Technical Manual*.

TASK 5. OPEN SPACE

If a project may add population to an area, demand for existing open space facilities would typically increase pursuant to CEQR. Indirect effects may occur when the population generated by the proposed project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. For the majority of projects, an assessment is conducted if the proposed project

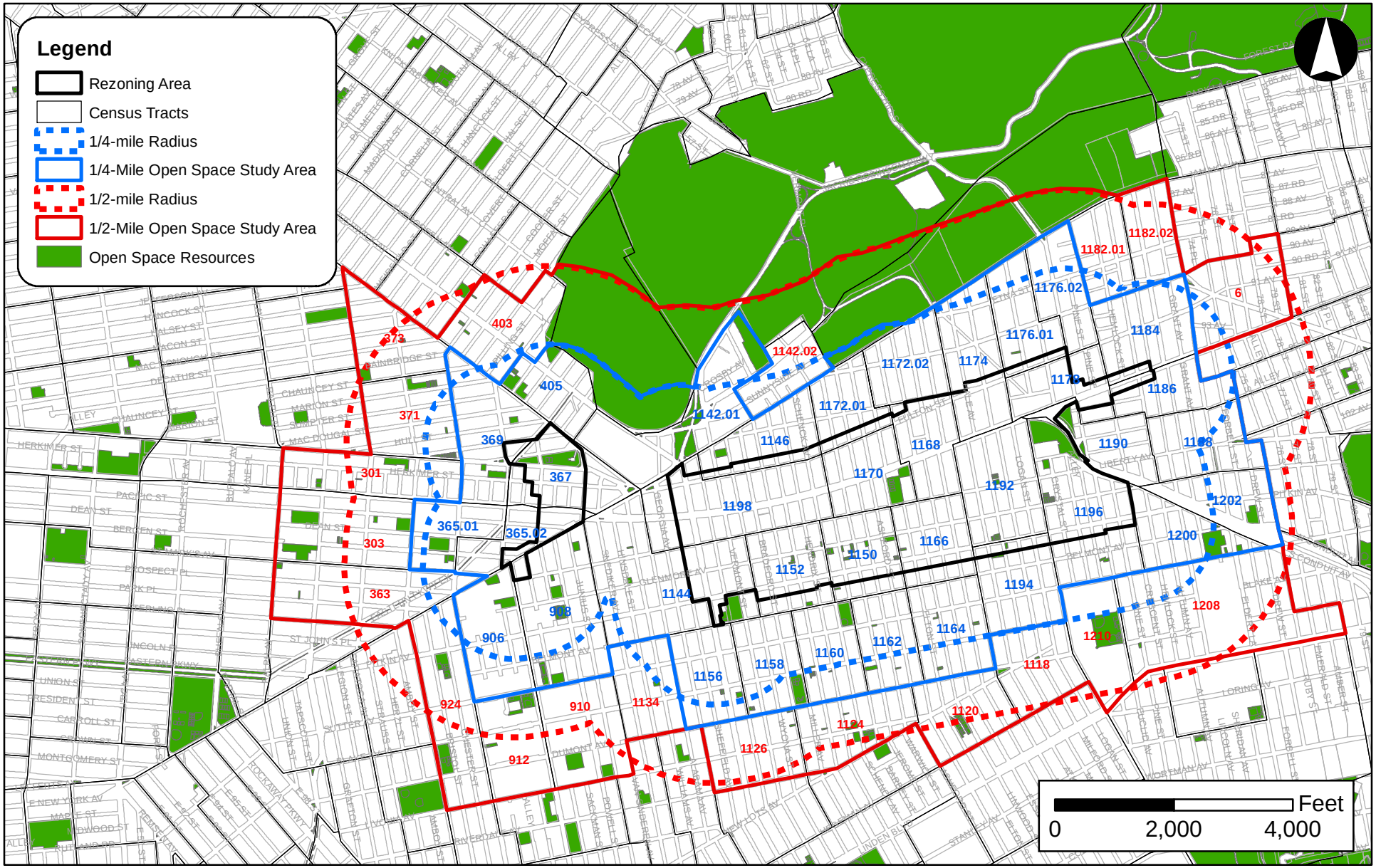
would generate more than 200 residents or 500 employees, or a similar number of other uses. However, the need for an open space assessment may vary in certain areas of the City that are considered either underserved or well-served by open space; if a project is located in an underserved area, an open space assessment should be conducted if that project would generate more than 50 residents or 125 workers. The proposed rezoning area encompasses areas that are neither underserved nor well-served, as well as some underserved areas, and exceeds the respective residential and worker analysis thresholds. Therefore, an assessment of both residential and nonresidential open space is warranted and will be provided in the EIS.

The open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a nonresidential (¼-mile radius) study area and a residential (½-mile radius) study area. Active open space ratios will be assessed for the ½-mile residential study area. Both study areas would generally comprise those census tracts that have 50 percent or more of their area located within the ¼-mile radius and ½-mile radius of the rezoning area, respectively, as recommended in the *CEQR Technical Manual*.[3] The resultant open space study area is shown in Figure 6.

The detailed open space analysis in the EIS will include the following subtasks:

- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. To determine the number of residents in the study areas, 2010 Census data will be compiled for census tracts comprising the nonresidential and residential open space study areas. As the study areas may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study areas will also be calculated, based on reverse journey-to-work census data.
- Existing active and passive open spaces within the ¼-mile and ½-mile open space study areas will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. Acreages of these facilities will be determined and the total study area acreages will be calculated. The percentage of active and passive open space will also be calculated.
- Based on the inventory of facilities and study area populations, total, active, and passive open space ratios will be calculated for the residential and worker populations and compared to City guidelines to assess adequacy. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population, as per the *CEQR Technical Manual*.
- Expected changes in future levels of open space supply and demand in the 2030 analysis year will be assessed, based on other planned development projects within the open space study areas. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for future No-Action conditions and compared with exiting ratios to determine changes in future levels of adequacy.
- Effects on open space supply and demand resulting from increased residential and worker populations added under the RWCDS associated with the Proposed Actions will be assessed. The

[3] ¼-mile and ½-mile radii adjusted to be coterminous with the boundaries of census tracts with existing populations that have 50 percent of their area within the radii; the ¼-mile and ½-mile radii were not adjusted to be coterminous with census tracts without existing populations (e.g., census tracts entirely comprised of open space).



East New York Rezoning

Figure 6
Open Space Study Areas

assessment of the Proposed Action's impacts will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study areas are sufficiently served by open space, given the type (active vs. passive), capacity, condition, and distribution of open space, and the profile of the study area populations.

TASK 6. SHADOWS

A shadows analysis assesses whether new structures resulting from a proposed action would cast shadows on sunlight sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. This chapter will examine the Proposed Actions' potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

The Proposed Actions would permit development of buildings greater than 50 feet in height and therefore has the potential to result in shadow impacts in the areas to be rezoned. The EIS will assess the RWCDS on a site-specific basis for potential shadowing effects of new developments at both the projected and potential development sites on sunlight-sensitive uses and disclose the range of shadow impacts, if any, which are likely to result from the Proposed Actions. The shadows analysis in the EIS will include the following subtasks:

- A preliminary shadows screening assessment will be prepared to ascertain whether the projected and potential developments' shadows may potentially reach any sunlight-sensitive resources at any time of year.
    - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the projected and potential developments, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice), pursuant to the *CEQR Technical Manual*. A base map that illustrates the locations of the projected and potential developments in relation to the sunlight-sensitive resources will be developed.
    - A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the projected and potential developments, which in New York City is the area that lies between -108 and +108 degrees from true north.
    - If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the projected or potential developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the projected and potential developments can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional

representation of the sunlight-sensitive resource(s), a three-dimensional representation of the projected and potential development sites identified in the RWCDS, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions.

- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces or sunlight-sensitive historic resources resulting from development in the RWCDS (both projected and potential development sites) will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared to the future condition resulting from the Proposed Actions (With-Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the projected and potential developments. The detailed analysis will include the following tasks:
    - The analysis will be documented with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the Proposed Actions, with incremental shadow highlighted in a contrasting color.
    - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
    - The significance of any shadow impacts on sunlight-sensitive resources will be assessed.

TASK 7. HISTORIC AND CULTURAL RESOURCES

Historic resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance in the *CEQR Technical Manual*. This includes designated New York City 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. As the Proposed Actions would induce development that could result in new in-ground disturbance and construction of a building type(s) that could compromise the historic context of the area, it has the potential to result in impacts to archaeological and architectural resources.

Impacts on historic resources are considered on the affected site and in the area surrounding identified development sites. The historic resources study area is therefore defined as the directly affected area (i.e., the proposed rezoning area), plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. Archaeological resources are considered only for projected and potential development sites where new in-ground disturbance would occur compared to No-Action conditions. Impacts to historic resources may result from both temporary (e.g., related to construction process) and permanent (e.g., related to long-term or permanent result of the proposed project or construction project) activities.

This chapter will include an overview of the study area's history and land development. Subtasks will include:

- Land use in the study area will be researched and described.
- In consultation with LPC, those areas thought to be potentially archaeologically sensitive will be identified.
- Projected and potential development sites where new in-ground disturbance is expected to occur as a result of the Proposed Actions will be identified.
- A Phase 1A Archaeological Documentary Report will be prepared for projected and potential developments sites identified as archaeologically sensitive where new in-ground disturbance is expected to occur as a result of the Proposed Actions and will be submitted to LPC for review. The Phase 1A will include an evaluation of archaeological resources within each of the development sites of concern documenting the site history, its development and use, and the potential to host significant archaeological resources. The EIS will summarize the results of the Phase IA report.
- In consultation with LPC, known and eligible architectural resources in the study area will be identified, mapped, and described.
- Probable impacts of the developments resulting from the Proposed Actions on architectural resources will be assessed. The assessment would address the following: (a) would there be a physical change to the property; or (b) would there be a physical change to its setting, such as context or visual prominence ("indirect impacts"), and, if so, is the change likely to alter or eliminate the significant characteristics of the resource that make it important.

TASK 8. URBAN DESIGN AND VISUAL RESOURCES

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

As the Proposed Actions would rezone some areas to allow higher density and create new zoning districts to be mapped within the study area, a preliminary assessment of urban design and visual resources will be provided in the EIS.

The urban design study area will be the same as that used for the land use analysis (delineated by a ¼-mile radius from the proposed rezoning area boundary), in accordance with the *CEQR Technical Manual*. For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. The preliminary assessment will be based on *CEQR Technical Manual* methodologies and include the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with Task 2, Land Use, the changes expected in the urban design and visual character of the study area due to known development projects in the future No-Action condition will be described.

- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the projected and potential development sites, the analysis will focus on general building types for the sites that are assumed for development, as well as elements such as 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, including view of/to resources of visual or historic significance.

- A detailed analysis will be prepared if warranted based on the preliminary assessment. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline, as described in the *CEQR Technical Manual*. The detailed analysis would describe the projected and potential development sites and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the proposed action condition, in comparison to the future without the proposed action condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 9. HAZARDOUS MATERIALS

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources.

The hazardous materials assessment will determine which, if any, of the Proposed Action's projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. For some proposed projects (e.g., area-wide rezonings), portions of the typical scope for a Phase I Environmental Site Assessment (ESA), such as site inspections, may not be possible, as per the *CEQR Technical Manual*. The Proposed Actions include an area-wide rezoning, and only one of the identified projected and potential development sites is in City ownership. As such, a preliminary screening assessment will be conducted for the projected and potential development sites to determine which sites warrant an institutional control, such as an (E) designation or, for the City-owned parcel, a land disposition restriction, in accordance with the *CEQR Technical Manual*, Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York governing the placement of (E) designations[4].

[4] A hazardous materials (E) designation is an institutional control that can be placed as a result of the CEQR review of a zoning map or zoning text amendment or action pursuant to the Zoning Resolution, as described in the *CEQR Technical Manual*. It provides a mechanism to ensure that testing for and mitigation and/or remediation of hazardous materials, if necessary, are completed prior to, or as part of, future development of the affected site, thereby eliminating the potential for a hazardous materials impact.

The hazardous materials assessment will include the following tasks:

- Perform exterior site inspections of each parcel to identify any possible monitoring wells, vent pipes, and/or manufacturing/commercial/industrial uses that could indicate environmental impact.
- Review existing information sources such as Sanborn Fire Insurance Maps and City directories for the projected and potential development sites and the surrounding area, to develop a profile of the historical uses of properties.
- Review and evaluate relevant existing data to assess the potential for environmental concerns on the subject sites.
- Prepare a summary of findings and conclusions for inclusion in the EIS to determine where (E) designations may be appropriate.

TASK 10. WATER AND SEWER INFRASTRUCTURE

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such actions to determine whether their impact is significant. The *CEQR Technical Manual* outlines thresholds for analysis of an action's water demand and its generation of wastewater and stormwater. For the Proposed Actions, an analysis of water supply is warranted as the RWCDS associated with the Proposed Actions are expected to result in a water demand of more than one million gallons per day (gpd) compared to No-Action conditions. A preliminary assessment of the Proposed Actions' effects on wastewater and stormwater infrastructure is also warranted as the RWCDS for the Proposed Actions would result in the development of more than 400 dwelling units, which is the *CEQR Technical Manual* threshold for analysis. Therefore, this chapter will analyze the Proposed Actions' potential effects on the water, wastewater, and stormwater infrastructure. The water and sewer infrastructure analysis will consider the potential for significant adverse impacts resulting from the RWCDS for the Proposed Actions. The New York City Department of Environmental Protection (DEP) will be consulted in preparation of this assessment.

Water Supply

- The existing water distribution system serving the rezoning area will be described based on information obtained from DEP's Bureau of Water Supply and Wastewater Collection.
- The existing water demand generated on the projected development sites will be estimated.
- Water demand generated by the projected development sites identified in the RWCDS will be projected for future No-Action and With-Action conditions.
- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand on the projected development sites in the With-Action condition and the demand in the No-Action condition.

Wastewater and Stormwater Infrastructure

- The appropriate study area for the assessment will be established in accordance with the guidelines of the *CEQR Technical Manual* and in consultation with DEP. The Proposed Actions'

directly affected area is primarily located within the service area of the 26th Ward Wastewater Treatment Plant (WWTP). A small portion of the Ocean Hill neighborhood may fall within Newtown Creek WPCP service area and, as such, DEP will be consulted to confirm if the study area for the Proposed Actions would need to include the Newtown Creek WPCP service area.

- The existing stormwater drainage system and surfaces (pervious or impervious) on the projected development sites will be described, and the amount of stormwater generated on those sites will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the rezoning area will be described based on records obtained from DEP. The existing flows to the 26th Ward WWTP (and Newtown Creek WPCP if warranted), which serves the directly affected area, will be obtained for the latest twelve-month period, and the average dry weather monthly flow will be presented.
- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Actions will be described, as warranted.
- Future stormwater generation from the projected development sites will be assessed to determine the Proposed Actions' potential to result in impacts. Changes to the projected development sites' surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the sites will be determined based on the DEP volume calculation worksheet.
- Sanitary sewage generation for the projected development sites identified in the RWCDS will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the 26th Ward WWTP (and Newtown Creek WPCP if warranted).

A more detailed assessment may be required if increased sanitary or stormwater discharges from the RWCDS associated with the Proposed Actions are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and coordinated with DEP.

TASK 11. SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. The Proposed Actions would induce new development that would require sanitation services. If a project's generation of solid waste in the With-Action condition would not exceed 50 tons per week, it may be assumed that there would be sufficient public or private carting and transfer station capacity in the metropolitan area to absorb the increment, and further analysis generally would not be required, according to the *CEQR Technical Manual*. As the Proposed Actions are expected to result in a net increase of more than 50 tons per week, compared to No-Action conditions, an assessment of solid waste and sanitation services is warranted. This chapter will provide an estimate of the additional solid waste expected to be generated by the projected development sites under the RWCDS and assesses its effects on the City's solid waste and sanitation services. This assessment will:

- Describe existing and future New York City solid waste disposal practices.

- Estimate solid waste generation by the RWCDS projected development sites for existing, No-Action, and With-Action conditions.
- Assess the impacts of the Proposed Actions' solid waste generation (projected developments) on the City's collection needs and disposal capacity. The Proposed Actions' consistency with the City's Solid Waste Management Plan will also be assessed.

TASK 12. ENERGY

An EIS must include a discussion of the effects of a proposed action on the use and conservation of energy, if applicable and significant, in accordance with CEQR. In most cases, an action does not need a detailed energy assessment, but its operational energy is projected. A detailed energy assessment is limited to actions that may significantly affect the transmission or generation of energy. For other actions, in lieu of a detailed assessment, the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the buildings and uses resulting from an action is disclosed, as recommended in the *CEQR Technical Manual*.

An analysis of the anticipated additional demand from the Proposed Actions' RWCDS will be provided in the EIS. The EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions. The projected amount of energy consumption during long-term operation (for projected development sites) will be estimated based on the average and annual whole-building energy use rates for New York City (per Table 15-1 of the *CEQR Technical Manual*). If warranted, the Mayor's Office of Sustainability (MOS) and/or the power utility serving the area (Con Edison of New York) will be consulted.

TASK 13. TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and motorists), on-and off-street parking, or goods movement. The Proposed Actions are expected to induce new residential, commercial, community facility, and industrial development, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems. Therefore, the transportation studies will be a key focus of the EIS.

Travel Demand and Screening Assessment

A detailed travel demand forecast has been prepared using standard sources, including the *CEQR Technical Manual*, U.S. census data, previously-approved studies, and other references. The travel demand forecast (a Level-1 screening assessment) is summarized by peak hour, mode of travel, as well as person and vehicle trips. The travel demand forecast also identify the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast have been summarized in a Transportation Planning Factors and Travel Demand Forecast technical memorandum (refer to Appendix 3). In addition to the travel demand forecast, detailed vehicle, pedestrian and transit trip assignments (a Level-2 screening assessment) will be prepared to validate the intersections and pedestrian/transit elements selected for quantified analysis.

Traffic

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the assignment of project-generated traffic and the *CEQR Technical Manual* analysis threshold of 50 additional vehicle trips per hour.

The RWCDS exceeds the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the *CEQR Technical Manual*. Therefore, a travel demand forecast is required to determine if the Proposed Actions would generate 50 or more vehicle trips in any peak hour. Based on a preliminary forecast, the Proposed Actions are expected to generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday. Based on a preliminary vehicle trip assignment, it is anticipated that the traffic study area will include approximately 75 intersections for analysis. These intersections are expected to be primarily concentrated along the Arlington Avenue, Atlantic Avenue, Broadway, East New York Avenue, Glenmore Avenue, Liberty Avenue and Pitkin Avenue corridors.

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions' RWCDS:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within and in proximity to the rezoning area and along key routes leading to and from the rezoning area.
- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. Turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as the New York City Department of Transportation (NYCDOT) and DCP.
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from NYCDOT.
- 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 lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Highway Capacity Software (HCS).
- Based on available sources, Census data and standard references including the *CEQR Technical Manual*, estimate the travel demand from projected development sites in the future without the Proposed Actions (the No-Action condition), as well as the demand from other major developments planned in the vicinity of the study area by the 2030 analysis year. This will

include total daily and peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other NYCDOT initiatives, such as the planned improvements along the Atlantic Avenue corridor, will be included in the future No-Action network, as applicable.

- Compute the future 2030 No-Action traffic volumes based on approved background traffic growth rates for the study area (0.25 percent per year for years one through five, 0.125 percent for years six through fifteen) and demand from major development projects expected to be completed in the future without the Proposed Action. Incorporate any planned changes to the roadway system anticipated by 2030, and determine the No-Action v/c ratios, delays, and levels of services at analyzed intersections.
- Based on available sources, Census data, and standard references including the *CEQR Technical Manual*, develop a travel demand forecast for projected development sites based on the net change in uses compared to the No-Action condition as defined in the RWCDS. Determine the net change in vehicle trips expected to be generated by projected development sites under the Proposed Actions as described in the Transportation Planning Factors (TPF) technical memorandum and approved by DCP in consultation with NYCDOT. Assign the net project-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the 2030 future with the Proposed Actions condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition, and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and NYCDOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Transit

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. The Proposed Actions' RWCDS is expected to generate a net increase of more than 200 additional subway trips and bus trips in one or more peak hours, and would therefore require detailed transit analyses based on *CEQR Technical Manual* criteria.

Subway

There are a total of eleven subway stations located in the rezoning area or within close proximity that would potentially be utilized by action-generated trips. Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the subway and bus systems is usually highest. The detailed transit analyses will include the following subtasks:

- Identify for analysis those subway stations expected to be utilized by 200 or more action-generated trips in one or more peak hours. At each of these stations, analyze those stairways and fare entrance control elements expected to be used by significant concentrations of action-generated demand in the weekday AM and PM peak hours.
- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway station elements and determine existing v/c ratios and levels of service based on *CEQR Technical Manual* criteria.
- Determine volumes and conditions at analyzed subway station elements in the future without the Proposed Actions using approved background growth rates and accounting for any trips expected to be generated by No-Action development on projected development sites or other major projects in the vicinity of the study area.
- Add action-generated demand to the No-Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Actions .
- Identify potential significant adverse impacts at subway station stairways and fare control elements based on *CEQR Technical Manual* impact criteria.
- As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of the of the five subway routes serving the rezoning area, subway line haul conditions will also be assessed in the EIS.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and NYC Transit. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Bus

The area of the Proposed Actions is served by nine local bus routes operated by Metropolitan Transportation Authority-New York City Transit (MTA-NYCT) and MTA Bus that connect the area with other parts of Brooklyn and Queens. A detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction) based on the general thresholds used by the MTA and specified in the *CEQR Technical Manual*. As the incremental person-trips by bus generated by the Proposed Actions would exceed 50 peak hour trips in one direction on one or more of the nine routes serving the rezoning area, the EIS will include a quantitative analysis of local bus conditions. For that analysis, trips will be assigned to each route based on proximity to the projected development sites and current ridership patterns. The analysis will include documenting existing peak hour bus service levels and maximum load point ridership, determining conditions in the future No-Action condition, and assessing the effects of new action-generated peak hour trips. Bus transit mitigation, if warranted, will be identified in consultation with the lead agency and the MTA.

Pedestrians

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis under *CEQR Technical Manual* criteria. Based on the level of new pedestrian demand generated by the Proposed Actions' RWCDS, it is anticipated that action-generated pedestrian trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold at one or more locations in one or more peak hours. A detailed pedestrian analysis will therefore be prepared for the EIS focusing on selected sidewalks, corner areas,

and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips. Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No-Action and With-Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by No-Action development on projected development sites and other major projects in the vicinity of the study area, and action-generated demand. The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of action-generated pedestrian trips has been finalized. The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and NYCDOT.

Vehicular and Pedestrian Safety

Data on traffic accidents involving pedestrians and/or cyclists at study area intersections will be obtained from NYCDOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified (based on CEQR Technical Manual criteria) as high crash locations and whether vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions would adversely affect vehicular and pedestrian safety in the area. If any high crash locations are identified, feasible improvement measures beyond those planned by NYCDOT for the Atlantic Avenue corridor will be explored to alleviate potential safety issues.

Parking

Parking demand from commercial (non-restaurant) uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period.

It is anticipated that the on-site required accessory parking for projected development sites may not be sufficient to accommodate overall incremental demand. As such, detailed existing on-street parking and off-street parking inventories will be conducted for the weekday overnight period (when residential parking demand typically peaks) and the weekday midday period (when parking in a business area is frequently at peak occupancy) to document existing supply and demand for each period. The parking analyses will document changes in the parking utilization in proximity to projected development sites under the No-Action and With-Action conditions based on accepted background growth rates and projected demand from No-Action and With-Action development on projected development sites and other major projects in the vicinity of the study area. Parking utilization within the rezoning area, as well as within ¼-mile of the rezoning area, will be analyzed.

Parking demand generated by the projected residential component of the Proposed Actions' RWCDS will be forecasted based on auto ownership data for the rezoning area and the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses. Future parking demand will account for net reductions in demand associated with the projected development sites' No-Action land uses displaced under the Proposed Action.

The forecast of new parking supply under the RWCDS will be based on the net change in parking spaces on projected development sites. As currently contemplated, no accessory parking would be required for affordable units developed in the With-Action condition. Future supply will also account for accessory

parking spaces associated with the With-Action commercial uses, which have lower commercial demand in the overnight hours.

TASK 14. AIR QUALITY

CEQR Technical Manual criteria require an air quality assessment for action that can result in significant air quality impacts. There are mobile source impacts that could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. There are mobile source impacts that could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses; or when they add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks, or when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses.

Mobile Source Analysis

The increased traffic associated with the RWCDS projected development sites would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections have the potential to significantly increase air quality levels at nearby sensitive land uses. Carbon monoxide (CO) and particulate matter (PM) are the primary pollutants of concern for microscale mobile source air quality analyses, including assessments of roadways intersections and parking garages. There is the potential for the action-generated trips to exceed the *CEQR Technical Manual* CO analysis screening threshold of 170 vehicles in a peak hour at a number of locations throughout the study area. In addition, the projected number of heavy-duty trucks or equivalent vehicles will likely exceed the applicable fine particulate matter ($PM_{2.5}$) screening thresholds in the *CEQR Technical Manual*. Therefore, a microscale analysis of CO and PM mobile source emissions at affected intersections is warranted.

The specific work program for the mobile source air quality study will include the following tasks:

- Existing ambient air quality data for the study area (published by the New York State Department of Environmental Conservation [NYSDEC]) will be compiled for the analysis of existing and future conditions.
- Critical intersection locations exceeding the CEQR screening thresholds outlined above will be selected, representing locations with the worst potential total and incremental pollution impacts, based on data obtained from the traffic analysis (Task 13, Transportation). At each intersection, multiple receptor sites will be analyzed in accordance with CEQR guidelines.
- The United States Environmental Protection Agency's (EPA's) first-level CAL3QHC intersection model will be utilized to predict change in CO concentrations. The refined EPA CAL3QHCR intersection model will be used to predict the maximum changes in $PM_{2.5}$ concentrations, with five years of meteorological data from JFK Airport and concurrent upper air data from Brookhaven, New York to be used for the simulation program.
- Vehicular cruise and idle emissions for the dispersions modeling will be computed using EPA's MOVES model. Factors for re-suspended road dust emissions will be based on *CEQR Technical Manual* guidance and the EPA procedure defined in AP-42.

- At each mobile source microscale receptor site, (1) the one-hour and eight-hour average CO concentrations will be calculated for each applicable peak period for existing, No-Action, and With-Action condition; and (2) the maximum 24-hour and annual average $PM_{2.5}$ concentrations will be calculated for the No-Action and With-Action conditions.
- An analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate.
- Future pollutant levels with and without the Proposed Actions will be compared with the CO National Ambient Air Quality Standards (NAAQS) and the City's CO and $PM_{2.5}$ *de minimis* guidance criteria to determine the impacts of the Proposed Actions.
- The consistency of the Proposed Actions with the strategies contained in the State Implementation Plan (SIP) for the area will be determined. At any receptor sites where violations of standards occur, analyses will be performed to determine what mitigation measures would be required to attain standards.

Stationary Source Analysis

The stationary source air quality analysis will determine the effects of emissions from projected and potential development sites' fossil-fuel fired heating and hot water systems to significantly impact existing land uses or to significantly impact any of the other projected or potential development sites (i.e., project-on-project impacts). In addition, since portions of the rezoning area are located within or near manufacturing zoned districts, an analysis of emissions from industrial sources must be performed, examining large and major sources of emissions within 1,000 feet of the study area, as per the *CEQR Technical Manual*.

Heat and Hot Water Systems Analysis

- A screening level analysis will be performed following the procedures outlined in the *CEQR Technical Manual*. The purpose of the screening level analysis is to determine the potential for impacts air quality impacts from heating and hot water systems of the projected and potential development sites.
- If the screening analysis for any site demonstrates a potential for air quality impacts, a refined modeling analysis will be performed for that development site using the AERMOD model. For this analysis, five recent years of meteorological data from JFK Airport and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10} and $PM_{2.5}$) will be determined at off-site receptors sites, as well as on projected and potential development site receptors. Predicted values will be compared with NAAQS and other relevant standards. If warranted by the analysis, requirements related to fuel type and/or exhaust stack locations will be memorialized by (E) designations placed on the blocks and lots pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules, as referenced above in the Hazardous Materials section.
- A cumulative impact analysis will be performed for development sites with similar height located in close proximity to one another (i.e., site clusters). Impacts will be determined using

the EPA AERSCREEN model. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

Industrial Source Analysis

- A field survey will be performed to identify processing or manufacturing facilities within 400 feet of the projected and potential development sites. A copy of the air permits for each of these facilities will be requested from DEP's Bureau of Environmental Compliance. A review of NYSDEC Title V permits and the EPA Envirofacts database will also be performed to identify any Federal- or State-permitted facilities within 1,000 feet of the development sites.
- Facilities with sources of emissions located within 400 feet of the projected or potential development sites will be considered for analysis.
- For potential development sites with identified industrial sources of air emissions, the industrial sources analysis will be performed assuming that development does take place, as well as assuming that it does not take place.
- A cumulative impact analysis will be performed for multiple sources that emit the same air contaminant. Predicted concentrations of these compounds will be compared to NYDEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.
- Potential cumulative impacts of multiple air contaminants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds with known health effects) to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air contaminants.

Large and Major Source Analysis

- An analysis of existing large and major sources of emissions (such as sources having Federal and State permits) identified within 1,000 feet of the development sites will be performed to assess their potential effects of the projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the AERMOD model compared with NAAQS for NO_2, SO_2, and PM_{10}, as well as applicable criteria for $PM_{2.5}$.

Further details on the air quality analysis approach for the Proposed Actions is provided in Appendix 4 to this document (Air Quality Analysis Methodology Memorandum).

TASK 15. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Increased greenhouse (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the RWCDS associated with the Proposed Actions exceeds the 350,000 sf development threshold, GHG emissions generated by the Proposed Actions will be quantified and an assessment of consistency with the City's established GHG reduction

goal will be performed as part of the EIS in accordance with the *CEQR Technical Manual*. The assessment will examine GHG emissions from the Proposed Action's operations, mobile sources, and construction, as outlined below. As stated in the EAS, the rezoning area is not susceptible to storm surge and coastal flooding, and an assessment of climate change is not warranted.

- Sources of GHG from the development projected as part of the Proposed Actions will be identified. The pollutants for analysis will be discussed, as well as various City, State, and Federal goals, policies, regulations, standards, and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the projected developments based on the calculations of energy use estimated as part of Task 12, energy.
- GHG emissions associated with the action-related traffic will be estimated for the Proposed Actions using data from Task 13, transportation. A calculation of vehicle miles traveled (VMT) will be prepared.
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the Proposed Actions are consistent with GHG reduction goals, including building efficient buildings, using clean power, transit-oriented development and sustainable transportation, reducing construction operations emissions, and using building materials with low carbon intensity.

TASK 16. NOISE

The noise analysis, as prescribed by the *CEQR Technical Manual* will examine both the Proposed Actions' potential effects on sensitive noise receptors (including residences, health care facilities, schools, open space, etc.) and the potential noise exposure at new sensitive uses introduced by the actions. If significant adverse impacts are identified, CEQR requires such impacts to be mitigated or avoided to the greatest extent practicable. The Proposed Actions would result in new residential, commercial, community facility, and industrial development and also would alter traffic conditions in the area. Noise, which is a general term used to describe unwanted sound, will likely be affected by these development changes.

It is assumed that outdoor mechanical equipment would be designed to meet applicable regulations, which are more stringent than *CEQR Technical Manual* impact criteria, and consequently no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed. Consequently, the noise analysis will examine the level of building attenuation necessary to meet CEQR interior noise level requirements. The following tasks will be performed in compliance with *CEQR Technical Manual* guidelines:

- Based on the traffic studies conducted for Task 13, Transportation, a screening analysis will be conducted to determine whether there are any locations where there is the potential for the RWCDS associated with the Proposed Actions to result in significant noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]) due to action-generated traffic.
- Noise survey locations will be selected to represent sites of future sensitive uses in the RWCDS With-Action condition. These noise survey locations will be placed in areas to be analyzed for

building attenuation and would focus on areas of potentially high ambient noise where residential uses are proposed.

- At the identified locations, noise measurements will be conducted during typical weekday AM, midday, and PM peak periods (coinciding with the traffic peak periods). Noise measurements will be recorded in conformance with *CEQR Technical Manual* procedures and will be measured in units of "A" weighted decibel scale (dBA) as well as one-third octave bands. The measured noise level descriptors will include equivalent noise level (L_{eq}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels such as L_1, L_{10}, L_{50}, and L_{90}. A summary table of existing measured noise levels will be provided as part of the EIS.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundaments. All projections will be made with L_{eq} noise descriptor.
- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site. The building attenuation requirements will be memorialized by (E) designations placed on the blocks and lots requiring specific levels of attenuation pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules, as referenced above in the Hazardous Materials section. The EIS would include (E) designation language describing the requirements for each of the blocks and lots to which they would apply.
- If the results of the screening analysis indicate that any sensitive receptor location would experience a doubling of traffic between the Future No-Action and Future With-Action conditions, a detailed mobile source noise analysis would be performed at that location in compliance with *CEQR Technical Manual* guidelines.

Further details on the noise analysis approach for the Proposed Actions is provided in Appendix 5 to this document (Noise Monitoring Approach Memorandum).

TASK 17. PUBLIC HEALTH

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

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

TASK 18. 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 Actions have the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

- Identify the defining features of the existing neighborhood character.
- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition and compare to the future No-Action condition.
- Evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual* guidelines.

TASK 19. 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 has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. Multi-sited projects with overall construction periods lasting longer than two years and that are near to sensitive receptors should undergo a preliminary impact assessment according to the *CEQR Technical Manual*. This chapter of the EIS will provide a preliminary impact assessment following the guidelines in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessments indicate the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with guidelines outlined in the *CEQR Technical Manual*. Technical areas to be assessed include the following:

- *Transportation Systems:* The assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction and identify the increase in vehicle trips from construction workers and equipment. A travel demand forecast for the RWCDS construction period will be prepared if warranted under CEQR guidelines.
- *Air Quality:* The construction air quality impact section will include a qualitative discussion of both mobile air source emissions from construction equipment and worker and delivery vehicles, as well as fugitive dust emissions. It will discuss measures to reduce impacts.
- *Noise:* The construction noise impact section will contain a qualitative discussion of noise from construction activity.

- *Other Technical Areas:* As appropriate, other areas of environmental assessment—such as historic resources, hazardous materials, and neighborhood character—will be analyzed for potential construction-related impacts.

TASK 20. MITIGATION

Where significant adverse impacts have been identified in Tasks 2 through 19, measures to mitigate those impacts will be described. The chapter will also consider when mitigation measures will need to be implemented. These measures will be developed and coordinated with the responsible City/State agencies, as necessary, including the LPC, DOT, and DEP. Where impacts cannot be fully mitigated, they will be described as unavoidable adverse impacts.

TASK 21. ALTERNATIVES

The purpose of an alternative section in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives will be better defined once the full extent of the Proposed Actions' impacts have been identified. Typically for area-wide actions such as the Proposed Actions, the alternatives will include a No-Action Alternative, a no impact or no unmitigated significant adverse impact alternative, and a lesser density alternative. A lesser density alternative would be pursued only if it is found to have the potential to reduce the impacts of the Proposed Actions while, to some extent, still meeting the action's stated purpose and need. The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 22. SUMMARY EIS CHAPTERS

The EIS will include the following three summary chapters, where appropriate to the Proposed Action, in accordance with CEQR guidelines:

- *Unavoidable Adverse Impacts*: which summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- *Growth-Inducing Aspects of the Proposed Action*: which generally refer to "secondary" impacts of the Proposed Actions that trigger further development.
- *Irreversible and Irretrievable Commitments of Resources*: which summarizes the Proposed Actions and its impact 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 23. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Actions, their environmental impacts, measures to mitigate those impacts, and alternatives to the

Proposed Actions. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.

Appendix 1

List of Blocks and Lots Included in Proposed Rezoning Area

Appendix 1 - List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lots
1437	1, 8, 14, 15, 21, 23, 25, 25, 26, 27, 29, 30, 37, 38, 46, 58, 64, 69, 70
1444	1, 5, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27, 29, 30, 31, 33, 34, 35, 36, 37, 38, 39, 41, 42, 48, 49
1450	1, 2, 3, 4, 25, 27, 28, 29, 31, 36, 37, 38, 39, 40, 41, 42, 44, 45, 47, 48, 49, 50, 51, 24 (p/o), 31 (p/o), 53 (p/o), 22 (p/o)
1456	1
1540	70, 72, 82
1543	1, 7, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 31, 41, 43, 45, 46, 47, 48, 49, 58, 59, 60, 61
1544	1, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 21, 42, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56
1545	1
1546	1
1553	13, 18, 25, 26, 31, 32, 33, 34, 35, 37, 39 (p/o)
1554	1, 16, 52, 54, 55, 56, 57, 59, 60, 61, 63, 64, 65, 58 (p/o)
1572	18, 24, 25, 26, 17 (p/o), 27 (p/o)
1573	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37
1574	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 32
1575	1, 18, 22
3659	1, 4, 14, 15, 35
3660	1, 2, 29
3661	1, 37, 39, 40, 41, 42
3662	1, 47, 48, 49, 52, 53, 54, 55
3663	40, 42, 43, 44, 46, 47, 48, 49, 50, 101, 102, 39
3664	1, 2, 43, 44, 45, 46, 47, 48, 49, 50, 52, 42 (p/o)
3669	1, 3, 5, 9, 10, 11, 12, 13, 17, 20, 22, 26, 28, 30, 33, 34, 35, 37, 38, 39, 40
3670	1, 7, 9, 13, 14, 15, 16, 17, 18, 25, 27, 29, 30, 31, 33, 35
3671	3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 23, 25, 26, 27, 28, 29, 34, 36, 37, 38, 40, 41, 42, 43, 114, 130, 131, 132, 133, 134
3672	2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 20, 24, 27, 28, 29, 30, 31, 32, 33, 34, 35, 37, 40, 41, 43, 46, 47, 48, 49, 50, 51, 113
3673	16, 17, 18, 19, 20, 21, 23, 24, 25, 26, 28, 29, 30, 32, 33, 34, 36, 37, 38, 39, 40, 41, 42, 43, 45, 47, 49, 51, 53, 55, 57, 59
3674	1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 30, 31, 32, 33, 34, 35, 38, 39, 40, 41, 42, 43, 44, 45
3675	1, 3, 4, 5, 7, 8, 10, 11, 14, 25, 27, 28
3686	1, 4, 5, 6, 7, 8, 9, 11, 12, 13, 15, 16, 17, 19, 21, 23, 24, 25, 28, 29, 30, 31, 32, 33, 34, 39, 40, 41
3687	1, 5, 6, 7, 12, 34, 35, 36, 37, 38, 112
3688	1, 4, 5, 6, 7, 8, 9, 11, 18, 24, 25, 27, 28, 29, 30, 31, 32, 33, 37, 38, 39, 40, 108
3689	1, 11, 12, 19, 20, 21, 22, 23, 24, 25, 26
3690	1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34
3691	1, 5, 6, 8, 9, 10, 11, 13, 14, 15, 16, 18, 24, 28, 29, 30, 32
3703	1, 4, 5, 6, 7, 8, 9, 10, 12, 13, 15, 16, 17, 18, 21, 23, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40
3704	1, 16, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 33, 35, 36
3705	1, 3, 4, 5, 6, 7, 8, 9, 10, 14, 16, 27, 28, 29, 30, 31, 32, 34, 35, 38, 39, 40, 42
3706	1, 4, 6, 7, 8, 9, 10, 12, 13, 14, 15, 18, 19, 21, 22, 23, 24, 25, 26, 28, 29, 31, 32, 33, 39, 42, 110, 134, 135, 136, 137, 142
3707	2, 3, 4, 7, 15, 16, 21, 22, 23, 24, 25, 26, 30, 31, 32, 40, 42, 44, 46, 128, 129
3708	1, 2, 3, 4, 5, 6, 7, 9, 11, 15, 20, 21, 22, 24, 25, 26, 27, 29, 31, 32, 33, 34, 35
3720	1, 2, 3, 4, 5, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 130
3721	1, 13, 18, 20, 22, 24, 25, 26, 27
3722	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 114
3723	1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 22, 23, 25, 26, 27, 28, 29, 30, 31, 32, 34, 35, 36, 37, 38
3724	1, 2, 3, 4, 5, 6, 7, 12, 13, 14, 15, 16, 17, 19, 21, 23, 24, 25, 26, 27, 29, 109, 110
3725	1, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 16, 17, 19, 20, 21, 22
3738	1 (p/o), 3 (p/o), 4 (p/o), 5 (p/o), 6 (p/o), 7 (p/o), 10 (p/o), 12 (p/o), 15 (p/o)
3741	14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 28, 29

Appendix 1 - List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lots
3742	14, 15, 16, 18, 20, 21, 22, 23, 24, 28, 29
3931	57, 58, 59, 60, 61, 62, 63, 159, 160, 161, 64 (p/o), 65 (p/o)
3932	1, 2, 3, 4, 5, 47, 52, 149, 150, 151, 152, 153, 6 (p/o), 46 (p/o)
3933	1, 2, 47, 49, 51, 55, 46 (p/o)
3934	1, 3, 41, 43, 45, 46, 47, 48, 49, 50, 149, 40 (p/o)
3935	1, 2, 40, 42, 43, 44, 48, 49, 50, 51, 52, 142, 3 (p/o)
3936	1, 2, 40, 42, 50, 38 (p/o)
3937	1, 36, 37, 39, 40, 41, 42, 43, 44, 45, 46, 47, 2 (p/o)
3938	1, 2, 30, 31, 33, 34, 35, 36, 37, 38, 39, 40, 41, 3 (p/o), 29 (p/o)
3939	1, 2, 24, 26, 27, 30, 31, 32, 33, 34, 3 (p/o), 23 (p/o)
3940	1, 17, 19, 20,21, 22, 23, 24, 25, 27, 127, 2 (p/o), 16 (p/o)
3941	16, 20, 18 (p/o), 19 (p/o), 21 (p/o), 22 (p/o), 23 (p/o)
3942	1, 2, 4, 5, 6, 7, 8, 9, 10, 12, 16, 19, 21
3943	1, 4, 5, 6, 7, 8, 9, 16, 17, 18, 19, 20, 21, 22, 23
3944	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
3945	1, 2, 3, 4, 5
3946	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 33, 34, 35, 36, 37, 39, 40, 41, 42, 43, 45, 46, 47, 138
3947	1, 5, 9, 10, 11, 12, 17, 22, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 110
3948	1, 2, 3, 6, 7, 8, 9, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 35, 36, 37, 43, 115, 116, 119, 125, 126, 134
3949	1, 7, 8, 9, 10, 11, 12, 14, 15, 18, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 42, 44, 45
3950	1, 2, 4, 5, 7, 8, 11, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 41, 43, 44, 46, 47, 50, 125
3951	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 42
3952	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 42, 45, 47
3953	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 45, 51, 52, 59, 60
3654	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 45, 55
3655	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 44, 45, 46, 47, 48, 49, 52, 53, 54, 154
3656	1, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 18, 19, 21, 23, 24, 25, 28, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 43, 48, 50, 51, 53, 54, 55, 56, 57, 59, 61, 62, 63, 64, 65, 66, 68, 69, 70, 71
3957	53
3958	1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 25, 26, 27, 28, 29, 30, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 49, 131, 132, 133, 134, 135, 136, 137, 138, 139, 143
3959	1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 18, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 52, 54, 137
3960	1, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 25, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 50, 58, 65, 68, 69, 70, 71, 72, 108, 109, 127, 145
3961	1, 3, 5, 7, 9, 10, 11, 12, 15, 16, 18, 20, 21, 22, 23, 24, 26, 27, 29, 30, 31, 32, 33, 113
3962	1, 2, 4, 5, 6, 8, 9, 30, 31, 32, 33, 34
3963	1, 2, 3, 5, 6, 7, 8, 14, 15, 16, 18, 20, 21, 22, 23, 24, 26, 29, 30, 31, 32, 33
3964	1, 2, 3, 4, 8, 23, 24, 25, 26, 27, 29, 30, 31, 33, 34, 35
3965	1, 3, 4, 5, 6, 7, 9, 10, 11, 20, 21, 22, 23, 24, 25, 26, 27, 28, 30, 31, 32, 33
3966	1, 12, 13, 14, 15, 16, 19
3967	1, 7, 8, 9, 10, 13, 15, 19, 20, 21, 22, 24, 25, 29, 30, 33, 37, 38
3968	1, 2, 3, 5, 36, 37, 38, 39, 40, 41, 42

Appendix 1 - List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lots
3969	1, 16, 20, 22, 25
3971	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 19, 21, 24, 25, 26, 29, 30, 31, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 49, 50, 51, 52, 53, 54
3972	1, 4, 5, 7, 8, 9, 11, 12, 17, 18, 20, 22, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 105, 152
3973	1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 22, 24, 38, 45, 46, 50, 52, 53, 55, 57, 58, 60, 61, 62, 63, 107, 110, 161
3974	1
3975	1
3976	1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27, 31, 35, 43, 45, 46, 47, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 70, 75, 81
3977	1, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 32, 34, 35, 129, 7501
3978	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38
3979	1, 2, 3, 4, 5, 6, 8, 9, 11, 12, 13, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40
3980	1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 13, 14, 15, 17, 19, 20, 21, 22, 23, 26, 27, 29, 30, 31, 32, 33, 34, 35, 36, 100
3981	1, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 19, 20, 22, 23, 24, 25, 26, 28, 30, 31, 32, 33, 34, 35, 104, 115
3982	1, 2, 3, 4, 5, 6, 7, 8, 11, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36
3983	1, 2, 3, 4, 5, 6, 7, 8, 10, 13, 15, 17, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 119, 125, 128
3984	5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 18, 19, 20, 27, 28, 29, 30, 31, 32, 33, 101, 102, 103, 104, 121, 122, 123, 124, 125
3985	1, 2, 3, 4, 5, 9, 10, 12, 13, 14, 15, 16, 17, 18, 20, 22, 32, 33, 34, 35
3986	1, 5, 6, 7, 8, 10, 11, 13, 14, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30
3987	1, 2, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 17, 19, 20, 21, 22, 23, 24, 25, 26, 28, 29, 30, 31, 32, 33, 34, 35
3988	1, 3, 4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 17, 19, 20, 21, 22, 23, 24, 25, 26, 28, 34, 35, 107, 108, 111, 122
3989	1, 3, 5, 6, 7, 9, 10, 12, 14, 16, 18, 19, 20, 24, 25, 27, 28, 30, 32, 33, 34, 36
3990	1
3991	1, 2, 5, 6, 7, 8, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 38, 39, 40, 41
3992	48
3993	1, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 104, 105, 106, 107, 108
3994	1, 2, 4, 5, 7, 10, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 25, 26, 28, 30, 31, 32, 33, 34, 35, 115, 116, 117, 132
3995	1, 8, 10, 12, 17, 20, 21, 22, 23, 24, 25, 26, 27, 29, 31, 32, 110, 114, 115, 116, 123, 129
3996	1, 2, 3, 4, 6, 7, 8, 9, 11, 13, 15, 17, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 37, 39, 104, 122
3997	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 33, 34, 35, 36, 130, 133
3998	1, 2, 3, 4, 5, 6, 11, 13, 14, 15, 16, 17, 20, 21, 23, 24, 25, 26, 30, 32, 33, 37
3999	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 15, 16, 19, 21, 22, 24, 25, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37, 40
4000	1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 35, 107, 128, 130
4001	1, 2, 3, 4, 6, 7, 8, 16, 19, 20, 21, 22, 24, 25, 26, 27, 28, 37, 38, 39, 40, 41, 109, 110, 111, 112, 113, 114, 117, 118, 129, 131
4002	210
4003	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22,23, 24, 25, 26, 27, 28, 31, 32, 35, 113, 125
4004	3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 102, 103, 135, 136, 137, 138, 139, 140
4006	1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 19, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 102, 103, 133
4007	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 40, 41, 43, 44, 45
4008	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 13, 14, 15, 16, 17, 18, 19, 21, 22, 24, 25, 26, 27, 28, 29, 30, 31, 33, 34, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 9 (p/o)
4009	15, 21, 22, 23, 24, 25, 26, 27, 30, 31, 32, 119, 120, 121
4010	13, 14, 17, 19, 24, 25, 26, 27
4011	111, 112, 113, 114, 225, 226, 227, 228, 110 (p/o), 229 (p/o)
4012	7, 8, 9, 14, 15, 16, 17, 18, 19, 20, 111, 112, 113, 114, 21 (p/o)
4013	7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 109, 115, 117
4014	8, 9, 11, 12, 20, 21
4015	13, 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28

Appendix 1 - List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lots
4016	13, 14, 15, 21, 22, 23, 24, 25, 26, 27, 28, 117, 118, 119, 120, 29 (p/o)
4017	14, 15, 19, 22, 25, 28, 29, 12 (p/o), 30 (p/o)
4018	8, 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 111, 118, 6 (p/o)
4019	9, 10, 15, 20, 21, 22, 111, 112, 113, 116, 117, 118, 120, 8 (p/o)
4020	7, 8, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21
4021	13, 14, 15,16,17,18,19,47,122,123,124,125,126
4022	114, 115, 116, 117, 118, 119, 120, 121, 123, 124, 125, 126, 127, 128, 129, 130
4023	9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26
4024	9, 10, 13, 15, 16, 17, 18, 24, 25, 26p
4124	1, 40, 41, 42, 43, 44, 45, 46, 48, 50, 51, 52, 53, 5 (p/o), 49 (p/o)
4126	1, 61, 62, 63, 64, 66, 5 (p/o), 67 (p/o), 68 (p/o), 105 (p/o)
4127	1, 61, 62, 63, 4 (p/o), 53 (p/o), 55 (p/o), 56 (p/o), 57 (p/o), 58 (p/o), 59 (p/o), 60 (p/o)
4128	66, 70, 1 (p/o), 54 (p/o), 71 (p/o)
4137	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 43, 44, 56, 63, 118, 119, 121, 122, 133, 134
4139	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 25, 29, 103
4140	1, 5, 10, 12, 13, 22, 23, 24, 25, 26, 27, 28
4141	1, 4, 6, 7, 8, 9, 10, 11, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 30, 33, 35, 39, 122, 123, 124
4142	1, 32
4143	1
4145	67, 68, 69, 1 (p/o), 13 (p/o), 66 (p/o)
4146	1, 4, 5, 64, 65, 66, 67, 6 (p/o), 63 (p/o)
4147	1, 3, 4, 5, 66, 67, 68, 69, 6 (p/o), 65 (p/o)
4148	1, 2, 3, 4, 65, 66, 67, 5 (p/o), 64 (p/o)
4149	50 (p/o)
4153	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 40, 44, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 67, 68, 69, 70, 71, 73, 74, 75, 76, 78, 79, 80, 81, 82, 146, 147, 148, 149, 155
4154	1, 3, 4, 7, 8, 9, 10, 11, 12, 13, 14, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 35, 45, 59, 60, 61, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 98, 99, 100
4155	1, 75
4156	1, 6, 11, 35, 45, 50
4157	71
4162	1, 2, 10, 11, 12, 13, 14, 15, 16, 18, 22, 29, 33, 35, 36, 37, 38, 39, 40, 41, 44, 47, 49, 50, 51, 52, 53, 54, 140
4167	7, 10, 11 (p/o), 16 (p/o), 18 (p/o), 19 (p/o), 20 (p/o), 21 (p/o), 22 (p/o), 24 (p/o), 25 (p/o)
4172	31, 32, 33, 34, 36, 37, 38, 39, 30 (p/o), 40 (p/o)
4189	1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 34, 36, 38, 39, 41, 45, 46, 47, 48, 49, 142, 143, 144
4190	1, 6, 7, 10, 11, 12, 13, 14, 15, 17, 25, 40, 41, 42, 44, 45, 46, 51, 108, 131, 132, 133, 134, 135, 136, 137, 138, 141, 147, 148, 149
4191	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 16, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 106
4192	1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 21, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 39, 40, 41, 44, 45, 46, 47, 117, 118, 119, 122, 123, 124, 125, 142, 143
4193	1, 3, 5, 7, 9, 10, 12, 17, 21, 22, 23, 25, 27, 29, 31, 39, 132, 133, 134, 136, 137, 138
4194	1, 6, 8, 10, 12, 14, 17, 20, 23, 24, 25, 28, 29, 30, 31, 33, 35, 37, 39, 41, 42, 110
4195	1, 6, 21, 30, 34, 35, 36, 37, 38, 40, 41, 42, 43
4197	1, 6, 23, 24, 25, 26, 27
4208	5, 7, 9, 10, 11, 13, 14, 17, 18, 19, 20, 22, 23, 24, 25, 26, 28, 29, 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 44, 45, 48, 49
4209	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 137
4210	1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 34, 35, 43
4211	1, 3, 5, 6, 7, 8, 9, 11, 14, 17, 18, 19, 20, 21, 22, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36, 37, 38, 39, 40, 41, 42, 43, 45
4212	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 20, 26, 28, 30, 31, 32, 33, 34, 35, 37, 38, 39, 40, 41, 42, 43, 44

Appendix 1 - List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lots
4213	1, 7, 8, 9, 12, 13, 14, 16
4214	1, 6, 12, 20, 27, 28, 29, 30, 31, 32, 33, 34, 35
4215	1, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 34, 37, 38, 39, 40, 42, 43, 44, 45
4227	13, 14, 15, 17, 19, 20, 21, 23, 25, 26, 28, 29, 30
4228	9, 13, 17, 24, 25
4229	11, 12, 13, 14, 16, 27, 28, 29 (p/o)
4230	8, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23, 7 (p/o)
4231	9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22
4232	14, 17, 18, 26
4233	21, 23, 25, 17 (p/o), 19 (p/o)
4234	12, 17

(p/o) = partial

Appendix 2A

Detailed RWCDS Tables

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

		Site Info			Existing Conditions							Future Without-Action Conditions											
Site		*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Existing Zoning*	*Existing Overlay*	*Comml SF+*	*Auto Rel., Storage & Other SF++*	*Office (SF)*	*Total SF*	*Total DU's*		*Residential SF*	*Commercial SF+*	*Supermarket (FRESH)*	*Auto-Related SF*	*Hotel SF*	*Office SF*	*Storage SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total DU's*
01	a	1437	46	23,333	M1-2		0	0	0	0	0	Retail (1)/ House of Worship (2)	0	28,000	0	0	0	0	0	0	56,000	84,000	0
	b	1437	58	11,667	M1-2		0	0	0	0	0	Retail (1)/ House of Worship (2)											
02	a	1544	21	40,966	M1-1		0	6,461	0	6,461	0	Hotel (3)	0	0	0	0	46,491	0	0	0	0	46,491	0
	b	1544	42	5,525	M1-1		0	492	0	492	0	Hotel (3)											
03	a	3660	1	1,720	C8-2		0	1,680	1,680	3,360	0	Existing Auto Repair (1) and Office (1)	0	0	0	1,680	38,560	1,680	0	0	0	41,920	0
	b	3660	2	9,280	C8-2		0	0	0	0	0	Hotel (3)											
	c	3660	29	10,000	C8-2		0	0	0	0	0	Hotel (3)											
04	a	3661	1	10,000	C8-2		0	0	0	0	0	Used Care Sales	0	0	0	10,000	0	0	0	0	0	10,000	0
05	a	3662	48	1,875	C8-2		0	0	0	1,375	0	Industrial (1)	0	0	0	1,800	0	0	0	1,375	0	3,175	0
	b	3662	49	5,625	C8-2		0	1,800	0	1,800	0	Auto Repair (1)											
06	a	3669	13	10,000	C8-2		9,964	0	0	9,964	0	Retail (1)	0	9,964	0	0	0	0	0	0	0	9,964	0
	b	3669	17	5,000	C8-2		0	0	0	0	0	Parking Facilities											
	c	3669	20	5,000	C8-2		0	0	0	0	0	Parking Facilities											
07	a	3669	22	15,000	C8-2		9,360	0	1,280	10,640	0	Retail (1)	0	14,160	0	0	0	3,148	0	0	0	17,308	0
	b	3669	26	0	C8-2		4,800	0	1,868	6,668	0	Retail (1)											
08	a	3670	9	8,140	C8-2		0	0	8,140	8,140	0	C.F. Medical Facility (1)	0	0	0	0	0	0	0	0	9,840	9,840	0
	b	3670	31	5,000	C8-2		0	0	1,700	1,700	0	C.F. Medical Facility (1)											
	c	3670	33	5,000	C8-2		0	0	0	0	0	Surface Parking Lot											
09	a	3670	13	2,750	C8-2		2,000	1,575	0	3,575	0	Auto Repair (1) / Office (1)	3,650	6,750	0	1,575	0	4,750	515	0	0	17,240	3
	b	3670	14	2,750	C8-2		0	0	0	2,250	2	Residential (2)											
	c	3670	15	5,250	C8-2		0	0	0	0	0	Retail (1) / Office (1)											
	d	3670	29	2,500	C8-2		0	0	0	1,400	1	Residential (1)											
	e	3670	30	2,500	C8-2		0	515	0	515	0	Surface Parking Lot											
10	a	3670	16	2,750	C8-2		0	575	0	575	0	Auto Repair (1)	0	2,648	0	1,150	0	0	0	0	0	3,798	0
	b	3670	17	2,750	C8-2		0	575	0	575	0	Auto Repair (1)											
	c	3670	18	13,250	C8-2		2,648	0	0	2,648	0	Gas Station / Used Car Sales											
11	a	3673	14	2,513	R5	C2-3	0	0	0	0	0	Residential (2)	9,391	0	0	0	0	0	0	0	0	9,391	9
	b	3673	15	2,500	R5	C2-3	0	0	0	0	0	Residential (2)											
	c	3673	16	2,500	R5	C2-3	0	0	0	0	0	Residential (2)											
12	a	3675	10	1,666	M1-4		0	875	0	875	0	Auto Shop	0	0	0	8,975	0	0	0	0	0	8,975	0
	a	3675	11	8,513	M1-4		0	8,100	0	8,100	0	Auto Shop											
13	a	3687	12	37,379	C8-2		0	0	0	34,260	0	Commercial Office (1)	0	0	0	0	0	34,260	0	0	0	34,260	0
14	a	3688	11	2,900	C8-2		0	0	0	1,520	4	Residential (2)	1,520	12,535	0	0	0	0	0	0	0	14,055	4
	b	3688	18	21,675	C8-2		12,535	0	0	12,535	0	Retail (1)											
15	a	3688	33	7,500	C8-2		0	0	0	0	0	Auto Shop (1) / Office (1)	0	0	0	3,333	0	6,667	0	0	0	10,000	0
16	a	3691	11	4,500	C8-2		0	0	0	0	0	C.F. Medical (5)	0	0	0	0	0	0	0	0	23,138	23,138	0
	b	3691	13	2,260	C8-2		0	0	0	0	0	C.F. Medical (5)											
17	a	3691	24	10,000	M1-1		0	0	0	0	0	Junk Yard	0	0	0	0	0	0	0	0	0	0	0
18	a	3703	1	2,048	M1-1		0	0	0	0	0	Truck/ Auto Parking	0	0	0	0	0	0	0	0	0	0	0
	b	3703	4	1,932	M1-1		0	0	0	0	0	Truck/ Auto Parking											
	c	3703	37	1,520	M1-1		0	0	0	0	0	Truck/ Auto Parking											
	d	3703	38	1,500	M1-1		0	0	0	0	0	Truck/ Auto Parking											
	e	3703	39	1,500	M1-1		0	0	0	0	0	Truck/ Auto Parking											
	f	3703	40	1,500	M1-1		0	0	0	0	0	Truck/ Auto Parking											

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

		Site Info			Existing Conditions							Future Without-Action Conditions											
Site		*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Existing Zoning*	*Existing Overlay*	*Comml SF+*	*Auto Rel., Storage & Other SF++*	*Office (SF)*	*Total SF*	*Total DU's*		*Residential SF*	*Commercial SF+*	*Supermarket (FRESH)*	*Auto-Related SF*	*Hotel SF*	*Office SF*	*Storage SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total DU's*
19	a	3703	15	1,890	M1-1		0	0	0	0	0	Open Air Storage	0	0	0	0	0	7,554	0	0	0	7,554	0
	b	3703	16	2,260	M1-1		0	0	0	0	0	Open Air Storage											
	c	3703	17	2,100	M1-1		0	0	0	0	0	Open Air Storage											
	d	3703	18	3,000	M1-1		0	0	0	1,304	0	Commercial & Office											
20	a	3933	55	10,000	R5	C2-3	0	0	0	0	0	Residential (2)	12,500	0	0	0	0	0	0	0	0	12,500	12
21	a	3939	26	2,551	R5	C2-3	2,550	0	0	3,550	1	Retail (1)/Residential (1)	1,000	11,150	0	0	0	0	0	0	0	12,150	1
	b	3939	27	8,600	R5	C2-3	8,600	0	0	8,600	0	Commercial (1)											
22	a	3942	1	2,500	R5	C1-3	1,500	0	0	4,500	4	Retail (1)/Residential (2)	9,916	5,500	0	0	0	0	0	0	0	15,416	9
	b	3942	16	5,542	R5	C1-3	4,000	0	0	4,000	0	Retail (1)											
	c	3942	19	2,854	R5	C1-3	0	0	0	0	0	Residential (2)											
	d	3942	21	2,678	R5	C1-3	0	0	0	0	0	Residential (2)											
23	a	3946	14	7,500	R5	C2-3	1,250	0	0	1,250	0	Residential (2)	13,550	1,050	0	0	0	0	0	0	0	14,600	13
	b	3946	17	2,500	R5	C2-3	1,050	0	0	2,100	2	Retail (1)/Residential (1)											
	c	3946	18	2,500	R5	C2-3	0	0	0	0	0	Residential (2)											
24	a	3947	1	5,100	R5		0	0	0	0	0	Vacant Land	0	0	0	0	0	0	0	0	28,302	28,302	0
	b	3947	5	35,662	R5		0	0	0	28,302	0	Day Care Center (2)											
	c	3947	9	3,680	R5		0	0	0	0	0	Vacant Land											
25	a	3952	42	7,670	M1-1		15,000	0	0	15,000	0	Retail (2)	0	15,000	0	0	0	0	0	0	0	15,000	0
26	a	3954	45	20,790	M1-1		12,500	0	0	12,500	0	Hotel (2)	1,297	0	0	0	12,500	0	0	0	0	13,797	1
	b	3954	55	2,500	M1-1		0	0	0	1,297	2	Residential (1)											
27	a	3955	45	2,575	C8-2		1,176	0	0	3,528	3	Retail (1)/Residential (2)	5,842	6,236	0	900	0	6,236	0	0	0	19,214	4
	b	3955	46	2,835	C8-2		0	0	0	2,640	2	Residential (2)											
	c	3955	47	2,698	C8-2		850	0	0	1,700	1	Retail (1)/Residential (1)											
	d	3955	48	1,469	C8-2		0	0	0	0	0	Retail (1) / Office (1)											
	e	3955	49	2,506	C8-2		0	0	0	0	0	Retail (1) / Office (1)											
	f	3955	52	4,246	C8-2		0	0	0	0	0	Retail (1) / Office (1)											
	g	3955	53	1,458	C8-2		0	900	0	900	0	Auto Repair (1)											
28	a	3957	49	8,273	M1-1		0	3,576	0	3,576	0	Auto Repair (1)	0	3,900	0	3,576	0	900	920	0	0	9,296	0
	b	3957	53	4,812	M1-1		0	4,820	900	5,720	0	Retail (1)/ Office/Storage (1)											
29	a	3958	20	9,812	R5	C2-3	0	0	0	9,812	0	Community Facility (1)	0	0	0	0	0	0	0	0	9,812	9,812	0
30	a	3959	18	10,140	R5	C2-3	0	10,098	0	10,098	0	Auto Repair (1)	0	0	0	10,098	0	0	0	0	0	10,098	0
31	a	3961	1	5,000	C8-2		0	0	0	0	0	Junk Yard	0	0	0	10,000	0	0	2,116	0	0	12,116	0
	b	3961	3	5,000	C8-2		0	2,116	0	2,116	0	Storage Area											
	c	3961	5	2,950	C8-2		0	0	0	0	0	Junk Yard											
	d	3961	7	2,050	C8-2		0	0	0	0	0	Junk Yard											
32	a	3961	15	2,500	C8-2		0	2,165	0	2,165	0	Auto Repair (1)	2,200	1,100	0	2,717	0	0	0	0	0	6,017	2
	b	3961	16	2,571	C8-2		1,100	0	0	3,300	3	Retail (1)/Residential (2)											
	c	3961	113	5,000	C8-2		0	552	0	552	0	Auto Repair (1)											
33	a	3961	31	2,500	M1-1		0	0	0	2,088	2	Residential (2)	2,088	0	0	0	0	0	4,970	0	0	7,058	2
	b	3961	32	2,850	M1-1		0	0	0	0	0	Warehouse/Storage (1)											
	c	3961	33	2,650	M1-1		0	0	0	0	0	Warehouse/Storage (1)											
34	a	3962	30	10,000	M1-1		0	6,378	0	6,378	0	Commercial (2)	2,355	3,189	0	0	0	3,189	2,000	0	0	10,733	2
	b	3962	31	2,500	M1-1		0	0	0	0	0	Warehouse/Storage (1)											
	c	3962	32	2,500	M1-1		0	0	0	2,355	2	Residential (2)											

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

		Site Info			Existing Conditions							Future Without-Action Conditions											
Site		*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Existing Zoning*	*Existing Overlay*	*Comml SF+*	*Auto Rel., Storage & Other SF++*	*Office (SF)*	*Total SF*	*Total DU's*		*Residential SF*	*Commercial SF+*	*Supermarket (FRESH)*	*Auto-Related SF*	*Hotel SF*	*Office SF*	*Storage SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total DU's*
35	a	3963	14	2,575	C8-2		0	0	0	1,320	1	Residential (2)	1,320	2,650	0	0	0	0	0	0	0	3,970	1
	b	3963	15	2,613	C8-2		0	0	0	0	0	Parking Facilities											
	c	3963	16	2,650	C8-2		2,650	0	0	2,650	0	Restaurant (1)											
36	a	3964	2	2,500	M1-1		0	0	0	0	0	Junk Yard	0	0	0	2,500	0	0	2,500	0	0	5,000	0
	b	3964	3	2,500	M1-1		0	2,500	0	2,500	0	Warehouse/Storage (1)											
37	a	3964	4	10,000	M1-1		0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	25,467	0	0	25,467	0
	b	3964	8	30,550	M1-1		0	25,467	0	76,400	0	Warehouse/Storage (1)											
	c	3964	23	2,500	M1-1		0	0	0	0	0	Parking Facilities											
38	a	3964	24	2,500	M1-1		0	1,872	0	2,772	1	Storage (1)/Residential (1)	900	0	0	0	0	0	3,072	0	0	3,972	0
	b	3964	25	2,500	M1-1		0	600	0	600	0	Storage (1)											
	c	3964	26	2,500	M1-1		0	600	0	600	0	Storage (1)											
	d	3964	27	2,500	M1-1		0	0	0	0	1	Vacant Buildong											
39	a	3966	12	1,997	C8-2		1,900	0	0	4,900	2	Retail (1)/Residential (2)	3,000	1,900	0	11,099	0	0	0	0	0	15,999	3
	b	3966	13	2,156	C8-2		0	0	0	0	0	Parking Facilities											
	c	3966	14	2,229	C8-2		0	2,229	0	2,229	0	Auto Repair (1)											
	d	3966	15	2,301	C8-2		0	2,301	0	2,301	0	Auto Repair (1)											
	e	3966	16	7,190	C8-2		0	6,569	0	6,569	0	Auto Repair (1)											
40	a	3969	16	7,550	C8-2		0	6,911	0	6,911	0	Laundromat (1)	0	6,911	0	8,810	0	0	0	0	0	15,721	0
	b	3969	20	2,760	C8-2		0	525	200	725	0	Used Car Sales (1)											
	c	3969	22	2,895	C8-2		0	750	0	750	0	Used Car Sales (1)											
	d	3969	25	3,155	C8-2		0	0	0	0	0	Used Car Sales (1)											
41	a	3971	17	2,000	C8-2		0	0	0	0	0	Auto Repair (1)	0	0	0	10,126	0	0	0	0	0	10,126	0
	b	3971	19	4,106	C8-2		0	0	0	0	0	Auto Repair (1)											
	c	3971	21	6,860	C8-2		0	4,420	0	4,420	0	Auto Repair (1)											
42	a	3972	56	2,605	R5	C2-3	0	2,166	0	2,166	0	Auto Repair (1)	0	0	0	2,166	0	0	540	0	0	2,706	0
	b	3972	57	5,000	R5	C2-3	0	540	0	540	0	Auto Repair (1)											
43	a	3973	22	5,000	M1-1		0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	0	16,160	16,160	0
	b	3973	24	21,800	M1-1		0	0	0	16,160	0	Medical Office (1)											
44	a	3973	50	5,000	R5		0	0	0	0	0	Residential (3)	6,250	0	0	2,500	0	0	0	0	0	8,750	6
	b	3973	52	2,500	R5		0	2,500	0	2,500	0	Auto Repair (1)											
45	a	3973	53	5,000	R5		0	0	0	2,156	2	Residential (2)	2,156	0	0	0	0	0	0	0	0	2,156	2
	b	3973	55	2,500	R5		0	0	0	0	0	Parking Facilities											
46	a	3974	1	20,000	R5		0	0	0	79,254	22	Residential (2)	362,500	20,000	0	0	0	0	0	0	0	382,500	361
	b	3975	1	55,000	R5	C1-3	0	0	0	79,254	20												

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47	a	3977	17	2,000	M1-1		0	880	0	880	0	Auto Repair (1)	770	0	0	2,880	0	0	0	0	0	3,650	0
	b	3977	18	2,000	M1-1		0	2,000	0	2,770	1	Auto Repair (1)/ Residential (1)											
	c	3977	19	2,000	M1-1		0	0	0	0	0	Vacant											
	d	3977	20	2,000	M1-1		0	0	0	0	0	Vacant											
	e	3977	21	2,000	M1-1		0	0	0	0	0	Vacant											
48	a	3978	14	5,000	M1-1		0	0	0	0	0	Junk Yard	0	0	0	0	0	0	0	0	0	0	0
	b	3978	15	5,000	M1-1		0	0	0	0	0	Junk Yard											
49	a	3982	11	5,000	R5		0	0	0	3,960	2	Residential (2)	5,560	0	0	0	0	0	0	0	0	5,560	4
	b	3982	13	2,500	R5		0	0	0	1,600	2	Residential (2)											
50	a	3983	13	5,000	R5	C2-3	0	1,000	0	1,000	0	Auto Repair (1)	0	0	0	6,380	0	0	0	0	0	6,380	0
	b	3983	15	5,000	R5	C2-3	0	5,380	0	5,380	0	Auto Repair (1)											
51	a	3984	15	5,250	R5	C2-3	0	1,313	0	1,313	0	Residential (2)	6,563	0	0	0	0	0	0	0	0	6,563	6
52	a	3985	15	2,500	R5	C2-3	0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	0	1,600	1,600	0
	b	3985	16	2,450	R5	C2-3	0	0	0	0	0	Parking Facilities											
	c	3985	17	2,542	R5	C2-3	0	0	0	1,600	2	House of Worship (1)											
	d	3985	18	2,750	R5	C2-3	0	0	0	0	0	Vacant											
53	a	3986	11	4,300	R5	C2-3	0	0	0	6,460	0	Light Industrial/Warehouse (1)	0	0	0	0	0	0	0	16,140	0	16,140	0
	b	3986	13	2,750	R5	C2-3	0	0	0	3,680	0	Light Industrial/Warehouse (1)											
	c	3986	14	7,750	R5	C2-3	0	0	0	6,000	0	Light Industrial/Warehouse (1)											
54	a	3989	9	2,500	M1-1		0	0	0	1,900	2	Residential (2)	7,300	850	0	980	0	0	0	0	0	9,130	6
	b	3989	10	2,250	M1-1		850	0	0	6,250	5	Retail (1)/Residential (2)											
	c	3989	12	4,500	M1-1		0	980	0	980	0	Auto Repair (1)											
	d	3989	14	2,250	M1-1		0	0	0	0	0	Auto Repair (1)											
	e	3989	16	4,000	M1-1		0	0	0	0	0	Junk Yard											
55	a	3991	8	33,000	M1-1		0	8,540	0	8,540	0	Auto Related (Towing)	0	0	0	8,540	0	0	0	0	0	8,540	0
56	a	3992	15	3,585	R5	C2-3	0	0	0	0	0	Auto Related (Towing)	0	0	0	1,800	0	0	0	0	0	1,800	0
	b	3992	17	1,800	R5	C2-3	0	0	0	0	0	Auto Related (Towing)											
	c	3992	18	3,600	R5	C2-3	0	280	0	280	0	Auto Related (Towing) (1)											
	d	3992	20	3,600	R5	C2-3	0	1,520	0	1,520	0	Auto Related (Towing) (1)											
57	a	3994	28	5,000	R5	C1-3	0	0	0	0	0	Vacant	0	0	0	0	0	0	0	0	0	0	0
58	a	3996	34	2,500	R5	C2-3	0	0	0	1,080	2	Residential (1)	10,455	0	0	0	0	0	1,125	0	0	11,580	10
	b	3996	35	2,500	R5	C2-3	0	1,125	0	1,125	0	Storage (1)											
	c	3996	36	2,500	R5	C2-3	0	0	0	0	0	Residential (2)											
	d	3996	37	3,275	R5	C2-3	0	0	0	0	0	Residential (2)											
	e	3996	39	1,725	R5	C2-3	0	0	0	0	0	Residential (2)											
59	a	3998	30	5,000	R5	C2-3	0	0	0	0	0	Residential (2)	9,375	10,000	0	0	0	0	2,000	0	0	21,375	9
	b	3998	32	2,500	R5	C2-3	0	2,000	0	2,000	0	Garage (1)											
	c	3998	33	10,000	R5	C2-3	10,000	0	0	10,000	0	Retail (1)											
	d	3998	37	2,500	R5	C2-3	0	0	0	0	0	Residential (2)											
60	a	4003	35	5,000	R5	C1-3	0	1,000	0	1,000	0	Auto Repair (1)	0	0	0	1,000	0	0	0	0	0	1,000	0
61	a	4005	16	2,500	R5		0	0	0	0	0	Residential (3)	6,250	0	0	0	0	0	0	0	0	6,250	6
	b	4005	17	2,500	R5		0	0	0	0	0	Residential (3)											
62	a	4006	11	5,000	R5		0	2,378	0	2,378	0	Truck/ Auto Parking	0	0	0	6,590	0	0	0	0	0	6,590	0
	b	4006	13	12,000	R5		0	3,092	0	3,092	0	Truck/ Auto Parking											
	c	4006	19	3,000	R5		0	1,120	0	1,120	0	Truck/ Auto Parking											

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

		Site Info			Existing Conditions							Future Without-Action Conditions											
Site		*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Existing Zoning*	*Existing Overlay*	*Comml SF+*	*Auto Rel., Storage & Other SF++*	*Office (SF)*	*Total SF*	*Total DU's*		*Residential SF*	*Commercial SF+*	*Supermarket (FRESH)*	*Auto-Related SF*	*Hotel SF*	*Office SF*	*Storage SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total DU's*
63	a	4010	17	5,000	R6	C1-3	3,000	0	0	3,000	0	Retail (1)	0	10,500	0	0	0	0	0	0	0	10,500	0
	b	4010	19	11,325	R5	C1-3	7,500	0	0	7,500	0	Retail (1)											
64	a	4017	15	4,180	R5	C2-3	0	0	0	4,180	0	Residential (2)	13,451	0	0	0	0	0	0	0	0	13,451	13
	b	4017	19	6,581	R5	C2-3	0	0	0	5,385	0	Residential (2)											
65	a	4139	25	4,302	M1-1		0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	0	0	0	0
	b	4139	29	7,060	M1-1		0	0	0	0	0	Parking Facilities											
66	a	4142	1	79,700	M1-1		0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	0	0	0	0
	b	4142	32	81,175	M1-1		0	0	0	0	0	Light Industrial/Distribution (1)	0	0	0	0	0	0	0	81,175	0	81,175	0
67	a	4143	1	196,286	M1-1		1,312	0	20,457	182,284	0	Supermarket (1) / Retail (1) / Gym (1) / Drive-Thru Retail (3)	0	71,584	30,000	0	0	0	0	0	0	101,584	0
68	a	4149	50	18,005	C8-1		0	10,000	0	10,000	0	Auto Repair (1)	0	0	0	10,000	0	0	0	0	0	10,000	0
69	a	4153	34	14,950	M1-1		0	3,300	0	3,300	0	Gas Station (1)	0	6,300	0	0	0	0	0	0	0	6,300	0
	b	4153	40	5,025	M1-1		3,000	0	0	3,000	0	Restaurant (1)											
70	a	4153	76	3,750	R5	C2-3	0	0	0	0	0	Residential (3)	10,938	0	0	0	0	0	0	0	0	10,938	9
	b	4153	78	2,000	R5	C2-3	0	0	0	0	0	Residential (3)											
	c	4153	79	3,000	R5	C2-3	0	1,800	0	1,800	0	Residential (3)											
71	a	4153	82	5,000	R5	C2-3	0	1,250	0	1,250	0	Residential (3)	6,250	0	0	0	0	0	0	0	0	6,250	6
72	a	4154	28	8,375	M1-1		0	0	1,200	1,200	0	Warehouse/Storage (1)	0	0	0	0	0	0	31,000	0	0	31,000	0
	b	4154	35	7,325	M1-1		1,250	0	0	1,250	0	Warehouse/Storage (1)											
	c	4154	45	22,347	M1-1		0	7,980	0	7,980	0	Warehouse/Storage (1)											
73	a	4154	99	2,500	R5	C2-3	0	0	0	3,024	4	Residential (2)	3,024	0	0	0	0	1,800	0	0	0	4,824	3
	b	4154	100	5,000	R5	C2-3	0	0	1,800	1,800	0	Commercial Office											
74	a	4194	17	7,003	R5		0	6,000	0	6,000	0	Auto Repair (1)	0	0	0	6,000	0	0	0	0	0	6,000	0
75	a	4195	6	11,391	R5	C2-2	0	0	1,584	1,584	0	Truck Storage Yard/ Office (1)	0	0	0	0	0	1,800	0	0	0	1,800	0
76	a	4195	21	2,963	R5	C2-2	0	0	0	0	0	Truck Storage Yard	0	0	0	0	0	0	0	9,196	0	9,196	0
	b	4195	30	9,196	R5	C2-2	0	0	0	9,196	0	Manufacturing (1)											
77	a	4214	12	13,500	R5	C2-2	0	0	0	0	0	Residential (3)	24,999	0	0	0	0	0	0	0	0	24,999	24
	b	4214	20	6,500	R5	C2-2	0	0	0	0	0	Residential (3)											
78	a	4228	13	7,200	R5	C2-3	0	0	0	7,200	0	Manufacturing (1)	0	0	0	0	0	0	0	18,000	0	18,000	0
	b	4228	17	10,800	R5	C2-3	0	0	0	10,800	0	Manufacturing (1)											
79	a	4232	18	13,867	R5	C2-2	0	0	0	0	0	Residential (3)	19,853	0	0	0	0	0	0	0	2,520	22,373	19
	b	4232	17	3,587	R5	C2-2	0	0	0	5,040	0	House of Worship (2)											
80	a	3989	1	5,000	M1-1		0	0	2,280	2,280	0	Commercial & Office (1)	0	0	0	0	0	4,008	0	0	0	4,008	0
	b	3989	34	4,250	M1-1		0	0	1,728	1,728	0	Commercial & Office (1)											
	c	3989	36	4,250	M1-1		0	0	0	0	0	Open Air Storage											
81	a	4210	1	2,000	R5	C2-3	0	0	0	0	0	Vacant	0	0	0	0	0	0	0	0	9,600	9,600	0
	b	4210	35	16,000	R5	C2-3	0	0	0	9,600	0	C.F. House of Worship (1)											
	c	4210	34	2,000	R5	C2-3	0	0	0	0	0	Vacant											
	d	4210	43	2,000	R5	C2-3	0	0	0	0	0	Vacant											
			Totals:	1,598,571			122,345	176,141	44,817	922,725	98		566,224	251,877	30,000	137,175	97,551	75,992	76,225	125,886	156,972	1,517,901	550

Source: DCP, 2014.

