East New York Rezoning Proposal
Chapter 1: Project Description

A. INTRODUCTION

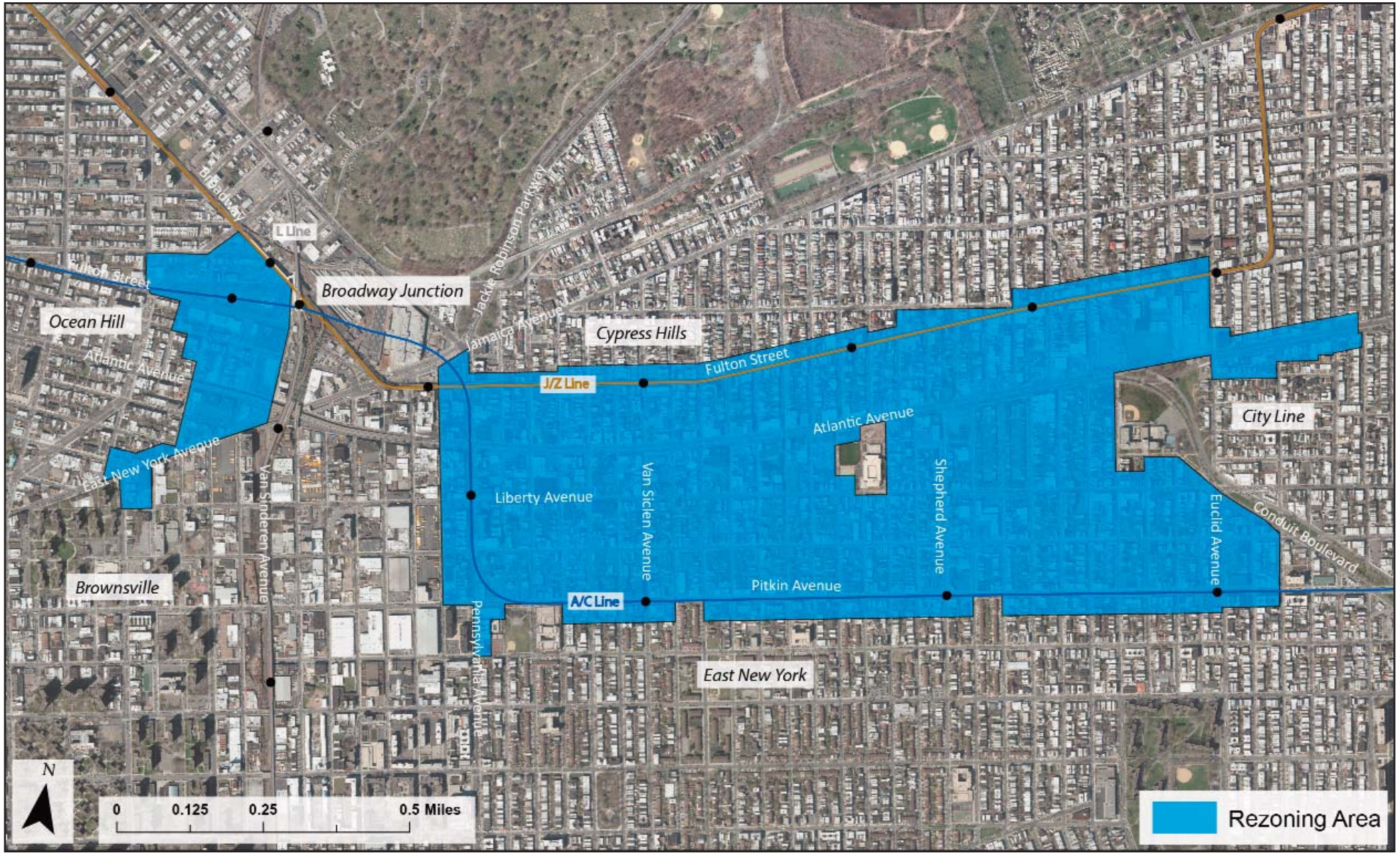
The New York City Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD), is proposing a series of land use actions (collectively the "Proposed Actions") to implement recommendations of the East New York Community Plan (the "Plan"), which is the subject of an ongoing community process, to create opportunities for housing, including affordable housing, community facilities, including a new proposed public school facility, economic development and other services of an approximately 190-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 1-1, "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 6,312 dwelling units; 859,431 square feet of retail/supermarket/restaurant and office space; 457,870 square feet of community facility space; and net decreases of 27,035 square feet of industrial space; 128,365 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. The increment in community facility space includes an anticipated new public school facility to be located on Projected Development Site 66, which would provide approximately 1,000 seats.

The Proposed Actions are intended to facilitate implementation of 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 facilitate recommendations that support the Plan's goals and objectives to create more affordable housing and more diverse commercial, promote economic development and opportunity for residents, foster safer streets, and generate new community resources.

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 below.



Source: NYC Department of City Planning

East New York Rezoning Proposal

Figure 1-1a
Project Location - Aerial View

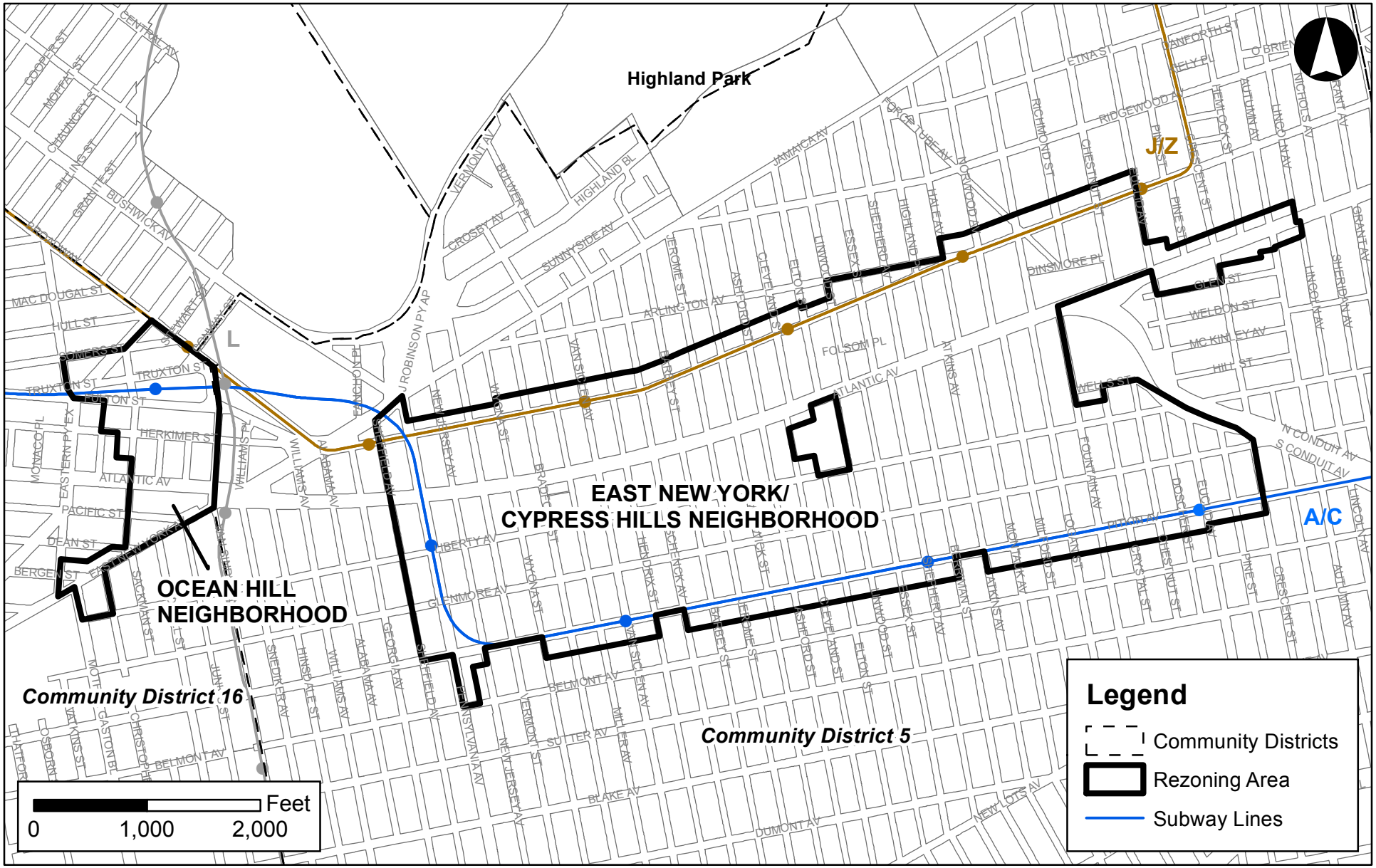


Figure 1-1b
Project Location

B. 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 (HUD) 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 Bill 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 and events starting in the fall of 2014 through the spring of 2015 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 include:

- 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 facilitate 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 existing and future 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 Actions would affect two noncontiguous areas (see Figure 1-1). The first (referred to here as "East New York") is an approximately 175 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 1-1, "Project Location").

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.

C. 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 is bounded by Sheffield Avenue to the east and Van Sinderen Avenue to the west.

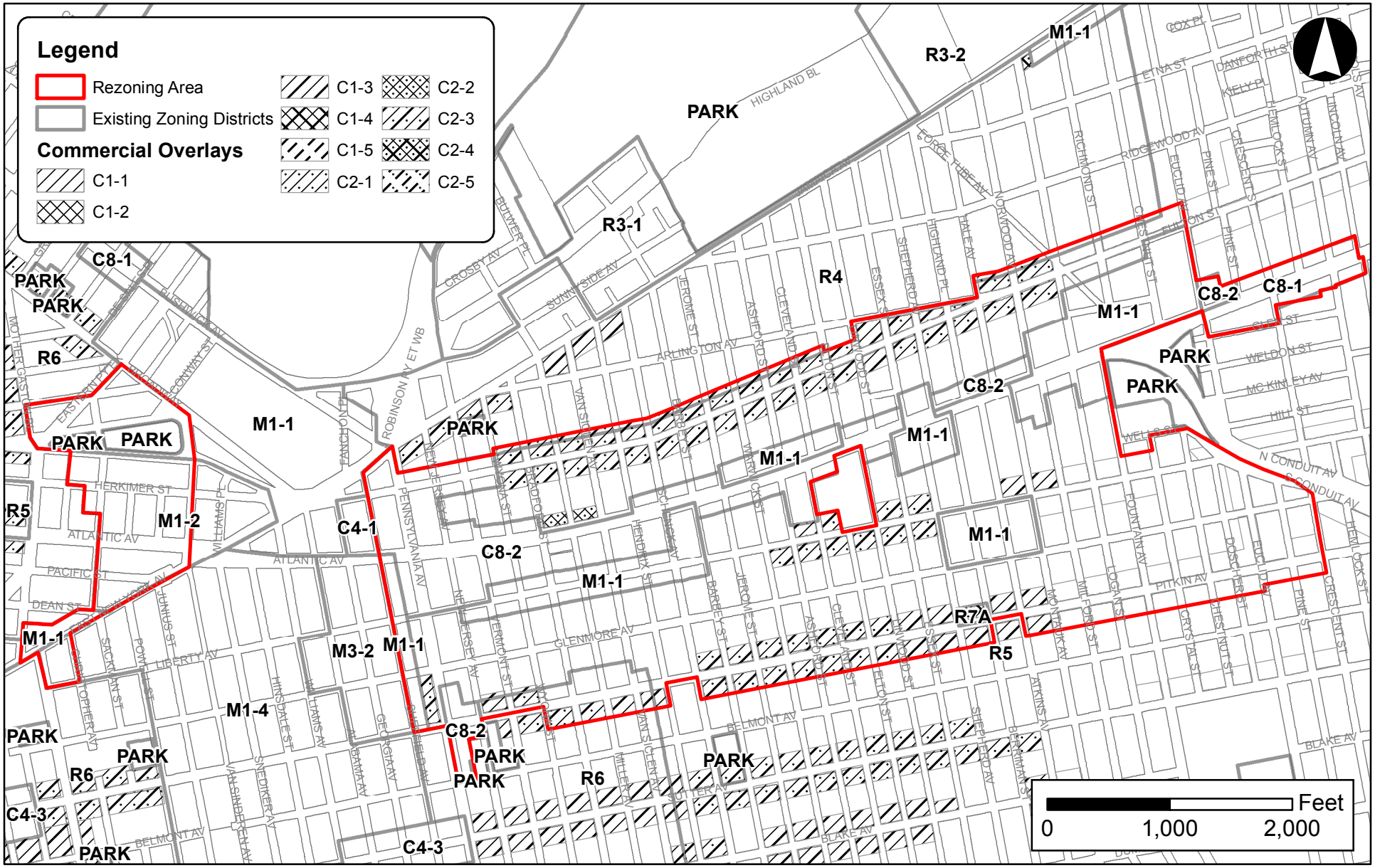
The majority of the current zoning has remained unchanged since 1961 when the current Zoning Resolution was originally established. Two zoning map amendments were recently adopted. The Pitkin Avenue Rezoning, adopted in 2013, changed an R5 zoning district with a C1-3 commercial overlay to an R7A district 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 1-2 and discussed below.

M1-1, M1-2 & M1-4

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, including in portions of Ocean Hill and along Atlantic and Liberty Avenues. An M1-2 district is located in a portion of the Ocean Hill area between Fulton and Dean Streets and permits manufacturing and commercial uses at a maximum FAR of 2.0. An M1-4 district is located in a portion of the Ocean Hill area south of East New York Avenue and permits manufacturing and commercial uses at a maximum FAR of 2.0. M1-1, M1-2, and M1-4 districts also permit community facility uses at a maximum FAR of 2.4, 4.80, and 6.50 respectively. M1 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 and M1-4 districts. M1-1 and M1-2 districts are subject to parking requirements based on the type of use and size of an establishment; M1-4 districts do not require parking for manufacturing or commercial uses; parking requirements for community facility uses depend on the use and size of 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, M1-2, and M1-4 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, residential uses, and vacant or underutilized land.



East New York Rezoning Proposal

Figure 1-2
Existing Zoning

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 10 partial blocks fronting on 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 ten partial blocks of Pitkin Avenue east of Pennsylvania Avenue and includes the New York City Housing Authority (NYCHA) Fiorentino Plaza development, a one-story supermarket, mixed-use developments, 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.

D. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Department of City Planning and Housing Preservation and Development are 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, winter and summer 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 and community 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 connection to transit along Berriman Street.

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.

E. 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 190 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.

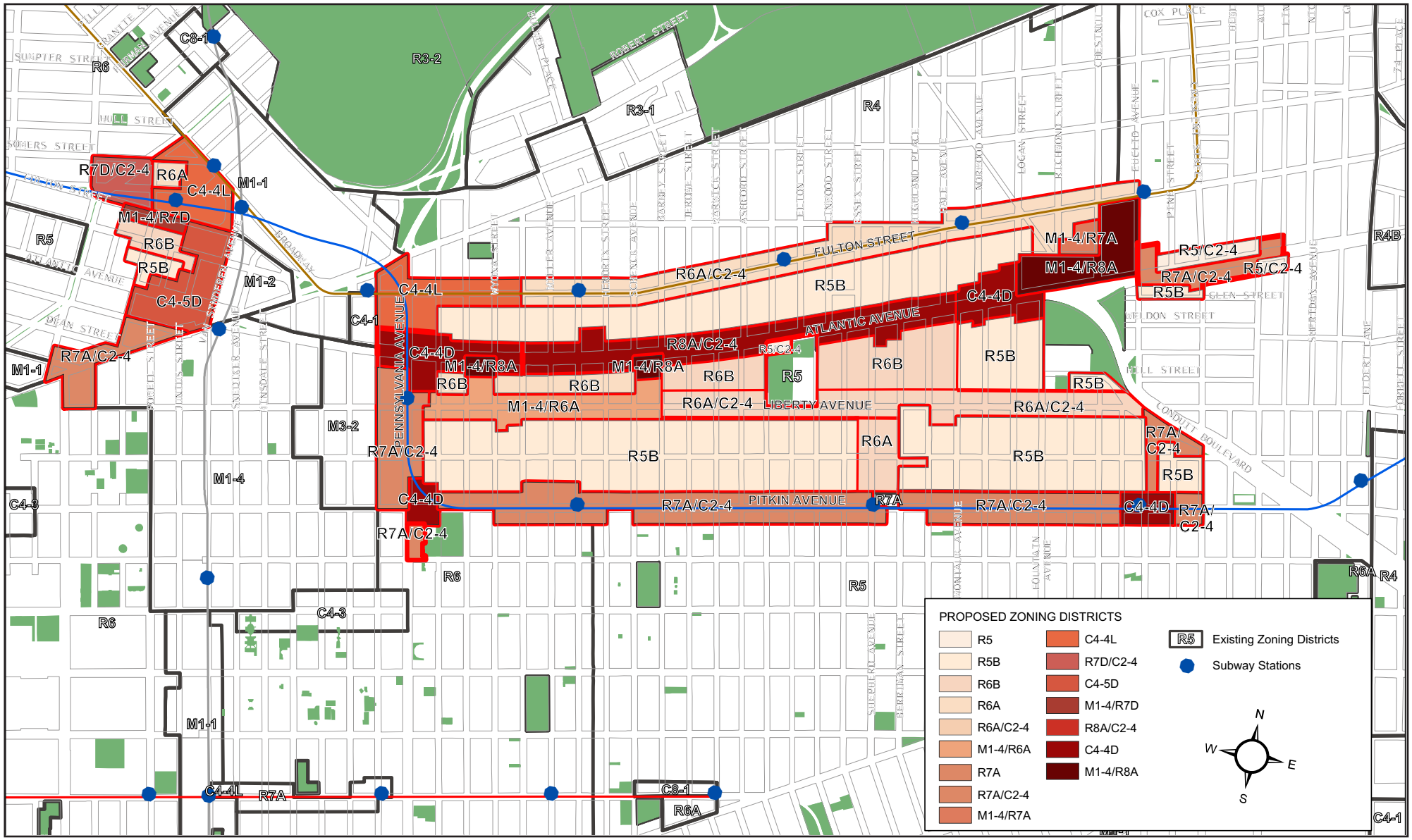
DCP will be acting as lead agency on behalf of the CPC and will conduct a coordinated environmental review. HPD will be the co-applicant for the Urban Renewal Plan amendment and, as the result, will serve as an involved agency under CEQR.

Each of these is a discretionary action subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and the City Environmental Quality Review (CEQR) process. These discretionary actions are described in more detailed below.

In addition, as noted above, as the proposed 1,000 seat school planned as part of the East New York Community Plan is intended to be a new public school facility, approval and site selection from the SCA would be required. The SCA approval and site selection is not subject to ULURP.

Proposed Zoning Districts

The proposed rezoning would replace all or portions of existing M1-1, M1-2, M1-4, C8-1, C8-2, R5, and R6 districts with M1-4/R6A, M1-4/R7A, M1-4/R8A, M1-4/R7D, R5, R5B, R6B, 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 mapped within the existing R5 and R6 districts with C2-4 overlays and establish new C2-4 overlays. Figure 1-3, "Proposed Zoning" presents the proposed zoning map changes, which are discussed in greater detail below.



Source: NYC Department of City Planning

Proposed R5

(Existing C8-1 and C8-2 districts)

Three R5 districts are proposed for six partial blocks along Atlantic Avenue between Euclid and Lincoln Avenues currently zoned C8-1 and between Cleveland and Linwood Streets currently zoned C8-2.