\+ Excludes auto-related, storage, office, FRESH and other uses

++ Auto-related, storage, and other (non-categorizable) uses

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

		Site Info			Future With-Action Conditions												
Site		*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Prop. Zoning*	*Prop. Overlay*		*Residential SF*	*Commercial SF+*	*Supermarket (FRESH)*	*Office SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total DU's*	*Aff DU's †*
01	a	1437	46	23,333	C4-5D		Retail (1) / House of Worship (1) / Residential (10)	133,934	31,033	0	0	0	31,033	196,000	133	67
	b	1437	58	11,667												
02	a	1544	21	40,966	C4-4L		Retail/Restaurant(1)/Residential (8)	172,017	41,842	0	0	0	0	213,859	172	86
	b	1544	42	5,525												
03	a	3660	1	1,720	C4-4L		Retail/Restaurant(1)/Residential (8)	77,700	18,900	0	0	0	0	96,600	77	39
	b	3660	2	9,280												
	c	3660	29	10,000												
04	a	3661	1	10,000	C4-4L		Retail (1)/Residential (6)	37,000	9,000	0	0	0	0	46,000	37	19
05	a	3662	48	1,875	C4-4L		Retail (1) / Residential (8)	27,750	6,750	0	0	0	0	34,500	27	14
	b	3662	49	5,625	C4-4L											
06	a	3669	13	10,000	C4-4L		Retail (1) / Residential (8)	37,000	9,000	0	0	0	0	46,000	36	18
	b	3669	17	5,000												
	c	3669	20	5,000												
07	a	3669	22	15,000	C4-4L		Retail/Restaurant(1)/Residential (8)	39,700	6,300	0	0	0	0	46,000	39	20
	b	3669	26	0												
08	a	3670	9	8,140	C4-4L		Retail (1) / C.F. Medical (1) / Residential (7)	71,816	0	0	0	0	11,628	83,444	71	36
	b	3670	31	5,000												
	c	3670	33	5,000												
09	a	3670	13	2,750	C4-4L		Retail (1) / Residential (8)	61,650	10,000	0	0	0	0	71,650	61	31
	b	3670	14	2,750												
	c	3670	15	5,250												
	d	3670	29	2,500												
	e	3670	30	2,500												
10	a	3670	16	2,750	C4-4L		Retail (2) / Residential (7)	52,500	16,875	0	0	0	0	69,375	52	26
	b	3670	17	2,750												
	c	3670	18	13,250												
11	a	3673	14	2,513	R6A	C2-4	Retail (1) / Residential (7)	20,285	6,762	0	0	0	0	27,046	20	10
	b	3673	15	2,500												
	c	3673	16	2,500												
12	a	3675	10	1,666	R7A	C2-4	Retail (1) / Residential (9)	37,661	9,161	0	0	0	0	46,822	37	19
	a	3675	11	8,513												
13	a	3687	12	37,379	C4-4D		Commercial Office and Retail (4) (2 BLDGS)	0	34,260	0	50,000	0	0	84,260	0	0
14	a	3688	11	2,900	C4-4D		Retail/Supermarket (1) / C.F. Medical (1) /Residential (12)	142,705	12,118	10,000	0	0	22,118	186,940	142	71
	b	3688	18	21,675												
15	a	3688	33	7,500	R6A		Light Industrial (1) /Residential (7)	20,250	0	0	0	6,750	0	27,000	20	10
16	a	3691	11	4,500	R8A	C2-4	Retail (1)/Residential (13)	44,613	4,059	0	0	0	0	48,672	44	22
	b	3691	13	2,260												
17	a	3691	24	10,000	R6A		Retail (1)/Residential (7)	27,000	9,000	0	0	0	0	36,000	27	14
18	a	3703	1	2,048	R7A		Residential (10)	45,999	0	0	0	0	0	45,999	45	23
	b	3703	4	1,932												
	c	3703	37	1,520												
	d	3703	38	1,500												
	e	3703	39	1,500												
	f	3703	40	1,500												

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

	Site Info			Future With-Action Conditions											
Site	Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Commercial SF+	Supermarket (FRESH)	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Aff DU's †
19 a	3703	15	1,890	R7A		Residential (10)	42,550	0	0	0	0	0	42,550	42	21
b	3703	16	2,260												
c	3703	17	2,100												
d	3703	18	3,000												
20 a	3933	55	10,000	R6A	C2-4	Retail (1)/Residential (7)	27,000	9,000	0	0	0	0	36,000	27	14
21 a	3939	26	2,551	R6A	C2-4	Retail (1)/Residential (7)	32,181	7,962	0	0	0	0	40,143	32	16
b	3939	27	8,600												
22 a	3942	1	2,500	R6A	C2-4	Retail (1)/Residential (7)	38,858	10,008	0	0	0	0	48,866	38	19
b	3942	16	5,542												
c	3942	19	2,854												
d	3942	21	2,678												
23 a	3946	14	7,500	R6A	C2-4	Retail (1)/Residential (7)	35,100	9,900	0	0	0	0	45,000	35	18
b	3946	17	2,500												
c	3946	18	2,500												
24 a	3947	1	5,100	R8A	C2-4	Retail (1) / School Pre-K/House of Worship (2) /Residential (11)	223,359	36,623	0	0	0	60,000	319,982	223	112
b	3947	5	35,662												
c	3947	9	3,680												
25 a	3952	42	7,670	R8A	C2-4	Retail (1)/Residential (13)	48,321	6,903	0	0	0	0	55,224	48	24
26 a	3954	45	20,790	R8A	C2-4	Retail (1) / Office (1) /Residential (12)	140,383	14,805	0	12,500	0	0	167,688	140	70
b	3954	55	2,500												
27 a	3955	45	2,575	R8A	C2-4	Retail (1)/Residential (13)	117,368	10,697	0	0	0	0	128,065	117	59
b	3955	46	2,835												
c	3955	47	2,698												
d	3955	48	1,469												
e	3955	49	2,506												
f	3955	52	4,246												
g	3955	53	1,458												
28 a	3957	49	8,273	R8A	C2-4	Retail (1)/Residential (13)	84,865	9,347	0	0	0	0	94,212	84	42
b	3957	53	4,812												
29 a	3958	20	9,812	R6A	C2-4	Retail (1)/Residential (7)	26,492	8,831	0	0	0	0	35,323	26	13
30 a	3959	18	10,140	R6A	C2-4	Retail (1)/Residential (7)	27,378	9,126	0	0	0	0	36,504	27	14
31 a	3961	1	5,000	R6A		Residential (8)	54,000	0	0	0	0	0	54,000	54	27
b	3961	3	5,000												
c	3961	5	2,950												
d	3961	7	2,050												
32 a	3961	15	2,500	R8A	C2-4	Retail (1)/Residential (13)	65,472	7,039	0	0	0	0	72,511	65	33
b	3961	16	2,571												
c	3961	113	5,000												
33 a	3961	31	2,500	M1-4/R6A		Residential (8)	28,800	0	0	0	0	0	28,800	28	14
b	3961	32	2,850												
c	3961	33	2,650												
34 a	3962	30	10,000	M1-4/R6A		Light Industrial (1) / Residential (7)	40,500	0	0	0	13,500	0	54,000	40	20
b	3962	31	2,500												
c	3962	32	2,500												

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

Site		Site Info			Future With-Action Conditions											
		Tax Block	*Tax Lot*	*Lot Area (SF)*	*Prop. Zoning*	*Prop. Overlay*		*Residential SF*	*Commercial SF+*	*Supermarket (FRESH)*	*Office SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total DU's*	*Aff DU's †*
35	a	3963	14	2,575	R8A	C2-4	Retail (1)/Residential (13)	50,729	5,704	0	0	0	0	56,433	50	25
	b	3963	15	2,613												
	c	3963	16	2,650												
36	a	3964	2	2,500	R6A		Residential (8)	18,000	0	0	0	0	0	18,000	18	9
	b	3964	3	2,500												
37	a	3964	4	10,000	M1-4/R8A		Building 1: Light Industrial (1) / Office (2); Building 2: Residential (14)	25,750	0	0	50,933	25,467	0	102,150	25	13
	b	3964	8	30,550												
	c	3964	23	2,500												
38	a	3964	24	2,500	R6A		Residential (8)	36,000	0	0	0	0	0	36,000	36	18
	b	3964	25	2,500												
	c	3964	26	2,500												
	d	3964	27	2,500												
39	a	3966	12	1,997	R8A	C2-4	Retail (1)/Residential (13)	104,077	10,209	0	0	0	0	114,286	104	52
	b	3966	13	2,156												
	c	3966	14	2,229												
	d	3966	15	2,301												
	e	3966	16	7,190												
40	a	3969	16	7,550	R8A	C2-4	Retail (1)/Residential (13)	104,684	13,108	0	0	0	0	117,792	104	52
	b	3969	20	2,760												
	c	3969	22	2,895												
	d	3969	25	3,155												
41	a	3971	17	2,000	R8A	C2-4	Retail (1)/Residential (13)	84,277	9,077	0	0	0	0	93,354	84	42
	b	3971	19	4,106												
	c	3971	21	6,860												
42	a	3972	56	2,605	R6A	C2-4	Retail (1)/Residential (7)	22,581	4,797	0	0	0	0	27,378	22	11
	b	3972	57	5,000												
43	a	3973	22	5,000	R8A	C2-4	Retail (1)/ C.F. Medical (2) / Residential (11)	120,720	20,640	0	0	0	51,600	192,960	120	60
	b	3973	24	21,800												
44	a	3973	50	5,000	R6A		Residential (8)	27,000	0	0	0	0	0	27,000	27	14
	b	3973	52	2,500												
45	a	3973	53	5,000	R6A		Residential (8)	27,000	0	0	0	0	0	27,000	27	14
	b	3973	55	2,500												
46	a	3974	1	20,000	R8A	C2-4	Retail/Supermarket (2) / Non-Profit Community Center (1) / Residential (11)	115,986	16,000	20,000	0	0	12,014	1,320,000	1,190	595
	b	3975	1	55,000	R6A		Residential (8)	198,000	0	0	0	0				
					R6A		Residential (8)	198,000	0	0	0	0				
					R7A	C2-4	Retail (1)/Residential (9)	74,000	18,000	0	0	0				
					R8A	C2-4	Retail (2) / Non-Profit Community Center (1) / Residential (11)	98,033	36,000	0	0	0	9,967			
					R6A		Residential (8)	216,000	0	0	0	0				
					R6A		Residential (8)	216,000	0	0	0	0				
					R7A	C2-4	Retail (1)/Residential (9)	74,000	18,000	0	0	0				

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

Site		Site Info			Future With-Action Conditions												
		Tax Block	*Tax Lot*	*Lot Area (SF)*	*Prop. Zoning*	*Prop. Overlay*		*Residential SF*	*Commercial SF+*	*Supermarket (FRESH)*	*Office SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total DU's*	*Aff DU's †*
47	a	3977	17	2,000	M1-4/R6A		Residential (8)	36,000	0	0	0	0	0	36,000	36	18
	b	3977	18	2,000												
	c	3977	19	2,000												
	d	3977	20	2,000												
	e	3977	21	2,000												
48	a	3978	14	5,000	M1-4/R6A		Residential (8)	36,000	0	0	0	0	0	36,000	36	18
	b	3978	15	5,000												
49	a	3982	11	5,000	R6A	C2-4	Retail (1)/Residential (7)	20,925	6,075	0	0	0	0	27,000	20	10
	b	3982	13	2,500												
50	a	3983	13	5,000	R6A	C2-4	Retail (1)/Residential (7)	29,700	6,300	0	0	0	0	36,000	29	15
	b	3983	15	5,000												
51	a	3984	15	5,250	R6A	C2-4	Retail (1)/Residential (7)	16,650	2,250	0	0	0	0	18,900	16	8
52	a	3985	15	2,500	R6A	C2-4	Retail (1)/Residential (7)	29,676	7,195	0	0	0	0	36,871	29	15
	b	3985	16	2,450												
	c	3985	17	2,542												
	d	3985	18	2,750												
53	a	3986	11	4,300	R6A	C2-4	Retail (1)/Residential (7)	41,863	11,417	0	0	0	0	53,280	41	21
	b	3986	13	2,750												
	c	3986	14	7,750												
54	a	3989	9	2,500	R6A	C2-4	Retail (1)/Residential (7)	44,550	11,250	0	0	0	0	55,800	44	22
	b	3989	10	2,250												
	c	3989	12	4,500												
	d	3989	14	2,250												
	e	3989	16	4,000												
55	a	3991	8	33,000	R7A	C2-4	Retail (1)/Residential (9)	122,100	29,700	0	0	0	0	151,800	122	61
56	a	3992	15	3,585	R6A	C2-4	Retail (1)/Residential (7)	37,755	7,551	0	0	0	0	45,306	37	19
	b	3992	17	1,800												
	c	3992	18	3,600												
	d	3992	20	3,600												
57	a	3994	28	5,000	R7A	C2-4	Retail (1)/Residential (9)	18,500	4,500	0	0	0	0	23,000	18	9
58	a	3996	34	2,500	R7A	C2-4	Retail (1)/Residential (9)	48,275	9,225	0	0	0	0	57,500	48	24
	b	3996	35	2,500												
	c	3996	36	2,500												
	d	3996	37	3,275												
	e	3996	39	1,725												
59	a	3998	30	5,000	R7A	C2-4	Retail (1)/Residential (9)	78,050	13,950	0	0	0	0	92,000	78	39
	b	3998	32	2,500												
	c	3998	33	10,000												
	d	3998	37	2,500												
60	a	4003	35	5,000	R7A	C2-4	Retail (1)/Residential (9)	19,850	3,150	0	0	0	0	23,000	19	10
61	a	4005	16	2,500	R6A		Residential (8)	18,000	0	0	0	0	0	18,000	18	9
	b	4005	17	2,500												
62	a	4006	11	5,000	R6A		Residential (8)	72,000	0	0	0	0	0	72,000	72	36
	b	4006	13	12,000												
	c	4006	19	3,000												

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

		Site Info			Future With-Action Conditions												
Site		*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Prop. Zoning*	*Prop. Overlay*		*Residential SF*	*Commercial SF+*	*Supermarket (FRESH)*	*Office SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total DU's*	*Aff DU's †*
63	a	4010	17	5,000	R7A	C2-4	Retail (1)/Residential (9)	63,777	11,318	0	0	0	0	75,095	63	32
	b	4010	19	11,325												
64	a	4017	15	4,180	R7A	C2-4	Retail (1)/Residential (9)	41,431	8,069	0	0	0	0	49,500	41	21
	b	4017	19	6,581												
65	a	4139	25	4,302	R6A		Residential (8)	40,903	0	0	0	0	0	40,903	40	20
	b	4139	29	7,060												
66	a	4142	1	79,700	M1-4/R8A		Retail/Restaurant (2) / Light Industrial (2) / School or Community Center (1) /Residential (11)	414,437	53,134	0	0	53,134	53,134	1,158,298	836	418
	b	4142	32	81,175			Retail/Restaurant (2) / Light Industrial (2) / School or Community Center (1) /Residential (11)	422,107	54,117	0	0	54,117	54,117			
67	a	4143	1	196,286	M1-4/R8A		Fresh (1) / Commercial/Office (1) / C.F. Medical (1) /Residential (11)	205,104	5,000	30,000	16,072	0	36,480	1,442,784	1,054	527
							Retail/Restaurant (1) / Commercial/Office (1) / Community Center (1) / Residential (11)	247,020	47,093		33,638		44,850			
							Retail/Restaurant (1) / Commercial/Office (1) / Community Center (1) / Residential (11)	269,952	49,992		28,744		56,240			
							Community Center (1) /Residential (13)	332,235					40,365			
68	a	4149	50	18,005	R7A	C2-4	Retail (1)/Residential (9)	66,618	16,205	0	0	0	0	82,823	66	33
69	a	4153	34	14,950	C4-4D		Retail/Restaurant (1)/Residential (13)	125,842	17,978	0	0	0	0	143,820	125	63
	b	4153	40	5,025												
70	a	4153	76	3,750	R6A	C2-4	Retail (1)/Residential (7)	24,975	6,525	0	0	0	0	31,500	24	12
	b	4153	78	2,000												
	c	4153	79	3,000												
71	a	4153	82	5,000	R6A	C2-4	Retail (1)/Residential (6)	16,000	2,000	0	0	0	0	18,000	16	8
72	a	4154	28	8,375	C4-4D		Retail (1) / Office (1) / C.F. Medical (1) / Residential (11)	188,827	65,817	0	0	0	19,294	273,938	188	94
	b	4154	35	7,325												
	c	4154	45	22,347												
73	a	4154	99	2,500	R6A	C2-4	Retail (1)/Residential (7)	20,925	6,075	0	0	0	0	27,000	20	10
	b	4154	100	5,000												
74	a	4194	17	7,003	R6A	C2-4	Retail (1)/Residential (6)	21,711	3,500	0	0	0	0	25,211	21	11
75	a	4195	6	11,391	R7A		Residential (10)	52,399	0	0	0	0	0	52,399	52	26
76	a	4195	21	2,963	R7A		Residential (10)	55,931	0	0	0	0	0	55,931	55	28
	b	4195	30	9,196												
77	a	4214	12	13,500	R7A		Residential (10)	92,000	0	0	0	0	0	92,000	92	46
	b	4214	20	6,500												
78	a	4228	13	7,200	R7A	C2-4	Retail (1)/Residential (9)	66,600	16,200	0	0	0	0	82,800	66	33
	b	4228	17	10,800												
79	a	4232	18	13,867	C4-4D		Retail/Restaurant (1)/Residential (13)	109,960	15,709	0	0	0	0	125,669	109	55
	b	4232	17	3,587												
80	a	3989	1	5,000	R6A		Residential (8)	48,600	0	0	0	0	0	48,600	48	24
	b	3989	34	4,250												
	c	3989	36	4,250												
81	a	4210	1	2,000	R7A	C2-4	Community Center/House of Worship (2) /Residential (8)	68,080	0	0	0	0	33,120	101,200	68	34
	b	4210	35	16,000												
	c	4210	34	2,000												
	d	4210	43	2,000												
			Totals:	1,598,571				7,558,373	1,008,127	60,000	191,888	152,968	535,959	9,507,313	7,520	3,775

Source: DCP, 2014.

† Affordable DUs in RWCDS tables based on 50% of all DUs. For the purposes of a conservative analysis, the environmental review will assume that between 20% and 50% of all DUs created will be affordable.

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

		Site Info			Increment												
Site		*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Residential SF*	*Commercial SF+*	*Supermarket FRESH SF SF*	*Auto-Related SF*	*Hotel SF*	*Office SF*	*Storage SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total Commercial SF*	*Total DU's*	*Aff DU's †*
01	a	1437	46	23,333	133,934	3,033	0	0	0	0	0	0	(24,967)	112,000	3,033	133	67
	b	1437	58	11,667													
02	a	1544	21	40,966	172,017	41,842	0	0	(46,491)	0	0	0	0	167,368	(4,649)	172	86
	b	1544	42	5,525													
03	a	3660	1	1,720	77,700	18,900	0	(1,680)	(38,560)	(1,680)	0	0	0	54,680	(23,020)	77	39
	b	3660	2	9,280													
	c	3660	29	10,000													
04	a	3661	1	10,000	37,000	9,000	0	(10,000)	0	0	0	0	0	36,000	(1,000)	37	19
05	a	3662	48	1,875	27,750	6,750	0	(1,800)	0	0	0	(1,375)	0	31,325	4,950	27	14
	b	3662	49	5,625													
06	a	3669	13	10,000	37,000	(964)	0	0	0	0	0	0	0	36,036	(964)	36	18
	b	3669	17	5,000													
	c	3669	20	5,000													
07	a	3669	22	15,000	39,700	(7,860)	0	0	0	(3,148)	0	0	0	28,692	(11,008)	39	20
	b	3669	26	0													
08	a	3670	9	8,140	71,816	0	0	0	0	0	0	0	1,788	73,604	0	71	36
	b	3670	31	5,000													
	c	3670	33	5,000													
09	a	3670	13	2,750	58,000	3,250	0	(1,575)	0	(4,750)	(515)	0	0	54,410	(3,590)	58	31
	b	3670	14	2,750													
	c	3670	15	5,250													
	d	3670	29	2,500													
	e	3670	30	2,500													
10	a	3670	16	2,750	52,500	14,227	0	(1,150)	0	0	0	0	0	65,577	13,077	52	26
	b	3670	17	2,750													
	c	3670	18	13,250													
11	a	3673	14	2,513	10,894	6,762	0	0	0	0	0	0	0	17,655	6,762	11	10
	b	3673	15	2,500													
	c	3673	16	2,500													
12	a	3675	10	1,666	37,661	9,161	0	(8,975)	0	0	0	0	0	37,847	186	37	19
	a	3675	11	8,513													
13	a	3687	12	37,379	0	34,260	0	0	0	15,740	0	0	0	50,000	50,000	0	0
14	a	3688	11	2,900	141,185	(418)	10,000	0	0	0	0	0	22,118	172,885	9,583	138	71
	b	3688	18	21,675													
15	a	3688	33	7,500	20,250	0	0	(3,333)	0	(6,667)	0	6,750	0	17,000	(10,000)	20	10
16	a	3691	11	4,500	44,613	4,059	0	0	0	0	0	0	(23,138)	25,534	4,059	44	22
	b	3691	13	2,260													
17	a	3691	24	10,000	27,000	9,000	0	0	0	0	0	0	0	36,000	9,000	27	14
18	a	3703	1	2,048	45,999	0	0	0	0	0	0	0	0	45,999	0	45	23
	b	3703	4	1,932													
	c	3703	37	1,520													
	d	3703	38	1,500													
	e	3703	39	1,500													
	f	3703	40	1,500													

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

Site		Site Info			Increment												
		Tax Block	*Tax Lot*	*Lot Area (SF)*	*Residential SF*	*Commercial SF+*	*Supermarket FRESH SF SF*	*Auto-Related SF*	*Hotel SF*	*Office SF*	*Storage SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total Commercial SF*	*Total DU's*	*Aff DU's †*
19	a	3703	15	1,890	42,550	0	0	0	0	(7,554)	0	0	0	34,996	(7,554)	42	21
	b	3703	16	2,260													
	c	3703	17	2,100													
	d	3703	18	3,000													
20	a	3933	55	10,000	14,500	9,000	0	0	0	0	0	0	0	23,500	9,000	15	14
21	a	3939	26	2,551	31,181	(3,188)	0	0	0	0	0	0	0	27,993	(3,188)	31	16
	b	3939	27	8,600													
22	a	3942	1	2,500	28,942	4,508	0	0	0	0	0	0	0	33,450	4,508	29	19
	b	3942	16	5,542													
	c	3942	19	2,854													
	d	3942	21	2,678													
23	a	3946	14	7,500	21,550	8,850	0	0	0	0	0	0	0	30,400	8,850	22	18
	b	3946	17	2,500													
	c	3946	18	2,500													
24	a	3947	1	5,100	223,359	36,623	0	0	0	0	0	0	31,698	291,680	36,623	223	112
	b	3947	5	35,662													
	c	3947	9	3,680													
25	a	3952	42	7,670	48,321	(8,097)	0	0	0	0	0	0	0	40,224	(8,097)	48	24
26	a	3954	45	20,790	139,086	14,805	0	0	(12,500)	12,500	0	0	0	153,891	14,805	139	70
	b	3954	55	2,500													
27	a	3955	45	2,575	111,526	4,461	0	(900)	0	(6,236)	0	0	0	108,851	(2,675)	113	59
	b	3955	46	2,835													
	c	3955	47	2,698													
	d	3955	48	1,469													
	e	3955	49	2,506													
	f	3955	52	4,246													
	g	3955	53	1,458													
28	a	3957	49	8,273	84,865	5,447	0	(3,576)	0	(900)	(920)	0	0	84,916	51	84	42
	b	3957	53	4,812													
29	a	3958	20	9,812	26,492	8,831	0	0	0	0	0	0	(9,812)	25,511	8,831	26	13
30	a	3959	18	10,140	27,378	9,126	0	(10,098)	0	0	0	0	0	26,406	(972)	27	14
31	a	3961	1	5,000	54,000	0	0	(10,000)	0	0	(2,116)	0	0	41,884	(12,116)	54	27
	b	3961	3	5,000													
	c	3961	5	2,950													
	d	3961	7	2,050													
32	a	3961	15	2,500	63,272	5,939	0	(2,717)	0	0	0	0	0	66,494	3,222	63	33
	b	3961	16	2,571													
	c	3961	113	5,000													
33	a	3961	31	2,500	26,712	0	0	0	0	0	(4,970)	0	0	21,742	(4,970)	26	14
	b	3961	32	2,850													
	c	3961	33	2,650													
34	a	3962	30	10,000	38,145	(3,189)	0	0	0	(3,189)	(2,000)	13,500	0	43,267	(8,378)	38	20
	b	3962	31	2,500													
	c	3962	32	2,500													

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

Site		Site Info			Increment												
		Tax Block	*Tax Lot*	*Lot Area (SF)*	*Residential SF*	*Commercial SF+*	*Supermarket FRESH SF SF*	*Auto-Related SF*	*Hotel SF*	*Office SF*	*Storage SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total Commercial SF*	*Total DU's*	*Aff DU's †*
35	a	3963	14	2,575	49,409	3,054	0	0	0	0	0	0	0	52,463	3,054	49	25
	b	3963	15	2,613													
	c	3963	16	2,650													
36	a	3964	2	2,500	18,000	0	0	(2,500)	0	0	(2,500)	0	0	13,000	(5,000)	18	9
	b	3964	3	2,500													
37	a	3964	4	10,000	25,750	0	0	0	0	50,933	(25,467)	25,467	0	76,683	25,467	25	13
	b	3964	8	30,550													
	c	3964	23	2,500													
38	a	3964	24	2,500	35,100	0	0	0	0	0	(3,072)	0	0	32,028	(3,072)	36	18
	b	3964	25	2,500													
	c	3964	26	2,500													
	d	3964	27	2,500													
39	a	3966	12	1,997	101,077	8,309	0	(11,099)	0	0	0	0	0	98,287	(2,790)	101	52
	b	3966	13	2,156													
	c	3966	14	2,229													
	d	3966	15	2,301													
	e	3966	16	7,190													
40	a	3969	16	7,550	104,684	6,197	0	(8,810)	0	0	0	0	0	102,071	(2,613)	104	52
	b	3969	20	2,760													
	c	3969	22	2,895													
	d	3969	25	3,155													
41	a	3971	17	2,000	84,277	9,077	0	(10,126)	0	0	0	0	0	83,228	(1,049)	84	42
	b	3971	19	4,106													
	c	3971	21	6,860													
42	a	3972	56	2,605	22,581	4,797	0	(2,166)	0	0	(540)	0	0	24,672	2,091	22	11
	b	3972	57	5,000													
43	a	3973	22	5,000	120,720	20,640	0	0	0	0	0	0	35,440	176,800	20,640	120	60
	b	3973	24	21,800													
44	a	3973	50	5,000	20,750	0	0	(2,500)	0	0	0	0	0	18,250	(2,500)	21	14
	b	3973	52	2,500													
45	a	3973	53	5,000	24,844	0	0	0	0	0	0	0	0	24,844	0	25	14
	b	3973	55	2,500													
46	a	3974	1	20,000	827,520	68,000	20,000	0	0	0	0	0	21,981	937,500	88,000	829	595
	b	3975	1	55,000													

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

Site		Site Info			Increment												
		Tax Block	*Tax Lot*	*Lot Area (SF)*	*Residential SF*	*Commercial SF+*	*Supermarket FRESH SF SF*	*Auto-Related SF*	*Hotel SF*	*Office SF*	*Storage SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total Commercial SF*	*Total DU's*	*Aff DU's †*
47	a	3977	17	2,000	35,230	0	0	(2,880)	0	0	0	0	0	32,350	(2,880)	36	18
	b	3977	18	2,000													
	c	3977	19	2,000													
	d	3977	20	2,000													
	e	3977	21	2,000													
48	a	3978	14	5,000	36,000	0	0	0	0	0	0	0	0	36,000	0	36	18
	b	3978	15	5,000													
49	a	3982	11	5,000	15,365	6,075	0	0	0	0	0	0	0	21,440	6,075	16	10
	b	3982	13	2,500													
50	a	3983	13	5,000	29,700	6,300	0	(6,380)	0	0	0	0	0	29,620	(80)	29	15
	b	3983	15	5,000													
51	a	3984	15	5,250	10,087	2,250	0	0	0	0	0	0	0	12,337	2,250	10	8
52	a	3985	15	2,500	29,676	7,195	0	0	0	0	0	0	(1,600)	35,271	7,195	29	15
	b	3985	16	2,450													
	c	3985	17	2,542													
	d	3985	18	2,750													
53	a	3986	11	4,300	41,863	11,417	0	0	0	0	0	(16,140)	0	37,140	11,417	41	21
	b	3986	13	2,750													
	c	3986	14	7,750													
54	a	3989	9	2,500	37,250	10,400	0	(980)	0	0	0	0	0	46,670	9,420	38	22
	b	3989	10	2,250													
	c	3989	12	4,500													
	d	3989	14	2,250													
	e	3989	16	4,000													
55	a	3991	8	33,000	122,100	29,700	0	(8,540)	0	0	0	0	0	143,260	21,160	122	61
56	a	3992	15	3,585	37,755	7,551	0	(1,800)	0	0	0	0	0	43,506	5,751	37	19
	b	3992	17	1,800													
	c	3992	18	3,600													
	d	3992	20	3,600													
57	a	3994	28	5,000	18,500	4,500	0	0	0	0	0	0	0	23,000	4,500	18	9
58	a	3996	34	2,500	37,820	9,225	0	0	0	0	(1,125)	0	0	45,920	8,100	38	24
	b	3996	35	2,500													
	c	3996	36	2,500													
	d	3996	37	3,275													
	e	3996	39	1,725													
59	a	3998	30	5,000	68,675	3,950	0	0	0	0	(2,000)	0	0	70,625	1,950	69	39
	b	3998	32	2,500													
	c	3998	33	10,000													
	d	3998	37	2,500													
60	a	4003	35	5,000	19,850	3,150	0	(1,000)	0	0	0	0	0	22,000	2,150	19	10
61	a	4005	16	2,500	11,750	0	0	0	0	0	0	0	0	11,750	0	12	9
	b	4005	17	2,500													
62	a	4006	11	5,000	72,000	0	0	(6,590)	0	0	0	0	0	65,410	(6,590)	72	36
	b	4006	13	12,000													
	c	4006	19	3,000													

TABLE 1: PROJECTED DEVELOPMENT SITE SUMMARY

		Site Info			Increment												
Site		*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Residential SF*	*Commercial SF+*	*Supermarket FRESH SF SF*	*Auto-Related SF*	*Hotel SF*	*Office SF*	*Storage SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total Commercial SF*	*Total DU's*	*Aff DU's †*
63	a	4010	17	5,000	63,777	818	0	0	0	0	0	0	0	64,595	818	63	32
	b	4010	19	11,325													
64	a	4017	15	4,180	27,980	8,069	0	0	0	0	0	0	0	36,049	8,069	28	21
	b	4017	19	6,581													
65	a	4139	25	4,302	40,903	0	0	0	0	0	0	0	0	40,903	0	40	20
	b	4139	29	7,060													
66	a	4142	1	79,700	836,544	107,251	0	0	0	0	0	26,076	107,252	1,077,123	107,251	836	418
	b	4142	32	81,175													
67	a	4143	1	196,286	1,054,311	30,501	0	0	0	78,454	0	0	177,935	1,341,200	108,954	1,054	527
68	a	4149	50	18,005	66,618	16,205	0	(10,000)	0	0	0	0	0	72,823	6,205	66	33
69	a	4153	34	14,950	125,842	11,678	0	0	0	0	0	0	0	137,520	11,678	125	63
	b	4153	40	5,025													
70	a	4153	76	3,750	14,037	6,525	0	0	0	0	0	0	0	20,562	6,525	15	12
	b	4153	78	2,000													
	c	4153	79	3,000													
71	a	4153	82	5,000	9,750	2,000	0	0	0	0	0	0	0	11,750	2,000	10	8
72	a	4154	28	8,375	188,827	65,817	0	0	0	0	(31,000)	0	19,294	242,938	34,817	188	94
	b	4154	35	7,325													
	c	4154	45	22,347													
73	a	4154	99	2,500	17,901	6,075	0	0	0	(1,800)	0	0	0	22,176	4,275	17	10
	b	4154	100	5,000													
74	a	4194	17	7,003	21,711	3,500	0	(6,000)	0	0	0	0	0	19,211	(2,500)	21	11
75	a	4195	6	11,391	52,399	0	0	0	0	(1,800)	0	0	0	50,599	(1,800)	52	26
76	a	4195	21	2,963	55,931	0	0	0	0	0	0	(9,196)	0	46,735	0	55	28
	b	4195	30	9,196													
77	a	4214	12	13,500	67,001	0	0	0	0	0	0	0	0	67,001	0	68	46
	b	4214	20	6,500													
78	a	4228	13	7,200	66,600	16,200	0	0	0	0	0	(18,000)	0	64,800	16,200	66	33
	b	4228	17	10,800													
79	a	4232	18	13,867	90,107	15,709	0	0	0	0	0	0	(2,520)	103,295	15,709	90	55
	b	4232	17	3,587													
80	a	3989	1	5,000	48,600	0	0	0	0	(4,008)	0	0	0	44,592	(4,008)	48	24
	b	3989	34	4,250													
	c	3989	36	4,250													
81	a	4210	1	2,000	68,080	0	0	0	0	0	0	0	23,520	91,600	0	68	34
	b	4210	35	16,000													
	c	4210	34	2,000													
	d	4210	43	2,000													
			Totals:	1,598,571	6,992,149	756,251	30,000	(137,175)	(97,551)	115,896	(76,225)	27,082	378,987	7,989,412	591,194	6,970	3,775

Source: DCP, 2014.

TABLE 2: POTENTIAL DEVELOPMENT SITE SUMMARY

Site		Site Information			Existing Conditions							Future Without-Action Conditions									
		Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Comml SF+	Auto Rel., Storage & Other SF++	Office (SF)	Total SF	Total DU's		Residential SF	Commercial SF	Supermarket SF	Auto-Related SF	Office SF	Storage SF	Industrial SF	C Fac SF	Total SF	Total DU's
A1	a	1437	21	12,500	M1-2		0	4,641	0	4,641	0	Storage/Garage (1)	0	0	0	0	0	0	4,641	0	4,641	0
	b	1437	23	5,025	M1-2		0	0	0	0	0	Vacant Land										
A2	a	1450	1	2,300	M1-1		1,296	867	0	3,219	1	Retail (1) / Residential (1)	2,676	2,106	0	4,040	0	1,304	0	0	10,126	2
	b	1450	2	2,121	M1-1		0	437	0	437	0	Garage (1)										
	c	1450	3	1,950	M1-1		0	0	0	0	0	Vacant Land										
	d	1450	50	1,929	M1-1		810	0	0	2,430	2	Retail (1) / Residential (1)										
	e	1450	51	4,298	M1-1		0	4,040	0	4,040	0	Auto Repair (1)										
	f	1450	53	2,997	M1-1		0	0	0	0	0	Parking Facilities										
A3	a	1437	1	14,000	M1-2		0	0	0	28,716	0	C.F. Non-Profit (Services)	0	0	0	0	0	0	0	28,716	28,716	0
A4	a	1540	70	3,796	M1-1		0	1,986	0	1,986	0	Auto Repair (1)	0	8,155	0	1,986	8,155	0	0	0	18,296	0
	b	1540	72	15,200	M1-1		0	16,310	0	16,310	0	Auto Sales/Showroom (1)										
	c	1540	82	756	M1-1		0	0	0	0	0	Parking Facilities										
A5	a	1544	14	1,500	M1-1		0	0	0	1,420	2	Residential (1)	1,420	0	0	0	0	0	0	0	1,420	1
	b	1544	15	2,533	M1-1		0	0	0	0	1	Vacant Land										
	b	1544	16	2,500	M1-1		0	0	0	0	0	Vacant Land										
A6	a	1543	1	12,675	M1-1		9,440	0	0	9,440	0	Supermarket (1)	0	0	9,440	0	0	0	0	0	9,440	0
A7	a	1553	13	25,000	M1-2		0	10,000	0	10,000	0	Warehouse (1)	0	0	0	0	0	10,000	15,000	0	25,000	0
	b	1553	18	0	M1-2		0	0	0	15,000	0	Manufacturing (1)										
A8	a	1554	1	15,000	M1-2		0	29,548	0	29,548	0	Warehouse (1)	0	0	0	0	0	29,548	0	0	29,548	0
A9	a	1574	23	17,533	M1-2		0	20,000	0	20,000	0	Storage (1)	0	0	0	0	0	0	32,085	0	0	32,085	0
	b	1574	32	7,866	M1-2		0	12,085	0	12,085	0	Storage (1)										
A10	a	3671	41	2,800	C8-2		1,500	0	0	3,000	1	Retail (1) / Residential (1)	3,000	8,050	0	0	0	2,525	0	0	13,575	2
	b	3671	42	2,800	C8-2		1,500	0	0	3,000	1	Retail (1) / Residential (1)										
	c	3671	43	7,718	C8-2		5,050	2,525	0	7,575	0	Commercial& Office (3)										
A11	a	3672	43	6,847	C8-2		0	11,088	0	11,088	0	Funeral Home (1)	0	6,520	0	0	7,496	0	0	0	13,040	0
	b	3672	46	2,023	C8-2		0	0	1,952	1,952	0	Commercial & Office (1)										
A12	a	3673	20	2,500	R5	C2-3	0	2,500	0	2,500	0	Auto Repair (1)	0	1,050	0	2,500	1,050	0	0	0	4,600	0
	a	3673	21	2,500	R5	C2-3	0	2,100	0	2,100	0	Commercial (1)										
A13	a	3673	36	2,729	C8-2		990	0	0	3,000	2	Retail (1) / Residential (2)	6,958	4,512	0	0	0	0	0	0	11,470	5
	b	3673	37	2,300	C8-2		911	0	0	2,760	2	Retail (1) / Residential (2)										
	c	3673	38	2,300	C8-2		911	0	0	2,760	0	Retail (1) / Residential (2)										
	d	3673	39	2,942	C8-2		1,700	0	0	2,950	1	Retail (1) / Residential (1)										
A14	a	3674	38	2,725	R5	C2-2	1,450	2,175	900	4,525	0	Commercial & Office (1)	989	1,450	0	0	900	3,775	0	2,298	9,412	0
	b	3674	39	2,740	R5	C2-2	0	1,600	0	1,600	0	House of Worship (1)										
	c	3674	40	2,740	R5	C2-2	0	0	0	3,287	0	Commercial (1) / Residential (2)										
A15	a	3675	1	5,000	M1-4		0	1,680	0	1,680	0	Warehouse (1)	0	0	0	0	0	5,000	0	0	5,000	0
A16	a	3675	25	5,000	M1-4		0	0	0	0	0	Warehouse (1)	0	0	0	0	0	5,000	0	0	5,000	0
A17	a	3686	9	5,000	M1-1		0	5,000	0	5,000	0	Warehouse (1)	0	0	0	0	0	5,000	0	0	5,000	0
A18	a	3687	5	2,500	C8-2		1,875	0	625	2,500	0	Commercial & Office (1)	2,412	3,063	0	0	3,625	0	0	0	9,100	2
	b	3687	6	2,750	C8-2		1,188	0	0	3,600	1	Retail (1) / Residential (1)										
	c	3687	7	2,750	C8-2		0	0	3,000	3,000	0	Commercial & Office (1)										
A19	a	3973	46	10,000	R5		0	10,000	0	10,000	0	Warehouse (1)	0	0	0	0	0	10,000	0	0	10,000	0
A20	a	3688	9	5,000	C8-2		0	0	0	2,000	2	Residential (2)	2,000	0	0	0	0	0	0	0	2,000	2
A21	a	3689	25	2,500	C8-2		0	0	0	1,305	2	Residential (1)	1,305	0	0	5,000	0	0	0	0	6,305	1
	b	3689	26	5,000	C8-2		0	5,000	0	5,000	0	Auto Repair (1)										
A22	a	3689	12	10,460	C8-2		10,460	0	0	10,460	0	Commercial (1)	0	10,460	0	0	0	0	0	0	10,460	0
	b	3689	19	1,600	C8-2		0	0	0	0	0	Parking Facilities										
	c	3689	20	1,600	C8-2		0	0	0	0	0	Parking Facilities										
	d	3689	21	1,600	C8-2		0	0	0	0	0	Parking Facilities										
	e	3689	22	1,600	C8-2		0	0	0	0	0	Parking Facilities										
	f	3689	23	1,600	C8-2		0	0	0	0	0	Parking Facilities										
	g	3689	24	2,500	C8-2		0	0	0	0	0	Parking Facilities										
A23	a	3690	11	2,533	C8-2		0	0	875	1,750	1	Commercial (1) / Residential (1)	3,475	1,325	0	5,000	875	0	0	0	10,675	2
	b	3690	12	2,529	C8-2		0	2,500	0	2,500	0	Auto Repair (1)										
	c	3690	13	2,529	C8-2		0	2,500	0	2,500	0	Auto Repair (1)										
	d	3690	14	2,519	C8-2		1,325	0	0	3,925	2	Retail (1) / Residential (1)										
	e	3690	15	2,513	C8-2		0	0	0	0	0	Parking Facilities										
A24	a	3703	7	2,000	M1-1		0	2,000	0	2,000	0	Auto Repair (1)	0	0	0	2,000	0	4,000	0	0	6,000	0
	b	3703	8	2,000	M1-1		0	2,000	0	2,000	0	Warehouse (1)										
	c	3703	9	2,000	M1-1		0	2,000	0	2,000	0	Warehouse (1)										

TABLE 2: POTENTIAL DEVELOPMENT SITE SUMMARY

		Site Information			Existing Conditions							Future Without-Action Conditions									
Site		Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Comml SF+	Auto Rel., Storage & Other SF++	Office (SF)	Total SF	Total DU's		Residential SF	Commercial SF	Supermarket SF	Auto-Related SF	Office SF	Storage SF	Industrial SF	C Fac SF	Total SF	Total DU's
A25	a	3703	35	2,500	R5		594	0	0	594	0	Retail (2)	0	2,294	0	0	1,700	700	0	0	4,694	0
	b	3703	36	2,500	R5		1,700	700	1,700	4,100	0	Retail & Office (2)										
A26	a	3707	7	32,019	R5		0	27,988	0	27,988	0	Warehouse/Storage (1)	3,039	1,357	0	0	0	27,988	0	0	32,384	2
	b	3707	15	2,475	M1-1		1,357	0	0	2,594	1	Retail (1) / Residential (1)										
	c	3707	16	2,500	M1-1		0	0	0	1,802	2	Residential (2)										
A27	a	3720	21	5,000	R5	C2-3	3,319	0	0	3,319	0	Retail (1)	0	3,319	0	0	0	0	0	0	3,319	0
A28	a	3722	28	20,000	R6	C1-3	10,150	0	0	10,150	0	Supermarket (1)	0	0	10,150	0	0	0	0	0	10,150	0
A29	a	3742	16	2,500	R6	C2-3	0	0	0	0	0	Retail (1) / Residential (1)	3,575	6,075	0	0	2,500	0	0	2,500	14,650	3
	b	3742	18	2,500	R6	C2-3	0	0	0	0	1	Retail (1) / Residential (1)										
	c	3742	20	5,000	R6	C2-3	0	0	2,500	5,000	0	Commercial & Office (2)										
A30	a	3935	43	2,077	R5	C2-3	1,602	0	0	4,806	4	Retail (1) / Residential (2)	3,204	7,007	0	0	0	600	0	0	10,811	3
	b	3935	44	6,061	R5	C2-3	5,405	600	0	6,005	0	Retail (1)										
	c	3935	142	831	R5	C2-3	0	0	0	0	0	Parking Facilities										
A31	a	3950	17	1,720	R5	C2-3	1,720	0	0	1,720	0	Retail (1)	0	8,500	0	0	0	0	0	0	8,500	0
	b	3950	18	2,295	R5	C2-3	2,250	0	0	2,250	0	Retail (1)										
	c	3950	19	2,423	R5	C2-3	2,250	0	0	2,250	0	Retail (1)										
	d	3950	20	2,280	R5	C2-3	2,280	0	0	2,280	0	Retail (1)										
A32	a	3951	42	19,919	M1-1		0	87,260	0	87,260	0	Self-Storage (4)	0	0	0	0	0	87,260	0	0	87,260	0
A33	a	3952	20	2,550	R5	C2-3	0	591	0	591	0	Residential (2)	8,872	0	0	0	1,438	0	0	0	10,310	7
	b	3952	21	2,594	R5	C2-3	0	0	1,438	4,412	2	Office (1) / Residential (2)										
	c	3952	22	2,168	R5	C2-3	0	0	0	0	0	Residential (2)										
A34	a	3953	45	15,650	M1-1		0	52,640	0	52,640	0	Self-Storage (4)	0	0	0	0	0	52,640	0	0	52,640	0
A35	a	3955	20	2,580	R5	C2-3	0	0	0	2,548	0	Residential (1)	12,462	718	0	0	0	0	0	748	13,928	10
	b	3955	21	2,735	R5	C2-3	0	0	0	0	0	Residential (2)										
	c	3955	22	2,209	R5	C2-3	718	0	0	5,011	5	Retail (1)/Residential (3)										
	d	3955	23	2,360	R5	C2-3	0	0	0	0	0	Residential (2)										
A36	a	3956	23	3,137	C8-2		0	3,075	0	3,075	0	Auto Repair (1)	0	0	0	3,075	200	0	3,125	0	6,400	0
	b	3956	24	3,175	C8-2		0	0	200	3,325	0	Manufacturing (1)										
A37	a	3961	26	2,500	M1-1		0	5,000	0	5,000	0	Funeral Home (1)	0	2,500	0	5,000	2,500	0	0	0	10,000	0
	b	3961	27	5,000	M1-1		0	5,000	0	5,000	0	Auto Repair (1)										
A38	a	3961	29	2,500	M1-1		0	0	0	1,716	2	Residential (2)	3,900	0	0	0	0	0	0	0	3,900	3
	b	3961	30	2,500	M1-1		0	0	0	2,184	2	Residential (2)										
A39	a	3963	3	5,000	C8-2		0	3,037	0	4,287	1	Retail (1)/Residential (1)	1,250	0	0	0	0	3,037	0	0	4,287	1
A40	a	3965	3	2,500	R5		0	0	0	864	2	Residential (2)	2,282	0	0	0	0	0	0	0	2,282	1
	b	3965	4	2,500	R5		0	0	0	1,418	1	Residential (2)										
A41	a	3965	6	2,500	R5		0	0	0	2,908	2	Residential (2)	4,136	0	0	0	0	0	0	0	4,136	3
	b	3965	7	3,750	R5		0	0	0	1,228	2	Residential (2)										
A42	a	3965	32	2,192	R5		0	0	0	2,403	2	Residential (3)	2,403	0	0	0	0	0	3,100	0	5,503	2
	b	3965	33	3,108	R5		0	0	0	3,100	0	Manufacturing (1)										
A43	a	3967	19	1,467	C8-2		0	0	0	1,905	2	Residential (2)	3,171	1,266	0	0	500	9,060	0	6,460	20,457	1
	b	3967	20	1,512	C8-2		636	0	0	1,272	1	Retail (1) / Residential (1)										
	c	3967	21	1,520	C8-2		630	0	0	1,260	1	Retail (1) / Residential (1)										
	d	3967	22	1,670	C8-2		0	2,400	0	2,400	0	Storage (2)										
	e	3967	24	1,460	C8-2		0	1,160	0	1,160	0	Storage (1)										
	f	3967	25	9,000	R5		0	5,500	500	12,460	0	Storage (2)/ C.F. House of Worship (1)										
A44	a	3971	39	2,617	R5		0	0	0	1,085	2	Residential (2)	7,598	0	0	0	0	0	0	0	7,598	7
	b	3971	40	2,610	R5		0	0	0	0	0	Residential (2)										
	c	3971	41	2,600	R5		0	463	0	463	0	Residential (2)										
A45	a	3971	44	2,600	R5	C2-3	0	0	0	1,400	2	Residential (2)	3,200	0	0	0	0	0	0	0	3,200	2
	b	3971	45	2,575	R5	C2-3	0	0	0	1,800	3	Residential (2)										
A46	a	3971	53	2,500	R5	C2-3	0	0	0	1,000	1	Residential (2)	1,000	0	0	0	0	0	0	0	1,000	1
	b	3971	54	2,500	R5	C2-3	0	0	0	0	0	Vacant Land										
A47	a	3972	20	5,366	M1-1		2,806	0	0	6,849	4	Residential/Commercial (2)	4,043	7,723	0	0	11,750	0	7,833	0	31,349	4
	b	3972	22	8,253	M1-1		1,000	7,833	7,833	24,500	0	Retail (1) / Office/Gym/Manufacturing (2)										
A48	a	3976	31	10,500	M1-1		0	32,700	0	32,700	0	Furniture Outlet Store (3)	0	15,227	0	0	1,000	61,910	0	0	78,137	0
	b	3976	35	15,138	M1-1		15,227	29,210	1,000	45,437	0	Furniture Outlet Store (3)										
A49	a	3980	14	2,575	M1-1		0	0	0	2,350	0	Manufacturing (1)	625	2,500	0	0	280	4,125	4,750	0	12,280	0
	b	3980	15	5,000	M1-1		0	4,125	280	4,405	0	Commercial & Office (1)										
	c	3980	17	2,500	M1-1		0	0	0	2,400	0	Manufacturing (1)										
	d	3980	19	2,500	M1-1		2,500	0	0	3,125	1	Residential (2)										

TABLE 2: POTENTIAL DEVELOPMENT SITE SUMMARY

		Site Information			Existing Conditions							Future Without-Action Conditions									
Site		Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Comml SF+	Auto Rel., Storage & Other SF++	Office (SF)	Total SF	Total DU's		Residential SF	Commercial SF	Supermarket SF	Auto-Related SF	Office SF	Storage SF	Industrial SF	C Fac SF	Total SF	Total DU's
A50	a	3982	17	2,500	R5		0	0	0	1,540	2	Residential (2)	4,490	1,300	0	0	0	575	0	0	6,365	3
	b	3982	18	5,000	R5		1,300	575	0	4,825	3	Retail (1) / Residential (1)										
A51	a	3989	20	10,500	M1-1		0	0	0	10,500	0	Manufacturing (1)	0	0	0	0	0	0	10,500	0	10,500	0
	b	3989	24	2,000	M1-1		0	0	0	0	0	Open Air Truck/Construction Storage										
	c	3989	25	5,000	M1-1		0	0	0	0	0	Open Air Truck/Construction Storage										
A52	a	3995	29	5,000	R5		0	0	0	4,960	3	Residential (3)	16,010	0	0	0	0	0	0	0	16,010	13
	b	3995	31	2,500	R5		0	0	0	3,750	3	Residential (3)										
	c	3995	32	2,500	R5		0	0	0	3,940	3	Residential (3)										
	d	3995	129	2,000	R5		0	0	0	3,360	2	Residential (2)										
A53	a	4004	19	2,500	R5		0	0	0	0	0	Residential (2)	6,250	0	0	0	0	0	0	0	6,250	6
	b	4004	20	2,500	R5		0	0	0	0	0	Residential (2)										
A54	a	4018	15	1,240	R5	C2-3	930	0	0	1,860	1	Retail (1) / Residential (1)	4,770	4,770	0	0	0	0	0	0	9,540	1
	b	4018	16	1,240	R5	C2-3	930	0	0	1,860	1	Retail (1) / Residential (1)										
	c	4018	17	1,240	R5	C2-3	930	0	0	1,860	1	Retail (1) / Residential (1)										
	d	4018	18	1,240	R5	C2-3	930	0	0	1,860	1	Retail (1) / Residential (1)										
	e	4018	19	2,025	R5	C2-3	0	0	0	0	0	Parking Facilities										
	f	4018	118	1,240	R5	C2-3	1,050	0	0	2,100	1	Laundromat (1) / Residential (1)										
A55	a	4024	18	9,000	R5	C1-3	3,000	0	0	9,000	0	Retail/C.F. Day Care/House of Worship (1)	0	3,000	0	0	0	0	0	6,000	9,000	0
A56	a	4126	1	11,350	R5	C2-3	14,500	0	0	14,500	0	Retail/Restaurant (2)	0	14,500	0	0	0	0	0	0	14,500	0
A57	a	4147	1	2,373	C8-1		0	2,409	2,409	4,818	0	Auto Repair (2)	3,264	0	0	11,423	2,409	0	0	0	17,096	3
	b	4147	3	2,000	C8-1		0	0	0	3,264	3	Residential (2)										
	c	4147	68	1,935	C8-1		0	3,824	0	3,824	0	Auto Repair (2)										
	d	4147	69	2,424	C8-1		0	5,190	0	5,190	0	Auto Repair (2)										
A58	a	4154	92	1,083	R5	C2-3	0	0	0	1,282	1	Residential (1)	2,982	1,700	0	0	0	6,000	0	0	10,682	2
	b	4154	93	2,500	R5	C2-3	0	0	0	0	0	Residential (1)										
	c	4154	94	4,000	R5	C2-3	1,700	0	0	3,400	2	Retail (1) / Residential (1)										
	d	4154	95	6,000	R5	C2-3	0	6,000	0	6,000	0	Storage (1)										
A59	a	3689	1	36,050	M1-1		10,000	26,050	0	36,050	0	Commercial & Office/Industrial Supply (1)	0	36,050	0	0	0	0	0	0	36,050	0
A60	a	4162	2	4,745	C8-1		0	1,560	0	1,560	0	Auto Repair (1)	1,944	0	0	1,560	0	0	0	0	3,504	1
	b	4162	10	1,116	C8-1		0	0	0	1,944	3	Residential (2)										
A61	a	4211	43	4,000	R5	C1-3	0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	0	0	0
	b	4211	45	2,000	R5	C1-3	0	0	0	0	0	Parking Facilities										
A62	a	3962	9	20,114	C8-2		3,018	0	0	3,018	0	Drive-Thru Restaurant (1)	0	3,018	0	0	0	0	0	0	3,018	0
A63	a	3958	49	20,653	C8-2		4,332	0	0	4,332	0	Drive-Thru Restaurant (1)	0	4,332	0	0	0	0	0	0	4,332	0
A64	a	4137	44	27,519	M1-1		3,300	0	0	3,300	0	Drive-Thru Restaurant (1)	0	3,300	0	0	0	0	0	0	3,300	0
A65	a	3705	16	17,648	M1-1		0	17,648	15,648	33,296	0	Office (1) / Gym (1)	0	8,824	0	0	24,472	0	0	0	33,296	0
A66	a	3670	25	5,000	C8-2		0	0	0	2,043	3	Residential (2)	2,043	0	0	0	0	2,625	0	0	4,668	2
	b	3670	27	2,500	C8-2		0	2,625	0	2,625	0	Warehouse/Storage (1)										
A67	a	3672	48	1,966	C8-2		0	0	1,960	2,960	1	Office (1) / Residential (2)	4,326	1,890	0	0	5,750	0	0	0	11,966	5
	b	3672	49	1,943	C8-2		0	0	1,940	2,920	1	Office (1) / Residential (2)										
	c	3672	50	1,853	C8-2		0	0	1,850	2,810	1	Office (1) / Residential (2)										
	d	3672	51	1,895	C8-2		1,890	0	0	3,276	2	Retail (1) / Residential (1)										
A68	a	3686	15	2,517	M1-1		0	3,625	0	5,875	2	Retail (1) / Residential (2)	6,570	4,573	0	2,290	1,813	0	0	0	15,245	6
	b	3686	16	2,517	M1-1		0	2,290	0	2,290	0	Auto Repair (1)										
	c	3686	17	6,150	M1-1		2,760	0	0	7,080	4	Retail (1) / Residential (2)										
A69	a	3686	19	4,136	C8-2		3,200	0	0	9,600	4	Retail (1) / Residential (2)	6,400	3,200	0	0	12,168	0	0	0	21,768	6
	b	3686	21	4,056	C8-2		0	0	12,168	12,168	0	Commercial & Office (3)										
A70	a	3687	112	19,931	C8-2		0	0	4,505	4,505	0	Commercial & Office (1)	0	0	0	0	4,505	0	0	0	4,505	0
A71	a	3689	11	9,361	C8-2		0	9,361	0	9,361	0	Warehouse/Storage (1)	0	0	0	0	0	9,361	0	0	9,361	0
A72	a	3691	14	1,902	C8-2		0	1,890	0	3,990	0	Storage (1) & Residential (2)	5,580	2,610	0	0	0	3,158	0	0	11,348	5
	b	3691	15	2,626	C8-2		2,610	0	0	6,090	0	Commercial (1) & Residential (2)										
	c	3691	16	4,400	C8-2		0	1,268	0	1,268	0	Storage (1)										
	d	3691	18	1,600	C8-2		0	0	0	0	0	Parking Facilities										
A73	a	3721	1	47,600	C8-2		0	0	0	0	0	Self-Storage (2)	0	0	0	0	0	95,200	0	0	95,200	0
A74	a	3936	42	14,732	R5	C2-3	9,000	0	0	9,000	0	Supermarket (1)	0	0	9,000	0	0	0	0	0	9,000	0
A75	a	3949	1	15,000	C8-2		9,800	5,105	0	14,905	0	Warehouse/Distribution (1)	0	9,800	0	0	0	5,105	0	0	14,905	0
A76	a	3959	52	11,061	C8-2		0	1,845	0	1,845	0	Gas Station (1)	0	0	0	1,845	0	0	0	0	1,845	0
A77	a	3959	54	11,164	C8-2		1,500	1,667	0	3,167	0	Drive-Thru Restaurant (1)	0	1,500	0	0	0	1,667	0	0	3,167	0
A78	a	3960	21	9,471	R5	C2-3	9,471	0	0	9,471	0	Retail (1)	0	9,471	0	0	0	0	0	0	9,471	0

TABLE 2: POTENTIAL DEVELOPMENT SITE SUMMARY

		Site Information			Existing Conditions							Future Without-Action Conditions									
Site		Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Comml SF+	Auto Rel., Storage & Other SF++	Office (SF)	Total SF	Total DU's		Residential SF	Commercial SF	Supermarket SF	Auto-Related SF	Office SF	Storage SF	Industrial SF	C Fac SF	Total SF	Total DU's
A79	a	3960	58	22,049	C8-2		0	0	0	0	0	Drive-Thru Restaurant (1)	0	3,911	0	0	0	0	0	0	3,911	0
A80	a	3962	1	2,500	C8-2		0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	4,000	0	4,000	0
	b	3962	2	5,000	C8-2		0	0	0	4,000	0	Manufacturing (1)										
A81	a	3963	8	15,100	C8-2		0	3,120	0	3,120	0	Auto Repair (1)	0	0	0	3,120	0	0	0	0	3,120	0
A82	a	3963	18	5,000	C8-2		0	5,000	0	5,000	0	Warehouse/Storage (1)	0	0	0	0	0	5,000	0	0	5,000	0
A83	a	3963	26	7,458	M1-1		0	0	0	11,176	0	House of Worship (2)	0	0	0	0	0	0	0	11,176	11,176	0
A84	a	3964	1	1,250	M1-1		0	0	0	0	0	Parking Facilities	1,160	298	0	0	1,052	0	5,519	0	8,029	1
	b	3964	33	2,500	M1-1		0	0	0	1,160	1	Residential (2)										
	c	3964	34	2,500	M1-1		0	0	500	2,619	0	Manufacturing (2)										
	d	3964	35	3,750	M1-1		298	0	552	4,250	0	Manufacturing (2)										
A85	a	3965	1	15,000	R5		0	10,000	0	10,000	0	Warehouse/Distribution (1)	0	0	0	0	0	10,000	0	0	10,000	0
A86	a	3965	11	18,111	C8-2		0	1,597	0	1,597	0	Gas Station (1)	0	0	0	1,597	0	0	0	0	1,597	0
A87	a	3967	13	3,848	C8-2		0	0	12,126	12,126	0	Office (4)	0	2,079	0	0	16,580	0	0	0	18,658	0
	b	3967	15	6,455	C8-2		0	4,157	2,375	6,532	0	Commercial & Office (1)										
A88	a	3971	10	2,500	R5		0	0	0	1,632	2	Residential (2)	2,009	0	0	0	0	0	0	377	2,386	1
	b	3971	11	5,000	R5		0	0	0	1,508	1	House of Worship (1) / Residential (1)										
A89	a	3971	24	2,588	C8-2		0	500	0	500	0	Auto Repair (1)	2,760	4,315	0	500	0	0	0	0	7,575	2
	b	3971	25	2,698	C8-2		1,655	0	0	2,655	1	Retail (1) / Residential (1)										
	c	3971	26	3,656	C8-2		2,660	0	0	4,420	2	Retail (1) / Residential (1)										
A90	a	3973	57	2,500	R5		1,020	0	0	3,000	2	Retail (1) / Residential (2)	1,980	1,020	0	1,375	0	0	0	0	4,375	1
	b	3973	58	5,000	R5		0	1,375	0	1,375	0	Auto Repair (1)										
A91	a	3979	11	2,500	M1-1		600	0	0	4,592	5	Retail (1) / Residential (2)	7,094	1,116	0	798	0	0	0	0	9,008	6
	b	3979	12	2,500	M1-1		0	0	0	0	0	Parking Facilities										
	c	3979	13	4,500	M1-1		516	798	0	4,416	3	Retail/Auto Repair (1) / Residential (1)										
A92	a	3987	17	7,504	R5	C2-3	0	5,010	0	6,900	2	Wholesale/Storage (1) / Residential (1)	1,890	0	0	0	0	5,010	0	0	6,900	1
A93	a	4005	19	2,600	R5		0	0	0	0	0	Residential (2)	6,250	0	0	0	0	5,000	0	0	11,250	6
	b	4005	20	2,400	R5		0	0	0	0	0	Residential (2)										
	c	4005	21	5,000	R5		0	5,000	0	5,000	0	Warehouse/Storage (1)										
A94	a	4017	22	5,700	R5	C2-3	400	0	0	2,160	2	Retail (1) / Residential (1)	1,760	400	0	0	0	0	0	0	2,160	1
	b	4017	25	2,488	R5	C2-3	0	0	0	0	0	Parking Facilities										
A95	a	4128	66	6,070	R5	C2-3	3,500	0	0	3,500	0	Retail (1)	0	3,500	0	0	0	0	0	0	3,500	0
A96	a	4137	39	15,000	M1-1		0	15,000	4,950	19,950	0	Auto Repair (1)	0	0	0	15,000	4,950	1,250	0	0	21,200	0
	b	4137	43	3,750	M1-1		0	1,250	0	1,250	0	Auto Repair (1)										
A97	a	4137	56	10,385	M1-1		0	10,385	0	10,385	0	Auto Repair (1)	0	0	0	20,885	0	0	0	0	20,885	0
	b	4137	63	12,500	M1-1		0	10,500	0	10,500	0	Auto Repair (1)										
A98	a	4140	27	1,552	M1-1		0	0	0	1,224	1	Residential (2)	1,224	0	0	4,360	0	0	0	0	5,584	1
	b	4140	28	4,360	M1-1		0	4,360	0	4,360	0	Auto Repair (1)										
A99	a	4141	1	5,850	M1-1		0	5,341	0	5,341	0	Parking Facilities	0	0	0	0	0	26,197	0	0	26,197	0
	b	4141	4	19,230	M1-1		0	20,856	0	20,856	0	Parking Facilities										
A100	a	4141	27	11,250	M1-1		0	0	11,250	14,250	0	Commercial & Office / Manufcacturing (1)	0	0	0	0	11,250	0	3,000	0	14,250	0
	b	4141	30	11,250	M1-1		0	0	0	0	0	Parking Facilities										
A101	a	4141	33	4,083	M1-1		0	0	0	0	0	Parking Facilities	0	0	0	0	0	12,790	0	0	12,790	0
	b	4141	35	7,990	M1-1		0	7,050	0	7,050	0	Parking Facilities/Storage										
	c	4141	39	6,700	M1-1		0	5,740	0	5,740	0	Parking Facilities/Storage										
A102	a	4156	1	10,000	R5	C2-3	0	4,500	0	4,500	0	Auto Repair (1)	0	0	0	11,410	0	0	0	0	11,410	0
	b	4156	45	9,050	R5	C2-3	0	6,480	0	6,480	0	Auto Repair (1)										
	c	4156	50	950	R5	C2-3	0	430	0	430	0	Auto Repair (1)										
A103	a	4162	18	12,600	C8-1		9,656	0	0	9,656	0	Retail (1)	0	17,406	0	0	0	0	0	0	17,406	0
	b	4162	22	7,771	C8-1		7,750	0	0	7,750	0	Retail (1)										
	c	4162	29	6,000	C8-1		0	0	0	0	0	Parking Facilities										
A104	a	4167	22	5,509	C8-1		0	6,800	0	6,800	0	Auto Repair (1)	0	0	0	20,957	1,365	0	0	0	22,322	0
	b	4167	24	2,867	C8-1		0	2,767	1,365	4,132	0	Auto Repair (1)										
	c	4167	25	11,390	C8-1		0	11,390	0	11,390	0	Auto Repair (1)										
A105	a	4214	1	20,000	R5	C2-2	0	0	60,180	60,180	0	Commercial & Office (1)	0	0	0	0	60,330	0	0	0	60,330	0
	b	4214	6	11,000	R5	C2-2	0	0	150	150	0	Parking Facilities										
A106	a	3988	28	10,000	R5		0	10,000	0	10,000	0	Parking Facilities/Storage	10,815	0	0	0	0	10,000	0	0	20,815	10
	b	3988	34	2,500	R5		0	0	0	3,315	2	Residential (2)										
	c	3988	35	6,000	R5		0	200	0	200	0	Residential (2)										

Source: DCP, 2014.

\+ Excludes auto-related, storage, office, FRESH and other uses

++ Auto-related, storage, and other (non-categorizable) uses

TABLE 2: POTENTIAL DEVELOPMENT SITE SUMMARY

Site		Site Information			Future With-Action Conditions												
		Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Comml SF	Supermarket (FRESH) SF	Restaurant SF	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Aff DU's †
A1	a	1437	21	12,500	C4-5D		Retail (1) / Residential (11)										
	b	1437	23	5,025				84,658	13,482	0	0	0	0	0	98,140	84	42
A2	a	1450	1	2,300	R7A	C2-4	Retail (1) / C.F. (1) /Residential (8)										
	b	1450	2	2,121													
	c	1450	3	1,950													
	d	1450	50	1,929													
	e	1450	51	4,298													
	f	1450	53	2,997				46,001	10,836	0	0	0	0	14,900	71,737	46	23
A3	a	1437	1	14,000	C4-5D		Retail (1) / C.F. (1) /Residential (10)	51,800	11,200	0	0	0	0	15,400	78,400	51	26
A4	a	1540	70	3,796	C4-4L		Retail (1)/Residential (8)										
	b	1540	72	15,200													
	c	1540	82	756				77,773	10,000	0	3,086	0	0	0	90,859	77	39
A5	a	1544	14	1,500	R6A		Residential (8)										
	b	1544	15	2,533													
	b	1544	16	2,500				23,519	0	0	0	0	0	0	23,519	23	12
A6	a	1543	1	12,675	R7D	C2-4	Supermarket (1) / C.F. (1) / Residential (10)	58,305	0	10,140	0	0	0	12,675	81,120	58	29
A7	a	1553	13	25,000	M1-4/R7D		Light Industrial (1) / Residential (11)										
	b	1553	18	0				119,300	0	0	0	0	20,700	0	140,000	119	60
A8	a	1554	1	15,000	M1-4/R7D	C2-4	Light Industrial (1) / C.F. (1) / Residential (11)	57,000	0	0	0	0	12,000	15,000	84,000	57	29
A9	a	1574	23	17,533	C4-5D		Retail (1) / Residential (11)										
	b	1574	32	7,866				122,805	9,714	0	9,714	0	0	0	142,233	122	61
A10	a	3671	41	2,800	C4-4D		Retail (2) / Residential (12)										
	b	3671	42	2,800													
	c	3671	43	7,718				71,917	11,986	0	11,986	0	0	0	95,889	71	36
A11	a	3672	43	6,847	C4-4D		Retail (1) / Residential (13)										
	b	3672	46	2,023				55,881	7,983	0	0	0	0	0	63,864	55	28
A12	a	3673	20	2,500	R6A	C2-4	Retail (1) / Residential (7)										
	a	3673	21	2,500				13,950	4,050	0	0	0	0	0	18,000	13	7
A13	a	3673	36	2,729	C4-4D		Retail (2) / Residential (12)										
	b	3673	37	2,300													
	c	3673	38	2,300													
	d	3673	39	2,942				57,301	8,325	0	8,325	0	0	0	73,951	57	29
A14	a	3674	38	2,725	R8A	C2-4	Retail (1) / Residential (13)										
	b	3674	39	2,740													
	c	3674	40	2,740				52,141	6,935	0	0	0	0	0	59,076	52	26
A15	a	3675	1	5,000	R7A	C2-4	Retail (1) / Residential (9)	18,500	4,500	0	0	0	0	0	23,000	18	9
A16	a	3675	25	5,000	R7A	C2-4	Retail (1) / Residential (9)	18,500	4,500	0	0	0	0	0	23,000	18	9
A17	a	3686	9	5,000	C4-4D		Retail (1) / Residential (13)	32,400	3,600	0	0	0	0	0	36,000	32	16
A18	a	3687	5	2,500	C4-4D		Retail (1) / Residential (13)										
	b	3687	6	2,750													
	c	3687	7	2,750				51,750	5,850	0	0	0	0	0	57,600	51	26
A19	a	3973	46	10,000	R6A		Residential (8)	36,000	0	0	0	0	0	0	36,000	36	18
A20	a	3688	9	5,000	R6A		Residential (8)	18,000	0	0	0	0	0	0	18,000	18	9
A21	a	3689	25	2,500	R6A		Residential (8)										
	b	3689	26	5,000				27,000	0	0	0	0	0	0	27,000	27	14
A22	a	3689	12	10,460	C4-4D		Retail (1) / Residential (13)										
	b	3689	19	1,600													
	c	3689	20	1,600													
	d	3689	21	1,600													
	e	3689	22	1,600													
	f	3689	23	1,600													
	g	3689	24	2,500				133,938	8,487	0	8,487	0	0	0	150,912	133	67
A23	a	3690	11	2,533	C4-4D		Retail (1) / Residential (13)										
	b	3690	12	2,529													
	c	3690	13	2,529													
	d	3690	14	2,519													
	e	3690	15	2,513				81,325	9,561	0	0	0	0	0	90,886	81	41
A24	a	3703	7	2,000	R7A		Residential (10)										
	b	3703	8	2,000													
	c	3703	9	2,000				27,600	0	0	0	0	0	0	27,600	27	14

TABLE 2: POTENTIAL DEVELOPMENT SITE SUMMARY

Site		Site Information			Future With-Action Conditions												
		Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Comml SF	Supermarket (FRESH) SF	Restaurant SF	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Aff DU's †
A25	a	3703	35	2,500	R7A	C2-4	Residential (10)										
	b	3703	36	2,500				23,000	0	0	0	0	0	0	23,000	23	12
A26	a	3707	7	32,019	M1-4/R6A		Residential (8)										
	b	3707	15	2,475													
	c	3707	16	2,500				133,178	0	0	0	0	0	0	133,178	133	67
A27	a	3720	21	5,000	R7A	C2-4	Retail (1)/Residential (9)	18,500	4,500	0	0	0	0	0	23,000	18	9
A28	a	3722	28	20,000	R7A	C2-4	Supermarket (1) / Residential (9)	92,000	0	18,000	0	0	0	0	110,000	92	46
A29	a	3742	16	2,500	R7A	C2-4	Retail (1)/Residential (9)										
	b	3742	18	2,500													
	c	3742	20	5,000				38,350	7,650	0	0	0	0	0	46,000	38	19
A30	a	3935	43	2,077	R6A	C2-4	Retail (1)/Residential (7)										
	b	3935	44	6,061													
	c	3935	142	831				25,529	6,758	0	0	0	0	0	32,287	25	13
A31	a	3950	17	1,720	R6A	C2-4	Retail (1)/Residential (7)										
	b	3950	18	2,295													
	c	3950	19	2,423													
	d	3950	20	2,280				24,868	6,517	0	0	0	0	0	31,385	24	12
A32	a	3951	42	19,919	R8A	C2-4	Retail (1)/Residential (13)	125,489	8,964	0	8,964	0	0	0	143,416	125	63
A33	a	3952	20	2,550	R6A	C2-4	Retail (1)/Residential (7)										
	b	3952	21	2,594													
	c	3952	22	2,168				21,119	5,204	0	0	0	0	0	26,323	21	11
A34	a	3953	45	15,650	R8A	C2-4	Retail (1) / Office (1) /Residential (12)	84,510	9,085	0	5,000	14,085	0	0	112,680	84	42
A35	a	3955	20	2,580	R6A	C2-4	Retail (1)/Residential (7)										
	b	3955	21	2,735													
	c	3955	22	2,209													
	d	3955	23	2,360				28,510	7,071	0	0	0	0	0	35,581	28	14
A36	a	3956	23	3,137	R8A	C2-4	Retail (1)/Residential (13)										
	b	3956	24	3,175				40,677	4,768	0	0	0	0	0	45,445	40	20
A37	a	3961	26	2,500	M1-4/R6A		Light Industrial (1) / Residential (7)										
	b	3961	27	5,000				21,150	0	0	0	0	5,850	0	27,000	21	11
A38	a	3961	29	2,500	M1-4/R6A		Retail (1)/Residential (7)										
	b	3961	30	2,500				14,400	3,600	0	0	0	0	0	18,000	14	7
A39	a	3963	3	5,000	R6A		Residential (8)	18,000	0	0	0	0	0	0	18,000	18	9
A40	a	3965	3	2,500	R6A		Residential (8)										
	b	3965	4	2,500				18,000	0	0	0	0	0	0	18,000	18	9
A41	a	3965	6	2,500	R6A		Residential (8)										
	b	3965	7	3,750				22,500	0	0	0	0	0	0	22,500	22	11
A42	a	3965	32	2,192	R6A	C2-4	Retail (1)/Residential (7)										
	b	3965	33	3,108				15,264	3,816	0	0	0	0	0	19,080	15	8
A43	a	3967	19	1,467	R8A	C2-4	Retail (1)/ C.F. (2) / Residential (11)										
	b	3967	20	1,512													
	c	3967	21	1,520													
	d	3967	22	1,670													
	e	3967	24	1,460													
	f	3967	25	9,000				83,004	10,493	0	0	0	0	26,232	119,729	83	42
A44	a	3971	39	2,617	R6A		Residential (8)										
	b	3971	40	2,610													
	c	3971	41	2,600				28,177	0	0	0	0	0	0	28,177	28	14
A45	a	3971	44	2,600	R6A		Residential (8)										
	b	3971	45	2,575				18,630	0	0	0	0	0	0	18,630	18	9
A46	a	3971	53	2,500	R6A	C2-4	Retail (1)/Residential (7)										
	b	3971	54	2,500				13,950	4,050	0	0	0	0	0	18,000	13	7
A47	a	3972	20	5,366	R8A	C2-4	Retail (1)/Residential (13)										
	b	3972	22	8,253				87,327	10,730	0	0	0	0	0	98,057	87	44
A48	a	3976	31	10,500	C4-4D		Retail/Restaurant (1) / Office (2) /Residential (11)										
	b	3976	35	15,138				112,807	13,010	0	7,500	51,276	0	0	184,593	112	56
A49	a	3980	14	2,575	M1-4/R6A		Retail (1)/Residential (7)										
	b	3980	15	5,000													
	c	3980	17	2,500													
	d	3980	19	2,500				36,216	9,054	0	0	0	0	0	45,270	36	18

TABLE 2: POTENTIAL DEVELOPMENT SITE SUMMARY

Site		Site Information			Future With-Action Conditions												
		Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Comml SF	Supermarket (FRESH) SF	Restaurant SF	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Aff DU's †
A50	a	3982	17	2,500	R6A	C2-4	Retail (1)/Residential (7)										
	b	3982	18	5,000				20,700	6,300	0	0	0	0	0	27,000	20	10
A51	a	3989	20	10,500	R6A		Residential (8)										
	b	3989	24	2,000													
	c	3989	25	5,000				63,000	0	0	0	0	0	0	63,000	63	32
A52	a	3995	29	5,000	R7A	C2-4	Retail (1)/Residential (9)										
	b	3995	31	2,500													
	c	3995	32	2,500													
	d	3995	129	2,000				45,660	9,540	0	0	0	0	0	55,200	45	23
A53	a	4004	19	2,500	R6A		Residential (8)										
	b	4004	20	2,500				18,000	0	0	0	0	0	0	18,000	18	9
A54	a	4018	15	1,240	R7A	C2-4	Retail (1)/Residential (9)										
	b	4018	16	1,240													
	c	4018	17	1,240													
	d	4018	18	1,240													
	e	4018	19	2,025													
	f	4018	118	1,240				31,953	5,882	0	0	0	0	0	37,835	31	16
A55	a	4024	18	9,000	R7A	C2-4	Retail (1)/Residential (9)	33,300	8,100	0	0	0	0	0	41,400	33	17
A56	a	4126	1	11,350	R6A	C2-4	Retail (1)/Residential (7)	30,645	10,215	0	0	0	0	0	40,860	30	15
A57	a	4147	1	2,373	R7A	C2-4	Retail (1)/Residential (9)										
	b	4147	3	2,000													
	c	4147	68	1,935													
	d	4147	69	2,424				33,028	7,139	0	0	0	0	0	40,167	33	17
A58	a	4154	92	1,083	R6A	C2-4	Retail (1)/Residential (7)										
	b	4154	93	2,500													
	c	4154	94	4,000													
	d	4154	95	6,000				38,759	10,139	0	0	0	0	0	48,898	38	19
A59	a	3689	1	36,050	M1-4/R6A		Light Industrial/Commercial (1)/Residential (7)	97,335	0	0	0	0	32,445	0	129,780	97	49
A60	a	4162	2	4,745	R7A	C2-4	Retail (1)/Residential (9)										
	b	4162	10	1,116				21,867	5,094	0	0	0	0	0	26,961	21	11
A61	a	4211	43	4,000	R7A	C2-4	Retail (1) / C.F. (1) / Residential (8)										
	b	4211	45	2,000				18,240	4,160	0	0	0	0	5,200	27,600	18	9
A62	a	3962	9	20,114	R8A	C2-4	Retail/Restaurant (2) /Residential (12)										
					R6A		Residential (8)	162,795	28,705	0	7,500	0	0	0	199,000	162	81
A63	a	3958	49	20,653	R8A	C2-4	Retail (1)/Residential (13)	133,856	14,846	0	0	0	0	0	148,702	133	67
A64	a	4137	44	27,519	C4-4D		Retail (1)/Residential (13)	173,369	24,767	0	0	0	0	0	198,136	173	87
A65	a	3705	16	17,648	M1-4/R6A		Retail (1) / Residential (7)	51,249	12,283	0	0	0	0	0	63,532	51	26
A66	a	3670	25	5,000	C4-4L		Retail (1)/Residential (8)										
	b	3670	27	2,500				29,775	4,725	0	0	0	0	0	34,500	29	15
A67	a	3672	48	1,966	C4-4D		Retail (1)/Residential (13)										
	b	3672	49	1,943													
	c	3672	50	1,853													
	d	3672	51	1,895				49,318	5,811	0	0	0	0	0	55,129	49	25
A68	a	3686	15	2,517	C4-4D		Retail (1)/Residential (13)										
	b	3686	16	2,517													
	c	3686	17	6,150				71,818	8,707	0	0	0	0	0	80,525	71	36
A69	a	3686	19	4,136	C4-4D		Retail (1)/Residential (13)										
	b	3686	21	4,056				52,522	6,459	0	0	0	0	0	58,981	52	26
A70	a	3687	112	19,931	C4-4D		Retail (1)/Residential (13)	125,565	17,938	0	0	0	0	0	143,503	125	63
A71	a	3689	11	9,361	M1-4/R6A		Residential (8)	33,700	0	0	0	0	0	0	33,700	33	17
A72	a	3691	14	1,902	R8A	C2-4	Retail (1)/Residential (13)										
	b	3691	15	2,626	R8A	C2-4	Retail (1)/Residential (13)										
	c	3691	16	4,400	R6A		Residential (8)										
	d	3691	18	1,600	R6A		Residential (8)	50,503	3,697	0	0	0	0	0	54,200	48	25
A73	a	3721	1	47,600	C4-4D	C2-4	Commercial Retail (4) / C.F. (2) / Residential (8)	157,508	64,736	0	0	64,736	0	55,740	342,720	157	79
A74	a	3936	42	14,732	R6A	C2-4	Supermarket (1)/Residential (7)	53,035	0	13,259	0	0	0	0	66,294	53	27
A75	a	3949	1	15,000	R8A	C2-4	Retail (1)/Residential (13)	94,500	13,500	0	0	0	0	0	108,000	94	47
A76	a	3959	52	11,061	R8A	C2-4	Retail/Restaurant (1)/Residential (13)	71,494	3,144	0	5,000	0	0	0	79,638	71	36
A77	a	3959	54	11,164	R8A	C2-4	Retail (1)/Residential (13)	72,158	8,222	0	0	0	0	0	80,380	72	36
A78	a	3960	21	9,471	R6A	C2-4	C.F. (2) /Residential (6)	17,048	17,048	0	0	0	0	0	34,096	17	9

TABLE 2: POTENTIAL DEVELOPMENT SITE SUMMARY

Site		Site Information			Future With-Action Conditions												
		Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Comml SF	Supermarket (FRESH) SF	Restaurant SF	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Aff DU's †
A79	a	3960	58	22,049	C4-4D		Retail (1)/Residential (13)	141,730	17,023	0	0	0	0	0	158,753	141	71
A80	a	3962	1	2,500	R6A		Residential (8)										
	b	3962	2	5,000				27,000	0	0	0	0	0	0	27,000	27	14
A81	a	3963	8	15,100	R8A	C2-4	Retail (1)/Residential (13)	95,130	13,590	0	0	0	0	0	108,720	95	48
A82	a	3963	18	5,000	R6A		Residential (8)	18,000	0	0	0	0	0	0	18,000	18	9
A83	a	3963	26	7,458	M1-4/R6A		Residential (8)	26,849	0	0	0	0	0	0	26,849	26	13
A84	a	3964	1	1,250	M1-4/R6A		Residential (8)										
	b	3964	33	2,500													
	c	3964	34	2,500													
	d	3964	35	3,750				36,000	0	0	0	0	0	0	36,000	36	18
A85	a	3965	1	15,000	R6A	C2-4	Retail (1)/Residential (7)	40,500	13,500	0	0	0	0	0	54,000	40	20
A86	a	3965	11	18,111	R8A	C2-4	Retail (1)/Residential (13)	114,099	16,300	0	0	0	0	0	130,399	114	57
A87	a	3967	13	3,848	R8A	C2-4	Retail (1)/Residential (13)										
	b	3967	15	6,455				66,217	7,965	0	0	0	0	0	74,182	66	33
A88	a	3971	10	2,500	R6A		Residential (8)										
	b	3971	11	5,000				27,000	0	0	0	0	0	0	27,000	27	14
A89	a	3971	24	2,588	R8A	C2-4	Retail (1)/Residential (13)										
	b	3971	25	2,698													
	c	3971	26	3,656				57,246	7,135	0	0	0	0	0	64,381	57	29
A90	a	3973	57	2,500	R6A	C2-4	Retail (1)/Residential (7)										
	b	3973	58	5,000				21,150	5,850	0	0	0	0	0	27,000	21	11
A91	a	3979	11	2,500	M1-4/R6A		Residential (8)										
	b	3979	12	2,500													
	c	3979	13	4,500				34,200	0	0	0	0	0	0	34,200	34	17
A92	a	3987	17	7,504	R6A	C2-4	Retail (1)/Residential (7)	20,260	6,754	0	0	0	0	0	27,014	20	10
A93	a	4005	19	2,600	R6A		Residential (8)										
	b	4005	20	2,400													
	c	4005	21	5,000				36,000	0	0	0	0	0	0	36,000	36	18
A94	a	4017	22	5,700	R7A	C2-4	Retail (1)/Residential (9)										
	b	4017	25	2,488				31,326	6,339	0	0	0	0	0	37,665	31	16
A95	a	4128	66	6,070	R6A	C2-4	Retail (1)/Residential (7)	17,575	4,277	0	0	0	0	0	21,852	17	9
A96	a	4137	39	15,000	R6A		Residential (8)										
	b	4137	43	3,750				67,500	0	0	0	0	0	0	67,500	67	34
A97	a	4137	56	10,385	C4-4D		Retail (1)/Residential (13)										
	b	4137	63	12,500				145,975	18,797	0	0	0	0	0	164,772	145	73
A98	a	4140	27	1,552	R6A		Residential (8)										
	b	4140	28	4,360				21,283	0	0	0	0	0	0	21,283	21	11
A99	a	4141	1	5,850	M1-4/R7A		Retail (2)/Residential (8)										
	b	4141	4	19,230				72,500	42,868	0	0	0	0	0	115,368	72	36
A100	a	4141	27	11,250	M1-4/R7A		Retail (2)/Residential (8)										
	b	4141	30	11,250				66,450	37,050	0	0	0	0	0	103,500	66	33
A101	a	4141	33	4,083	M1-4/R7A		Retail (2)/Residential (8)										
	b	4141	35	7,990													
	c	4141	39	6,700				57,939	28,416	0	0	0	0	0	86,355	57	29
A102	a	4156	1	10,000	R6A	C2-4	Retail (1)/Residential (7)										
	b	4156	45	9,050													
	c	4156	50	950				54,171	17,829	0	0	0	0	0	72,000	54	27
A103	a	4162	18	12,600	R7A	C2-4	Retail (1)/Residential (9)										
	b	4162	22	7,771													
	c	4162	29	6,000				101,206	20,101	0	0	0	0	0	121,307	101	51
A104	a	4167	22	5,509	R7A	C2-4	Retail (1)/Residential (9)										
	b	4167	24	2,867													
	c	4167	25	11,390				74,274	16,649	0	0	0	0	0	90,923	74	37
A105	a	4214	1	20,000	C4-4D		Retail (1) / Office (2) / Residential (11)										
	b	4214	6	11,000			Residential (10)	115,400	14,400	0	0	64,800	0	0	194,600	114	58
A106	a	3988	28	10,000	R6A		Residential (8)										
	b	3988	34	2,500													
	c	3988	35	6,000				66,600	0	0	0	0	0	0	66,600	66	33

Source: DCP, 2014.

† Affordable DUs in RWCDS tables based on 50% of all DUs. For the purposes of a conservative analysis, the environmental review will assume that between 20% and 50% of all DUs created will be affordable

TABLE 2: POTENTIAL DEVELOPMENT SITE SUMMARY

Site		Site Information			Increment												
		Tax Block	Tax Lot	Lot Area (SF)	Residential SF	Comml SF	Supermarket SF	FRESH SF	Auto-Related SF	Office SF	Storage SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Aff DU's †
A1	a	1437	21	12,500	84,658	13,482	0	0	0	0	0	(4,641)	0	93,499	13,482	84	42
	b	1437	23	5,025													
A2	a	1450	1	2,300	43,325	8,730	0	0	(4,040)	0	(1,304)	0	14,900	61,611	3,386	44	23
	b	1450	2	2,121													
	c	1450	3	1,950													
	d	1450	50	1,929													
	e	1450	51	4,298													
	f	1450	53	2,997													
A3	a	1437	1	14,000	51,800	11,200	0	0	0	0	0	0	(13,316)	49,684	11,200	51	26
A4	a	1540	70	3,796	77,773	4,931	0	0	(1,986)	(8,155)	0	0	0	72,563	(5,210)	77	39
	b	1540	72	15,200													
	c	1540	82	756													
A5	a	1544	14	1,500	22,099	0	0	0	0	0	0	0	0	22,099	0	22	12
	b	1544	15	2,533													
	b	1544	16	2,500													
A6	a	1543	1	12,675	58,305	0	(9,440)	10,140	0	0	0	0	12,675	71,680	700	58	29
A7	a	1553	13	25,000	119,300	0	0	0	0	0	(10,000)	5,700	0	115,000	(10,000)	119	60
	b	1553	18	0													
A8	a	1554	1	15,000	57,000	0	0	0	0	0	(29,548)	12,000	15,000	54,452	(29,548)	57	29
A9	a	1574	23	17,533	122,805	19,428	0	0	0	0	(32,085)	0	0	110,148	(12,657)	122	61
	b	1574	32	7,866													
A10	a	3671	41	2,800	68,917	15,922	0	0	0	0	(2,525)	0	0	82,314	13,397	69	36
	b	3671	42	2,800													
	c	3671	43	7,718													
A11	a	3672	43	6,847	55,881	2,439	0	0	0	(7,496)	0	0	0	50,824	(5,057)	55	28
	b	3672	46	2,023													
A12	a	3673	20	2,500	13,950	3,000	0	0	(2,500)	(1,050)	0	0	0	13,400	(550)	13	7
	a	3673	21	2,500													
A13	a	3673	36	2,729	50,343	12,138	0	0	0	0	0	0	0	62,481	12,138	52	29
	b	3673	37	2,300													
	c	3673	38	2,300													
	d	3673	39	2,942													
A14	a	3674	38	2,725	51,152	5,485	0	0	0	(900)	(3,775)	0	(2,298)	49,664	810	52	26
	b	3674	39	2,740													
	c	3674	40	2,740													
A15	a	3675	1	5,000	18,500	4,500	0	0	0	0	(5,000)	0	0	18,000	(500)	18	9
A16	a	3675	25	5,000	18,500	4,500	0	0	0	0	(5,000)	0	0	18,000	(500)	18	9
A17	a	3686	9	5,000	32,400	3,600	0	0	0	0	(5,000)	0	0	31,000	(1,400)	32	16
A18	a	3687	5	2,500	49,338	2,787	0	0	0	(3,625)	0	0	0	48,500	(838)	49	26
	b	3687	6	2,750													
	c	3687	7	2,750													
A19	a	3973	46	10,000	36,000	0	0	0	0	0	(10,000)	0	0	26,000	(10,000)	36	18
A20	a	3688	9	5,000	16,000	0	0	0	0	0	0	0	0	16,000	0	16	9
A21	a	3689	25	2,500	25,695	0	0	0	(5,000)	0	0	0	0	20,695	(5,000)	26	14
	b	3689	26	5,000													
A22	a	3689	12	10,460	133,938	6,514	0	0	0	0	0	0	0	140,452	6,514	133	67
	b	3689	19	1,600													
	c	3689	20	1,600													
	d	3689	21	1,600													
	e	3689	22	1,600													
	f	3689	23	1,600													
	g	3689	24	2,500													
A23	a	3690	11	2,533	77,850	8,236	0	0	(5,000)	(875)	0	0	0	80,211	2,361	79	41
	b	3690	12	2,529													
	c	3690	13	2,529													
	d	3690	14	2,519													
	e	3690	15	2,513													
A24	a	3703	7	2,000	27,600	0	0	0	(2,000)	0	(4,000)	0	0	21,600	(6,000)	27	14
	b	3703	8	2,000													
	c	3703	9	2,000													

TABLE 2: POTENTIAL DEVELOPMENT SITE SUMMARY

		Site Information			Increment												
Site		Tax Block	Tax Lot	Lot Area (SF)	Residential SF	Comml SF	Supermarket SF	FRESH SF	Auto-Related SF	Office SF	Storage SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Aff DU's †
A25	a	3703	35	2,500	23,000	(2,294)	0	0	0	(1,700)	(700)	0	0	18,306	(4,694)	23	12
	b	3703	36	2,500													
A26	a	3707	7	32,019	130,139	(1,357)	0	0	0	0	(27,988)	0	0	100,794	(29,345)	131	67
	b	3707	15	2,475													
	c	3707	16	2,500													
A27	a	3720	21	5,000	18,500	1,181	0	0	0	0	0	0	0	19,681	1,181	18	9
A28	a	3722	28	20,000	92,000	0	(10,150)	18,000	0	0	0	0	0	99,850	7,850	92	46
A29	a	3742	16	2,500	34,775	1,575	0	0	0	(2,500)	0	0	(2,500)	31,350	(925)	35	19
	b	3742	18	2,500													
	c	3742	20	5,000													
A30	a	3935	43	2,077	22,325	(249)	0	0	0	0	(600)	0	0	21,476	(849)	22	13
	b	3935	44	6,061													
	c	3935	142	831													
A31	a	3950	17	1,720	24,868	(1,983)	0	0	0	0	0	0	0	22,885	(1,983)	24	12
	b	3950	18	2,295													
	c	3950	19	2,423													
	d	3950	20	2,280													
A32	a	3951	42	19,919	125,489	17,927	0	0	0	0	(87,260)	0	0	56,156	(69,333)	125	63
A33	a	3952	20	2,550	12,247	5,204	0	0	0	(1,438)	0	0	0	16,013	3,766	14	11
	b	3952	21	2,594													
	c	3952	22	2,168													
A34	a	3953	45	15,650	84,510	14,085	0	0	0	14,085	(52,640)	0	0	60,040	(24,470)	84	42
A35	a	3955	20	2,580	16,048	6,353	0	0	0	0	0	0	(748)	21,653	6,353	18	14
	b	3955	21	2,735													
	c	3955	22	2,209													
	d	3955	23	2,360													
A36	a	3956	23	3,137	40,677	4,768	0	0	(3,075)	(200)	0	(3,125)	0	39,045	1,493	40	20
	b	3956	24	3,175													
A37	a	3961	26	2,500	21,150	(2,500)	0	0	(5,000)	(2,500)	0	5,850	0	17,000	(10,000)	21	11
	b	3961	27	5,000													
A38	a	3961	29	2,500	10,500	3,600	0	0	0	0	0	0	0	14,100	3,600	11	7
	b	3961	30	2,500													
A39	a	3963	3	5,000	16,750	0	0	0	0	0	(3,037)	0	0	13,713	(3,037)	17	9
A40	a	3965	3	2,500	15,718	0	0	0	0	0	0	0	0	15,718	0	17	9
	b	3965	4	2,500													
A41	a	3965	6	2,500	18,364	0	0	0	0	0	0	0	0	18,364	0	19	11
	b	3965	7	3,750													
A42	a	3965	32	2,192	12,861	3,816	0	0	0	0	0	(3,100)	0	13,577	3,816	13	8
	b	3965	33	3,108													
A43	a	3967	19	1,467	79,833	9,227	0	0	0	(500)	(9,060)	0	19,772	99,272	(333)	82	42
	b	3967	20	1,512													
	c	3967	21	1,520													
	d	3967	22	1,670													
	e	3967	24	1,460													
	f	3967	25	9,000													
A44	a	3971	39	2,617	20,579	0	0	0	0	0	0	0	0	20,579	0	21	14
	b	3971	40	2,610													
	c	3971	41	2,600													
A45	a	3971	44	2,600	15,430	0	0	0	0	0	0	0	0	15,430	0	16	9
	b	3971	45	2,575													
A46	a	3971	53	2,500	12,950	4,050	0	0	0	0	0	0	0	17,000	0	12	7
	b	3971	54	2,500													
A47	a	3972	20	5,366	83,284	3,007	0	0	0	(11,750)	0	(7,833)	0	66,708	(8,743)	83	44
	b	3972	22	8,253													
A48	a	3976	31	10,500	112,807	5,283	0	0	0	50,276	(61,910)	0	0	106,456	(6,351)	112	56
	b	3976	35	15,138													
A49	a	3980	14	2,575	35,591	6,554	0	0	0	(280)	(4,125)	(4,750)	0	32,990	2,149	36	18
	b	3980	15	5,000													
	c	3980	17	2,500													
	d	3980	19	2,500													

TABLE 2: POTENTIAL DEVELOPMENT SITE SUMMARY

Site		Site Information			Increment												
		Tax Block	Tax Lot	Lot Area (SF)	Residential SF	Comml SF	Supermarket SF	FRESH SF	Auto-Related SF	Office SF	Storage SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Aff DU's †
A50	a	3982	17	2,500	16,210	5,000	0	0	0	0	(575)	0	0	20,635	4,425	17	10
	b	3982	18	5,000													
A51	a	3989	20	10,500	63,000	0	0	0	0	0	0	(10,500)	0	52,500	0	63	32
	b	3989	24	2,000													
	c	3989	25	5,000													
A52	a	3995	29	5,000	29,650	9,540	0	0	0	0	0	0	0	39,190	9,540	32	23
	b	3995	31	2,500													
	c	3995	32	2,500													
	d	3995	129	2,000													
A53	a	4004	19	2,500	11,750	0	0	0	0	0	0	0	0	11,750	0	12	9
	b	4004	20	2,500													
A54	a	4018	15	1,240	27,183	1,112	0	0	0	0	0	0	0	28,295	1,112	30	16
	b	4018	16	1,240													
	c	4018	17	1,240													
	d	4018	18	1,240													
	e	4018	19	2,025													
	f	4018	118	1,240													
A55	a	4024	18	9,000	33,300	5,100	0	0	0	0	0	0	(6,000)	32,400	5,100	33	17
A56	a	4126	1	11,350	30,645	(4,285)	0	0	0	0	0	0	0	26,360	(4,285)	30	15
A57	a	4147	1	2,373	29,764	7,139	0	0	(11,423)	(2,409)	0	0	0	23,071	(6,693)	30	17
	b	4147	3	2,000													
	c	4147	68	1,935													
	d	4147	69	2,424													
A58	a	4154	92	1,083	35,777	8,439	0	0	0	0	(6,000)	0	0	38,216	2,439	36	19
	b	4154	93	2,500													
	c	4154	94	4,000													
	d	4154	95	6,000													
A59	a	3689	1	36,050	97,335	(36,050)	0	0	0	0	0	32,445	0	93,730	(36,050)	97	49
A60	a	4162	2	4,745	19,923	5,094	0	0	(1,560)	0	0	0	0	23,457	3,534	20	11
	b	4162	10	1,116													
A61	a	4211	43	4,000	18,240	4,160	0	0	0	0	0	0	5,200	27,600	4,160	18	9
	b	4211	45	2,000													
A62	a	3962	9	20,114	162,795	33,187	0	0	0	0	0	0	0	195,982	33,187	162	81
A63	a	3958	49	20,653	133,856	10,514	0	0	0	0	0	0	0	144,370	10,514	133	67
A64	a	4137	44	27,519	173,369	21,467	0	0	0	0	0	0	0	194,836	21,467	173	87
A65	a	3705	16	17,648	51,249	3,459	0	0	0	(24,472)	0	0	0	30,236	(21,013)	51	26
A66	a	3670	25	5,000	27,732	4,725	0	0	0	0	(2,625)	0	0	29,832	2,100	27	15
	b	3670	27	2,500													
A67	a	3672	48	1,966	44,992	3,921	0	0	0	(5,750)	0	0	0	43,163	(1,829)	44	25
	b	3672	49	1,943													
	c	3672	50	1,853													
	d	3672	51	1,895													
A68	a	3686	15	2,517	65,248	4,134	0	0	(2,290)	(1,813)	0	0	0	65,280	32	65	36
	b	3686	16	2,517													
	c	3686	17	6,150													
A69	a	3686	19	4,136	46,122	3,259	0	0	0	(12,168)	0	0	0	37,213	(8,909)	46	26
	b	3686	21	4,056													
A70	a	3687	112	19,931	125,565	17,938	0	0	0	(4,505)	0	0	0	138,998	13,433	125	63
A71	a	3689	11	9,361	33,700	0	0	0	0	0	(9,361)	0	0	24,339	(9,361)	33	17
A72	a	3691	14	1,902	44,923	1,087	0	0	0	0	(3,158)	0	0	42,852	(2,071)	43	25
	b	3691	15	2,626													
	c	3691	16	4,400													
	d	3691	18	1,600													
A73	a	3721	1	47,600	157,508	64,736	0	0	0	64,736	(95,200)	0	55,740	247,520	34,272	157	79
A74	a	3936	42	14,732	53,035	0	(9,000)	13,259	0	0	0	0	0	57,294	4,259	53	27
A75	a	3949	1	15,000	94,500	3,700	0	0	0	0	(5,105)	0	0	93,095	(1,405)	94	47
A76	a	3959	52	11,061	71,494	8,144	0	0	(1,845)	0	0	0	0	77,793	6,299	71	36
A77	a	3959	54	11,164	72,158	6,722	0	0	0	0	(1,667)	0	0	77,213	5,055	72	36
A78	a	3960	21	9,471	17,048	7,577	0	0	0	0	0	0	0	24,625	7,577	17	9

TABLE 2: POTENTIAL DEVELOPMENT SITE SUMMARY

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		Tax Block	Tax Lot	Lot Area (SF)	Residential SF	Comml SF	Supermarket SF	FRESH SF	Auto-Related SF	Office SF	Storage SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Aff DU's †
A79	a	3960	58	22,049	141,730	13,112	0	0	0	0	0	0	0	154,842	13,112	141	71
A80	a	3962	1	2,500	27,000	0	0	0	0	0	0	(4,000)	0	23,000	0	27	14
	b	3962	2	5,000													
A81	a	3963	8	15,100	95,130	13,590	0	0	(3,120)	0	0	0	0	105,600	10,470	95	48
A82	a	3963	18	5,000	18,000	0	0	0	0	0	(5,000)	0	0	13,000	(5,000)	18	9
A83	a	3963	26	7,458	26,849	0	0	0	0	0	0	0	(11,176)	15,673	0	26	13
A84	a	3964	1	1,250	34,840	(298)	0	0	0	(1,052)	0	(5,519)	0	27,971	(1,350)	35	18
	b	3964	33	2,500													
	c	3964	34	2,500													
	d	3964	35	3,750													
A85	a	3965	1	15,000	40,500	13,500	0	0	0	0	(10,000)	0	0	44,000	3,500	40	20
A86	a	3965	11	18,111	114,099	16,300	0	0	(1,597)	0	0	0	0	128,802	14,703	114	57
A87	a	3967	13	3,848	66,217	5,887	0	0	0	(16,580)	0	0	0	55,524	(10,693)	66	33
	b	3967	15	6,455													
A88	a	3971	10	2,500	24,991	0	0	0	0	0	0	0	(377)	24,614	0	26	14
	b	3971	11	5,000													
A89	a	3971	24	2,588	54,486	2,820	0	0	(500)	0	0	0	0	56,806	2,320	55	29
	b	3971	25	2,698													
	c	3971	26	3,656													
A90	a	3973	57	2,500	19,170	4,830	0	0	(1,375)	0	0	0	0	22,625	3,455	20	11
	b	3973	58	5,000													
A91	a	3979	11	2,500	27,106	(1,116)	0	0	(798)	0	0	0	0	25,192	(1,914)	28	17
	b	3979	12	2,500													
	c	3979	13	4,500													
A92	a	3987	17	7,504	18,370	6,754	0	0	0	0	(5,010)	0	0	20,114	1,744	19	10
A93	a	4005	19	2,600	29,750	0	0	0	0	0	(5,000)	0	0	24,750	(5,000)	30	18
	b	4005	20	2,400													
	c	4005	21	5,000													
A94	a	4017	22	5,700	29,566	5,939	0	0	0	0	0	0	0	35,505	5,939	30	16
	b	4017	25	2,488													
A95	a	4128	66	6,070	17,575	777	0	0	0	0	0	0	0	18,352	777	17	9
A96	a	4137	39	15,000	67,500	0	0	0	(15,000)	(4,950)	(1,250)	0	0	46,300	(21,200)	67	34
	b	4137	43	3,750													
A97	a	4137	56	10,385	145,975	18,797	0	0	(20,885)	0	0	0	0	143,887	(2,089)	145	73
	b	4137	63	12,500													
A98	a	4140	27	1,552	20,059	0	0	0	(4,360)	0	0	0	0	15,699	(4,360)	20	11
	b	4140	28	4,360													
A99	a	4141	1	5,850	72,500	42,868	0	0	0	0	(26,197)	0	0	89,171	16,671	72	36
	b	4141	4	19,230													
A100	a	4141	27	11,250	66,450	37,050	0	0	0	(11,250)	0	(3,000)	0	89,250	25,800	66	33
	b	4141	30	11,250													
A101	a	4141	33	4,083	57,939	28,416	0	0	0	0	(12,790)	0	0	73,565	15,626	57	29
	b	4141	35	7,990													
	c	4141	39	6,700													
A102	a	4156	1	10,000	54,171	17,829	0	0	(11,410)	0	0	0	0	60,590	6,419	54	27
	b	4156	45	9,050													
	c	4156	50	950													
A103	a	4162	18	12,600	101,206	2,695	0	0	0	0	0	0	0	103,901	2,695	101	51
	b	4162	22	7,771													
	c	4162	29	6,000													
A104	a	4167	22	5,509	74,274	16,649	0	0	(20,957)	(1,365)	0	0	0	68,601	(5,673)	74	37
	b	4167	24	2,867													
	c	4167	25	11,390													
A105	a	4214	1	20,000	115,400	14,400	0	0	0	4,470	0	0	0	134,270	18,870	114	58
	b	4214	6	11,000													
A106	a	3988	28	10,000	55,785	0	0	0	0	0	(10,000)	0	0	45,785	(10,000)	56	33
	b	3988	34	2,500													
	c	3988	35	6,000													

Source: DCP, 2014.

Appendix 2B

Snapshots of RWCDS Sites



Projected Site 1

Address: 2435 PACIFIC STREET

B: 1437 **L:** 46, 58

Lot Area: 35,000 sf.

From: M1-2 **to:** C4-5D

Description: Vacant Land

No Action:

A mixed-use, commercial development with a total floor area of 84,000 sf. (2.4 FAR); containing approximately 28,000 sf. of commercial retail, and 56,000 sf. of community facility space.

With Action:

A mixed-use residential, commercial and community facility development with a total floor area of 196,000 sf. (5.6 FAR); containing approximately 31,033 sf. of commercial retail space, 31,033 sf. of community facility space, 133 dwelling units and 84 parking spaces.

Increment:

+ 133,934 sf. of residential (+133 DUs)

+ 3,033 sf. of commercial space

(24,967) sf. of community facility space



Projected Site 2

Address: 178 SOMERS STREET

B: 1544 **L:** 21, 42

Lot Area: 46,491 sf.

From: M1-1 **to:** C4-4L

Description: Transportation & Utility, Parking Facilities

No Action:

A new commercial development with a total floor area of 46,491 (1.0 FAR).

With Action:

A mixed-use residential and commercial development with a total floor area 213,859 sf. (4.6 FAR); containing approximately 31,842 sf. of commercial retail space, 10,000 sf. of restaurant space, 172 dwelling units, and 43 parking spaces.

Increment:

+172,017 sf. of residential (+ 172 DUs)

+ 31,842 sf. of retail space

+ 10,000 sf. of restaurant space

(46,491) sf. of hotel space



Projected Site 3

Address: 35 PENNSYLVANIA AVENUE, 27 PENNSYLVANIA AVENUE, 96 NEW JERSEY AVENUE

B: 3660 **L:** 1, 2, 29

Lot Area: 21,000 sf.

From: C8-2 **to:** C4-4L

Description: Commercial, Transportation & Utility,

No Action:

A hotel development and existing auto-related use with a total floor area of 41,920 sf. containing approximately 1,680 sf. auto related space, 38,560 sf. of hotel space, 1,680 sf. of office space. The development would include 30 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 96,600 sf. containing approximately 10,000 sf. of commercial retail space, 8,990 sf. of restaurant space and 77 dwelling units. The development would include 19 parking spaces.

Increment:

+ 77 DUs

+ 18,900 sf commercial

- 1,680 sf auto-related

- 38,560 sf hotel

- 1,680 sf office



Projected Site 4
Address: NEW JERSEY AVENUE
B: 3661 **L:** 1
Lot Area: 10,000 sf.
From: C8-2 **to:** C4-4L
Description: Used Car Sales
No Action:
The site would remain unchanged as a 10,000 sf. used car sales parking lot with a 1.0 FAR.
With Action:
A new mixed-use residential and commercial development with a total floor area of 96,600 sf. containing approximately 10,000 sf. in commercial retail space, and 37 dwelling units. The development includes six parking spaces.
Increment:
+ 37,000 sf. of residential (+ 37 DUs)
+ 9,000 sf. of commercial retail space
(10,000) sf. of auto-related space



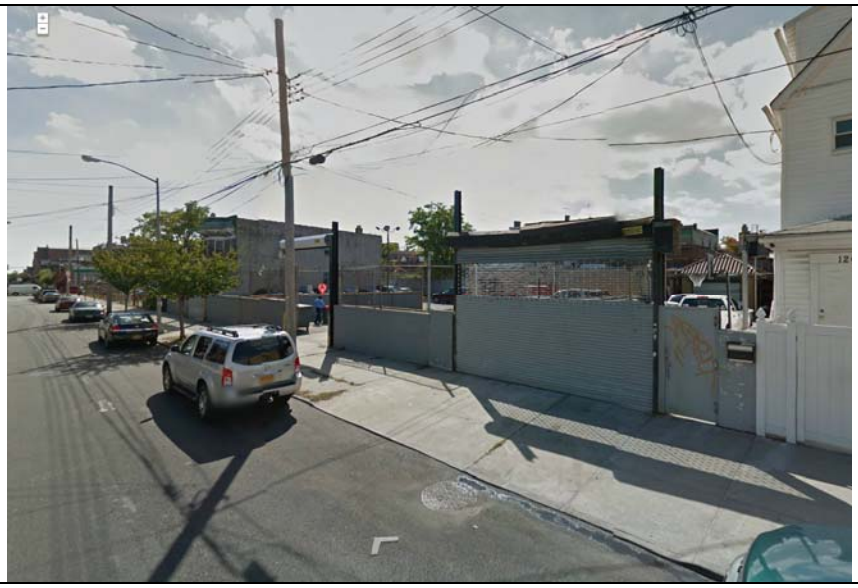
Projected Site 5
Address: 2715 FULTON STREET, 2709 FULTON STREET
B: 3662 **L:** 48, 49
Lot Area: 7,500 sf.
From: C8-2 **to:** C4-4L
Description: Industrial & Manuf., Transportation & Utility
No Action:
The site would remain unchanged as a transportation, utility and industrial manufacturing development with a total floor area of 3,175 sf. (0.4 FAR); containing approximately and 1,800 sf. of auto-related use, 1,375 sf. of industrial use.
With Action:
A new mixed-use residential and commercial development with a total floor area of 34,500 sf. containing approximately 6,750 sf. in commercial retail space, and 27 dwelling units (14 are assumed to be affordable). The development includes four parking spaces.
Increment:
+27,750 sf. of residential space (+27 DU, 14 affordable)
+ 6,750 sf. of commercial retail space
(1,800) sf. of auto related space
(1,375) sf. of industrial area



Projected Site 6
Address: 2618 FULTON STREET, FULTON STREET, 2640 FULTON STREET
B: 3669 **L:** 13, 17, 20
Lot Area: 20,000 sf.
From: C8-2 **to:** C4-4L
Description: Commercial & Office, Parking Facilities
No Action:
The site would remain unchanged as a surface parking lot and commercial retail facility with a total floor area of 9,964 sf. (0.5 FAR); containing exactly 9,964 sf. of commercial retail and 25 parking spaces.
With Action:
A mixed-use residential and commercial development with a total floor area of 46,000 sf. containing approximately 9,000 sf. of commercial retail space, 36 dwelling units and nine parking spaces.
Increment:
+ 37,000 sf. of residential space (+ 36 DU)
(964) sf. of commercial retail space



Projected Site 7
Address: 50 PENNSYLVANIA AVENUE, 62 PENNSYLVANIA AVENUE
B: 3669 **L:** 22, 26
Lot Area: 15,000 sf.
From: C8-2 **to:** C4-4L
Description: Commercial & Office
No Action:
The site would remain unchanged commercial and office retail facility with a total floor area of 17,308 sf. (1.2 FAR); containing approximately 14,160 sf. of commercial retail, 3,148 sf. of office space, and 25 parking spaces.
With Action:
A mixed-use residential commercial development with a total floor area 46,000 sf. containing approximately 3,150 sf. of commercial retail and 3,150 sf. of restaurant space and 39 dwelling units (20 are assumed to be affordable). The development includes 10 parking spaces.
Increment:
+ 39,700 sf. of residential space (+ 39 DU)
(11,010) sf. of commercial retail
+ 3,150 sf. of restaurant space
+ (3,148) sf. of office space



Projected Site 8

Address: 63 PENNSYLVANIA AVENUE, 132 NEW JERSEY AVENUE, 138 NEW JERSEY AVENUE

B: 3670 **L:** 9, 31, 33

Lot Area: 18,140 sf.

From: C8-2 **to:** C4-4L

Description: Industrial & Manuf., Parking Facilities

No Action:

The site would remain unchanged as an industrial, manufacturing and surface parking facility with a total floor area of 9,840 sf. (0.5 FAR); containing exactly 14,160 sf. of community facility space, and 24 parking spaces.

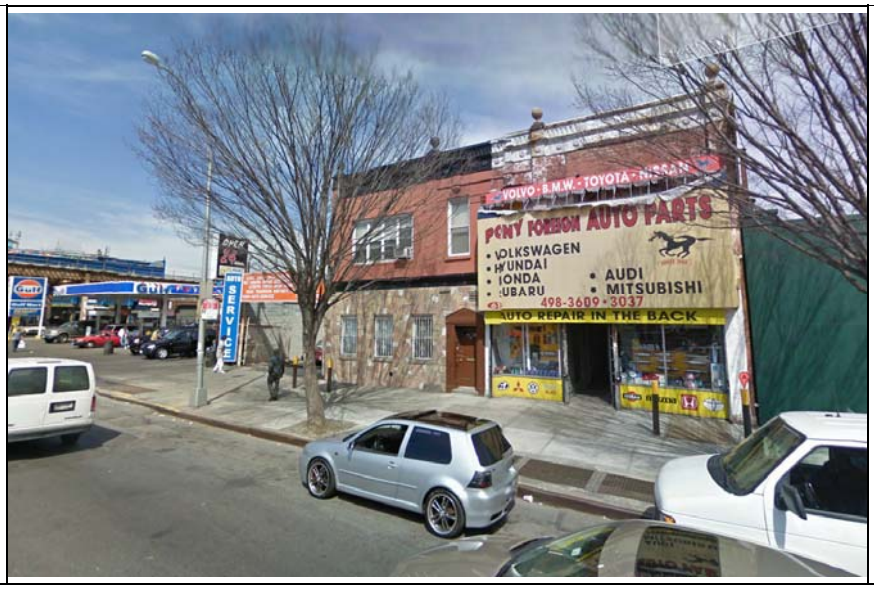
With Action:

A mixed-use residential and commercial development with a total floor area of 83,444 sf. (4.6 FAR); containing approximately 11,628 sf. of community facility space, 71 dwelling units and 30 parking spaces.

Increment:

+ 71,816 sf. of residential space (+ 71 DUs)

+ 1,788 sf. of community facility space



Projected Site 9

Address: 61 PENNSYLVANIA AVENUE, 59 PENNSYLVANIA AVENUE, PENNSYLVANIA AVENUE, 126 NEW JERSEY AVENUE, 130 NEW JERSEY AVENUE

B: 3670 **L:** 13, 14, 15, 29, 30

Lot Area: 15,750 sf.

From: C8-2 **to:** C4-4L

Description: Commercial & Office, One & Two Family, Vacant Land, Parking Facilities

No Action:

A new commercial development, and existing residential and auto-related uses with a total floor area of 17,240 sf. (1.1 FAR); containing approximately 6,750 sf. of retail space, 1,575 sf. of auto-related space, 4,750 sf. of office space, 515 sf. for garage space, 3 dwelling units, and 26 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 72,450 sf. (4.5 FAR); containing approximately 10,000 sf. of retail space, 61 dwelling units; and 15 parking spaces.

Increment:

+ 58,000 sf. of residential space (+ 58 DUs)

+ 3,250 sf. of commercial retail space

(1,575) sf. of auto-related space

(4,750) sf. of office space

(515) sf. of garage space



Projected Site 10

Address: 49 PENNSYLVANIA AVENUE,47 PENNSYLVANIA AVENUE, 43 PENNSYLVANIA AVENUE

B: 3670 **L:** 16, 17, 18

Lot Area: 18,750 sf.

From:C8-2 to: C4-4L

Description: Transportation & Utility, Used Car Sales

No Action:

The site would remain unchanged as a gas station and auto-related facility with a total floor area of 3,789 sf. (0.2 FAR); containing approximately 2,648 sf. of retail space, 1,150 sf. of auto-related, and 7 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 86,250 sf. (3.7 FAR); containing approximately 16,875 sf. of commercial retail, 52 dwelling units, and 13 parking spaces.

Increment:

+ 52,500 sf. of residential space (+ 52 DUs)

+ 14,227 sf. of commercial retail

(1,150) of auto-related use



Projected Site 11

Address: 2718 FULTON STREET, 2722 FULTON STREET, 2726 FULTON STREET

B: 3673 **L:** 14, 15, 16

Lot Area: 7,513 sf.

From: R5 **to:** C4-4L

Description: Parking Facilities

No Action:

A residential development with a total floor area of 9,391 sf. (1.2 FAR); containing approximately 9 dwelling units and nine parking spaces.

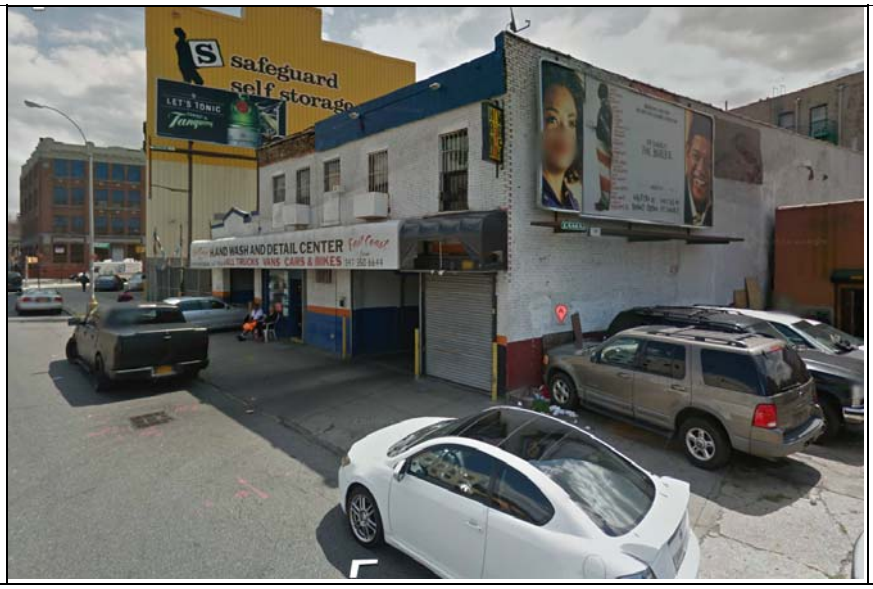
With Action:

A mixed-use residential and commercial development with a total floor area of 27,047 sf. (3.6 FAR); containing approximately 6,772 sf. of commercial retail, 20 dwelling units, and 12 parking spaces.

Increment:

+ 10,894 sf. of residential space (+11 DUs)

+ 6,762 sf. of commercial retail space



Projected Site 12
Address: 1634 EAST NEW YORK AVENUE, 1638 EAST NEW YORK AVENUE
B: 3675 **L:** 10, 11
Lot Area: 10,179 sf.
From: M1-4 **to:** R6A/C2-4
Description: Transportation & Utility
No Action:
The site would remain unchanged as a transportation and auto-related facility with a total floor area of 8,975 sf. (0.9 FAR); containing exactly 8,975 sf. for auto-related use.
With Action:
A mixed-use residential and commercial development with a total floor area of 46,823 sf. (4.6 FAR); containing approximately 9,161 sf. of commercial retail, 37dwelling units, and 18 parking spaces.
Increment:
+37,661 sf. of residential space (+ 37 DUs)
+ 9,161 sf. of commercial retail
(8,975) sf. of auto related space



Projected Site 13

Address: 91 PENNSYLVANIA AVENUE

B: 3687 **L:** 12

Lot Area: 37,379 sf.

From: C8-2 **to:** C4-4D

Description: Vacant, Commercial & Office Building

No Action:

The site would be reoccupied consisting of 37,260 sf. of commercial and office facility.

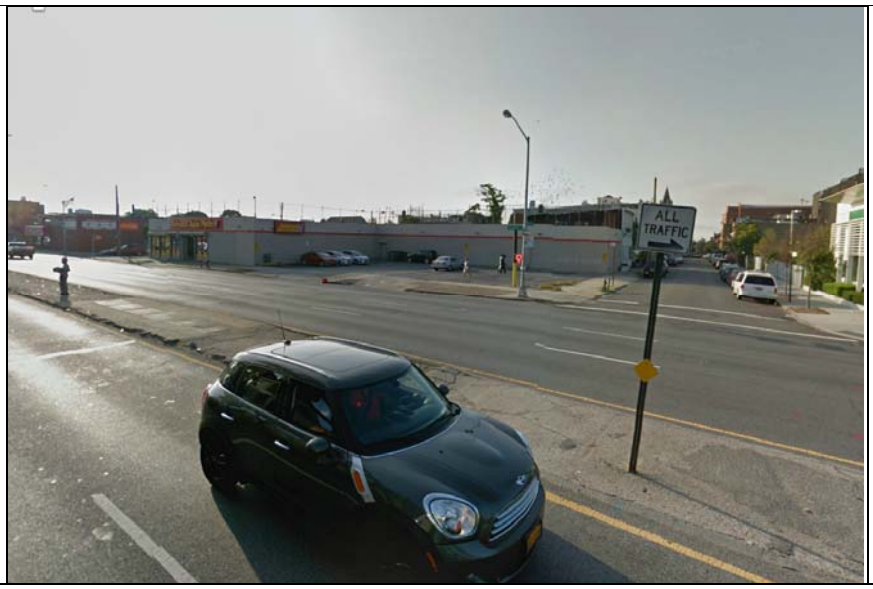
With Action:

Two commercial developments with a total floor area of 84,260 sf. (2.3 FAR); containing approximately 34,260 sf. of commercial retail space, 50,000 sf. of office space, and 104 parking spaces.

Increment:

+ 34,260 sf. of commercial retail

+ 15,740 sf. of office space



Projected Site 14

Address: 179 NEW JERSEY AVENUE, 2686 ATLANTIC AVENUE

B: 3688 L: 11, 18

Lot Area: 24,575 sf.

From: C8-2 **to:** C4-4D

Description: Multi-Family Walk-Up, Commercial & Office

No Action:

The site would remain unchanged as a residential and commercial retail facility with a total of 14,055 sf including 12,535 sf of commercial space and 4 dwelling units.

With Action:

A mixed-use residential, commercial and community facility development with a total floor area of 186,940 sf. (7.2 FAR); containing approximately 12,118 sf. of commercial retail, 10,000 sf. of FRESH space, 22,118 sf. of community facility space 142 dwelling units.

Increment:

+ 141,185 sf. of residential space (+ 138 DUs)

(418) sf. of commercial retail

+ 10,000 sf. of FRESH space

+ 22,118 of community facility space



Projected Site 15
Address: 401 LIBERTY AVENUE
B: 3688 **L:** 33
Lot Area: 7,500 sf.
From: C8-2 **to:** M1-4/R6A
Description: Parking Facility
No Action:
A new commercial development with a total floor area of 10,000 sf. (1.3 FAR); containing approximately 3,333 sf. of auto-related use and 6,667 sf. of office area. The parking requirement would be waived.
With Action:
A mixed-use residential and commercial development with a total floor area of 27,000 sf. (3.6 FAR); containing approximately 20,250 sf. of residential space, 6,750 sf. of light industrial space, 20 dwelling units and 5 parking spaces.
Increment:
+ 20,250 sf. of residential (+20 DUs)
(3,333) sf. of auto-related use
(6,667) sf. of office area
+ 6,750 sf. of light industrial space



Projected Site 16
Address: Atlantic Avenue
B: 3691 **L:** 11, 13
Lot Area: 6,760 sf.
From: C8-2 **to:** R8A/C2-4
Description: Parking Facilities
No Action:
A new community facility with a total floor area of 23,138 sf. (3.42 FAR). The parking requirement would be waived.
With Action:
A mixed-use residential and commercial development with a total floor area of 48,672 sf. (7.2 FAR); containing approximately 4,509 sf. of commercial retail, 44 dwelling units, and 13 parking spaces.
Increment:
+ 44,613 sf. of residential (+ 44 DUs)
+ 4,059 sf. of commercial retail
(23,138) sf. of community facility



Projected Site 17

Address: 477 LIBERTY AVENUE

B: 3691 **L:** 24

Lot Area: 10,000 sf.

From: M1-1 **to:** M1-4/R6A

Description: Junk Yard/Auto Parts

No Action:

The site would remain unchanged as a junk yard with a lot area of 10,000 sf.

With Action:

A mixed-use residential and commercial development with a total floor area of 36,000 sf. (3.6 FAR); containing approximately 9,000 sf. of commercial retail, 27 dwelling units and 7 parking spaces.

Increment:

+ 27,000 sf. of residential space (+ 27 DUs)

+ 9,000 sf. of commercial retail space



Projected Site 18

Address: 367 GLENMORE AVENUE,165 SHEFFIELD AVENUE,375 GLENMORE AVENUE, 373 GLENMORE AVENUE, 371 GLENMORE AVENUE, 369 GLENMORE AVENUE

B: 3703 **L :** 1, 4, 37, 38, 39, 40

Lot Area: 10,000 sf.

From: M1-1 **to:** R7A

Description: Truck Parking/Storage

No Action:

The site would remain unchanged as a truck parking and storage facility with a lot area 10,000 sf.

With Action:

A residential building with a total floor area of 46,000 sf. (4.6 FAR); containing approximately 45 dwelling units and 11 parking spaces.

Increment:

+ 46,000 sf. of residential space (+ 45 DUs)



Projected Site 19

Address: 340 LIBERTY AVENUE, 342 LIBERTY AVENUE, 344 LIBERTY AVENUE, 346 LIBERTY AVENUE

B: 3703 **L:** 15, 16, 17, 18

Lot Area: 9,250 sf.

From: M1-1 **to:** R7A

Description: Truck Parking/Storage, Commercial & Office

No Action:

The site would remain unchanged as a truck parking, open air storage and commercial office facility with a total floor area of 1,304 sf. (0.8 FAR); containing approximately 7,554 sf. of community facility space.

With Action:

A residential building with a total floor area of 42,550 sf. (4.6 FAR); containing 42 dwelling units, and 11 parking spaces.

Increment:

+ 42,500 sf. of residential space (+ 42 DUs)

(7,554) Commercial office space



Projected Site 20

Address: 2795 FULTON STREET

B: 3933 **L:** 55

Lot Area: 10,000 ft.

From: R5 **to:** C4-4L

Description: Vacant Land

No Action:

A new residential development with a total floor area of 12,500 sf. (1.3 FAR); containing 12 dwelling units. The parking requirements would be waived.

With Action:

A mixed residential and commercial development with a total floor area of 36,000 sf. (3.6 FAR); containing approximately 9,000 sf. of commercial retail, 27 dwelling units and 16 parking spaces.

Increment:

+ 14,500 sf. of residential (+ 15 DUs)

+ 9,000 sf. of commercial retail



Projected Site 21

Address: 2957 FULTON STREET, 2953 FULTON STREET

B: 3939 **L:** 26, 27

Lot Area: 11,151 sf.

From: R5 **to:** R6A/C2-4

Description: Mixed Res. & Comml., Commercial & Office

No Action:

The site would remain unchanged as a mixed-use residential and commercial development with a total floor area of 12,120 sf. (1.1 FAR); containing approximately 11,150 sf. of commercial retail, One dwelling unit, one parking space.

With Action:

A new mixed-use residential and commercial development with a total floor area of 40,144 sf. (3.6 FAR); containing approximately 7,962 sf. of commercial retail, 32 dwelling units and 16 parking spaces

Increment:

+ 31,181 sf. of residential (+ 31 DUs)

(3,188) sf. of commercial retail



Projected Site 22

Address: 290 ARLINGTON AVENUE, 3015 FULTON STREET, 3009 FULTON STREET, 3007 FULTON

B: 3942 **L:** 1, 16, 19, 21

Lot Area: 13,574 sf.

From: R5 **to:** R6A/C2-4

Description: Mixed Res. & Comml., Commercial & Office, Parking Facilities

No Action:

A new residential development and existing commercial retail use with a total floor area of 15,416 sf. (1.1 FAR); containing approximately 5,500 sf. of commercial retail, nine dwelling units and nine parking spaces.

With Action:

A new mixed-use residential and commercial development with a total floor area of 48,866 sf. (3.6 FAR); containing approximately 10,008 sf. of commercial retail, 38 dwelling units and 20 parking space.

Increment:

+ 28,942 sf. of residential (+ 29 DUs)

+ 4,508 sf. of commercial retail



Projected Site 23

Address: 2772 FULTON STREET, 2774 FULTON STREET, 2776 FULTON STREET

B: 3946 **L:** 14, 17, 18

Lot Area: 12,500 sf.

From: R5 **to:** C4-4L

Description: Commercial & Office, Mixed Res. & Comml., Industrial & Manuf.

No Action:

A new residential development and existing commercial and residential use with a total floor area of 14,600 (1.2 FAR); containing approximately 1,050 sf. of commercial retail and 13 dwelling units.

With Action:

A new mixed-use residential and commercial development with a total floor area of 45,000 sf. (3.6 FAR); containing approximately 9,900 sf. of commercial retail, 35 dwelling units and 19 parking spaces.

Increment:

+ 21,550 sf. of residential (+22 DUs)

+ 8,850 sf. of commercial retail



Projected Site 24 (3947/1,5,9)

Address: 2841 ATLANTIC AVENUE

B: 3947 **L:** 1,5,9

Lot Area: 44,442 sf.

From: R5 **to:** R8A/C2-4

Description: Vacant Land/Public Facilities & Institutions

No Action:

The site would remain unchanged with a total floor area of 28,302 sf. (0.79 FAR); containing approximately 28,302 sf. of community facility space.

With Action:

A new mixed-use residential, commercial and community facility development with a total floor area of 319,982 sf. (7.2 FAR); containing approximately 36,623sf. of commercial retail, 60,000 sf. of community facility space, 223 dwelling units and 82 parking spaces.

Increment:

+ 223,359 sf. residential (+ 223 DUs)

+ 36,623 sf. commercial

+ 31,698 sf. community facility



Projected Site 25

Address: 2929 ATLANTIC AVENUE

B: 3952 **L:** 42

Lot Area: 7,670 sf.

From: M1-1 **to:** R8A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial and office facility with a total floor area of 15,000 sf. (2.0 FAR); containing approximately 15,000 sf. of commercial retail space.

With Action:

A new mixed-use residential and commercial development with a total floor area of 55,224 sf. (7.2 FAR); containing approximately 6,903 sf. of commercial retail, 48 dwelling units, and 17 parking spaces.

Increment:

+ 48,321 sf. of residential (+ 48 DUs)

(8,097) sf. of commercial retail



Projected Site 26

Address: 2961 ATLANTIC AVENUE, 281 CLEVELAND STREET

B: 3954 **L:** 45, 55

Lot Area: 23,290 sf.

From: M1-1 **to:** R8A/C2-4

Description: Hotel, One & Two Family

No Action:

The site would remain unchanged as a residential and commercial development with a total floor area of 13,797 sf. (0.6 FAR); containing approximately 12,500 sf. of hotel space and one dwelling unit and 30 parking spaces.

With Action:

A new mixed-use residential and commercial development with a total floor area of 167,688 sf. (7.2 FAR); containing approximately 14,805 sf. of commercial retail, 12,500 sf. of office space 140, dwelling units, and 55 parking spaces.

Increment:

+ 139,086 sf. of residential (+ 139 DUs)

+ 14,805 sf. of commercial retail

(12,500) sf. of hotel

+ 12,500 sf. of office



Projected Site 27

Address: 3003 ATLANTIC AVENUE, 3001 ATLANTIC AVENUE, 2999 ATLANTIC AVENUE, 2995 ATLANTIC AVENUE, 2993 ATLANTIC AVENUE, 2991 ATLANTIC AVENUE, 211 ELTON STREET

B: 3955 **L:** 45, 46, 47, 48, 49, 52, 53

Lot Area: 17,787 sf.

From: C8-2 **to:** R8A/C2-4

Description: One & Two Family, Mixed Res. & Comml., Parking Facilities, Transportation & Utility

No Action:

A new commercial development with existing residential, retail and auto-related uses with a total floor area of 21,240 sf. (1.1 FAR); containing approximately 6,236 sf. of commercial retail, 900 sf. of auto-related use, 6,236 sf. of office space and 4 dwelling units. The parking requirements would be waived.

With Action:

A mixed-use residential and commercial development with a total floor area of 128,066 sf. (7.2 FAR); containing approximately 10,697 sf. of commercial retail, 117 dwelling units, and 34 parking spaces.

Increment:

+ 111,526 sf. of residential (+ 113 DUs)

+ 4,461 sf. of commercial retail

(900) sf. for auto-related use

(6,236) sf. of office space



Projected Site 28
Address: 3053 ATLANTIC AVENUE, 3051 ATLANTIC AVENUE
B: 3957 **L:** 49, 53
Lot Area: 13,085 sf.
From: M1-1 **to:** R8A/C2-4
Description: Transportation & Utility, Commercial & Office
No Action:
The site would remain unchanged as a transportation and commercial facility with a total floor area of 9,296 sf. (0.71 FAR); containing approximately 3,900 sf. of commercial retail, 3,576 sf. of auto-related use, 900 sf. of office space, and 920 sf. of storage space.
With Action:
A mixed-use residential and commercial development with a total floor area of 94,212sf. (7.2 FAR); containing approximately 9,347 commercial retail, 84 dwelling units and 26 parking spaces.
Increment:
+ 84,865 sf. of residential (+ 84 DUs)
+ 5,447 sf. of commercial retail
(3,576) sf. of auto related use
(900) sf. of office area
(920) sf. for storage



Projected Site 29

Address: 3062 FULTON STREET

B: 3958 **L:** 20

Lot Area: 9,812 sf.

From: R5 **to:** R6A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial & office space facility with a total floor area of 9,812 sf. (1.0 FAR); containing exactly 9,812 sf. of community facility space, and 20 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor are of 35,323 sf. (3.6 FAR); containing approximately 8,831 sf. of commercial retail, 26 dwelling units and 16 parking spaces.

Increment:

+ 26,492 sf. of residential (+26 DUs)

+ 8,831 sf. of commercial retail

(9,812) sf. of community facility



Projected Site 30

Address: 3090 FULTON STREET

B:3959 **L:** 18

Lot Area: 10,140 sf.

From: R5 **to:** R6A/C2-4

Description: Transportation & Utility

No Action:

The site would remain unchanged as transportation and auto-related facility with a total floor area of 10,098 sf. (1.0 FAR); dedicated to auto-related use.

With Action:

A mixed-use residential and commercial development with a total floor are of 36,504 sf. (3.6 FAR); containing approximately 9,126 sf. of commercial residential, 27 dwelling units and 16 parking space.

Increment:

+ 27,378 sf. of residential (+ 27 DUs)

+ 9,126 sf. of commercial retail

(10,098) sf. of auto-related use



Projected Site 31

Address: 227 MILLER AVENUE, 221 MILLER AVENUE, 217 MILLER AVENUE, 215 MILLER AVENUE

B: 3961 **L:** 1, 3, 5, 7

Lot Area: 15,000 sf.

From: C8-2 **to:** R6A

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as an industrial and manufacturing facility with a total floor area of 2,116 sf. (0.8 FAR); containing exactly 10,000 sf. of auto-related space, and 2,116 sf. of storage.

With Action:

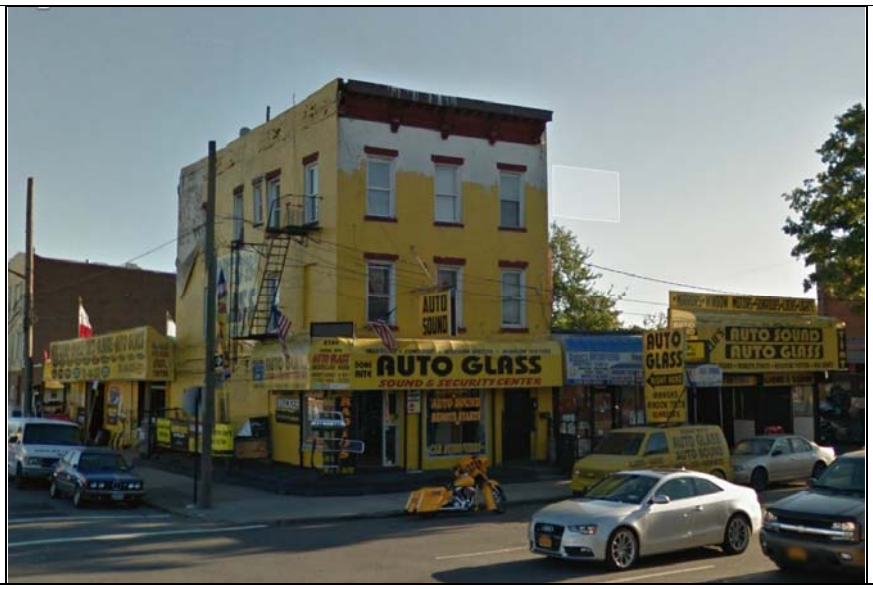
A residential development with a total floor area of 54,000 sf. (3.6 FAR); containing approximately 54 dwelling units and 14 parking spaces.

Increment:

+ 54,000 sf. of residential (+ 54 DUs)

(10,000) sf. of auto-related use

(2,116) sf. for storage use



Projected Site 32

Address: 2786 ATLANTIC AVENUE, 2788 ATLANTIC AVENUE, 2778 ATLANTIC AVENUE

B:3961 **L:** 15, 16, 113

Lot Area: 10,071 sf.

From: C8-2 **to:** R8A/C2-4

Description: Parking Facilities, Mixed Res. & Comml., Transportation & Utility

No Action:

The site would remain unchanged as a residential, auto-related, and commercial facility with a total floor area of 6,017 sf. (0.6 FAR); containing exactly 1,100 sf. commercial retail, 2,717 sf. of auto-related space, and 2 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor are of 72,511 sf. (7.2 FAR); containing approximately 7,039 of commercial retail, 65 dwelling units, and 20 parking spaces.

Increment:

+ 63,272 sf. of residential (+ 63 DUs)

+ 5,939 sf. of commercial retail

(2,717) sf. of auto-related use



Projected Site 33

Address: 491 LIBERTY AVENUE, 489 LIBERTY AVENUE

B: 3961 **L:** 31, 32, 33

Lot Area: 8,000 sf.

From: M1-1 to: M1-4/R6A

Description: One & Two Family

No Action:

An existing residential and a new industrial manufacturing development with a total floor area of 7,058 sf. (0.9 FAR); containing approximately 4,970 sf. of storage space, and dwelling units two

With Action:

A residential development with a total floor area of 28,800 sf. (3.6 FAR); containing approximately 28 dwelling units, and 7 parking spaces.

Increment:

+ 26,712 sf. of residential (+ 26 DUs)

(4,970) sf. of storage area



Projected Site 34
Address: 523 LIBERTY AVENUE, 517 LIBERTY AVENUE
B: 3962 **L:** 30, 31, 32
Lot Area: 15,000 sf.
From: M1-1 **to:** M1-4/R6A
Description: Commercial & Office, Vacant Land, One & Two Family
No Action:
A new industrial manufacturing building and existing commercial and residential uses with a total floor area of 10,733 sf. (0.7 FAR); containing approximately 2,000 sf. of storage, 6,378 sf. of community facility, 2 dwelling units, and 5 parking space.
With Action:
A mixed-use residential and commercial development with a total floor area of 54,000 sf. (3.6 FAR); containing approximately 13,500 sf. of light industrial space, 40 dwelling units, and 10 parking spaces.
Increment:
+ 38,145 sf. of residential (+38 DUs)
(2,000) sf. of storage area
(6,378) sf. of community facility
+ 13,500 sf. of light industrial manufacturing space



Projected Site 35
Address: 2834 ATLANTIC AVENUE, 2836 ATLANTIC AVENUE, 2838 ATLANTIC AVENUE
B: 3963 **L:** 14, 15, 16
Lot Area: 7,838 sf.
From: C8-2 **to:** R8A/C2-4
Description: One & Two Family, Transportation & Utility, Commercial & Office
No Action:
The site would remain unchanged as a residential, commercial auto-related facility with a total floor area of 3,970 sf. (0.5 FAR); containing approximately 2,650 sf. of restaurant space, and one dwelling.
With Action:
A mixed-use residential and commercial development with a floor area of 56,434 sf. (7.2 FAR); containing approximately 5,704 sf. of commercial retail, 50 dwelling units, and 16 parking spaces.
Increment:
+ 49,409 sf. of residential (+ 49 DUs)
+ 5,704 sf. of commercial retail
(2,650) sf. of restaurant space



Projected Site 36

Address: 213 SCHENCK AVENUE, 211 SCHENCK AVENUE

B: 3964 **L:** 2, 3

Lot Area: 5,000 sf.

From: M1-1 **to:** R6A

Description: Vacant Land, Industrial & Manuf.

No Action:

The site would remain unchanged as vacant land with industrial manufacturing activity containing a total floor area of 2,500 sf. (1.0 FAR) for auto- related and storage uses.

With Action:

A residential development with a total floor area of 18,000 sf. (3.6 FAR); containing 18 dwelling units, and five parking spaces.

Increment:

+ 18,000 sf. of residential (+ 18 DUs)

(2,500) sf. of auto-related space

(2,500) sf. for storage space



Projected Site 37

Address: SCHENCK AVENUE, 2840 ATLANTIC AVENUE, BARBEY STREET

B: 3964 **L:** 4, 8, 23

Lot Area: 43,050 sf.