R5 district permits all housing types at a maximum FAR of 1.25. A minimum lot width of 40 feet is required for detached houses and a minimum lot width of 18 feet is required for other housing types. A minimum lot area of 3,800 square feet is required for detached houses, and a minimum lot area of 1,700 square feet is required for other housing types. The perimeter wall of all housing types may rise to 30 feet before sloping or being set back to a maximum building height of 40 feet. Front yards must be exactly 10 feet deep or a minimum of 18 feet. One parking space is required for each dwelling unit, or 85% if grouped.

Proposed R5B

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

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

- Between Fulton Street and Atlantic Avenue: 22 partial blocks between New Jersey Avenue and Richmond Street. These blocks are currently zoned C8-2, R5, R5/C2-3, and M1-1.
- Between Atlantic Avenue and Liberty Avenue: 3 partial blocks between Montauk Avenue and Fountain Avenue; 2 partial blocks between Crystal and Wells Streets; and 1 partial block between Euclid and Crescent Streets. These blocks are currently zoned M1-1, C8-1, and R5.
- Between Liberty Avenue and Pitkin Avenue: 34 partial blocks between Pennsylvania Avenue and Shepherd Avenue that are currently zoned R5; 18 partial blocks between Berriman Street and Euclid Avenue that are currently zoned M1-1 and R5; and 3 partial blocks between Euclid Avenue and Crescent Street that are currently zoned R5.
- Between Sherlock Place and Havens Place: 3 partial blocks between Herkimer Street and Atlantic Avenue that are currently zoned M1-2.

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 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 R6B

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

R6B is proposed in two areas:

- Along Herkimer Street between Sherlock Place and Havens Place (5 partial blocks currently zoned M1-2).
- 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), between Barbey and Cleveland Streets (4 partial blocks currently zoned R5 and M1-1) and between Linwood Street and Montauk Avenue (5 partial blocks currently zoned R5 and M1-1).

R6B is a typical row house district that includes height limits and street wall lineup provisions to ensure that new buildings are consistent with the scale of the existing built context. R6B permits residential and community facility uses to a maximum FAR of 2.0 (2.2 residential FAR in areas designated as part of the Inclusionary Housing program). Building base heights must be between 30 and 40 feet, with a 50 foot maximum building height after the building set back to a depth of 10 feet on a wide street and 15 feet on a narrow. New development in the proposed R6B district would be required to line up with adjacent structures to maintain the continuous street wall character. New multifamily residences must provide one off-street parking space for 50% of dwelling units, which may be waived if 5 or fewer spaces would be required.

Proposed R6A

(Existing R5 and M1-1 districts)

R6A is proposed in three areas:

- Along Fulton Street between Bradford Street and Euclid Avenue (40 partial blocks currently zoned R5).
- Along Liberty Avenue between Barbey Street and North Conduit Avenue and between Liberty Avenue and Pitkin Avenue between Essex and Atkins Streets (35 full or partial blocks currently zoned R5 and M1-1)
- And along Sackman Street between Somers and Truxton Streets on one partial block 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, C8-1, C8-2, M1-1,and M1-4 districts)

R7A is proposed on approximately 65 full/partial blocks in five areas:

- Between Sheffield Avenue and midblock between Pennsylvania and New Jersey Avenues between Belmont Avenue and Atlantic Avenue (7 blocks currently zoned M1-1, C8-2, and R5).
- Along Pitkin Avenue between New Jersey Avenue to the west, and Doscher Street to the east; and between Pine Street and Crescent Street along Pitkin Avenue (47 partial blocks that are currently zoned R5).
- Between Liberty Avenue and Pitkin Avenue along Euclid Avenue (3 partial blocks that are currently zoned R5).
- Along Atlantic Avenue between Euclid Avenue and Lincoln Avenue (4 partial blocks currently zoned C8-1 and C8-2).
- Along East New York Avenue between Mother Gaston Boulevard and Pacific Street (4 partial blocks currently zoned M1-1 and M1-4).

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 district)

R7D is proposed on two blocks along Eastern Parkway Extension between Mother Gaston Boulevard and Sackman Street that are currently zoned M1-1.

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 R5, C8-2, and M1-1 district)

R8A is proposed on 29 partial blocks for portions along Atlantic Avenue between Bradford Street and Montauk Avenue. These blocks are currently zoned R5, 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 R5, C8-2, and M1-1 districts)

C4-4L is proposed on 10 partial blocks along a section of Fulton Street between Sheffield Avenue and Bradford Street currently zoned C8-2 and R5, and two full or partial blocks in Ocean Hill along Broadway between Eastern Parkway and Van Sinderen Avenue currently zoned M1-1.

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 district)

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. 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 R5, C8-2, and M1-1 districts)

C4-4D is proposed on 20 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 districts)

An M1-4/R6A mixed use district is proposed for 18 partial blocks along Liberty Avenue between New Jersey Avenue and Barbey Street. These blocks are currently zoned R5, C8-2, and M1-1.

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 district)

An M1-4/R7A mixed use district is proposed for a partial block between Chestnut Street and Richmond Street just south of Fulton Street that is currently zoned M1-1.

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 district)

An M1-4/R7D mixed use district is proposed for two partial blocks along Fulton Street between Eastern Parkway Extension and Havens Place that are currently zoned M1-2.

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 M1-1and C8-2 districts)

The proposed M1-4/R8A mixed use district is proposed for two full blocks between Logan Avenue and Euclid Avenue along Atlantic Avenue (currently zoned M1-1) and two partial blocks along Atlantic Avenue between Barbey and Schenck Streets (currently zoned M1-1) and between Vermont and Wyona Streets (currently zoned C8-2).

The proposed M1-4/R8A 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 R5, R6A, R7A, R7D and R8A districts as detailed below. 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 R5: Five partial blocks along Atlantic Avenue between Pine Street and Lincoln Avenue currently zoned C8-1 and one partial block between Cleveland and Linwood Streets currently zoned C8-2.
- Proposed R6A: 40 full/partial blocks on Fulton Avenue between Bradford Avenue and Euclid Avenue that are currently zoned R5/C2-3; and 35 full/partial blocks on Liberty Avenue between Barbey Street and Conduit Avenue that are currently zoned R5 and M1-1.
- Proposed R7A: Four partial blocks on Atlantic Avenue between Euclid Avenue and Lincoln Avenue that are current zoned C8-1 and C8-2; 7 partial blocks on Pennsylvania between Liberty Avenue and Belmont Avenue that are currently zoned R5 and C8-2; 49 partial blocks along Pitkin Avenue between New Jersey Avenue and Crescent Street currently zoned R5 and R6; 3 full/partial blocks along East New York Avenue between Pacific Street and Bergen Street and Liberty Avenue.

- Proposed R7D: One partial block between Eastern Parkway and Mother Gaston Boulevard that is currently zoned M1-1.
- Proposed R8A: 29 full/partial blocks on Atlantic Avenue between Bradford and Montauk that are current zoned R5/C2-3, C8-2, M1-1, and R5.

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 and a Special Mixed Use District within the rezoning area. The proposed zoning text amendments are provided, in their entirety, in Appendix A.

Mandatory Inclusionary Housing Program

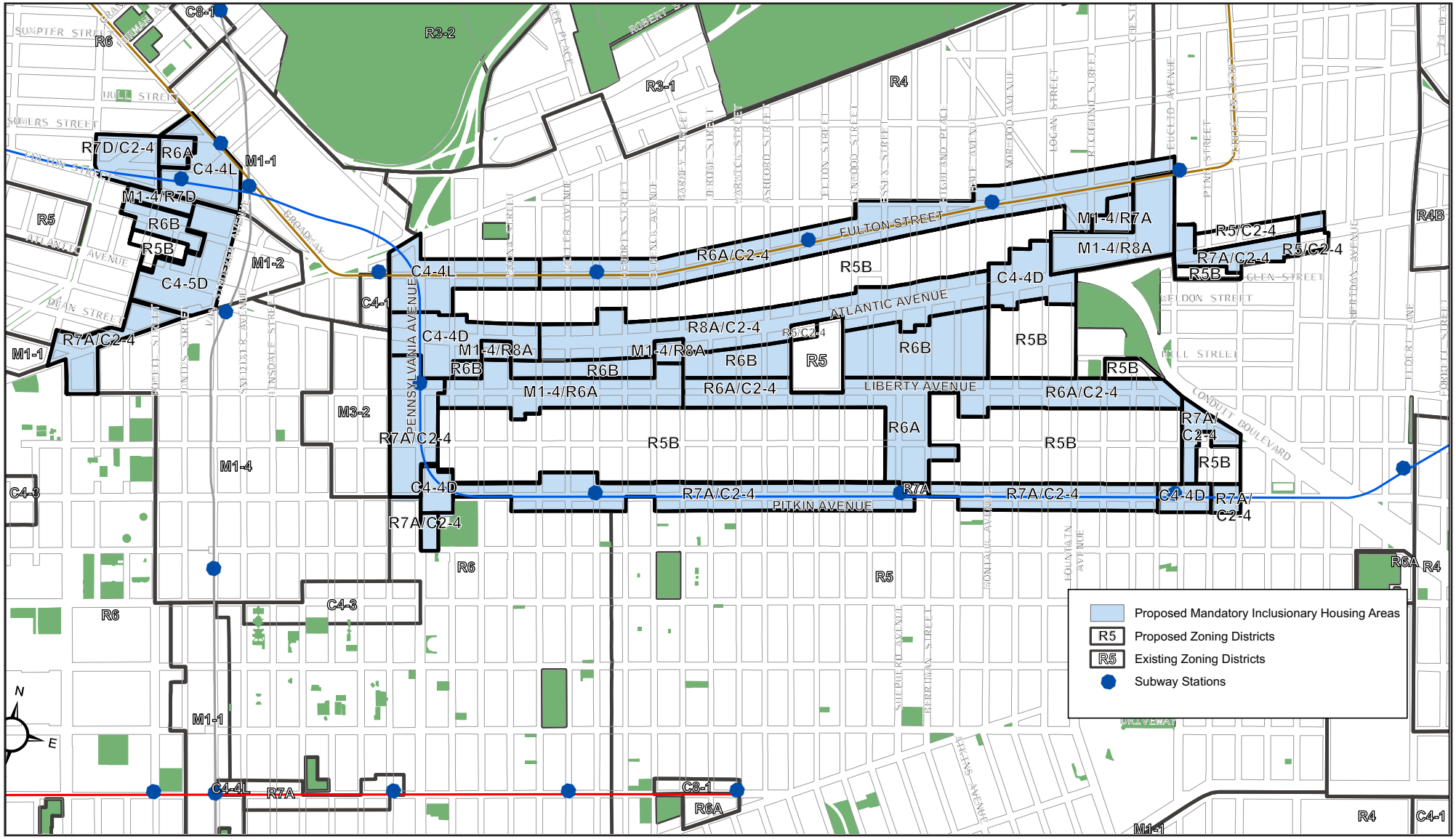
DCP is proposing a citywide zoning text amendment to authorize a Mandatory Inclusionary Housing ("MIH") program. The East New York Rezoning will be the first mapping of an MIH area and is the subject of a separate but concurrent land use review and environmental review process to the citywide MIH zoning text amendment. Since affordable housing guarantees are key component of the East New York Plan, the East New York rezoning includes a related action for a zoning text amendment to create an MIH program applicable only to East New York. This will provide a guarantee of an MIH program in East New York in the event that the citywide MIH zoning text is either not approved or is approved after the East New York rezoning is implemented. The East New York MIH zoning text mirrors the citywide MIH zoning text. Any changes to the Mandatory Inclusionary Housing text amendment would be expected to be made applicable to the East New York Rezoning, and duly reflected in this environmental review. For a full description of the MIH proposal, see ULURP application N 160051 ZRY.

Specifically, DCP is proposing a zoning text amendment to apply a mandatory Inclusionary Housing Program (MIH) to portions of the rezoning area, including where zoning changes are promoting new housing. The MIH would apply within the following districts: M1-4/R6A, M1-4/R7A, M1-4/R7D, M1-4/R8A, R6B, R6A, R7A, R7D, R8A, C4-4D, C4-4L, and C4-5D districts within the rezoning area (see Figure 1-4). This program would require permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped "Mandatory Inclusionary Housing Areas" ("MIHAs").

The program would require permanently affordable housing set-asides for all developments over 10 units or 12,500 zoning square feet within the MIH designated areas illustrated in Figure 1-4 or, as an additional option for developments between 10 and 25 units, or 12,500 to 25,000 square feet, a payment into an Affordable Housing Fund. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to the Board of Standards and Appeals ("BSA") for a special permit to reduce or modify the requirements. Developments, enlargements or conversions that do not exceed either 10 units or 12,500 square feet of residential floor area will be exempt from the requirements of the program.

As discussed in more detail in Chapter 2, "Land Use, Zoning, and Public Policy," the proposed MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff inherent between income levels and size of the affordable set-aside. For the East New York Rezoning, the designated MIH Areas will follow the requirements of option one, described below:

> **Option One:** 25 percent of the residential floor area shall be provided as housing affordable to households at an average of 60 percent of the Income Index ("AMI"), with no unit targeted at a level exceeding 130%



Source: NYC Department of City Planning

of AMI. Qualifying households would be limited to no more than three income bands and at least 15 percent of the residential floor area must be provided to households with income at or below 40 percent of AMI.

Enhanced Commercial District

The Department of City Planning proposes a Zoning Text amendment to establish Enhanced Commercial Districts in the rezoning area along portions of Atlantic Avenue, Pitkin Avenue, Fulton Street and Pennsylvania Avenue (refer to Figure 1-5). The Enhanced Commercial Districts would foster a safe and engaging pedestrian experience along the these corridors by establishing regulations requiring non-residential ground floor use, requiring minimum levels of transparency on the ground floor, limiting curb cuts, and requiring setbacks along corridors with elevated trains

Special Mixed Use District

The Special Mixed Use District (MX) is a special zoning district that is mapped in several locations throughout the city. It combines a light industrial (M1) district with a residential district, and permits a mix of selected light industrial, commercial, residential, and community facility uses under the applicable regulations. The MX district permits mixed-use buildings, and includes an expanded definition of "home occupations," permitting a broader variety of live-work accommodations than is allowed in standard zoning districts. The proposed MX districts is intended to retain existing light industrial businesses while encouraging the redevelopment of vacant and/or underutilized land and lofts with residential uses. The Proposed MX districts locations and regulations are described in more detail above under "Proposed Zoning."

Proposed Amendment to Dinsmore-Chestnut Urban Renewal Plan

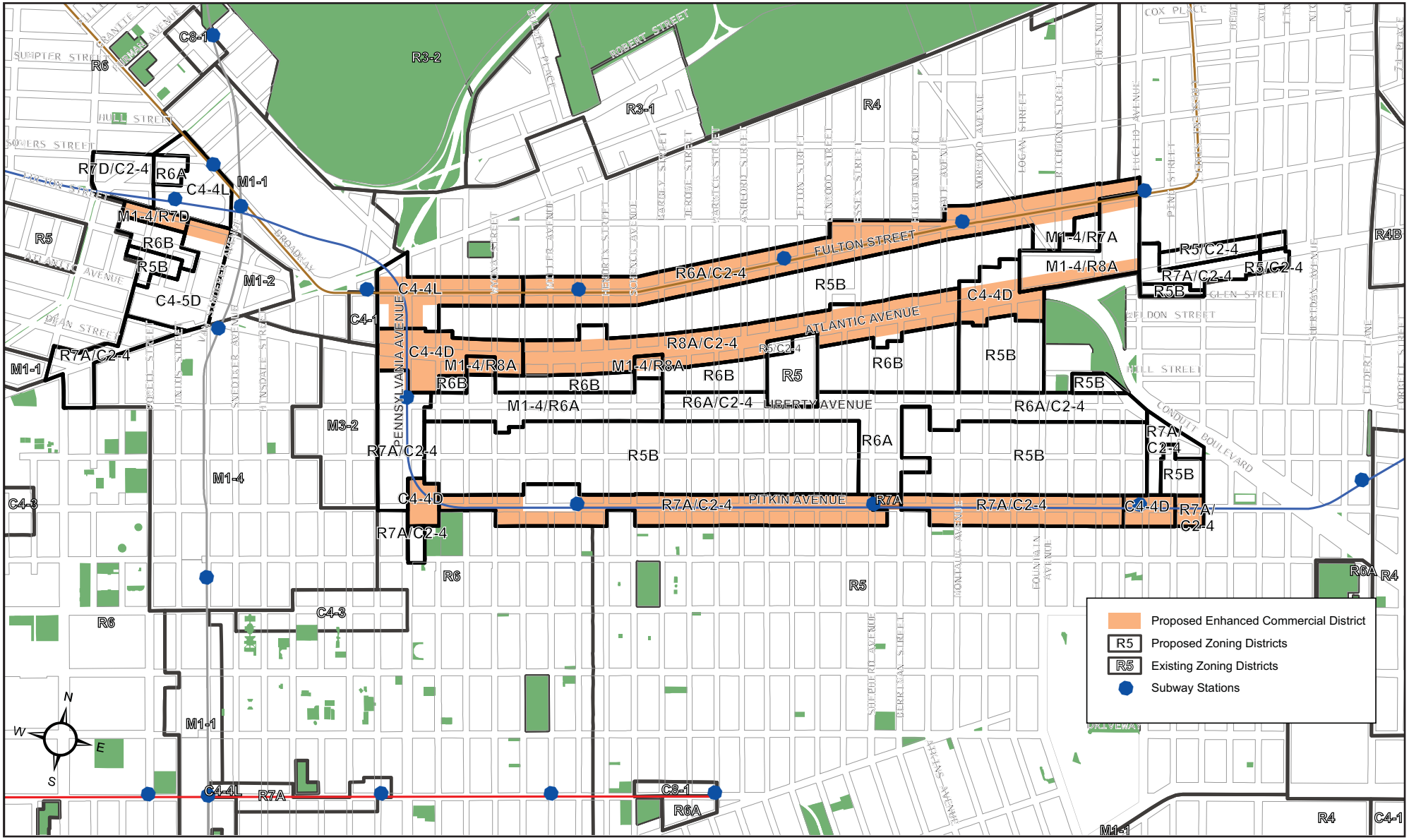
Through its Urban Renewal Authority, HPD established the Dinsmore-Chestnut Urban Renewal Area (URA) in 2001 pursuant to the Uniform Land Use Review Procedure and the New York State General Municipal Law. The Dinsmore-Chestnut URA is comprised of Site A (Block 4142, Lot 32) and is generally bounded by Dinsmore Place on the north, Chestnut Street on the east, Atlantic Avenue on the south, and Logan Street on the west. HPD proposes an amendment to the Dinsmore-Chestnut Urban Renewal Plan (URP) to change the land use designation on Site A to reflect the proposed zoning changes. Site A is currently designated for manufacturing use. Under the proposed action, the land use designation would be changed to allow residential, community facility, commercial and light manufacturing uses, and other uses permitted under the proposed zoning. In addition, the proposed amendment would update the URP's general provisions and language to conform to current standards.

Disposition Approval

HPD is also seeking approval for the disposition of City-owned property associated with Site A (Block 4142, Lot 32) of the Dinsmore-Chestnut URA. The requested approval would permit the construction of a mixed-use development that could include housing, community facility, commercial, light manufacturing and other uses allowed under the proposed zoning, and in accordance with the uses permitted in the amended Dinsmore-Chestnut URP.