From: M1-1 **to:** M1-4/R6A

Description: Industrial & Manuf., Parking Facilities

No Action:

The site would remain unchanged as a parking and storage facility with a total floor area of 76,400 sf. (0.6 FAR); containing approximately 25,467 sf. of storage space, and 40 parking spaces.

With Action:

Reused as a existing light mixed-residential and commercial development with a floor area of 102,150 sf. (2.4 FAR); containing approximately 50,933 sf. of office space, 25 dwelling units, and five parking spaces.

Increment:

+ 25,750 sf. of residential (+ 25 DUs)

+ 50,933 sf. of office space

(25,467) sf. of storage space

+ 25,467 sf. of light industrial manufacturing space



Projected Site 38

Address: 274 BARBEY STREET, 276 BARBEY STREET, 278 BARBEY STREET, 280 BARBEY STREET

B: 3964 **L:** 24, 25, 26, 27

Lot Area: 10,000 sf.

From: M1-1 **to:** R6A

Description: Industrial & Manuf

No Action:

The site would remain unchanged as a storage facility with a vacant building with a total floor area of 3,972 sf. (0.4 FAR); containing approximately 900 sf. of residential space, and 3,072 sf. of storage space.

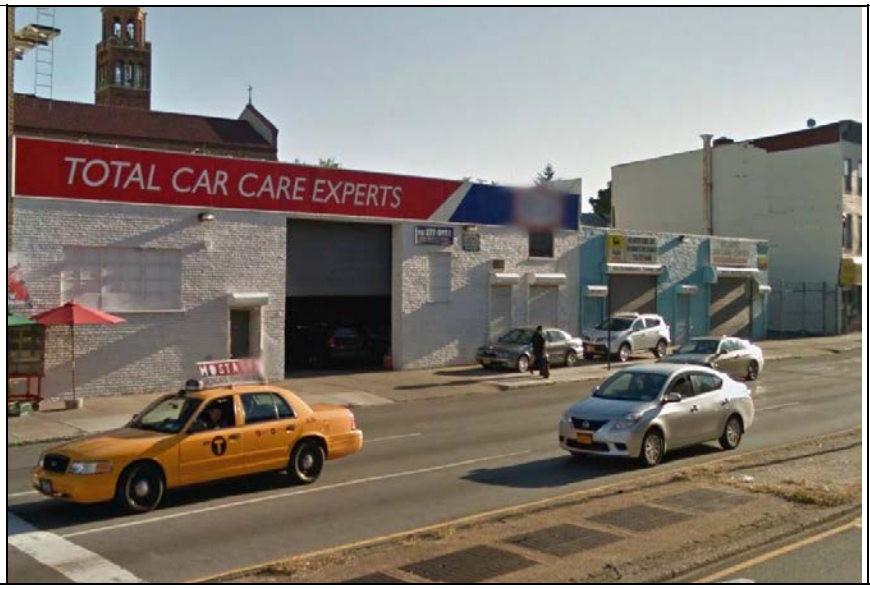
With Action:

A residential development with a total floor area of 36,000 sf. (3.6 FAR); containing 36 dwelling units, 9 parking spaces.

Increment:

+ 35,100 sf. of residential (+ 36 DUs)

(3,072) sf. of storage



Projected Site 39

Address: 2890 ATLANTIC AVENUE, 2894 ATLANTIC AVENUE, 2896 ATLANTIC AVENUE, 2900 ATLANTIC AVENUE

B: 3966 **L:** 12, 13, 14, 15, 16

Lot Area: 15,873 sf.

From: C8-2 **to:** R8A/C2-4

Description: Mixed Res. & Comml., Parking Facilities

No Action:

The site would remain unchanged as a mixed-use residential, commercial and parking facility with a total floor area of 15,999 sf. (1.0 FAR); containing approximately 1,900 sf. of commercial retail, and three dwelling units.

With Action:

A mixed-use retail and commercial development with a total floor area of 114,286 sf. (7.2 FAR); containing approximately 10,209 sf. of commercial retail, 104 dwelling units and 31 parking facilities.

Increment:

+ 101,077 sf. of residential (+ 101 DUs)

+ 8,309 sf. of commercial retail

(11,099) of auto-related use



Projected Site 40

Address: 2958 ATLANTIC AVENUE, 2966 ATLANTIC AVENUE, 2968 ATLANTIC AVENUE

B: 3969 **L:** 16, 20, 22, 25

Lot Area: 16,360 sf.

From: C8-2 **to:** R8A

Description: Commercial & Office, Transportation & Utility, Parking Facilities

No Action:

The site would remain unchanged as a commercial, office and parking facility with a total floor area of 8,386 sf. (1.0 FAR); containing approximately 8,810 sf. of auto- related space, 6,911 sf. of community facility and eight parking space.

With Action:

A mixed-use residential and commercial development with a total floor area of 117,792 sf. (7.2 FAR); containing approximately 13,108 sf. of commercial retail, 104 dwelling units, and 34 parking spaces.

Increment:

+ 104,684 sf. of residential (+ 104 DUs)

13,108 sf. of commercial retail

(8,810) sf. of auto-related use

(6,911) sf. of other commercial use



Projected Site 41

Address: 315 LINWOOD STREET, 3002 ATLANTIC AVENUE, 3008 ATLANTIC AVENUE

B: 3971 **L:** 17, 19, 21

Lot Area: 12,966 sf.

From: C8-2 **to:** R8A/C2-4

Description: Parking Facilities, Transportation & Utility

No Action:

A new commercial development and existing commercial use with a total floor area of 10,126 square feet.

With Action:

A mixed-use residential and commercial development with a total floor area 93,355 sf. (7.2 FAR); containing approximately 9,077 sf. of commercial retail, 84 dwelling units, and 26 parking spaces.

Increment:

+ 84,277 sf. of residential (+ 84 DUs)

+ 9,077 sf. of commercial retail

(10,126) sf. of auto-related use



Projected Site 42

Address: 749 LIBERTY AVENUE, 745 LIBERTY AVENUE

B: 3972 **L:** 56, 57

Lot Area: 7,605 sf.

From: R5 **to:** R6A/C2-4

Description: Parking Facilities, Transportation & Utility

No Action:

The site would remain unchanged as a Parking Facility; with a total floor area of 2,706 sf. (0.4 FAR); containing approximately 2,166 sf. of auto- related sues, 540 sf. of garage space and two parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area 27,378 sf. (3.6 FAR); containing approximately 4,797 sf. of commercial retail, 22 dwelling units, and 11 parking spaces.

Increment:

+ 22,581 sf. of residential (+ 22 DUs)

+ 4,797 sf. of commercial retail

(2,166) sf. of auto-related use

(540) sf. for garage space



Projected Site 43

Address: 261 SHEPHERD AVENUE, 3064 ATLANTIC AVENUE

B: 3973 **L:** 22, 24

Lot Area: 26,800 sf.

From: M1-1 to: R6A & R8A/C2-4

Description: Parking Facilities, Public Facilities & Inst.

No Action:

The site would remain unchanged as a commercial and parking facility.

With Action:

A mixed-use residential, commercial and community facility development with a total floor are of 192.960 sf. (7.2 FAR); containing approximately 20,640 sf. of commercial retail, 51,600 sf. of community facility, 120 dwelling units, and 45 parking spaces.

Increment:

+ 120,720 sf. of residential (+ 120 DUs)

+ 20,640 sf. of commercial retail

+ 35,440 sf. of community facility



Projected Site 44

Address: 46 BERRIMAN STREET, 66 BERRIMAN STREET

B: 3973 **L:** ~~46~~, 50, 52

Lot Area: 17,500 sf.

From: R5 **to:** R6A

Description: Industrial & Manuf., Parking Facilities

No Action:

A new residential development and auto-related facility with a total floor area of 8,750 sf. (1.2 FAR); containing 2,500 sf. of auto-related space, 6 dwelling units, and 54 parking spaces.

With Action:

A residential development with a total floor area of 27,000 sf. (3.6 FAR); containing 27 dwelling units, and 7 parking spaces.

Increment:

+ 20,750 sf. of residential (+ 21 DUs)

(2,500) sf. of auto-related use

+ 35,440 sf. of community facility



Projected Site 45

Address: 68 BERRIMAN STREET

B: 3973 **L:** 53, 55

Lot Area: 7,500 sf.

From: R5 **to:** R6A

Description: One & Two Family, Parking Facilities

No Action:

The site would remain unchanged as a residential and parking facility with a total floor area of 2,156 sf. (0.3 FAR); containing 2 dwelling units.

With Action:

A residential development with a total floor area of 27,000 sf. (3.6 FAR); containing 27 dwelling units, and 7 parking spaces.

Increment:

+ 24,844 sf. of residential (+ 25 DUs)



Projected Site 46

Address: 3100 ATLANTIC AVENUE, 3124 ATLANTIC AVENUE

B: 3974, 3975 **L:** 1, 1

Lot Area: 310,200 sf.

From: R5 **to:** R7A

Description: Multi-Family Walk-Up

No Action:

The site would be new development as multi-family walk-up housing with a total floor area of 382,500 sf. (0.3 FAR); containing 20,000 sf. of commercial retail, 361 dwelling units, and 357 parking spaces.

With Action:

Multiple mixed-use residential and commercial developments with a total floor area of 1,320,000 sf.; containing approximately 88,000 sf. of commercial retail, 20,000 sf. for FRESH, 21,981 sf. of Community facility space, 1,190 dwelling units.

Increment:

+ 829 DUs

+ 88,000 sf. of commercial retail

+ 20,000 sf. for FRESH

+ 21,981 sf. of community facility space



Projected Site 47

Address: 498 LIBERTY AVENUE, 500 LIBERTY AVENUE, 502 LIBERTY AVENUE, 504 LIBERTY AVENUE, 510 LIBERTY AVENUE

B: 3977 **L:** 17, 18, 19, 20, 21

Lot Area: 10,000 sf.

From: M1-1 **to:** M1-4/R6A

Description: Transportation & Utility, Vacant Land

No Action:

The site would remain unchanged as a transportation facility and vacant land with a total floor area of 3,650 sf. (0.4 FAR); containing 2,880 sf. of auto- related space.

With Action:

A residential development with a total floor area of 36,000 sf. (3.6 FAR); containing 36 dwelling units, and 9 parking spaces.

Increment:

+ 35,230 sf. of residential (+ 36 DUs)

(2,800) sf. of auto-related use



Projected Site 48

Address: 207 VAN SICLEN AVENUE, 203 VAN SICLEN AVENUE

B: 3978 **L:** 14, 15

Lot Area: 10,000 sf.

From: M1-1 **to:** M1-4/R6A

Description: Vacant

No Action:

The site would remain unchanged as a vacant area.

With Action:

A residential development with a total floor area of 36,000 sf. (3.6 FAR); containing 36 dwelling units, and 9 parking spaces.

Increment:

+ 36,000 sf. of residential (+ 36 DUs)



Projected Site 49

Address: 608 LIBERTY AVENUE, 614 LIBERTY AVENUE

B: 3982 **L:** 11, 13

Lot Area: 7,500 sf.

From: R5 to: R6A/C2-4

Description: One & Two Family

No Action:

The site would remain unchanged as a residence with a total floor area of 5,560 sf. (0.7 FAR); containing four dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 27,000 sf. (3.6 FAR); containing approximately 6,075 sf. in commercial retail, 20 dwelling units and 11 parking spaces.

Increment:

+ 15,365 sf. of residential (+ 16 DUs)

+ 6,075 sf. of residential



Projected Site 50
Address: 632 LIBERTY AVENUE, 640 LIBERTY AVENUE, 646 LIBERTY AVENUE
B: 3983 **L:** 13, 15
Lot Area: 15,500 sf.
From: R5 **to:** R6A/C2-4
Description: Parking Facilities, Commercial & Office
No Action:
The site would remain unchanged as a parking, commercial and office facility with a total floor area of 6,380 sf. (0.6 FAR); and 6,380 sf. of auto-related use.
With Action:
A mixed-use residential and commercial development with a total floor area of 36,000 sf. (3.6 FAR); containing approximately 6,300 sf. in commercial retail, 29 dwelling units and 13 parking spaces.
Increment:
+ 29,700 sf. of residential (+ 29 DUs)
+ 6,300 sf. of residential
(6,380) sf. of auto-related space



Projected Site 51

Address: 670 LIBERTY AVENUE

B: 3984 **L:** 15

Lot Area: 5,250 sf.

From: R5 **to:** R6A

Description: Transportation & Utility

No Action:

A residential development with a total floor area of 6,563 sf. (1.3 FAR); containing 6 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 18,900 sf. (3.6 FAR); containing approximately 6,300 sf. in commercial retail, 29 dwelling units and 13 parking spaces.

Increment:

+ 10,087 sf. of residential (+ 10 DUs)

+ 2,250 sf. of commercial retail



Projected Site 52

Address: 682 LIBERTY AVENUE, 684 LIBERTY AVENUE, 692 LIBERTY AVENUE, 696 LIBERTY AVENUE

B: 3985 **L:** 15, 16, 17, 18

Lot Area: 10,242 sf.

From: R5 **to:** R6A/C2-4

Description:

No Action:

The site would remain unchanged as a parking facility, house of worship and vacant land with a total floor area of 1,600sf. (0.2 FAR); and 1,600 sf. of community facility use.

With Action:

A mixed-use residential and commercial development with a total floor area of 36,871 sf. (3.6 FAR); containing approximately 7,195 sf. in commercial retail, 29 dwelling units and 14 parking spaces.

Increment:

+ 29,676 sf. of residential (+ 29 DUs)

+ 7,195 sf. of commercial retail

(1,600) sf. of community facility space



Projected Site 53

Address: 700 LIBERTY AVENUE, 708 LIBERTY AVENUE, 710 LIBERTY AVENUE

B: 3986 **L:** 11, 13, 14

Lot Area: 14,800 sf.

From: R5 **to:** R6A/C2-4

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as an industrial and manufacturing facility.

With Action:

A mixed-use residential and commercial development with a total floor area of 53,280 sf. (3.6 FAR); containing approximately 11,417 sf. in commercial retail, 41 dwelling units and 21 parking spaces.

Increment:

+ 41,863 sf. of residential (+ 41 DUs)

+ 11,417 sf. of commercial retail

(16,140) sf. of community facility space



Projected Site 54

Address: 339 SHEPHERD AVENUE, 770 LIBERTY AVENUE, 772 LIBERTY AVENUE, 778 LIBERTY AVENUE, LIBERTY AVENUE

B: 3989 **L:** 9, 10, 12, 14, 16

Lot Area: 30,508 sf.

From: M1-1 **to:** R6A/C2-4

Description: One & Two Family, Mixed Res. & Comml., Parking Facilities

No Action:

The site would remain unchanged as a commercial, office residential and parking facility with vacant land that contains a total floor area of 9,130 sf. with approximately 850 sf. for commercial retail, 980 sf. of auto-related use, 6 dwelling units and 6 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 55,800 sf. (3.6 FAR); containing approximately 11,250 sf. in commercial retail, 44 dwelling units and 22 parking spaces.

Increment:

+ 37,250 sf. of residential (+ 38 DUs)

+ 10,400 sf. of commercial retail

(980) sf. of auto-related space



Projected Site 55
Address: 118 ATKINS AVENUE
B: 3991 L: 8
Lot Area: 33,000 sf.
From: M1-1 **to:** R6A/C2-4
Description: Auto Related Facility
No Action:
The site would remain unchanged as an auto-relatedfacility that contain a total floor area of 8,540 sf.
With Action:
A mixed-use residential and commercial development with a total floor area of 151,800 sf. (4.6 FAR); containing approximately 29,700 sf. in commercial retail, 122 dwelling units and 61 parking spaces.
Increment:
+ 96,510 sf. of residential (+ 97 DUs)
+ 29,700 sf. of commercial retail
(8,540) sf. of auto-related space



Projected Site 56

Address: 844 LIBERTY AVENUE, 850 LIBERTY AVENUE, 854 LIBERTY AVENUE, 856 LIBERTY AVENUE

B: 3992 **L:** 15, 17, 18, 20

Lot Area: 12,585 sf.

From: R5 **to:** R6A/C2-4

Description: Vacant Land, Parking Facilities, Transportation & Utility

No Action:

The site would remain unchanged as transportation and parking facility with vacant land that contain a total floor area of 1,800 sf. (0.1 FAR); with approximately 1,800 sf. for auto- related use.

With Action:

A mixed-use residential and commercial development with a total floor area of 45,306 sf. (3.6 FAR); containing approximately 7,551 sf. in commercial retail, 37 dwelling units and 17 parking spaces.

Increment:

+ 37,755 sf. of residential (+ 37 DUs)

+ 7,551 sf. of commercial retail

(1,800) sf. of auto-related space



Projected Site 57

Address: 2245 PITKIN AVENUE

B: 3994 **L:** 28

Lot Area: 5,000 sf.

From: R5 **to:** R7A/C2-4

Description: Vacant Land

No Action:

The site would continue to remain vacant.

With Action:

A mixed-use residential and commercial development with a total floor area of 23,000 sf. (4.6 FAR); containing approximately 4,500 sf. in commercial retail, 18 dwelling units and 10 parking spaces.

Increment:

+ 18,500 sf. of residential (+ 18 DUs)

+ 4,500 sf. of commercial retail



Projected Site 58

Address: 2285 PITKIN AVENUE, 2283 PITKIN AVENUE, 2279 PITKIN AVENUE, 321 PITKIN AVENUE, SCHENCK AVENUE

B: 3996 **L:** 34, 35, 36, 37, 39

Lot Area: 12,500 sf.

From: R5 **to:** R7A/C2-4

Description: One & Two Family, Parking Facilities, Vacant Land

No Action:

A new residential development and storage facility with a total floor area of 11,580 sf. (0.9 FAR); containing approximately 1,125 sf. of storage space and 10 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 57,500 sf. (4.6 FAR); containing approximately 9,225 sf. in commercial retail, 48 dwelling units and 21 parking spaces.

Increment:

+ 37,820 sf. of residential (+ 38 DUs)

+ 9,225 sf. of commercial retail

(1,125) sf. of storage space



Projected Site 59
Address: 2337 PITKIN AVENUE, 2339 PITKIN AVENUE, 2335 PITKIN AVENUE, 2321 PITKIN AVENUE
B: 3998 **L:** 30, 32, 33, 37
Lot Area: 20,000 sf.
From: R5 **to:** R7A/C2-4
Description: Vacant Land, Industrial & Manuf.
No Action:
A new residential development and existing industrial and manufacturing facility with a total floor area of 21,375 sf. (1.1 FAR); containing approximately 10,000 sf. of commercial retail, 2,000 sf. of garage space, 9 dwelling units and 7 parking spaces.
With Action:
A mixed-use residential and commercial development with a total floor area of 92,000 sf. (4.6 FAR); containing approximately 13,950 sf. of commercial retail, 78 dwelling units, and 34 parking spaces.
Increment:
+ 68,675 sf. of residential (+ 69 DUs)
+ 3,950 sf. of commercial retail
(2,000) sf. of storage space



Projected Site 60
Address: 2433 PITKIN AVENUE
B: 4003 **L:** 35
Lot Area: 5,000 sf.
From: R5 **to:** R7A/C2-4
Description: Parking Facilities
No Action:
The site would remain unchanged as a parking facility with a total floor area of 1,000 sq. (0.2 FAR) and three parking spaces.
With Action:
A mixed-use residential and commercial development with a total floor area of 23,000 sf. (4.6 FAR); containing approximately 3,150 sf. of commercial retail, 19 dwelling units, and 8 parking spaces.
Increment:
+ 19,850 sf. of residential (+ 19 DUs)
+ 3,150 sf. of commercial retail
(1,000) sf. of auto-related space



Projected Site 61
Address: 804 GLENMORE AVENUE, GLENMORE AVENUE
B: 4005 **L:** 16, 17
Lot Area: 5,000 sf.
From: R5 **to:** R6A
Description: New Development
No Action:
A new residential development with a total floor area of 6.250 sf. (1.3 FAR); containing 6 dwelling units.
With Action:
A new residential development with a total floor area of 18,000 sf. (3.6 FAR); containing 18 dwelling units, and 5 parking spaces.
Increment:
+ 11,750 sf. of residential (+ 12 DUs)



Projected Site 62

Address: 810 GLENMORE AVENUE, 820 GLENMORE AVENUE, 836 GLENMORE AVENUE

B: 4006 **L:** 11, 13, 19

Lot Area: 20,000 sf.

From: R5 **to:** R6A

Description: Transportation & Utility, Industrial & Manuf.

No Action:

The site would remain unchanged as industrial, manufacturing and transportation facility with a total floor area of 6,590 sf. (0.3 FAR); containing 6,590 sf. of auto-related use.

With Action:

A new residential development with a total floor area of 72,000 sf. (3.6 FAR); containing 72 dwelling units, and 18 parking spaces.

Increment:

+ 72,000 sf. of residential (+ 72 DUs)

(6,590) sf. of auto-related space



Projected Site 63
Address: 2226 PITKIN AVENUE, 2232 PITKIN AVENUE
B: 4010 **L:** 17, 19
Lot Area: 16,325 sf.
From: R6, R5 **to:** R7A/C2-4
Description: Commercial & Office
No Action:
The site would remain unchanged as a commercial, office and retail facility with a total floor area of 10,500 sf. (0.6 FAR); containing 10,500 sf. of commercial retail.
With Action:
A mixed-use residential and commercial development with a total floor area of 75,095 sf. (4.6 FAR); containing approximately 11,318 sf. of commercial retail, 63 dwelling units, and 27 parking spaces.
Increment:
+ 63,777 sf. of residential (+ 63 DUs)
+ 818 sf. of commercial retail
(1,000) sf. of auto-related space



Projected Site 64

Address: 2388 PITKIN AVENUE, 2400 PITKIN AVENUE

B: 4017 **L:** 15, 19

Lot Area: 10,761 sf.

From: R5 **to:** R7A/C2-4

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as a residential development with a total floor area of 13,451 sf. containing 13 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 45,501 sf. (4.6 FAR); containing approximately 8,069 sf. of commercial retail, 41 dwelling units, and 18 parking spaces.

Increment:

+ 27,980 sf. of residential (+ 28 DUs)

+ 8,069 sf. of commercial retail



Projected Site 65

Address: DINSMORE PLACE, 47 DINSMORE PLACE

B: 4139 **L:** 25, 29

Lot Area: 11,362 sf.

From: M1-1 **to:** R6A

Description: Parking Facilities

No Action:

The site would remain unchanged as a parking facility.

With Action:

A residential development with a total floor area of 40,903 sf. (3.6 FAR); containing 40 dwelling units, and 10 parking spaces.

Increment:

+ 40,903 sf. of residential (+ 40 DUs)



Projected Site 66

Address: 3269 Atlantic Avenue/Logan Street

B: 4142 **L:** 1, 32

Lot Area: 160,875 sf.

M1-1 **to** M1-4/R8A

Description: Parking Facilities, Vacant Land

No Action:

The site would remain unchanged as vacant land and be redeveloped with a light-industrial facility containing approximately 81,175 sf of light industrial space.

With Action:

A mixed use development with a total floor area of 1,442,784 sf; containing approximately 92,251 sf. of commercial retail, 15,000 sf. of restaurant space, 107,251 sf. of industrial space, 107,252 sf. of community facility space, 1,054 dwelling units.

Increment:

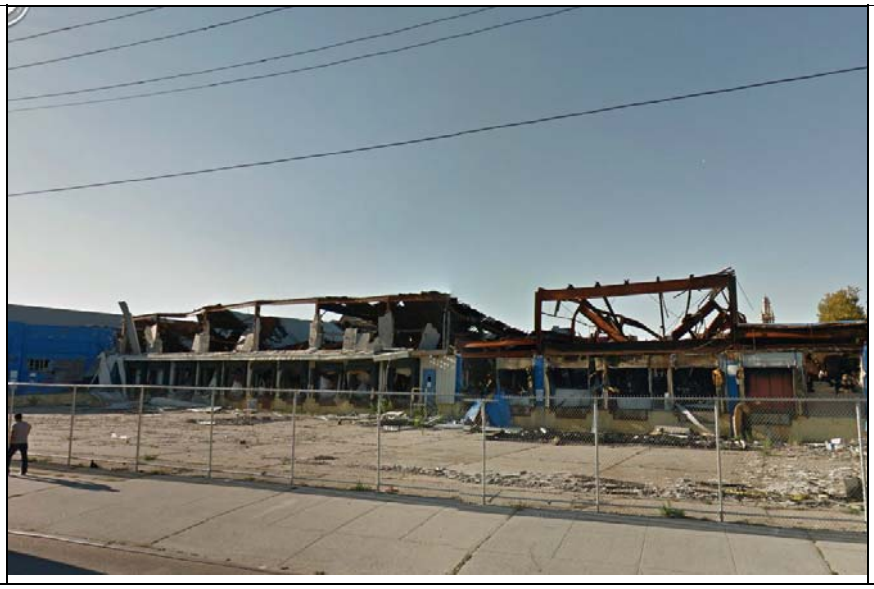
(+1,054 DUs)

+92,251 sf. of retail

+15,000 sf. of restaurant space

+26,076 sf. of industrial space

+107,252 sf. of community facility space



Projected Site 67

Address: 3301 Atlantic Avenue

B: 4143 **L:** 1

Lot Area: 196,286 sf.

M1-1 **to** M1-5/R8A

Description: Vacant food processing plant

No Action:

A commercial development with a total floor area of 101,618 sf. (0.5 FAR); containing 71,584 sf. of commercial retail, 30, 000 sf. dedicated to FRESH programming, and 326 parking spaces.

With Action:

A mixed-use residential, commercial and community facility with a total floor area of 1,442,784 sf. (7.2 FAR); containing approximately 60,872 sf. of commercial retail, 30,000 sf. dedicated to FRESH, 20,000 sf. dedicated to restaurant space, 57,241 sf. of office space, 220,360 sf. of community facility space, 1,054 dwelling units and 211 parking spaces.

Increment:

+1,054,311 residential units (+1,054 DUs)

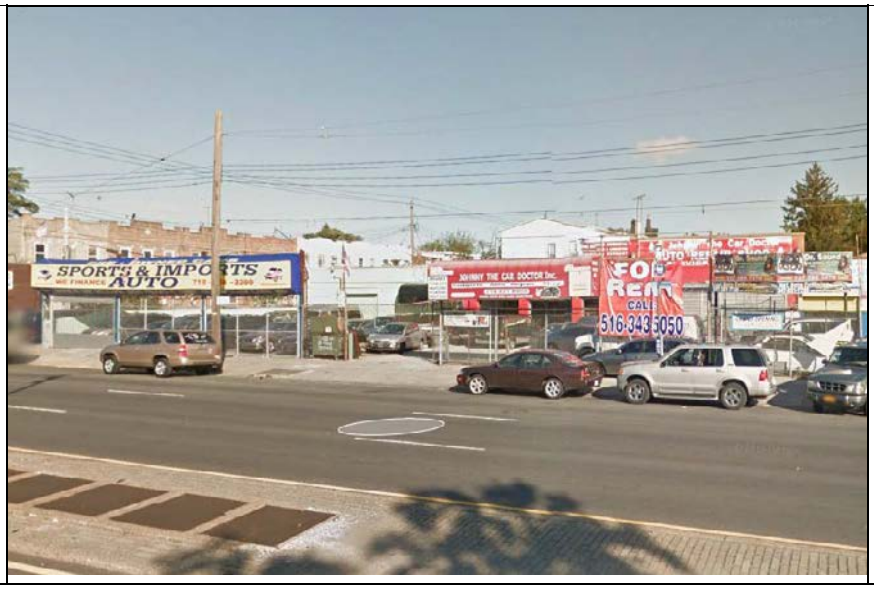
(10,712) sf. of retail space

+20,000 sf. of restaurant space

+57,241 sf. of office space

+42,425 sf. of other commercial space

+177,935 sf. of community facility space



Projected Site 68

Address: 3443 Atlantic Avenue

B: 4149 **L:** 50

Lot Area: 18,005 sf.

C8-1 **to** R7A/C2-4

Description: Auto repair

No Action:

The site would remain unchanged as an auto- related facility with a total floor area of 10,000 sf. (0.6 FAR); containing exactly an auto- related use of 10,000 sf. with 33 parking spaces.

With Action:

A new mixed-use residential and commercial development with a total floor area of 82,823 sf. (4.6 FAR); containing approximately 16,206 sf. of commercial retail, 66 dwelling units and 33 parking spaces.

Increment:

+ 66,618 sf. of residential units (+ 66 DUs)

+16,205 sf. of retail

(10,000) sf. of auto-related uses



Projected Site 69

Address: 3170 Atlantic Avenue, 3294 Atlantic Avenue

B: 4153 **L:** 34, 40

Lot Area: 19,975 sf.

M1-1 **to** C4-4D

Description: Transportation & Utility (gas station), Commercial (restaurant)

No Action:

The site would remain unchanged as a transportation and commercial facility with a total floor area of 6,300 sf. (0.3 FAR); containing approximately 3,300 sf. of commercial retail, 3,000 sf. of restaurant space, and 5 parking spaces.

With Action:

A new mixed-use development with 10,478 sf. of retail, 7,500 sf. of restaurant space, 125,842 sf. of residential space (125 units), 25 residential parking spaces, and 18 commercial parking spaces.

Increment:

+125,842 residential units (+125 DUs)

+11,678 sf. of commercial



Projected Site 70

Address: 873-879 Liberty Avenue

B: 4153 **L:** 76, 78, 79

Lot Area: 8,750 sf.

R5 **to** R6A/C2-4

Description: Parking Facilities

No Action:

A new residential development with a total floor area of 10,938 sf. (1.3 FAR); containing 9 dwelling units.

With Action:

New mixed-use development with 6,525 sf. of retail, 24,975 sf. of residential space (24 units), six residential parking spaces, and 7 commercial parking spaces.

Increment:

+14,037 residential units (+ 15 DUs)

+6,525 sf. of retail



Projected Site 71

Address: 865 Liberty Avenue

B: 4153 **L:** 82

Lot Area: 5,000 sf.

R5 **to** R6A/C2-4

Description: Parking Facilities

No Action:

A new residential development with a total floor area of 6,250 sf. (1.25 FAR); containing approximately 6 dwelling units.

With Action:

A mixed-use residential, commercial and development with a total floor area of 18,000 sf. (3.6 FAR); containing approximately 2,000 sf. of retail, 16 dwelling units and 6 parking spaces.

Increment:

+9,750 sf. of residential units (+10 DUs)

+2,000 sf. of retail



Projected Site 72

Address: 281 Logan Street, 3196 Atlantic Avenue, 24 Fountain Street

B: 4154 **L:** 28, 35, 45

Lot Area: 38,047 sf.

M1-1 **to** C4-4D

Description: Industrial/Manufacturing, Transportation & Utility (gas station), Parking Facilities

No Action:

A new warehouse/storage facility with a total floor area of 31,000 sf. (0.81 FAR); containing 31,000 sf. of storage space, and 16 parking spaces.

With Action:

A new mixed-use development with a total floor area of 273,938 sf. (7.20 FAR); containing approximately 65,817 sf. of retail, 19,294 sf. of community facility space and 123 parking spaces.

Increment:

+188,827 sf. of residential (+188 DUs)

+65,817 sf. of retail

(31,000) sf. of storage space

+19,294 sf. of community facility



Projected Site 73

Address: 889 Liberty Avenue, 357 Logan Street

B: 4154 **L:** 99, 100

Lot Area: 7,500 sf.

R5 **to** R6A/C2-4

Description: Multi-Family Walk-Up, Industrial & Manufacturing

No Action:

The site would remain unchanged as a residential, industrial and manufacturing facility with a total floor area of 4,824 sf. (0.64 FAR); containing approximately 1,800 sf. of office space, and three dwelling units.

With Action:

A new mixed-use residential and commercial development with a total floor area of 27,000 sf. (3.6 FAR); containing approximately 6,075 sf. of commercial retail, 20 dwelling units, and 11 parking spaces.

Increment:

+17.901 sf. of residential (+ 17 DUs)

+6,075 sf. of retail

(1,800) sf. of office space



Projected Site 74

Address: 984 Conduit Boulevard

B: 4194 **L:** 17

Lot Area: 7,003 sf.

R5 **to** R7A/C2-4

Description: Auto Repair

No Action:

The site would remain unchanged as an auto-related facility with a total floor area of 6,000 sf. (0.86 FAR); containing 6,000 sf. of auto- related space.

With Action:

A new mixed-use, residential and commercial development with a total floor area of 21,711 sf. (FAR 3.6) containing approximately 3,500 sf. of commercial retail, 21 dwelling units and 9 parking spaces.

Increment:

+ 21,711 sf. of residential units (+21 DUs)

+3,500 sf. of retail

(6,000) sf. of auto-related space



Projected Site 75

Address: 444 Euclid Avenue

B: 4195 **L:** 6

Lot Area: 11,391 sf.

R5 **to** R7A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial and office facility with a total floor area of 1,584 sf. (0.16 FAR); containing 1,800 sf. of office space.

With Action:

A new residential building with a total floor area of 52,399 sf. (4.6 FAR); containing 52 dwelling units and 13 parking spaces.

Increment:

+ 52,399 sf. of residential units (+52 DUs)

(1,800) sf. of commercial space



Projected Site 76

Address: 336 South Conduit Avenue, 352 Pine Street

B: 4195 **L:** 21, 30

Lot Area: 12,159 sf.

R5 **to** R7A/C2-4

Description: Parking Facilities, Industrial & Manufacturing

No Action:

The site would remain unchanged as an industrial, manufacturing and parking facility with a total floor area of 9,196 sf. (0.76 FAR); containing 9,196 sf. of industrial use space.

With Action:

A new residential development with a total floor area of 55,931 sf. (4.6 FAR); containing 55 dwelling units and 14 parking spaces..

Increment:

+55,931 residential units (+ 55 DUs)

(9,196) sq. of industrial space



Projected Site 77

Address: Pitkin Avenue, Glenmore Avenue

B: 4124 **L:** 12, 20

Lot Area: 20,000 sf.

R5 **to** R7A/C2-4 overlay

Description: Parking Facilities

No Action:

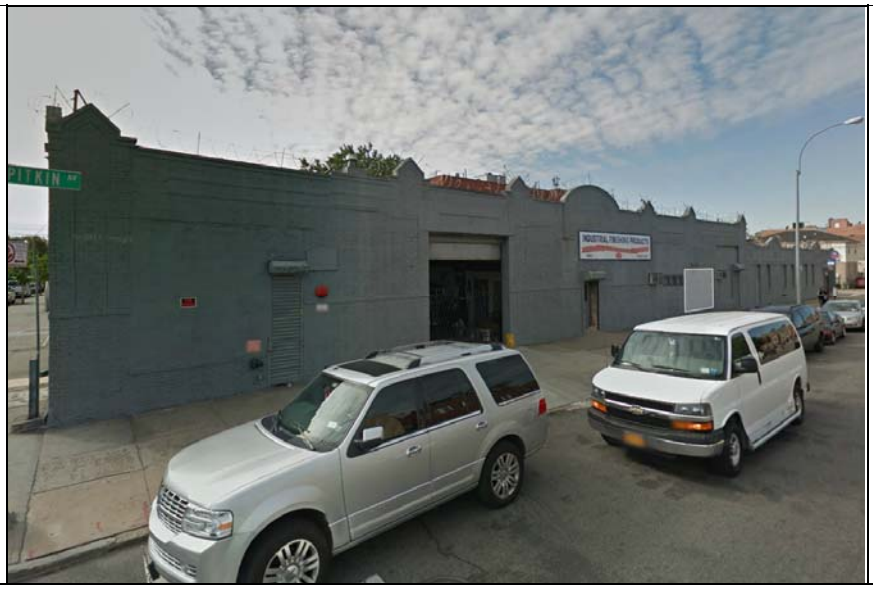
A new residential development with a total floor area of 25,000 sf. (1.25 FAR); containing 24 dwelling units.

With Action:

A new residential development with a total floor area of 92,000 sf. (4.6 FAR); containing 92 dwelling units and, and 23 parking spaces.

Increment:

+67,001 sf. of residential (+ 68 DUs)



Projected Site 78

Address: 2602-2612 Pitkin Avenue

B: 4228 **L:** 13, 17

Lot Area: 18,000 sf.

R5 **to** R7A/C2-4 overlay

Description: Industrial & Manufacturing

No Action:

The site would remain unchanged as an industrial and manufacturing site with a total floor area of 18,000 sf. (1.0 FAR); containing 18,000 sf. of industrial and manufacturing space.

With Action:

A new mixed use residential and commercial development with a total floor area of 82,800 sf. (4.6 FAR); containing 16,200 sf. of commercial retail, 66 dwelling units, and 33 parking spaces.

Increment:

+66,600 residential units (+66 DUs)

+16,200 sf. of retail

(18,000) sf. of industrial space



Projected Site 79

Address: 2 7 0 0 - 2702 Pitkin Avenue

B: 4232 **L:** 17, 18

Lot Area: 17,454 sf.

R5 **to** C4-4D

Description: Parking Facilities

No Action:

The site would remain unchanged as a parking facility with a total floor area of 22,374 sf. (1.28 FAR); containing 2,520 sf. of community facility space. There would also be 19 parking spaces.

With Action:

A new mixed-use residential and commercial development with a total floor area of 125,669 sf. (7.2 FAR); containing approximately 10,709 sf. of commercial retail, 109 dwelling units, and 38 parking spaces.

Increment:

+10,709 sf. of residential units (+90 DUs)

+15,709 sf. of retail

(2,520) sf. of community facility space



Projected Site 80
Address: 355 Shepherd, 793-795 Glenmore Avenue
B: 3989 **L:** 1, 34, 36
Lot Area: 13,500 sf.
M1-1 **to** R6A
Description: Commercial & Office/Open Air Storage
No Action:
The site would remain unchanged with a total floor area of 4,008 sf. (0.30 FAR); containing approximately 4,008 sf. of commercial & office space.
With Action:
A new residential building with 48,600 sf. of residential space (48 units), 12 parking spaces, built FAR 3.60.
Increment:
(4,008) sf. of office space
+48 residential units



Projected Site 81

Address: 195 FOUNTAIN AVENUE, 2635 PITKIN AVENUE, 2647 PITKIN AVENUE, PITKIN AVENUE

B: 4210 **L:** 1, 35, 34, 43

Lot Area: 22,000 sf.

From: R5/C2-3 **to:** R7A/C2-4

Description: Vacant Land, Public Facilities & Inst.

No Action:

The site would remain unchanged a community facility with vacant land with a total floor area of 9,600 sf. (0.44 FAR); used for community facility use. The site contains 19 parking spaces.

With Action:

A mixed-use residential and community facility development with a total floor area of 101,200 sf. (4.6 FAR); containing approximately 33,120 sf. of community facility space, 68 dwelling units.

Increment:

+ 68,080 sf. of residential (+ 68 DUs)

+ 23,520 sf. of community facility space



Potential Site A1
Address: 2432 ATLANTIC AVENUE, ATLANTIC AVENUE
B: 1437 **L:** 21, 23
Lot Area: 17,525 sf.
From: M1-2 **to:** C4-5D
Description: Industrial & Manuf., Vacant Land
No Action:
The site would remain unchanged as an industrial & manufacturing facility with vacant that has a total floor area of 4,641 sf. (0.26 FAR) for industrial and manufacturing use with 5 parking spaces.
With Action:
A mixed-use residential and commercial development with a total floor area of 98,140 sf. (5.6 FAR); containing approximately 13,482 sf. of commercial retail, 84 dwelling units, and 54 parking spaces.
Increment:
+ 84,658 sf. of residential (+ 84 DUs)
+ 13,482 sf. of commercial retail
(4,641) sf. of industrial & manufacturing



Potential Site A2

Address: 221 MOTHER GASTON BLVD, 219 MOTHER GASTON BLVD, MOTHER GASTON BLVD, 2191 BERGEN STREET, 2187 BERGEN STREET, BERGEN STREET

B: 1450 **L:** 1, 2, 3, 50, 51, 53

Lot Area: 15,595 sf.

From: M1-1 **to:** R7A/C2-4

Description: Mixed Res. & Comml., Transportation & Utility, Vacant Land, Parking Facilities

No Action:

The site would remain unchanged as mixed-use residential, commercial and parking facility with vacant land that has a total floor area of 10,126 sf. (0.80 FAR). The site allots 2,106 sf. to commercial retail, 4,040 sf. to auto- related use, 1,304 sf. to garage use, two dwelling units and 4 parking spaces.

With Action:

A mixed-use residential, commercial and community facility development with a total floor area of 71,737 sf. (4.6 FAR); containing approximately 10,836 sf. of commercial retail, 14,900 sf. of community facility space, 46 dwelling units, and 23 parking space.

Increment:

+ 43,325 sf. of residential (+ 44 DUs)

+ 8,730 sf. of commercial retail

(4,040) sf. of auto-related space

(1,304) sf. for garage space.

14,900 sf. for community facility



Potential Site A3

Address: 2384 ATLANTIC AVENUE

B: 1437 **L:** 1

Lot Area: 14,000 sf.

From: M1-2 **to:** C4-5D

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial, office or community facility that has a total floor area of 28,716 sf. (2.05 FAR) all dedicated to community facility space.

With Action:

A mixed-use residential and commercial development with a total floor area of 78,400 sf. (5.6 FAR); containing approximately 11,200 sf. of commercial retail, 22,900 sf. of community facility space, 52 dwelling units, and 47 parking space.

Increment:

+ 51,800 sf. of residential (+ 52 DUs)

+ 3,700 sf. of commercial retail

+ 7,500 sf. of restaurant

(5,816) sf. of community facility



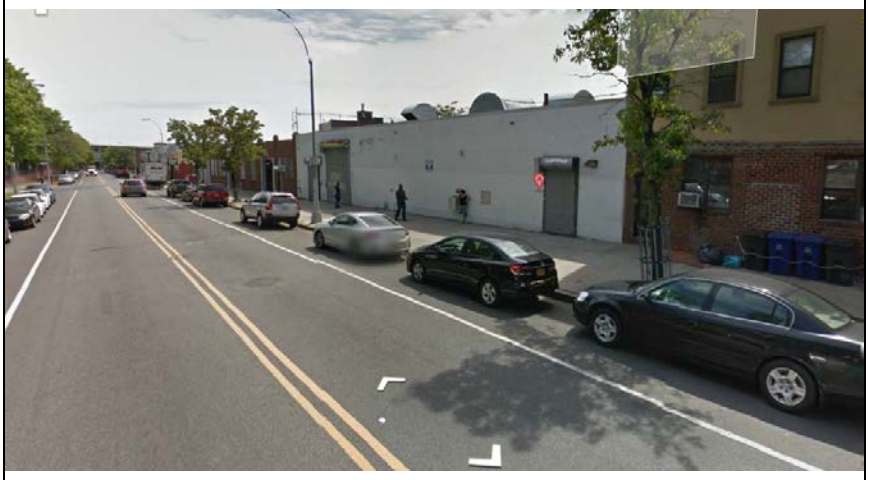
Potential Site A4
Address: 153 SOMERS STREET 2000 EASTERN PARKWAY, EASTERN PARKWAY
B: 1540 **L:** 70, 72, 82
Lot Area: 19,752 sf.
From: M1-1 **to:** R6A
Description: Transportation & Utility, Commercial & Office, Parking Facilities
No Action:
The site would remain unchanged as a transportation, commercial, office and parking facility that has a total floor area of 18,296 sf. (0.93 FAR); containing approximately 1,986 sf. of auto- related use, and 16,310 sf. of community facility use.
With Action:
A mixed-use residential and commercial development with a total floor area of 90,859 sf. (4.6 FAR); containing approximately 10,000 sf. of commercial retail, 3,086 sf. of restaurant space, 77 dwelling units, and 19 parking spaces.
Increment:
+ 77,773 sf. of residential (+ 77 DUs)
+ 10,000 sf. of commercial retail
+ 3,086 sf. of restaurant
(1,986) sf. of auto-related
(16,310) sf. of other community facility use



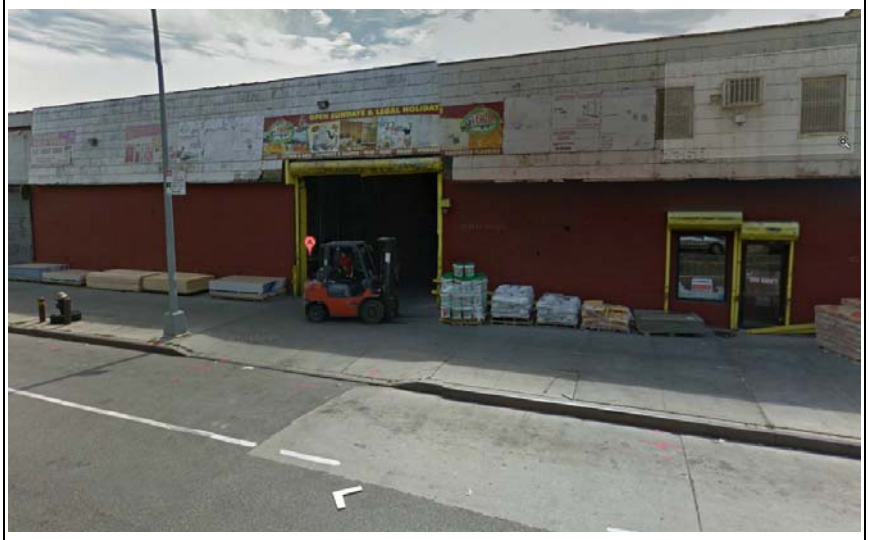
Potential Site A5
Address: 152 SOMERS STREET, 156 SOMERS STREET, 158 SOMERS STREET
B: 1544 **L:** 14, 15, 16
Lot Area: 6,533 sf.
From: M1-1 **to:** R6A
Description: One & Two Family, Vacant Land
No Action:
The site would remain unchanged as a residence with vacant land that has a total floor area of 1,420 sf. (0.22 FAR) dedicated to the only one residential dwelling unit.
With Action:
A residential development with a total floor area of 23,519 sf. (3.6 FAR); containing 23 dwelling units, and 6 parking spaces.
Increment:
+ 22,099 sf. of residential (+ 22 DUs)



Potential Site A6
Address: 81 MOTHER GASTON BLVD
B: 1543 **L:** 1
Lot Area: 12,675 sf.
From: M1-2 **to:** M1-4
Description: Commercial & Office
No Action:
The site would remain unchanged as a commercial and office facility with a total floor area of 9,440 sf. (0.74 FAR) to hold a supermarket. The site would also hold 31 parking spaces.
With Action:
A mixed-use residential, commercial and community facility development with a total floor area of 70,980 sf. (5.6 FAR); containing approximately 58,305 sf. of commercial retail, 10,140 of FRESH, 12,675 sf. of community facility space, 58 dwelling units, and 15 parking space.
Increment:
+ 58,305 sf. of residential (+ 58 DUs)
(9,440) sf. of supermarket space
+ 10,140 sf. of FRESH
+ 12,675 sf. of community facility



Potential Site A7
Address: 2234 FULTON STREET, 2246 FULTON STREET
B: 1553 **L:** 13, 18
Lot Area: 25,000 sf.
From: M1-2 **to:** M1-4
Description: Industrial & Manuf.
No Action:
The site would remain unchanged as an industrial and manufacturing facility with a total floor area of 25,000 sf. (1.0 FAR) containing approximately 10,000 sf. of garage space and 15,000 of industrial space; with 48 parking spaces.
With Action:
A mixed-use residential and commercial development with a total floor area of 140,000 sf. (5.6 FAR); containing approximately 20,700 sf. of light industrial space, and 119 dwelling units.
Increment:
+ 119,300 sf. of residential (+ 119 DUs)
(10,000) sf. of garage space
5,700 sf. of industrial space



Potential Site A8
Address: 2360 FULTON STREET
B: 1554 **L:** 1
Lot Area: 15,000 sf.
From: M1-2 **to:** M1-4
Description: Industrial & Manuf.
No Action:
The site would remain unchanged as an industrial and manufacturing facility with a total floor area of 29,548 sf. (1.97 FAR) and as storage as its single use.
With Action:
A mixed-use residential and commercial development with a total floor area of 84,000 sf. (5.6 FAR); containing approximately 20,700 sf. of light industrial space, 15,000 sf. of community facility space and 57 dwelling units.
Increment:
+ 57,000 sf. of residential (+ 57 DUs)
(29,548) sf. of garage space
+ 12,000 sf. of industrial space
+ 15,000 sf. of community facility



Potential Site A9
Address: 30 HAVENS PLACE, 2413 ATLANTIC AVENUE
B: 1574 **L:** 23, 32
Lot Area: 25,399 sf.
From: M1-2 **to:** C4-5D
Description: Industrial & Manuf.
No Action:
The site would remain unchanged as an industrial and manufacturing facility with a total floor area of 32,085 sf. (1.26 FAR) and as storage as its single use.
With Action:
A mixed-use residential and commercial development with a total floor area of 142,234 sf. (5.6 FAR); containing approximately 9,714 sf. of commercial retail, 9,714 sf. of restaurant space, 122 dwelling units and 50 parking spaces.
Increment:
+ 122,805sf. of residential (+ 122 DUs)
+ 9,714 sf. of community facility
+ 9,714 sf. of restaurant space
(32,085) sf. of storage space



Potential Site A10
Address: 2675 ATLANTIC AVENUE, 2673 ATLANTIC AVENUE, 2671 ATLANTIC AVENUE
B: 3671 **L:** 41, 42, 43
Lot Area: 13,318 sf.
From: C8-2 **to:** C4-4D
Description: Mixed Res. & Comml., Commercial & Office
No Action:
The site would remain unchanged as a mixed-use residence with commercial & office facilities that has a total floor area of 13,575 sf. (1.02 FAR); containing approximately 8,050 sf. of commercial retail, 2,525 sf. of garage space, 2 dwelling units and 8 parking spaces.
With Action:
A mixed-use residential and commercial development with a total floor area of 95,890 sf. (7.2 FAR); containing approximately 11,986 sf. of commercial retail, 11,986 sf. of restaurant space, 71 dwelling units and 38 parking spaces.
Increment:
+ 68,917 of residential (+ 69 DUs)
+ 3,936 sf. of commercial retail
+ 11,986 sf. of restaurant space
(2,525) sf. of garage space



Potential Site A11
Address: 2707-2709 Atlantic Avenue
B: 3672 **L:** 43, 46
Lot Area: 8,870 sf.
C8-2 **to** C4-4D
Description: Funeral home and insurance office
No Action:
The site would remain unchanged as a commercial retail and community facility with a total floor area of 13,040 sf. (1.47 FAR); containing approximately 1,952 sf. of office space and 11,088 sf. of community facility use.
With Action:
A new mixed-use residential and commercial development with a total floor area of 63,864 sf. that has 55 dwelling units, 7,983 sf. of commercial space and 19 total parking spaces.
Increment:
+55,881 residential units (+55 DUs)
+7,983 sf. commercial
-1,952 sf. office
-11,088 sf. other commercial



Potential Site A12

Address: 2736 FULTON STREET, 2740 FULTON STREET

B: 3673 **L:** 20,21

Lot Area: 5,000 sf.

From: R5/C2-3 **to:** R6A/C2-4

Description: Transportation & Utility, Commercial & Office

No Action:

The site would remain unchanged as a mixed-use residence, commercial and auto-related facility with a total floor area of 4,600 sf. (0.92 FAR); containing 2,500 sf. for auto- related use and 2,100 sf. for other community facility uses.

With Action:

A mixed-use residential and commercial development with a total floor area of 18,000 sf. (3.6 FAR); containing approximately 4,050 sf. of commercial retail, 13 dwelling units, and 7 parking spaces.

Increment:

+ 13,950 sf. of residential (+ 13 DUs)

+ 4,050 sf. of commercial retail

(2,500) sf. of auto-related space

(2,100) sf. community facility space



Potential Site A13

Address: 2741 ATLANTIC AVENUE, 2739 ATLANTIC AVENUE, 2735 ATLANTIC AVENUE, 2731 ATLANTIC AVENUE

B: 3673 **L:** 36,37,38,39

Lot Area: 10,271 sf.

From: C8-2 **to:** C4-4D

Description: Mixed Res. & Comml.

No Action:

The site would remain unchanged as a mixed-use residence with commercial & office facilities with a total floor area of 11,470 sf. (1.12 FAR); containing approximately 4,512 sf. of commercial retail, and 5 dwelling units.

With Action:

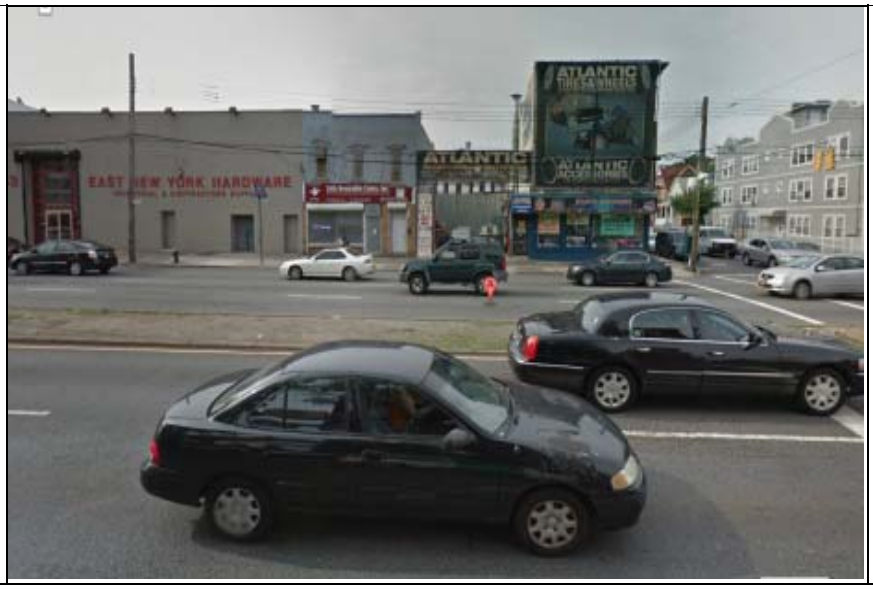
A mixed-use residential and commercial development with a total floor area of 73,951 sf. (7.2 FAR); containing approximately 8,325 sf. of commercial retail, 8,235 sf. of restaurant space, 57 dwelling units and 48 parking spaces.

Increment:

+ 50,343 sf. of residential (+ 52 DUs)

+ 3,813 sf. of commercial retail

+ 8,325 sf. of restaurant space



Potential Site A14
Address: 2765 ATLANTIC AVENUE, 2761 ATLANTIC AVENUE, 2759 ATLANTIC AVENUE
B: 3673 **L:** 38,39,40
Lot Area: 8,205 sf.
From: R5/C2-2 **to:** R8A/C2-4
Description: Commercial & Office; Transportation & Utility; Mixed Res. & Comml.
No Action:
The site would remain unchanged as a mixed-use residence, commercial, office and community facilities with a total floor area of 9,412 sf. (1.15 FAR); containing approximately 1,450 sf. of commercial retail, 900 sf. of storage space, 900 sf. of office area, 2,875 sf. of garage space 2,298 sf. of community facility, and 14 parking space.
With Action:
A mixed-use residential and commercial development with a total floor area of 59,076 sf. (7.2 FAR); containing approximately 6,935 sf. of commercial retail, 52 dwelling units and 17 parking spaces.
Increment:
+ 51,152 of residential (+ 52 DUs)
+ 5,485 sf. of commercial retail
(900) sf. of office area
(900) sf. of garage space
(2,875) sf. of garage space
(2,298) sf. of community facility



Potential Site A15

Address: 261 MOTHER GASTON BLVD

B: 3675 **L**: 1

Lot Area: 5,000 sf.

From: M1-4 **to:** R7A/C2-4

Description: Industrial & Manuf.

No Action:

A new industrial and manufacturing development with a total floor area of 5,000 sf. (1.0 FAR); The required number parking would be waived.

With Action:

A mixed-use residential and commercial development with a total floor area of 23,000 sf. (4.6 FAR); containing approximately 4,500 sf. of commercial retail, 18 dwelling units, and 10 parking spaces.

Increment:

+ 18,500 sf. of residential (+ 18 DUs)

+ 4,500 sf. of commercial retail

(5,000) sf. of storage space



Potential Site A16

Address: 103 LIBERTY AVENUE

B: 3675 **L:** 25

Lot Area: 5,000 sf.

From: M1-4 **to:** R7A/C2-4

Description:

No Action:

A new industrial and manufacturing development with a total floor area of 5,000 sf. (1.0 FAR); and three parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 23,000 sf. (7.2 FAR); containing approximately 4,500 sf. of commercial retail, 18 dwelling units and 10 parking spaces.

Increment:

+ 18,500 sf. of residential (+ 18 DUs)

+ 4,500 sf. of commercial retail

(5,000) sf. of storage space



Potential Site A17

Address: 99 Sheffield Ave

B:3686 **L:** 9

Lot Area: 5,000 sf.

From: M1-1 **to:** C4-4D

Description: Industrial & Manuf.

No Action:

A new industrial and manufacturing development with a total floor area of 5,000 sf. (1.0 FAR); and three parking spaces.

With Action:

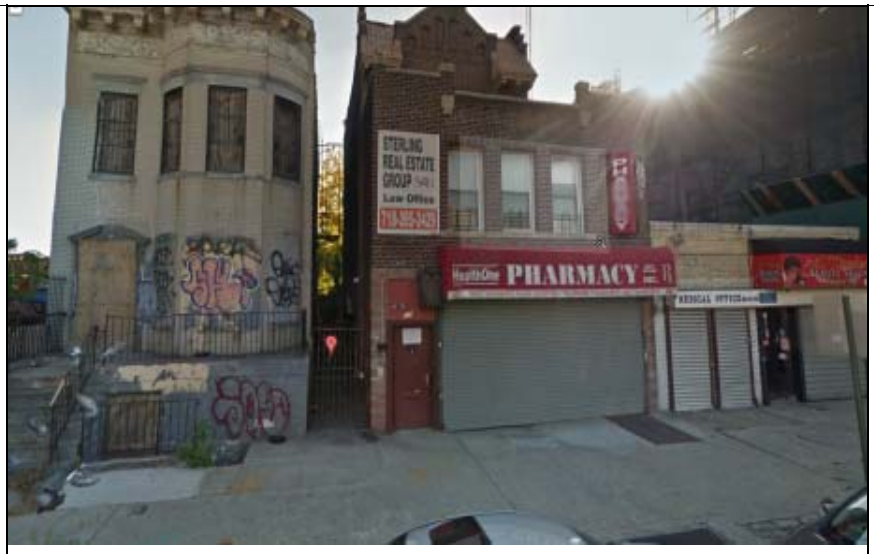
A mixed-use residential and commercial development with a total floor area of 36,000 sf. (7.2 FAR); containing approximately 3,600 sf. of commercial retail, 32 dwelling units and 10 parking spaces.

Increment:

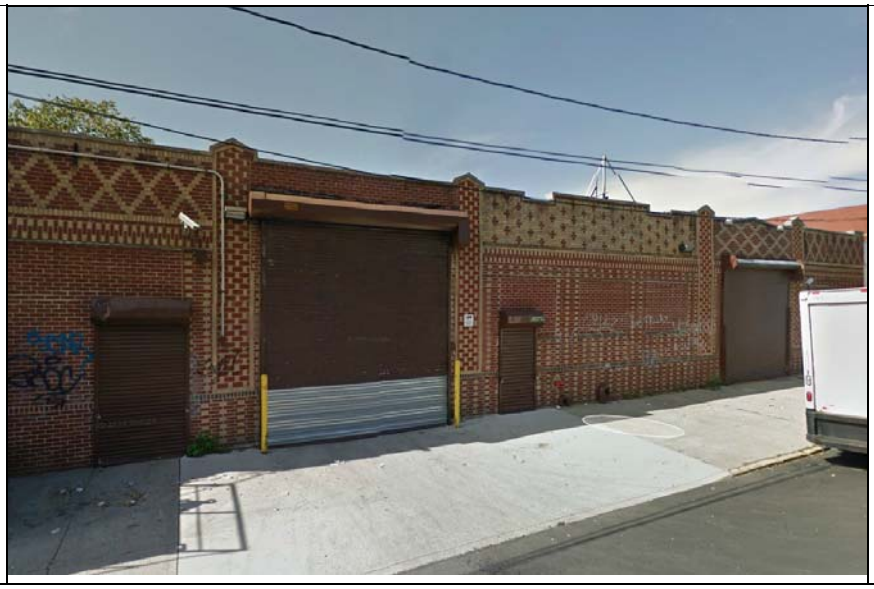
+ 32,400 of residential (+ 32 DUs)

+ 3,600 sf. of commercial retail

(5,000) sf. of storage space



Potential Site A18
Address: 123 PENNSYLVANIA AVENUE, 119 PENNSYLVANIA AVENUE, 117 PENNSYLVANIA AVENUE
B: 3687 **L:** 5,6,7,
Lot Area: 8,000 sf.
From: C8-2 **to:** C4-4D
Description: Commercial & Office, Mixed Res. & Comml., Public Facilities & Inst.
No Action:
The site would remain unchanged as a mixed-use residence, commercial & office facility with a total floor area of 9,100 sf. (1.14 FAR); containing approximately 3,063 sf. of commercial retail, 3,625 sf. of office area, and two dwelling units.
With Action:
A mixed-use residential and commercial development with a total floor area of 57,600 sf. (7.2 FAR); containing approximately 5,850 sf. of commercial retail, 51 dwelling units and 16 parking spaces.
Increment:
+ 49,338 sf. of residential (+ 49 DUs)
+ 2,787 sf. of commercial retail
+ 11,986 sf. of office area



Potential Site A19

Address: 46 Berriman Street

B: 3973 **L:** 46

Lot Area: 10,000 sf.

R5 **to** R6A

Description: Warehouse

No Action:

The site would remain unchanged as warehouse facility with a total floor area of 10,000 sf. (1.0 FAR).

With Action:

A new residential building with 36,000 sf. (3.0 FAR) of residential space that amount to 36 dwelling units; with nine parking spaces.

Increment:

+36,000 residential units (+36 DUs)

(10,000) sf. storage



Potential Site A20

Address: 181 New Jersey Avenue

B: 3688 **L:** 9

Lot Area: 5,000 sf.

C8-2 **to** R6A

Description: Two-family home

No Action:

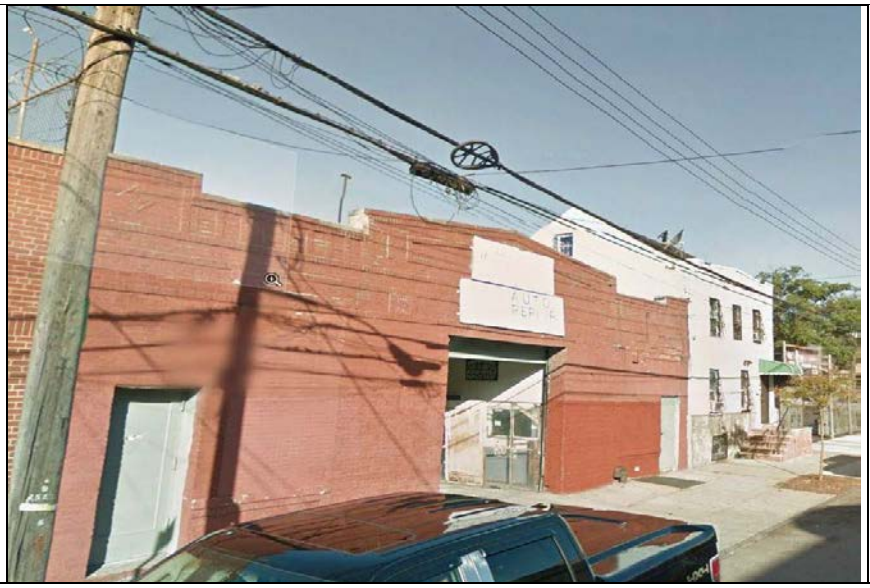
The site would remain unchanged as a residence with a total floor area of 2,000 sf. (0.4 FAR); containing approximately two dwelling units. The parking requirements would be waved.

With Action:

A new residential building with 18,000 sf. (3.6 FAR) of residential space to yield 18 units. The site would also include 5 parking spaces.

Increment:

+16 residential units



Potential Site A21

Address: 144-146 WYONA STREET

B: 3689 **L:** 25, 26

Lot Area: 7,500 sf.

C8-2 to R6A

Description: Auto Repair and Residential

No Action:

The site would remain unchanged as a residence and auto-repair facility with a total floor area of 6,305 sf. (0.84 FAR); containing approximately 5,000 sf. of auto- related facility, and one dwelling unit.

With Action:

A new residential development with a total of 27,000 sf. (3.6 FAR) of residential space to make 27 dwelling units. The site would also include a total of 7 parking spaces.

Increment:

+ 26 residential units

-5,000 sf. auto-repair



Potential Site A22

Address: 177 Vermont Street; 142 Wyona Street; 2708-2716 Atlantic Avenue

B: 3689 **L:** 12, 19, 20, 21, 22, 23, 24

Lot Area: 20,960 sf.

C8-2 **to** C4-4D

Description: Commercial and Surface Parking Lot

No Action:

The site would remain unchanged as a commercial retail space with a total floor area of 10,460 sf. (.5 FAR); containing approximately 10,460 sf. of commercial retail, and 26 parking spaces.

With Action:

A new mixed- use residential and commercial development with a total of 150,912 sf., consisting of 133,938 sf. of residential space to make 133 units, 8,487 sf. of commercial space, 8,487 sf. of restaurant space and 44 total parking spaces.

Increment:

+133 residential units

(1,973) sf. commercial

+8,487 sf. restaurant



Potential Site A23

Address: 2730-2738 Atlantic Avenue

B: 3690 **L:** 11, 12, 13, 14, 15

Lot Area: 12,623 sf.

C8-2 to C4-4D

Description: Commercial, Auto-Repair, Surface Parking Lot, Residential

No Action:

The site would remain unchanged as a commercial retail and auto- related facility with a total floor area of 10,675 sf. (.85 FAR); containing approximately 1,325 sf. of commercial retail, 5,000 sf. of auto- related facilities 875 sf. of office area, and two dwelling units.

With Action:

A new mixed- use residential and commercial development with a total of 90,886 sf. consisting of 81,325 sf. of residential space that would make 81 dwelling units and 9,561 sf. of commercial space. The site would also include 26 parking spaces.

Increment:

+ 79 residential units

+ 2,361 sf. commercial

+ 26 parking spaces

-5,000 sf. auto-repair

-875 sf. office space



Potential Site A24

Address: 153-155 Sheffield Avenue

B: 3703 L: 7, 8, 9

Lot Area: 6,000 sf.

M1-1 to R7A

Description: Auto Repair and Warehouse/Storage

No Action:

The site would remain unchanged as a auto- related, warehouse and storage facility with a total floor area of 6,000 sf. (1.0 FAR); containing approximately 2,000 sf. of auto- related use, and 4,000 sf. of storage. Parking is not required at this site.

With Action:

A new residential development with a total floor area of 27,600 sf. (14.6 FAR) containing approximately 27 dwelling units and 60,000 sf. of community facility space. The site would also include 7 parking spaces.

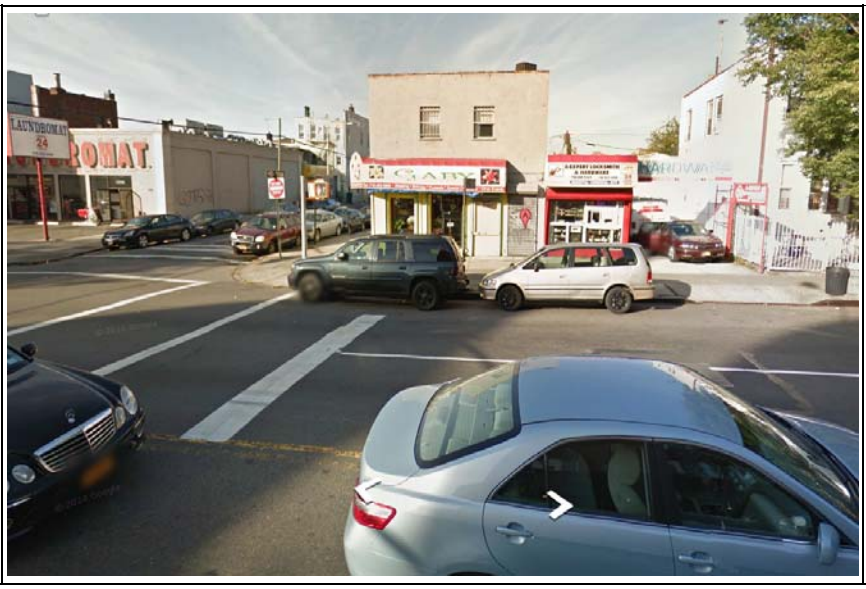
Increment:

+ 27 residential units

+ 7 parking spaces

-2,000 sf. auto-repair

-4,000 sf. warehouse/storage



Potential Site A25
Address: 184 PENNSYLVANIA AVENUE, 186 PENNSYLVANIA AVENUE
B: 3703 **L:** 35, 36
Lot Area: 5,000 sf.
From: R5 **to:** R7A/C2-4
Description: Commercial & Office,
No Action:
The site would remain unchanged as a commercial retail facility with a total floor area of 4,694 sf. (1.64 FAR); containing approximately 2,294 sf. of commercial retail, 1,700 sf. of office area, 700 sf. of garage space and two parking spaces.
With Action:
A new mixed- use residential and commercial development with a total floor area of 23,000 sf. (4.6 FAR); containing 23 dwelling units, and 6 parking spaces.
Increment:
+ 23,000 sf. of residential (+ 23 DUs)
(2,294) sf. of commercial retail
(1,700) office area
(700) sf. of Garage space



Potential Site A26
Address: 187 WYONA STREET, 450 LIBERTY AVENUE, 452 LIBERTY AVENUE
B: 3707 **L:** 7,15,16
Lot Area: 36,994 sf.
From: M1-1 and R5 **to:** M1-4/R6A
Description: Industrial & Manuf., Mixed Res. & Comml., One & Two Family
No Action:
The site would remain unchanged as a residence and Industrial with manufacturing facility that has a total floor area of 32,384 sf. (0.88 FAR); containing approximately 1,357 sf. of commercial retail, 27,988 sf. of storage and two dwelling unit.
With Action:
A residential development with a total floor area of 133, 178 sf. (3.6 FAR); containing 133 dwelling units.
Increment:
+ 130,139 sf. of residential (+ 131 DUs)
(1,357) sf. of commercial retail
(27,988) sf. of storage area



Potential Site A27

Address: 196 PENNSYLVANIA AVENUE

B: 3720 **L:** 21

Lot Area: 5,000 sf.

From: R5/C2-3 **to:** R7A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial retail facility with a total floor area of 3,319 sf. (0.66 FAR) with 8 parking spaces. However, parking would be waived.

With Action:

A mixed-use residential and commercial development with a total floor area of 23,000 sf. (4.6 FAR); containing approximately 4,500 sf. of commercial retail, 18 dwelling units, and 10 parking spaces.

Increment:

+ 18,500 sf. of residential (+ 18 DUs)

+ 1,181 sf. of commercial retail



Potential Site A28

Address: 2115 PITKIN AVENUE

B: 3722 **L:** 28

Lot Area: 20,000 sf.

From: R6/C1-3 **to:** R7A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial & office facility with a total floor area of 10,150 sf. (0.51 FAR). The site would also include 25 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 92,000 sf. (5.5 FAR); containing approximately 18,000 sf. of FRESH space, 92 dwelling units, and 23 parking spaces.

Increment:

+ 92,000 sf. of residential (+ 92 DUs)

0 sf. of commercial retail

(10,150) sf. of supermarket

+ 18,000 sf. of FRESH



Potential Site A29

Address: 2178 PITKIN AVENUE, 2182 PITKIN AVENUE, 2188 PITKIN AVENUE

B: 3742 **L:** 16,18,20

Lot Area: 10,000 sf.

From: R6/C2-3 **to:** R7A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as residential, commercial and office facility with a total floor area of 12,150 sf. (1.47 FAR); containing approximately 6,075 sf. of Commercial retail, 2,500 sf. of office area, 2500 sf. of community facility space three dwelling units, and 27 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 46,000 sf. (4.6 FAR); containing approximately 7,650 sf. of commercial retail, 38 dwelling units, and 18 parking spaces.

Increment:

+ 34,775 sf. of residential (+ 35 DUs)

+ 1,575 sf. of commercial retail

(2,500) sf. of office space

(2,500) sf. of community facility



Potential Site A30

Address: 2859 FULTON STREET, 2849 FULTON STREET, 176 BARBEY STREET

B: 3935 **L:** 43,44,142

Lot Area: 8,969 sf.

From: R5/C2-3 **to:** R6A/C2-4

Description: Mixed Res. & Comml., Commercial & Office, Parking Facilities

No Action:

The site would remain unchanged as a residential, commercial and retail with parking that has a total floor area of 10,811 sf. (1.21 FAR); containing approximately 7,007 sf. of commercial retail, 600 sf. of garage space, three dwelling units and 23 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 32,288 sf. (3.6 FAR); containing approximately 6,758 sf. of commercial retail, 25 dwelling units, and 13 parking spaces.

Increment:

+ 22,325 sf. of residential (+ 22 DUs)

(249) sf. of commercial retail

(600) sf. of garage space



Potential Site A31

Address: 2860 FULTON STREET, 2864 FULTON STREET, 2868 FULTON STREET, 2872 FULTON STREET

B: 3950 **L:** 17,18,19,20

Lot Area: 8,718 sf.

From: R5/C2-3 **to:** R6A/C2-4

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as a commercial and retail facility with a total floor area of 8,500 sf. (.97 FAR). Parking is not required on this site.

With Action:

A mixed-use residential and commercial development with a total floor area of 31,385 sf. (3.6 FAR); containing approximately 6,517 sf. of commercial retail, 24 dwelling units, and 13 parking spaces.

Increment:

+ 24,868 sf. of residential (+ 24 DUs)

(1,983) sf. of commercial retail



Potential Site A32

Address: 2887 ATLANTIC AVENUE

B: 3951 **L:** 42

Lot Area: 19,919 sf.

From: M1-1 **to:** R8A/C2-4

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as an industrial & manufacturing facility 87,260 sf. (4.38 FAR) of storage space.

With Action:

A mixed-use residential and commercial development with a total floor area of 143,417 sf. (7.2 FAR); containing approximately 8,964 sf. of commercial retail, 8,964 sf. of restaurant space, 125 dwelling units, and 43 parking spaces.

Increment:

+ 125,489 sf. of residential (+ 125 DUs)

+ 8,964 sf. of commercial retail

+ 8,964 sf. of restaurant space

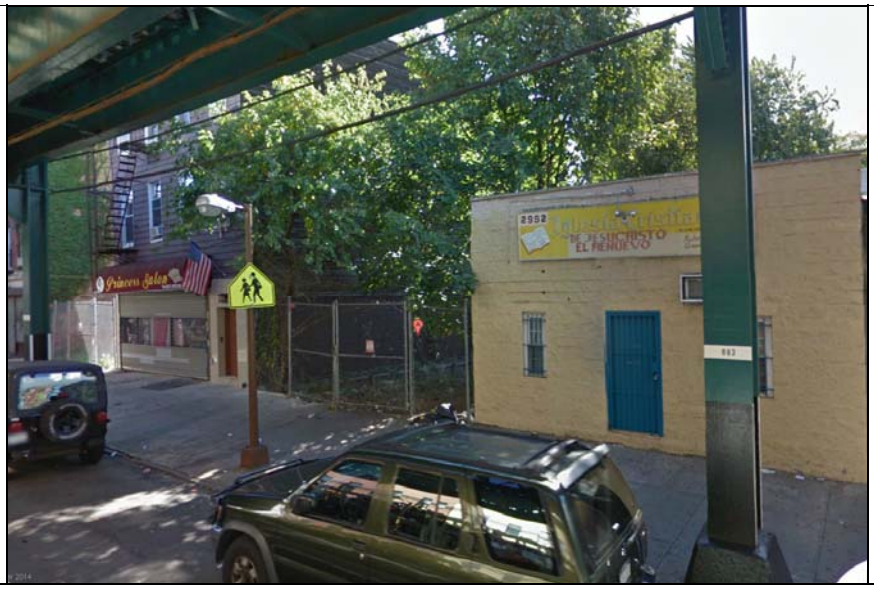
(87,260) sf. of storage space



Potential Site A33
Address: 2922. 2924, and 2926 Fulton Street
B: 3952 **L:** 20,21,22
Lot Area: 7,312 sf.
R5 / C2-3 **to** R6A/C2-4
Description: Auto storage, Mixed residential and commercial, auto storage
No Action:
The site would remain unchanged as a residence with a total floor area of 10,310 sf. (1.41 FAR); containing approximately 1,438 sf. office space and seven dwelling units.
With Action:
A mixed-use residential and commercial development with a total floor area of 26,323 sf. (3.6 FAR) containing approximately 5,204 sf. of retail, 21,119 sf. of residential space that yields 21 dwelling units, and 10 parking spaces.
Increment:
+ 12,247 sf. of residential (+ 14 DUs)
+ 5,204 sf. of retail
(1,438) sf. of office



Potential Site A34
Address: 2491 Atlantic Avenue
B: 3953 **L:** 45
Lot Area: 15,650 sf.
M1-1 **to** R8A/C2-4
Description: Self-storage
No Action:
The site would remain unchanged as storage space, with a total floor area of 52,640 sf. (3.36 FAR).
With Action:
A mixed use residential and commercial development with a total floor area of 143,417 sf. (7.2 FAR) containing approximately 9,085 sf. of commercial retail, 84,510 sf. of residential space yielding 84 units, 5,000 sf. of restaurant space, 14,085 sf. of office space, and 45 parking spaces.
Increment:
+ 34 84,510 sf. of residential units (+ 84 DUs)
+ 9,085 sf. of commercial space
+ 5,000 sf. of restaurant space
+ 14,085 sf. of office space
(52,640) sf. of storage space



Potential Site A35

Address: 2992, 2994, 2996, 2998 Fulton Street

B: 3955 **L:** 20, 21, 22, 23

Lot Area: 9,884 sf.

M1-1 **to** R6A/C2-4

Description: Church/Residential, Vacant lot, Salon, Vacant Lot,

No Action:

The site would remain unchanged as a residences and commercial retail with vacant land that has total floor area of 13,928 sf. (1.41 FAR); containing approximately 718 sf. of Commercial retail 748 sf. of community facility 10 dwelling units and one parking space.

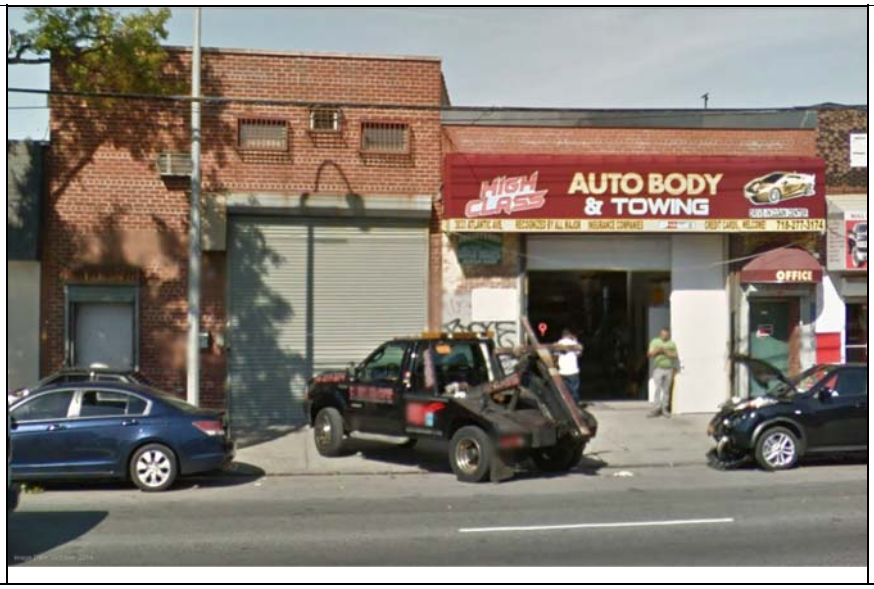
With Action:

A mixed-use residential and commercial development with a total floor area of 35,582 sf. (3.6 FAR) containing approximately 7,071 sf. of commercial retail space, 28,510 sf. of residential space that would yield 28 dwelling units, and 14 parking spaces.

Increment:

+ 16,048 residential units (+ 18 DUs)

+ 6,353 sf. of commercial space



Potential Site A36

Address: 3033, 3027 Atlantic Avenue

B: 3956 **L:** 23, 24

Lot Area: 6,312 sf.

C8-2 **to** R8A/C2-4

Description: Auto Body & Towing Company, Industrial & Manufacturing

No Action:

The site would remain unchanged as a auto- related and industrial space with a total floor area of 6,400 sf. (1.01 FAR); containing approximately 3,705 sf. of auto-related space, 200 sf. of office area and 3,125 sf. of industrial space.

With Action:

A mixed-use residential and commercial development with a total floor area of 45,446 sf. (7.2 FAR); containing 4,768 sf. of commercial retail space, 40,677 sf. of residential space that yield 40 dwelling units, and 13 parking spaces.

Increment:

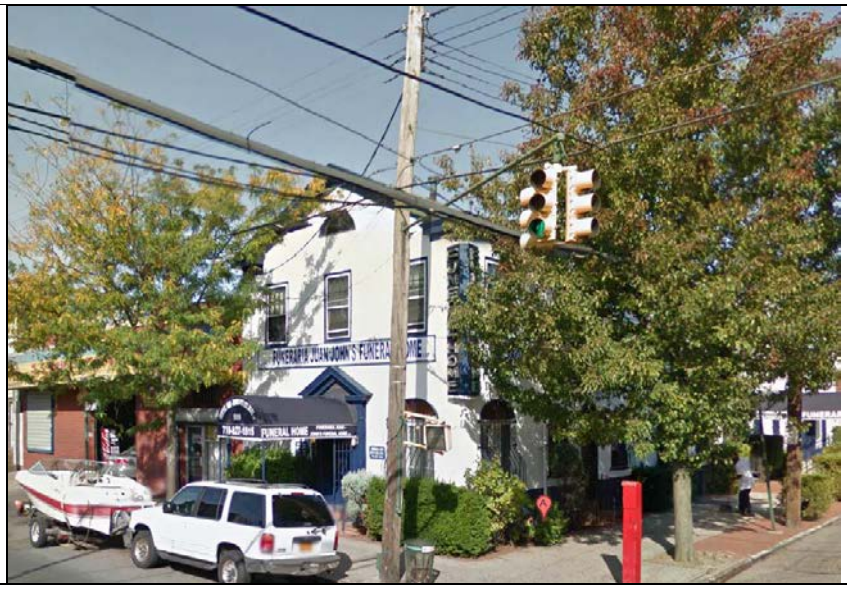
+ 40,677 sf. of residential units (+ 40 DUs)

1,493 sf. of commercial space

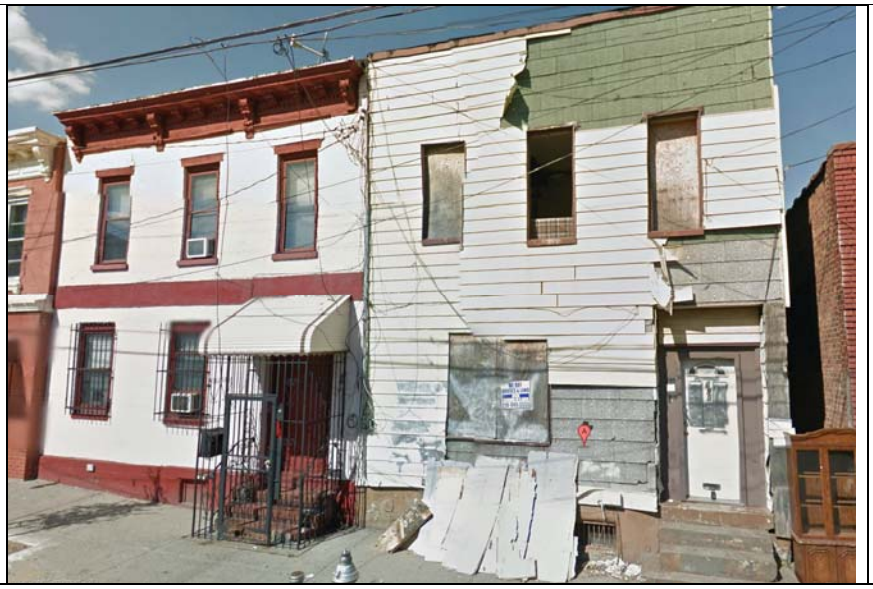
(3,075) sf. of auto-related space

(200) sf. of office space

(3,125) sf. of industrial space



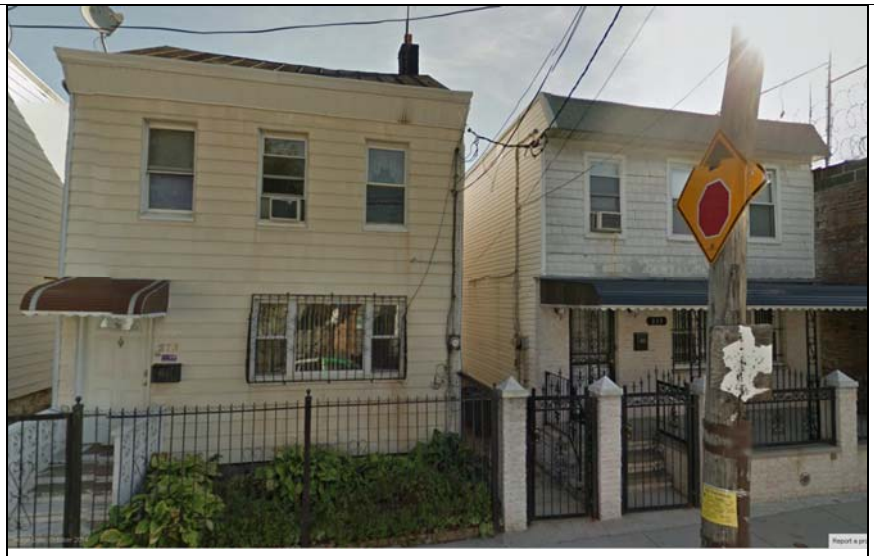
Potential Site A37
Address: 509, 503 Liberty Avenue
B: 3961 **L:** 26, 27
Lot Area: 7,500 sf.
M1-1 **to** M1-4/R6A
Description: Funeral Home, Auto Repair
No Action:
The site would remain unchanged as a commercial and auto-related space with a total floor area of 10,000 sf. (1.33 FAR); containing approximately 5,000 sf. of auto-related space and 5,000 sf. of community facility space.
With Action:
A mixed-use residential and commercial development with a total floor area of 27,000 sf. (3.6 FAR); containing approximately 5,850 sf. of light industrial space, and 21,150 sf. of residential space that would yield 21 dwelling units.
Increment:
+ 21,150 sf. of residential (+ 21 DUs)
5,850 sf. of light industrial space
(5,000) sf. of auto-related space
(5,000) sf. of commercial space



Potential Site A38
Address: 495, 493 Liberty Avenue
B: 3961 **L:** 29, 30
Lot Area: 5,000 sf.
M1-1 **to** M1-4/R6A
Description: Residential
No Action:
The site would remain unchanged as a residence with a total floor area of sf. 3,900 (0.78 FAR) for 2 dwelling units.
With Action:
A mixed-use residential and commercial development with a total floor area of 18,000 sf. (3.6 FAR); containing approximately 3,600 of commercial retail space, and 14,400 sf. of residential space that would yield 14 dwelling units.
Increment:
+ 10,500 sf. of residential (+ 11 DUs)
+ 3,600 sf. of commercial space



Potential Site A39
Address: 257 Hendrix Street
B: 3963 **L:** 3
Lot Area: 5,000 sf.
C8-2 **to** R6A
Description: Auto Garage, Residential
No Action:
The site would remain unchanged as a residence and commercial retail with a total floor area of 4,287 sf. (0.86 FAR); containing approximately 3,037 sf. of garage space and 1 dwelling unit with 10 parking spaces.
With Action:
A residential development with a total floor area of 18,000 sf. (3.6 FAR) that will yield 18 dwelling units and five parking spaces.
Increment:
+ 16,750 residential units (+ 17 DUs)
(3,037) sf. of garage space
+ 5 residential parking spaces



Potential Site A40

Address: 277, 273 Barbey Street

B: 3965 **L:** 3, 4

Lot Area: 5,000 sf.

R5 **to** R6A

Description: Residential

No Action:

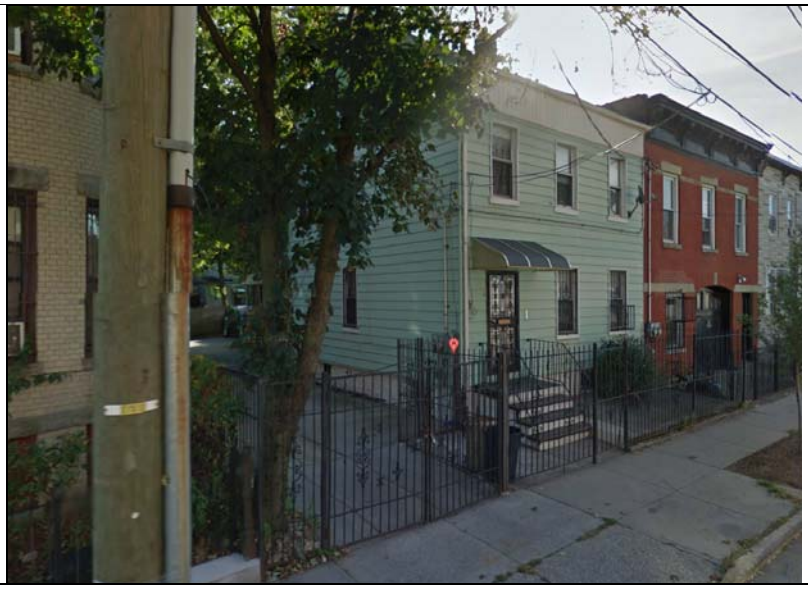
The site would remain unchanged as a residence with a total floor area of 2,282 sf. (0.46 FAR) with three dwelling units.

With Action:

A Residential development with a total floor area of 18,000 sf. (3.6 FAR) that will yield 18 dwelling units and 5 parking spaces.

Increment:

+ 15,718 sf. of residential (+ 17 DUs)



Potential Site A41

Address: 269, 267 Barbey Street

B: 3965 **L:** 6, 7

Lot Area: 6,250 sf.

R5 **to** R6A

Description: Residential

No Action:

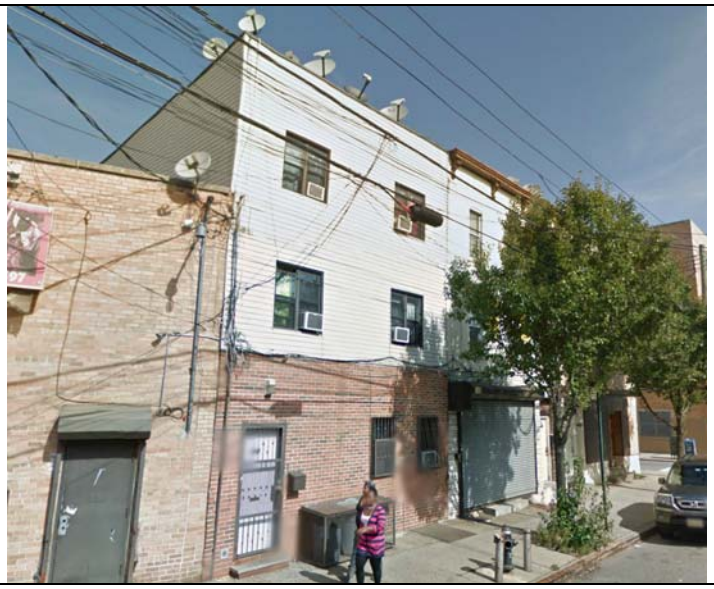
The site would remain unchanged as a residence with a total floor area of 4,136 sf. (0.66 FAR) to yield four dwelling units.

With Action:

A residential development with a total floor area of 22,500 sf. (3.6 FAR) that could yield 22 dwelling units and 6 parking spaces.

Increment:

+ 18,364 sf. of residential (+ 19 DUs)



Potential Site A42

Address: 599, 597 Liberty Avenue

B: 3965 **L:** 32, 33

Lot Area: 5,300 sf.

R5 **to** R6A

Description: Residential, Manufacturing

No Action:

The site would remain unchanged as a residence and lfacility with a total floor area of 19,080 sf. (3.6 FAR); containing approximately 3,816 sf. of commercial retail, 2 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 19,080 sf. (3.6 FAR); containing approximately 15,264 sf. of residential space that would yield 15 dwelling units, 3,816 sf. of retail space, and 8 parking spaces.

Increment:

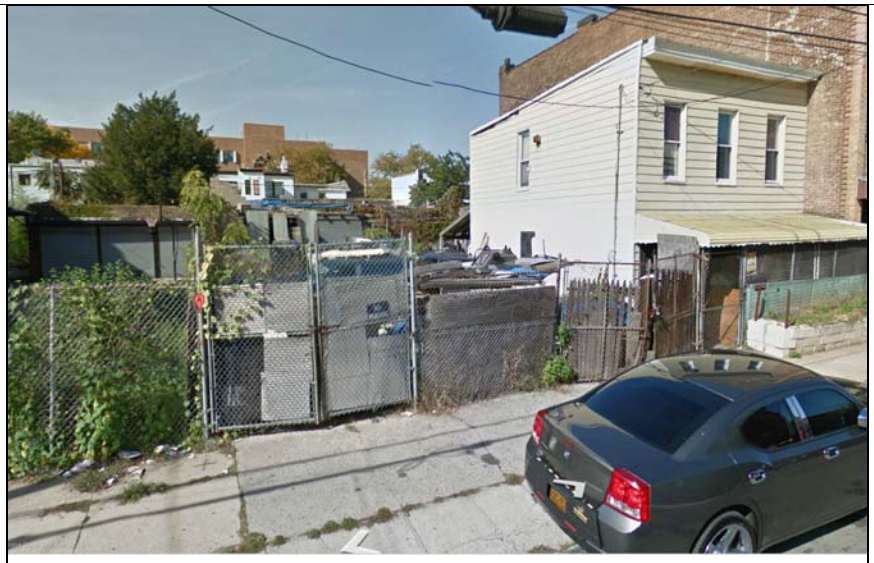
+ 12,861 sf. of residential (+ 13 units)

+ 3,816 commercial space

(3,100) industrial space



Potential Site A43
Address: 2926, 2928, 2930, 2932 Atlantic Avenue and 218, 220 Ashford Street
B: 3967 **L:** 19, 20, 21, 22, 24, 25
Lot Area: 16,629 sf.
C8-2 and R5 **to** R8A/C2-4 and R6A
Description: One & Two Family, Mixed Residential & Commercial, Mixed Residential & Commercial, Storage, Storage, and Storage/House of Worship
No Action:
The site would remain unchanged as a residential and storage facility with a total floor area of 20,457 sf. (1.23.FAR); containing approximately 1,266 sf. of commercial retail, 500 sf. of office space, 8,560 sf. of storage space, 500 sf. of garage space 6,460 sq of community facility space, 1 dwelling unit and 2 parking spaces.
With Action:
A mixed-use residential, commercial and community facility development with a total floor area of 119,729 sf. (7.2 FAR); containing approximately 83,004 sf. of residential space that would yield 83 dwelling units, 10,493 sf. of commercial retail space, 26,232 sf. of community facility space, and 27 parking spaces.
Increment:
+ 9,227 sf. of residential (+ 80 DUs)
+ 9,227 sf. of commercial space
+ 19,772 sf. of C Fac space
(500) sf. office space
(8650) sf. of storage space
(500) sf. of garage space



Potential Site A44

Address: 278, 282, 286 Essex Street

B: 3971 **L:** 39, 40, 41

Lot Area: 7,827 sf.

R5 **to** R6A

Description: One & Two Family Home, Surface Parking

No Action:

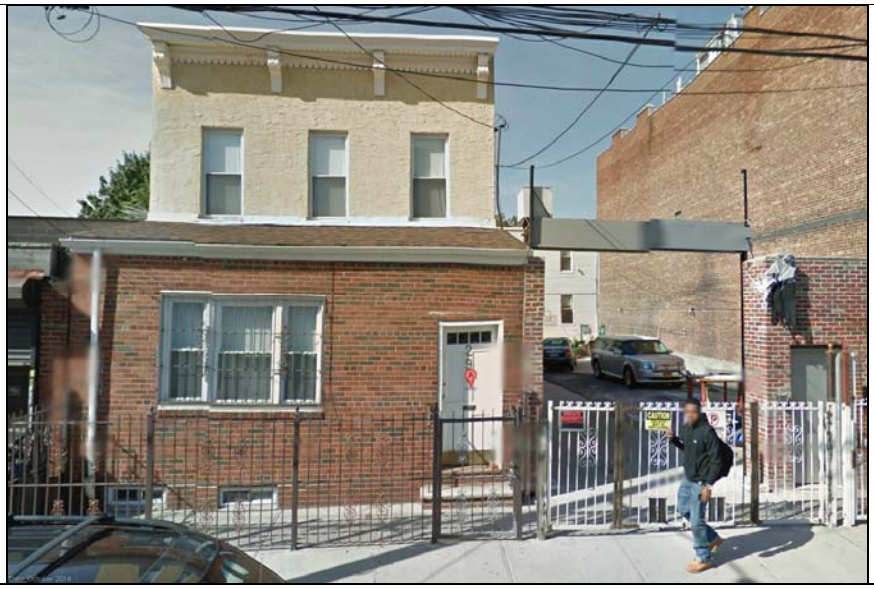
One existing residential and two new residential developments with a total floor area of 7,598 sf. (0.97 FAR); containing approximately 7 dwelling units and 7 parking spaces.

With Action:

A residential development with a total floor area of 28,177 sf. (3.6 FAR) for 28 dwelling units and 7 parking spaces.

Increment:

+ 20,579 residential units (+21 DUs)



Potential Site A45

Address: 294,298, 286 Essex Street

B: 3971 **L:** 44, 45

Lot Area: 5,175 sf.

R5/C2-3 **to** R6A

Description: One & Two Family Home, Multi-family Walkup Building

No Action:

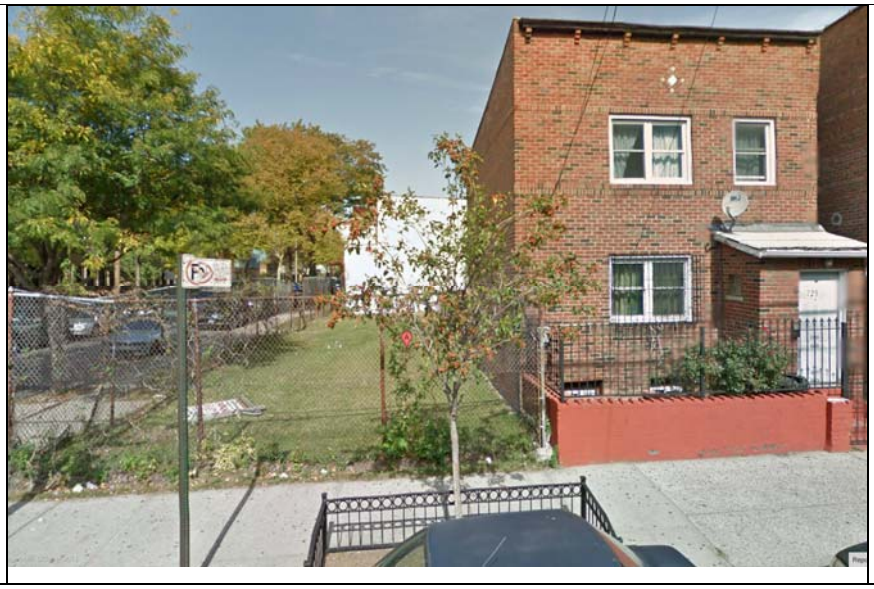
The site would remain unchanged as a residence with a total floor area of 3,200 sf. (0.62 FAR) yielding two dwelling units and two parking spaces.

With Action:

A residential development with a total floor area of 18,630 sf. (3.6 FAR) that would yield 18 dwelling units and five parking spaces.

Increment:

+ 15,430 sf. of residential (+ 16 Units)



Potential Site A46

Address: 725 Liberty Avenue and Liberty Avenue (intersection at Linwood Street)

B: 3971 **L:** 53, 54

Lot Area: 5,000 sf.

R5/C2-3 **to** R6A/C2-4

Description: One & Two Family Home, Vacant Lot

No Action:

The site would remain unchanged as a residence and vacant lot with a total floor area of 1,000 sf. (0.20 FAR); with one dwelling unit.

With Action:

A mixed-use residential and commercial development with a total floor area of 18,000 sf. (FAR 3.6); that would yield 13 dwelling units, 4,050 sf. of retail space, and three parking spaces.

Increment:

+ 12,950 sf. of residential (+ 12)

+ 4,050 sf. of commercial retail



Potential Site A47

Address: 3028, 3038 Atlantic Avenue

B: 3972 **L:** 20, 22

Lot Area: 13,619 sf.

M1-1 **to** R8A/C2-4

Description: Mixed Residential & Commercial; Industrial & Manufacturing

No Action:

The site would remain unchanged as a residence, semi-industrial and commercial retail facility with a total floor area of 31,349 sf. (2.30 FAR); containing approximately 3,806 sf. of commercial retail, 7,833 sf. of office space, 7,833 sf. of other commercial space, 7,833 sf. of semi-industrial space, 4 dwelling units and 56 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 98,057 sf. (7.2 FAR); containing approximately 87,327 sf. of residential space that would yield 87 dwelling units, 10,730 sf. of retail space, and 28 parking spaces.

Increment:

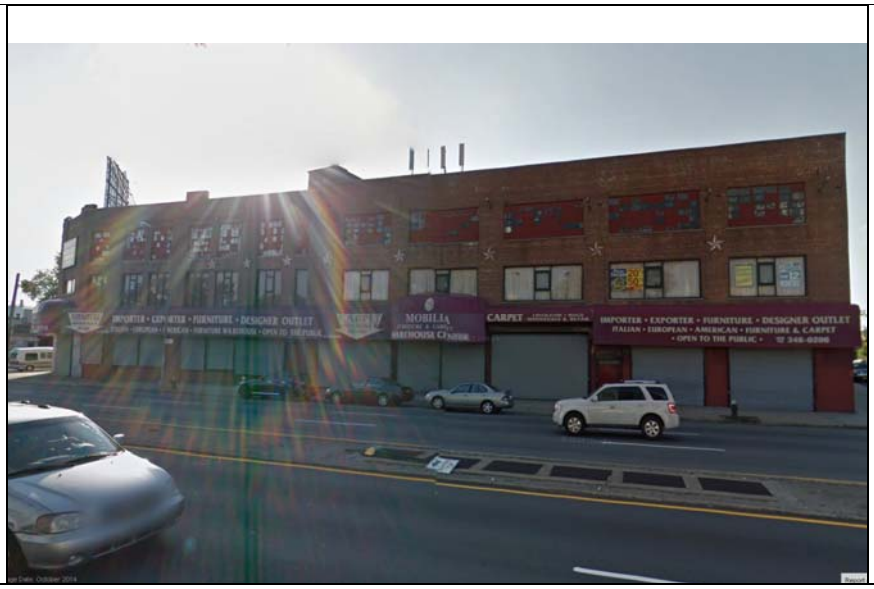
+ 83,284 sf. of residential + 83

+ 6,924 sf. of commercial space

(7,833) sf. of office space

(7,833) sf. of other commercial space

(7,833) sf. of industrial space



Potential Site A48
Address: 3144 and 3156 Atlantic Avenue
B: 3976 **L:** 31, 35
Lot Area: 25,630 sf.
M1-1 **to** R8A/C2-4
Description: Furniture Outlet Store, Furniture Outlet Store
No Action:
The site would remain unchanged as a storage space and commercial retail with a total floor area of 78,137 sf. (3.05 FAR); containing approximately 15,227 sf. of commercial retail, 1,000 sf. of office space, and 61,910 sf. of storage.
With Action:
A mixed-use residential and commercial development with a total floor area of 184,594 sf. (7.2 FAR); containing approximately 112,807 sf. of residential space yielding 112 dwelling units, 13,010 sf. of retail space, 7,500 sf. of restaurant space, 51,276 sf. of office space and 95 parking spaces.
Increment:
+ 112,807 sf. of residential (+112 DUs)
(2,217) sf. of commercial space
+ 7,500 sf. of restaurant space
+ 50,276 sf. of office space
(61,910) sf. of storage space



Potential Site A49
Address: 570, 576, 580, 582 Liberty Avenue
B: 3980 **L:** 14, 15, 17, 19
Lot Area: 12,575 sf.
M1-1 **to** M1-4/R6A
Description: Industrial & Manufacturing; Industrial & Manufacturing; Industrial & Manufacturing; Mixed Residential & Commercial
No Action:
The site would remain unchanged as a mixed use commercial residence, industrial facility with a total floor area of 12,280 sf. (0.98 FAR); containing approximately 2,500 sf. of commercial retail, 280 sf. of office space, 4,125 sf. of storage, 4,750 sf. of industrial space with 15 parking spaces.
With Action:
A mixed-use residential and commercial development with a total floor area of 45,270 sf. (3.6 FAR); containing 36,216 sf. of residential space yielding 36 units, and 9,054 sf. of retail space.
Increment:
+ 35,591 residential units (+ 36 DUs)
+ 6,554 sf. of commercial space
(280) sf. of office space
(4,125) sf. of storage space
(4,750) sf. of industrial space



Potential Site A50
Address: 626, 630 Liberty Avenue
B: 3982 **L:** 17, 18
Lot Area: 7,500 sf.
R5 **to** R6A/C2-4
Description: One & Two Family; Mixed Residential & Commercial
No Action:
The site would remain unchanged as a residence and commercial retail with a total floor area of 6,365 sf. (0.97 FAR); containing approximately 1,300 sf. of commercial retail 575 sf. of garage space, three dwelling units and 2 parking spaces.
With Action:
A mixed-use residential and commercial development with a total floor area of 27,000s sf. (3.6 FAR); containing approximately 20,700 sf. of residential space that would yield 20 dwelling units, 6,300 sf. of retail space, and 11 parking spaces.
Increment:
+ 16,210 residential units (+17 DUs)
+ 5,000 sf. of commercial space
(575) sf. of garage space



Potential Site A51

Address: 98, 112, 114 Berriman Street

B: 3989 **L:** 20,24

Lot Area: 17,500 sf.

M1-1 **to** R6A

Description: Manufacturing; Open Air Truck/Construction Storage; Open Air Truck/Construction Storage

No Action:

The site would remain unchanged as an open air storage facility with a total floor area of 10,500 sf. (0.60 FAR) of semi-industrial use.

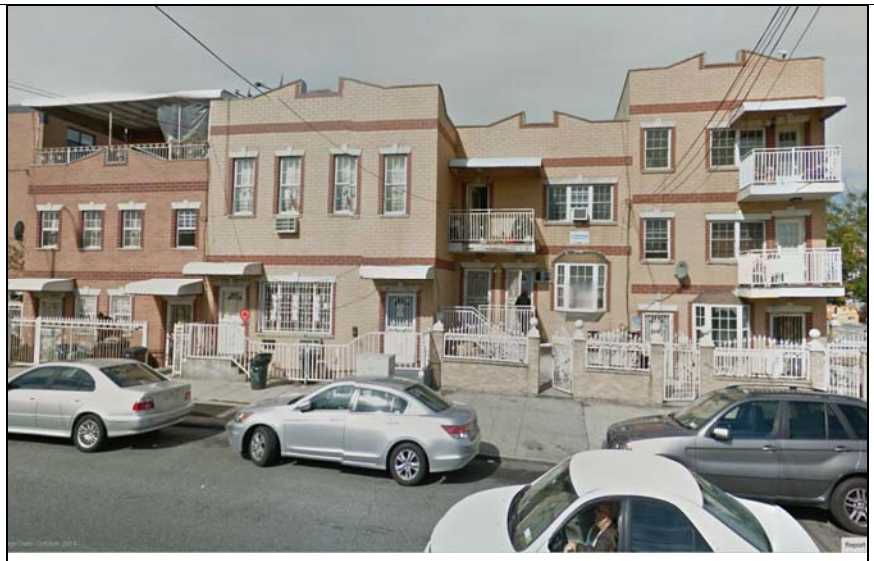
With Action:

A residential development with a total floor area of 63,000 sf. (3.6 FAR) 63 dwelling units, and 16 parking spaces.

Increment:

+ 63,000 sf. of residential (+63 DUs)

(10,500) sf. of industrial space



Potential Site A52

Address: 2271, 2265, 2263, 2267 Pitkin Avenue

B: 3995 **L:** 29,31, 32, 129

Lot Area: 12,000 sf.

R5 **to** R7A/C2-4

Description: Residential; Residential; Residential; Residential

No Action:

The site would remain unchanged as a residence with a total floor area of 16,010 sf. (1.33 FAR); containing approximately 13 dwelling units and 12 parking spaces.

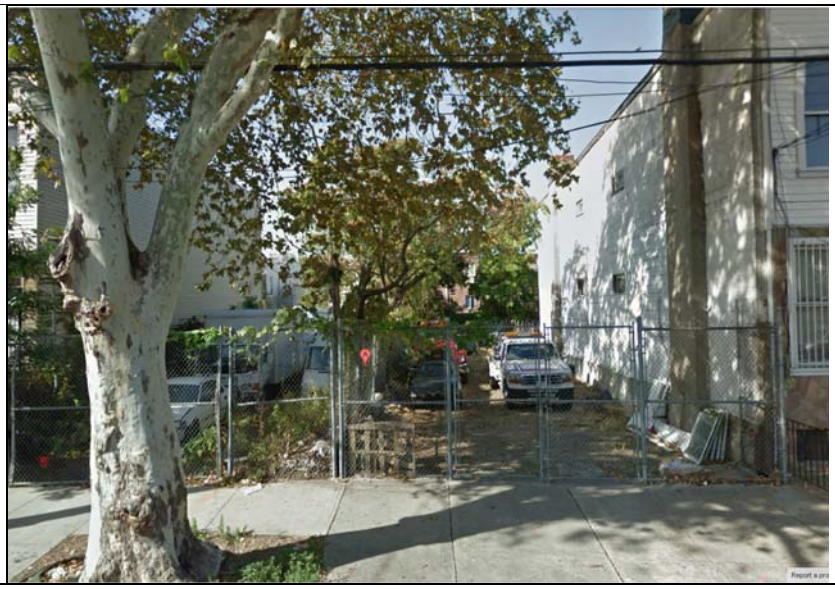
With Action:

A mixed-use residential and commercial development with a total floor area of 55,200 sf. (4.6 FAR); containing approximately 45,660 sf. of residential space that would yield 45 dwelling units, 9,540 sf. of retail space and 21 parking spaces.

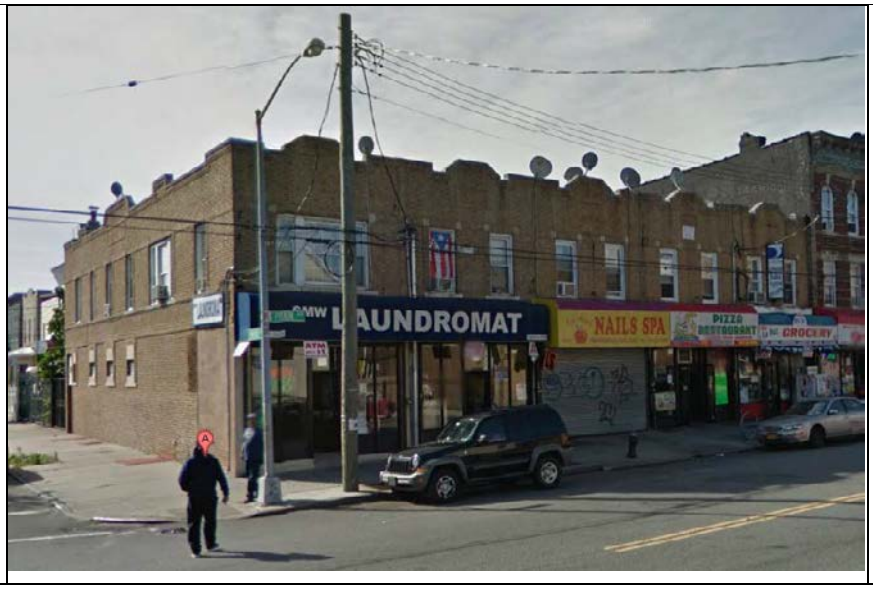
Increment:

+ 29,650 sf. of residential (+ 32 DUs)

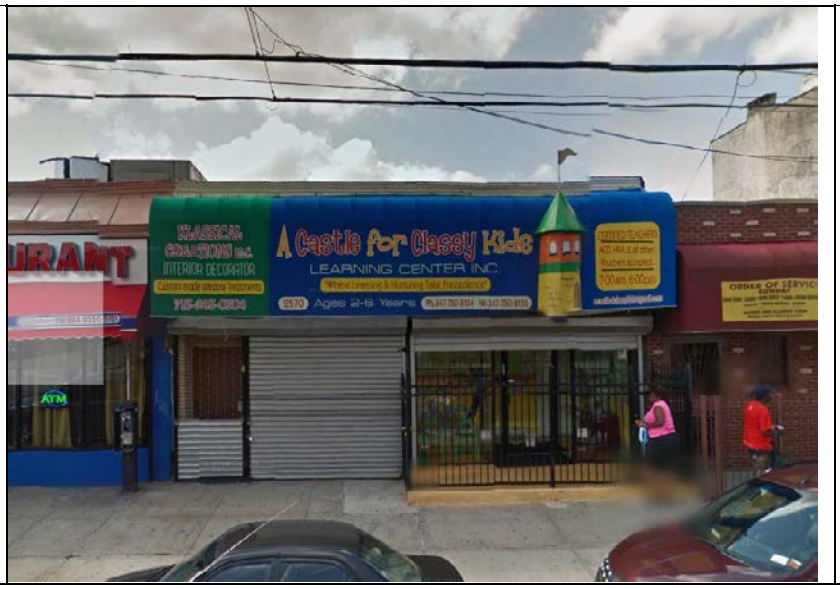
+ 9,540 sf. of commercial space



Potential Site A53
Address: 390, 392 Shepherd Avenue
B: 4004 **L:** 19,20
Lot Area: 5,000 sf.
R5 **to** R6A
Description: Vacant land; vacant land
No Action:
A new residential development with a total floor area of 6,250 sf. (1.25 FAR); containing approximately three dwelling units and three parking spaces.
With Action:
A residential building with a total floor area of 18,000 sf. (3.6 FAR) that would yield 18 dwelling units and five parking spaces.
Increment:
+ 11,750 sf. of residential (+ 12 DUs)



Potential Site A54
Address: 2424, 2426, 2428, 2430, Pitkin Avenue; 488 Linwood Street, 2432 Pitkin Avenue
B: 4018 **L:** 15, 16, 17, 18, 19, 118
Lot Area: 8,225 sf.
R5/C2-3 **to** R7A/C2-4
Description: Retail/Residential; Retail/Residential; Retail/Residential; Retail/Residential; Parking Facilities; Laundromat/Residential
No Action:
The site would remain unchanged as a mixed use commercial and residential with a total floor area of 9,540 sf. (1.16 FAR); containing approximately 4,770 sf. of commercial retail, one dwelling unit and one parking space;.
With Action:
A mixed-use residential and commercial development with a total floor area of 37,835 sf. (4.60 FAR); containing approximately 31,953 sf. of residential space that would yield 31 dwelling units, 5,882 sf. of retail space, and 14 parking spaces.
Increment:
+ 27,183 sf. of residential units (+ 26 DUs)
+ 1,112 sf. of commercial space



Potential Site A55
Address: 2566 Pitkin Avenue
B: 4024 **L:** 18
Lot Area: 9000 sf.
R5 / C1-3 **to** R7A/C2-4
Description: A Castle for Classy Kids (Daycare Center) and interior decoration commercial
No Action:
The site would remain unchanged as a commercial facility with a total floor area of 10,590 sf. (1.00 FAR); containing approximately 3,000 sf. of commercial retail and 6,000 of community facility.
With Action:
A mixed-use residential and commercial development with a total floor area of 41,400 sf. (4.60 FAR) containing 8,100 sf. commercial area, 33 dwelling units, and 16 parking spaces.
Increment:
+ 33,300 sf. of residential units (+ 33 DUs)
+ 5,100 sf. of retail



Potential Site A56
Address: 3175 Fulton Street
B: 4126 **L:** 1
Lot Area: 11,350 sf.
R5/C2-3 **to** R6A/C2-4
Description: Discount supply store
No Action:
The site would remain unchanged as a commercial retail with a total floor area of 14,500 sf. (1.28 FAR); containing approximately 7,250 sf. of commercial retail and 7,250 sf. of restaurant space.
With Action:
A mixed-use residential and commercial development with a total floor area of 40,860 sf. (4.6 FAR) containing approximately 10,215 sf. of commercial retail, 34050 sf. community facility area, 30 dwelling units and 18 parking spaces.
Increment:
+ 30,645 sf. of residential (+ 30 DUs)
+ 2,965 sf. of retail, - 7250 of restaurant area



Potential Site A57

Address: 307, 305 Crescent St; 316, 318 Hemlock St

B: 4147 **L:** 1,3,68,69

Lot Area: 8732 sf.

C8-1 **to** R7A/C2-4

Description: Auto-service establishment

No Action:

The site would remain unchanged as an auto-related establishment with a total floor area of 17,096 sf. (1.96 FAR); containing approximately 11,423 sf. of auto-related space, 3,264 sq of residential to yield 3 dwelling units and 2,409 sf. of office space.

With Action:

A mixed-use residential and commercial development with a total floor area 40,167 sf. (4.6 FAR); containing approximately 7,139 sf. of commercial retail, 33 dwelling units and 15 parking spaces.

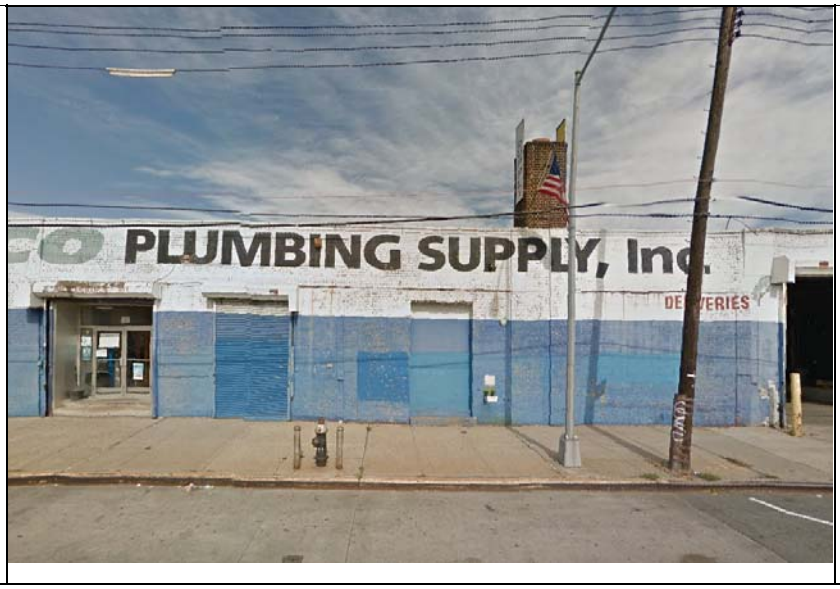
Increment:

+ 29,764 sf. of residential (+ 30 DUs)

+ 7139 sf. of retail, - 11423 sf. auto-related, -2409 sf. office area



Potential Site A58
Address: 96A,104 Fountain Avenue; 909,895 Liberty Avenue
B: 4154 **L:** 92,93,94,95
Lot Area: 13,583 sf.
R5/C2-3 **to** R6A/C2-4
Description: Deli and convenience store
No Action:
The site would remain unchanged as a commercial retail space with a total floor area of 10,682 sf. (0.79 FAR) containing approximately 1,700 sf. of commercial retail, 6,000 sf. of storage, two dwelling units and two parking spaces.
With Action:
A mixed-use residential and commercial development with a total floor area of 48,899 sf. (3.6 FAR); containing approximately 10,139 sf. of commercial retail with 38 dwelling units.
Increment:
+ 35,777 sf. of residential units (+ 36 DUs)
+ 8,439 sf. of retail
(6,000) sf. storage area



Potential Site A59
Address: 413 Liberty Avenue
B: 3689 **L:** 1
Lot Area: 36,050 sf.
M1-1 **to** M1-4/R6A
Description: Plumbing supply company
No Action:
The site would remain unchanged as a commercial area with a total floor area of 36,050 sf. (1.0 FAR) containing approximately 36,050 sf. of commercial & office/industrial supply space.
With Action:
A mixed-use residential and commercial development with a total floor area of 129,780 sf. (3.6 FAR); containing approximately 32,445 sf. community facility area, and 97 dwelling units.
Increment:
+ 61,285 sf. of residential (+ 61 DUs)
+ 32,455 sf. of industrial



Potential Site A60
Address: 3320, 3342 Atlantic Avenue
B: 4162 **L:** 2, 10
Lot Area: 5861 sf.
C8-1 **to** R7A/C2-4
Description: Auto-Repair/Surface Parking Lot / Residential
No Action:
The site would remain unchanged as residential and auto-related use with a total floor area of 3,504 sf. (0.60 FAR); containing approximately 1,560 sf. of auto-related use and one dwelling unit.
With Action:
A mixed-use residential and commercial development with a total floor area of 26,961 sf. (4.6 FAR), containing approximately 5,094 sf. of commercial retail, 21 dwelling units and 10 parking spaces.
Increment:
+ 19,923 sf. of residential (+ 20 DUs)
+ 5,094 sf. of retail,
(1,560) sf. auto-related



Potential Site A61

Address: 2651 Pitkin Avenue

B: 4211 **L:** 43

Lot Area: 6000 sf.

R5 **to** R7A/C2-4

Description: Parking lot and temporary event space

No Action:

The site would remain unchanged as an auto-related development with a total floor area.

With Action:

A mixed-use residential, commercial and community facility development with a total floor area of 27,600 sf. (4.6 FAR) containing approximately 4,160 sf. of commercial retail, 5,200 sf. of community facility space, 18 dwelling units and nine parking spaces.

Increment:

+ 18,240 sf. of residential (+ 18 DUs)

+ 4160 sf. of retail



Potential Site A62

Address: 2800 Atlantic Avenue

B: 3962 **L:** 9, 2

Lot Area: 35,164 sf.

C8-2 **to** R6A/C2-4

Description: Commercial Restaurant

No Action:

The site would remain unchanged as a commercial retail development with a total floor area of 3,018 sf. (0.09 FAR); containing approximately 3,018 sf. of restaurant space and 35 parking spaces.

With Action:

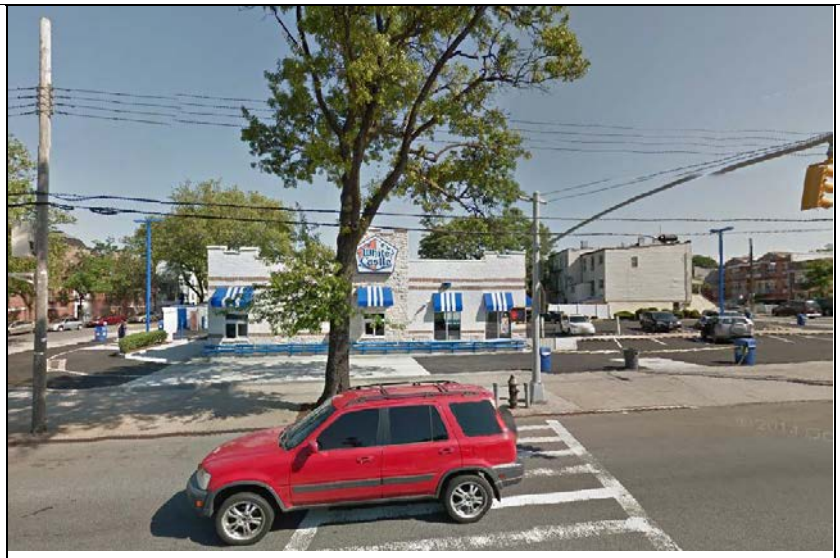
A mixed-use residential and commercial development with a total floor area of 199,001 sf. (5.66 FAR) containing approximately 28,705 sf. of commercial retail, 7,500 sf. of restaurant space, 162 dwelling units and 72 parking spaces.

Increment:

+ 162,795 sf. of residential (+ 162 DUs)

+ 28,705 sf. of retail

+ 4482 sf. restaurant area



Potential Site A63

Address: 3101 Atlantic Avenue

B: 3958 **L:** 49

Lot Area: 20,653 sf.

C8-2 **to** R8A/C2-4

Description: White Castle Restaurant

No Action:

The site would remain unchanged as a commercial retail development with a total floor area of 4,332 sf. (0.21 FAR) for restaurant space.

With Action:

A mixed-use residential and commercial development with a total floor area of 148,702 sf. (7.2 FAR) containing approximately 14,846 sf. of commercial retail, 133 dwelling units and 42 parking spaces.

Increment:

+ 133,856 sf. of residential (+ 133 DUs)

+ 14,846 sf. of retail,

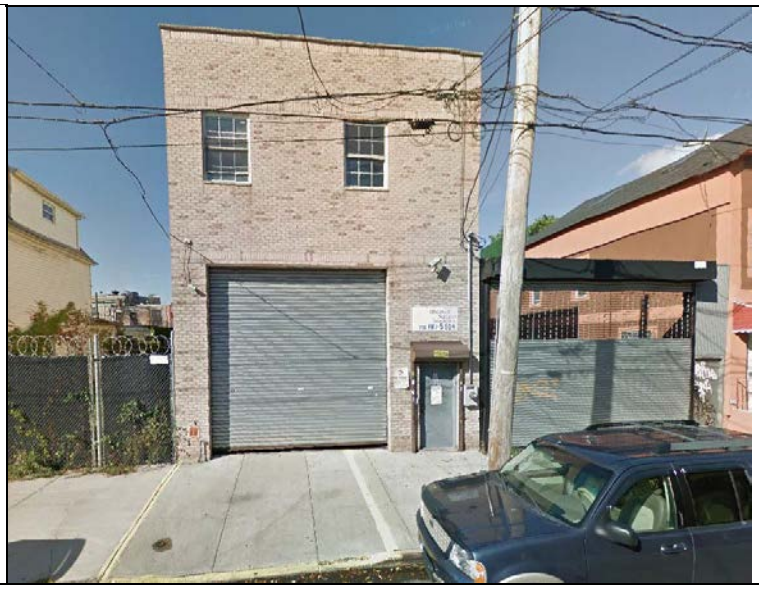
(4,332) sf. of restaurant area



Potential Site A64
Address: 3179 Atlantic Avenue
B: 4137 **L:** 44
Lot Area: 27,519 sf.
M1-1 **to** C4-4D
Description: Wendy's Restaurant
No Action:
The site would remain unchanged as a commercial retail development with a total floor area of 3,300 sf. (0.12 FAR) for restaurant use and 35 parking spaces.
With Action:
A mixed-use residential and commercial development with a total floor area of 198,137 sf. (7.20 FAR) containing approximately 24,767 sf. of commercial retail, 173 dwelling units and 60 parking spaces.
Increment:
+ 173,369 sf. of residential (+ 173 DUs)
+ 24,767 sf. of retail
(3,300) sf. restaurant area



Potential Site A65
Address: 390 Liberty Avenue
B: 3705 **L:** 16
Lot Area: 17,648 sf.
M1-1 **to** M1-4/R6A
Description: Mattress factory; commercial office space
No Action:
The site would remain unchanged as a commercial office development with a total floor area of 33,296 sf. (1.89 FAR); containing approximately 15,648 sf. of office space and 17,648 sf. of community facility space.
With Action:
A mixed-use residential and commercial development with a total floor area of 63,533 sf. (3.6 FAR); containing approximately 12,283 sf. commercial retail, and 51 dwelling units.
Increment:
+ 51, 249 sf. of residential (+ 51 DUs)
+ 12,283 sf. of retail, ,
(15,648) sf. office area
(17,748) sf. other commercial



Potential Site A66

Address: 118, 120 New Jersey Avenue

B: 3670 **L:** 25, 27

Lot Area: 7,500 sf.

C8-2 **to** C4-4L

Description: Discount Surgical Stockings commercial space

No Action:

The site would remain unchanged as a residence and storage facility with a total floor area of 4,668 sf. (0.62 FAR); containing approximately 2,625 sf. of storage, and two dwelling units.

With Action:

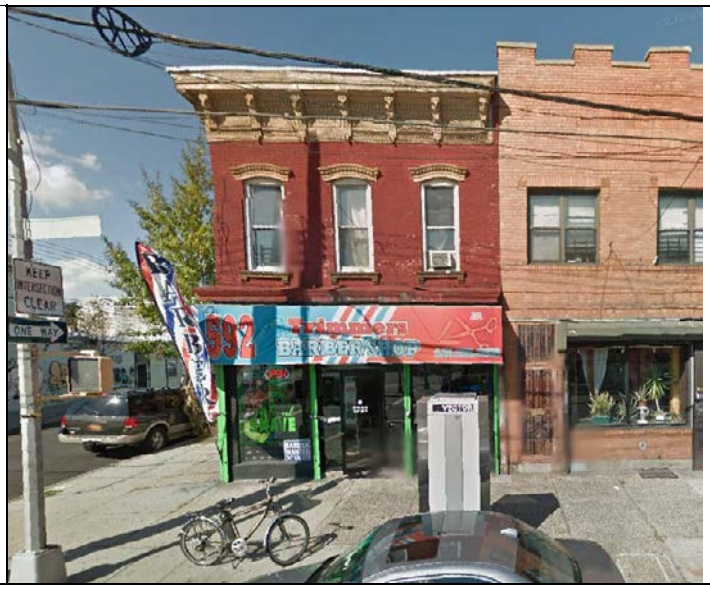
A mixed-use residential and commercial development with a total floor area of 34,500 sf. (4.6 FAR); containing approximately 4,725 sf. of commercial retail, 29 dwelling units and seven parking spaces.

Increment:

+ 27,732 sf. of residential (+ 27 DUs)

+ 4725 sf. of retail,

(2,625) sf. storage area



Potential Site A67
Address: 2703, 2697, 2695, 2693 Atlantic Avenue
B: 3672 **L:** 48, 49, 50, 51
Lot Area: 7,657 sf.
C8-2 **to** C4-4D
Description: Barber shop retail establishment
No Action:
The site would remain unchanged as a residence with a total floor area of 13,500 sf. (1.56 FAR); containing approximately 1,890 sf. of commercial retail, 5,750 sf. of office space, and 5 dwelling units.
With Action:
A mixed-use residential and commercial development with a total floor area of 55,130 sf. (7.20 FAR); containing approximately 5,811 sf. of commercial retail, 49 dwelling units and 16 parking spaces.
Increment:
+ 44,992 sf. of residential (+ 47 DUs)
+ 1921 sf. of retail, -5720 sf. office area

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Potential Site A68
Address: 2618, 2620, 2624 Atlantic Avenue
B: 3686 **L:** 15, 16, 17
Lot Area: 11,184 sf.
M1-1 **to** C4-4D
Description: Auto parts supply store
No Action:
The site would remain unchanged as a residence and commercial retail with a total floor area of 16,900 sf. (1.36 FAR); containing approximately 2,760 sf. of commercial retail, 2,290 sf. of auto-related use, 3,625 sf. of commercial space, and six dwelling units.
With Action:
A mixed-use residential and commercial development with a total floor area of 80,525 sf. (7.20 FAR) containing approximately 8,707 sf. of commercial retail, 71 dwelling units and 23 parking spaces.
Increment:
+ 65,248 sf. of residential (+ 65 DUs)
+ 59,47 sf. of retail, -2290 sf. auto-related, -3625 sf. other commercial
+ 9 commercial exempt parking space



Potential Site A69

Address: 2628, 2632 Atlantic Avenue

B: 3686 **L:** 19, 21

Lot Area: 8,192 sf.

C8-2 **to** C4-4D

Description: Apartment building

No Action:

The site would remain unchanged as a residence and commercial retail with a total floor area of 21,768 (2.66 FAR); containing approximately 3,200 sf. of commercial retail, 12,168 sf. of office area, and six dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 58,982 sf. (7.20 FAR); containing approximately 6,459 sf. of community facility, 52 dwelling units and 17 parking spaces.

Increment:

+ 46,122 sf. of residential (+ 46 DUs)

+ 3259 sf. of retail,

(12,168) sf. office area



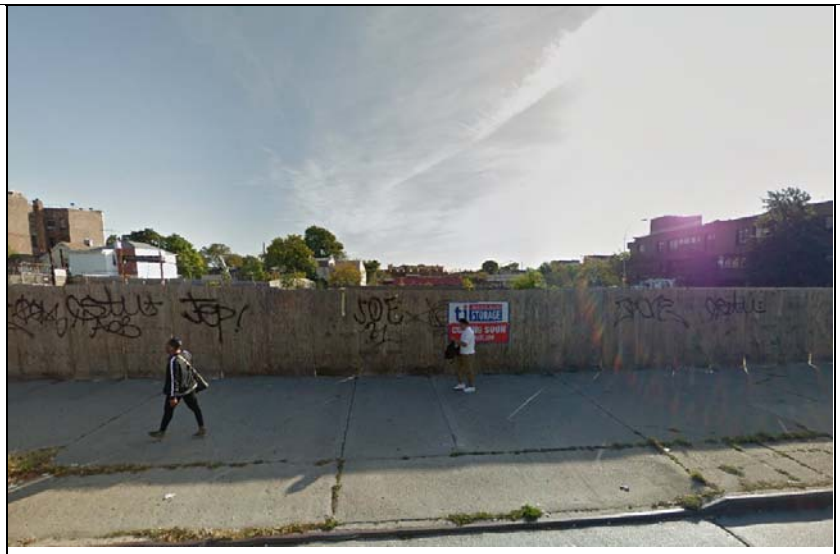
Potential Site A70
Address: 2664 Atlantic Avenue
B: 3687 **L:** 112
Lot Area: 19,931 sf.
C8-2 **to** C4-4D
Description: M&T Bank
No Action:
The site would remain unchanged as a retail bank with a total floor area of 4,505 sf. (0.23 FAR); containing approximately 4,505 sf. of commercial and 26 parking spaces.
With Action:
A mixed-use residential and commercial development with a total floor area of 143,503 sf. (7.20 FAR); containing approximately 17,938 Sf. of commercial retail, 125 dwelling units and 43 parking spaces.
Increment:
+ 125,565 sf. of residential (+ 125 DUs)
+ 17,938 sf. of retail
(4,505) sf. office area



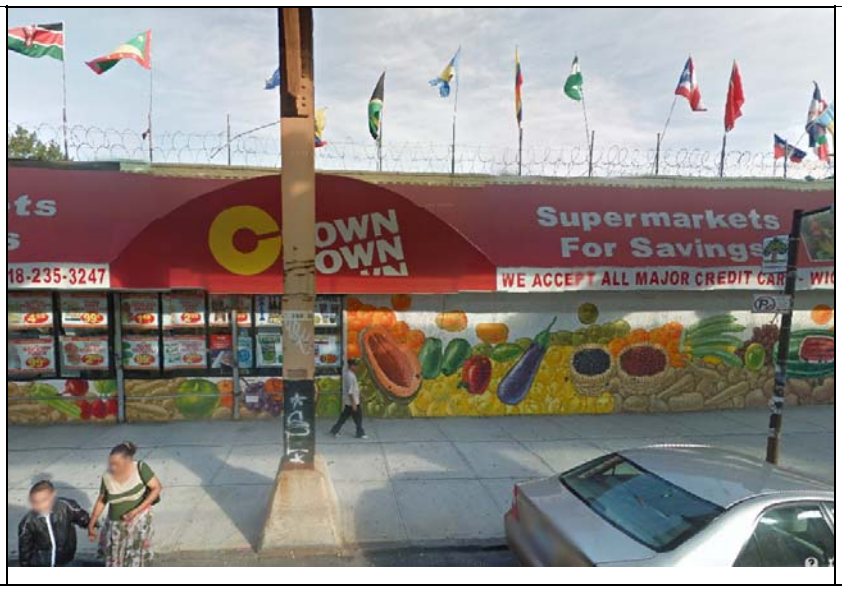
Potential Site A71
Address: 179 Vermont Street
B: 3689 **L:** 11
Lot Area: 9,361 sf.
C8-2 **to** M1-4/R6A
Description: Commercial space
No Action:
The site would remain unchanged as a commercial facility with a total floor area of 9,361 sf. (1.0 FAR) for storage.
With Action:
A residential development with a total floor area of 33,700 sf. (3.6 FAR) for residential use that includes 33 dwelling units.
Increment:
+ 33,700 sf. of residential (+ 33 DUs)
(9,361) sf. storage area



Potential Site A72
Address: 2762, 2764 Atlantic Avenue; 216, 220 Miller Avenue
B: 3691 **L:** 14, 15, 16, 18
Lot Area: 10,528 sf.
C8-2 **to** R8A/C2-4
Description: Plumbing-Heating Supply Store
No Action:
The site would remain unchanged as a residence, commercial and storage facility with a total floor area of 11,348 sf. (1.08 FAR); containing approximately 5,580 sf. of residential area that would yield 5 dwelling units, 2,610 sf. of commercial retail 3,158 sf. of storage area and 3 parking spaces.
With Action:
A mixed-use residential and commercial development with a total floor area of 54,201 sf. (5.15 FAR); containing approximately 3,697 sf. of commercial retail, 48 dwelling units and 8 parking spaces.
Increment:
+ 44,923 residential units (+43 DUs)
+ 1,087 sf. of retail,
(3,158) sf. storage area



Potential Site A73
Address: 189 Pennsylvania Avenue
B: 3721 **L:** 1
Lot Area: 47,600 sf.
C8-2 **to** C4-4D
Description: Vacant land
No Action:
A new commercial development with a total floor area of 95,200 sf. (2.0 FAR) for a self- storage unit. The site would have a 25 foot high building with 48 parking spaces.
With Action:
A mixed-use residential, commercial, and community facility development with a total floor area of 342,720 sf. (7.20 FAR); containing approximately 129,472 sf of commercial space, 55,740 sf. of community facility, 157 dwelling units, and 217 parking spaces.
Increment:
+ 157,508 sf. of residential (+ 157 DUs)
(95,200) sf. storage area,
+129,472 sf. other commercial
+ 55,740 sf community facility



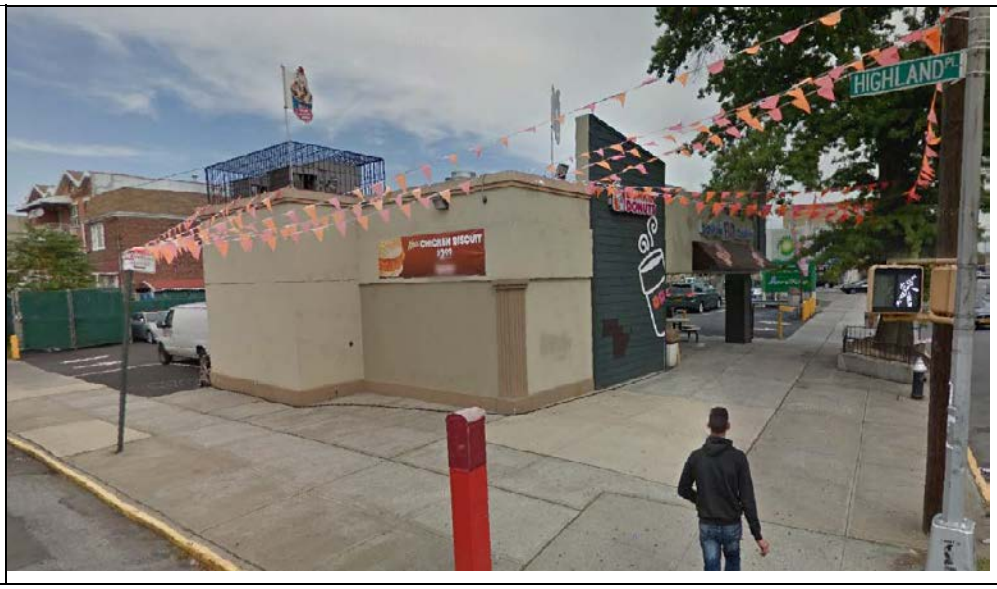
Potential Site A74
Address: 2869 Fulton Street
B: 3936 **L:** 42
Lot Area: 14,732 sf.
R5/C2-3 **to** R6A/C2-4
Description: C-Town supermarket
No Action:
The site would remain unchanged as a commercial retail with a total floor area of 9,000 sf. (0.61 FAR); for a supermarket space.
With Action:
A mixed-use residential and FRESH supermarket development with a total floor area of 66,294 sf. (3.6 FAR); containing 13,259 sf. for FRESH, 53 dwelling units, and 13 parking spaces.
Increment:
+ 53 ,035 sf. of residential (+53 DUs)
(9,000) sf. supermarket area,
+ 13,259 sf. FRESH area



Potential Site A75
Address: 2841 Atlantic Avenue
B: 3949 **L:** 1
Lot Area: 15,000 sf.
C8-2 **to** R8A/C2-4
Description: Beer distribution center
No Action:
The site would remain unchanged as a commercial and storage facility with a total floor area of 14,905 sf. (0.99 FAR); containing approximately 9,800 sf. commercial retail, and 5,105 sf. storage space.
With Action:
A mixed-use residential and commercial development with a total floor area of 108,000 sf. (7.20 FAR); containing approximately 13,500 sf. of commercial space, 94 dwelling units and 33 parking spaces.
Increment:
+ 94 residential units
+3700 sf. of retail,
(5,105) sf. storage area



Potential Site A76
Address: 3123 Atlantic Avenue
B: 3959 **L:** 52
Lot Area: 11,061 sf.
C8-2 **to** R8A/C2-4
Description: British Petroleum gas station
No Action:
The site would remain unchanged as a commercial, auto- related development with a total floor area of 1,845 sf. (0.17 FAR) for auto-related use.
With Action:
A mixed-use residential and commercial development with a total floor area of 79,639 sf. (7.2 FAR); containing approximately 3,144 sf. of commercial retail, 5,000 sf. of restaurant space, 71 dwelling units and 22 parking spaces.
Increment:
+ 71,494 sf. of residential (+71 DUs)
+ 3144 sf. of retail
+5,000 sf. restaurant area
(1,845) sf. auto-related



Potential Site A77
Address: 245 Highland Place
B: 3959 **L:** 54
Lot Area: 11,164 sf.
C8-2 **to** R8A/C2-4
Description: Dunkin Donuts/Baskin Robbins food establishment with parking lot
No Action:
The site would remain unchanged as a commercial retail facility with a total floor area of 3,167 sf. (0.28 FAR); containing approximately 1,500 sf. of commercial retail and 1,667 sf. of storage.
With Action:
A mixed-use residential and commercial development with a total floor area of 80,380 sf. (7.20 FAR) with approximately 8,222 sf of commercial space, 72 dwelling units and 22 parking spaces.
Increment:
+ 72,158 sf. of residential (+ 72 DUs)
+ 6,722 sf of commercial
(1,667) sf. storage area



Potential Site A78

Address: 3118 Fulton Street

B: 3960 **L:** 21

Lot Area: 9,471 sf.

R5/C2-3 **to** R6A/C2-4

Description: Retail

No Action:

The site would remain unchanged as a commercial retail facility with a total floor area of 9,471 sf. (1.0 FAR); for commercial retail or office use.

With Action:

A mixed-use residential, commercial and community facility development with a total floor area of 34,096 sf. (3.60 FAR); containing approximately 17.048 sf. of community facility development, 17 dwelling units, and 21 parking spaces.

Increment:

+ 17,048 sf. of residential (+ 17 DUs)

+ 7,557 sf. of retail



Potential Site A79

Address: 3161 Atlantic Avenue

B: 3960 **L:** 58

Lot Area: 22,049 sf.

C8-2 **to** C4-4D

Description: Vacant Land (former drive-thru restaurant)

No Action:

A new commercial development with a total floor area of 3,911 sf. (0.18 FAR) for a restaurant. The site would include 25 parking spaces.

With Action:

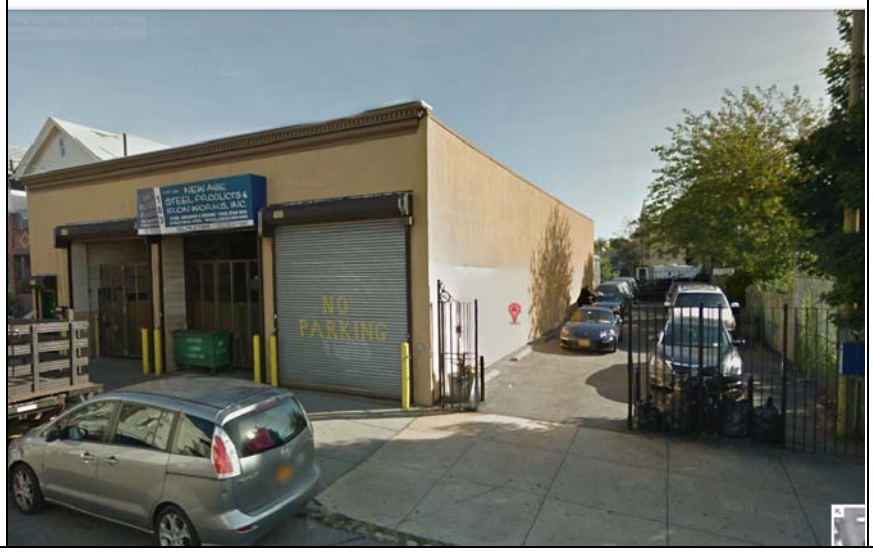
A mixed-use residential and commercial development with a total floor area of 158,753 sf. (7.2 FAR); containing approximately 17,023 sf. of commercial retail, 141 dwelling units and 45 parking spaces.

Increment:

+ 141,730 sf. of residential (+ 141 DUs)

+ 17,023 sf. of retail

(3,911) sf. of restaurant space



Potential Site A80
Address: Van Siclen Avenue; 183 Van Siclen Avenue
B: 3962 **L:** 1, 2
Lot Area: 7,500
C8-2 **to** R6A
Description: Parking, Industrial/Manufacturing
No Action:
The site would remain unchanged as an industrial and parking facility with a total floor area of 4,000 sf. (0.53 FAR) for industrial usage.
With Action:
A residential development with a total floor area of 27,000 sf. (3.6 FAR) that would yield 27 dwelling units and seven parking spaces.
Increment:
+27,000 sf. of residential (+ 27 DUs)
(4,000) sf. of industrial usage



Potential Site A81

Address: 2822 Atlantic Avenue

B: 3963 **L:** 8

Lot Area: 15,100 sf.

C8-2 **to** R8A/C2-4

Description: Transportation and utility

No Action:

The site would remain unchanged as an auto-related facility with a total floor area of 3,120 sf. (0.21 FAR) for auto-related, and transportation use.

With Action:

A mixed-use residential and commercial development with a total floor area of 108,720 sf. (7.2 FAR); containing approximately of 13,590 sf. of commercial retail, 95 dwelling units and 33 parking spaces.

Increment:

+ 95,150 sf. of residential (+ 95 DUs)

+ 10,470 sf. of retail



Potential Site A82

Address: 194 Schenck Avenue

B: 3963 **L:** 18

Lot Area: 5,000 sf.

C8-2 **to** R6A

Description: Industrial and Manufacturing

No Action:

The site would remain unchanged as an industrial and manufacturing facility with a total floor area of 5,000 sf. (1.0 FAR).