E-Designations

As described in greater detail in the Hazardous Materials chapter of this document (Chapter 9), the Proposed Action includes the placement of (E) designations (or other measures comparable to such a designation) for hazardous materials on all 185 projected and potential development sites. In addition, as described in the Air Quality chapter (Chapter 14), an (E) designation would be placed on 110 projected and potential development sites (including 47 projected and 62 potential development sites) to ensure that there would be no significant adverse air quality impacts. These designations would specify the various restrictions, such as type of fuel to be used, the use of low NOx burners, the distance that the vent stack on the building roof must be from its lot line(s), and/or the increase of the exhaust stack height. Furthermore, as described in the Noise chapter (Chapter 16), an



Source: NYC Department of City Planning

(E) designation (or other measures comparable to such a designation) would be placed on 73 of the projected development sites and 94 of the potential development sites to ensure that there would be no significant adverse noise impacts. The (E) designation is a mechanism that ensures no significant adverse impacts would result from a proposed action because of steps that would be undertaken prior to the development of a rezoned site. For the City-owned parcel located within projected development site 66 (Block 4142, Lot 32), review of a Phase II testing protocol and development of any necessary remediation plan, as well as the requirement for façade attenuation and an alternate means of ventilation will be required through the Land Disposition Agreement (LDA) between HPD and a future selected developer with oversight provided by HPD and NYCDEP. The (E) designation (or other measures comparable to such a designation) would ensure that these identified sites would not be developed unless necessary remedial measures are implemented.

Potential Future Actions

HPD may provide construction funding through any of its several financing programs intended to facilitate the development of new affordable housing and the preservation of existing affordable units for a range of incomes, including supportive housing and senior housing on privately-owned or City-owned land. HPD's financing programs would provide both for-profit and not-for-profit developers a wide range of opportunities to build or preserve rental and homeownership units within the Project Area. HPD works together with a variety of public and private partners to achieve the City's affordable housing goals. In addition to HPD financing, in conjunction with the issuance of tax-exempt bonds, the New York City Housing Development Corporation (HDC) may fund construction of new affordable multi-family apartment buildings and the rehabilitation of existing multi-family apartment buildings intended to upgrade existing developments and preserve affordability. Affordable housing developed and/or preserved within the Project Area may also utilize funding provided by New York State Homes and Community Renewal and the U.S. Department of Housing and Urban Development, which would be subject to separate future environmental reviews under SEQR and NEPA, respectively.

Actions Not Subject to Uniform Land Use Review Procedure (ULURP)

In addition to the Proposed Actions, as noted above, as the proposed 1,000 seat school planned as part of the East New York Community Plan is intended to be a new public school facility, approval and site selection from the SCA would be required. The SCA approval and site selection is not subject to ULURP.

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 is proposing a series of text amendments to eliminate unnecessary obstacles to the creation of housing, especially affordable housing known as Zoning for Quality and Affordability (ZQA). These text amendments, described in general below with additional details provided in Chapter 2, "Land Use, Zoning, and Public Policy," will 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 proposed ZQA zoning text amendments would modernize rules that shape buildings in the City through various updates and refinement to the Zoning Resolution of the City of New York, as follows:

- *General building envelope modifications*: In medium- and higher-density districts, the proposed ZQA zoning text amendment would allow additional flexibility to accommodate best practices for affordable construction and good design, while maintaining current maximum FARs.

- *Enhanced building envelope modifications for Inclusionary and affordable senior housing and care facilities*: Where zoning allows additional floor area for affordable housing for seniors or Inclusionary Housing, provide enough flexibility to fit all permitted floor area with good design.
- *Improved design flexibility:* Allow flexibility for the variation and texture that typify older buildings in many neighborhoods.
- *Modifications for constrained lots:* Most existing zoning controls are designed to work with flat, rectangular lots and do not work well on irregularly-shaped or slopes sites.

Senior and Supportive Housing

The proposed ZQA zoning text amendment would promote affordable senior housing and long-term care facilities through various updates and refinements to the Zoning Resolution of the City of New York, as follows:

- *Modernize zoning definitions:* Accommodate today's housing models and recognize regulated housing and facility types by removing obsolete definitions and updating definitions for affordable senior housing and long-term care facilities.
- *Rationalize FARs:* Establish consistent FARs and corresponding building heights for affordable senior housing and long-term care facilities to facilitate more and better housing for seniors.
- *Remove the specific open space ratios for non-contextual districts and lot coverages for contextual districts*: The senior bulk requirements would reference the lot coverage and open space provisions in the underlying bulk regulations.
- *Allow flexibility for different types of affordable senior housing and care facilities:* Relax density restrictions that may prevent the creation of appropriately sized units by removing the density factor and minimum unit size requirement.
- *Provide a framework for mixing of Use Group 2 residences with certain Use Group 3 community facilities:* Specify how density in mixed community facility and residential buildings would be calculated and remove existing restrictions in R6 and R7-1 that limit the portion of mixed building that can include community facility uses. In a building that combines Use Groups 2 and 3, the Quality Housing floor area deductions would be computed based on the combined floor area.
- *Reduce administrative obstacles:* Eliminate certifications and Special Permits for nursing homes.

Parking Requirements

The proposed ZQA 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. ZQA would also allow new buildings, through discretionary review, to reduce required parking to enable mixed-income development or existing affordable buildings with underutilized parking to reduce or eliminate requirements. No parking would be required for new affordable senior housing existing affordable senior housing developments would be able to reduce or eliminate their parking.

F. 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 this Environmental Impact Statement (EIS). 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[1]);
- 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;
- 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.

[1] 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.

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:

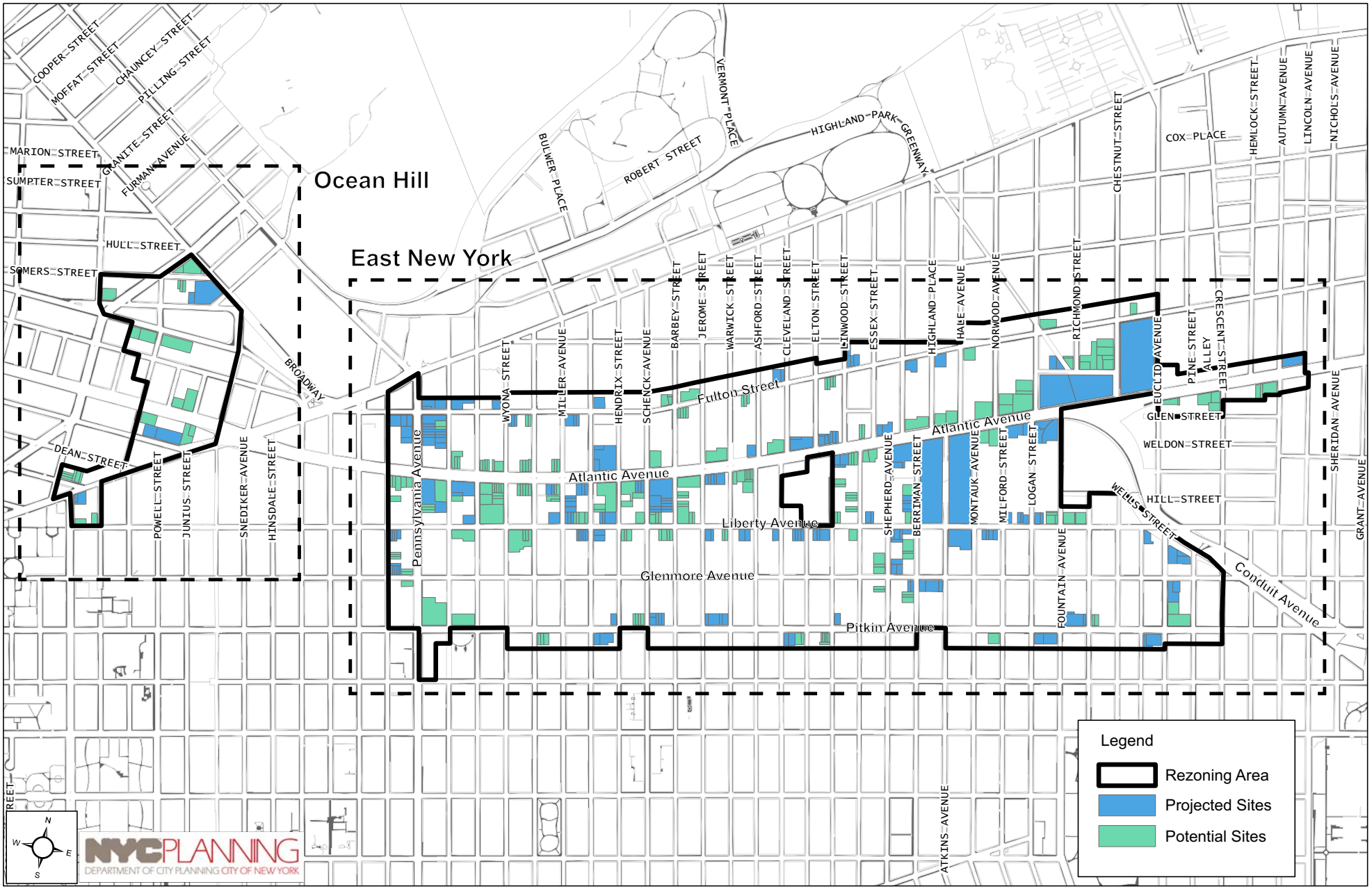
- Slightly irregularly-shaped lots or otherwise encumbered parcels that would make as-of-right development difficult.
- Lots with ten or more commercial tenants, which may be difficult to dislodge due to long-term leases.
- Active businesses, which may provide unique services or are prominent and successful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

Based on the above criteria, a total of 185 development sites (80 projected and 105 potential) have been identified in the rezoning area.[2] Figures 1-6a through 1-6d show these projected and potential development sites, and Tables 1-2 and 1-3 at the end of this chapter identify the uses expected to occur on each of these sites under future No-Action and future With-Action conditions. Table 1-1, 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, a number of potential development sites could be developed under the Proposed Action in lieu of one or more of the projected development sites in accommodating the development anticipated during the foreseeable future as the result of the Proposed Actions. The potential development sites are therefore addressed in the EIS for site-specific effects in order to ensure a conservative analysis.

[2] Shortly before the completion of the DEIS, DCP became aware of the sale of a property located at 1459 Herkimer Street. While no plans for redevelopment have been made public, DCP believes that this site due to development interest plus proximity to transit should now be considered a development site under the RWCDS. A preliminary analysis was conducted and it was found that it's potential to affect the DEIS analyses would be primarily limited to certain transportation elements. Therefore its inclusion into the RWCDS would not result in any new or different significant adverse environmental impacts that are not already identified in this DEIS. The site will be fully evaluated and incorporated into the EIS between DEIS and FEIS.

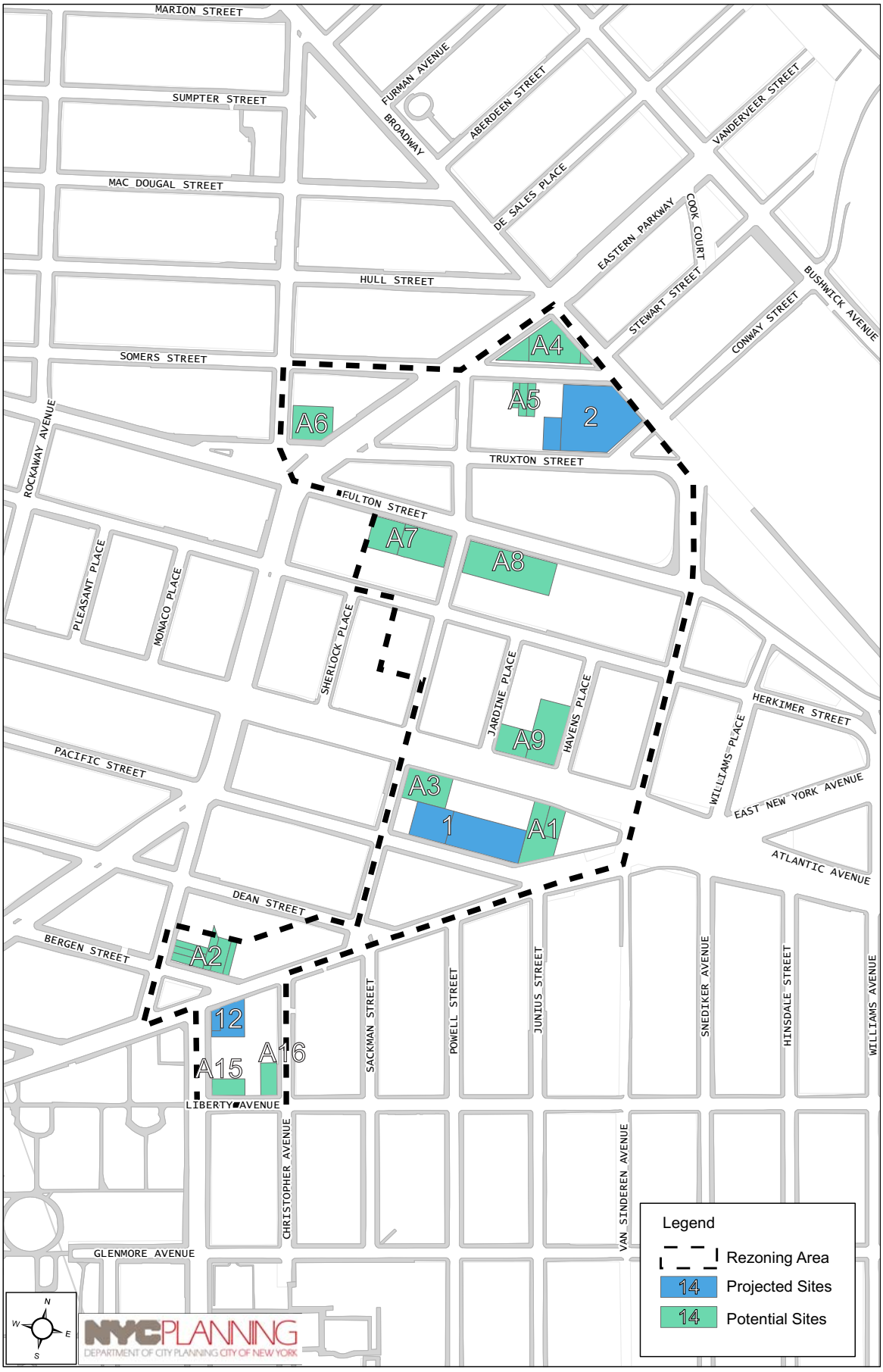


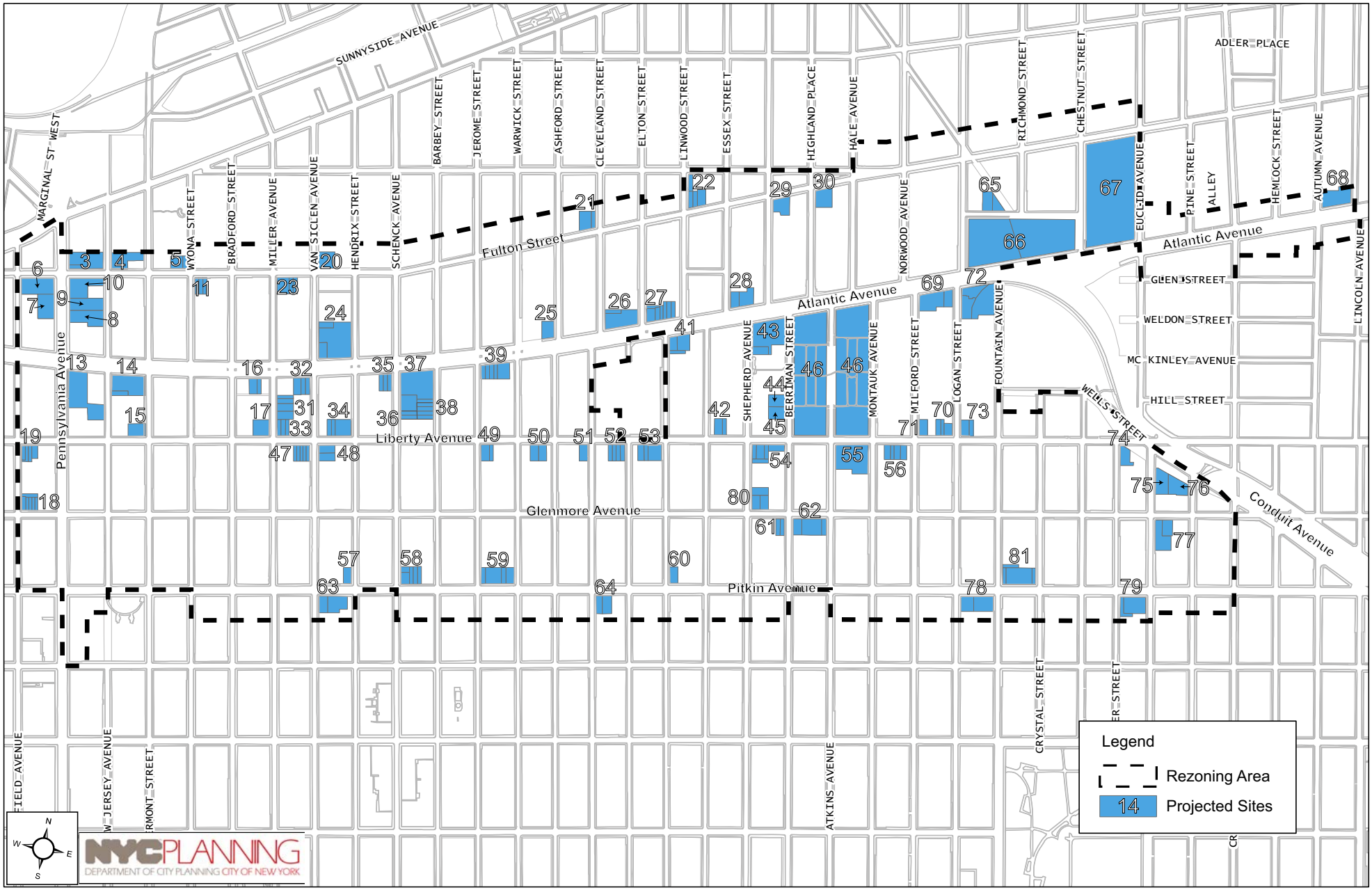
East New York Rezoning Proposal

Figure 1-6a

RWCDS Projected and Potential Development Sites - Overview

RWCDS - Ocean Hill Projected and Potential Development Sites

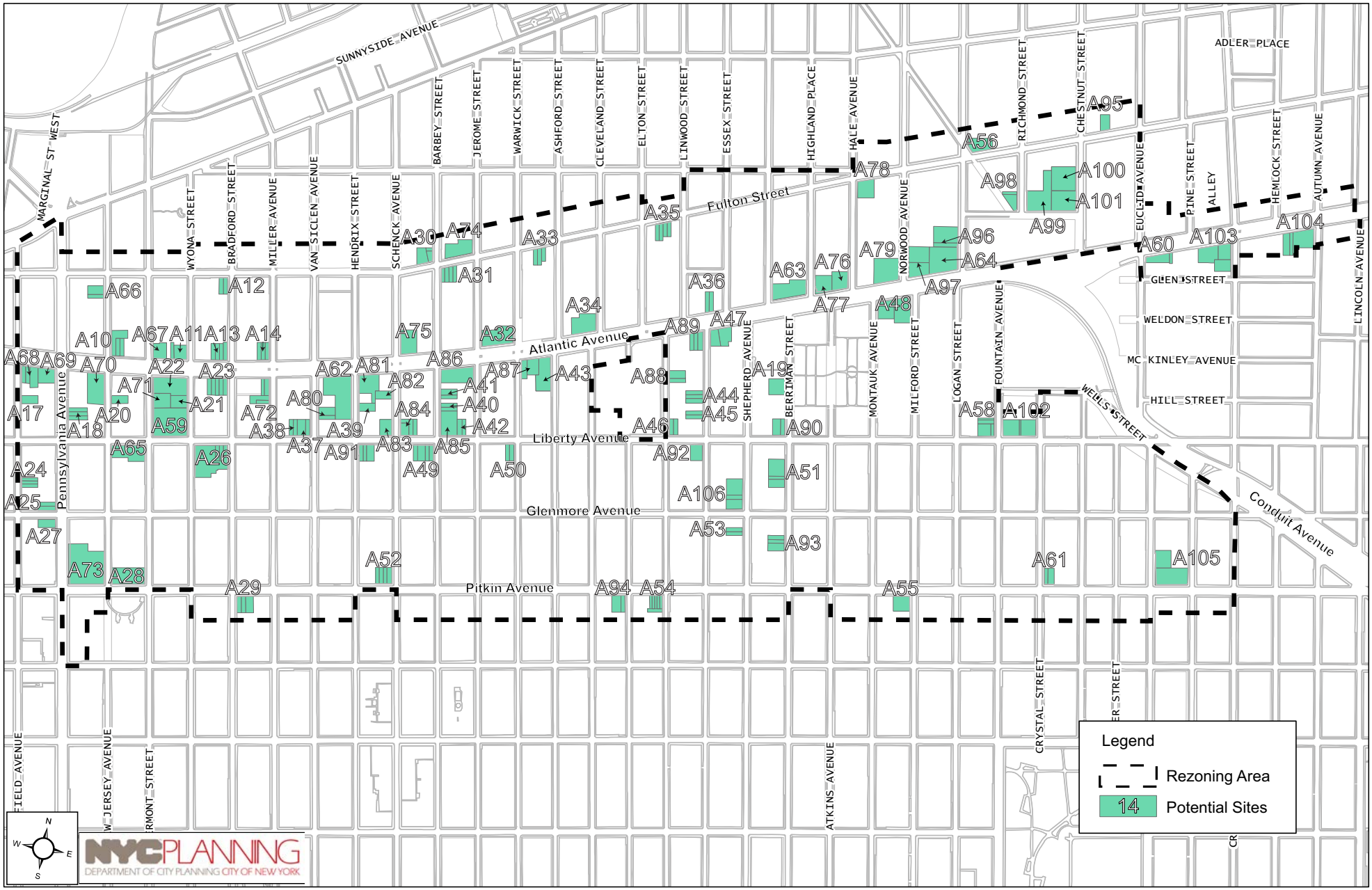




East New York Rezoning Proposal

Figure 1-6c

RWCDS - East New York/Cypress Hills Projected Development Sites



East New York Rezoning Proposal

Figure 1-6d

RWCDS - East New York/Cypress Hills Potential Development Sites

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 MIH program as discussed above 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 MIH 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; including a recent commitment by the City (through HPD) to subsidize 1,200 affordable dwelling units in the first two years of the East New York Community Plan.

Overall, it is estimated that about half of the projected dwelling units would be affordable to lower income households. The environmental review will assume that 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.

OTHER ACTIONS THAT WOULD AFFECT THE DEVELOPMENT PARAMETERS

As noted above, a 1,000 seat school is being proposed as part of the East New York Community Plan. This would be a new public school facility requiring approval and site selection from the SCA. The new school is proposed to be located on Projected Development Site 66 (Block 4142, Lot 32). Since specific elements of the school are yet to be determined, certain assumptions as to the programming, orientation and building form, and other parameters are being made for purposes of the environmental review in order to provide a conservative analysis. Specifically, a mixed-use school and residential development will be analyzed to provide a conservative analysis despite the economic realities and construction difficulties of building residential on top of a school. As further information is made known, the appropriate analyses will be updated where warranted.

As discussed above, the Department of City Planning has proposed 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 1-1 shows the No-Action conditions for the projected development sites.

As shown in Table 1-1, below, it is anticipated that, in the future without the Proposed Actions, there would be a total of approximately 1,502,180 sf of built floor area on the 80 projected development sites. Under the RWCDS, the total No-Action development would comprise 550 market-rate residential units, 653,099 sf of commercial uses, 125,886 sf of industrial uses, 156,972 sf of community facility uses, and 1,304 accessory parking spaces. The No-Action estimated population would include approximately 1,646 residents and 1,998 workers on these projected development sites.

TABLE 1-1
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	3,415 DU	+ 2,865 DU
Affordable Residential	0 DU	3,447 DU	+ 3,447 DU
Total Residential	***566,224 sf (550 DU)***	***6,901,057 sf (6,862 DU)***	***+ 6,334,833 sf (6,312 DU)***
Commercial			
Local Retail	239,316 sf	893,952 sf	+ 654,636 sf
FRESH Supermarket	30,000 sf	60,000 sf	+ 30,000 sf
Restaurant	5,650 sf	64,550 sf	+ 58,900 sf
Auto-Related	128,365 sf	0 sf	- 128,365 sf
Hotel	97,551 sf	0 sf	- 97,551 sf
Office	75,992 sf	191,887 sf	+ 115,895 sf
Warehouse/Storage/Garage	76,225 sf	0 sf	-76,225 sf
Total Commercial	***653,099 sf***	***1,210,389 sf***	***+ 557,290 sf***
Other Uses			
Industrial	125,886 sf	98,851 sf	- 27,035
Community Facility	156,972 sf[1]	614,842 sf[2]	+ 457,870 sf
Total Floor Area	**1,502,180 sf**	**8,825,138 sf**	**+ 7,322,958 sf**
Parking			
Parking Spaces	1,304	2,442	+ 1,138
Population[3]			
Residents	1,646	20,447	+ 18,801
Workers	1,998	5,708	+ 3,710

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, 163,000 sf of school uses, and 233,130 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 rates used in prior EIS documents, including the *East Midtown Rezoning FEIS*, *Atlantic Yards FEIS*, *Western Rail Yards FEIS*, *Brownsville Ascend Charter School EA*, *Coliseum Redevelopment FSEIS*, *125th Street Corridor Rezoning FEIS*, *West 57th Street Rezoning FEIS*, and others. Employee rates used are as follows: 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 school uses, three employees per 1,000 sf of all other community facility uses, and one employee per 50 parking spaces.

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 1-1, under the RWCDS, the total development expected to occur on the 80 projected development sites under the With-Action condition would consist of approximately 8,825,138 sf of floor area, including 6,901,057 sf of residential floor area (6,862 DU), 1,210,389 sf of commercial uses, 98,851 sf of industrial uses, and 614,842 sf of community facility uses, as well as 2,442 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 6,334,833 sf of residential floor area (6,312 DU), 557,290 sf of commercial space, 457,870 sf of community facility space, and 1,138 accessory parking spaces, and a net decrease of 27,035 sf of industrial space. The total difference between the built square footage in the No-Action and With-Action conditions is approximately 7,322,958 sf.

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 1-1 also provides an estimate of the number of residents and workers on the 80 projected development sites in the No-Action and With-Action conditions. As indicated in the table, under the RWCDS, the Proposed Actions would result in a net increment of 18,801 residents and 3,710 workers.

A total of 105 sites were considered less likely to be developed within the foreseeable future and were thus considered potential development sites. 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.

As noted above, Tables 1-2 and 1-3 at the end of this chapter identify the uses expected to occur on each of the 80 projected and 105 potential development sites under future No-Action and future With-Action conditions.

G. PUBLIC REVIEW PROCESS

The Proposed Actions described above are subject to public review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, as well as City Environmental Quality Review (CEQR) procedures. The ULURP and CEQR review processes are described below.

Uniform Land Use Review Procedure (ULURP)

The City's ULURP, mandated by Sections 197-c and 197-d of the City Charter, is a process specially designed to allow public review of a proposed action at four levels: the Community Board, the Borough President and (if applicable) the Borough Board, the City Planning Commission (CPC) and the City Council. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months.

The ULURP process begins with a certification by the DCP that the ULURP application is complete, which includes satisfying CEQR requirements (see the discussion below). The application is then forwarded to Brooklyn Community Boards 5 and 16, which have 60 days in which to review and discuss the approval, hold public hearings, and adopt recommendations regarding the application. Once this step is complete, the Borough President reviews the application for up to 30 days. CPC then has 60 days to review the application, during which time a

ULURP/CEQR public hearing is held. Comments made at the DEIS public hearing and subsequent comment period (the record for commenting remains open for ten days after the hearing to receive written comments) are incorporated into a FEIS. The FEIS must be completed at least ten days before CPC makes its decision on the application. CPC may approve, approve with modifications or deny the application. If the ULURP application is approved, or approved with modifications, it moves forward to the City Council for review. The City Council has 50 days to review the application and during this time will hold a public hearing on the Proposed Actions, through its Land Use Subcommittee. The Council may approve, approve with modifications or deny the application. If the Council proposes a modification to the Proposed Actions, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the proposed modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the actions as approved by the CPC. Following the Council's vote, the Mayor has five days in which to veto the Council's actions. The City Council may override the mayoral veto within 10 days.

City Environmental Quality Review (CEQR)

Pursuant to the State Environmental Quality Review Act (Article 8 of the Environmental Conservation Law; SEQRA) and its implementing regulations found at 6 NYCRR Part 617, New York City has established rules for its own environmental quality review in Executive Order 91 of 1977, as amended, and 62 RCNY Chapter 5, the Rules of Procedure for CEQR. The environmental review process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to propose reasonable alternatives, and to identify, and when practicable mitigate, significant adverse environmental effects. CEQR rules guide environmental review, as follows:

Establishing a Lead Agency: Under CEQR, a "lead agency" is the public entity responsible for conducting environmental review. Usually, the lead agency is also the entity principally responsible for carrying out, funding, or approving the proposed action(s). In accordance with CEQR rules (62 RCNY §5-03), the New York City Department of City Planning (DCP), acting as lead agency on behalf of the City Planning Commission (CPC), assumed lead agency status for the Proposed Actions.

Determination of Significance: The lead agency's first charge is to determine whether the proposed action(s) may have a significant adverse impact on the environment. To do so, DCP, in this case, evaluated an Environmental Assessment Statement (EAS) dated February 2, 2015 for the Proposed Actions. Based on the information contained in the EAS, DCP determined that the Proposed Actions may have a significant adverse impact on the environment, as defined by statute, and issued a Positive Declaration on February 3, 2015, requiring that an EIS be prepared in conformance with all applicable laws and regulations.

Scoping: Along with its issuance of a Positive Declaration, DCP issued a Draft Scope of Work for the EIS, dated February 3, 2015, marking the beginning of the comment period on the Draft Scope. "Scoping," or creating the scope of work, is the process of identifying the environmental impact analysis areas, the methodologies to be used, the key issues to be studied, and creating an opportunity for others to comment on the intended effort. CEQR requires a public scoping meeting as part of the process. A public scoping meeting was held on March 5, 2015, at Brooklyn Board 5, 127 Pennsylvania Avenue, Brooklyn, NY, 11207. The public review period for agencies and the public to review and comment on the Draft Scope of Work was open through March 16, 2014. Modifications to the Draft Scope of Work for the project's EIS were made as a result of public and interested agency input during the scoping process. A Final Scope of Work document for the Proposed Actions was issued on September 18, 2015.

Draft Environmental Impact Statement (DEIS): This DEIS was prepared in accordance with the Final Scope of Work, and followed the methodologies and criteria for determining significant adverse impacts in the *CEQR Technical Manual*. The lead agency reviewed all aspects of the document, calling on other City and state agencies to participate where the agency's expertise is relevant. Once the lead agency is satisfied that the DEIS is complete, it issues a Notice of Completion and circulates the DEIS for public review. The DEIS was deemed complete and the Notice of Completion was issued on September 18, 2015.

Public Review: Publication of the DEIS and issuance of the Notice of Completion signal the start of the public review period. During this time, which must extend for a minimum of 30 days, the public has the opportunity to review and comment on the DEIS either in writing or at a public hearing convened for the purpose of receiving such comments. When the CEQR process is coordinated with another City process that requires a public hearing, such as ULURP, the hearings may be held jointly. The lead agency must publish a notice of the hearing at least fourteen (14) days before it takes place, and must accept written comments for at least ten (10) days following the close of the hearing. All substantive comments received at the hearing become part of the CEQR record and must be summarized and responded to in the FEIS.

Final Environmental Impact Statement (FEIS): After the close of the public comment period for the DEIS, the FEIS is prepared. The FEIS must incorporate relevant comments on the DEIS, either in a separate chapter or in changes to the body of the text, graphics and tables. Once the lead agency determines the FEIS is complete, it issues a Notice of Completion and circulates the FEIS.

Findings: To document that the responsible public decision-makers have taken a hard look at the environmental consequences of a proposed action, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts of the project, potential alternatives, and potential mitigation measures. The findings may not be adopted until ten (10) days after the Notice of Completion has been issued for the FEIS. Once findings are adopted, the lead and involved agencies may take their actions (or take "no action"). This means that the CPC must wait at least 10 days after the FEIS is complete to take action on a given application.

TABLE 1-2: RWCDS Projected Development Site Summary

		Site Info			Existing Conditions							Future Without-Action Conditions														
Site		Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Commercial SF+	Auto Rel., Storage & Other SF++	Office (SF)	Total SF	Total DU's		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Auto-Related SF	Hotel SF	Office Total SF	Storage/ Warehousing SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Bldg Height
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	0	56,000	84,000	0	113	35
	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	0	46,491	0	0	0	0	46,491	0	0	35
	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	0	1,680	38,560	1,680	0	0	0	41,920	0	0	30
	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	0	10,000	0	0	0	0	0	10,000	0	0	0
05	a	3662	48	1,875	C8-2		0	0	0	1,375	0	Industrial (1)	0	0	0	0	1,800	0	0	0	1,375	0	3,175	0	0	10
	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	0	9,964	0	25	10
	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	0	3,148	0	0	0	17,308	0	25	15
	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	0	9,840	9,840	0	24	15
	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	0	1,575	0	4,750	0	0	0	17,240	3	26	20
	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	0	1,150	0	0	0	0	0	3,798	0	7	15
	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	0	9,391	9	9	25
	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	0	8,975	0	0	0	0	0	8,975	0	0	25
	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	0	34,260	0	0	0	34,260	0	0	45
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	0	14,055	4	30	25
	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	0	3,333	0	6,667	0	0	0	10,000	0	0	25
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	0	23,138	23,138	0	0	55
	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	0	0	15
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	0	0	15
	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														
19	a	3703	15	1,890	M1-1		0	0	0	0	0	Open Air Storage	0	0	0	0	0	0	7,554	0	0	0	7,554	0	0	15
	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	0	12,500	12	0	25
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	0	12,150	1	1	25
	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	0	15,416	9	9	35
	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)														

TABLE 1-2: RWCDS Projected Development Site Summary (cont'd)

		Site Info			Existing Conditions							Future Without-Action Conditions														
Site		Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Commercial SF+	Auto Rel., Storage & Other SF++	Office (SF)	Total SF	Total DU's		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Auto-Related SF	Hote l SF	Office Total SF	Storage/ Warehousing SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Bldg Height
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	0	14,600	13	0	25
	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	0	28,302	28,302	0	0	25
	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	0	15,000	0	0	25
26	a	3954	45	20,790	M1-1		12,500	0	0	12,500	0	Hotel (2)	1,297	0	0	0	0	12,500	0	0	0	0	13,797	1	30	25
	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	0	900	0	6,236	0	0	0	19,214	4	0	35
	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	0	3,576	0	900	920	0	0	9,296	0	0	25
	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	0	9,812	9,812	0	20	15
30	a	3959	18	10,140	R5	C2-3	0	10,098	0	10,098	0	Auto Repair (1)	0	0	0	0	10,098	0	0	0	0	0	10,098	0	0	15
31	a	3961	1	5,000	C8-2		0	0	0	0	0	Junk Yard	0	0	0	0	10,000	0	0	2,116	0	0	12,116	0	0	15
	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	0	2,717	0	0	0	0	0	6,017	2	0	35
	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	0	4,970	0	0	7,058	2	0	25
	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	0	3,189	2,000	0	0	10,733	2	5	25
	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)														
35	a	3963	14	2,575	C8-2		0	0	0	1,320	1	Residential (2)	1,320	0	0	2,650	0	0	0	0	0	0	3,970	1	0	25
	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	0	2,500	0	0	2,500	0	0	5,000	0	0	15
	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	0	25,467	0	0	25,467	0	40	35
	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	0	3,072	0	0	3,972	0	0	25
	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	0	11,099	0	0	0	0	0	15,999	3	0	35
	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)														
41	a	3971	17	2,000	C8-2		0	0	0	0	0	Auto Repair (1)	0	0	0	0	10,126	0	0	0	0	0	10,126	0	0	15
	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)														

TABLE 1-2: RWCDS Projected Development Site Summary (cont'd)

	Site Info			Existing Conditions							Future Without-Action Conditions														
Site	Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Commercial SF+	Auto Rel., Storage & Other SF++	Office (SF)	Total SF	Total DU's		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Auto-Related SF	Hotel SF	Office Total SF	Storage/ Warehousing SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Bldg Heigh
42a	3972	56	2,605	R5	C2-3	0	2,166	0	2,166	0	Auto Repair (1)	0	0	0	0	2,166	0	0	0	0	0	2,706	0	2	25
42b	3972	57	5,000	R5	C2-3	0	540	0	540	0	Auto Repair (1)														
43a	3973	22	5,000	M1-1		0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	0	0	16,160	16,160	0	54	15
43b	3973	24	21,800	M1-1		0	0	0	16,160	0	Medical Office (1)														
44a	3973	50	5,000	R5		0	0	0	0	0	Residential (3)	6,250	0	0	0	2,500	0	0	0	0	0	8,750	6	0	45
44b	3973	52	2,500	R5		0	2,500	0	2,500	0	Auto Repair (1)														
45a	3973	53	5,000	R5		0	0	0	2,156	2	Residential (2)	2,156	0	0	0	0	0	0	0	0	0	2,156	2	0	35
45b	3973	55	2,500	R5		0	0	0	0	0	Parking Facilities														
46a	3974	1	20,000	R5		0	0	0	79,254	22															
46b	3975	1	55,000	R5	C1-3	0	0	0	79,254	20	Residential (2)	362,500	20,000	0	0	0	0	0	0	0	0	382,500	361	357	25
47a	3977	17	2,000	M1-1		0	880	0	880	0	Auto Repair (1)	770	0	0	0	2,880	0	0	0	0	0	3,650	0	0	25
47b	3977	18	2,000	M1-1		0	2,000	0	2,770	1	Auto Repair (1)/ Residential (1)														
47c	3977	19	2,000	M1-1		0	0	0	0	0	Vacant														
47d	3977	20	2,000	M1-1		0	0	0	0	0	Vacant														
47e	3977	21	2,000	M1-1		0	0	0	0	0	Vacant														
48a	3978	14	5,000	M1-1		0	0	0	0	0	Junk Yard	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48b	3978	15	5,000	M1-1		0	0	0	0	0	Junk Yard														
49a	3982	11	5,000	R5		0	0	0	3,960	2	Residential (2)	5,560	0	0	0	0	0	0	0	0	0	5,560	4	0	25
49b	3982	13	2,500	R5		0	0	0	1,600	2	Residential (2)														
50a	3983	13	5,000	R5	C2-3	0	1,000	0	1,000	0	Auto Repair (1)	0	0	0	0	6,380	0	0	0	0	0	6,380	0	0	15
50b	3983	15	5,000	R5	C2-3	0	5,380	0	5,380	0	Auto Repair (1)														
51a	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	0	6,563	6	0	25
52a	3985	15	2,500	R5	C2-3	0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	0	0	1,600	1,600	0	3	15
52b	3985	16	2,450	R5	C2-3	0	0	0	0	0	Parking Facilities														
52c	3985	17	2,542	R5	C2-3	0	0	0	1,600	2	House of Worship (1)														
52d	3985	18	2,750	R5	C2-3	0	0	0	0	0	Vacant														
53a	3986	11	4,300	R5	C2-3	0	0	0	6,460	0	Light Industrial/Warehouse (1)	0	0	0	0	0	0	0	0	16,140	0	16,140	0	0	35
53b	3986	13	2,750	R5	C2-3	0	0	0	3,680	0	Light Industrial/Warehouse (1)														
53c	3986	14	7,750	R5	C2-3	0	0	0	6,000	0	Light Industrial/Warehouse (1)														
54a	3989	9	2,500	M1-1		0	0	0	1,900	2	Residential (2)	7,300	850	0	0	980	0	0	0	0	0	9,130	6	6	35
54b	3989	10	2,250	M1-1		850	0	0	6,250	5	Retail (1)/Residential (2)														
54c	3989	12	4,500	M1-1		0	980	0	980	0	Auto Repair (1)														
54d	3989	14	2,250	M1-1		0	0	0	0	0	Auto Repair (1)														
54e	3989	16	4,000	M1-1		0	0	0	0	0	Junk Yard														
55a	3991	8	33,000	M1-1		0	8,540	0	8,540	0	Auto Related (Towing)	0	0	0	0	8,540	0	0	0	0	0	8,540	0	28	15
56a	3992	15	3,585	R5	C2-3	0	0	0	0	0	Auto Related (Towing)	0	0	0	0	1,800	0	0	0	0	0	1,800	0	0	15
56b	3992	17	1,800	R5	C2-3	0	0	0	0	0	Auto Related (Towing)														
56c	3992	18	3,600	R5	C2-3	0	280	0	280	0	Auto Related (Towing) (1)														
56d	3992	20	3,600	R5	C2-3	0	1,520	0	1,520	0	Auto Related (Towing) (1)														
57a	3994	28	5,000	R5	C1-3	0	0	0	0	0	Vacant	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58a	3996	34	2,500	R5	C2-3	0	0	0	1,080	2	Residential (1)	10,455	0	0	0	0	0	0	1,125	0	0	11,580	10	0	25
58b	3996	35	2,500	R5	C2-3	0	1,125	0	1,125	0	Storage (1)														
58c	3996	36	2,500	R5	C2-3	0	0	0	0	0	Residential (2)														
58d	3996	37	3,275	R5	C2-3	0	0	0	0	0	Residential (2)														
58e	3996	39	1,725	R5	C2-3	0	0	0	0	0	Residential (2)														
59a	3998	30	5,000	R5	C2-3	0	0	0	0	0	Residential (2)	9,375	10,000	0	0	0	0	0	0	0	0	21,375	9	7	25
59b	3998	32	2,500	R5	C2-3	0	2,000	0	2,000	0	Garage (1)														
59c	3998	33	10,000	R5	C2-3	10,000	0	0	10,000	0	Retail (1)														
59d	3998	37	2,500	R5	C2-3	0	0	0	0	0	Residential (2)														