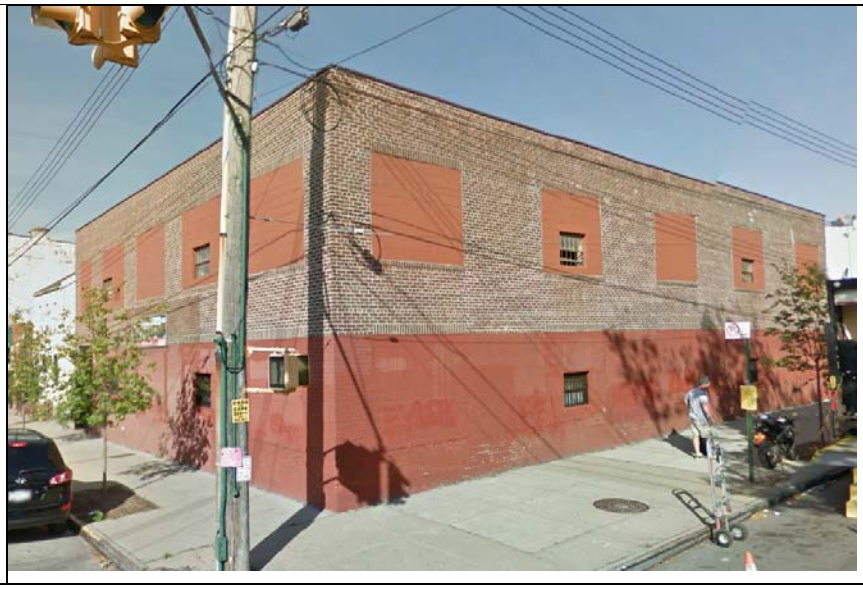
With Action:

A residential development with a total floor area of 18,000 sf. (3.6 FAR) that would yield 18 dwelling units and 5 parking spaces.

Increment:

+ 18,000 sf. of residential (+18 DUs)

(5,000) sf. commercial



Potential Site A83

Address: 555 Liberty Avenue

B: 3963 **L:** 26

Lot Area: 7,458 sf.

M1-1 **to** M1-4/R6A

Description: House of Worship

No Action:

The site would remain unchanged as a community facility with a total floor area of 11,176 sf. (1.50 FAR); for community facility use with 37 parking spaces.

With Action:

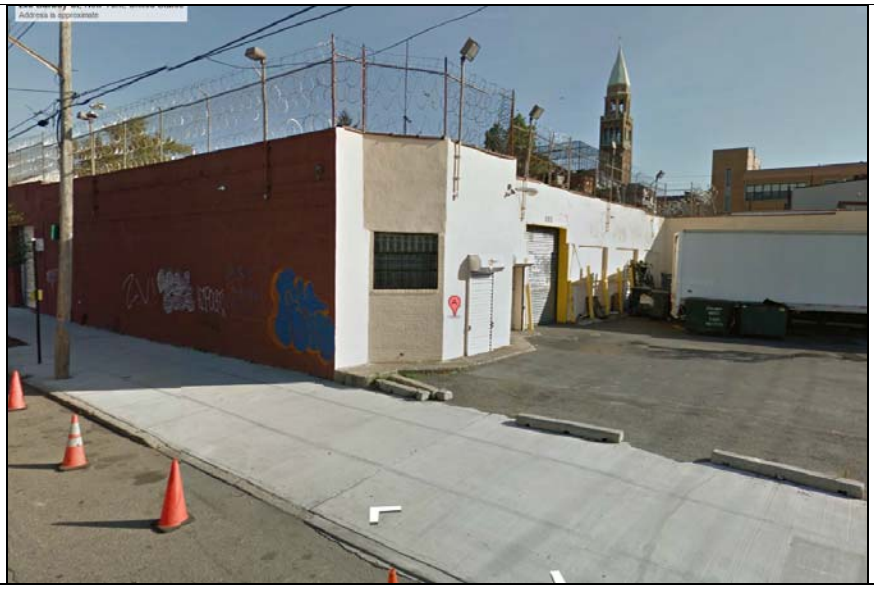
A residential development with a total floor area of 26,849 sf. (3.60 FAR) that would yield 26 dwelling units.

Increment:

+ 26,849 sf. residential (+26 DUs)



Potential Site A84
Address: 215 Schenk Avenue; 569 Liberty Avenue; 565 Liberty Avenue; 559 Liberty Avenue
B: 3961 **L:** 1, 33, 34, 35
Lot Area: 10,000 sf.
M1-2 **to** M1-4/R6A
Description: Parking facilities; One and Two Family; Industrial & Manufacturing
No Action:
The site would remain unchanged as a residence, industrial and parking facility with a total floor area of 8,029 sf. (0.80 FAR); containing approximately 298 sf. of commercial retail, 1,052 sf. of office area, 5,519 sf. of industrial space, one dwelling unit and five parking spaces;.
With Action:
A residential development with a total floor area of 36,000 sf. (3.6 FAR) that would yield 36 dwelling units.
Increment:
+ 36,000 sf. of residential (+36 DUs)
(298) sf. commercial
(1,052) sf. office space
(5,519) sf. industrial space



Potential Site A85

Address: 583 Liberty Avenue

B: 3965 **L:** 1

Lot Area: 15,000 sf.

R5 **to** R6A/C2-4

Description: Warehouse Distribution

No Action:

The site would remain unchanged as a storage facility with a total floor area of 10,000 square feet.

With Action:

A mixed-used residential and commercial development with a total floor area of 54,000 sf. (3.60 FAR); containing approximately 13,500 sf. of commercial retail, 40 dwelling units and 24 parking spaces.

Increment:

+40,500 sf. of residential (+40 DUs)

+3,500 sf. commercial

+ 24 parking spaces

(10,000) sf. storage



Potential Site A86
Address: 2864 Atlantic Avenue
B: 3965 **L:** 11
Lot Area: 18,111 sf.
C8-2 **to** R8A/C2-4
Description: Transportation and utility
No Action:
The site would remain unchanged as an auto-related facility with a total floor area of 1,597 sf. (0.09 FAR) for auto-related use.
With Action:
A mixed-used residential and commercial development with a total floor area of 130,399 sf. (7.2 FAR); containing approximately 114,099 sf. residential space that would yield 114 Dwelling Units, 16,300 sf. of commercial retail, and 39 dwelling units.
Increment:
+ 114,099 sf. of residential (+114 DUs)
+ 14,703 sf. of commercial
(1,597) sf. auto-related space



Potential Site A87

Address: 2912 Atlantic Avenue; 2916 Atlantic Avenue

B: 3967 **L:** 13,15

Lot Area: 10,303 sf.

C8-2 **to** R8A/C2-4

Description: Industrial and Manufacturing; Commercial and Office

No Action:

The site would remain unchanged as a mixed- use industrial, commercial and office facility with a total floor area of 18,658 sf. (1.81 FAR); containing approximately 14,501 sf. of office space and 4,157 sf. of community facility space .

With Action:

A mixed-use residential and commercial development with a total floor area of 74,182 sf. (7.20 FAR); containing approximately 66,217 sf. residential space that would yield 66 dwelling units, 7,965 sf. of retail, and 21 parking spaces.

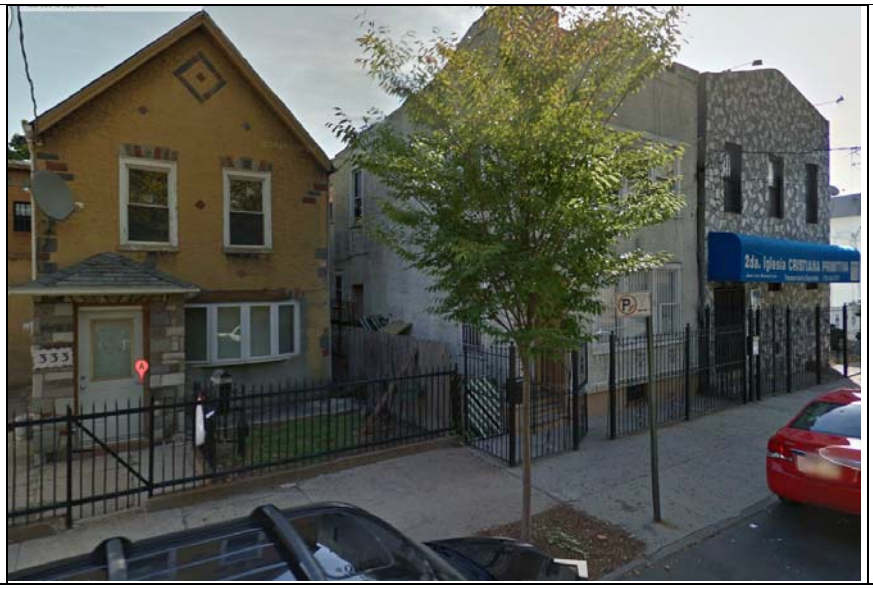
Increment:

+66,217 sf. of residential (+66 DUs)

+7,965 sf. of commercial retail

(14,501) sf. of office space

(4,157 sf. of community facility



Potential Site A88
Address: 335 Linwood Street, 333 Linwood Street
B: 3971 **L:** 10, 11
Lot Area: 7,500 sf.
C8-2 **to** R6A
Description: One and Two Family; House of Worship
No Action:
The site would remain unchanged as a residence and community facility with a total floor area of 18,658 sf. (1.81 FAR); containing approximately 14,501 sf. of office area and 4,157 sf. community facilities space.
With Action:
A residential development with a total floor area of 27,000 sf. (3.60 FAR) that would yield 27 Dwelling units, 7 parking spaces.
Increment:
+24,991 sf. of residential (+26 DUs)
+ 6 parking spaces



Potential Site A89
Address: 3018 Atlantic Avenue, 3020 Atlantic Avenue, 3024 Atlantic Avenue
B: 3971 **L:** 24, 25, 26
Lot Area: 8,942 sf.
C8-2 **to** R8A/C2-4
Description: Transportation and Utility; mixed residential and commercial
No Action:
The site would remain unchanged as a residence and auto- related facility with a total floor area of 7,575 sf. (0.85 FAR) containing approximately 4,315 sf. of commercial retail, 500 sf. of auto-related space, and two dwelling units.
With Action:
A mixed use residential and commercial development with a total floor area of 64,382 sf. (7.20 FAR); containing approximately 7,135 sf. of commercial retail, 57 dwelling units and 18 parking spaces.
Increment:
+ 54,486 sf. of residential (+ 55 DUs)
+ 2,320 sf. commercial space
(500) sf. auto-related space



Potential Site A90
Address: 787 Liberty Avenue, 785 Liberty Avenue,
B: 3973 **L:** 57,59
Lot Area: 7,500 sf.
C8-2 **to** R6A/C2-4
Description: Transportation and Utility; mixed residential and commercial
No Action:
The site would remain unchanged as a residence and auto- related facility with a total floor area of 4,375 sf. (0.58 FAR); containing approximately 1,020 sf. of commercial retail, 1,375 sf. of auto-related space, one dwelling unit and one parking space.
With Action:
A mixed-used residential and commercial development with a total floor area of 27,000 sf. (3.6 FAR); containing approximately 21,150 sf. residential space that would yield 21 dwelling units, 5,850 sf. commercial retail space, and 11 parking spaces.
Increment:
+ 19,170 sf. of residential (+20 DUs)
+ 3,455 sf. commercial space
(1,375) sf. auto-related space



Potential Site A91

Address: 536 Liberty Avenue, 540 Liberty Avenue, 546 Liberty Avenue

B: 3979 **L:** 11, 12, 13

Lot Area: 9,500 sf.

M1-1 **to** M1-4/R6A

Description: Parking facilities; auto repair; mixed residential and commercial

No Action:

The site would remain unchanged as a residence with surface parking that has a total floor area of 9,008 sf. (0.95 FAR); containing approximately 1,116 sf. of commercial retail, 798 sf. of auto-related use and six dwelling units.

With Action:

A residential development with a total floor area of 34,200 sf. (3.6 FAR) residential that would yield 34 dwelling units.

Increment:

+ 27,106 sf. of residential (+28 DUs)

(1,116) sf. commercial space

(798) sf. auto-related space



Potential Site A92

Address: 742 Liberty Avenue

B: 3987 **L:** 17

Lot Area: 7,504 sf.

R5/C2-3 **to** R6A/C2-4

Description: wholesale storage, residential

No Action:

The site would remain unchanged as a residence and storage facility with a total floor area of 6,900 sf. (0.92 FAR); containing approximately 5,010 sf. of storage, one dwelling unit, and one parking space.

With Action:

A mixed-used residential and commercial development with a total floor area of 27,014 sf. (3.60 FAR); containing approximately 20,260 sf. residential space that would yield 20 dwelling units, 6,754 sf. of commercial space, and 12 parking spaces.

Increment:

+18,370 sf. of residential (+19 DUs)

+ 6,754 sf. commercial space

(5,010) sf. of storage space



Potential Site A93

Address: 148 Berriman Street, 152 Berriman Street, 154 Berriman Street

B: 4005 **L:** 19,20,21

Lot Area: 10,000 sf.

R5/C2-3 **to** R6A

Description: warehouse/storage, industrial and manufacturing, Residential

No Action:

The site would have a new residence, but existing storage use with a total floor area of 11,250 sf. (1.13 FAR); containing approximately 5,000 sf. of storage, six dwelling units and six parking spaces.

With Action:

A residential development with a total floor area of 36,000 sf. (3.6 FAR) of residential space that would yield 36 dwelling units and, 9 parking spaces.

Increment:

+29,750 sf. of residential (+30 DUs)

(5,000) sf. storage



Potential Site A94
Address: 2406 Pitkin Avenue, 2410 Pitkin Avenue
B: 4017 **L:** 22,25
Lot Area: 8,188 sf.
R5/C2-3 **to** R7A
Description: Mixed residential and commercial, vacant land
No Action:
The site would remain unchanged as a mixed- use residence with commercial and vacant land that has total floor area of 2,160 sf. (0.26 FAR); containing approximately 400 sf. of commercial retail, one dwelling unit and one parking space.
With Action:
A mixed-used residential and commercial development with a total floor area of 37,665 sf. (7.2 FAR); containing approximately 31,326 sf. of residential space that would yield 31 Dwelling units, 6,339 sf. retail space and 14 parking spaces.
Increment:
+ 29,566 sf. of residential (+30 DUs)
+ 5,939 sf. retail space
+ 13 parking spaces



Potential Site A95

Address: 3263 Fulton Street

B: 4128 **L:** 66

Lot Area: 6,070 sf.

R5 **to** R6A/C2-4

Description: commercial and office

No Action:

The site would remain unchanged as a commercial office facility with a total floor area of 3,500 sf. (0.58 FAR).

With Action:

A mixed-used residential and commercial development with a total floor area of 27,852 sf. (3.6 FAR) containing approximately 17,575 sf. residential space that would yield 17 dwelling units, 4,277 sf. commercial retail space and eight parking spaces; .

Increment:

+ 17,575 sf. of residential (+17 DUs)

+ 777 sf. retail space



Potential Site A96

Address: 234 Logan Street, 244 Logan Street

B: 4137 **L:** 39, 43

Lot Area: 18,750 sf.

M1-1 **to** R6A

Description: parking facilities

No Action:

The site would remain unchanged as a parking facility with a total floor area of 21,200 sf. (1.13 FAR); containing approximately 15,000 sf. of auto-related space, 4,950 sf. of office space, 1,250 sf. of garage space and 24 parking spaces;.

With Action:

A residential development with a total floor area of 67,500 sf. (3.6 FAR) residential space that would yield 67 dwelling units, 4,277 sf. commercial retail space, and 17 parking spaces.

Increment:

+67,500 sf. of residential (+67 DUs)

(15,000) sf. auto-related

(4,950) sf. office

(1,250) sf. garage



Potential Site A97
Address: 3167 Atlantic Avenue; 237 Norwood Avenue
B: 4137 **L:** 56,63
Lot Area: 22,885 sf.
M1-1 **to** C4-4D
Description: parking facilities, transportation and utility
No Action:
The site would remain unchanged as a parking and auto- related facility with a total floor area of 20,885 sf. (0.91 FAR) for auto-related use and 40 parking spaces.
With Action:
A mixed-used residential and commercial development with a total floor area of 167,772 sf. (7.2 FAR) containing approximately 145,975 sf. residential space that would yield 145 dwelling units, 18,797 sf. commercial retail space, and 48 parking space.
Increment:
+ 145,975 sf. of residential (+145 DUs)
(2,089) sf. commercial
(20,885) sf. auto-related



Potential Site A98

Address: 240 Richmond Street; 242 Richmond Street

B: 4140 **L:** 27,28

Lot Area: 5,912 sf.

M1-1 **to** R6A

Description: one and two family, transportation and utility

No Action:

The site would remain unchanged as a residence and auto- related facility with a total floor area of 5,584 sf. (0.94 FAR); containing approximately 4,360 sf. of auto-related, and one dwelling unit.

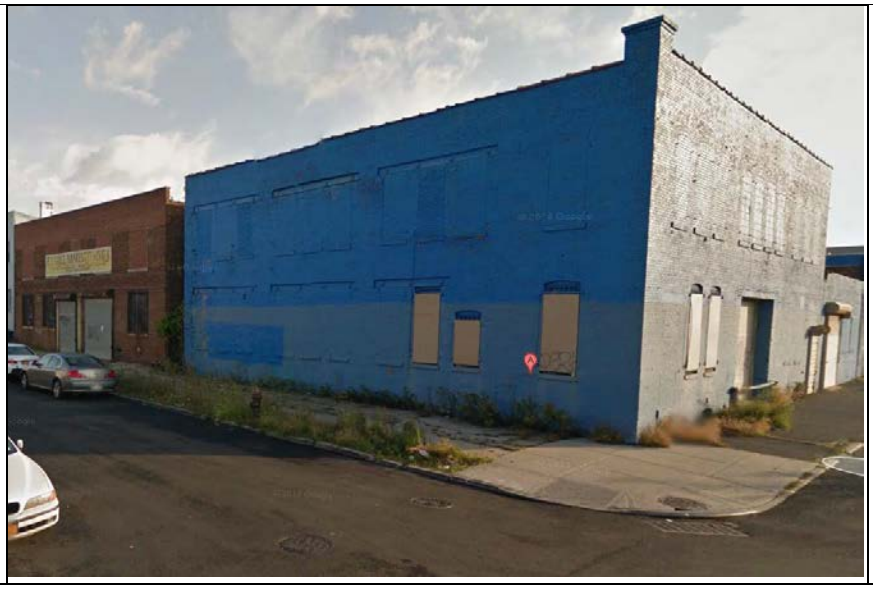
With Action:

A residential development with a total floor area of 21,283 sf. (3.6 FAR) for residential space that would yield 21 dwelling units and five spaces.

Increment:

+20,059 sf. of residential (+20 DUs)

(4,360) sf. auto-related



Potential Site A99

Address: 85 Dinsmore Place, 239 Richmond Street

B: 4141 **L:** 1,4

Lot Area: 25,080 sf.

M1-1 **to** M1-4/R7A

Description: industrial and manufacturing

No Action:

The site would remain unchanged as a industrial and manufacturing facility with a total floor area of 26,197 sf. (1.04 FAR) for storage; with 38 parking spaces.

With Action:

A mixed-used residential, commercial and community facility development with a total floor area of 163,202 sf. (6.5 FAR) containing approximately 120,152 sf. of residential space that would yield 120 dwelling units, and 42,868 sf. of commercial retail.

Increment:

+ 120,152 sf. of residential (+120 DUs)

(26,197) sf. storage



Potential Site A100

Address: 234 Chestnut Street, 232 Chestnut Street

B: 4141 **L:** 27, 30

Lot Area: 22,500 sf.

M1-1 **to** M1-4/R7A

Description: industrial and manufacturing, parking facilities

No Action:

The site would remain unchanged as a industrial, manufacturing and parking facility with a total floor area of 3,000 sf. (0.63 FAR); containing approximately 11,250 sf. of office space, 3,000 sf. of industrial space, and 63 parking spaces.

With Action:

A mixed-used residential and commercial development with a total floor area of 103,500 sf. (4.6 FAR) containing approximately 66,450 sf. residential space that would yield 66 dwelling units, and 37,050 sf. of commercial retail.

Increment:

+ 120,152 sf. of residential (+66 DUs)

+25,800 commercial

(11,250) sf. office

(3,000) sf. industrial



Potential Site A101
Address: 248 Chestnut Street, 99-111 Dinsmore Place
B: 4141 **L:** 33, 35, 39
Lot Area: 18,773 sf.
M1-1 **to** M1-4/R7A
Description: Industrial & Manufacturing, Parking Facilities
No Action:
The site would remain unchanged as a industrial, manufacturing and parking facility with a total floor area of 12,790 sf. (0.68 FAR); for storage.
With Action:
A mixed-used residential and commercial development with a total floor area of 86,356 (4.6 FAR); containing approximately 28,416 sf. of retail, and 57,939 sf. of residential space that would yield 57 dwelling units.
Increment:
+ 57,939Residential units (+57 DUs)
+28,416 sf. of retail
(12,790) sf. of storage space



Potential Site A102

Address: 911-925 Liberty Avenue

B: 4156 **L:** 1, 45, 50

Lot Area: 20,000 sf.

R5 **to** R6A/C2-4 overlay

Description: Auto repair

No Action:

The site would remain unchanged as an auto- related facility with a total floor area of 11,410 sf. (0.57 FAR) for auto-related use with 15 parking spaces.

With Action:

A mixed-used residential and commercial development with a total floor area of 72,000 sf. (3.6 FAR) containing approximately 17,829 sf. of commercial retail, 54,171 sf. of residential space that would yield 54 dwelling unit, and 32 parking spaces.

Increment:

+54171 sf. of residential (+ 54 DUs)

+17,829 sf. of retail

(11,410) sf. of auto-related use



Potential Site A103

Address: 3360 Atlantic Avenue, 3372 Atlantic Avenue, 326 Crescent Street

B: 4162 **L:** 18, 22, 29

Lot Area: 26,371 sf.

C8-1 **to** R7A/C2-4 overlay

Description: Retail, Parking Facilities

No Action:

The site would remain unchanged as a commercial retail and parking facility with a total floor area of 17,406 sf. (0.66 FAR); for commercial retail with 20 parking spaces.

With Action:

A mixed-used residential and commercial development with a total floor area of 121,307 sf. (4.60 FAR) containing approximately 20,101 sf. of commercial retail, 101,206 sf. of residential space that would yield 101 units, and 45 parking spaces.

Increment:

+ 101,206 sf. of residential (+101 DUs)

+2,695 sf. of retail



Potential Site A104

Address: 3420-3432 Atlantic Avenue

B: 4167 **L:** 22, 24, 25

Lot Area: 19,766 sf.

C8-1 **to** R7A/C2-4 overlay

Description: Parking Facilities (bus)/Auto repair

No Action:

The site would remain unchanged as a commercial retail and parking facility with a total floor area of 22,322 sf. (1.13 FAR); containing approximately 20,957 sf. of auto-related space, 1,365 sf. of office space and 15 parking spaces.

With Action:

A mixed-used residential and commercial development with a total floor area of 90,924 sf. (4.6 FAR); containing approximately 16,649 sf. of commercial retail, 74,274 sf. of residential space that would yield 74 dwelling units and 36 parking spaces.

Increment:

+ 74,274 sf. of residential units (+74 DUs)

+16,649 sf. of retail

(20,957) sf. of auto-related use

(1,365) sf. of office space



Potential Site A105

Address: 406 Pine Street, 469 Euclid Avenue

B: 4214 **L:** 1, 6

Lot Area: 31,000 sf.

R5 **to** C4-4D, R7A

Description: Commercial & Office, Parking Facilities

No Action:

The site would remain unchanged as a commercial retail and parking facility with a total floor area of 60,180 sf. (1.95 FAR) and 101 parking spaces.

With Action:

A mixed-used residential and commercial development with a total floor area of 194,600 sf. (6.28 FAR) containing approximately 14,400 sf. of commercial retail, 64,800 sf. of office space, 115,400 sf. of residential space that would yield 114 dwelling units, and 105 parking spaces.

Increment:

+115,400 sf. of residential units (+114 DUs)

+14,400 sf. of retail

+4,470 sf. of office space



Potential Site A106

Address: 352-368 Shepherd Avenue

B: 3988 **L:** 28, 34, 35

Lot Area: 18,500 sf.

R5 **to** R6A

Description: Open Industrial Storage, Multi-Family Walk-Up, Parking Facilities

No Action:

An existing residence with parking and a new residential development with a total floor area of 20,815 sf. (1.13 FAR); containing approximately 10,000 sf. of garage space, 10 dwelling units and 42 parking spaces.

With Action:

A residential development with a total floor area of 66,600 sf. (3.6 FAR) for residential space that would yield 66 dwelling units, and 17 parking spaces.

Increment:

+ 55,785 sf. of residential units (+56 DUs)

(10,000) sf. of garage space

Appendix 3

Draft Transportation Planning Factors and Travel Demand Forecast Memorandum

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

DRAFT

TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **Philip Habib & Associates**

DATE: **January 30, 2015**

PROJECT: **East New York Rezoning EIS (PHA No. 1223C)**

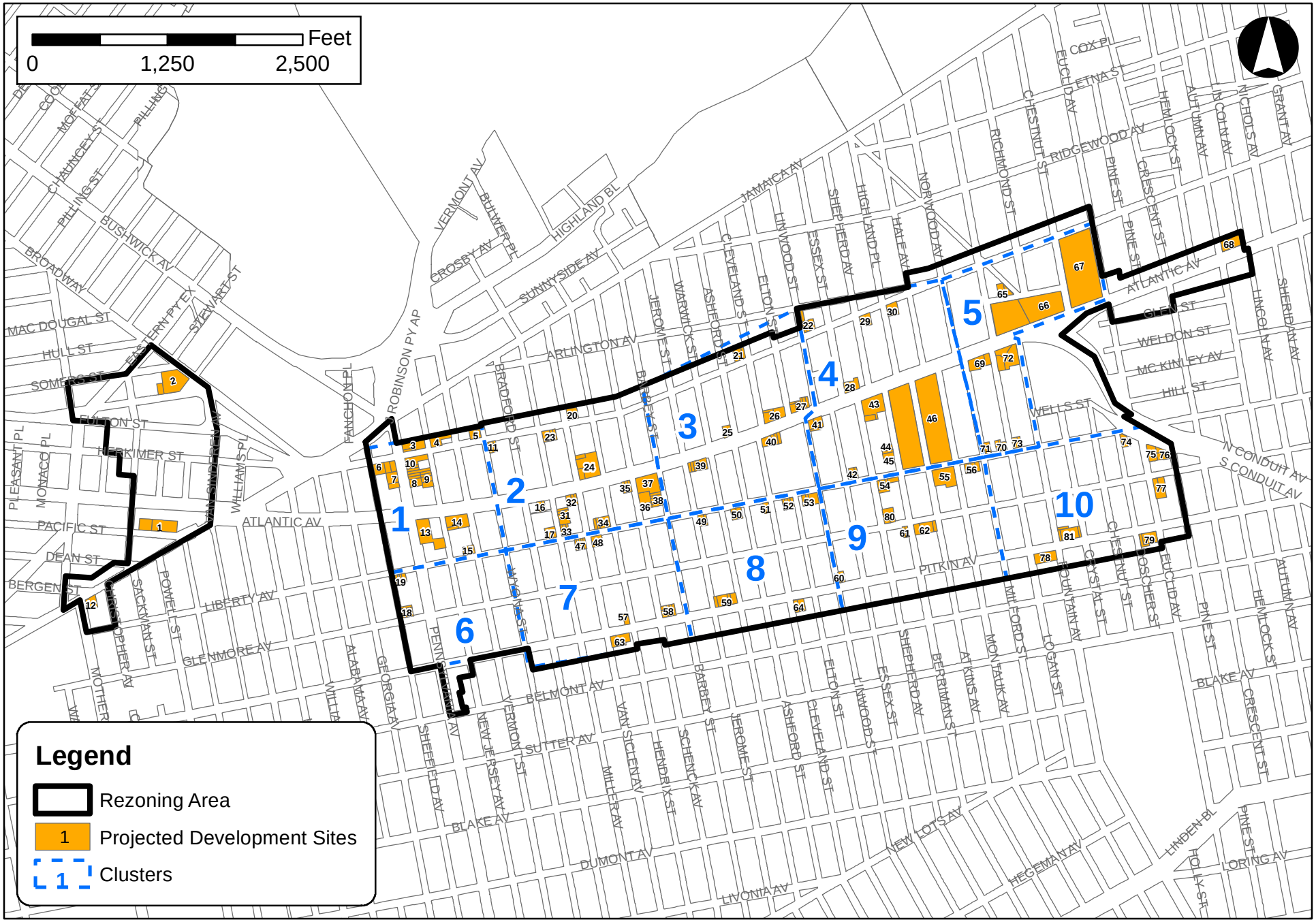
RE: **Transportation Planning Factors and Travel Demand Forecast**

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit, and pedestrian conditions for the *East New York Rezoning EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDS) are provided, along with a discussion of trip assignment methodologies and study area definitions.

THE PROPOSED ACTIONS

The Proposed Actions include zoning map amendments and zoning text amendments affecting approximately 475 acres in eastern Brooklyn. The rezoning area includes portions of the East New York, Cypress Hills, and Ocean Hill neighborhoods in Community Districts 5 and 16, generally extending from Broadway and Fulton Street on the north, Euclid and Lincoln avenues and Crescent Street on the east, Pitkin and Belmont avenues on the south, and Eastern Parkway, Sackman Street, and Mother Gaston Boulevard on the west (see **Figure 1**).

The rezoning area is currently zoned with a mix of residential, commercial, and light manufacturing zoning districts. The residential density varies throughout the zoning area, with the lowest residential density along Atlantic Avenue and Broadway Junction, which are predominantly characterized by commercial and light industrial uses, respectively, under existing conditions. The proposed East New York Rezoning is intended to facilitate vibrant, inclusive residential neighborhoods with a wide variety of local retail options, job opportunities, and attractive streets for residents, workers, and visitors. Opportunities for new housing, including affordable housing, along key corridors, particularly Atlantic Avenue, would provide more housing choices for current and future residents in this area. Along with zoning map changes, the Proposed Actions include amendments to the text of the Zoning Resolution to apply a new mandatory Inclusionary Housing Program (IHP) to portions of the rezoning area where



East New York Rezoning TPF Memo **Figure 1**

RWCDS Projected Development Sites

zoning changes are promoting new housing. Additionally, the Proposed Actions include amendments to the Zoning Resolution to establish a new residential district for moderate residential density along transit corridors and to establish an Enhanced Commercial District within the rezoning area along Atlantic Avenue, Pitkin Avenue, and Fulton Street. Independent of the Proposed Actions, DCP has also proposed a series of zoning text amendments to eliminate unnecessary obstacles to the creation of housing, especially affordable housing. These text amendments are expected to be in public review concurrent with the Proposed Actions and, when adopted, will affect the proposed zoning districts. Included in these actions is the elimination of off-street parking requirements for low-income housing or IHP units within areas that fall within a "Transit Zone" encompassing areas well served by transit and with low car ownership and auto commuting rates.

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the potential effects of the Proposed Actions, a RWCDS for both "future without the proposed actions" (No-Action) and "future with the proposed actions" (With-Action) conditions will be analyzed for an analysis year of 2030. To develop a reasonable estimate of future growth, likely development sites were identified and divided into two categories: projected development sites and potential development sites. The projected development sites are those considered more likely to be developed within the 15-year analysis period for the Proposed Actions (i.e., by the 2030 analysis year), while potential sites are considered less likely to be developed over the same period. Projected development sites are considered for the purposes of the transportation analyses. **Table 1** shows the total anticipated No-Action and With-Action land uses on projected development sites in 2030 under the RWCDS.

Table 1: 2030 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential			
Market-Rate Residential	550 DU	3,745 DU	+ 3,195 DU
Affordable Residential	0 DU	3,775 DU	+ 3,775 DU
Total Residential	*566,224 sf (550 DU)*	*7,558,373 sf (7,520 DU)*	*+ 6,992,149 sf (6,970 DU)*
Commercial			
Local Retail	246,127 sf	938,577 sf	+ 692,350 sf
FRESH Supermarket	30,000 sf	60,000 sf	+ 30,000 sf
Restaurant	5,650 sf	69,550 sf	+ 63,900 sf
Auto-Related	137,175 sf	0 sf	- 131,175 sf
Hotel	97,551 sf	0 sf	- 97,551 sf
Office	75,992 sf	191,887 sf	115,895 sf
Warehouse	73,170 sf	0 sf	-73,170 sf
Garage	3,055 sf	0 sf	- 3,055 sf
Total Commercial	668,820 sf	*1,260,014 sf*	*+ 624,314 sf*
Other Uses			
Industrial	125,886 sf	152,968 sf	+ 27,082 sf
Community Facility	156,972 sf	502,625 sf	+ 345,653 sf
Total Floor Area	***1,554,441 sf***	***9,682,313 sf***	***+ 8,136,864 sf***
Parking			
Parking Spaces	1,312	2,590	+ 1,278

Overall, the rezoning area encompasses approximately 475 acres and includes a total of 81 projected development sites (see **Figure 1**). For travel demand forecasting and trip assignment purposes, the projected development sites were grouped into a total of ten "clusters." These clusters were defined based on the rezoning area roadway network characteristics and the likely travel routes of vehicle trips to and from the development sites. Four projected development sites were considered "outliers" and treated as unique sites as they are not located in proximity to any of the identified clusters. The location of each cluster is shown in **Figure 1**, and the projected development sites included in each cluster are listed in **Table 2**.

Table 2: Transportation Analysis Development Clusters

Cluster	Projected Development Sites
1	3-10, 13-15
2	11, 16, 17, 20, 23, 24, 31-38
3	21, 25, 26, 39, 40
4	22, 27-30, 41-46
5	65-67, 69-73
6	18, 19
7	47, 48, 57, 58, 63
8	49-53, 59, 64
9	54-56, 60-62, 80
10	74-79, 81
Outlier Development Sites	
Site 1	
Site 2	
Site 12	
Site 68	

PRELIMINARY TRANSPORTATION PLANNING FACTORS

The preliminary transportation planning factors proposed for use in forecasting travel demand for the RWCDS land uses are summarized in **Table 3** and discussed below.[1] The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each of the land uses were primarily based on those cited in the 2014 *City Environmental Quality Review [CEQR] Technical Manual*, factors developed for recent environmental reviews, 2009-2013 American Community Survey (ACS) journey-to-work data, data provided by the New York City departments of Transportation (NYCDOT) and City Planning (NYCDCP), and data from other standard professional references. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday midday peak hours (typical peak periods for retail demand).

[1] The 3,055 gsf of No-Action garage floor area is accessory to other uses and is not expected to generate additional vehicle trips independent of these uses. It is therefore not reflected in the travel demand forecast as an independent use.

Table 3: Transportation Planning Factors

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH (Supermarket)	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day Care Center	Community Center	House of Worship	Medical Office
Size/Units:	692,350 gsf	115,895 gsf	3,195 DU	3,775 DU	-243 Rooms	27,082 gsf	63,900 gsf	-118,365 gsf	-18,810 gsf	-73,170 gsf	30,000 gsf	205 Students	17 Staff	(13,14) 36 Parents	-28,302 gsf	277,436 gsf	7,873 gsf	91,981 gsf
Trip Generation:	(1)	(1)	(1)	(1)	(1)	(2)	(5)	(2)	(6)	(7)	(9,10)	(12)	(12)	(12)	(15)	(1)	(16)	(17)
Weekday	205	18.0	8.075	8.075	9.4	14.7	173.0	19.42	2.63	4.87	205	2	2	4	33	44.7	19.18	127
Saturday	240	3.9	9.600	9.600	9.4	2.2	139.0	19.42	2.63	1.68	271	0	0	0	2	26.1	21.83	127
	per 1,000 sf	per 1,000 sf	per DU	per DU	per room	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student	per Staff	per Student	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf
Temporal Distribution:	(1)	(1)	(1)	(1)	(1)	(2)	(5)	(2)	(6)	(7,8)	(9,11)	(12)	(12)	(12)	(15)	(1)	(16)	(17)
AM	3.0%	12.0%	10.0%	10.0%	8.0%	13.2%	1.0%	13.2%	12.0%	11.8%	3.0%	50.0%	50.0%	50.0%	16.0%	4.0%	7.9%	4.0%
MD	19.0%	15.0%	5.0%	5.0%	14.0%	11.0%	13.7%	11.0%	12.0%	11.0%	12.0%	0.0%	0.0%	0.0%	5.0%	9.0%	4.0%	11.0%
PM	10.0%	14.0%	11.0%	11.0%	13.0%	14.2%	7.7%	14.2%	9.0%	12.6%	10.0%	5.0%	5.0%	5.0%	19.0%	5.0%	7.2%	12.0%
SatMD	10.0%	17.0%	8.0%	8.0%	9.0%	10.7%	11.6%	10.7%	12.0%	10.6%	12.0%	0.0%	0.0%	0.0%	12.0%	9.0%	15.8%	11.0%
Modal Splits:	(2) All Periods	(3) AM/PM/SAT	(20) MD	(4) All Periods	(4) All Periods	(2) All Periods	(3) AM/PM/SAT	(20) MD	(5) All Periods	(2) All Periods	(6) All Periods	(8) All Periods	(9) All Periods	(12) AM/MD/SAT	(12) PM	(12) All Periods	(12) All Periods	(18) All Periods	(16) All Periods	(18) All Periods	(17) All Periods
Auto	5.0%	45.3%	2.0%	30.7%	16.3%	30.1%	45.3%	2.0%	30.0%	85.0%	100.0%	51.0%	4.0%	15.0%	56.3%	42.0%	0.0%	5.0%	5.0%	5.0%	30%
Taxi	1.0%	0.4%	3.0%	0.9%	0.4%	12.3%	0.4%	3.0%	5.0%	5.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.0%	2%
Subway/Railroad	3.0%	26.9%	6.0%	54.3%	58.4%	18.8%	26.9%	6.0%	15.0%	1.0%	0.0%	28.0%	5.0%	3.3%	12.4%	39.0%	0.0%	3.0%	3.0%	3.0%	33%
Bus	6.0%	15.4%	6.0%	8.9%	17.9%	5.5%	15.4%	6.0%	15.0%	1.0%	0.0%	7.0%	5.0%	1.7%	6.4%	19.0%	0.0%	6.0%	6.0%	6.0%	18%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Walk/Other	85.0%	12.0%	83.0%	5.2%	7.1%	33.3%	12.0%	83.0%	35.0%	8.0%	0.0%	12.0%	83.0%	25.0%	25.0%	0.0%	100.0%	85.0%	85.0%	85.0%	17%
	100.0%	100.0%	100%	100.0%	100.0%	100.0%	100.0%	100%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100%
In/Out Splits:	(2) In Out	(2) In Out		(2) In Out	(2) In Out	(2) In Out	(2) In Out		(5) In Out	(2) In Out	(6) In Out	(8) In Out	(9,11) In Out	(12) In Out		(12) In Out	(12) In Out	(15) In Out	(16) In Out	(16) In Out	(17) In Out
AM	50% 50%	96.0% 4.0%		15.0% 85.0%	15.0% 85.0%	41% 59%	88% 12%		94% 6%	65% 35%	67% 33%	88% 12%	45% 55%	100% 0%		100% 0%	50% 50%	53% 47%	61% 39%	54% 46%	89% 11%
MD	50% 50%	39.0% 61.0%		50.0% 50.0%	50.0% 50.0%	68% 32%	50% 50%		65% 35%	50% 50%	50% 50%	50% 50%	46% 54%	0% 0%		0% 0%	0% 0%	50% 50%	55% 45%	50% 50%	51% 49%
PM	50% 50%	5.0% 95.0%		70.0% 30.0%	70.0% 30.0%	59% 41%	12% 88%		65% 35%	50% 50%	15% 85%	12% 88%	47% 53%	0% 100%		0% 100%	50% 50%	47% 53%	29% 71%	52% 48%	48% 52%
Sat MD	55% 45%	60.0% 40.0%		50.0% 50.0%	50.0% 50.0%	56% 44%	47% 53%		63% 37%	50% 50%	50% 50%	50% 50%	46% 54%	0% 0%		0% 0%	0% 0%	47% 53%	49% 51%	71% 29%	41% 59%
Vehicle Occupancy:	(2)	(2,3)	(2,4,19) AM/PM MD/SMD	(2,4,19) AM/PM MD/SMD	(2)	(2)	(5)	(2)	(6)	(8)	(9,11)	(12)	(12)		(15)	(16)	(16)	(17)
Auto	2.00	1.12	1.065 1.49	1.064 1.49	1.60	1.20	2.2	1.30	1.30	1.30	1.65	1.30	1.20	N/A	1.65	1.65	1.65	2.60
Taxi	2.00	1.20	1.30 1.30	1.30 1.30	1.40	1.20	2.3	1.30	1.50	1.30	1.40	1.30	1.20	N/A	1.40	1.30	1.40	2.60
School Bus												35.00						
Truck Trip Generation:	(1)	(1)	(1)	(1)	(21)	(2)	(5)	(2)	(6)	(8)	(9,11)	(15)			(15)	(16)	(16)	(16)
Weekday	0.35	0.32	0.06	0.06	0.06	0.67	3.60	0.89	0.15	0.67	0.35	0.03	N/A	N/A	0.07	0.29	0.29	0.29
Saturday	0.04	0.01	0.02	0.02	0.01	0.67	3.60	0.89	0.15	0.67	0.04	0.03	N/A	N/A	0.00	0.29	0.29	0.29
	per 1,000 sf	per 1,000 sf	per DU	per DU	per room	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf
	(1)	(1)	(1)	(1)	(21)	(2)	(5)	(2)	(6)	(8)	(9,11)	(15)			(15)	(16)	(16)	(16)
AM	8.0%	10.0%	12.0%	12.0%	12.0%	14.0%	6.0%	14.0%	9.6%	14.0%	10.0%	9.6%	N/A	N/A	9.6%	9.6%	9.6%	3.0%
MD	11.0%	11.0%	9.0%	9.0%	9.0%	9.0%	6.0%	9.0%	11.0%	9.0%	8.0%	11.0%	N/A	N/A	11.0%	11.0%	11.0%	11.0%
PM	2.0%	2.0%	2.0%	2.0%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.0%	1.0%	N/A	N/A	1.0%	1.0%	1.0%	1.0%
Sat MD	11.0%	11.0%	9.0%	9.0%	9.0%	0.0%	0.0%	0.0%	11.0%	0.0%	10.0%	0.0%	N/A	N/A	0.0%	0.0%	0.0%	0.0%
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM/MD/PM	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	N/A N/A	N/A N/A	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%

Notes:

(1) Based on data from *City Environmental Quality Review (CEQR) Technical Manual*, 2014.
(2) Based on data from *Broadway Triangle FEIS*, 2009.
(3) Based on AASHTO CTPP Reverse Journey to Work 5-Year data for tracts 365.02, 367, 908, 1144, 1146, 1150, 1152, 1166, 1168, 1170, 1172.01, 1174, 1178, 1184, 1192, 1194, 1196 and 1198.
(4) Based on ACS-PUMA data 2008-2012 Journey to Work 5-Year data for PUMA 2007.
(5) Based on data from *Brooklyn Bridge Park Project FEIS*, 2005.
(6) Based on data from *West 57th Street Rezoning FEIS*, 2001.
(7) Based on data from *ITE Trip Generation Handbook, 9th Edition,* Land Use Code 150 (Warehousing); Person Trip Rate=ITE Trip Rate x 1.3/0.95.
(8) Based on data from *Greenpoint-Williamsburg Rezoning FSEIS*, 2005.
(9) Based on data from *The Food Retail Expansion to Support Health (FRESH) Food Store Program*, 2009.
(10) Assumes a 32% increase in peak hour trips on Saturday; based on ratio between weekday and Saturday rates for supermarket use provided by the *CEQR Technical Manual*, 2014.
(11) Assumes for Saturday the same temporal distribution, modal split, directional split, and vehicle occupancy as the weekday midday.
(12) Based on data from *Brownsville Ascend Charter School Assessment,* 2011.
(13) Assumes a student to parent ratio of 1 to 0.7 based on data from a November 2012 survey conducted at PS 35 in Queens.
(14) Assumes 205 students and a 25% walk mode share.
(15) Based on data from *No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS*, 2004.
(16) Based on data from *Jamaica Plan Rezoning FGEIS*, 2007.
(17) Based on data provided by NYCDOT.
(18) Community Center use modal splits applied to Day Care Center and House of Worship uses.
(19) Midday and Saturday vehicle occupancy determined by applying a multiplier (1.4) to the AM/PM rate.
(20) Based on data provided by NYCDCP.
(21) Based on data from the 2006 *Atlantic Yards Arena and Redevelopment FEIS.*

Retail

The trip generation rates and temporal distributions for local retail uses were based on data from the 2014 *CEQR Technical Manual*. The modal and directional in/out splits and vehicle occupancy rates were based on data from the 2009 *Broadway Triangle FEIS.* Truck trip generation rates and temporal distributions were based on data from the 2014 *CEQR Technical Manual.* For the purposes of the travel demand forecast, and to reflect the large scale of the rezoning area, it was assumed that 70 percent of all local retail trips would be linked trips, consistent with the rate assumed in the 2007 *Jamaica Plan FEIS*. Factors for the FRESH supermarket use were derived from data from *The Food Retail Expansion to Support Health (FRESH) Food Store Program* (2009). A 25 percent linked-trip credit was assumed for the FRESH supermarket use.

Non-Retail Commercial Uses

Non-retail commercial land uses on the projected development sites in the No-Action and/or With-Action condition include office, restaurant, hotel, and auto-related uses (auto repair and auto sales). As shown in **Table 3**, the factors used to forecast travel demand from these uses were developed from a variety of sources, including the 2014 *CEQR Technical Manual*, the 2009 *Broadway Triangle FEIS*, the 2005 *Brooklyn Bridge Park Project FEIS*, the 2001 *West 57th Street Rezoning FEIS,* data provided by NYCDP, and AASHTO CTPP reverse journey-to-work data for workers in census tracts in the study area (Brooklyn Census Tracts 365.02, 367, 908, 1144, 1146, 1150, 1152, 1166, 1168, 1170, 1172.01, 1174, 1178, 1184, 1192, 1194, 1196, and 1198). A 25 percent linked-trip credit was assumed for the restaurant use.

Community Facility

Table 4 shows the specific types of community facility uses that would be developed on each of the projected development sites under the RWCDS in the No-Action and With-Action conditions. These would include medical office, Pre-K school, day care center, community center, and religious uses. As shown in **Table 3**, the factors used to forecast travel demand from these land uses were developed from a variety of sources, including the 2014 *CEQR Technical Manual*, the 2007 *Jamaica Plan Rezoning FGEIS,* the 2004 *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS,* the 2011 *Brownsville Ascent Charter School Assessment*, survey data from P.S. 35 in Queens, and data provided by NYCDOT.

Light Industrial/Warehouse

The trip generation rates, temporal distributions, directional in/out splits, and vehicle occupancies for light manufacturing uses were based on data from the 2009 *Broadway Triangle FEIS,* and the modal splits were based on AASHTO CTPP reverse journey-to-work data for workers in study area census tracts and on data provided by NYCDCP. Truck trip generation rates and temporal distributions for light industrial uses were based on data from the 2009 *Broadway Triangle FEIS.* Travel demand factors

Table 4: Net Change in Community Facility Uses on Projected Development Sites Under the RWCDS

Site	Medical Office	Pre-K School	Day Care Center	Community Center	House of Worship	Total
1					-24,967	-24,967
8	+1,788					+1,788
14	+22,118					+22,118
16	-23,138					-23,138
24		+30,000	-28,302		+30,000	+31,698
29				-9,812		-9,812
43	+35,440					+35,440
46				+21,981		+21,981
52					-1,600	-1,600
66				+107,252		+107,252
67	+36,480			+141,455		+177,935
72	+19,294					+19,294
79					-2,520	-2,520
81				+16,560	+6,960	+23,520
Total	**+91,981**	**+30,000**	**-28,302**	**+277,435**	**+7,873**	**+378,987**

for the warehouse uses were based on data from *ITE Trip Generation Handbook, 9th Edition,* and the 2005 *Greenpoint-Williamsburg Rezoning FSEIS.*

Residential

The residential travel demand forecasts were based on person trip and truck trip generation rates and temporal distributions cited in the 2014 *CEQR Technical Manual*. The directional in/out splits were based on data from the 2009 *Broadway Triangle FEIS.* As outlined in **Appendix A**, national, regional, and local data indicate a direct correlation between auto usage (e.g., auto mode share) and income (refer to Table 8 of the USDOT-FHA's 2009 *National Household Travel Survey* and Figure 18 of the NYCDCP 2009 *Residential Parking Study*). As presented in **Table 1**, it is anticipated that a significant portion (3,775 dwelling units) of the With-Action residential development under the RWCDS would be rental units designated as affordable under the Inclusionary Housing Program (IHP), and are therefore expected to have modal split and vehicle occupancy patterns reflecting lower auto ownership rates. Weekday AM and PM peak hour modal splits and vehicle occupancies for affordable residential uses were derived from 2008-2012 5-year American community Survey (ACS) journey-to-work data for PUMA[2] 4007 which encompasses a significant portion of the rezoning area. Weekday AM and PM modal splits and vehicle occupancy patterns for market-rate residential uses were similarly derived from ACS data and were assumed for the With-Action market-rate residential uses under the RWCDS. As none of the No-Action residential development would be designated affordable through the IHP under the RWCDS, the modal

[2] Public Use Microdata Area.

splits and vehicle occupancies for market-rate residential uses were also assumed for the projected residential development in the future without the Proposed Actions.

It should be noted that ACS vehicle occupancy data reflect the average vehicle occupancy for personal auto trips to and from work, and do not present the complete picture of average vehicle occupancy for other purposes (e.g., shopping, errands, social and recreational activities, school trips, etc.). In general, vehicle occupancy rates for non-work-related trips have been found to be higher than vehicle occupancy rates for work-related trips. Both national data from USDOT-FHA's *Summary of Travel Trends: 2009 National Household Travel Survey* and regional data from the *Regional Travel-Household Interview Survey* prepared for the New York Metropolitan Transportation Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA) indicate that average vehicle occupancy rates for all auto trips are over 1.4 times the average vehicle occupancy rates for auto trips to and from work. (Refer to Table 16 of the USDOT-FHA's 2009 *National Household Travel Survey* and pages 20 and 21 of NYMTC/NJTPA 2000 *Regional Travel – Household Interview Survey* provided in **Appendix A**). As such, the weekday AM/PM peak hour vehicle occupancy rates derived from the ACS data were adjusted by a factor of 1.4 for the weekday midday and Saturday midday peak hours to reflect the predominance of non-work-related trips during these periods. While not all AM and PM peak hour trips are work-related, the lower vehicle occupancy rates for trips to and from work were conservatively applied to all auto trips in these latter peak hours.

Although residential-based trips in the weekday midday and Saturday midday peak hours would likely be more local in nature than in the commuter peak hours (and therefore have a higher walk share, for example), the modal splits based on the ACS journey-to-work data were conservatively assumed for all periods.

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2030 analysis year was derived based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 3**. **Tables 5 and 6** show an estimate of the net incremental change in peak hour person trips and vehicle trips, respectively, (versus the No-Action condition) that would occur in 2030 with implementation of the Proposed Actions. As shown in **Tables 5 and 6**, under the RWCDS, the Proposed Actions would generate a net increase of approximately 8,050 person trips in the weekday AM peak hour, 14,722 in the weekday midday, 13,140 in the weekday PM peak hour, and 13,434 in the Saturday midday peak hour. Peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 1,320, 977, 1,692, and 1,196 (in and out combined) in the weekday AM, midday, and PM, and Saturday midday peak hours, respectively. Peak hour subway trips would increase by a net total of approximately 3,467, 2,462, 4,277 and 3,770 during these periods, respectively, while bus trips would increase by approximately 1,025, 1,378, 1,546 and 1,469, respectively. There is also expected to be a relatively modest number of new trips by the Long Island Rail Road (LIRR). However, as the LIRR's East New York station is more than ½-mile from the majority of projected development sites (and therefore

Table 5: RWCDS Travel Demand Forecast – Person Trips

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		Total	
Size/Units:	692,350	gsf	115,895	gsf	3,195	DUs	3,775	DUs	-243	Rooms	27,082	gsf	63,900	gsf	-118,365	gsf	-18,810	gsf	-73,170	gsf	30,000	gsf	205	students	17	staff	36	parents	-28,302	gsf	277,436	gsf	7,873	gsf	91,981	gsf		
Peak Hour Trips:																																						
AM	1,290		248		2,594		3,064		-186		54		86		-314		-8		-46		142		206		18		72		-150		498		12		470		8,050	
MD	8,104		310		1,302		1,540		-324		46		1,140		-264		-8		-44		556		0		0		0		-48		1,120		6		1,286		14,722	
PM	4,274		288		2,854		3,366		-298		58		640		-336		-8		-50		462		22		2		8		-178		622		10		1,404		13,140	
Sat MD	4,994		74		2,468		2,914		-210		8		774		-254		-8		-18		732		0		0		0		-8		656		26		1,286		13,434	
Person Trips:																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	32	32	106	5	119	677	76	424	-23	-33	23	3	26	1	-178	-96	-6	-2	-22	-4	3	3	31	0	8	0	0	0	-4	-4	16	10	0	0	126	15	333	1,031
Taxi	5	5	1	0	1	21	1	9	-9	-13	0	0	4	0	-11	-4	0	0	0	0	2	3	0	0	0	0	0	0	-1	-1	3	2	0	0	8	1	4	23
Subway/Railroad	18	18	63	3	210	1,200	268	1,524	-15	-21	13	1	11	0	0	0	0	0	-11	-2	3	4	7	0	7	0	0	0	-2	-2	9	5	0	0	139	17	720	2,747
Bus	41	41	37	2	34	197	83	464	-5	-6	8	0	11	0	0	0	0	0	-2	0	3	4	4	0	3	0	0	0	-5	-4	18	12	0	0	75	10	305	720
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	0	0	0	0	0	0	0	0	0	0	0	0	0	112	0
Walk/Other	549	549	30	1	21	114	32	183	-25	-36	5	1	32	1	-16	-9	0	0	-5	0	53	64	52	0	0	0	36	36	-67	-60	258	165	8	4	71	8	1,034	1,021
Total	645	645	237	11	385	2,209	460	2,604	-77	-109	49	5	84	2	-205	-109	-6	-2	-40	-6	64	78	206	0	18	0	36	36	-79	-71	304	194	8	4	419	51	2,508	5,542
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	203	203	3	5	201	201	124	124	-66	-31	1	1	224	120	-113	-113	-4	-4	-12	-12	10	12	0	0	0	0	0	0	-1	-1	31	26	0	0	195	189	796	720
Taxi	42	42	4	6	4	4	2	2	-28	-13	1	1	37	20	-8	-8	0	0	0	0	8	9	0	0	0	0	0	0	0	0	6	5	0	0	13	13	81	81
Subway/Railroad	123	123	7	13	354	354	451	451	-41	-20	2	2	111	59	0	0	0	0	-6	-6	13	15	0	0	0	0	0	0	-1	-1	19	16	0	0	216	208	1,248	1,214
Bus	244	244	7	13	58	58	140	140	-13	-6	1	1	111	59	0	0	0	0	-2	-2	13	15	0	0	0	0	0	0	-1	-1	37	30	0	0	119	113	714	664
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	3,440	3,440	97	155	34	34	53	53	-72	-34	18	18	260	139	-11	-11	0	0	-2	-2	212	249	0	0	0	0	0	0	-21	-21	523	427	3	3	112	108	4,646	4,558
Total	4,052	4,052	118	192	651	651	770	770	-220	-104	23	23	743	397	-132	-132	-4	-4	-22	-22	256	300	0	0	0	0	0	0	-24	-24	616	504	3	3	655	631	7,485	7,237
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	108	108	7	123	614	263	383	164	-53	-38	3	24	124	68	-147	-147	-2	-6	-4	-24	9	10	0	12	0	1	0	0	-4	-5	9	22	0	0	202	219	1,249	794
Taxi	22	22	0	1	15	7	9	2	-22	-15	0	0	21	12	-8	-8	0	0	0	0	6	7	0	0	0	0	0	0	-1	-1	2	4	0	0	14	15	58	46
Subway/Railroad	65	65	5	73	1,091	465	1,378	590	-33	-23	2	13	63	34	0	0	0	0	-2	-12	11	12	0	3	0	1	0	0	-3	-3	5	14	0	0	223	240	2,805	1,472
Bus	128	128	2	41	178	75	423	181	-10	-7	1	8	63	34	0	0	0	0	0	-3	11	12	0	1	0	0	0	0	-5	-6	11	27	0	0	121	132	923	623
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	1,814	1,814	2	34	102	44	166	70	-57	-40	1	6	142	79	-13	-13	0	0	0	-5	180	204	0	6	0	0	4	4	-71	-79	153	375	7	3	114	124	2,544	2,626
Total	2,137	2,137	16	272	2,000	854	2,359	1,007	-175	-123	7	51	413	227	-168	-168	-2	-6	-6	-44	217	245	0	22	0	2	4	4	-84	-94	180	442	7	3	674	730	7,579	5,561
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	136	111	18	14	379	379	237	237	-36	-28	2	2	146	86	-108	-108	-4	-4	-6	-6	13	16	0	0	0	0	0	0	0	0	16	17	2	1	158	227	953	944
Taxi	28	22	0	0	10	10	4	4	-15	-11	0	0	25	14	-8	-8	0	0	0	0	10	12	0	0	0	0	0	0	0	0	3	3	0	0	10	15	67	61
Subway/Railroad	84	67	11	8	672	672	852	852	-23	-17	0	0	74	43	0	0	0	0	-3	-3	17	20	0	0	0	0	0	0	0	0	10	10	0	0	174	250	1,868	1,902
Bus	164	135	8	5	109	109	261	261	-7	-5	1	1	74	43	0	0	0	0	0	0	17	20	0	0	0	0	0	0	0	0	19	20	1	0	96	137	743	726
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	2,336	1,911	6	4	64	64	103	103	-37	-31	1	1	168	101	-11	-11	0	0	0	0	279	328	0	0	0	0	0	0	-4	-4	274	284	16	6	89	130	3,284	2,886
Total	2,748	2,246	43	31	1,234	1,234	1,457	1,457	-118	-92	4	4	487	287	-127	-127	-4	-4	-9	-9	336	396	0	0	0	0	0	0	-4	-4	322	334	19	7	527	759	6,915	6,519

Notes:
70% linked-trip credit applied to local retail use.
25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Table 6: RWCDS Travel Demand Forecast – Vehicle Trips

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		Total	
Size/Units:	692,350	gsf	115,895	gsf	3,195	DUs	3,775	DUs	-243	Rooms	27,082	gsf	63,900	gsf	-118,365	gsf	-18,810	gsf	-73,170	gsf	30,000	gsf	205	students	17	staff	36	parents	-28,302	gsf	277,436	gsf	7,873	gsf	91,981	gsf		
Peak Hour Trips:																																						
AM	1,290		248		2,594		3,064		-186		54		86		-314		-8		-46		142		206		18		72		-150		498		12		470		8,050	
MD	8,104		310		1,302		1,540		-324		46		1,140		-264		-8		-44		556		0		0		0		-48		1,120		6		1,286		14,722	
PM	4,274		288		2,854		3,366		-298		58		640		-336		-8		-50		462		22		2		8		-178		622		10		1,404		13,140	
Sat MD	4,994		74		2,468		2,914		-210		8		774		-254		-8		-18		732		0		0		0		-8		656		26		1,286		13,434	
Vehicle Trips :																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	19	19	94	5	112	637	74	398	-15	-21	19	2	12	0	-139	-74	-4	-2	-17	-4	2	2	24	0	7	0	0	0	-2	-2	10	6	0	0	49	5	245	971
Taxi	4	4	1	0	1	18	1	8	-7	-9	0	0	1	0	-11	-4	0	0	0	0	2	2	0	0	0	0	0	0	-1	-1	2	2	0	0	3	0	-4	20
Taxi Balanced	8	8	1	1	19	19	9	9	-16	-16	0	0	1	1	-15	-15	0	0	0	0	4	4	0	0	0	0	0	0	-2	-2	4	4	0	0	3	3	16	16
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Truck	9	9	2	2	11	11	12	12	0	0	1	1	7	7	-8	-8	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	34	34
Total	36	36	97	8	142	667	95	419	-31	-37	20	3	20	8	-162	-97	-4	-2	-20	-7	6	6	28	0	7	0	0	0	-4	-4	17	13	0	0	52	8	299	1,021
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	106	106	3	5	135	135	84	84	-41	-20	1	1	101	55	-88	-88	-4	-4	-10	-10	6	7	0	0	0	0	0	0	-1	-1	19	16	0	0	75	73	386	359
Taxi	25	25	4	5	4	4	2	2	-20	-9	1	1	16	9	-8	-8	0	0	0	0	6	6	0	0	0	0	0	0	0	0	5	4	0	0	5	5	40	44
Taxi Balanced	50	50	9	9	8	8	4	4	-29	-29	2	2	25	25	-16	-16	0	0	0	0	12	12	0	0	0	0	0	0	0	0	9	9	0	0	10	10	84	84
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	14	14	2	2	8	8	9	9	0	0	1	1	7	7	-3	-3	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	4	4	0	0	2	2	42	42
Total	170	170	14	16	151	151	97	97	-70	-49	4	4	133	87	-107	-107	-4	-4	-12	-12	18	19	0	0	0	0	0	0	-1	-1	32	29	0	0	87	85	512	485
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	58	58	7	109	577	249	360	155	-33	-23	2	20	57	31	-112	-112	-2	-4	-4	-19	6	6	0	9	0	1	0	0	-2	-3	6	14	0	0	77	84	997	575
Taxi	14	14	0	1	14	6	8	2	-15	-10	0	0	10	5	-8	-8	0	0	0	0	4	5	0	0	0	0	0	0	-1	-1	2	3	0	0	6	5	34	22
Taxi Balanced	28	28	1	1	20	20	10	10	-25	-25	0	0	15	15	-16	-16	0	0	0	0	9	9	0	0	0	0	0	0	-2	-2	5	5	0	0	11	11	56	56
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	87	87	8	110	598	270	371	166	-58	-48	2	20	73	47	-128	-128	-2	-4	-4	-19	15	15	0	9	0	1	0	0	-4	-5	11	19	0	0	88	95	1,057	635
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	70	60	16	12	253	253	158	158	-23	-18	2	2	66	38	-83	-83	-4	-4	-6	-6	7	10	0	0	0	0	0	0	0	0	10	11	1	0	61	87	528	520
Taxi	18	14	0	0	9	9	4	4	-10	-8	0	0	12	6	-8	-8	0	0	0	0	7	9	0	0	0	0	0	0	0	0	2	2	0	0	4	5	38	33
Taxi Balanced	32	32	0	0	18	18	8	8	-18	-18	0	0	18	18	-16	-16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	4	4	0	0	9	9	71	71
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	102	92	16	12	272	272	168	168	-41	-36	2	2	84	56	-99	-99	-4	-4	-6	-6	23	26	0	0	0	0	0	0	0	0	14	15	1	0	70	96	602	594

Total Vehicle Trips

	In	Out	Total
AM	**299**	**1,021**	**1,320**
MD	**512**	**485**	**997**
PM	**1,057**	**635**	**1,692**
Sat MD	**602**	**594**	**1,196**

Notes:
70% linked-trip credit applied to local retail use.
25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

not within a convenient walking distance), most of these rail trips are also to start or end on another mode of transit. To be conservative, LIRR trips are therefore reflected in the totals for the subway mode. Walk-only trips would increase by 2,055, 9,204, 5,170 and 6,170 trips during the weekday AM, midday, and PM, and Saturday midday peak hours, respectively.

Table 7 shows the net incremental change in peak hour vehicle trips (auto, taxi, and truck) that would be generated by each development cluster and outlier site during the weekday AM, midday and PM and Saturday midday peak hours.[3] As shown in **Table 7**, clusters 4 and 5 would generate the greatest number of new vehicle trips in all peak hours. Cluster 4 would account for approximately 15 to 24 percent of the total vehicle trips generated by the Proposed Actions, and Cluster 5 would account for approximately 47 to 57 percent. Under the RWCDS, development of Cluster 2 and sites 12 and 68 would result in net decreases in vehicle trips during one or more peak hours due to anticipated changes in land uses (e.g., from auto-related and warehouse uses to residential and retail uses).

Table 7: RWCDS Net Incremental Vehicle Trips by Cluster

Cluster/Site	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
1	97	94	146	213
2	178	20	143	-34
3	74	10	82	45
4	205	188	294	369
5	623	567	820	793
6	9	6	10	7
7	29	12	31	21
8	17	28	32	25
9	27	14	37	25
10	51	50	69	61
Site 1	22	8	28	12
Site 2	8	8	12	17
Site 12	-13	-4	-11	-10
Site 68	-7	-4	-1	-2
Total	**1,320**	**997**	**1,692**	**1,542**

ANALYSIS PERIODS

According to *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in more than 50 peak hour vehicle trip ends. As shown in **Table 6**, the Proposed Actions are expected to result in more than 50 total vehicle trips during the weekday AM and PM peak hours (which are typical peak periods for commuter travel demand) and the weekday midday and Saturday midday peak hours (which are typical peak periods for retail demand). All of these periods will therefore be included in the quantified analysis of traffic conditions. (The specific hours to be

[3] Detailed demand forecasts for each of the projected development site clusters and the four outlier sites are provided in Tables 1 through 14 in **Appendix B**.

analyzed in each peak period will be determined based on traffic count data collected along the street network serving the rezoning area.)

Transit (both subway and bus) analyses generally examine conditions during the weekday 8-9 AM and 5-6 PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest. The quantitative analyses of transit conditions under the RWCDS will therefore focus on these two periods.

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips. As shown in **Table 5**, the net increase in pedestrian trips resulting from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM and PM commuter peak hours and the weekday midday and Saturday midday peak hours for retail demand. All four of these peak hours will therefore be considered for inclusion in the analysis of pedestrian conditions. The specific analysis peak hours and locations will be determined in consultation with the lead agency once the pedestrian assignments have been finalized.

TRAFFIC

To identify the scale of the traffic study area and proposed traffic analysis locations, action-generated vehicle trips were assigned to the roadway network to determine the amount of incremental traffic that would travel through each intersection.

Trip Distribution

Rezoning Area Street Network

As shown in **Figure 1**, the primary streets providing access to the rezoning area include Atlantic Avenue, Fulton Street, Jamaica Avenue, Broadway, Pitkin Avenue, Pennsylvania Avenue and the Jackie Robinson Parkway. **Atlantic Avenue**, the primary arterial within the rezoning area, runs east-west connecting downtown Brooklyn to the west with Jamaica, Queens and JFK International Airport (via Conduit Avenue) to the east. Within most of the rezoning area, Atlantic Avenue has a width of 120 feet and operates with three moving lanes and a curbside lane in each direction. It is also a designated through truck route. The north and south grid street approaches to Atlantic Avenue align to the west of Warwick Street but do not align to the east of Warwick Street.

Paralleling Atlantic Avenue three blocks to the south is **Pitkin Avenue**, an 80-foot-wide two-way street that typically operates with one moving lane plus a curbside lane in each direction. Paralleling Atlantic Avenue one block to the north is **Fulton Street**, a 70-foot-wide east-west street that operates one-way eastbound within the rezoning area. Subway trains on New York City Transit's (NYC Transit's) Jamaica Line operate on an elevated structure above the roadway to the east of Alabama Avenue. To the north of Fulton Street is **Jamaica Avenue**, an approximately 40-foot-wide two-way arterial that operates in a

northeasterly direction from an intersection with East New York Avenue, Fulton Street and Broadway to the city-line at Bellerose, Queens where it becomes Jericho Turnpike. **Broadway** is an approximately 40-foot-wide street that continues in a northwesterly direction from Jamaica Avenue to Williamsburg, Brooklyn. Broadway operates one-way westbound from Fulton Street to Truxton Street/Van Sinderen Avenue and two-way from that point west. The elevated structure of NYC Transit's Jamaica subway line is located along the length of Broadway from the Williamsburg Bridge to Jamaica Avenue.

As shown in **Figure 1**, **Pennsylvania Avenue** is the primary north-south corridor in the vicinity of the rezoning area, connecting the Jackie Robinson Parkway to the north with Linden Boulevard and the Belt (Shore) Parkway to the south. Pennsylvania Avenue is an 85-foor wide heavily trafficked two-directional thoroughfare and a designated local truck route. Other north-south corridors in the vicinity of the rezoning area are typically narrow, one-directional streets. The **Jackie Robinson Parkway** extends approximately 5 miles from Jamaica and Pennsylvania avenues to the Kew Gardens Interchange in Kew Gardens, Queens, where it meets the Grand Central Parkway and the Van Wyck Expressway (I-678).

At the eastern end of the rezoning area are westbound **North Conduit Avenue** and eastbound **South Conduit Avenue** which connect Atlantic Avenue with the Belt Parkway. Each typically consists of an approximately 34-foot-wide roadway with three moving lanes in each direction, and they are separated by a wide planted median.

The western portion of the rezoning area is characterized by an irregular and complex street pattern and a substantial amount of railroad and rail transit infrastructure. Many of the primary streets serving the rezoning area intersect at this location (known as Broadway Junction), including Atlantic and Jamaica avenues, Fulton Street, Broadway, and the Jackie Robinson Parkway. Atlantic Avenue runs above grade on a viaduct for ten blocks from Eastern Parkway Extension to Georgia Avenue, and East New York Avenue crosses beneath this viaduct in an underpass from Pacific/Junius streets to Williams Avenue and Fulton Street. Between these two roadway structures is the Long Island Rail Road's East New York station served by trains operating to and from Atlantic Terminal in Downtown Brooklyn. NYC Transit's Atlantic Avenue subway station on the Canarsie Line is located on an elevated structure located directly above this roadway/rail crossing. Lastly, beneath these multiple layers of transportation infrastructure lies a tunnel for the LIRR's freight-only Bay Ridge Branch which is currently operated by the New York and Atlantic Railway. A portal for this tunnel is located just west of the intersection of East New York and Van Sinderen avenues.

Traffic Assignment and Analysis Locations

The assignments of auto and taxi trips will be based on the locations of each projected development site cluster and outlier and the anticipated origins and destinations of vehicle trips associated with the different uses projected for each site (e.g., commercial, residential, etc.). The origins/destinations of residential and non-retail commercial trips were determined based upon 2009-2013 ACS journey-to-work and reverse journey-to-work data, respectively. Retail trip origins/destinations were based on population density in proximity to the rezoning area. **Table 8** shows the directional distributions of auto

Table 8: Directional Distributions of Auto/Taxi Trips by Land Use

Land Use	Brooklyn								Manhattan	Bronx	Queens	Long Island	Staten Island/N.J.	Upstate/ Connecticut
	E	SE	S	SW	W	NW	N	NE						
Non-Retail Commercial[1]	0.0%	0.0%	13.2%	17.6%	4.0%	4.3%	1.0%	0.6%	1.1%	3.0%	31.3%	13.4%	10.3%	0.2%
Residential/Hotel	1.5%	0.7%	15.3%	8.8%	14.1%	7.0%	2.5%	2.4%	10.7%	1.8%	24.1%	9.7%	1.0%	0.4%
Local Retail/Community Uses[2]	----	30.0%	----	31.0%	----	13.0%	----	26.0%	----	----	----	----	----	----

Notes:
[1] Includes office, light industrial, and warehouse uses.
[2] Includes local retail, restaurant, auto repair/dealership, supermarket, Pre-K, day-care, community center, house of worship and medical office uses.

and taxi trips by land use based on the origin/destination data. Using these distributions, auto and taxi trips will first be assigned to various portals on the periphery of the rezoning area and from there via the most direct route to trip nodes located within each cluster or in proximity to an outlier development site. Truck trips en route to and from each cluster/outlier site will be assigned to designated through and local truck routes and then to the most direct paths to and from trip nodes. The majority of truck trips will be assigned to the through truck route along Atlantic Avenue as this corridor connects the rezoning area to both the Brooklyn-Queens expressway (I-278) to the west and the Van Wyck Expressway (I-678) to the east. Other truck routes in proximity to the rezoning area include Broadway and Pennsylvania and Rockaway avenues, along with limited segments of Herkimer Street, Van Sinderen Avenue, and East New York Avenue.

In coordination with NYCDCP and NYCDOT, a traffic study area will be selected to include representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites. Given that the rezoning area extends for over two miles in an east-west direction, the traffic study area is expected to include many of the intersections along the primary east-west corridors providing access to projected development sites such as Fulton Street and Atlantic, Liberty and Pitkin avenues. As there are numerous north-south streets providing access to the rezoning area, northbound and southbound action-generated traffic is expected to be widely dispersed among multiple routes. Given the density of the street grid, traffic is also expected to become less concentrated (and therefore less likely to result in significant traffic impacts) with increasing distance from the rezoning area.