TABLE 1-2: RWCDS Projected Development Site Summary (cont'd)

	Site Info			Existing Conditions							Future Without-Action Conditions														
Site	Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Commercial SF+	Auto Rel., Storage & Other SF++	Office (SF)	Total SF	Total DU's		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Auto-Related SF	Hotel SF	Office Total SF	Storage/ Warehousing SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Bldg Height
60 a	4003	35	5,000	R5	C1-3	0	1,000	0	1,000	0	Auto Repair (1)	0	0	0	0	1,000	0	0	0	0	0	1,000	0	3	15
61 a	4005	16	2,500	R5		0	0	0	0	0	Residential (3)	6,250	0	0	0	0	0	0	0	0	0	6,250	6	0	35
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	0	6,590	0	0	0	0	0	6,590	0	0	15
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														
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	0	10,500	0	0	15
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	0	13,451	13	0	25
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	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	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	0	81,175	0	81,175	0	81	15
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	0	101,584	0	326	25
68 a	4149	50	18,005	C8-1		0	10,000	0	10,000	0	Auto Repair (1)	0	0	0	0	10,000	0	0	0	0	0	10,000	0	33	15
69 a	4153	34	14,950	M1-1		0	3,300	0	3,300	0	Gas Station (1)	0	3,300	0	3,000	0	0	0	0	0	0	6,300	0	5	15
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	0	10,938	9	0	35
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	0	6,250	6	0	35
72 a	4154	28	8,375	M1-1		0	0	1,200	1,200	0	Warehouse/Storage (1)	0	0	0	0	0	0	0	31,000	0	0	31,000	0	16	15
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	0	1,800	0	0	0	4,824	3	0	25
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	0	6,000	0	0	0	0	0	6,000	0	0	15
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	0	1,800	0	0	0	1,800	0	0	15
76 a	4195	21	2,963	R5	C2-2	0	0	0	0	0	Truck Storage Yard	0	0	0	0	0	0	0	0	9,196	0	9,196	0	0	15
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	0	24,999	24	0	35
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	0	18,000	0	18,000	0	0	15
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	0	2,520	22,373	19	0	35
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	0	4,008	0	0	0	4,008	0	0	15
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	0	9,600	9,600	0	19	15
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:		1,582,211			122,345	167,955	44,617	914,339	98		566,224	239,316	30,000	5,650	128,365	97,551	75,992	73,170	125,886	156,972	1,502,180	550	1,304	

Source: DCP, 2015.

+ Excludes auto-related, storage, office, and other (non-categorizable) uses

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

TABLE 1-2: RWCDS Projected Development Site Summary (cont'd)

	Site Info			Future With-Action Conditions														
Site		Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Office Total SF	Industrial SF	C Fac SF	Total SF	Total DU's	Afford - able DU's	Total Parking	Bldg Heigh
01	a	1437	46	23,333	C4-5D		Retail (1) / House of Worship (1) / Residential (10)	133,934	31,033	0	0	0	0	31,033	196,000	133	67	85	125
	b	1437	58	11,667															
02	a	1544	21	40,966	C4-4L		Retail/Restaurant(1)/Residential (8)	172,017	31,842	0	10,000	0	0	0	213,859	172	86	43	95
	b	1544	42	5,525															
03	a	3660	1	1,720	C4-4L		Retail/Restaurant(1)/Residential (8)	77,700	10,000	0	8,900	0	0	0	96,600	77	39	20	95
	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	0	46,000	37	19	6	75
05	a	3662	48	1,875	C4-4L		Retail (1) / Residential (8)	27,750	6,750	0	0	0	0	0	34,500	27	14	4	95
	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	0	46,000	36	18	9	95
	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	3,150	0	3,150	0	0	0	46,000	39	20	10	95
	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	0	11,628	83,444	71	36	30	95
	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	0	71,650	61	31	16	95
	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	0	69,375	52	26	13	95
	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	0	27,046	20	10	12	85
	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	0	46,822	37	19	19	105
	a	3675	11	8,513															
13	a	3687	12	37,379	C4-4D		Commercial Office and Retail (4) (2 BLDGS)	0	34,260	0	0	50,000	0	0	84,260	0	0	104	75
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	0	22,118	186,940	142	71	72	145
	b	3688	18	21,675															
15	a	3688	33	7,500	R6A		Light Industrial (1) /Residential (7)	20,250	0	0	0	0	6,750	0	27,000	20	10	5	85
16	a	3691	11	4,500	R8A	C2-4	Retail (1)/Residential (13)	44,613	4,059	0	0	0	0	0	48,672	44	22	13	145
	b	3691	13	2,260															
17	a	3691	24	10,000	R6A		Retail (1)/Residential (7)	27,000	9,000	0	0	0	0	0	36,000	27	14	7	85
18	a	3703	1	2,048	R7A		Residential (10)	45,999	0	0	0	0	0	0	45,999	45	23	12	105
	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															
19	a	3703	15	1,890	R7A		Residential (10)	42,550	0	0	0	0	0	0	42,550	42	21	11	105
	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	0	36,000	27	14	16	85
21	a	3939	26	2,551	R6A	C2-4	Retail (1)/Residential (7)	32,181	7,962	0	0	0	0	0	40,143	32	16	16	85
	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	0	48,866	38	19	20	85
	b	3942	16	5,542															
	c	3942	19	2,854															
	d	3942	21	2,678															

TABLE 1-2: RWCDS Projected Development Site Summary (cont'd)

	Site Info			Future With-Action Conditions															
Site		Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Office Total SF	Industrial SF	C Fac SF	Total SF	Total DU's	Afford - able DU's	Total Parking	Bldg Heigh
23	a	3946	14	7,500	R6A	C2-4	Retail (1)/Residential (7)	35,100	9,900	0	0	0	0	0	45,000	35	18	19	85
	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	0	60,000	319,982	223	112	82	145
	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	0	55,224	48	24	17	145
26	a	3954	45	20,790	R8A	C2-4	Retail (1) / Office (1) /Residential (12)	140,383	14,805	0	0	12,500	0	0	167,688	140	70	55	145
	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	0	128,065	117	59	35	145
	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	0	94,212	84	42	26	145
	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	0	35,323	26	13	16	85
30	a	3959	18	10,140	R6A	C2-4	Retail (1)/Residential (7)	27,378	9,126	0	0	0	0	0	36,504	27	14	16	85
31	a	3961	1	5,000	R6B		Residential (6)	33,000	0	0	0	0	0	0	33,000	33	17	9	55
	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	0	72,511	65	33	20	145
	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	0	28,800	28	14	7	85
	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	0	13,500	0	54,000	40	20	10	85
	b	3962	31	2,500															
	c	3962	32	2,500															
35	a	3963	14	2,575	R8A	C2-4	Retail (1)/Residential (13)	50,729	5,704	0	0	0	0	0	56,433	50	25	16	145
	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	0	18,000	18	9	5	85
	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	0	50,933	25,467	0	102,150	25	13	5	145
	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	0	36,000	36	18	9	85
	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	0	114,286	104	52	31	145
	b	3966	13	2,156															
	c	3966	14	2,229															
	d	3966	15	2,301															
	e	3966	16	7,190															
41	a	3971	17	2,000	R8A	C2-4	Retail (1)/Residential (13)	84,277	9,077	0	0	0	0	0	93,354	84	42	26	145
	b	3971	19	4,106															
	c	3971	21	6,860															

TABLE 1-2: RWCDS Projected Development Site Summary (cont'd)

	Site Info			Future With-Action Conditions														
Site		Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Office Total SF	Industrial SF	C Fac SF	Total SF	Total DU's	Afford - able DU's	Total Parking	Bldg Heigh
42	a	3972	56	2,605	R6A	C2-4	Retail (1)/Residential (7)	22,581	4,797	0	0	0	0	0	27,378	22	11	11	85
	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	0	51,600	192,960	120	60	72	145
	b	3973	24	21,800															
44	a	3973	50	5,000	R6B		Residential (6)	16,500	0	0	0	0	0	0	16,500	16	8	4	55
	b	3973	52	2,500															
45	a	3973	53	5,000	R6B		Residential (6)	16,500	0	0	0	0	0	0	16,500	16	8	4	55
	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	0	12,014	958,000	828	415	274	145
	b	3975	1	55,000	R6B		Residential (6)	121,000	0	0	0	0	0						
					R6B		Residential (6)	121,000	0	0	0	0	0						
					R6A	C2-4	Retail (1)/Residential (7)	54,000	18,000	0	0	0	0						
					R8A	C2-4	Retail (2) / Non-Profit Community Center (1) / Residential (11)	98,033	36,000	0	0	0	0	9,967					
					R6B		Residential (6)	132,000	0	0	0	0	0						
					R6B		Residential (6)	132,000	0	0	0	0	0						
					R6A	C2-4	Retail (1)/Residential (7)	54,000	18,000	0	0	0	0						
47	a	3977	17	2,000	M1-4/R6A		Residential (8)	36,000	0	0	0	0	0	0	36,000	36	18	9	85
	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	0	36,000	36	18	9	85
	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	0	27,000	20	10	11	85
	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	0	36,000	29	15	14	85
	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	0	18,900	16	8	6	85
52	a	3985	15	2,500	R6A	C2-4	Retail (1)/Residential (7)	29,676	7,195	0	0	0	0	0	36,871	29	15	15	85
	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	0	53,280	41	21	22	85
	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	0	55,800	44	22	22	85
	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	R6A	C2-4	Retail (1)/Residential (7)	89,100	29,700	0	0	0	0	0	118,800	89	45	53	85
56	a	3992	15	3,585	R6A	C2-4	Retail (1)/Residential (7)	37,755	7,551	0	0	0	0	0	45,306	37	19	18	85
	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	0	23,000	18	9	10	105
58	a	3996	34	2,500	R7A	C2-4	Retail (1)/Residential (9)	48,275	9,225	0	0	0	0	0	57,500	48	24	21	105
	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	0	92,000	78	39	34	105
	b	3998	32	2,500															
	c	3998	33	10,000															
	d	3998	37	2,500															

TABLE 1-2: RWCDS Projected Development Site Summary (cont'd)

	Site Info			Future With-Action Conditions														
Site		Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Office Total SF	Industrial SF	C Fac SF	Total SF	Total DU's	Afford-able DU's	Total Parking	Bldg Height
60	a	4003	35	5,000	R7A	C2-4	Retail (1)/Residential (9)	19,850	3,150	0	0	0	0	0	23,000	19	10	8	105
61	a	4005	16	2,500	R6A		Residential (8)	18,000	0	0	0	0	0	0	18,000	18	9	5	85
	b	4005	17	2,500															
62	a	4006	11	5,000	R6A		Residential (8)	72,000	0	0	0	0	0	0	72,000	72	36	18	85
	b	4006	13	12,000															
	c	4006	19	3,000															
63	a	4010	17	5,000	R7A	C2-4	Retail (1)/Residential (9)	63,777	11,318	0	0	0	0	0	75,095	63	32	27	105
	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	0	49,500	41	21	19	105
	b	4017	19	6,581															
65	a	4139	25	4,302	R6A		Residential (8)	40,903	0	0	0	0	0	0	40,903	40	20	10	85
	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	43,134	0	10,000	0	53,134	53,134	1,030,914	720	360	144	145
	b	4142	32	81,175			School (5) / Residential (14)	306,475	17,600	0	0	0	0	133,000					
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	241	145
							Retail/Restaurant (1) / Commercial/Office (1) / Community Center (1) / Residential (11)	247,020	37,093		10,000	33,638		44,850					
							Retail/Restaurant (1) / Commercial/Office (1) / Community Center (1) / Residential (11)	269,952	39,992		10,000	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	0	82,823	66	33	33	105
69	a	4153	34	14,950	C4-4D		Retail/Restaurant (1)/Residential (13)	125,842	10,478	0	7,500	0	0	0	143,820	125	63	43	145
	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	0	31,500	24	12	13	85
	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	0	18,000	16	8	6	75
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	0	19,294	273,938	188	94	123	145
	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	0	27,000	20	10	11	85
	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	0	25,211	21	11	10	75
75	a	4195	6	11,391	R7A		Residential (10)	52,399	0	0	0	0	0	0	52,399	52	26	13	105
76	a	4195	21	2,963	R7A		Residential (10)	55,931	0	0	0	0	0	0	55,931	55	28	14	105
	b	4195	30	9,196															
77	a	4214	12	13,500	R7A		Residential (10)	92,000	0	0	0	0	0	0	92,000	92	46	23	105
	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	0	82,800	66	33	33	105
	b	4228	17	10,800															
79	a	4232	18	13,867	C4-4D		Retail/Restaurant (1)/Residential (13)	109,960	10,709	0	5,000	0	0	0	125,669	109	55	38	145
	b	4232	17	3,587															
80	a	3989	1	5,000	R6A		Residential (8)	48,600	0	0	0	0	0	0	48,600	48	24	12	85
	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	0	33,120	101,200	68	34	42	105
	b	4210	35	16,000															
	c	4210	34	2,000															
	d	4210	43	2,000															
			Totals:	**1,582,211**				**6,901,057**	**893,952**	**60,000**	**64,550**	**191,887**	**98,851**	**614,842**	**8,825,138**	**6,862**	**3,447**	**2,442**	

Source: DCP, 2015.

TABLE 1-2: RWCDS Projected Development Site Summary (cont'd)

		Site Info			Increment														
Site		Tax Block	Tax Lot	Lot Area (SF)	Residential SF	SF (with other commercial)	Supermarket (FRESH) SF	Restaurant SF	Auto-Related SF	Hotel SF	Office Total SF	Storage/ Warehousing SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Afford - able DU's	Total Parking
01	a	1437	46	23,333	133,934	3,033	0	0	0	0	0	0	0	(24,967)	112,000	3,033	133	67	(28)
	b	1437	58	11,667															
02	a	1544	21	40,966	172,017	31,842	0	10,000	0	(46,491)	0	0	0	0	167,368	(4,649)	172	86	43
	b	1544	42	5,525															
03	a	3660	1	1,720	77,700	10,000	0	8,900	(1,680)	(38,560)	(1,680)	0	0	0	54,680	(23,020)	77	39	20
	b	3660	2	9,280															
	c	3660	29	10,000															
04	a	3661	1	10,000	37,000	9,000	0	0	(10,000)	0	0	0	0	0	36,000	(1,000)	37	19	6
05	a	3662	48	1,875	27,750	6,750	0	0	(1,800)	0	0	0	(1,375)	0	31,325	4,950	27	14	4
	b	3662	49	5,625															
06	a	3669	13	10,000	37,000	(964)	0	0	0	0	0	0	0	0	36,036	(964)	36	18	(16)
	b	3669	17	5,000															
	c	3669	20	5,000															
07	a	3669	22	15,000	39,700	(11,010)	0	3,150	0	0	(3,148)	0	0	0	28,692	(11,008)	39	20	(15)
	b	3669	26	0															
08	a	3670	9	8,140	71,816	0	0	0	0	0	0	0	0	1,788	73,604	0	71	36	6
	b	3670	31	5,000															
	c	3670	33	5,000															
09	a	3670	13	2,750	58,000	3,250	0	0	(1,575)	0	(4,750)	0	0	0	54,410	(3,590)	58	31	(10)
	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	0	(1,150)	0	0	0	0	0	65,577	13,077	52	26	6
	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	0	17,655	6,762	11	10	3
	b	3673	15	2,500															
	c	3673	16	2,500															
12	a	3675	10	1,666	37,661	9,161	0	0	(8,975)	0	0	0	0	0	37,847	186	37	19	19
	a	3675	11	8,513															
13	a	3687	12	37,379	0	34,260	0	0	0	0	15,740	0	0	0	50,000	50,000	0	0	104
14	a	3688	11	2,900	141,185	(418)	10,000	0	0	0	0	0	0	22,118	172,885	9,583	138	71	42
	b	3688	18	21,675															
15	a	3688	33	7,500	20,250	0	0	0	(3,333)	0	(6,667)	0	6,750	0	17,000	(10,000)	20	10	5
16	a	3691	11	4,500	44,613	4,059	0	0	0	0	0	0	0	(23,138)	25,534	4,059	44	22	13
	b	3691	13	2,260															
17	a	3691	24	10,000	27,000	9,000	0	0	0	0	0	0	0	0	36,000	9,000	27	14	7
18	a	3703	1	2,048	45,999	0	0	0	0	0	0	0	0	0	45,999	0	45	23	12
	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															
19	a	3703	15	1,890	42,550	0	0	0	0	0	(7,554)	0	0	0	34,996	(7,554)	42	21	11
	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	0	23,500	9,000	15	14	16
21	a	3939	26	2,551	31,181	(3,188)	0	0	0	0	0	0	0	0	27,993	(3,188)	31	16	15
	b	3939	27	8,600															
22	a	3942	1	2,500	28,942	4,508	0	0	0	0	0	0	0	0	33,450	4,508	29	19	11
	b	3942	16	5,542															
	c	3942	19	2,854															
	d	3942	21	2,678															

TABLE 1-2: RWCDS Projected Development Site Summary (cont'd)

		Site Info			Increment														
Site		Tax Block	Tax Lot	Lot Area (SF)	Residential SF	SF (with other commercial)	Supermarket (FRESH) SF	Restaurant SF	Auto-Related SF	Hotel SF	Office Total SF	Storage/ Warehousing SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Afford-able DU's	Total Parking
23	a	3946	14	7,500	21,550	8,850	0	0	0	0	0	0	0	0	30,400	8,850	22	18	19
	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	0	31,698	291,680	36,623	223	112	82
	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	0	40,224	(8,097)	48	24	17
26	a	3954	45	20,790	139,086	14,805	0	0	0	(12,500)	12,500	0	0	0	153,891	14,805	139	70	25
	b	3954	55	2,500															
27	a	3955	45	2,575	111,526	4,461	0	0	(900)	0	(6,236)	0	0	0	108,851	(2,675)	113	59	35
	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	0	(3,576)	0	(900)	(920)	0	0	84,916	51	84	42	26
	b	3957	53	4,812															
29	a	3958	20	9,812	26,492	8,831	0	0	0	0	0	0	0	(9,812)	25,511	8,831	26	13	(4)
30	a	3959	18	10,140	27,378	9,126	0	0	(10,098)	0	0	0	0	0	26,406	(972)	27	14	16
31	a	3961	1	5,000	33,000	0	0	0	(10,000)	0	0	(2,116)	0	0	20,884	(12,116)	33	17	9
	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	0	(2,717)	0	0	0	0	0	66,494	3,222	63	33	20
	b	3961	16	2,571															
	c	3961	113	5,000															
33	a	3961	31	2,500	26,712	0	0	0	0	0	0	(4,970)	0	0	21,742	(4,970)	26	14	7
	b	3961	32	2,850															
	c	3961	33	2,650															
34	a	3962	30	10,000	38,145	(3,189)	0	0	0	0	(3,189)	(2,000)	13,500	0	43,267	(8,378)	38	20	5
	b	3962	31	2,500															
	c	3962	32	2,500															
35	a	3963	14	2,575	49,409	5,704	0	(2,650)	0	0	0	0	0	0	52,463	3,054	49	25	16
	b	3963	15	2,613															
	c	3963	16	2,650															
36	a	3964	2	2,500	18,000	0	0	0	(2,500)	0	0	(2,500)	0	0	13,000	(5,000)	18	9	5
	b	3964	3	2,500															
37	a	3964	4	10,000	25,750	0	0	0	0	0	50,933	(25,467)	25,467	0	76,683	25,467	25	13	(35)
	b	3964	8	30,550															
	c	3964	23	2,500															
38	a	3964	24	2,500	35,100	0	0	0	0	0	0	(3,072)	0	0	32,028	(3,072)	36	18	9
	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	0	(11,099)	0	0	0	0	0	98,287	(2,790)	101	52	31
	b	3966	13	2,156															
	c	3966	14	2,229															
	d	3966	15	2,301															
	e	3966	16	7,190															
41	a	3971	17	2,000	84,277	9,077	0	0	(10,126)	0	0	0	0	0	83,228	(1,049)	84	42	26
	b	3971	19	4,106															
	c	3971	21	6,860															

TABLE 1-2: RWCDS Projected Development Site Summary (cont'd)

	Site Info			Increment														
Site	Tax Block	Tax Lot	Lot Area (SF)	Residential SF	SF (with other commercial)	Supermarket (FRESH) SF	Restaurant SF	Auto-Related SF	Hotel SF	Office Total SF	Storage/ Warehousing SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Affordable DU's	Total Parking
42 a	3972	56	2,605	22,581	4,797	0	0	(2,166)	0	0	0	0	0	24,672	2,091	22	11	9
42 b	3972	57	5,000															
43 a	3973	22	5,000	120,720	20,640	0	0	0	0	0	0	0	35,440	176,800	20,640	120	60	18
43 b	3973	24	21,800															
44 a	3973	50	5,000	10,250	0	0	0	(2,500)	0	0	0	0	0	7,750	(2,500)	10	8	4
44 b	3973	52	2,500															
45 a	3973	53	5,000	14,344	0	0	0	0	0	0	0	0	0	14,344	0	14	8	4
45 b	3973	55	2,500															
46 a	3974	1	20,000	465,520	68,000	20,000	0	0	0	0	0	0	21,981	575,500	88,000	467	415	(83)
46 b	3975	1	55,000															
47 a	3977	17	2,000	35,230	0	0	0	(2,880)	0	0	0	0	0	32,350	(2,880)	36	18	9
47 b	3977	18	2,000															
47 c	3977	19	2,000															
47 d	3977	20	2,000															
47 e	3977	21	2,000															
48 a	3978	14	5,000	36,000	0	0	0	0	0	0	0	0	0	36,000	0	36	18	9
48 b	3978	15	5,000															
49 a	3982	11	5,000	15,365	6,075	0	0	0	0	0	0	0	0	21,440	6,075	16	10	11
49 b	3982	13	2,500															
50 a	3983	13	5,000	29,700	6,300	0	0	(6,380)	0	0	0	0	0	29,620	(80)	29	15	14
50 b	3983	15	5,000															
51 a	3984	15	5,250	10,087	2,250	0	0	0	0	0	0	0	0	12,337	2,250	10	8	6
52 a	3985	15	2,500	29,676	7,195	0	0	0	0	0	0	0	(1,600)	35,271	7,195	29	15	12
52 b	3985	16	2,450															
52 c	3985	17	2,542															
52 d	3985	18	2,750															
53 a	3986	11	4,300	41,863	11,417	0	0	0	0	0	0	(16,140)	0	37,140	11,417	41	21	22
53 b	3986	13	2,750															
53 c	3986	14	7,750															
54 a	3989	9	2,500	37,250	10,400	0	0	(980)	0	0	0	0	0	46,670	9,420	38	22	16
54 b	3989	10	2,250															
54 c	3989	12	4,500															
54 d	3989	14	2,250															
54 e	3989	16	4,000															
55 a	3991	8	33,000	89,100	29,700	0	0	(8,540)	0	0	0	0	0	110,260	21,160	89	45	25
56 a	3992	15	3,585	37,755	7,551	0	0	(1,800)	0	0	0	0	0	43,506	5,751	37	19	18
56 b	3992	17	1,800															
56 c	3992	18	3,600															
56 d	3992	20	3,600															
57 a	3994	28	5,000	18,500	4,500	0	0	0	0	0	0	0	0	23,000	4,500	18	9	10
58 a	3996	34	2,500	37,820	9,225	0	0	0	0	0	(1,125)	0	0	45,920	8,100	38	24	21
58 b	3996	35	2,500															
58 c	3996	36	2,500															
58 d	3996	37	3,275															
58 e	3996	39	1,725															
59 a	3998	30	5,000	68,675	3,950	0	0	0	0	0	0	0	0	70,625	1,950	69	39	27
59 b	3998	32	2,500															
59 c	3998	33	10,000															
59 d	3998	37	2,500															

TABLE 1-2: RWCDS Projected Development Site Summary (cont'd)

		Site Info			Increment														
Site		*Tax Block*	*Tax Lot*	*Lot Area (SF)*	*Residential SF*	*SF (with other commercial)*	*Supermarket (FRESH) SF*	*Restaurant SF*	*Auto-Related SF*	*Hotel SF*	*Office Total SF*	*Storage/ Warehousing SF*	*Industrial SF*	*C Fac SF*	*Total SF*	*Total Commercial SF*	*Total DU's*	*Afford-able DU's*	*Total Parking*
60	a	4003	35	5,000	19,850	3,150	0	0	(1,000)	0	0	0	0	0	22,000	2,150	19	10	5
61	a	4005	16	2,500	11,750	0	0	0	0	0	0	0	0	0	11,750	0	12	9	5
	b	4005	17	2,500															
62	a	4006	11	5,000	72,000	0	0	0	(6,590)	0	0	0	0	0	65,410	(6,590)	72	36	18
	b	4006	13	12,000															
	c	4006	19	3,000															
63	a	4010	17	5,000	63,777	818	0	0	0	0	0	0	0	0	64,595	818	63	32	27
	b	4010	19	11,325															
64	a	4017	15	4,180	27,980	8,069	0	0	0	0	0	0	0	0	36,049	8,069	28	21	19
	b	4017	19	6,581															
65	a	4139	25	4,302	40,903	0	0	0	0	0	0	0	0	0	40,903	0	40	20	10
	b	4139	29	7,060															
66	a	4142	1	79,700	720,912	60,734	0	10,000	0	0	0	0	(28,041)	186,134	949,739	70,734	720	360	63
	b	4142	32	81,175															
67	a	4143	1	196,286	1,054,311	10,501	0	20,000	0	0	78,454	0	0	177,935	1,341,200	108,954	1,054	527	(85)
68	a	4149	50	18,005	66,618	16,205	0	0	(10,000)	0	0	0	0	0	72,823	6,205	66	33	0
69	a	4153	34	14,950	125,842	7,178	0	4,500	0	0	0	0	0	0	137,520	11,678	125	63	38
	b	4153	40	5,025															
70	a	4153	76	3,750	14,037	6,525	0	0	0	0	0	0	0	0	20,562	6,525	15	12	13
	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	0	11,750	2,000	10	8	6
72	a	4154	28	8,375	188,827	65,817	0	0	0	0	0	(31,000)	0	19,294	242,938	34,817	188	94	107
	b	4154	35	7,325															
	c	4154	45	22,347															
73	a	4154	99	2,500	17,901	6,075	0	0	0	0	(1,800)	0	0	0	22,176	4,275	17	10	11
	b	4154	100	5,000															
74	a	4194	17	7,003	21,711	3,500	0	0	(6,000)	0	0	0	0	0	19,211	(2,500)	21	11	10
75	a	4195	6	11,391	52,399	0	0	0	0	0	(1,800)	0	0	0	50,599	(1,800)	52	26	13
76	a	4195	21	2,963	55,931	0	0	0	0	0	0	0	(9,196)	0	46,735	0	55	28	14
	b	4195	30	9,196															
77	a	4214	12	13,500	67,001	0	0	0	0	0	0	0	0	0	67,001	0	68	46	23
	b	4214	20	6,500															
78	a	4228	13	7,200	66,600	16,200	0	0	0	0	0	0	(18,000)	0	64,800	16,200	66	33	33
	b	4228	17	10,800															
79	a	4232	18	13,867	90,107	10,709	0	5,000	0	0	0	0	0	(2,520)	103,295	15,709	90	55	38
	b	4232	17	3,587															
80	a	3989	1	5,000	48,600	0	0	0	0	0	(4,008)	0	0	0	44,592	(4,008)	48	24	12
	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	0	23,520	91,600	0	68	34	23
	b	4210	35	16,000															
	c	4210	34	2,000															
	d	4210	43	2,000															
			Totals:	**1,582,211**	**6,334,833**	**654,636**	**30,000**	**58,900**	**(128,365)**	**(97,551)**	**115,895**	**(73,170)**	**(27,035)**	**457,870**	**7,322,957**	**557,290**	**6,312**	**3,447**	**1,138**

Source: DCP, 2015.

TABLE 1-3: RWCDS 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	Comml SF	Supermarket	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Bldg Height
A1	a 1437	21	12,500	M1-2		0	4,641	0	0	0	Storage/Garage (1)	0	0	0	0	0	0	0	0	0	4,641	0	4,641	0	5	15
	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	0	4,040	0	0	1,304	0	0	0	10,126	2	4	25
	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	0	0	0	28,716	28,716	0	0	40
A4	a 1540	70	3,796	M1-1		0	1,986	0	1,986	0	Auto Repair (1)	0	0	0	0	1,986	0	0	0	16,310	0	0	18,296	0	0	15
	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	0	0	0	1,420	1	1	10
	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	0	0	0	9,440	0	31	10
A7	a 1553	13	25,000	M1-2		0	10,000	0	10,000	0	Warehouse (1)	0	0	0	0	0	0	0	10,000	0	15,000	0	25,000	0	48	10
	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	0	29,548	0	0	0	0	29,548	0	15	10
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	0	0	32,085	0	0	10
	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	0	0	2,525	0	0	0	13,575	2	8	30
	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	0	0	0	0	1,952	0	0	11,088	0	0	13,040	0	0	20
	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	0	0	0	2,500	0	0	0	2,100	0	0	4,600	0	0	10
	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	0	0	0	11,470	5	0	30
	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	0	900	900	2,875	0	0	2,298	9,412	0	14	30
	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	0	5,000	0	0	0	0	5,000	0	0	10
A16	a 3675	25	5,000	M1-4		0	0	0	0	0	Warehouse (1)	0	0	0	0	0	0	5,000	0	0	0	0	5,000	0	0	10
A17	a 3686	9	5,000	M1-1		0	5,000	0	5,000	0	Warehouse (1)	0	0	0	0	0	0	5,000	0	0	0	0	5,000	0	3	10
A18	a 3687	5	2,500	C8-2		1,875	0	625	2,500	0	Commercial & Office (1)	2,412	3,063	0	0	0	3,625	0	0	0	0	0	9,100	2	0	30
	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	0	10,000	0	0	0	0	10,000	0	0	10
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	0	0	0	2,000	2	0	20
A21	a 3689	25	2,500	C8-2		0	0	0	1,305	2	Residential (1)	1,305	0	0	0	5,000	0	0	0	0	0	0	6,305	1	0	20
	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	0	0	0	10,460	0	26	10
	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	0	5,000	875	0	0	0	0	0	10,675	2	0	30
	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	0	2,000	0	4,000	0	0	0	0	6,000	0	0	15
	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 1-3: RWCDS Potential Development Site Summary (cont'd)

		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	Comml SF	Supermarket	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Bldg Height
A25	a	3703	35	2,500	R5		594	0	0	594	0	Retail (2)	0	2,294	0	0	0	1,700	0	700	0	0	0	4,694	0	2	25
	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	0	27,988	0	0	0	0	32,384	2	0	25
	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	0	0	0	3,319	0	8	45
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	0	0	0	10,150	0	25	15
A29	a	3742	16	2,500	R6	C2-3	0	0	0	0	0	Retail (1) / Residential (1)	3,575	6,075	0	0	0	2,500	0	0	0	0	2,500	14,650	3	27	25
	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	0	0	600	0	0	0	10,811	3	23	35
	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	0	0	0	8,500	0	0	15
	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	0	87,260	0	0	0	0	87,260	0	0	45
A33	a	3952	20	2,550	R5	C2-3	0	591	0	591	0	Residential (2)	8,872	0	0	0	0	1,438	0	0	0	0	0	10,310	7	0	35
	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	0	52,640	0	0	0	0	52,640	0	3	45
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	0	0	0	748	13,928	10	1	45
	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	0	3,075	200	0	0	0	3,125	0	6,400	0	0	15
	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	0	0	0	5,000	0	0	0	5,000	0	0	10,000	0	0	25
	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	0	0	0	3,900	3	0	25
	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	0	0	3,037	0	0	0	4,287	1	10	25
A40	a	3965	3	2,500	R5		0	0	0	864	2	Residential (2)	2,282	0	0	0	0	0	0	0	0	0	0	2,282	1	1	25
	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	0	0	0	4,136	3	3	25
	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	0	0	0	3,100	0	5,503	2	2	35
	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	0	500	8,560	500	0	0	6,460	20,457	1	2	35
	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	0	0	0	7,598	7	7	25
	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	0	0	0	3,200	2	2	25
	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	0	0	0	1,000	1	1	25
	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	3,806	0	0	0	7,833	0	0	7,833	7,833	0	31,349	4	56	35
	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	0	1,000	61,910	0	0	0	0	78,137	0	0	35
	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	0	280	4,125	0	0	4,750	0	12,280	0	15	25
	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 1-3: RWCDS Potential Development Site Summary (cont'd)

		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	Comml SF	Supermarket	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Bldg Height
A50	a	3982	17	2,500	R5		0	0	0	1,540	2	Residential (2)	4,490	1,300	0	0	0	0	0	575	0	0	0	6,365	3	2	35
	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	0	0	0	10,500	0	10,500	0	0	15
	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	0	0	0	16,010	13	12	35
	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	0	0	0	6,250	6	6	25
	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	0	0	0	9,540	1	1	25
	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	0	0	0	6,000	9,000	0	0	25
A56	a	4126	1	11,350	R5	C2-3	14,500	0	0	14,500	0	Retail/Restaurant (2)	0	7,250	0	7,250	0	0	0	0	0	0	0	14,500	0	0	25
A58	a	4154	92	1,083	R5	C2-3	0	0	0	1,282	1	Residential (1)	2,982	1,700	0	0	0	0	6,000	0	0	0	0	10,682	2	2	25
	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	0	0	0	36,050	0	120	15
A60	a	4162	2	4,745	C8-1		0	1,560	0	1,560	0	Auto Repair (1)	1,944	0	0	0	1,560	0	0	0	0	0	0	3,504	1	0	25
	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	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	0	0	3,018	0	0	0	0	0	0	0	3,018	0	35	15
A63	a	3958	49	20,653	C8-2		4,332	0	0	4,332	0	Drive-Thru Restaurant (1)	0	0	0	4,332	0	0	0	0	0	0	0	4,332	0	21	15
A64	a	4137	44	27,519	M1-1		3,300	0	0	3,300	0	Drive-Thru Restaurant (1)	0	0	0	3,300	0	0	0	0	0	0	0	3,300	0	35	15
A65	a	3705	16	17,648	M1-1		0	17,648	15,648	33,296	0	Office (1) / Gym (1)	0	0	0	0	0	15,648	0	0	17,648	0	0	33,296	0	0	25
A66	a	3670	25	5,000	C8-2		0	0	0	2,043	3	Residential (2)	2,043	0	0	0	0	0	2,625	0	0	0	0	4,668	2	0	30
	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	0	5,750	0	0	0	0	0	11,966	5	0	35
	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	2,760	0	0	2,290	0	0	0	3,625	0	0	15,245	6	0	35
	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	0	12,168	0	0	0	0	0	21,768	6	0	35
	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	0	4,505	0	0	0	0	0	4,505	0	26	15
A71	a	3689	11	9,361	C8-2		0	9,361	0	9,361	0	Warehouse/Storage (1)	0	0	0	0	0	0	9,361	0	0	0	0	9,361	0	0	15
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	0	3,158	0	0	0	0	11,348	5	3	35
	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	0	95,200	0	0	0	0	95,200	0	48	75
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	0	0	0	9,000	0	0	15
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	0	5,105	0	0	0	0	14,905	0	0	25
A76	a	3959	52	11,061	C8-2		0	1,845	0	1,845	0	Gas Station (1)	0	0	0	0	1,845	0	0	0	0	0	0	1,845	0	0	15
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	0	1,667	0	0	0	0	3,167	0	0	15
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	0	0	0	9,471	0	0	15
A79	a	3960	58	22,049	C8-2		0	0	0	0	0	Drive-Thru Restaurant (1)	0	0	0	3,911	0	0	0	0	0	0	0	3,911	0	25	15

TABLE 1-3: RWCDS Potential Development Site Summary (cont'd)