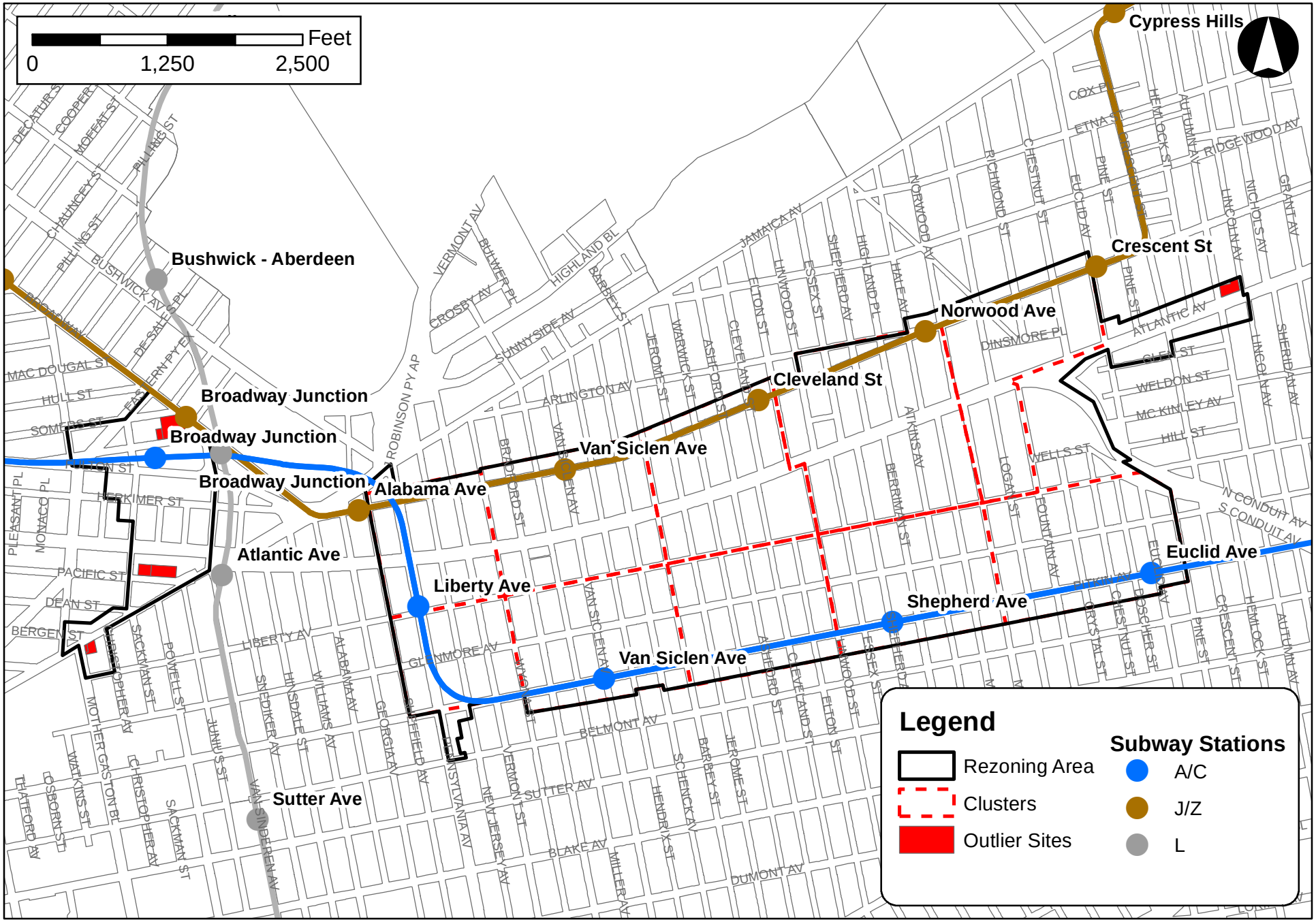
TRANSIT

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual,* detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

Subway Analysis

Subway Stations

There are a total of thirteen NYC Transit subway stations within, or in close proximity to, the rezoning area. These stations are presented in **Figure 2** and **Table 9**, along with the subway routes serving each facility. As shown in **Figure 2**, J and Z subway trains operating on the Jamaica Line serve six elevated stations above Broadway and Fulton Street in proximity to the northern portion of the rezoning area,



East New York Rezoning TPF Memo

Figure 2

Rezoning Area Subway Stations

Table 9: Net Incremental Peak Hour Subway Trips by Station

Subway Station	AM Peak Hour Trips		PM Peak Hour Trips	
	Into Project	Out of Project	Into Project	Out of Project
Project Summary				
Peak Hour Project-Generated Trips:	2,508	5,542	7,579	5,561
Peak Hour Project-Generated Subway Trips:	720	2,747	2,805	1,472
Subway Station Summary				
Broadway Junction (A/C/L/J/Z)	15	96	90	39
Alabama Avenue (J/Z)	18	62	70	39
Van Siclen Avenue (J/Z)	75	289	256	132
Cleveland Street (J)	59	278	273	132
Norwood Avenue (J/Z)	135	429	466	266
Crescent Street (J/Z)	103	315	344	202
Atlantic Avenue (L)	8	34	36	19
Liberty Avenue (C)	39	156	159	83
Van Siclen Avenue (C)	30	161	136	60
Shepherd Avenue (C)	41	186	190	92
Euclid Avenue (A/C)	197	741	785	408
Total	**720**	**2,747**	**2,805**	**1,472**

including Broadway Junction, Alabama Avenue, Van Siclen Avenue, Cleveland Street, Norwood Avenue and Crescent Street. The below-ground Broadway Junction, Liberty Avenue, Van Siclen Avenue, Shepherd Avenue and Euclid Avenue stations on the Fulton Street Line are served by A and/or C trains and are generally located in proximity to the western and southern portions of the rezoning area beneath Fulton Street, Pennsylvania Avenue, and Pitkin Avenue. Lastly, L trains operating on the Canarsie Line serve two elevated stations above Van Sinderen Avenue at the western end of the rezoning area – Broadway Junction and Atlantic Avenue. As the Broadway Junction stations on the three subway lines serving the rezoning area are interconnected, they will be considered as a single station complex.

Subway Assignment and Analyzed Stations

As shown in **Table 5**, under the RWCDS, the Proposed Actions would generate a net increment of approximately 3,467 and 4,277 subway trips during the weekday AM and PM commuter peak hours, respectively. Trips from each development cluster or outlier site were assigned to the individual stations serving the rezoning area based on proximity to projected development sites and existing ridership patterns. **Table 9** shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the subway stations serving the rezoning area. As shown in **Table 9**, the highest number of peak hour subway trips are expected to occur at the Euclid Avenue (A/C) station on the Fulton Street Line which would experience an estimated 938 incremental

trips (in + out combined) in the weekday AM peak hour and 1,193 in the PM. The Norwood Avenue (J/Z) station on the Jamaica Line would experience the second highest number of peak hour subway trips with 564 and 732 in the weekday AM and PM peak hours, respectively.

The analysis of subway station conditions will focus on a total of seven subway stations at which incremental demand from the proposed action would exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or both peak hours. As shown in **Table 9**, these subway stations include:

- Cleveland Street (J)
- Norwood Avenue (J/Z)
- Crescent Street (J/Z)
- Liberty Avenue (C)
- Van Siclen Avenue (C)
- Shepherd Avenue (C)
- Euclid Avenue (A/C)

At each of these facilities, key circulation elements (e.g., street stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions will be analyzed.

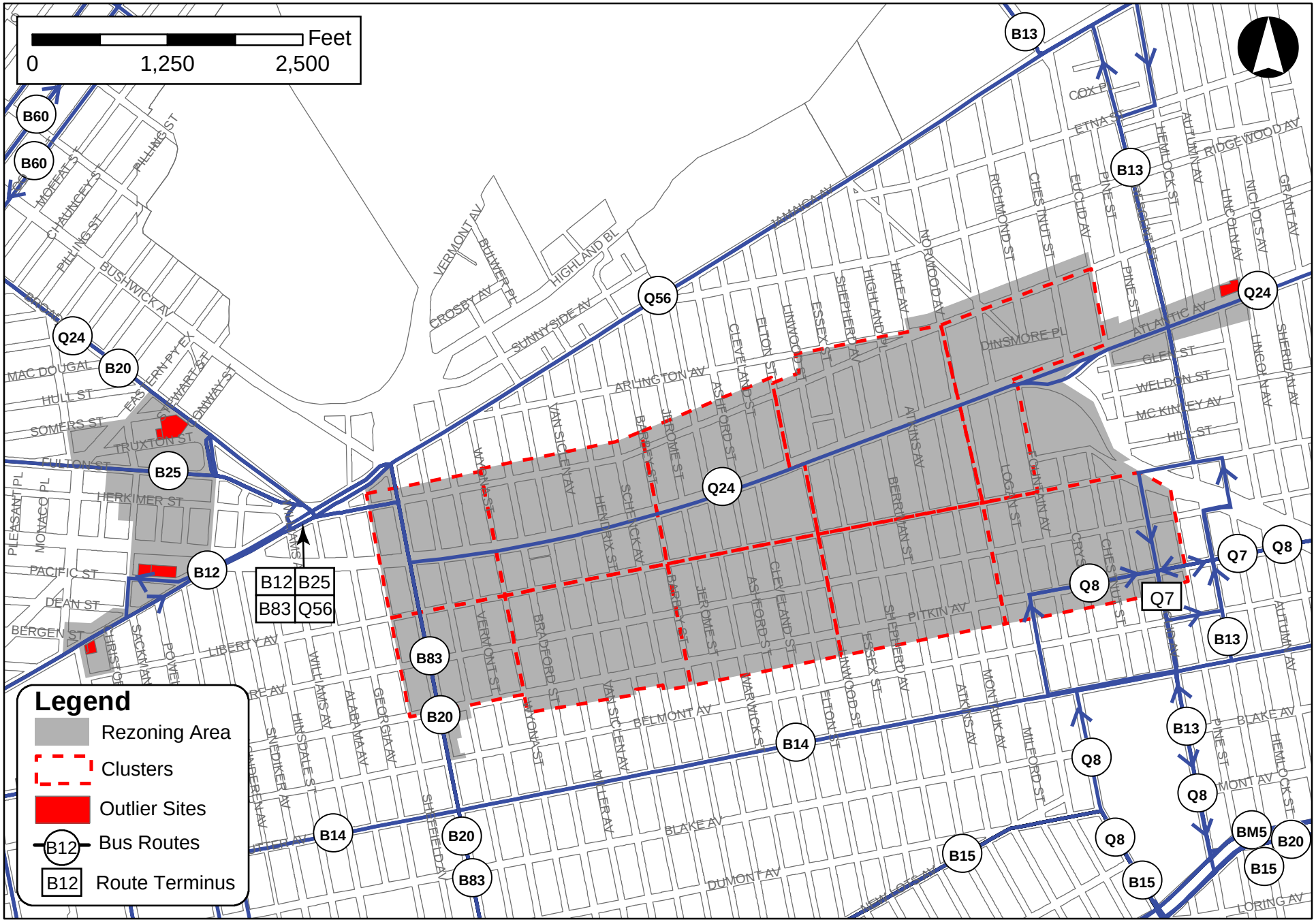
Subway Line Haul

As discussed above, the rezoning area is served by a total of five NYC Transit subway routes, including the A, C, J, L, and Z lines. As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of these routes, an analysis of subway line haul conditions will be prepared. The analysis will assess existing, future No-Action, and future With-Action conditions at the peak load points of the respective subway lines during the weekday AM and PM peak hours.

Bus Analysis

Bus Routes

As shown in **Figure 3**, the proposed rezoning area is served by a total of approximately ten MTA local bus routes; eight operated by NYC Transit and two operated by MTA Bus. The NYC Transit bus routes serving the rezoning area include the B12, which runs along East New York Avenue in the rezoning area and connects to Prospect-Lefferts Gardens/Prospect Park (to the west); the B13, which runs along Crescent Street and Euclid Avenue in the rezoning area and connects to Bushwick (to the north) and Spring Creek (to the south); the B14 which runs along Sutter Avenue to the south of the rezoning area en route between Crown Heights and the Brooklyn General Mail Facility; the B20, which runs along Broadway and Pennsylvania Avenue in the rezoning area and connects to Ridgewood, Queens (to the north) and Spring Creek (to the south); the B25, which runs along Fulton Street in the rezoning area and connects to Fulton Landing (to the northwest); the B83, which runs along Jamaica and Pennsylvania



East New York Rezoning TPF Memo

Figure 3

Rezoning Area Bus Routes

avenues in the rezoning area and connects to Spring Creek (to the south); the Q24, which runs along Broadway and Atlantic avenues in the rezoning area and connects to Jamaica, Queens (to the east) and Bushwick (to the north); and the Q56, which runs along Broadway and Jamaica Avenue in the rezoning area and connects to Jamaica, Queens (to the east). The two MTA Bus local routes serving the rezoning area include the Q7, which runs along Pitkin Avenue through the rezoning area to a terminus at Euclid Avenue and connects to JFK International Airport to the southeast; and the Q8, which runs along Logan Street and Pitkin and Euclid avenues in the rezoning area and connects to Jamaica, Queens (to the northeast) and Spring Creek (to the south). The B12, B25, B83 and Q56 routes all terminate in the vicinity of the Broadway Junction subway station complex facilitating subway-bus transfers.

Bus Assignment and Analyzed Routes

As shown in **Table 5**, projected development sites are expected to generate a net total of approximately 1,025 and 1,546 incremental trips by bus during the weekday AM and PM peak hours, respectively. Given this volume of new demand, one or more of the local bus routes serving the rezoning area may potentially experience 50 or more new peak hour trips in one direction, and the EIS will therefore include a quantitative analysis of local bus conditions. For the analysis, the incremental bus trips generated by each development cluster and outlier site will be assigned to individual routes based on proximity and current ridership patterns.

PEDESTRIANS

Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner reservoir area or crosswalk. As shown in **Table 5**, the proposed rezoning is expected to generate approximately 2,055 walk-only trips in the weekday AM peak hour, 9,204 in the midday peak hour, 5,170 in the PM peak hour and 6,170 in the Saturday midday peak hour. It is estimated that persons en route to and from subway station entrances, bus stops and parking facilities would add an additional 5,856, 5,356, 7,866 and 7,136 pedestrian trips to rezoning area sidewalks and crosswalks during these same periods, respectively. In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to projected development sites as well as along corridors connecting these sites to area subway station entrances. In the weekday and Saturday midday periods, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping or errands.

Given the relatively large numbers of pedestrian trips that would be generated by the Proposed Actions, a quantitative pedestrian analysis will be provided in the EIS. The analysis will focus on sidewalks, corner areas and crosswalks where new pedestrian demand would be most concentrated and most likely to result in significant adverse impacts.

PARKING

Parking demand from commercial and retail uses typically peaks in the weekday midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks during the overnight period.

It is anticipated that the on-site required accessory parking may not be sufficient to accommodate the overall incremental demand that would be generated by the Proposed Actions. As such, detailed existing on-street and off-street parking inventories will be conducted for the weekday midday and overnight periods to document the existing supply and demand during each period. The parking analyses will document changes in the parking supply and utilization in the rezoning area and within a ¼-mile radius of the rezoning area under both No-Action and With-Action conditions.

Parking demand generated by the affordable residential component of the Proposed Actions' RWCDS will be forecasted based on 2008-2012 5-year ACS data on average vehicles per household for affordable units in PUMA 4007 which encompasses a significant portion of the rezoning area. Parking demand from the market rate residential component will be similarly derived from ACS data. Parking demand from all other uses will be derived from the forecasts of daily auto trips from these uses. Estimates of future parking utilization will account for net reductions in demand associated with No-Action land uses displaced from projected development sites under the RWCDS. As none of the No-Action residential development would be designated affordable through the IHP under the RWCDS, the auto ownership rate for market-rate residential uses will be assumed for the projected residential development in the future without the Proposed Actions.

The forecast of new parking supply under the RWCDS will be based on the net change in parking spaces on projected development sites. As currently contemplated, no accessory parking would be required for affordable units developed in the With-Action condition. Future supply will also account for accessory parking spaces associated with the With-Action commercial uses, which have lower commercial demand in the overnight hours.

APPENDIX A

REFERENCE MATERIAL

(1) 2009 National Household Travel Study
(2) 2009 DCP Residential Parking Study
(3) 2000 Regional Travel Household Interview Survey
(4) 2013 ACS Data - Study Area Auto Share by Household Income



SUMMARY OF TRAVEL TRENDS

2009 National Household Travel Survey

U.S. Department of Transportation
Federal Highway Administration



Table 8 shows the trends in person trips per household by household income. Since 1990, the NHTS sample has only included households with telephones, so care should be taken in interpreting results that might be affected by telephone ownership (which is correlated with family income). For example, the data could underestimate trips made by low-income households.

The data series clearly shows that more income is related to more travel, but the increase in person trips levels off at the highest income levels. Across the data series the highest income households make about two and one-half times as many person trips as the lowest income households.

Between the 2001 and 2009 NHTS, significant declines in personal travel were noted for all income groups except the lowest, with the largest declines in the middle-income households earning $40,000 to $60,000 a year.

Table 8. Annual Person Trips per Household by Household Income
1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS.

Income	1983	1990	1995	2001	2009	95% CI
ALL	2,628	3,262	3,828	3,581	3,466	31.8
< $10,000	1,407	2,098	2,137	2,046	2,100	156.3
$10 to $20,000	1,927	2,412	2,790	2,542	2,435	101.9
$20 to $30,000	2,376	3,008	3,522	3,065	2,854	121.4
$30 to $40,000	2,739	3,431	3,980	3,535	3,171	114.0
$40 to $50,000	3,037	3,791	4,298	3,905	3,321	135.7
$50 to $60,000	3,284	4,138	4,539	4,348	3,748	139.9
$60 to $70,000	3,485	4,458	4,726	4,545	4,178	208.2
$70 to $80,000	3,635	4,659	4,855	4,867	4,350	172.7
$80,000+	3,602	4,570	4,829	4,934	4,815	87.5
Unreported		2,536	3,424	2,431	2,263	135.1

Note:

- Incomes for 1983, 1990, adjusted 1990, and 1995 have been adjusted to 2001 dollars.
- All tables reporting totals could include some unreported characteristics.
- 1990 person and vehicle trips were adjusted to account for survey collection method changes (see 2001 Summary of Travel Trends Appendix 2).
- NPTS is Nationwide Personal Travel Survey. CI is Confidence Interval.



The trend of declining vehicle occupancy may have started to reverse, as overall occupancy shows an increase in 2001 and 2009. In 2009, the rise in occupancy was the result of a significant rise in vehicle occupancy for social and recreational travel – changes in occupancy for other purposes were not noteworthy. The calculated occupancy in this table is miles-weighted, using the reported number of people on the trip and the length of the trip together.

Table 16. Average Vehicle Occupancy for Selected Trip Purpose 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS (Person Miles per Vehicle Mile).

Trip Purpose	1977	1983	1990	1995	2001	2009	95% CI
To or From Work	1.3	1.29	1.14	1.14	1.14	1.13	0.01
Shopping	2.1	1.79	1.71	1.74	1.79	1.78	0.05
Other Family/Personal Errands	2	1.81	1.84	1.78	1.83	1.84	0.04
Social and Recreational	2.4	2.12	2.08	2.04	2.03	2.20	0.06
All Purposes	**1.9**	**1.75**	**1.64**	**1.59**	**1.63**	**1.67**	**0.03**

Note:

- All purposes includes other trip purposes not shown, such as trips to school, church, and work-related business.
- "Other Family/Personal Errands" includes personal business and medical/dental. Please see Appendix A - Glossary for definition.
- NPTS is Nationwide Personal Transportation Survey. CI is Confidence Interval.



The traditional correlation between high population density and the percent of households with fewer or no vehicles is shown in the NHTS data series. Almost thirty percent of the households in areas with a population density greater than 10,000 persons per square mile did not own a vehicle in 2009, a proportion that has remained steady since 1995.

On the other hand, almost seventy percent of the households in the least densely-populated areas owned two or more vehicles, a proportion that has also remained about the same since 1995. Note that many more households in the U.S. are in lower density areas--for example 45 percent of all U.S. households are located in areas with less than 2,000 persons per square mile.

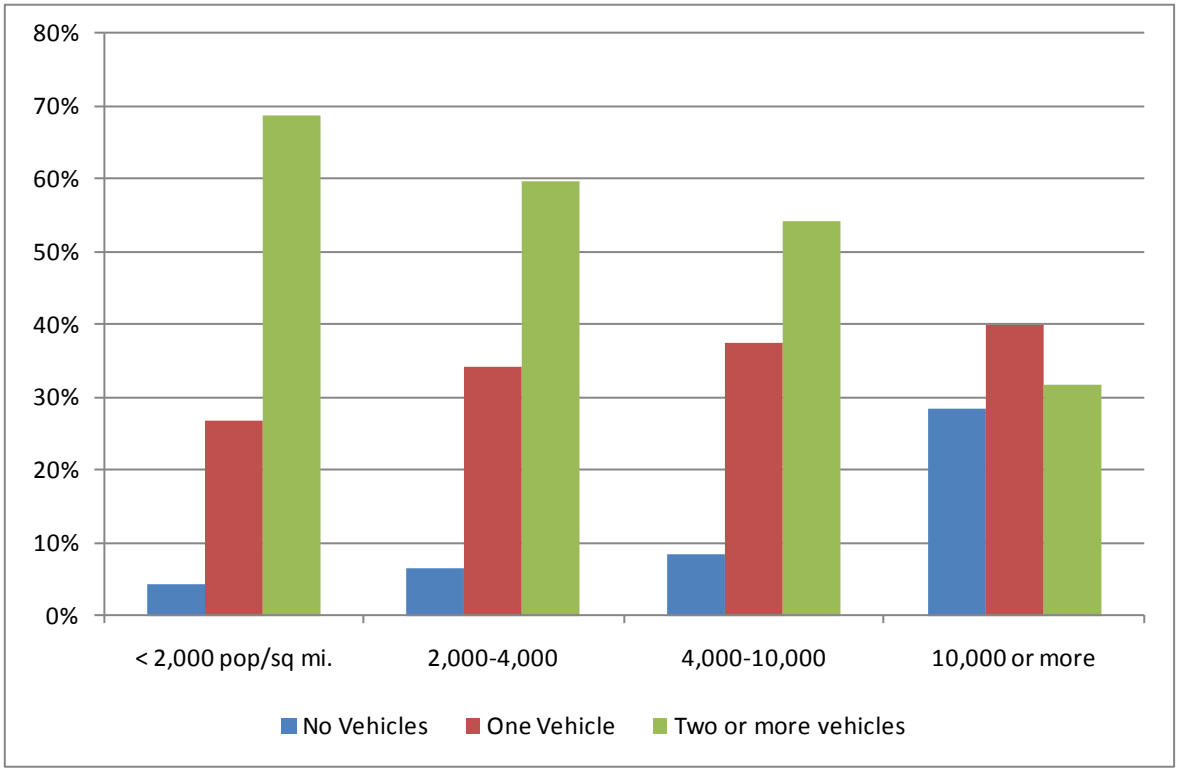
Table 18. Distribution of Households by Household Vehicle Availability and Population Density 1990 and 1995 NPTS and 2001 and 2009 NHTS.

	Population Density (Persons per Square Mile)									
	Less than 2,000					2,000 to 4,000				
Household Vehicle Availability	1990	1995	2001	2009	95% CI	1990	1995	2001	2009	95% CI
ALL	*100%*	*100%*	*100%*	*100%*	*0.00*	*100%*	*100%*	*100%*	*100%*	*0.00*
No Vehicle	*6.10%*	*3.60%*	*3.77%*	*4.38%*	*0.41*	*7.60%*	*5.84%*	*5.76%*	*6.39%*	*0.84*
One Vehicle	*30.40%*	*26.64%*	*25.76%*	*26.78%*	*0.76*	*33.40%*	*33.31%*	*32.80%*	*34.07%*	*1.47*
Two or More Vehicles	*63.50%*	*69.76%*	*70.47%*	*68.84%*	*0.89*	*59.00%*	*60.84%*	*61.44%*	*59.54%*	*1.66*
	4,000 to 10,000					10,000 or more				
Household Vehicle Availability	1990	1995	2001	2009	95% CI	1990	1995	2001	2009	95% CI
ALL	*100%*	*100%*	*100%*	*100%*	*0.00*	*100%*	*100%*	*100%*	*100%*	*0.00*
No Vehicle	*10.90%*	*7.72%*	*8.08%*	*8.43%*	*0.73*	*35.10%*	*27.41%*	*26.33%*	*28.44%*	*1.40*
One Vehicle	*38.20%*	*37.16%*	*36.30%*	*37.49%*	*1.36*	*40.00%*	*41.78%*	*40.28%*	*39.89%*	*1.68*
Two or More Vehicles	*50.90%*	*55.13%*	*55.63%*	*54.08%*	*1.34*	*24.90%*	*30.81%*	*33.39%*	*31.67%*	*1.55*

Note:

- CI is Confidence Interval.

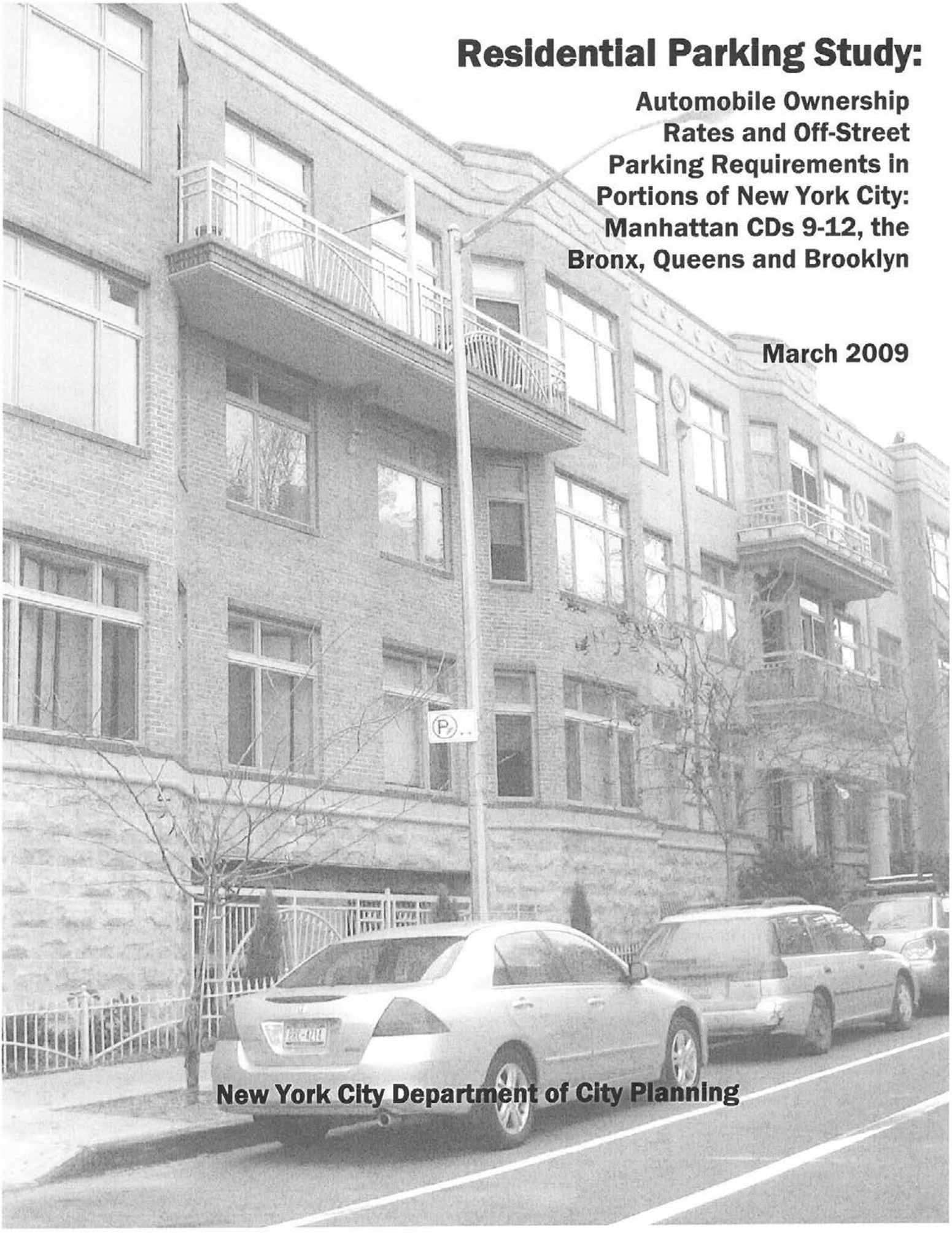
Figure 8. Percent of Households by Vehicle Ownership and Population Density 2009 NHTS.



Residential Parking Study:

Automobile Ownership Rates and Off-Street Parking Requirements in Portions of New York City: Manhattan CDs 9-12, the Bronx, Queens and Brooklyn

March 2009



New York City Department of City Planning

Table 5:
Average Cars per Housing Units by Housing Type, New Housing

Building Type	Average Cars per Unit	Total New Units	Total New Buildings
One- and Two-Family	1.33	9,498	5,463
Three- and Four-Family	0.79	6,024	1,886
Multifamily (5 or more)	0.44	16,209	644
Grand Total	**0.77**	**31,731**	**7,993**

Standard Series Vehicle Registrations in Force, 2005 compiled by DCP; NYC Department of Buildings, New Residential Building Permits, compiled by DCP

By isolating building type categories, one can see the impact of housing density on auto ownership. Though this breakdown disregards other factors that influence car ownership, such as income, family type and housing tenure (whether a household is occupied by renters or owners), it offers insight into the number of cars generated by a new development. One- and two-family buildings show the greatest auto generation with an average of 1.33 cars per household, while the typical multi family (five or more units) building generates a third as many cars with an average of 0.44 cars per household. The relationship between car ownership and density of housing (units per building), therefore, is inversely related, with the number of cars per household increasing as housing density decreases.

d. Location & Building Type

Having identified the strong impacts of both location and building type on auto ownership, ownership data were further parsed in order to demonstrate the combined impacts of these two factors. Table 6, below, displays typical auto generation for buildings based on building type and location – in this case, proximity to the Manhattan central business district. Within each area, the average registrations per household are displayed according to one of nine categories determined by a combination of building type and location categories. This table shows that within each category the number of registrations per household increases as building size decreases, and that, holding building type constant, the registrations per household increase as one moves further from the Manhattan CBD. Therefore, auto ownership per household unit can be observed to increase with distance to the CBD and decrease as the number of units in a building increases. This analysis suggests that a more accurate depiction of auto ownership trends looks at both housing type and location together rather than in isolation. It also reveals a wide variation in auto ownership rates within the three typologies depending on the location of the building, underscoring the importance of considering both factors when trying to understand patterns of auto ownership in New York City. For instance, a family living in a two-family building in downtown Brooklyn, an inner ring location, would be more likely to own a car than a family living in an apartment building in the same neighborhood, but less likely to own a car than a family living in a two-family building in Bay Ridge, an outer ring Brooklyn neighborhood.

Table 8 below shows the dispersal of family households with children and nonfamily households within the three rings and by building type. Approximately 45 percent of families with children in the study areas lived in one- and two- family homes in the middle and outer rings. By contrast, 49 percent of nonfamily households lived in multifamily housing in the inner and middle rings. What this reveals is that families select housing of a type and in locations where car ownership is highest, while nonfamily households tend to select apartment buildings closer to the core where car ownership is lower.

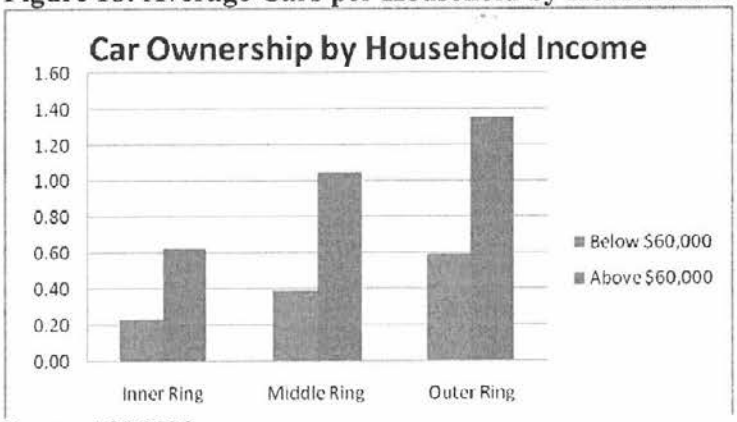
Table 8: Determinants of Car Ownership: Family Status

FAMILY HOUSEHOLD WITH CHILDREN, PERCENT OF TOTAL			
	1- & 2-FAMILY	3- & 4-FAMILY	MULTIFAMILY
INNER	3.32%	2.46%	10.50%
MIDDLE	18.36%	7.07%	15.88%
OUTER	26.65%	4.43%	11.32%

NONFAMILY HOUSEHOLD WITHOUT CHILDREN, PERCENT OF TOTAL			
	1-AND 2-FAMILY	3- AND 4-FAMILY	MULTIFAMILY
INNER	2.11%	2.67%	21.71%
MIDDLE	8.52%	5.62%	27.34%
OUTER	10.10%	2.31%	19.63%

Figure 18, below, breaks down car ownership within the three rings by median income, and shows that, regardless of distance from Manhattan, households with incomes greater than $60,000 are more likely to own cars than households in their same ring with lower incomes (the $60,000 threshold approximates the U.S. Department of Housing and Urban Development "low income" definition, which establishes eligibility for many publicly-assisted housing programs). Car ownership also increases steadily as households move further from the Manhattan core, regardless of income. The data indicate that in all areas, but particularly as one approaches the edges of the city, car ownership is widely preferred by households that achieve a measure of discretionary income.

Figure 18: Average Cars per Household by Household Income



Source: ACS 2006



RT-HIS
Regional Travel - Household Interview Survey

EXECUTIVE SUMMARY
GENERAL FINAL REPORT

Prepared for the New York Metropolitan Transportation Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA)

prepared by:
Parsons Brinckerhoff Quade & Douglas, Inc.
in association with
Cambridge Systematics, Inc.
NuStats International

February 2000

EXECUTIVE SUMMARY:
GENERAL FINAL REPORT
for the
RT-HIS: REGIONAL TRAVEL - HOUSEHOLD INTERVIEW SURVEY

Prepared for the
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February 2000

NYMTC Transportation Models and Data Initiative: Task 12.6
NJTPA Regional Household Interview Survey: NJTPA Component

PRIME CONSULTANT: PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.
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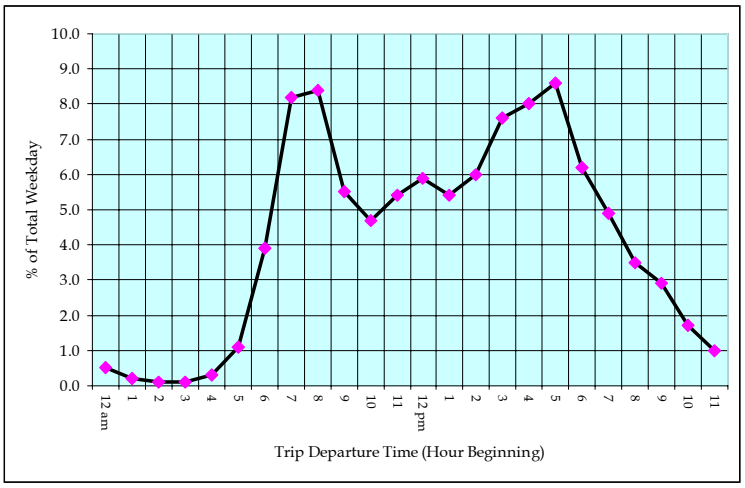
Focus on Auto Trips

- The two peak travel times for auto trips made by area residents peak in the morning between 8 and 9 am, and in the afternoon between 5 and 6 pm.

Diurnal Distribution - Hour of Departing - Auto Weekday Trips

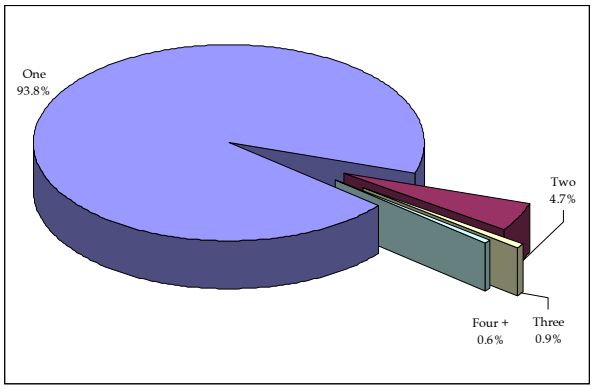


- The average auto vehicle trip is 8.7 miles long, and takes 21.0 minutes to complete at an average travel speed of 23.3 miles per hour.
- Auto trips in New York City are shorter (7.7 miles), but slower (16.4 mph) and take longer in time (27.5 minutes).
- About one-quarter (29.3%) of auto trips in the region are in the 1-3 mile range, about one-fifth (19.0%), in the 5-10 mile range, and one-tenth (9.6%) between 3 and 5 miles in length.
- New York City accounts for about 15% (4.0% Manhattan; 11.1% other NYC) of regional Vehicle Miles of Travel (VMT) by accounted for by area residents' automobiles.
- Trips from Long Island account for about 18% of VMT.
- The three counties of Middlesex, Morris, and Somerset in New Jersey represent about 13% of the total of auto VMT in the region.
- About 21% is associated with relatively long trips – 30 to 60 miles in length.
- Vehicle occupancy rates are reasonably uniform across the region, with most counties fairly close to the regional average of 1.40 persons per car for weekday travel.
- Vehicle occupancy rates are lower than average for trips in the longer trips in the 10 to 60 mile range (1.29 to 1.23). They are highest (1.52) for the very shortest trips under a mile and for the longest trips over 60 miles in length.
- For work travel, vehicle occupancy across the region is close to the average of 1.10.

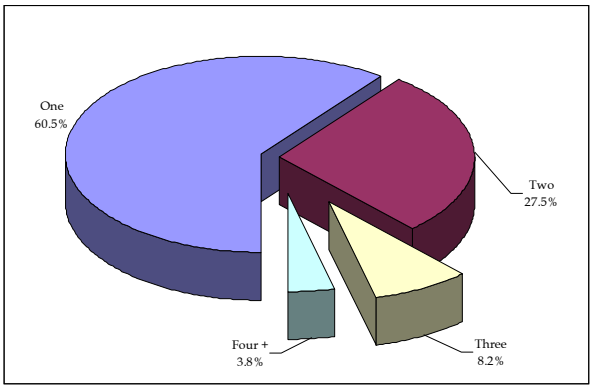
- Similarly, there is not a great deal of variation for non-work travel from the regional average of 1.57 persons per vehicle.
- About three-quarters (72.5%) of weekday auto trips are made as single occupant, or driver only trips; about one in five (19.2%) with a single passenger, and only 8.3% representing "HOV" auto trips with 3 or more occupants.
- Single Occupant Vehicle (SOV) auto trip shares generally increase with trip distance, and are the highest for work travel in the region at 93.7%.

Distribution of Auto Trips – by Number of Occupants

Work Trips



Other (non-Work) Trips



S0802: MEANS OF TRANSPORTATION TO WORK BY SELECTED
5-year ACS 2009-2013

	Tract 365.02				Tract 908				Tract 1144				Tract 1146				Tract 1150				Tract 1152			
	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl.	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)
EARNINGS IN THE PAST 12 MO. (IN 2013 INFLATION-ADJ $$$) FOR WORKERS																								
Workers 16 years and over with earnings	393	136	0	216	1,337	45	0	1,222	822	102	28	625	1,018	308	41	616	933	336	21	493	876	267	24	543
Ratio of Workers to Mode		0.35	0.00	0.55		0.03	0.00	0.91		0.12	0.03	0.76		0.30	0.04	0.61		0.36	0.02	0.53		0.30	0.03	0.62
$1 to $9,999 or loss	1.3%	0.0%	-	0.0%	29.6%	0.0%	-	31.6%	18.4%	39.2%	0.0%	13.1%	18.1%	10.7%	0.0%	24.5%	10.1%	2.1%	100.0%	8.3%	9.6%	0.0%	0.0%	13.4%
$10,000 to $14,999	7.1%	0.0%	-	13.0%	8.5%	35.6%	-	7.9%	12.2%	4.9%	17.9%	14.4%	12.0%	6.8%	61.0%	8.9%	13.3%	13.1%	0.0%	16.2%	5.6%	0.0%	0.0%	9.0%
$15,000 to $24,999	8.7%	5.1%	-	12.5%	23.1%	0.0%	-	23.6%	22.3%	0.0%	64.3%	23.0%	19.8%	26.6%	4.9%	17.4%	21.0%	14.9%	0.0%	23.1%	23.7%	20.6%	0.0%	27.3%
$25,000 to $34,999	8.9%	5.1%	-	9.7%	4.2%	0.0%	-	3.8%	20.9%	25.5%	0.0%	22.6%	8.1%	4.5%	0.0%	10.4%	11.5%	21.1%	0.0%	7.3%	18.6%	31.5%	41.7%	12.7%
$35,000 to $49,999	23.7%	30.9%	-	23.6%	15.3%	40.0%	-	13.3%	16.2%	24.5%	0.0%	17.3%	24.8%	26.0%	34.1%	23.4%	20.0%	17.6%	0.0%	22.1%	19.4%	16.1%	58.3%	20.8%
$50,000 to $64,999	26.2%	28.7%	-	23.1%	2.5%	0.0%	-	2.7%	4.4%	0.0%	17.9%	5.0%	4.9%	9.7%	0.0%	3.2%	14.3%	21.7%	0.0%	10.8%	10.3%	8.6%	0.0%	9.8%
$65,000 to $74,999	6.1%	11.0%	-	4.2%	0.0%	0.0%	-	0.0%	1.7%	0.0%	0.0%	2.2%	4.5%	4.2%	0.0%	5.4%	1.5%	0.0%	0.0%	2.8%	5.7%	14.6%	0.0%	2.0%
$75,000 or more	18.1%	19.1%	-	13.9%	16.9%	24.4%	-	17.1%	4.0%	5.9%	0.0%	2.4%	7.9%	11.4%	0.0%	6.8%	8.4%	9.5%	0.0%	9.3%	7.1%	8.6%	0.0%	5.0%
Median earnings (dollars)	$50,091	$51,765	-	$37,162	$18,790	$40,903	-	$18,560	$22,242	$26,000	$21,250	$24,125	$25,074	$37,917	$12,050	$24,457	$30,307	$32,318	-	$26,797	$31,571	$34,542	-	$27,629
POVERTY STATUS IN THE PAST 12 MONTHS																								
Workers 16 years and over for whom poverty status is determined	393	136	0	216	1,337	45	0	1,222	822	102	28	625	1,018	308	41	616	933	336	21	493	876	267	24	543
Below 100 percent of the poverty level	4.8%	0.0%	-	6.5%	21.5%	20.0%	-	20.4%	24.0%	44.1%	17.9%	15.5%	14.4%	13.3%	4.9%	13.5%	12.1%	7.4%	100.0%	5.3%	5.5%	0.0%	0.0%	8.8%
100 to 149 percent of the poverty level	5.3%	0.0%	-	9.7%	12.7%	15.6%	-	13.3%	14.5%	14.7%	0.0%	16.6%	10.9%	10.7%	61.0%	8.6%	12.2%	4.8%	0.0%	19.9%	16.0%	19.9%	0.0%	14.0%
At or above 150 percent of the poverty level	89.8%	100.0%	-	83.8%	65.7%	64.4%	-	66.3%	61.6%	41.2%	82.1%	67.8%	74.7%	76.0%	34.1%	77.9%	75.7%	87.8%	0.0%	74.8%	78.5%	80.1%	100.0%	77.2%

S0802: MEANS OF TRANSPORTATION TO WORK BY SELECTED
5-year ACS 2009-2013

	Tract 1166				Tract 1168				Tract 1170				Tract 1172.01				Tract 1174				Census Tract 1178			
	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl.	Total	VEH-Alone	VEH-Carpool	Transit (excl.	Total	VEH-Alone	VEH-Carpool	Transit (excl.	Total	VEH-Alone	VEH-Carpool	Transit (excl.
EARNINGS IN THE PAST 12 MO. (IN 2013 INFLATION-ADJ $$$) FOR WORKERS																								
Workers 16 years and over with earnings	799	146	10	570	747	75	16	621	718	73	67	487	1,131	217	23	720	1,834	370	36	1,241	471	78	18	358
Ratio of Workers to Mode		0.18	0.01	0.71		0.10	0.02	0.83		0.10	0.09	0.68		0.19	0.02	0.64		0.20	0.02	0.68		0.17	0.04	0.76
$1 to $9,999 or loss	8.3%	0.0%	0.0%	8.9%	2.5%	0.0%	0.0%	3.1%	10.2%	35.6%	0.0%	6.8%	12.6%	7.8%	0.0%	10.3%	9.3%	5.4%	33.3%	7.5%	17.6%	11.5%	0.0%	20.7%
$10,000 to $14,999	8.5%	0.0%	0.0%	10.0%	21.7%	30.7%	0.0%	22.4%	11.0%	0.0%	58.2%	8.2%	10.1%	6.5%	0.0%	10.8%	10.8%	0.0%	0.0%	12.7%	3.8%	0.0%	0.0%	5.0%
$15,000 to $24,999	19.9%	8.2%	0.0%	21.2%	37.1%	0.0%	0.0%	39.0%	43.0%	46.6%	41.8%	47.4%	21.0%	17.1%	0.0%	24.4%	34.0%	29.5%	0.0%	35.2%	20.0%	14.1%	5.6%	22.1%
$25,000 to $34,999	13.6%	9.6%	0.0%	15.1%	9.4%	9.3%	100.0%	7.6%	10.2%	17.8%	0.0%	6.6%	18.2%	20.7%	0.0%	19.6%	9.8%	12.7%	0.0%	8.9%	13.4%	0.0%	0.0%	13.7%
$35,000 to $49,999	27.4%	42.5%	0.0%	27.5%	10.7%	30.7%	0.0%	9.2%	18.7%	0.0%	0.0%	20.7%	27.1%	22.1%	100.0%	25.3%	14.9%	13.5%	66.7%	16.0%	9.6%	12.8%	0.0%	9.8%
$50,000 to $64,999	7.6%	11.6%	100.0%	4.7%	12.7%	12.0%	0.0%	13.8%	0.8%	0.0%	0.0%	1.2%	4.4%	14.3%	0.0%	2.6%	7.5%	3.5%	0.0%	10.1%	21.4%	61.5%	0.0%	14.8%
$65,000 to $74,999	5.5%	13.0%	0.0%	3.5%	1.7%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	1.2%	6.0%	0.0%	0.1%	5.0%	14.6%	0.0%	3.1%	11.3%	0.0%	94.4%	10.1%
$75,000 or more	9.1%	15.1%	0.0%	8.9%	4.1%	17.3%	0.0%	2.9%	6.1%	0.0%	0.0%	9.0%	5.4%	5.5%	0.0%	6.8%	8.6%	20.8%	0.0%	6.5%	3.0%	0.0%	0.0%	3.9%
Median earnings (dollars)	$34,811	$43,558	-	$32,727	$21,898	$47,847	-	$21,670	$18,575	$16,750	$13,281	$18,666	$26,970	$31,696	-	$26,096	$23,041	$41,500	$41,250	$19,087	$32,554	$50,938	-	$27,222
POVERTY STATUS IN THE PAST 12 MONTHS																								
Workers 16 years and over for whom poverty status is determined	799	146	10	570	747	75	16	621	718	73	67	487	1,131	217	23	720	1,834	370	36	1,241	471	78	18	358
Below 100 percent of the poverty level	14.5%	12.3%	0.0%	13.3%	19.4%	0.0%	0.0%	23.3%	15.7%	35.6%	46.3%	11.5%	7.3%	4.6%	0.0%	6.4%	11.5%	5.1%	0.0%	11.4%	16.6%	14.1%	0.0%	17.9%
100 to 149 percent of the poverty level	12.5%	11.6%	0.0%	12.5%	9.0%	30.7%	0.0%	5.6%	15.7%	0.0%	11.9%	21.6%	12.0%	0.0%	0.0%	13.2%	11.0%	6.5%	33.3%	10.6%	4.7%	0.0%	0.0%	6.1%
At or above 150 percent of the poverty level	73.0%	76.0%	100.0%	74.2%	71.6%	69.3%	100.0%	71.0%	68.5%	64.4%	41.8%	66.9%	80.7%	95.4%	100.0%	80.4%	77.6%	88.4%	66.7%	77.9%	78.8%	85.9%	100.0%	76.0%

S0802: MEANS OF TRANSPORTATION TO WORK BY SELECTED
5-year ACS 2009-2013

	Tract 1184				Tract 1186				Tract 1192				Tract 1196				Tract 1198			
	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)
EARNINGS IN THE PAST 12 MO. (IN 2013 INFLATION-ADJ $$$) FOR WORKERS																				
Workers 16 years and over with earnings	2,008	535	86	1,120	1,108	279	46	725	1,043	256	13	726	1,794	316	90	1,279	875	140	34	625
Ratio of Workers to Mode		0.27	0.04	0.56		0.25	0.04	0.65		0.25	0.01	0.70		0.18	0.05	0.71		0.16	0.04	0.71
$1 to $9,999 or loss	11.9%	7.7%	11.6%	8.9%	7.3%	1.1%	0.0%	10.8%	7.8%	0.0%	53.8%	10.2%	11.6%	8.5%	0.0%	12.2%	12.5%	9.3%	0.0%	15.0%
$10,000 to $14,999	8.6%	17.9%	0.0%	6.0%	8.8%	3.2%	71.7%	7.6%	12.4%	2.0%	0.0%	16.3%	7.7%	4.1%	11.1%	7.6%	13.4%	2.9%	29.4%	13.4%
$15,000 to $24,999	27.6%	22.6%	18.6%	33.5%	24.0%	8.2%	0.0%	30.1%	25.5%	51.6%	0.0%	18.0%	23.8%	24.7%	33.3%	23.5%	19.2%	10.0%	32.4%	15.7%
$25,000 to $34,999	17.1%	7.9%	52.3%	21.9%	17.9%	34.8%	28.3%	12.1%	14.0%	7.4%	46.2%	13.4%	15.6%	13.6%	0.0%	18.5%	6.3%	12.1%	0.0%	4.5%
$35,000 to $49,999	14.8%	16.3%	0.0%	15.6%	18.4%	14.0%	0.0%	22.8%	15.4%	8.2%	0.0%	18.3%	18.3%	25.3%	7.8%	15.8%	15.1%	0.0%	0.0%	21.1%
$50,000 to $64,999	12.7%	20.6%	17.4%	7.1%	10.6%	20.4%	0.0%	5.7%	14.1%	22.7%	0.0%	11.2%	10.6%	0.0%	36.7%	12.3%	16.1%	9.3%	0.0%	20.5%
$65,000 to $74,999	3.2%	0.0%	0.0%	4.0%	3.8%	0.0%	0.0%	5.8%	2.7%	0.4%	0.0%	3.7%	6.5%	17.4%	0.0%	4.8%	5.6%	4.3%	38.2%	4.8%
$75,000 or more	4.0%	7.1%	0.0%	2.9%	9.3%	18.3%	0.0%	5.2%	8.1%	7.8%	0.0%	9.0%	6.0%	6.3%	11.1%	5.4%	11.9%	52.1%	0.0%	5.0%
Median earnings (dollars)	$25,492	$25,742	$26,635	$25,352	$32,308	$47,614	$12,396	$25,871	$29,676	$24,643	-	$30,735	$29,430	$32,188	$41,786	$28,813	$31,726	$80,188	$21,591	$39,861
POVERTY STATUS IN THE PAST 12 MONTHS																				
Workers 16 years and over for whom poverty status is determined	2,008	535	86	1,120	1,108	279	46	725	1,043	256	13	726	1,794	316	90	1,279	875	140	34	625
Below 100 percent of the poverty level	11.0%	6.4%	0.0%	9.7%	8.1%	1.1%	52.2%	8.7%	11.3%	12.1%	0.0%	12.0%	8.1%	7.3%	0.0%	6.8%	11.2%	0.0%	0.0%	15.7%
100 to 149 percent of the poverty level	11.3%	10.7%	0.0%	11.5%	10.6%	6.5%	0.0%	13.7%	11.4%	13.3%	0.0%	11.3%	20.9%	21.2%	22.2%	22.5%	18.6%	0.0%	0.0%	19.5%
At or above 150 percent of the poverty level	77.7%	83.0%	100.0%	78.8%	81.3%	92.5%	47.8%	77.7%	77.3%	74.6%	100.0%	76.7%	71.0%	71.5%	77.8%	70.7%	70.2%	100.0%	100.0%	64.8%

APPENDIX B

TRANSPORTATION CLUSTERS - DETAILED TRIP GENERATION TABLES

Cluster 1

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	Total
Size/Units:	65,096 gsf	-505 gsf	271 DUs	284 DUs	-96 Rooms	5,375 gsf	12,050 gsf	-9,538 gsf	-10,000 gsf	0 gsf	10,000 gsf	0 students	0 staff	0 parents	0 gsf	0 gsf	0 gsf	23,906 gsf	
Peak Hour Trips:																			
AM	122	-2	220	230	-74	12	16	-26	-4	0	48	0	0	0	0	0	0	122	664
MD	762	-2	110	116	-128	10	216	-22	-4	0	186	0	0	0	0	0	0	334	1,578
PM	402	-2	242	254	-118	12	122	-28	-4	0	154	0	0	0	0	0	0	366	1,400
Sat MD	470	-2	210	220	-82	2	146	-20	-4	0	244	0	0	0	0	0	0	334	1,518

Person Trips:

	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	-1	0	10	57	6	32	-9	-13	5	1	5	0	-15	-8	-3	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33	4	35	76
Taxi	1	1	0	0	0	2	0	1	-4	-5	0	0	1	0	-1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
Subway/Railroad	2	2	-1	0	18	101	20	114	-6	-8	3	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	37	4	76	214
Bus	4	4	0	0	3	17	6	35	-2	-2	2	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20	2	36	57
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	51	51	0	0	2	10	2	14	-10	-15	1	0	6	0	-1	-1	0	0	0	0	18	22	0	0	0	0	0	0	0	0	0	0	0	0	18	2	87	83
Total	61	61	-2	0	33	187	34	196	-31	-43	11	1	16	0	-17	-9	-3	-1	0	0	22	26	0	0	0	0	0	0	0	0	0	0	0	0	110	12	234	430
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	19	19	0	0	17	17	9	9	-26	-12	0	0	42	23	-9	-9	-2	-2	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	51	49	104	98
Taxi	4	4	0	0	0	0	0	0	-11	-5	0	0	7	4	-1	-1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	5	8
Subway/Railroad	11	11	0	0	30	30	35	35	-16	-8	1	1	21	11	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	56	54	142	139
Bus	23	23	0	0	5	5	10	10	-5	-2	0	0	21	11	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	31	29	89	81
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	324	324	-1	-1	3	3	4	4	-29	-14	4	4	50	26	-1	-1	0	0	0	0	71	84	0	0	0	0	0	0	0	0	0	0	0	0	29	29	454	458
Total	381	381	-1	-1	55	55	58	58	-87	-41	5	5	141	75	-11	-11	-2	-2	0	0	85	101	0	0	0	0	0	0	0	0	0	0	0	0	170	164	794	784
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	10	10	0	-1	52	22	29	12	-21	-15	1	5	24	13	-12	-12	-1	-3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	53	57	138	91
Taxi	2	2	0	0	1	1	1	0	-9	-6	0	0	4	2	-1	-1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4
Subway/Railroad	6	6	0	-1	93	39	103	45	-13	-9	0	3	12	6	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	58	62	263	155
Bus	12	12	0	0	15	6	32	14	-4	-3	0	2	12	6	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	32	34	103	75
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	171	171	0	0	9	4	13	5	-22	-16	0	1	28	15	-1	-1	0	0	0	0	60	68	0	0	0	0	0	0	0	0	0	0	0	0	30	32	288	279
Total	201	201	0	-2	170	72	178	76	-69	-49	1	11	80	42	-14	-14	-1	-3	0	0	73	81	0	0	0	0	0	0	0	0	0	0	0	0	177	189	796	604
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	12	11	-1	0	32	32	18	18	-14	-11	1	1	28	16	-8	-8	-2	-2	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	41	59	111	121
Taxi	3	2	0	0	1	1	0	0	-6	-4	0	0	5	3	-1	-1	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	3	4	8	9
Subway/Railroad	8	6	-1	0	58	58	64	64	-9	-7	0	0	14	8	0	0	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	45	65	185	201
Bus	15	13	0	0	9	9	20	20	-3	-2	0	0	14	8	0	0	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	25	35	86	90
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	220	180	0	0	5	5	8	8	-14	-12	0	0	31	19	-1	-1	0	0	0	0	93	109	0	0	0	0	0	0	0	0	0	0	0	0	23	34	365	342
Total	258	212	-2	0	105	105	110	110	-46	-36	1	1	92	54	-10	-10	-2	-2	0	0	112	132	0	0	0	0	0	0	0	0	0	0	0	0	137	197	755	763

Vehicle Trips :

	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	-1	0	9	54	6	30	-6	-8	4	1	2	0	-12	-6	-2	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13	2	16	75
Taxi	1	1	0	0	0	2	0	1	-3	-4	0	0	0	0	-1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	-1	1
Taxi Balanced	2	2	0	0	2	2	1	1	-7	-7	0	0	0	0	-1	-1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	1	1	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	5	5	-1	0	12	57	8	32	-13	-15	4	1	3	1	-14	-8	-2	-1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	14	3	19	78
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	10	10	0	0	11	11	6	6	-16	-8	0	0	19	10	-7	-7	-2	-2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	20	19	43	41
Taxi	2	2	0	0	0	0	0	0	-8	-4	0	0	3	2	-1	-1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	-1	2
Taxi Balanced	4	4	0	0	0	0	0	0	-12	-12	0	0	5	5	-2	-2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	15	15	0	0	12	12	7	7	-28	-20	0	0	25	16	-9	-9	-2	-2	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	22	21	48	46
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	5	5	0	-1	49	21	27	11	-13	-9	1	4	11	6	-9	-9	-1	-2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	20	22	92	50
Taxi	1	1	0	0	1	1	1	0	-6	-4	0	0	2	1	-1	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1
Taxi Balanced	2	2	0	0	2	2	1	1	-10	-10	0	0	3	3	-2	-2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	2	2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	0	-1	51	23	28	12	-23	-19	1	4	14	9	-11	-11	-1	-2	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	24	26	94	52
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	6	6	-1	0	21	21	12	12	-9	-7	1	1	13	7	-6	-6	-2	-2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	16	23	53	58
Taxi	2	1	0	0	1	1	0	0	-4	-3	0	0	2	1	-1	-1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4
Taxi Balanced	3	3	0	0	2	2	0	0	-7	-7	0	0	3	3	-2	-2	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7	7
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	-1	0	23	23	12	12	-16	-14	1	1	16	10	-8	-8	-2	-2	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	19	26	60	65

Total Vehicle Trips

	In	Out	Total
AM	19	78	97
MD	48	46	94
PM	94	52	146
Sat MD	60	65	125

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 2

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		Total	
Size/Units:	82,748	gsf	47,744	gsf	302	DUs	349	DUs	0	Rooms	38,967	gsf	-2,650	gsf	-15,217	gsf	0	gsf	-40,125	gsf	0	gsf	205	students	17	staff	36	parents	-28,302	gsf	0	gsf	30,000	gsf	-23,138	gsf		
Peak Hour Trips:																																						
AM	154		104		244		282		0		76		-4		-40		0		-24		0		206		18		72		-150		0		46		-118		866	
MD	968		130		122		142		0		64		-48		-34		0		-22		0		0		0		0		-48		0		24		-324		974	
PM	510		122		270		310		0		82		-28		-42		0		-26		0		22		2		8		-178		0		42		-354		740	
Sat MD	596		32		232		270		0		10		-34		-32		0		-8		0		0		0		0		-8		0		104		-324		838	
Person Trips:																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	46	2	11	64	7	39	0	0	31	4	-1	0	-23	-12	0	0	-12	-1	0	0	31	0	8	0	0	0	-4	-4	0	0	1	1	-32	-4	67	93
Taxi	1	1	0	0	0	2	0	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	-2	0	-3	2
Subway/Railroad	2	2	27	1	20	112	25	139	0	0	19	2	-1	0	0	0	0	0	-6	-1	0	0	7	0	7	0	0	0	-2	-2	0	0	1	1	-35	-4	64	250
Bus	5	5	15	1	3	19	8	43	0	0	10	1	-1	0	0	0	0	0	-1	0	0	0	4	0	3	0	0	0	-5	-4	0	0	1	1	-19	-2	23	64
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	0	0	0	0	0	0	0	0	0	0	0	0	0	112	0
Walk/Other	65	65	12	0	2	11	3	17	0	0	8	1	-1	0	-2	-1	0	0	-3	0	0	0	52	0	0	0	36	36	-67	-60	0	0	22	18	-18	-2	109	85
Total	77	77	100	4	36	208	43	239	0	0	68	8	-4	0	-26	-14	0	0	-22	-2	0	0	206	0	18	0	36	36	-79	-71	0	0	25	21	-106	-12	372	494
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	24	24	1	2	19	19	12	12	0	0	1	1	-8	-5	-15	-15	0	0	-6	-6	0	0	0	0	0	0	0	0	-1	-1	0	0	1	1	-50	-48	-22	-16
Taxi	5	5	2	2	1	1	0	0	0	0	1	1	-2	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	3	4
Subway/Railroad	15	15	3	5	33	33	41	41	0	0	2	2	-5	-3	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	-54	-52	31	37
Bus	29	29	3	5	5	5	13	13	0	0	2	2	-5	-3	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	-1	-1	0	0	1	1	-30	-29	16	21
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	411	411	42	65	3	3	5	5	0	0	26	26	-10	-6	-1	-1	0	0	-1	-1	0	0	0	0	0	0	0	0	-21	-21	0	0	10	10	-28	-27	436	464
Total	484	484	51	79	61	61	71	71	0	0	32	32	-30	-18	-17	-17	0	0	-11	-11	0	0	0	0	0	0	0	0	-24	-24	0	0	12	12	-165	-159	464	510
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	13	13	3	52	58	25	35	15	0	0	4	33	-6	-3	-18	-18	0	0	-2	-12	0	0	0	12	0	1	0	0	-4	-5	0	0	1	1	-51	-55	33	59
Taxi	3	3	0	0	2	1	1	0	0	0	0	0	-1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	-3	-4	0	-2
Subway/Railroad	8	8	2	31	102	44	127	54	0	0	3	19	-3	-1	0	0	0	0	-1	-6	0	0	0	3	0	1	0	0	-3	-3	0	0	1	1	-56	-61	180	90
Bus	15	15	1	18	17	7	39	17	0	0	2	11	-3	-1	0	0	0	0	0	-2	0	0	0	1	0	0	0	0	-5	-6	0	0	1	1	-31	-33	36	28
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	216	216	1	14	10	4	15	7	0	0	1	9	-7	-3	-2	-2	0	0	0	-3	0	0	0	6	0	0	4	4	-71	-79	0	0	19	17	-29	-31	157	159
Total	255	255	7	115	189	81	217	93	0	0	10	72	-20	-8	-21	-21	0	0	-3	-23	0	0	0	22	0	2	4	4	-84	-94	0	0	22	20	-170	-184	406	334
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	16	13	9	6	36	36	22	22	0	0	2	2	-6	-4	-14	-14	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	4	2	-40	-57	27	4
Taxi	3	3	0	0	1	1	1	1	0	0	0	0	-1	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	-3	-4	1	-1
Subway/Railroad	10	8	5	3	63	63	78	78	0	0	1	1	-3	-2	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	-44	-63	110	87
Bus	20	16	3	2	10	10	24	24	0	0	1	1	-3	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	-24	-34	35	19
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	279	228	2	2	6	6	10	10	0	0	1	1	-8	-4	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	62	26	-23	-32	324	232
Total	328	268	19	13	116	116	135	135	0	0	5	5	-21	-13	-16	-16	0	0	-4	-4	0	0	0	0	0	0	0	0	-4	-4	0	0	73	31	-134	-190	497	341
Vehicle Trips :																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	41	2	10	60	7	37	0	0	26	3	0	0	-18	-9	0	0	-9	-1	0	0	24	0	7	0	0	0	-2	-2	0	0	1	1	-12	-2	77	91
Taxi	1	1	0	0	0	2	0	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	-1	0	-2	2
Taxi Balanced	2	2	0	0	2	2	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	-1	-1	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Truck	1	1	1	1	1	1	1	1	0	0	2	2	0	0	-1	-1	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	5	5	42	3	13	63	9	39	0	0	28	5	0	0	-21	-12	0	0	-11	-3	0	0	28	0	7	0	0	0	-4	-4	0	0	1	1	-13	-3	84	94
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	12	12	1	2	13	13	8	8	0	0	1	1	-4	-2	-12	-12	0	0	-5	-5	0	0	0	0	0	0	0	0	-1	-1	0	0	1	1	-19	-18	-5	-1
Taxi	3	3	2	2	1	1	0	0	0	0	1	1	-1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	4	5
Taxi Balanced	6	6	4	4	2	2	0	0	0	0	2	2	-1	-1	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	9	9
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	2	2	1	1	1	1	1	1	0	0	1	1	0	0	-1	-1	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	20	20	6	7	16	16	9	9	0	0	4	4	-5	-3	-15	-15	0	0	-6	-6	0	0	0	0	0	0	0	0	-1	-1	0	0	1	1	-21	-20	8	12
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	7	7	3	46	54	23	33	14	0	0	3	28	-3	-1	-14	-14	0	0	-2	-9	0	0	0	9	0	1	0	0	-2	-3	0	0	1	1	-20	-21	60	81
Taxi	2	2	0	0	2	1	1	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	-1	-2	2	-1
Taxi Balanced	4	4	0	0	3	3	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	-3	-3	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	11	3	46	57	26	34	15	0	0	3	28	-3	-1	-16	-16	0	0	-2	-9	0	0	0	9	0	1	0	0	-4	-5	0	0	1	1	-23	-24	61	82
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	8	7	8	5	24	24	15	15	0	0	2	2	-3	-2	-11	-11	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	-15	-22	28	17
Taxi	2	2	0	0	1	1	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	-1	-2	3	1
Taxi Balanced	4	4	0	0	2	2	2	2	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	-3	-3	4	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	11	8	5	26	26	17	17	0	0	2	2	-3	-2	-13	-13	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	3	2	-18	-25	32	21

	Total Vehicle Trips		
	In	Out	Total
AM	84	94	178
MD	8	12	20
PM	61	82	143
Sat MD	32	21	53

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 3

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		Total	
Size/Units:	22,487	gsf	6,264	gsf	263	DUs	273	DUs	-31	Rooms	0	gsf	0	gsf	-11,999	gsf	-8,810	gsf	0	gsf	0	gsf	0	students	0	staff	0	parents	0	gsf	0	gsf	0	gsf	0	gsf		
Peak Hour Trips:																																						
AM	42		14		214		222		-24		0		0		-32		-4		0		0		0		0		0		0		0		0		432	
MD	264		18		108		112		-42		0		0		-26		-4		0		0		0		0		0		0		0		0		430	
PM	140		16		234		244		-38		0		0		-34		-4		0		0		0		0		0		0		0		0		558	
Sat MD	162		6		202		210		-28		0		0		-26		-4		0		0		0		0		0		0		0		0		522	
Person Trips:																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	6	0	10	56	5	31	-3	-4	0	0	0	0	-17	-10	-3	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	73
Taxi	0	0	0	0	0	2	0	1	-1	-2	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0
Subway/Railroad	1	1	4	0	17	99	19	111	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	208
Bus	1	1	2	0	3	16	6	34	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	50
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	18	18	2	0	2	9	2	13	-3	-4	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	35
Total	21	21	14	0	32	182	32	190	-10	-14	0	0	0	0	-20	-12	-3	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	366
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	0	0	17	17	9	9	-8	-4	0	0	0	0	-11	-11	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	16
Taxi	1	1	0	0	0	0	0	0	-4	-2	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-2
Subway/Railroad	4	4	0	1	29	29	33	33	-5	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	64
Bus	8	8	0	1	5	5	10	10	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	23
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	112	112	6	10	3	3	4	4	-9	-4	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	124
Total	132	132	6	12	54	54	56	56	-28	-14	0	0	0	0	-13	-13	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205	225
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	8	50	22	28	12	-7	-5	0	0	0	0	-15	-15	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	23
Taxi	1	1	0	0	1	1	1	0	-3	-2	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway/Railroad	2	2	0	4	89	38	99	43	-4	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186	84
Bus	4	4	0	2	15	6	31	13	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	24
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	59	59	0	2	8	4	12	5	-7	-5	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	64
Total	70	70	0	16	163	71	171	73	-22	-16	0	0	0	0	-17	-17	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	364	194
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	2	1	31	31	17	17	-5	-4	0	0	0	0	-11	-11	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	36
Taxi	1	1	0	0	1	1	0	0	-2	-2	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway/Railroad	3	2	1	1	55	55	62	62	-3	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	118
Bus	5	4	1	0	9	9	19	19	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	31
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	76	62	0	0	5	5	7	7	-4	-4	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	69
Total	89	73	4	2	101	101	105	105	-15	-13	0	0	0	0	-13	-13	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	269	253
Vehicle Trips :																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	5	0	9	53	5	29	-2	-3	0	0	0	0	-13	-8	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	71
Taxi	0	0	0	0	0	2	0	1	-1	-1	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	1
Taxi Balanced	0	0	0	0	2	2	1	1	-2	-2	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	5	0	12	56	7	31	-4	-5	0	0	0	0	-16	-11	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	71
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	4	4	0	0	11	11	6	6	-5	-3	0	0	0	0	-8	-8	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8
Taxi	1	1	0	0	0	0	0	0	-3	-1	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-1
Taxi Balanced	2	2	0	0	0	0	0	0	-4	-4	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	6	6	0	0	12	12	7	7	-9	-7	0	0	0	0	-10	-10	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	7	47	21	26	11	-4	-3	0	0	0	0	-12	-12	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	24
Taxi	1	1	0	0	1	1	1	0	-2	-1	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	2	2	0	0	2	2	1	1	-3	-3	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	7	49	23	27	12	-7	-6	0	0	0	0	-14	-14	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	24
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	2	1	21	21	11	11	-3	-3	0	0	0	0	-8	-8	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	22
Taxi	1	1	0	0	1	1	0	0	-1	-1	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	2	2	0	0	2	2	0	0	-2	-2	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	2	1	23	23	11	11	-5	-5	0	0	0	0	-10	-10	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	22

	Total Vehicle Trips		
	In	Out	Total
AM	3	71	74
MD	4	6	10
PM	58	24	82
Sat MD	23	22	45

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 4

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		Total	
Size/Units:	130,426	gsf	-900	gsf	443	DUs	824	DUs	0	Rooms	0	gsf	0	gsf	-28,466	gsf	0	gsf	-920	gsf	20,000	gsf	0	students	0	staff	0	parents	0	gsf	12,169	gsf	0	gsf	35,440	gsf		
Peak Hour Trips:																																						
AM	242		-2		358		666		0		0		0		-74		0		-2		94		0		0		0		0		22		0		182		1,486	
MD	1,526		-4		180		334		0		0		0		-62		0		-2		370		0		0		0		0		50		0		496		2,888	
PM	804		-4		394		732		0		0		0		-80		0		-2		308		0		0		0		0		28		0		542		2,722	
Sat MD	940		-2		342		634		0		0		0		-60		0		-2		488		0		0		0		0		30		0		496		2,866	
Person Trips:																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	-1	0	17	94	16	92	0	0	0	0	0	0	-42	-23	0	0	-1	0	2	2	0	0	0	0	0	0	0	0	1	0	0	0	49	6	47	177
Taxi	1	1	0	0	0	3	0	2	0	0	0	0	0	0	-2	-1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	7
Subway/Railroad	4	4	-1	0	29	164	58	332	0	0	0	0	0	0	0	0	0	0	-1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	53	7	144	510
Bus	7	7	0	0	5	27	18	101	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	1	1	0	0	29	4	62	143
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	103	103	0	0	3	16	7	40	0	0	0	0	0	0	-4	-2	0	0	0	0	35	42	0	0	0	0	0	0	0	0	12	7	0	0	28	3	184	209
Total	121	121	-2	0	54	304	99	567	0	0	0	0	0	0	-48	-26	0	0	-2	0	42	52	0	0	0	0	0	0	0	0	14	8	0	0	162	20	440	1,046
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	38	38	0	0	28	28	27	27	0	0	0	0	0	0	-27	-27	0	0	-1	-1	7	8	0	0	0	0	0	0	0	0	1	1	0	0	76	73	149	147
Taxi	8	8	0	0	1	1	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	5	5	18	19
Subway/Railroad	23	23	0	0	48	48	97	97	0	0	0	0	0	0	0	0	0	0	0	0	9	10	0	0	0	0	0	0	0	0	1	1	0	0	83	80	261	259
Bus	46	46	0	0	8	8	30	30	0	0	0	0	0	0	0	0	0	0	0	0	9	10	0	0	0	0	0	0	0	0	2	1	0	0	46	44	141	139
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	648	648	-2	-2	5	5	12	12	0	0	0	0	0	0	-2	-2	0	0	0	0	141	165	0	0	0	0	0	0	0	0	24	19	0	0	43	41	869	886
Total	763	763	-2	-2	90	90	167	167	0	0	0	0	0	0	-31	-31	0	0	-1	-1	171	199	0	0	0	0	0	0	0	0	28	22	0	0	253	243	1,438	1,450
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	20	20	0	-2	85	36	83	36	0	0	0	0	0	0	-35	-35	0	0	0	-1	6	7	0	0	0	0	0	0	0	0	0	1	0	0	78	84	237	146
Taxi	4	4	0	0	2	1	2	1	0	0	0	0	0	0	-2	-2	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	5	6	15	15
Subway/Railroad	12	12	0	-1	150	64	300	128	0	0	0	0	0	0	0	0	0	0	0	-1	7	8	0	0	0	0	0	0	0	0	0	1	0	0	86	93	555	304
Bus	24	24	0	-1	25	11	92	39	0	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	1	0	0	47	51	195	133
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	342	342	0	0	14	6	36	15	0	0	0	0	0	0	-3	-3	0	0	0	0	120	136	0	0	0	0	0	0	0	0	7	18	0	0	44	48	560	562
Total	402	402	0	-4	276	118	513	219	0	0	0	0	0	0	-40	-40	0	0	0	-2	144	164	0	0	0	0	0	0	0	0	7	21	0	0	260	282	1,562	1,160
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	26	21	-2	0	53	53	52	52	0	0	0	0	0	0	-26	-26	0	0	-1	-1	9	11	0	0	0	0	0	0	0	0	1	1	0	0	61	87	173	198
Taxi	5	4	0	0	1	1	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	4	6	16	18
Subway/Railroad	16	13	0	0	93	93	185	185	0	0	0	0	0	0	0	0	0	0	0	0	11	13	0	0	0	0	0	0	0	0	0	0	0	0	67	96	372	400
Bus	31	25	0	0	15	15	57	57	0	0	0	0	0	0	0	0	0	0	0	0	11	13	0	0	0	0	0	0	0	0	1	1	0	0	37	53	152	164
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	439	360	0	0	9	9	22	22	0	0	0	0	0	0	-2	-2	0	0	0	0	186	219	0	0	0	0	0	0	0	0	13	13	0	0	35	50	702	671
Total	517	423	-2	0	171	171	317	317	0	0	0	0	0	0	-30	-30	0	0	-1	-1	224	264	0	0	0	0	0	0	0	0	15	15	0	0	204	292	1,415	1,451
Vehicle Trips :																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	-1	0	16	88	15	86	0	0	0	0	0	0	-32	-18	0	0	-1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	19	2	21	162
Taxi	1	1	0	0	0	2	0	2	0	0	0	0	0	0	-2	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Taxi Balanced	2	2	0	0	2	2	2	2	0	0	0	0	0	0	-3	-3	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	2	2	0	0	2	2	3	3	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	7	7	-1	0	20	92	20	91	0	0	0	0	0	0	-37	-23	0	0	-1	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	20	3	32	173
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	19	19	0	0	19	19	18	18	0	0	0	0	0	0	-21	-21	0	0	-1	-1	4	5	0	0	0	0	0	0	0	0	1	1	0	0	29	28	68	68
Taxi	4	4	0	0	1	1	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	10	10
Taxi Balanced	8	8	0	0	2	2	2	2	0	0	0	0	0	0	-4	-4	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	4	4	20	20
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	3	3	0	0	1	1	2	2	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	6
Total	30	30	0	0	22	22	22	22	0	0	0	0	0	0	-26	-26	0	0	-1	-1	12	13	0	0	0	0	0	0	0	0	1	1	0	0	34	33	94	94
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	10	10	0	-2	80	34	78	34	0	0	0	0	0	0	-27	-27	0	0	0	-1	4	4	0	0	0	0	0	0	0	0	0	1	0	0	30	32	175	85
Taxi	2	2	0	0	2	1	2	1	0	0	0	0	0	0	-2	-2	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	9	8
Taxi Balanced	4	4	0	0	3	3	3	3	0	0	0	0	0	0	-4	-4	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	4	4	17	17
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	0	-2	83	37	81	37	0	0	0	0	0	0	-31	-31	0	0	0	-1	11	11	0	0	0	0	0	0	0	0	0	1	0	0	34	36	192	102
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	13	11	-2	0	36	36	35	35	0	0	0	0	0	0	-20	-20	0	0	-1	-1	5	7	0	0	0	0	0	0	0	0	1	1	0	0	23	33	90	102
Taxi	3	2	0	0	1	1	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	2	2	10	10
Taxi Balanced	5	5	0	0	2	2	2	2	0	0	0	0	0	0	-4	-4	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	4	4	20	20
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	18	16	-2	0	38	38	38	38	0	0	0	0	0	0	-24	-24	0	0	-1	-1	16	18	0	0	0	0	0	0	0	0	1	1	0	0	27	37	111	123