	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	Comml SF	Supermarket	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Bldg Height
A80 a	3962	1	2,500	C8-2		0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	0	0	4,000	0	4,000	0	0	15
A80 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	0	3,120	0	0	0	0	0	0	3,120	0	0	15
A82 a	3963	18	5,000	C8-2		0	5,000	0	5,000	0	Warehouse/Storage (1)	0	0	0	0	0	0	5,000	0	0	0	0	5,000	0	0	15
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	0	0	0	11,176	11,176	0	37	25
A84 a	3964	1	1,250	M1-1		0	0	0	0	0	Parking Facilities	1,160	298	0	0	0	1,052	0	0	0	5,519	0	8,029	1	5	25
A84 b	3964	33	2,500	M1-1		0	0	0	1,160	0	Residential (2)															
A84 c	3964	34	2,500	M1-1		0	0	500	2,619		Manufacturing (2)															
A84 d	3964	35	3,750	M1-1		298	0	552	4,250		Manufacturing (2)															
A85 a	3965	1	15,000	R5		0	10,000	0	10,000	0	Warehouse/Distribution (1)	0	0	0	0	0	0	10,000	0	0	0	0	10,000	0	0	15
A86 a	3965	11	18,111	C8-2		0	1,597	0	1,597	0	Gas Station (1)	0	0	0	0	1,597	0	0	0	0	0	0	1,597	0	0	15
A87 a	3967	13	3,848	C8-2		0	0	12,126	12,126	0	Office (4)	0	0	0	0	0	14,501	0	0	4,157	0	0	18,658	0	0	45
A87 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	0	Residential (2)	2,009	0	0	0	0	0	0	0	0	0	377	2,386	1	2	25
A88 b	3971	11	5,000	R5		0	0	0	1,508	0	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	0	500	0	0	0	0	0	0	7,575	2	0	25
A89 b	3971	25	2,698	C8-2		1,655	0	0	2,655	2	Retail (1) / Residential (1)															
A89 c	3971	26	3,656	C8-2		2,660	0	0	4,420	1	Retail (1) / Residential (1)															
A90 a	3973	57	2,500	R5		1,020	0	0	3,000	0	Retail (1) / Residential (2)	1,980	1,020	0	0	1,375	0	0	0	0	0	0	4,375	1	1	35
A90 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	0	Retail (1) / Residential (2)	7,094	1,116	0	0	798	0	0	0	0	0	0	9,008	6	0	35
A91 b	3979	12	2,500	M1-1		0	0	0	0	2	Parking Facilities															
A91 c	3979	13	4,500	M1-1		516	798	0	4,416	0	Retail/Auto Repair (1) / Residential (1)															
A92 a	3987	17	7,504	R5	C2-3	0	5,010	0	6,900	0	Wholesale/Storage (1) / Residential (1)	1,890	0	0	0	0	0	5,010	0	0	0	0	6,900	1	1	35
A93 a	4005	19	2,600	R5		0	0	0	0	0	Residential (2)	6,250	0	0	0	0	0	5,000	0	0	0	0	11,250	6	6	25
A93 b	4005	20	2,400	R5		0	0	0	0	2	Residential (2)															
A93 c	4005	21	5,000	R5		0	5,000	0	5,000		Warehouse/Storage (1)															
A94 a	4017	22	5,700	R5	C2-3	400	0	0	2,160	0	Retail (1) / Residential (1)	1,760	400	0	0	0	0	0	0	0	0	0	2,160	1	1	25
A94 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	0	0	0	3,500	0	9	15
A96 a	4137	39	15,000	M1-1		0	15,000	4,950	19,950	0	Auto Repair (1)	0	0	0	0	15,000	4,950	0	1,250	0	0	0	21,200	0	24	20
A96 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	0	20,885	0	0	0	0	0	0	20,885	0	40	15
A97 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	0	Residential (2)	1,224	0	0	0	4,360	0	0	0	0	0	0	5,584	1	0	25
A98 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	0	26,197	0	0	0	0	26,197	0	38	25
A99 b	4141	4	19,230	M1-1		0	20,856	0	20,856	1	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	0	11,250	0	0	0	3,000	0	14,250	0	63	25
A100 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	0	12,790	0	0	0	0	12,790	0	0	15
A101 b	4141	35	7,990	M1-1		0	7,050	0	7,050	0	Parking Facilities/Storage															
A101 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	0	11,410	0	0	0	0	0	0	11,410	0	15	15
A102 b	4156	45	9,050	R5	C2-3	0	6,480	0	6,480	0	Auto Repair (1)															
A102 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	0	0	0	17,406	0	20	15
A103 b	4162	22	7,771	C8-1		7,750	0	0	7,750	0	Retail (1)															
A103 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	0	20,957	1,365	0	0	0	0	0	22,322	0	15	25
A104 b	4167	24	2,867	C8-1		0	2,767	1,365	4,132	0	Auto Repair (1)															
A104 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	0	60,330	0	0	0	0	0	60,330	0	101	45
A105 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	0	0	10,000	0	0	0	20,815	10	42	25
A106 b	3988	34	2,500	R5		0	0	0	3,315	0	Residential (2)															
A106 c	3988	35	6,000	R5		0	200	0	200	0	Residential (2)															

Source: DCP, 2015.

+ Excludes auto-related, storage, office, and other (non-categorizable) uses

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

TABLE 1-3: RWCDS Potential Development Site Summary (cont'd)

	Site Information			Future With-Action Conditions														
Site	Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Comml SF	Supermarket (FRESH)	Restaurant SF	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Afford-able DU's	Total Parking	Bldg Height
A1 a	1437	21	12,500	C4-5D		Retail (1) / Residential (11)	84,658	13,482	0	0	0	0	0	98,140	84	42	54	125
b	1437	23	5,025															
A2 a	1450	1	2,300	R7A	C2-4	Retail (1) / C.F. (1) /Residential (8)	46,001	10,836	0	0	0	0	14,900	71,737	46	23	23	105
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	C4-5D		Retail (1) / C.F. (1) /Residential (10)	51,800	11,200	0	0	0	0	15,400	78,400	51	26	39	125
A4 a	1540	70	3,796	C4-4L		Retail (1)/Residential (8)	77,773	10,000	0	3,086	0	0	0	90,859	77	39	19	95
b	1540	72	15,200															
c	1540	82	756															
A5 a	1544	14	1,500	R6A		Residential (8)	23,519	0	0	0	0	0	0	23,519	23	12	6	85
b	1544	15	2,533															
b	1544	16	2,500															
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	15	125
A7 a	1553	13	25,000	M1-4/R7D		Light Industrial (1) / Residential (11)	119,300	0	0	0	0	20,700	0	140,000	119	60	0	125
b	1553	18	0															
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	0	125
A9 a	1574	23	17,533	C4-5D		Retail (1) / Residential (11)	122,805	9,714	0	9,714	0	0	0	142,233	122	61	50	125
b	1574	32	7,866															
A10 a	3671	41	2,800	C4-4D		Retail (2) / Residential (12)	71,917	11,986	0	11,986	0	0	0	95,889	71	36	38	145
b	3671	42	2,800															
c	3671	43	7,718															
A11 a	3672	43	6,847	C4-4D		Retail (1) / Residential (13)	55,881	7,983	0	0	0	0	0	63,864	55	28	19	145
b	3672	46	2,023															
A12 a	3673	20	2,500	R6A	C2-4	Retail (1) / Residential (7)	13,950	4,050	0	0	0	0	0	18,000	13	7	7	85
a	3673	21	2,500															
A13 a	3673	36	2,729	C4-4D		Retail (2) / Residential (12)	57,301	8,325	0	8,325	0	0	0	73,951	57	29	48	145
b	3673	37	2,300															
c	3673	38	2,300															
d	3673	39	2,942															
A14 a	3674	38	2,725	R8A	C2-4	Retail (1) / Residential (13)	52,141	6,935	0	0	0	0	0	59,076	52	26	17	145
b	3674	39	2,740															
c	3674	40	2,740															
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	10	105
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	10	105
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	10	145
A18 a	3687	5	2,500	C4-4D		Retail (1) / Residential (13)	51,750	5,850	0	0	0	0	0	57,600	51	26	16	145
b	3687	6	2,750															
c	3687	7	2,750															
A19 a	3973	46	10,000	R6B		Residential (6)	22,000	0	0	0	0	0	0	22,000	22	11	6	55
A20 a	3688	9	5,000	R6B		Residential (6)	11,000	0	0	0	0	0	0	11,000	11	6	3	55
A21 a	3689	25	2,500	R6A		Residential (8)	27,000	0	0	0	0	0	0	27,000	27	14	7	85
b	3689	26	5,000															
A22 a	3689	12	10,460	C4-4D		Retail (1) / Residential (13)	133,938	8,487	0	8,487	0	0	0	150,912	133	67	44	145
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	C4-4D		Retail (1) / Residential (13)	81,325	9,561	0	0	0	0	0	90,886	81	41	26	145
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	R7A		Residential (10)	27,600	0	0	0	0	0	0	27,600	27	14	7	105
b	3703	8	2,000															
c	3703	9	2,000															

TABLE 1-3: RWCDS Potential Development Site Summary (cont'd)

	Site Information			Future With-Action Conditions														
Site	Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Comml SF	Supermarket (FRESH)	Restaurant SF	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Afford-able DU's	Total Parking	Bldg Height
A25 a	3703	35	2,500	R7A	C2-4	Residential (10)	23,000	0	0	0	0	0	0	23,000	23	12	6	105
b	3703	36	2,500															
A26 a	3707	7	32,019	M1-4/R6A		Residential (8)	133,178	0	0	0	0	0	0	133,178	133	67	0	85
b	3707	15	2,475															
c	3707	16	2,500															
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	10	105
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	23	105
a	3742	16	2,500	R7A	C2-4	Retail (1)/Residential (9)	38,350	7,650	0	0	0	0	0	46,000	38	19	18	105
A29 b	3742	18	2,500															
c	3742	20	5,000															
a	3935	43	2,077	R6A	C2-4	Retail (1)/Residential (7)	25,529	6,758	0	0	0	0	0	32,287	25	13	13	85
A30 b	3935	44	6,061															
c	3935	142	831															
a	3950	17	1,720	R6A	C2-4	Retail (1)/Residential (7)	24,868	6,517	0	0	0	0	0	31,385	24	12	13	85
A31 b	3950	18	2,295															
c	3950	19	2,423															
d	3950	20	2,280															
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	43	145
a	3952	20	2,550	R6A	C2-4	Retail (1)/Residential (7)	21,119	5,204	0	0	0	0	0	26,323	21	11	10	85
A33 b	3952	21	2,594															
c	3952	22	2,168															
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	45	145
a	3955	20	2,580	R6A	C2-4	Retail (1)/Residential (7)	28,510	7,071	0	0	0	0	0	35,581	28	14	14	85
A35 b	3955	21	2,735															
c	3955	22	2,209															
d	3955	23	2,360															
A36 a	3956	23	3,137	R8A	C2-4	Retail (1)/Residential (13)	40,677	4,768	0	0	0	0	0	45,445	40	20	13	145
b	3956	24	3,175															
A37 a	3961	26	2,500	M1-4/R6A		Light Industrial (1) / Residential (7)	21,150	0	0	0	0	5,850	0	27,000	21	11	0	145
b	3961	27	5,000															
A38 a	3961	29	2,500	M1-4/R6A		Retail (1)/Residential (7)	14,400	3,600	0	0	0	0	0	18,000	14	7	0	85
b	3961	30	2,500															
A39 a	3963	3	5,000	R6B		Residential (5)	11,000	0	0	0	0	0	0	11,000	11	6	3	55
A40 a	3965	3	2,500	R6B		Residential (5)	11,000	0	0	0	0	0	0	11,000	11	6	3	55
b	3965	4	2,500															
A41 a	3965	6	2,500	R6B		Residential (5)	13,750	0	0	0	0	0	0	13,750	13	7	3	55
b	3965	7	3,750															
A42 a	3965	32	2,192	R6A	C2-4	Retail (1)/Residential (7)	15,264	3,816	0	0	0	0	0	19,080	15	8	8	85
b	3965	33	3,108															
a	3967	19	1,467	R8A/R6B	C2-4	Retail (1)/ C.F. (2) / Residential (11)	55,804	4,893	0	0	0	0	12,232	72,929	55	28	16	145
b	3967	20	1,512															
c	3967	21	1,520															
A43 d	3967	22	1,670															
e	3967	24	1,460															
f	3967	25	9,000															
a	3971	39	2,617	R6B		Residential (5)	17,219	0	0	0	0	0	0	17,219	17	9	4	55
A44 b	3971	40	2,610															
c	3971	41	2,600															
a	3971	44	2,600	R6B		Residential (5)	11,385	0	0	0	0	0	0	11,385	11	6	3	55
A45 b	3971	45	2,575															
a	3971	53	2,500	R6A	C2-4	Retail (1)/Residential (7)	13,950	4,050	0	0	0	0	0	18,000	13	7	3	85
A46 b	3971	54	2,500															
a	3972	20	5,366	R8A	C2-4	Retail (1)/Residential (13)	87,327	10,730	0	0	0	0	0	98,057	87	44	28	145
A47 b	3972	22	8,253															
a	3976	31	10,500	C4-4D		Retail/Restaurant (1) / Office (2) /Residential (11)	112,807	13,010	0	7,500	51,276	0	0	184,593	112	56	95	145
A48 b	3976	35	15,138															
a	3980	14	2,575	M1-4/R6A		Retail (1)/Residential (7)	36,216	9,054	0	0	0	0	0	45,270	36	18	0	85
b	3980	15	5,000															
A49 c	3980	17	2,500															
d	3980	19	2,500															

TABLE 1-3: RWCDS Potential Development Site Summary (cont'd)

	Site Information			Future With-Action Conditions														
Site	Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Comml SF	Supermarket (FRESH)	Restaurant SF	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Afford-able DU's	Total Parking	Bldg Height
A50 a	3982	17	2,500	R6A	C2-4	Retail (1)/Residential (7)	20,700	6,300	0	0	0	0	0	27,000	20	10	11	85
A50 b	3982	18	5,000															
A51 a	3989	20	10,500	R6A		Residential (8)	63,000	0	0	0	0	0	0	63,000	63	32	16	85
A51 b	3989	24	2,000															
A51 c	3989	25	5,000															
A52 a	3995	29	5,000	R7A	C2-4	Retail (1)/Residential (9)	45,660	9,540	0	0	0	0	0	55,200	45	23	21	105
A52 b	3995	31	2,500															
A52 c	3995	32	2,500															
A52 d	3995	129	2,000															
A53 a	4004	19	2,500	R6A		Residential (8)	18,000	0	0	0	0	0	0	18,000	18	9	5	85
A53 b	4004	20	2,500															
A54 a	4018	15	1,240	R7A	C2-4	Retail (1)/Residential (9)	31,953	5,882	0	0	0	0	0	37,835	31	16	14	105
A54 b	4018	16	1,240															
A54 c	4018	17	1,240															
A54 d	4018	18	1,240															
A54 e	4018	19	2,025															
A54 f	4018	118	1,240															
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	16	105
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	18	85
A58 a	4154	92	1,083	R6A	C2-4	Retail (1)/Residential (7)	38,759	10,139	0	0	0	0	0	48,898	38	19	20	85
A58 b	4154	93	2,500															
A58 c	4154	94	4,000															
A58 d	4154	95	6,000															
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	0	85
A60 a	4162	2	4,745	R7A	C2-4	Retail (1)/Residential (9)	21,867	5,094	0	0	0	0	0	26,961	21	11	10	105
A60 b	4162	10	1,116															
A61 a	4211	43	4,000	R7A	C2-4	Retail (1) / C.F. (1) / Residential (8)	18,240	4,160	0	0	0	0	5,200	27,600	18	9	9	105
A61 b	4211	45	2,000															
A62 a	3962	9	20,114	R8A	C2-4	Retail/Restaurant (2) /Residential (12)	141,725	28,705	0	7,500	0	0	0	177,930	141	71	66	145
				R6B		Residential (5)												
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	42	145
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	60	145
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	0	85
A66 a	3670	25	5,000	C4-4L		Retail (1)/Residential (8)	29,775	4,725	0	0	0	0	0	34,500	29	15	7	95
A66 b	3670	27	2,500															
A67 a	3672	48	1,966	C4-4D		Retail (1)/Residential (13)	49,318	5,811	0	0	0	0	0	55,129	49	25	16	145
A67 b	3672	49	1,943															
A67 c	3672	50	1,853															
A67 d	3672	51	1,895															
A68 a	3686	15	2,517	C4-4D		Retail (1)/Residential (13)	71,818	8,707	0	0	0	0	0	80,525	71	36	23	145
A68 b	3686	16	2,517															
A68 c	3686	17	6,150															
A69 a	3686	19	4,136	C4-4D		Retail (1)/Residential (13)	52,522	6,459	0	0	0	0	0	58,981	52	26	17	145
A69 b	3686	21	4,056															
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	43	145
A71 a	3689	11	9,361	M1-4/R6A		Residential (8)	33,700	0	0	0	0	0	0	33,700	33	17	0	85
A72 a	3691	14	1,902	R8A	C2-4	Retail (1)/Residential (13)	42,103	3,697	0	0	0	0	0	45,800	40	21	6	145
A72 b	3691	15	2,626	R8A	C2-4	Retail (1)/Residential (13)												
A72 c	3691	16	4,400	R6B		Residential (5)												
A72 d	3691	18	1,600	R6B		Residential (5)												
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	217	145
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	13	85
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	33	145
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	22	145
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	22	145
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	21	85
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	45	145

TABLE 1-3: RWCDS Potential Development Site Summary (cont'd)

		Site Information			Future With-Action Conditions														
Site		Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Comml SF	Supermarket (FRESH)	Restaurant SF	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Afford-able DU's	Total Parking	Bldg Height
A80	a	3962	1	2,500	R6B		Residential (5)	16,500	0	0	0	0	0	0	16,500	16	8	4	55
	b	3962	2	5,000															
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	33	145
A82	a	3963	18	5,000	R6B		Residential (5)	11,000	0	0	0	0	0	0	11,000	11	6	3	55
A83	a	3963	26	7,458	M1-4/R6A		Residential (8)	26,849	0	0	0	0	0	0	26,849	26	13	0	85
A84	a	3964	1	1,250	M1-4/R6A		Residential (8)	36,000	0	0	0	0	0	0	36,000	36	18	0	85
	b	3964	33	2,500															
	c	3964	34	2,500															
	d	3964	35	3,750															
A85	a	3965	1	15,000	R6A/R6B	C2-4	Retail (1)/Residential (7)	30,000	12,600	0	0	0	0	0	42,600	30	15	21	85
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	39	145
A87	a	3967	13	3,848	R8A	C2-4	Retail (1)/Residential (13)	66,217	7,965	0	0	0	0	0	74,182	66	33	21	145
	b	3967	15	6,455															
A88	a	3971	10	2,500	R6B		Residential (5)	16,500	0	0	0	0	0	0	16,500	16	8	4	55
	b	3971	11	5,000															
A89	a	3971	24	2,588	R8A	C2-4	Retail (1)/Residential (13)	57,246	7,135	0	0	0	0	0	64,381	57	29	18	145
	b	3971	25	2,698															
	c	3971	26	3,656															
A90	a	3973	57	2,500	R6A	C2-4	Retail (1)/Residential (7)	21,150	5,850	0	0	0	0	0	27,000	21	11	11	85
	b	3973	58	5,000															
A91	a	3979	11	2,500	M1-4/R6A		Residential (8)	34,200	0	0	0	0	0	0	34,200	34	17	0	85
	b	3979	12	2,500															
	c	3979	13	4,500															
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	12	85
A93	a	4005	19	2,600	R6A		Residential (8)	36,000	0	0	0	0	0	0	36,000	36	18	9	85
	b	4005	20	2,400															
	c	4005	21	5,000															
A94	a	4017	22	5,700	R7A	C2-4	Retail (1)/Residential (9)	31,326	6,339	0	0	0	0	0	37,665	31	16	14	105
	b	4017	25	2,488															
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	8	85
A96	a	4137	39	15,000	C4-4D		Retail (1)/Residential (13)	120,375	14,625	0	0	0	0	0	135,000	120	60	39	145
	b	4137	43	3,750															
A97	a	4137	56	10,385	C4-4D		Retail (1)/Residential (13)	145,975	18,797	0	0	0	0	0	164,772	145	73	48	145
	b	4137	63	12,500															
A98	a	4140	27	1,552	R6A		Residential (8)	21,283	0	0	0	0	0	0	21,283	21	11	5	85
	b	4140	28	4,360															
A99	a	4141	1	5,850	M1-4/R7A		Retail (2)/Residential (8)	72,500	42,868	0	0	0	0	0	115,368	72	36	54	105
	b	4141	4	19,230															
A100	a	4141	27	11,250	M1-4/R7A		Retail (2)/Residential (8)	66,450	37,050	0	0	0	0	0	103,500	66	33	47	105
	b	4141	30	11,250															
A101	a	4141	33	4,083	M1-4/R7A		Retail (2)/Residential (8)	57,939	28,416	0	0	0	0	0	86,355	57	29	37	105
	b	4141	35	7,990															
	c	4141	39	6,700															
A102	a	4156	1	10,000	R6A	C2-4	Retail (1)/Residential (7)	54,171	17,829	0	0	0	0	0	72,000	54	27	32	85
	b	4156	45	9,050															
	c	4156	50	950															
A103	a	4162	18	12,600	R7A	C2-4	Retail (1)/Residential (9)	101,206	20,101	0	0	0	0	0	121,307	101	51	45	105
	b	4162	22	7,771															
	c	4162	29	6,000															
A104	a	4167	22	5,509	R7A	C2-4	Retail (1)/Residential (9)	74,274	16,649	0	0	0	0	0	90,923	74	37	36	105
	b	4167	24	2,867															
	c	4167	25	11,390															
A105	a	4214	1	20,000	C4-4D		Retail (1) / Office (2) / Residential (11)	115,400	14,400	0	0	64,800	0	0	194,600	114	58	105	145
	b	4214	6	11,000			Residential (10)												
A106	a	3988	28	10,000	R6A		Residential (8)	66,600	0	0	0	0	0	0	66,600	66	33	17	85
	b	3988	34	2,500															
	c	3988	35	6,000															

TABLE 1-3: RWCDS Potential Development Site Summary (cont'd)

		Site Information			Increment															
Site		Tax Block	Tax Lot	Lot Area (SF)	Residential SF	Comml SF	Supermarket	FRESH SF	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Afford-able DU's	Total Parking
A1	a	1437	21	12,500	84,658	13,482	0	0	0	0	0	0	0	0	(4,641)	0	93,499	13,482	84	42	49
	b	1437	23	5,025																	
A2	a	1450	1	2,300	43,325	8,730	0	0	0	(4,040)	0	0	(1,304)	0	0	14,900	61,611	3,386	44	23	19
	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	0	0	0	(13,316)	49,684	11,200	51	26	39
A4	a	1540	70	3,796	77,773	10,000	0	0	3,086	(1,986)	0	0	0	(16,310)	0	0	72,563	(5,210)	77	39	19
	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	0	0	0	22,099	0	22	12	5
	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	0	0	0	12,675	71,680	700	58	29	(16)
A7	a	1553	13	25,000	119,300	0	0	0	0	0	0	0	(10,000)	0	5,700	0	115,000	(10,000)	119	60	(48)
	b	1553	18	0																	
A8	a	1554	1	15,000	57,000	0	0	0	0	0	0	(29,548)	0	0	12,000	15,000	54,452	(29,548)	57	29	(15)
A9	a	1574	23	17,533	122,805	9,714	0	0	9,714	0	0	(32,085)	0	0	0	0	110,148	(12,657)	122	61	50
	b	1574	32	7,866																	
A10	a	3671	41	2,800	68,917	3,936	0	0	11,986	0	0	0	(2,525)	0	0	0	82,314	13,397	69	36	30
	b	3671	42	2,800																	
	c	3671	43	7,718																	
A11	a	3672	43	6,847	55,881	7,983	0	0	0	0	(1,952)	0	0	(11,088)	0	0	50,824	(5,057)	55	28	19
	b	3672	46	2,023																	
A12	a	3673	20	2,500	13,950	4,050	0	0	0	(2,500)	0	0	0	(2,100)	0	0	13,400	(550)	13	7	7
	a	3673	21	2,500																	
A13	a	3673	36	2,729	50,343	3,813	0	0	8,325	0	0	0	0	0	0	0	62,481	12,138	52	29	48
	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	0	(900)	(900)	(2,875)	0	0	(2,298)	49,664	810	52	26	3
	b	3674	39	2,740																	
	c	3674	40	2,740																	
A15	a	3675	1	5,000	18,500	4,500	0	0	0	0	0	(5,000)	0	0	0	0	18,000	(500)	18	9	10
A16	a	3675	25	5,000	18,500	4,500	0	0	0	0	0	(5,000)	0	0	0	0	18,000	(500)	18	9	10
A17	a	3686	9	5,000	32,400	3,600	0	0	0	0	0	(5,000)	0	0	0	0	31,000	(1,400)	32	16	8
A18	a	3687	5	2,500	49,338	2,787	0	0	0	0	(3,625)	0	0	0	0	0	48,500	(838)	49	26	16
	b	3687	6	2,750																	
	c	3687	7	2,750																	
A19	a	3973	46	10,000	22,000	0	0	0	0	0	0	(10,000)	0	0	0	0	12,000	(10,000)	22	11	6
A20	a	3688	9	5,000	9,000	0	0	0	0	0	0	0	0	0	0	0	9,000	0	9	6	3
A21	a	3689	25	2,500	25,695	0	0	0	0	(5,000)	0	0	0	0	0	0	20,695	(5,000)	26	14	7
	b	3689	26	5,000																	
A22	a	3689	12	10,460	133,938	(1,973)	0	0	8,487	0	0	0	0	0	0	0	140,452	6,514	133	67	18
	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	0	(5,000)	(875)	0	0	0	0	0	80,211	2,361	79	41	26
	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	0	(2,000)	0	(4,000)	0	0	0	0	21,600	(6,000)	27	14	7
	b	3703	8	2,000																	
	c	3703	9	2,000																	

TABLE 1-3: RWCDS Potential Development Site Summary (cont'd)

		Site Information			Increment																
Site		Tax Block	Tax Lot	Lot Area (SF)	Residential SF	Comml SF	Supermarket	FRESH SF	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Afford-able DU's	Total Parking
A25	a	3703	35	2,500	23,000	(2,294)	0	0	0	0	(1,700)	0	(700)	0	0	0	18,306	(4,694)	23	12	4
	b	3703	36	2,500																	
A26	a	3707	7	32,019	130,139	(1,357)	0	0	0	0	0	(27,988)	0	0	0	0	100,794	(29,345)	131	67	0
	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	0	0	0	19,681	1,181	18	9	2
A28	a	3722	28	20,000	92,000	0	(10,150)	18,000	0	0	0	0	0	0	0	0	99,850	7,850	92	46	(2)
A29	a	3742	16	2,500	34,775	1,575	0	0	0	0	(2,500)	0	0	0	0	(2,500)	31,350	(925)	35	19	(9)
	b	3742	18	2,500																	
	c	3742	20	5,000																	
A30	a	3935	43	2,077	22,325	(249)	0	0	0	0	0	0	(600)	0	0	0	21,476	(849)	22	13	(10)
	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	0	0	0	22,885	(1,983)	24	12	13
	b	3950	18	2,295																	
	c	3950	19	2,423																	
	d	3950	20	2,280																	
A32	a	3951	42	19,919	125,489	8,964	0	0	8,964	0	0	(87,260)	0	0	0	0	56,156	(69,333)	125	63	43
A33	a	3952	20	2,550	12,247	5,204	0	0	0	0	(1,438)	0	0	0	0	0	16,013	3,766	14	11	10
	b	3952	21	2,594																	
	c	3952	22	2,168																	
A34	a	3953	45	15,650	84,510	9,085	0	0	5,000	0	14,085	(52,640)	0	0	0	0	60,040	(24,470)	84	42	42
A35	a	3955	20	2,580	16,048	6,353	0	0	0	0	0	0	0	0	0	(748)	21,653	6,353	18	14	13
	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	0	(3,075)	(200)	0	0	0	(3,125)	0	39,045	1,493	40	20	13
	b	3956	24	3,175																	
A37	a	3961	26	2,500	21,150	0	0	0	0	(5,000)	0	0	0	(5,000)	5,850	0	17,000	(10,000)	21	11	0
	b	3961	27	5,000																	
A38	a	3961	29	2,500	10,500	3,600	0	0	0	0	0	0	0	0	0	0	14,100	3,600	11	7	0
	b	3961	30	2,500																	
A39	a	3963	3	5,000	9,750	0	0	0	0	0	0	0	(3,037)	0	0	0	6,713	(3,037)	10	6	(7)
A40	a	3965	3	2,500	8,718	0	0	0	0	0	0	0	0	0	0	0	8,718	0	10	6	2
	b	3965	4	2,500																	
A41	a	3965	6	2,500	9,614	0	0	0	0	0	0	0	0	0	0	0	9,614	0	10	7	0
	b	3965	7	3,750																	
A42	a	3965	32	2,192	12,861	3,816	0	0	0	0	0	0	0	0	(3,100)	0	13,577	3,816	13	8	6
	b	3965	33	3,108																	
A43	a	3967	19	1,467	52,633	3,627	0	0	0	0	(500)	(8,560)	(500)	0	0	5,772	52,472	(5,933)	54	28	14
	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	9,621	0	0	0	0	0	0	0	0	0	0	0	9,621	0	10	9	(3)
	b	3971	40	2,610																	
	c	3971	41	2,600																	
A45	a	3971	44	2,600	8,185	0	0	0	0	0	0	0	0	0	0	0	8,185	0	9	6	1
	b	3971	45	2,575																	
A46	a	3971	53	2,500	12,950	4,050	0	0	0	0	0	0	0	0	0	0	17,000	0	12	7	2
	b	3971	54	2,500																	
A47	a	3972	20	5,366	83,284	6,924	0	0	0	0	(7,833)	0	0	(7,833)	(7,833)	0	66,708	(8,743)	83	44	(28)
	b	3972	22	8,253																	
A48	a	3976	31	10,500	112,807	(2,217)	0	0	7,500	0	50,276	(61,910)	0	0	0	0	106,456	(6,351)	112	56	95
	b	3976	35	15,138																	
A49	a	3980	14	2,575	35,591	6,554	0	0	0	0	(280)	(4,125)	0	0	(4,750)	0	32,990	2,149	36	18	(15)
	b	3980	15	5,000																	
	c	3980	17	2,500																	
	d	3980	19	2,500																	

TABLE 1-3: RWCDS Potential Development Site Summary (cont'd)

		Site Information			Increment															
Site		Tax Block	Tax Lot	Lot Area (SF)	Residential SF	Comml SF	Supermarket	FRESH SF	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Afford-able DU's	Total Parking
A50	a	3982	17	2,500	16,210	5,000	0	0	0	0	0	0	(575)	0	0	0	20,635	4,425	17	10	9
	b	3982	18	5,000																	
A51	a	3989	20	10,500	63,000	0	0	0	0	0	0	0	0	0	(10,500)	0	52,500	0	63	32	16
	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	0	0	0	39,190	9,540	32	23	9
	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	0	0	0	11,750	0	12	9	(1)
	b	4004	20	2,500																	
A54	a	4018	15	1,240	27,183	1,112	0	0	0	0	0	0	0	0	0	0	28,295	1,112	30	16	13
	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	0	0	0	(6,000)	32,400	5,100	33	17	16
A56	a	4126	1	11,350	30,645	2,965	0	0	(7,250)	0	0	0	0	0	0	0	26,360	(4,285)	30	15	18
A58	a	4154	92	1,083	35,777	8,439	0	0	0	0	0	(6,000)	0	0	0	0	38,216	2,439	36	19	18
	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	0	0	0	32,445	0	93,730	(36,050)	97	49	(120)
A60	a	4162	2	4,745	19,923	5,094	0	0	0	(1,560)	0	0	0	0	0	0	23,457	3,534	20	11	10
	b	4162	10	1,116																	
A61	a	4211	43	4,000	18,240	4,160	0	0	0	0	0	0	0	0	0	5,200	27,600	4,160	18	9	9
	b	4211	45	2,000																	
A62	a	3962	9	20,114	141,725	28,705	0	0	4,482	0	0	0	0	0	0	0	174,912	33,187	141	71	31
A63	a	3958	49	20,653	133,856	14,846	0	0	(4,332)	0	0	0	0	0	0	0	144,370	10,514	133	67	21
A64	a	4137	44	27,519	173,369	24,767	0	0	(3,300)	0	0	0	0	0	0	0	194,836	21,467	173	87	25
A65	a	3705	16	17,648	51,249	12,283	0	0	0	0	(15,648)	0	0	(17,648)	0	0	30,236	(21,013)	51	26	0
A66	a	3670	25	5,000	27,732	4,725	0	0	0	0	0	(2,625)	0	0	0	0	29,832	2,100	27	15	7
	b	3670	27	2,500																	
A67	a	3672	48	1,966	44,992	3,921	0	0	0	0	(5,750)	0	0	0	0	0	43,163	(1,829)	44	25	16
	b	3672	49	1,943																	
	c	3672	50	1,853																	
	d	3672	51	1,895																	
A68	a	3686	15	2,517	65,248	5,947	0	0	0	(2,290)	0	0	0	(3,625)	0	0	65,280	32	65	36	23
	b	3686	16	2,517																	
	c	3686	17	6,150																	
A69	a	3686	19	4,136	46,122	3,259	0	0	0	0	(12,168)	0	0	0	0	0	37,213	(8,909)	46	26	17
	b	3686	21	4,056																	
A70	a	3687	112	19,931	125,565	17,938	0	0	0	0	(4,505)	0	0	0	0	0	138,998	13,433	125	63	17
A71	a	3689	11	9,361	33,700	0	0	0	0	0	0	(9,361)	0	0	0	0	24,339	(9,361)	33	17	0
A72	a	3691	14	1,902	36,523	1,087	0	0	0	0	0	(3,158)	0	0	0	0	34,452	(2,071)	35	21	9
	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	0	64,736	(95,200)	0	0	0	55,740	247,520	34,272	157	79	169
A74	a	3936	42	14,732	53,035	0	(9,000)	13,259	0	0	0	0	0	0	0	0	57,294	4,259	53	27	13
A75	a	3949	1	15,000	94,500	3,700	0	0	0	0	0	(5,105)	0	0	0	0	93,095	(1,405)	94	47	33
A76	a	3959	52	11,061	71,494	3,144	0	0	5,000	(1,845)	0	0	0	0	0	0	77,793	6,299	71	36	22
A77	a	3959	54	11,164	72,158	6,722	0	0	0	0	0	(1,667)	0	0	0	0	77,213	5,055	72	36	22
A78	a	3960	21	9,471	17,048	7,577	0	0	0	0	0	0	0	0	0	0	24,625	7,577	17	9	21
A79	a	3960	58	22,049	141,730	17,023	0	0	(3,911)	0	0	0	0	0	0	0	154,842	13,112	141	71	20

TABLE 1-3: RWCDS Potential Development Site Summary (cont'd)

		Site Information			Increment															
Site		Tax Block	Tax Lot	Lot Area (SF)	Residential SF	Comml SF	Supermarket	FRESH SF	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Afford-able DU's	Total Parking
A80	a	3962	1	2,500	16,500	0	0	0	0	0	0	0	0	0	(4,000)	0	12,500	0	16	8	4
	b	3962	2	5,000																	
A81	a	3963	8	15,100	95,130	13,590	0	0	0	(3,120)	0	0	0	0	0	0	105,600	10,470	95	48	33
A82	a	3963	18	5,000	11,000	0	0	0	0	0	0	(5,000)	0	0	0	0	6,000	(5,000)	11	6	3
A83	a	3963	26	7,458	26,849	0	0	0	0	0	0	0	0	0	0	(11,176)	15,673	0	26	13	(37)
A84	a	3964	1	1,250	34,840	(298)	0	0	0	0	(1,052)	0	0	0	(5,519)	0	27,971	(1,350)	35	18	(5)
	b	3964	33	2,500																	
	c	3964	34	2,500																	
	d	3964	35	3,750																	
A85	a	3965	1	15,000	30,000	12,600	0	0	0	0	0	(10,000)	0	0	0	0	32,600	2,600	30	15	21
A86	a	3965	11	18,111	114,099	16,300	0	0	0	(1,597)	0	0	0	0	0	0	128,802	14,703	114	57	39
A87	a	3967	13	3,848	66,217	7,965	0	0	0	0	(14,501)	0	0	(4,157)	0	0	55,524	(10,693)	66	33	21
	b	3967	15	6,455																	
A88	a	3971	10	2,500	14,491	0	0	0	0	0	0	0	0	0	0	(377)	14,114	0	15	8	2
	b	3971	11	5,000																	
A89	a	3971	24	2,588	54,486	2,820	0	0	0	(500)	0	0	0	0	0	0	56,806	2,320	55	29	18
	b	3971	25	2,698																	
	c	3971	26	3,656																	
A90	a	3973	57	2,500	19,170	4,830	0	0	0	(1,375)	0	0	0	0	0	0	22,625	3,455	20	11	10
	b	3973	58	5,000																	
A91	a	3979	11	2,500	27,106	(1,116)	0	0	0	(798)	0	0	0	0	0	0	25,192	(1,914)	28	17	0
	b	3979	12	2,500																	
	c	3979	13	4,500																	
A92	a	3987	17	7,504	18,370	6,754	0	0	0	0	0	(5,010)	0	0	0	0	20,114	1,744	19	10	11
A93	a	4005	19	2,600	29,750	0	0	0	0	0	0	(5,000)	0	0	0	0	24,750	(5,000)	30	18	3
	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	0	0	0	35,505	5,939	30	16	13
	b	4017	25	2,488																	
A95	a	4128	66	6,070	17,575	777	0	0	0	0	0	0	0	0	0	0	18,352	777	17	9	(1)
A96	a	4137	39	15,000	120,375	14,625	0	0	0	(15,000)	(4,950)	0	(1,250)	0	0	0	113,800	(6,575)	120	60	15
	b	4137	43	3,750																	
A97	a	4137	56	10,385	145,975	18,797	0	0	0	(20,885)	0	0	0	0	0	0	143,887	(2,089)	145	73	8
	b	4137	63	12,500																	
A98	a	4140	27	1,552	20,059	0	0	0	0	(4,360)	0	0	0	0	0	0	15,699	(4,360)	20	11	5
	b	4140	28	4,360																	
A99	a	4141	1	5,850	72,500	42,868	0	0	0	0	0	(26,197)	0	0	0	0	89,171	16,671	72	36	16
	b	4141	4	19,230																	
A100	a	4141	27	11,250	66,450	37,050	0	0	0	0	(11,250)	0	0	0	(3,000)	0	89,250	25,800	66	33	(16)
	b	4141	30	11,250																	
A101	a	4141	33	4,083	57,939	28,416	0	0	0	0	0	(12,790)	0	0	0	0	73,565	15,626	57	29	37
	b	4141	35	7,990																	
	c	4141	39	6,700																	
A102	a	4156	1	10,000	54,171	17,829	0	0	0	(11,410)	0	0	0	0	0	0	60,590	6,419	54	27	17
	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	0	0	0	103,901	2,695	101	51	25
	b	4162	22	7,771																	
	c	4162	29	6,000																	
A104	a	4167	22	5,509	74,274	16,649	0	0	0	(20,957)	(1,365)	0	0	0	0	0	68,601	(5,673)	74	37	21
	b	4167	24	2,867																	
	c	4167	25	11,390																	
A105	a	4214	1	20,000	115,400	14,400	0	0	0	0	4,470	0	0	0	0	0	134,270	18,870	114	58	4
	b	4214	6	11,000																	
A106	a	3988	28	10,000	55,785	0	0	0	0	0	0	0	(10,000)	0	0	0	45,785	(10,000)	56	33	(25)
	b	3988	34	2,500																	
	c	3988	35	6,000																	