Total Vehicle Trips

	In	Out	Total
AM	**32**	**173**	**205**
MD	**94**	**94**	**188**
PM	**192**	**102**	**294**
Sat MD	**111**	**123**	**234**

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 5

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		Total	
Size/Units:	190,346	gsf	76,654	gsf	1,133	DUs	1,152	DUs	0	Rooms	26,076	gsf	39,500	gsf	0	gsf	0	gsf	-31,000	gsf	0	gsf	0	students	0	staff	0	parents	0	gsf	248,707	gsf	0	gsf	55,774	gsf		
Peak Hour Trips:																																						
AM	352		166		916		932		0		52		52		0		0		-18		0		0		0		0		0		446		0		284		3,182	
MD	2,226		208		458		466		0		44		704		0		0		-18		0		0		0		0		0		1,002		0		780		5,870	
PM	1,172		194		1,008		1,024		0		56		396		0		0		-20		0		0		0		0		0		556		0		850		5,236	
Sat MD	1,372		52		872		886		0		8		478		0		0		-6		0		0		0		0		0		586		0		780		5,028	
Person Trips:																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	9	9	71	3	42	239	23	129	0	0	21	3	16	1	0	0	0	0	-8	-2	0	0	0	0	0	0	0	0	0	0	14	9	0	0	76	9	264	400
Taxi	2	2	1	0	1	7	1	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	1	15	15
Subway/Railroad	5	5	43	2	75	424	82	462	0	0	12	2	7	0	0	0	0	0	-4	-1	0	0	0	0	0	0	0	0	0	0	8	5	0	0	84	10	312	909
Bus	11	11	25	1	12	69	25	141	0	0	7	1	7	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	16	10	0	0	45	6	147	239
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	149	149	19	1	7	40	10	56	0	0	5	1	18	1	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	231	148	0	0	43	5	480	401
Total	176	176	159	7	137	779	141	791	0	0	45	7	50	2	0	0	0	0	-15	-3	0	0	0	0	0	0	0	0	0	0	272	174	0	0	253	31	1,218	1,964
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	56	56	2	3	70	70	38	38	0	0	0	0	137	74	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	28	23	0	0	118	115	445	375
Taxi	11	11	2	4	2	2	1	1	0	0	1	1	23	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	8	8	54	44
Subway/Railroad	33	33	5	8	125	125	136	136	0	0	1	1	69	37	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	17	14	0	0	131	126	514	477
Bus	67	67	5	8	20	20	42	42	0	0	1	1	69	37	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	33	27	0	0	72	69	308	270
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	946	946	67	104	12	12	16	16	0	0	19	19	160	86	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	467	382	0	0	68	65	1,754	1,629
Total	1,113	1,113	81	127	229	229	233	233	0	0	22	22	458	246	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	551	451	0	0	397	383	3,075	2,795
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	29	29	4	84	217	93	117	50	0	0	3	22	76	42	0	0	0	0	-1	-10	0	0	0	0	0	0	0	0	0	0	8	20	0	0	122	133	575	463
Taxi	6	6	0	1	6	3	3	1	0	0	0	0	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	8	9	38	31
Subway/Railroad	18	18	3	50	383	164	417	180	0	0	2	13	39	21	0	0	0	0	-1	-5	0	0	0	0	0	0	0	0	0	0	5	12	0	0	135	146	1,001	599
Bus	35	35	1	28	63	27	128	55	0	0	1	8	39	21	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	10	24	0	0	73	80	350	277
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	498	498	1	22	36	16	51	22	0	0	1	6	89	49	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	137	334	0	0	69	75	882	1,020
Total	586	586	9	185	705	303	716	308	0	0	7	49	256	140	0	0	0	0	-2	-18	0	0	0	0	0	0	0	0	0	0	162	394	0	0	407	443	2,846	2,390
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	38	31	14	10	134	134	72	72	0	0	2	2	90	53	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	14	15	0	0	96	138	458	453
Taxi	8	6	0	0	4	4	2	2	0	0	0	0	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	9	38	33
Subway/Railroad	23	19	8	6	236	236	259	259	0	0	1	1	45	27	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	9	9	0	0	106	152	686	708
Bus	45	37	5	3	39	39	79	79	0	0	1	1	45	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	18	0	0	58	83	289	287
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	640	525	4	2	23	23	31	31	0	0	0	0	105	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244	254	0	0	54	78	1,101	975
Total	754	618	31	21	436	436	443	443	0	0	4	4	300	178	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	287	299	0	0	320	460	2,572	2,456
Vehicle Trips :																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	5	5	63	3	39	224	22	121	0	0	18	3	7	0	0	0	0	0	-6	-2	0	0	0	0	0	0	0	0	0	0	8	5	0	0	29	3	185	362
Taxi	1	1	1	0	1	5	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	0	9	10
Taxi Balanced	2	2	1	1	6	6	3	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	2	2	19	19
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	3	3	1	1	4	4	4	4	0	0	1	1	4	4	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	19	19
Total	10	10	65	5	49	234	29	128	0	0	19	4	12	5	0	0	0	0	-7	-3	0	0	0	0	0	0	0	0	0	0	15	12	0	0	31	5	223	400
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	28	28	2	3	47	47	26	26	0	0	0	0	62	34	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	17	14	0	0	45	44	224	193
Taxi	6	6	2	3	2	2	1	1	0	0	1	1	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	3	3	30	25
Taxi Balanced	12	12	5	5	4	4	2	2	0	0	2	2	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	0	0	6	6	55	55
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	4	4	1	1	3	3	3	3	0	0	1	1	4	4	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	4	4	0	0	1	1	20	20
Total	44	44	8	9	54	54	31	31	0	0	3	3	81	53	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	30	27	0	0	52	51	299	268
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	15	15	4	75	204	87	110	47	0	0	3	18	35	19	0	0	0	0	-1	-8	0	0	0	0	0	0	0	0	0	0	5	12	0	0	47	51	422	316
Taxi	3	3	0	1	5	2	2	1	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	3	3	21	16
Taxi Balanced	6	6	1	1	7	7	3	3	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	6	6	37	37
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	22	22	5	76	212	95	114	51	0	0	3	18	45	29	0	0	0	0	-1	-8	0	0	0	0	0	0	0	0	0	0	10	17	0	0	53	57	463	357
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	19	16	13	9	90	90	48	48	0	0	2	2	41	24	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	8	9	0	0	37	53	256	249
Taxi	4	3	0	0	3	3	2	2	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	3	20	17
Taxi Balanced	7	7	0	0	6	6	4	4	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	5	5	37	37
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	26	23	13	9	97	97	53	53	0	0	2	2	52	35	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	12	13	0	0	42	58	295	288

Total Vehicle Trips	In	Out	Total
AM	**223**	**400**	**623**
MD	**299**	**268**	**567**
PM	**463**	**357**	**820**
Sat MD	**295**	**288**	**583**

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 6

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	Total
Size/Units:	0 gsf	-7,554 gsf	43 DUs	44 DUs	0 Rooms	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 students	0 staff	0 parents	0 gsf	0 gsf	0 gsf	0 gsf	
Peak Hour Trips:																			
AM	0	-18	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
MD	0	-22	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
PM	0	-20	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
Sat MD	0	-6	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
Person Trips:																			
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	-8 0	2 9	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-5 14
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	-5 0	3 17	3 19	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 36
Bus	0 0	-3 0	0 3	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 8
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	0 0	-2 0	0 2	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 4
Total	0 0	-18 0	5 31	5 31	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-8 62
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	3 3	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	-1 -1	5 5	5 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 9
Bus	0 0	-1 -1	1 1	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	0 0	-7 -11	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-6 -10
Total	0 0	-9 -13	9 9	9 9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 5
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 -10	9 4	5 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14 -4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 -5	15 7	16 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	31 9
Bus	0 0	0 -3	2 1	5 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 0
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	0 0	0 -2	1 1	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 0
Total	0 0	0 -20	27 13	28 12	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	55 5
Sat MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	-2 -1	5 5	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 7
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	-1 -1	9 9	10 10	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	18 18
Bus	0 0	-1 0	2 2	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 5
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	0 0	0 0	1 1	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Total	0 0	-4 -2	17 17	17 17	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	30 32
Vehicle Trips :																			
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	-7 0	2 8	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-4 13
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi Balanced	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	-7 0	2 8	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-4 13
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	2 2	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi Balanced	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	2 2	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 -9	8 4	5 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13 -3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi Balanced	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 -9	8 4	5 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13 -3
Sat MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	-2 -1	3 3	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi Balanced	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	-2 -1	3 3	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 4

	Total Vehicle Trips		
	In	**Out**	**Total**
AM	**-4**	**13**	**9**
MD	**3**	**3**	**6**
PM	**13**	**-3**	**10**
Sat MD	**3**	**4**	**7**

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 7

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	Total
Size/Units:	14,543 gsf	0 gsf	90 DUs	101 DUs	0 Rooms	0 gsf	0 gsf	-2,880 gsf	0 gsf	-1,125 gsf	0 gsf	0 students	0 staff	0 parents	0 gsf	0 gsf	0 gsf	0 gsf	
Peak Hour Trips:																			
AM	28	0	74	82	0	0	0	-8	0	-2	0	0	0	0	0	0	0	0	174
MD	170	0	38	42	0	0	0	-8	0	-2	0	0	0	0	0	0	0	0	240
PM	90	0	80	90	0	0	0	-8	0	-2	0	0	0	0	0	0	0	0	250
Sat MD	106	0	70	78	0	0	0	-6	0	-2	0	0	0	0	0	0	0	0	246
Person Trips:																			
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 0	3 19	2 11	0 0	0 0	0 0	-5 -3	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 27
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Subway/Railroad	0 0	0 0	6 34	7 42	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13 76
Bus	1 1	0 0	1 6	2 12	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 19
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	12 12	0 0	1 3	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14 20
Total	14 14	0 0	11 63	12 70	0 0	0 0	0 0	-5 -3	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	31 143
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	4 4	0 0	6 6	3 3	0 0	0 0	0 0	-4 -4	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8 8
Taxi	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Subway/Railroad	3 3	0 0	10 10	13 13	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	26 26
Bus	5 5	0 0	2 2	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 11
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	72 72	0 0	1 1	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	74 74
Total	85 85	0 0	19 19	21 21	0 0	0 0	0 0	-4 -4	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	120 120
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	2 2	0 0	18 7	10 4	0 0	0 0	0 0	-4 -4	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	25 8
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	1 1	0 0	31 13	38 16	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	70 30
Bus	3 3	0 0	5 2	11 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	19 10
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	39 39	0 0	3 1	4 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	46 42
Total	45 45	0 0	57 23	63 27	0 0	0 0	0 0	-4 -4	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	160 90
Sat MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	3 2	0 0	11 11	6 6	0 0	0 0	0 0	-3 -3	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	16 15
Taxi	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0
Subway/Railroad	2 1	0 0	19 19	23 23	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	44 43
Bus	3 3	0 0	3 3	7 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13 13
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	50 41	0 0	2 2	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	55 46
Total	59 47	0 0	35 35	39 39	0 0	0 0	0 0	-3 -3	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	129 117
Vehicle Trips :																			
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	3 18	2 10	0 0	0 0	0 0	-4 -2	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 26
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Taxi Balanced	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	4 19	2 10	0 0	0 0	0 0	-4 -2	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 27
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	2 2	0 0	4 4	2 2	0 0	0 0	0 0	-3 -3	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Taxi	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi Balanced	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	4 4	0 0	4 4	2 2	0 0	0 0	0 0	-3 -3	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 6
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	17 7	9 4	0 0	0 0	0 0	-3 -3	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	23 8
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi Balanced	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	17 7	9 4	0 0	0 0	0 0	-3 -3	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	23 8
Sat MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	2 1	0 0	7 7	4 4	0 0	0 0	0 0	-2 -2	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	10 9
Taxi	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0
Taxi Balanced	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	3 2	0 0	7 7	4 4	0 0	0 0	0 0	-2 -2	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 10

Total Vehicle Trips

	In	Out	Total
AM	2	27	29
MD	6	6	12
PM	23	8	31
Sat MD	11	10	21

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 8

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	Total
Size/Units:	45,256 gsf	0 gsf	93 DUs	129 DUs	0 Rooms	-16,140 gsf	0 gsf	-6,380 gsf	0 gsf	0 gsf	0 gsf	0 students	0 staff	0 parents	0 gsf	0 gsf	-1,600 gsf	0 gsf	
Peak Hour Trips:																			
AM	84	0	76	106	0	-32	0	-18	0	0	0	0	0	0	0	0	-4	0	212
MD	530	0	38	54	0	-28	0	-14	0	0	0	0	0	0	0	0	-2	0	578
PM	280	0	84	116	0	-34	0	-18	0	0	0	0	0	0	0	0	-4	0	424
Sat MD	326	0	72	100	0	-4	0	-14	0	0	0	0	0	0	0	0	-6	0	474
Person Trips:																			
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	2 2	0 0	4 20	3 15	0 0	-13 -2	0 0	-10 -5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-14 30
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	-1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 1
Subway/Railroad	1 1	0 0	6 34	9 53	0 0	-8 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8 87
Bus	3 3	0 0	1 6	3 16	0 0	-4 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 24
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	36 36	0 0	1 3	1 6	0 0	-3 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2	0 0	32 42
Total	42 42	0 0	12 64	16 90	0 0	-28 -4	0 0	-12 -6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2	0 0	28 184
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	13 13	0 0	6 6	4 4	0 0	0 0	0 0	-6 -6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	17 17
Taxi	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Subway/Railroad	8 8	0 0	10 10	16 16	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	33 33
Bus	16 16	0 0	2 2	5 5	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	22 22
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	225 225	0 0	1 1	2 2	0 0	-12 -12	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1	0 0	214 214
Total	265 265	0 0	19 19	27 27	0 0	-14 -14	0 0	-7 -7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1	0 0	289 289
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	7 7	0 0	18 8	13 6	0 0	-2 -13	0 0	-8 -8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	28 0
Taxi	1 1	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 1
Subway/Railroad	4 4	0 0	32 14	48 20	0 0	-1 -8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	83 30
Bus	8 8	0 0	5 2	15 6	0 0	-1 -5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	27 11
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	120 120	0 0	3 1	6 2	0 0	0 -4	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2	0 0	126 116
Total	140 140	0 0	59 25	82 34	0 0	-4 -30	0 0	-9 -9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2	0 0	266 158
Sat MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	9 7	0 0	11 11	8 8	0 0	-1 -1	0 0	-6 -6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	21 19
Taxi	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 1
Subway/Railroad	5 4	0 0	20 20	29 29	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	53 52
Bus	11 9	0 0	3 3	9 9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	23 21
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	153 125	0 0	2 2	4 4	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-4 -2	0 0	154 128
Total	180 146	0 0	36 36	50 50	0 0	-2 -2	0 0	-7 -7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-4 -2	0 0	253 221
Vehicle Trips :																			
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	4 19	3 14	0 0	-11 -2	0 0	-8 -4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-11 28
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	-1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 1
Taxi Balanced	0 0	0 0	1 1	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	1 1	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	2 2	0 0	5 20	3 14	0 0	-12 -3	0 0	-9 -5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-11 28
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	7 7	0 0	4 4	3 3	0 0	0 0	0 0	-5 -5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 9
Taxi	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Taxi Balanced	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total	12 12	0 0	4 4	3 3	0 0	0 0	0 0	-5 -5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14 14
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	4 4	0 0	17 8	12 6	0 0	-2 -11	0 0	-6 -6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	25 1
Taxi	1 1	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 1
Taxi Balanced	2 2	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	6 6	0 0	18 9	12 6	0 0	-2 -11	0 0	-6 -6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	28 4
Sat MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	5 4	0 0	7 7	5 5	0 0	-1 -1	0 0	-5 -5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 10
Taxi	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi Balanced	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	7 6	0 0	7 7	5 5	0 0	-1 -1	0 0	-5 -5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13 12

Total Vehicle Trips	In	Out	Total
AM	-11	28	17
MD	14	14	28
PM	28	4	32
Sat MD	13	12	25

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 9

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	Total
Size/Units:	50,801 gsf	-4,008 gsf	167 DUs	181 DUs	0 Rooms	0 gsf	0 gsf	-18,910 gsf	0 gsf	0 gsf	0 gsf	0 students	0 staff	0 parents	0 gsf	0 gsf	0 gsf	0 gsf	
Peak Hour Trips:																			
AM	94	-10	136	148	0	0	0	-50	0	0	0	0	0	0	0	0	0	0	318
MD	594	-12	68	74	0	0	0	-42	0	0	0	0	0	0	0	0	0	0	682
PM	314	-12	150	162	0	0	0	-54	0	0	0	0	0	0	0	0	0	0	560
Sat MD	366	-4	130	140	0	0	0	-40	0	0	0	0	0	0	0	0	0	0	592
Person Trips:																			
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	2 2	-5 0	6 36	4 20	0 0	0 0	0 0	-28 -15	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-21 43
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	-2 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 0
Subway/Railroad	1 1	-3 0	11 63	13 74	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	22 138
Bus	3 3	-1 0	2 10	4 22	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8 35
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	41 41	-1 0	1 6	2 9	0 0	0 0	0 0	-3 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	40 55
Total	47 47	-10 0	20 116	23 125	0 0	0 0	0 0	-33 -17	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	47 271
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	15 15	0 0	10 10	6 6	0 0	0 0	0 0	-18 -18	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13 13
Taxi	3 3	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Subway/Railroad	9 9	0 0	19 19	21 21	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	49 49
Bus	18 18	0 0	3 3	7 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	28 28
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	252 252	-5 -7	2 2	3 3	0 0	0 0	0 0	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	250 248
Total	297 297	-5 -7	34 34	37 37	0 0	0 0	0 0	-21 -21	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	342 340
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	8 8	0 -6	32 14	18 8	0 0	0 0	0 0	-24 -24	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	34 0
Taxi	2 2	0 0	1 0	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 1
Subway/Railroad	5 5	0 -3	59 24	68 28	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	132 54
Bus	9 9	0 -2	9 4	20 9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	38 20
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	133 133	0 -1	5 2	8 3	0 0	0 0	0 0	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	144 135
Total	157 157	0 -12	106 44	114 48	0 0	0 0	0 0	-27 -27	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	350 210
Sat MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	10 8	-1 -1	20 20	11 11	0 0	0 0	0 0	-17 -17	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	23 21
Taxi	2 2	0 0	1 1	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Subway/Railroad	6 5	-1 -1	35 35	41 41	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	81 80
Bus	12 10	0 0	6 6	13 13	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	31 29
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	171 140	0 0	3 3	5 5	0 0	0 0	0 0	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	177 146
Total	201 165	-2 -2	65 65	70 70	0 0	0 0	0 0	-20 -20	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	314 278
Vehicle Trips :																			
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	-4 0	6 34	4 19	0 0	0 0	0 0	-22 -12	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-15 42
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	-2 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 0
Taxi Balanced	0 0	0 0	1 1	0 0	0 0	0 0	0 0	-3 -3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	1 1	0 0	1 1	1 1	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Total	2 2	-4 0	8 36	5 20	0 0	0 0	0 0	-26 -16	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-15 42
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	8 8	0 0	7 7	4 4	0 0	0 0	0 0	-14 -14	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Taxi	2 2	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi Balanced	4 4	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	1 1	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	13 13	0 0	7 7	4 4	0 0	0 0	0 0	-17 -17	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 7
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	4 4	0 -5	30 13	17 8	0 0	0 0	0 0	-18 -18	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	33 2
Taxi	1 1	0 0	1 0	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0
Taxi Balanced	2 2	0 0	1 1	0 0	0 0	0 0	0 0	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	6 6	0 -5	31 14	17 8	0 0	0 0	0 0	-20 -20	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	34 3
Sat MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	5 4	-1 -1	13 13	7 7	0 0	0 0	0 0	-13 -13	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 10
Taxi	1 1	0 0	1 1	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi Balanced	2 2	0 0	2 2	0 0	0 0	0 0	0 0	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
School Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	7 6	-1 -1	15 15	7 7	0 0	0 0	0 0	-15 -15	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13 12

Total Vehicle Trips

	In	Out	Total
AM	-15	42	27
MD	7	7	14
PM	34	3	37
Sat MD	13	12	25

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 10

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		Total	
Size/Units:	30,409	gsf	-1,800	gsf	187	DUs	233	DUs	0	Rooms	-27,196	gsf	5,000	gsf	-6,000	gsf	0	gsf	0	gsf	0	gsf	0	students	0	staff	0	parents	0	gsf	16,560	gsf	4,440	gsf	0	gsf		
Peak Hour Trips:																																						
AM	58		-4		152		190		0		-54		8		-16		0		0		0		0		0		0		0		30		8		0		372	
MD	356		-6		76		96		0		-44		90		-14		0		0		0		0		0		0		0		68		4		0		626	
PM	188		-6		168		208		0		-58		50		-18		0		0		0		0		0		0		0		38		8		0		578	
Sat MD	220		-2		144		180		0		-8		62		-14		0		0		0		0		0		0		0		40		16		0		638	
Person Trips:																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	0	7	40	5	26	0	0	-21	-3	2	0	-9	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-16	60
Taxi	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	2
Subway/Railroad	1	1	-1	0	12	70	17	94	0	0	-13	-2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	18	163
Bus	2	2	-1	0	2	12	5	29	0	0	-7	-1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	43
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	25	25	0	0	1	7	2	11	0	0	-6	-1	4	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	10	5	3	0	0	45	55
Total	29	29	-4	0	22	130	29	161	0	0	-47	-7	8	0	-11	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	12	5	3	0	0	49	323
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	9	9	0	0	12	12	8	8	0	0	0	0	18	9	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	43	34
Taxi	2	2	0	0	0	0	0	0	0	0	-1	-1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Subway/Railroad	5	5	0	0	21	21	28	28	0	0	-1	-1	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	63	59
Bus	11	11	0	0	3	3	9	9	0	0	-1	-1	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	33	29
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	151	151	-3	-3	2	2	3	3	0	0	-19	-19	19	11	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	26	2	2	0	0	186	172
Total	178	178	-3	-3	38	38	48	48	0	0	-22	-22	58	32	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	31	2	2	0	0	329	297
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	-2	36	15	24	10	0	0	-3	-23	10	5	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	65	3
Taxi	1	1	0	0	1	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
Subway/Railroad	3	3	0	-2	66	27	86	36	0	0	-2	-14	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	158	54
Bus	6	6	0	-1	10	4	26	11	0	0	-1	-8	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	47	17
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	79	79	0	-1	6	3	10	4	0	0	-1	-6	10	6	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	23	5	3	0	0	117	110
Total	94	94	0	-6	119	49	147	61	0	0	-7	-51	32	18	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	27	5	3	0	0	392	186
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	5	-1	-1	22	22	15	15	0	0	-2	-2	12	7	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	48	41
Taxi	1	1	0	0	1	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Subway/Railroad	4	3	0	0	39	39	53	53	0	0	-1	-1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	102	98
Bus	7	6	0	0	6	6	16	16	0	0	-1	-1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	36	31
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	103	84	0	0	4	4	6	6	0	0	0	0	14	8	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	10	4	0	0	153	122
Total	121	99	-1	-1	72	72	90	90	0	0	-4	-4	40	22	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	12	4	0	0	343	295
Vehicle Trips :																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	-2	0	7	38	5	24	0	0	-18	-3	1	0	-7	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-12	57
Taxi	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	2
Taxi Balanced	0	0	0	0	1	1	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	1	1	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	1	1	-2	0	9	40	7	26	0	0	-19	-4	2	1	-8	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-9	60
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	5	5	0	0	8	8	5	5	0	0	0	0	8	4	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	22	18
Taxi	1	1	0	0	0	0	0	0	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	-2	-2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	1	1	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	8	8	0	0	9	9	6	6	0	0	-3	-3	11	7	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	27	23
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	-2	34	14	23	9	0	0	-3	-19	5	2	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	57	2
Taxi	1	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
Taxi Balanced	2	2	0	0	1	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	0	-2	35	15	24	10	0	0	-3	-19	6	3	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	62	7
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	-1	-1	15	15	10	10	0	0	-2	-2	5	3	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	27	24
Taxi	1	1	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi Balanced	2	2	0	0	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	-1	-1	17	17	10	10	0	0	-2	-2	6	4	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	32	29

	Total Vehicle Trips		
	In	Out	Total
AM	-9	60	51
MD	27	23	50
PM	62	7	69
Sat MD	32	29	61

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Site 1

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		Total	
Size/Units:	3,033	gsf	0	gsf	66	DUs	67	DUs	0	Rooms	0	gsf	0	gsf	0	gsf	0	gsf	0	gsf	0	gsf	0	students	0	staff	0	parents	0	gsf	0	gsf	-24,967	gsf	0	gsf		
Peak Hour Trips:																																						
AM	6		0		54		56		0		0		0		0		0		0		0		0		0		0		0		0		-38		0		78	
MD	36		0		28		28		0		0		0		0		0		0		0		0		0		0		0		0		-20		0		72	
PM	20		0		60		60		0		0		0		0		0		0		0		0		0		0		0		0		-36		0		104	
Sat MD	22		0		52		52		0		0		0		0		0		0		0		0		0		0		0		0		-88		0		38	
Person Trips:																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	14	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	2	21
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	27	5	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	8	53
Bus	0	0	0	0	1	4	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	2	12
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	3	3	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-17	-15	0	0	-13	-7
Total	3	3	0	0	7	47	9	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-20	-18	0	0	-1	79
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	1	1	0	0	8	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
Bus	1	1	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	4	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	15	15	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	9	9
Total	18	18	0	0	14	14	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-10	0	0	36	36
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	13	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	20	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	22	10	24	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	45	20
Bus	1	1	0	0	4	2	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	12	5
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	8	8	0	0	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-15	0	0	-2	-5
Total	10	10	0	0	41	19	42	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-18	-18	0	0	75	29
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	0	0	0	8	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-1	0	0	10	11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	-1	0
Subway/Railroad	0	0	0	0	15	15	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	28	29
Bus	1	1	0	0	2	2	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-2	0	0	4	6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	11	8	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-52	-22	0	0	-38	-11
Total	13	9	0	0	26	26	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-62	-26	0	0	3	35
Vehicle Trips :																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	13	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	2	20
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	13	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	2	20
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	12	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	19	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	12	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	19	9
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	0	0	0	5	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	7	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	-1	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	-1	-1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	5	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2	0	0	6	6

	Total Vehicle Trips		
	In	Out	Total
AM	2	20	22
MD	4	4	8
PM	19	9	28
Sat MD	6	6	12

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Site 2

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	Total
Size/Units:	31,842 gsf	0 gsf	86 DUs	86 DUs	-116 Rooms	0 gsf	10,000 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 students	0 staff	0 parents	0 gsf	0 gsf	0 gsf	0 gsf	
Peak Hour Trips:																			
AM	60	0	70	70	-88	0	14	0	0	0	0	0	0	0	0	0	0	0	126
MD	374	0	36	36	-154	0	178	0	0	0	0	0	0	0	0	0	0	0	470
PM	196	0	78	78	-142	0	100	0	0	0	0	0	0	0	0	0	0	0	310
Sat MD	230	0	68	68	-100	0	122	0	0	0	0	0	0	0	0	0	0	0	388

Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	3	18	2	10	-11	-16	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Taxi	0	0	0	0	0	1	0	0	-4	-6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-5
Subway/Railroad	1	1	0	0	6	32	6	34	-7	-10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	57
Bus	2	2	0	0	1	5	2	11	-2	-3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	25	25	0	0	1	3	1	4	-12	-17	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	15
Total	30	30	0	0	11	59	11	59	-36	-52	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	96
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	9	9	0	0	6	6	3	3	-32	-15	0	0	35	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	22
Taxi	2	2	0	0	0	0	0	0	-13	-6	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-1
Subway/Railroad	6	6	0	0	9	9	11	11	-20	-9	0	0	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	26
Bus	11	11	0	0	2	2	3	3	-6	-3	0	0	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	22
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	159	159	0	0	1	1	1	1	-34	-16	0	0	41	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	167
Total	187	187	0	0	18	18	18	18	-105	-49	0	0	116	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	236
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	17	7	9	4	-25	-18	0	0	20	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	9
Taxi	1	1	0	0	0	0	0	0	-10	-7	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-4
Subway/Railroad	3	3	0	0	30	13	31	14	-16	-11	0	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	24
Bus	6	6	0	0	5	2	10	4	-5	-3	0	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	14
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	83	83	0	0	3	1	4	2	-28	-19	0	0	22	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	79
Total	98	98	0	0	55	23	54	24	-84	-58	0	0	65	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	122
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	5	0	0	10	10	6	6	-17	-13	0	0	22	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	22
Taxi	1	1	0	0	0	0	0	0	-7	-5	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Subway/Railroad	4	3	0	0	19	19	20	20	-11	-8	0	0	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	41
Bus	8	6	0	0	3	3	6	6	-3	-2	0	0	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	20
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	108	88	0	0	2	2	2	2	-19	-15	0	0	26	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	93
Total	127	103	0	0	34	34	34	34	-57	-43	0	0	76	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	174

Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	3	17	2	9	-7	-10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
Taxi	0	0	0	0	0	1	0	0	-3	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi Balanced	0	0	0	0	1	1	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	0	0	4	18	2	9	-14	-17	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	12
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	5	5	0	0	4	4	2	2	-20	-9	0	0	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	11
Taxi	1	1	0	0	0	0	0	0	-9	-4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-2
Taxi Balanced	2	2	0	0	0	0	0	0	-13	-13	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	8	8	0	0	4	4	2	2	-33	-22	0	0	21	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	16	7	8	4	-16	-11	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	8
Taxi	1	1	0	0	0	0	0	0	-7	-5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-3
Taxi Balanced	2	2	0	0	0	0	0	0	-12	-12	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	0	0	16	7	8	4	-28	-23	0	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	7	7	4	4	-11	-8	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	12
Taxi	1	1	0	0	0	0	0	0	-5	-4	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi Balanced	2	2	0	0	0	0	0	0	-9	-9	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	0	0	7	7	4	4	-20	-17	0	0	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8

	Total Vehicle Trips		
	In	**Out**	**Total**
AM	**-4**	**12**	**8**
MD	**2**	**6**	**8**
PM	**12**	**0**	**12**
Sat MD	**9**	**8**	**17**

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Site 12

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		Total	
Size/Units:	9,161	gsf	0	gsf	18	DUs	19	DUs	0	Rooms	0	gsf	0	gsf	-8,975	gsf	0	gsf	0	gsf	0	gsf	0	students	0	staff	0	parents	0	gsf	0	gsf	0	gsf	0	gsf		
Peak Hour Trips:																																						
AM	18		0		16		16		0		0		0		-24		0		0		0		0		0		0		0		0		0		26	
MD	108		0		8		8		0		0		0		-20		0		0		0		0		0		0		0		0		0		104	
PM	58		0		16		18		0		0		0		-26		0		0		0		0		0		0		0		0		0		66	
Sat MD	66		0		14		16		0		0		0		-20		0		0		0		0		0		0		0		0		0		76	
Person Trips:																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	2	0	0	0	0	0	0	-14	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway/Railroad	0	0	0	0	1	8	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17
Bus	1	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	8	8	0	0	0	1	0	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9
Total	9	9	0	0	2	14	2	14	0	0	0	0	0	0	-16	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	29
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	1	1	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	2	2	0	0	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Bus	3	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	45	45	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	44
Total	54	54	0	0	4	4	4	4	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	52
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	1	2	1	0	0	0	0	0	0	-11	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway/Railroad	1	1	0	0	7	3	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	7
Bus	2	2	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	25	25	0	0	1	0	1	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	24
Total	29	29	0	0	12	4	13	5	0	0	0	0	0	0	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	25
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	0	0	2	2	1	1	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway/Railroad	1	1	0	0	4	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Bus	2	2	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	32	25	0	0	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	25
Total	37	29	0	0	7	7	8	8	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	34
Vehicle Trips :																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	4	0	2	0	0	0	0	0	0	-11	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	0	0	0	0	1	4	0	2	0	0	0	0	0	0	-13	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	-1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	1	1	1	1	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	1	1	1	1	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	3	1	2	1	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	1	2	1	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-7
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	1	1	1	1	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	1	1	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5

	Total Vehicle Trips		
	In	Out	Total
AM	-12	-1	-13
MD	-2	-2	-4
PM	-4	-7	-11
Sat MD	-5	-5	-10

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Site 68

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		Total	
Size/Units:	16,205	gsf	0	gsf	33	DUs	33	DUs	0	Rooms	0	gsf	0	gsf	-10,000	gsf	0	gsf	0	gsf	0	gsf	0	students	0	staff	0	parents	0	gsf	0	gsf	0	gsf	0	gsf		
Peak Hour Trips:																																						
AM	30		0		28		28		0		0		0		-26		0		0		0		0		0		0		0		0		0		60	
MD	190		0		14		14		0		0		0		-22		0		0		0		0		0		0		0		0		0		196	
PM	100		0		30		30		0		0		0		-28		0		0		0		0		0		0		0		0		0		132	
Sat MD	118		0		26		26		0		0		0		-22		0		0		0		0		0		0		0		0		0		148	
Person Trips:																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	7	1	4	0	0	0	0	0	0	-15	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway/Railroad	0	0	0	0	2	15	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	29
Bus	1	1	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	13	13	0	0	0	1	0	2	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	15
Total	15	15	0	0	3	25	4	24	0	0	0	0	0	0	-17	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	55
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	2	2	1	1	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	3	3	0	0	4	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Bus	6	6	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	80	80	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	79
Total	95	95	0	0	7	7	7	7	0	0	0	0	0	0	-11	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	98
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	6	3	3	1	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	2	2	0	0	12	5	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	12
Bus	3	3	0	0	2	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	41	41	0	0	1	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	41
Total	50	50	0	0	21	9	21	9	0	0	0	0	0	0	-14	-14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	54
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	4	4	2	2	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	2	2	0	0	7	7	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
Bus	4	3	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	54	45	0	0	1	1	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	46
Total	64	54	0	0	13	13	13	13	0	0	0	0	0	0	-11	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	69
Vehicle Trips :																																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	1	7	1	4	0	0	0	0	0	0	-12	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	1	1	0	0	1	7	1	4	0	0	0	0	0	0	-14	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	1	1	1	1	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	0	0	1	1	1	1	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	6	3	3	1	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-3
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	6	3	3	1	0	0	0	0	0	0	-11	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-3
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	3	3	1	1	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	3	3	1	1	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1

	Total Vehicle Trips		
	In	Out	Total
AM	-11	4	-7
MD	-2	-2	-4
PM	2	-3	-1
Sat MD	-1	-1	-2

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Appendix 4

Air Quality Analysis Methodology Memorandum

Environmental and Planning Consultants

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Memorandum

To:	Department of City Planning
From:	Henry Kearney, Kevin Edwards
Subject:	East New York Rezoning EIS – Air Quality Analysis Methodology
Date:	February 2, 2015
cc:	Robert White

The purpose of this memorandum is to describe the air quality analysis approach for the proposed development sites for the East New York (ENY) Rezoning Environmental Impact Statement (EIS). A total of 187 development sites (81 projected and 106 potential) have been identified in the rezoning area. Under the reasonable worst case development scenario (RWCDS) for the proposed action, the total development expected to occur on the 81 projected development sites under the With- Action condition would consist of approximately 9,507,313 sf of total floor area, including 7,558,373 sf of residential floor area (7,520 dwelling units), 1,260,014 sf of commercial uses, 152,968 sf of industrial uses, and 535,959 sf of community facility uses, as well as 2,590 accessory parking spaces. The analysis year is 2030. In addition, there are 25 industrial source permits in the area that are assumed to be active (see **Table 1**) and may need to be analyzed for their potential impact future residents of the proposed action.

This memorandum presents a summary of the methodology and assumptions to be used for the both the mobile and stationary source air quality analyses of the proposed action.

MOBILE SOURCE ANALYSIS

Intersection Selection

The mobile source analysis will evaluate the proposed action for potential impacts from carbon monoxide (CO), and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) due to vehicular traffic anticipated to be generated by the proposed action. Based on a preliminary review of the study area roadway configuration and traffic patterns, it is expected that the analysis would cover a minimum of three (3) intersections within the ENY Rezoning Area. The following potential corridors/intersections are expected to be considered for the mobile source air quality analysis:

- 1-2 intersections along Atlantic Avenue corridor between Sheffield Avenue on the west and Lincoln Avenue on the east; and/or
- 1 intersection along the Fulton Street corridor between Rockaway Avenue on the west and Lincoln Avenue on the east; and/or
- 1 intersection along the Liberty Avenue corridor between Sheffield Avenue on the west and Conduit Avenue on the east; and/or
- 1 intersection along the East New York/Jamaica Avenue corridor between Rockaway Avenue on the west and Lincoln Avenue on the east.

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 (this data is anticipated to be available in February 2015). The selected intersections will be submitted for review and approval to DCP. If additional intersections warrant analysis, justification for their inclusion will be provided to DCP for review and approval; however, no more than six (6) intersections in total will be analyzed.

Dispersion Modeling

The CO mobile source analysis will be conducted using the Tier 1 CAL3QHC model Version 2.0[1] at all intersections identified. The CAL3QHC model employs a Gaussian (normal distribution) dispersion assumption and includes an algorithm for estimating vehicular queue lengths at signalized intersections. CAL3QHC calculates emissions and dispersion of CO from idling and moving vehicles. The queuing algorithm includes site-specific traffic parameters, such as signal timing and delay (from the 2000 *Highway Capacity Manual* traffic forecasting model), saturation flow rate, vehicle arrival type, and signal actuation (i.e., pre-timed or actuated signal) characteristics to project the number of idling vehicles.

Following the EPA guidelines[2], CAL3QHC computations will be performed using a wind speed of 1 meter per second, and the neutral stability class D. In order to ensure that reasonable worst-case meteorology will be used in estimating impacts, concentrations will be calculated for all wind directions and use an assumed surface roughness of 3.21 meters. The 8-hour average CO concentrations will be estimated from the predicted 1-hour average CO concentrations using a factor of 0.7 to account for persistence of meteorological conditions and fluctuations in traffic volumes.

If maximum predicted CO concentrations result in a potential impact, a refined (Tier 2) version of the model, CAL3QHCR, will be used at affected intersections. CAL3QHCR is an extended module of the CAL3QHC model which allows for the incorporation of hourly traffic and meteorological data. Five years of meteorological data from JFK airport and concurrent upper air data from Brookhaven, New York will be used in the refined modeling. Off-peak traffic volumes will be determined by adjusting the peak period volumes by the 24-hour distributions of actual vehicle counts collected at appropriate locations. Off-peak will be determined by adjusting the peak period volumes appropriate 24-hour distributions as applicable. Current EPA guidance[3] requires the use of CAL3QHCR for microscale analysis (Tier 2) of $PM_{2.5}$

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[1] EPA, User's Guide to CAL3QHC, A Modeling Methodology for Predicted Pollutant Concentrations Near Roadway Intersections, Office of Air Quality, Planning Standards, Research Triangle Park, North Carolina, EPA-454/R-92-006.

[2] *Guidelines for Modeling Carbon Monoxide from Roadway Intersections*, EPA Office of Air Quality Planning and Standards, Publication EPA-454/R-92-005.

[3] EPA, Transportation Conformity Guidance for Quantitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas, EPA-420/B-10-040

Multiple receptors (i.e., precise locations at which concentrations are predicted) will be modeled at each of the selected sites; receptors will be placed along the approach and departure links at spaced intervals. Ground-level receptors will be placed at sidewalk or roadside locations near intersections with continuous public access, at a pedestrian height of 1.8 meters. Based on the DEP guidance for neighborhood-scale corridor $PM_{2.5}$ modeling, receptors in that analysis will be placed at a distance of 15 meters, from the nearest moving lane at each analysis location.

Emission Factors

Vehicular cruise and idle CO and PM emission factors to be utilized in the dispersion modeling will be computed using EPA's mobile source emissions model, Motor Vehicle Emission Simulator, or MOVES.[4] This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. Project specific traffic data obtained through field studies as well as county-specific hourly temperature and relative humidity data obtained from DEC will be used.

In order to account for the suspension of fugitive road dust in air from vehicular traffic in the local microscale analysis, $PM_{2.5}$ emission rates will include fugitive road dust. However, since the New York City Department of Environmental Protection (DEP) considers fugitive road dust to have an insignificant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale $PM_{2.5}$ microscale analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA[5] and the *CEQR Technical Manual*.

If maximum predicted $PM_{2.5}$ concentrations result in a potential impact, refinements to the analysis would be implemented. Seasonal and off-peak emission factors can be prepared using additional runs of the MOVES model in order to capture the effect of temperature differences as well as changing vehicular classification mixes in off peak hours. If further refinements are necessary, the potential for additional and/or more detailed traffic data to be used within the air quality analysis will be discussed with both DCP and PHA.

Parking Garage Analysis

It is anticipated that a number of projected development sites will have parking garages, particularly the larger sites. Based on parking garage locations and sizes (to be provided by DCP), an analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate. AKRF will provide DCP with a list (up to three locations) of parking facilities to be analyzed.

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[4] EPA, MOVES Model, User Guide for MOVES2014, July 2014.

[5] EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, http://www.epa.gov/ttn/chief/ap42, January 2011.

STATIONARY SOURCES

HEATING, VENTILATION, AND AIR CONDITIONING (HVAC) SYSTEMS

Projected and Potential Development Site Screening

The analysis of the HVAC systems of the proposed development sites will consider impacts following the screening procedures outlined in the 2014 *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as "project-on-project impacts" for both projected and potential development sites. The nearest existing building and/or projected development of a similar or greater height will be analyzed as the potential receptor. Since information on the HVAC systems' design is not available, it will be assumed that exhaust stacks would be located 3 feet above roof height (as per the CEQR Technical Manual), and that No. 2 fuel oil would be utilized. If the results fail the initial screening with No. 2 fuel oil, the development will be analyzed using natural gas, which is a cleaner burning fuel. If the results pass the screening analysis, the proposed development site is determined to result in no potential significant adverse air quality impacts using No. 2 fuel oil or natural gas.

If the screening analysis demonstrates the potential for an air quality impact, a refined modeling analysis will be performed for that development site using the AERMOD model. For this analysis, five recent years of meteorological data from the JFK Airport National Weather Service station and concurrent upper air data, will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10} and $PM_{2.5}$) will be determined at affected sites. Receptors would be placed at elevated locations on all facades and at multiple elevations on buildings that were predicted to be potentially impacted based on the screening analysis, to identify maximum pollutant concentrations. Predicted values will be compared with National Ambient Air Quality Standards (NAAQS) for NO_2, SO_2 and PM_{10}, and the City's CEQR *de minimis* criteria for $PM_{2.5}$. In the event that violations of standards are predicted, an air quality E-designation would be proposed for the site, describing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

HVAC Cluster Analysis

A cumulative impact analysis will be performed for development sites with a similar height located in close proximity to one another (i.e., site clusters). The proposed action area will be studied to determine cluster selection. Development sites will be evaluated for grouping based on the following criteria:

- Density and scale of development;
- Similarity of height; and
- Proximity to other buildings of a similar or greater height.

Three (3) clusters will be selected for analysis. The following potential site clusters are expected to be considered for the air quality analysis (see **Figure 1**):

- Project Site 12 and Potential Sites A2, A15, & A16; and/or
- Project Sites 3, 6, 7, 8, 9, & 10 and Potential Site A66; and/or
- Project Sites 17, 31, 33, 34, 47, & 48 and Potential Sites A37, & A80; and/or
- Project Sites 44, 45, 54, & 80 and Potential Sites A19, A51, & A90; and/or
- Project Sites 18, & 19 and Potential Sites A24, A25, & A27; and/or
- Potential Sites A99, A100, & A101; and/or

Final selection of specific cluster locations for will be determined and submitted to DCP for review. If additional cluster warrant analysis, justification for their inclusion will be provided to DCP for review and approval; however, no more than six (6) clusters in total will be analyzed.

The HVAC cluster analysis will be performed using the EPA AERSCREEN Model (Version 14147). The AERSCREEN model is a screening version of the AERMOD refined model, and is used for determining maximum concentrations from a single source using predefined meteorological conditions.

The AERSCREEN analysis will be performed to identify impacts of SO_2, NO_2, PM_{10} , and $PM_{2.5}$. Using information in the Air Quality Appendix of the *CEQR Technical Manual*, an estimate of the emissions from the cluster development's HVAC systems will be made. The appendix includes tables which can be used to estimate emissions based on the development size, type of fuel used and type of construction. Fuel consumption factors of 60.3 ft^3/ft^2-year and 0.43 gal/ft^2-year will be used for natural gas and fuel oil, respectively, for residential developments. For commercial developments, fuel consumption emission factors of 45.2 ft^3/ft^2-year for natural gas and 0.21 gal/ft^2-year for fuel oil will be used. Mixed-use developments will use the residential fuel consumption factors since they are more conservative. Short-term factors will be determined by using peak hourly fuel consumption estimates for heating and cooling systems.

Emission factors for each fuel will be obtained from the EPA *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources*. The SO_2 emissions rates will be calculated based on a maximum fuel oil sulfur content of 0.0015 percent (based on use of ultra-low sulfur No. 2 oil) the fuel using the appropriate AP-42 formula.

The distance from the source clusters to the nearest buildings will be used in the modeling analysis. The analysis will focus on existing buildings or other projected or potential development sites which are of a similar or greater height than the source cluster.

The AERSCREEN model predicts impacts over a 1-hour average using default meteorology. In order to predict pollutant concentrations over longer periods of time, EPA-referenced persistence factors will be used. These consist of 0.6 and 0.1 for the 24-hour and annual average periods, respectively.

The results of the analysis will be added to background concentrations to determine whether impacts are below ambient air quality standards. If maximum predicted concentrations from a cluster are predicted to exceed a standard, the analysis will be performed using natural gas as the fuel type. In the event that an exceedance of a standard is predicted with both No. 2 fuel oil and natural gas, a refined modeling analysis using the EPA AERMOD model will be performed. Buildings within the cluster would be modeled individually since the AERMOD model is capable of analyzing impacts from multiple pollutant sources. In the event that violations of standards are predicted, an air quality E-designation would be proposed for the site, describing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

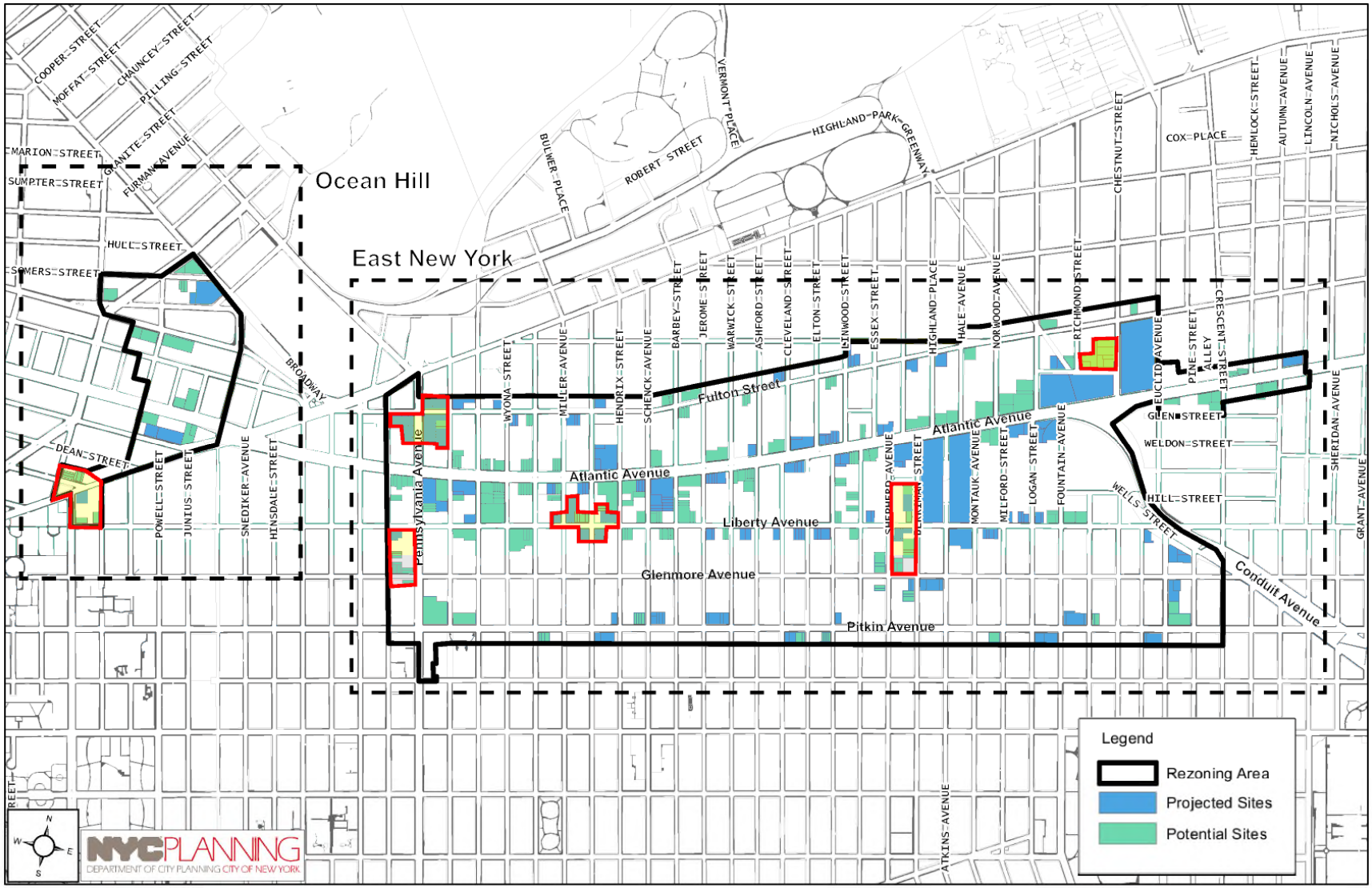

Figure 1
Potential Locations of HVAC Clusters of Sites

Industrial Source Analysis

On November 24, 2014 City Planning identified potential process and manufacturing sources located within a radius of 400 feet of the development sites based on a search of the PLUTO database. A total of 25 industrial source permits were identified. As per the scope of work, AKRF reviewed the DEP permit data received from City Planning to determine which industrial sources are within 400 feet of a projected or potential development site. Any industrial sources beyond 400 feet of a projected or potential development site were excluded from analysis. In addition, the analysis excludes industrial sources located at projected development sites since the proposed action assumes that all such sites would be redeveloped. However, for potential development sites, the industrial analysis will be performed two ways, as follows:

- Assuming the site is developed, in which case the industrial source is not assumed to be operating in the Build Condition. In this case, potential air quality impacts from other industrial sources in the study area will be analyzed to evaluate their potential effects on the development site.
- Assuming the site is not developed, in which case the industrial source is assumed to be operating in the Build Condition, and its potential effects on other proposed development sites will be determined.

As shown in **Table 1**, of the 25 industrial source permits found within the project area, a total of 21 permits were determined to be within 400 feet of at least one projected or potential development site, and not located on a projected development site. Therefore, these permits will be included in the industrial source analysis. Development sites will not be considered as receptors for the industrial source analysis if there are no industrial sources analyzed that are located within 400 feet of the site.

A field survey will be performed to confirm the operational status of the sites identified in the permit search, and to identify any additional sites have sources of emissions that would warrant an analysis. Is any such sources are identified; further consultation will be made with DCP to determine procedures for estimating emissions from these sources.

Table 2 summarizes the projected development sites proposed for the ENY Rezoning EIS, presenting whether industrial sources were identified within 400 feet of the site. **Table 3** summarizes the potential development sites proposed for the ENY Rezoning EIS. As seen in the tables, 36 of the projected development sites and 44 of the potential development sites are located within 400 feet from an analyzed industrial source. Therefore, these sites will be considered as receptors for the industrial source air quality analysis.

Large or Major Sources

A review of New York State Department of Environmental Conservation (NYSDEC) Title V permits and the Environmental Protection Agency (EPA) Envirofacts database will be performed to identify any federal or state-permitted facilities. Existing large and major sources of emissions (i.e., sources having a Title V or State Facility Air Permit) within 1,000 feet of the development sites will be identified. An analysis of these sources will be performed to assess their potential effects on projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the AERSCREEN model compared with NAAQS for NO_2, SO_2, and PM_{10}, as well as the *de minimis* criteria for $PM_{2.5}$. In the event that an exceedance of a standard is predicted, a refined modeling analysis using the EPA AERMOD model will be performed.

Table 1
Received Industrial Source Permits

	Permit ID	Block	Lot	Address	Projected Site Location (Y/N)
1	PA068798L	1450	51	2187 Bergen Street	N
2	PA000399N	1455	31	2130 Bergen Street	N
3	PB048813L	1540	72	2000 Eastern Parkway	N
4	PB048913J	1540	72	2000 Eastern Parkway	N
5	PA042094H	1553	18	2246 Fulton Street	N
6	PA026675X	3685	1	107 Georgia Avenue	N
7	PA026775N	3685	1	107 Georgia Avenue	N
8	PA014575K	3686	15	2618 Atlantic Avenue	N
9	PA014675H	3686	15	2618 Atlantic Avenue	N
10	PA044990P	3688	18	2686 Atlantic Avenue	Y (Site 14)
11	PB053303N	3688	25	188 Vermont Street	N
12	PB041406R	3690	13	2734 Atlantic Avenue	N
13	PB037103Y	3953	24	2948 Fulton Street	N
14	PA080085N	3954	8	251 Cleveland Street	N
15	PA080185K	3954	8	251 Cleveland Street	N
16	PB018612Z	3929	63	349 Arlington Avenue	N
17	PB018812P	3929	63	349 Arlington Avenue	N
18	PB034511K	3973	38	22 Berriman Street	N
19	PA040286N	3978	12	215 Van Siclen Avenue	N
20	PB006710Z	3989	19	96 Berriman Street	N
21	PA020798Z	4010	17	2226 Pitkin Avenue	Y (Site 63)
22	PB028209N	4137	39	234 Logan Street	N
23	PA045189Y	4148	67	3429 Atlantic Avenue	N
24	PA012191M	4195	30	352 Pine Street	Y (Site 76)
25	PA012291J	4195	30	352 Pine Street	Y (Site 76)

Table 2
Projected Development Sites

Site No.	Block	Lot(s)	Within 400 ft of an Industrial Source?
1	1437	46, 58	No
2	1544	21, 42	Yes
3	3660	1, 2, 29	No
4	3661	1	No
5	3662	48, 49	No
6	3669	13, 17, 20	No
7	3669	22, 26	Yes
8	3670	9, 31, 33	Yes
9	3670	13, 14, 15, 29, 30	No
10	3670	16, 17, 18	No
11	3673	14, 15, 16	No
12	3675	10, 11	Yes
13	3687	12	Yes
14	3688	11, 18	Yes
15	3688	33	Yes
16	3691	11, 13	Yes
17	3691	24	Yes
18	3703	1, 4, 37, 38, 39, 40	Yes
19	3703	15, 16, 17, 18	Yes
20	3933	55	No
21	3939	26, 27	Yes
22	3942	1, 16, 19, 21	No
23	3946	14, 17, 18	No
24	3947	1, 5, 9	No
25	3952	42	No
26	3954	45, 55	Yes
27	3955	45, 46, 47, 48, 49, 52, 53	Yes
28	3957	49, 53	No
29	3958	20	Yes
30	3959	18	Yes
31	3961	1, 3, 5, 7	Yes
32	3961	15, 16, 113	No
33	3961	31, 32, 33	Yes
34	3962	30, 31, 32	Yes
35	3963	14, 15, 16	No
36	3964	2, 3	No
37	3964	4, 8, 23	No
38	3964	24, 25, 26, 27	No
39	3966	12, 13, 14, 15, 16	No
40	3969	16, 20, 22, 25	No
41	3971	17, 19, 21	No
42	3972	56, 57	Yes

Table 2
Projected Development Sites cont.

Site No.	Block	Lot(s)	Within 400 ft of an Industrial Source?
43	3973	22, 24	Yes
44	3973	50, 52	Yes
45	3973	53, 55	Yes
	3974	1	Yes
46	3975	1	Yes
47	3977	17, 18, 19, 20, 21	Yes
48	3978	14, 15	Yes
49	3982	11, 13	No
50	3983	13, 15	No
51	3984	15	No
52	3985	15, 16, 17, 18	No
53	3986	11, 13, 14	No
54	3989	9, 10, 12, 14, 16	Yes
55	3991	8	Yes
56	3992	15, 17, 18, 20	No
57	3994	28	No
58	3996	34, 35, 36, 37, 39	No
59	3998	30, 32, 33, 37	No
60	4003	35	No
61	4005	16, 17	Yes
62	4006	11, 13, 19	Yes
63	4010	17, 19	No
64	4017	15, 19	No
65	4139	25, 29	Yes
66	4142	1, 32	Yes
67	4143	1	No
68	4149	50	Yes
69	4153	34, 40	Yes
70	4153	76, 78, 79	No
71	4153	82	No
72	4154	28, 35, 45	Yes
73	4154	99, 100	No
74	4194	17	No
75	4195	6	No
76	4195	21, 30	No
77	4214	12, 20	No
78	4228	13, 17	No
79	4232	18, 17	No
80	3989	1, 34, 36	Yes
81	4210	1, 35, 34, 43	No

Table 3
Potential Development Sites

Site No.	Block	Lot	Within 400 ft of an Industrial Source?
A1	1437	21, 23	No
A2	1450	1, 2, 3, 50, 51, 53	Yes
A3	1437	1	No
A4	1540	70, 72, 82	No
A5	1544	14, 15, 16	Yes
A6	1543	1	Yes
A7	1553	13, 18	No
A8	1554	1	Yes
A9	1574	23, 32	Yes
A10	3671	41, 42, 43	Yes
A11	3672	43, 46	Yes
A12	3673	20, 21	No
A13	3673	36, 37, 38, 39	Yes
A14	3674	38, 39, 40	Yes
A15	3675	1	Yes
A16	3675	25	Yes
A17	3686	9	Yes
A18	3687	5, 6, 7	Yes
A19	3973	46	Yes
A20	3688	9	Yes
A21	3689	25, 26	Yes
A22	3689	12, 19, 20, 21, 22, 23, 24	Yes
A23	3690	11, 12, 13, 14, 15	Yes
A24	3703	7, 8, 9	Yes
A25	3703	35, 36	Yes
A26	3707	7, 15, 16	Yes
A27	3720	21	No
A28	3722	28	No
A29	3742	16, 18, 20	No
A30	3935	43, 44, 142	No
A31	3950	17, 18, 19, 20	No
A32	3951	42	No
A33	3952	20, 21, 22	No
A34	3953	45	Yes
A35	3955	20, 21, 22, 23	Yes
A36	3956	23, 24	No
A37	3961	26, 27	Yes
A38	3961	29, 30	Yes

Table 3
Potential Development Sites cont.

Site No.	Block	Lot	Within 400 ft of an Industrial Source?
A39	3963	3	No
A40	3965	3, 4	No
A41	3965	6, 7	No
A42	3965	32, 33	No
A43	3967	19, 20, 21, 22, 24, 25	No
A44	3971	39, 40, 41	No
A45	3971	44, 45	No
A46	3971	53, 54	No
A47	3972	20, 22	No
A48	3976	31, 35	No
A49	3980	14, 15, 17, 19	No
A50	3982	17, 18	No
A51	3989	20, 24, 25	Yes
A52	3995	29, 31, 32, 129	No
A53	4004	19, 20	No
A54	4018	15, 16, 17, 18, 19, 118	No
A55	4024	18	No
A56	4126	1	No
A57	4147	1, 3, 68, 69	No
A58	4154	92, 93, 94, 95	No
A59	3689	1	Yes
A60	4162	2, 10	No
A61	4211	43, 45	Yes
A62	0	9,	No
A63	3958	49	No
A64	4137	44	Yes
A65	3705	16	Yes
A66	3670	25, 27	No
A67	3672	48, 49, 50, 51	Yes
A68	3686	15, 16, 17	Yes
A69	3686	19, 21	Yes
A70	3687	112	Yes
A71	3689	11	Yes
A72	3691	14, 15, 16, 18	Yes
A73	3721	1	No
A74	3936	42	No
A75	3949	1	No
A76	3959	52	No
A77	3959	54	No

Table 3
Potential Development Sites cont.

Site No.	Block	Lot	Within 400 ft of an Industrial Source?
A78	3960	21	Yes
A79	3960	58	Yes
A80	3962	1, 2	No
A81	3963	8	No
A82	3963	18	No
A83	3963	26	No
A84	3964	1, 33, 34, 35	No
A85	3965	1	No
A86	3965	11	No
A87	3967	13, 15	No
A88	3971	10, 11	No
A89	3971	24, 25, 26	No
A90	3973	57, 58	Yes
A91	3979	11, 12, 13	No
A92	3987	17	No
A93	4005	19, 20, 21	No
A94	4017	22, 25	No
A95	4128	66	No
A96	4137	39, 43	No
A97	4137	56, 63	Yes
A98	4140	27, 28	Yes
A99	4141	1, 4	No
A100	4141	27, 30	No
A101	4141	33, 35, 39	No
A102	4156	1, 45, 50	No
A103	4162	18, 22, 29	Yes
A104	4167	22, 24, 25	Yes
A105	4214	1, 6	No
A106	3988	28, 34, 35	Yes

Appendix 5

Noise Monitoring Approach Memorandum

AKRF

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Memorandum

To:	Department of City Planning
From:	Weixiong Wu
Subject:	East New York Rezoning EIS – Noise Monitoring Approach
Date:	February 2, 2015
cc:	Robert White

The purpose of this memorandum is to describe the noise analysis approach for the proposed development sites for the East New York (ENY) Rezoning Environmental Impact Statement (EIS). A total of 187 development sites (81 projected and 106 potential) have been identified in the rezoning area. Under the reasonable worst case development scenario (RWCDS) for the proposed action, the total development expected to occur on the 81 projected development sites under the With-Action condition would consist of approximately 9,507,313 sf of total floor area, including 7,558,373 sf of residential floor area (7,520 dwelling units), 1,260,014 sf of commercial uses, 152,968 sf of industrial uses, and 535,959 sf of community facility uses, as well as 2,590 accessory parking spaces. The analysis year is 2030.

This memorandum presents a summary of the selection of noise receptor locations and describes the noise monitoring approach to determine existing ambient noise levels in the rezoning area. The measured existing noise levels will be used as part of the noise analysis to examine: 1) whether there are any locations where there is the potential for the RWCDS associated without/with the Proposed Actions to result in significant noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]), using the CEQR PCE analyses and/or TNM analyses and 2) what level of building attenuation is necessary to provide acceptable interior noise levels at each development site under guidelines contained in the 2014 *CEQR Technical Manual*.

Selection of Noise Receptor Locations

As the first step in this process, a field visit was performed to develop a list of proposed receptor locations. According to AKRF's field observations, motor-vehicle traffic is the dominant noise sources throughout the study area, except at some roadways (i.e., Broadway, Fulton Street, and Van Sinderen Avenue) although air-traffic and stationary sources (e.g., building HVAC equipment) contribute noise levels as well. At Broadway, Fulton Street and Van Sinderen

Avenue, noise from the elevated J, Z and L trains is the dominant noise source. In general, the levels of existing noise at each location are primarily influenced by the amount of traffic on the immediately adjacent roadway or nearby roadways and it is expected that measurements from one monitoring location could apply to multiple sites along the same road corridor as well as to sites along similar road corridors.

The proposed noise receptor locations were selected based on the following three criteria: 1) locations of the projected and potential development sites under the Reasonable Worst Case Development Scenario (RWCDS); 2) providing comprehensive geographic coverage across the study area in order to get a comprehensive characterization of the ambient noise environment; and 3) existing land use patterns (e.g., along major commercial road corridors, and near existing stationary noise sources).

A total of 24 receptor sites will be selected for the noise analysis in the rezoning area where a total of 187 development sites (81 projected and 106 potential) have been identified. These receptors, due to their proximity to the development sites, provide an effective and conservative representation of existing ambient noise levels at the projected and potential development sites.

Noise Monitoring

AKRF plans to conduct a noise survey with noise measurements at 24 locations in the rezoning area. Noise measurements will include 1-hour spot noise level measurements during typical weekday AM, midday, and PM peak periods at seven (7) locations, and 20-minute spot noise level measurements during typical weekday AM, midday, and PM peak periods at 17 locations. Traffic and/or train counts will be included during the all measurements. **Figure 1** shows the locations of the 24 noise receptor sites, and **Table 1** lists the noise receptor sites, the duration of measurements, development sites, and receptor locations.

At receptor sites 1, 3, 5, 6, 7, 8, 9, and 15, which are adjacent to elevated trains, 1-hour spot noise measurements will be conducted during the typical weekday peak periods. At all other receptor sites, 20-minute spot noise measurements will be conducted during the typical weekday peak periods. At receptor sites 18 and 21, additional 20-minute spot noise measurements will be conducted during the typical school peak periods.

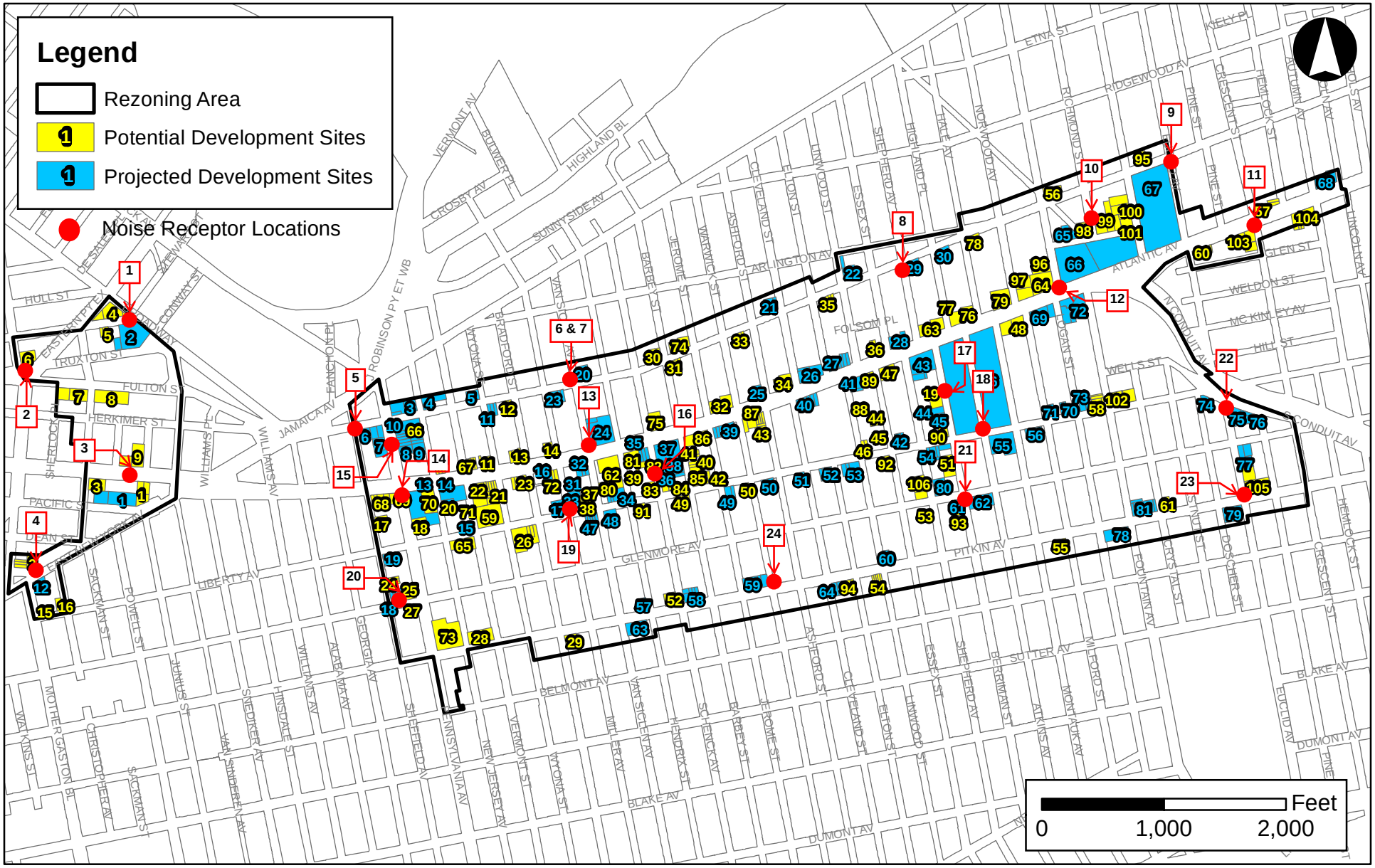
Measurements will be performed using Sound Level Meter (SLM) Type 1 instrument according to ANSI Standard S1.4-1983 (R2006). The SLM will have a laboratory calibration date within one year of the date of the measurements. All measurement procedures will be based on the guidelines outlined in ANSI Standard S1.13-2005.

It is also proposed that the air traffic noise would not be removed from the noise measurements. This would ensure that recommended attenuation levels within the study area take the aircraft noise into account in order to determine acceptable interior noise levels.

Table 1. Noise Receptor Locations

Noise Receptor Site	Duration	Projected Development Sites	Potential Development Sites	Location
1	1-hour	2	4, 5	Broadway and Somers St
2	20-minute		6-8	Mother Gaston Blvd and Truxton St
3	1-hour	1	1, 3, 9	Atlantic Ave between Jardine Pl and Havens Pl
4	20-minute	1, 12	1, 2	East New York Ave and Pacific Street
5	1-hour	3, 4, 5, 6, 10	66	Fulton St and Sheffield Ave
6	1-hour	11, 20, 23	12, 30, 31, 33, 74	Fulton St and Van Siclen Ave
7[1]	1-hour	11, 20, 23	12, 30, 31, 33, 74	Van Siclen Ave Station platform
8	1-hour	21, 22, 29, 30	35, 78	Fulton St and Shepherd Ave
9	1-hour	67	56, 95	Fulton St and Euclid Ave
10	20-minute	65, 66, 67	96, 98-101	Richmond St between Dinsmore Pl and Fulton St
11	20-minute	68	57, 60, 103, 104	Atlantic Ave and Crescent St
12	20-minute	28, 43, 46, 66, 67, 69, 72	36, 47, 48, 63, 64, 76, 77, 79, 89, 97	Atlantic Ave and Logan St
13	20-minute	16, 24, 32, 35, 37, 25-27, 39-41	13, 14, 23, 32, 34, 62, 72, 75, 81, 86, 32, 34, 43, 87	Atlantic Ave and Van Siclen Ave
14	20-minute	13, 14	10, 11, 21, 22, 67-70	Atlantic Ave and Pennsylvania Ave
15	1-hour	7-9		Pennsylvania Ave between Fulton St and Atlantic Ave
16	20-minute	31, 36, 38	17, 18, 20, 71, 39, 80, 82, 40, 41	Schenck St between Atlantic Ave and Liberty Ave
17	20-minute	43, 44, 45	19, 44, 45, 51, 88	Berriman St between Liberty Ave and Atlantic Ave
18[2]	20-minute	51-56, 70, 71, 73	58, 102, 90	Liberty Ave and Atkins Ave
19	20-minute	15, 17, 19, 33, 34, 42, 47-50	15, 16, 26, 37, 38, 42, 49, 59, 65, 83-85, 91, 46, 50, 92	Liberty Ave and Miller Ave
20	20-minute	18	24, 25, 27	Glenmore Ave between Sheffield Ave and Pennsylvania Ave
21[2]	20-minute	61, 62, 80	53, 93, 106	Glenmore Ave and Berriman St
22	20-minute	74-76		South Conduit Ave and Euclid Ave
23	20-minute	77-79, 81	55, 61, 105	Pitkin Ave and Euclid Ave
24	20-minute	57-60, 63, 64	28, 29, 73, 94, 54, 52	Pitkin Ave and Warwick St

Note: Noise measurements will be conducted during typical weekday AM, midday, and PM peak periods.
(1) Noise measurement will be conducted on the Van Siclen Avenue Station platform
(2) Additional 20-minute spot noise measurements will be conducted during the typical school peak periods



East New York Rezoning

Figure 4
RWCDS Projected and Potential Development Sites