10/16/2007.

TECHNICAL MEMORANDUM

Analysis of the Proposed City Council Modifications to the Jamaica Plan as Approved by the City Planning Commission

August 31, 2007

CEQR No.
05DCP081Q

ULURP Nos.
C 070314 (A) ZMQ,
N 070315 (A) ZRQ

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The Final Environmental Impact Statement (FEIS) for the Jamaica Plan was certified as complete by the lead agency, the City Planning Commission (CPC), on June 29, 2007, and the Jamaica Plan was adopted by the CPC on July 11, 2007. The CPC adopted the Affordable Housing Alternative (AHA), which was analyzed in Chapter 23, "Alternatives," of the FEIS and reflected in ULURP application Nos. C 070314 (A) ZMQ and N 070315 (A) ZRQ, along with modifications to the AHA (the "CPC Approved AHA") that were analyzed in a technical memorandum dated July 11, 2007 (the "July 11 Technical Memorandum"). The July 11 Technical Memorandum concluded that the CPC Approved AHA would not result in any significant adverse environmental impacts not already identified in the FEIS with respect to this alternative. The current technical memorandum identifies additional changes to the Jamaica Plan as proposed by the City Council (the "City Council Modifications") as part of its review. As described in detail below, this technical memorandum concludes that the proposed City Council Modifications would not result in any new or increased significant adverse environmental impacts not previously identified in the FEIS or July 11 Technical Memorandum. Attachments to this technical memorandum include the following: A) Proposed Zoning Text Amendment with City Council Modifications, B) a Reasonable Worst Case Development Scenario (RWCDS) based on those modifications, and C) an updated list of proposed (E) designations that accompanies the proposed zoning changes.

I. DESCRIPTION OF PROPOSED CITY COUNCIL MODIFICATIONS

The City Council Modifications to the Jamaica Plan (C 070314 (A) ZMQ and N 070315 (A) ZRQ) include reducing densities along portions of Hillside Avenue and Merrick Boulevard, and retaining M1-1 districts north of the LIRR right-of-way between 187th Street and Hollis Avenue, and south of the LIRR right-of-way between 168th Street and 183rd Street. The City Council Modifications would also retain an M1-1 district on one block adjacent to the M1-4 portion of the Special Downtown Jamaica District (SDJD). In connection with this proposed zoning map change, the City Council Modifications would amend Sections 42-03, 4301, and 44-024 of the Zoning Resolution to allow residential use by the application of R5 District regulations to this block. These proposed changes are discussed in further detail below.

ZONING MAP AMENDMENT (070314 (A) ZMQ)

The City Council Modifications include the following changes in the zoning map:

1. Revise boundaries of proposed M1-2 north of LIRR right-of-way between 179th Place and the prolongation of 187th Street.
2. Retain existing M1-1 north of LIRR right-of-way between the prolongation of 187th Street and Hollis Avenue.
3. Retain existing M1-1 north of Liberty Avenue between 183rd Street and 175th Street, and north of Douglas Avenue between 175th Street and 168th Street.
4. Retain existing M1-1 on one block bounded by 95th Avenue, 148th Street, 97th Avenue, and 147th Place.
5. Extend R5D along both sides of Merrick Boulevard from 108th Drive/109th Avenue to Sayres Avenue, and remove from special district.
6. On Hillside Avenue, from 139th Street to 146th Street, change from R7X to R6A.

7. On Hillside Avenue from 146th Street to 167th Street, change from R7X to R7A (retain C4-4A on south side between 146th Street to 148th Street and retain C4-5X on south side from a line 100 feet east of 163rd Street to 167th Street).
8. On Hillside Avenue from 167th Street to Kingston Place/175th Street on the north side only, change from R7X to R6A.
9. On Hillside Avenue from Kingston Place/175th Street to Edgerton Boulevard/178th Street on the north side, change from R7X to R7A.
10. On Hillside Avenue from Edgerton/178th Street to Midland Parkway on the north side, change from R7A to R6A.

The above list of modifications to the zoning map is described in further detail below.

Hillside Avenue

The City Council Modifications include mapping R6A districts along Hillside Avenue between 139th and 146th Street, and along the north side of Hillside Avenue between 167th Street and Kingston Place/175th Street and on the north side of the avenue between Edgerton Boulevard and Midland Parkway. The City Council Modifications also include mapping R7A districts on Hillside Avenue between 148th Street and a line 100 feet east of 163rd Street and 164th Street, as well as along three sections on the north side of Hillside Avenue between the prolongations of 146th Street and 148th Street, between 164th and 167th Streets and between Kingston Place/175th Street and Edgerton Boulevard.

These modifications would reduce potential densities along the Hillside corridor by expanding a proposed R6A district at the eastern end of the rezoning area onto a block where R7A was proposed under the CPC Approval, and they would map R6A and R7A districts in areas previously proposed to be rezoned to R7X. By reducing the number of blocks that would be zoned R7A and R7X, the proposed City Council Modifications would, therefore, reduce the number of properties on which the proposed Inclusionary Housing Program would be available as compared to the CPC Approved AHA.

The City Council Modifications would result in three R6A districts on portions of 17 blocks at the eastern end of Hillside Avenue, on portions of 5 blocks at the western end, and on portions of 4 blocks located at the center of Hillside Avenue. These R6A districts would provide for future development at a maximum FAR of 3.0 and a maximum building height of 70 feet. The Inclusionary Housing Program would not be available in these zones. The CPC Approved AHA provided for R7A and R7X zoning districts on these properties, allowing maximum FARs of 4.6 and 5.0 with Inclusionary Housing and maximum building heights of 80 and 125 feet, respectively.

The City Council Modifications would also result in two R7A districts being mapped along the Hillside Avenue corridor located on portions of 16 blocks in the center of the corridor and portions of 7 blocks located at the eastern section and would provide for future development at a maximum FAR of 4.6 with Inclusionary Housing and a maximum building height of 80 feet.

One R7X section would remain on the corridor with the City Council Modifications, located on portions of 7 blocks in the central section. Here, future development would be at a maximum FAR of 5.0 with Inclusionary Housing and a maximum building height of 125 feet.

Merrick Boulevard

The City Council Modifications would map an R5D district along Merrick Boulevard between 108 Drive/109th Avenue and Sayres Avenue, where an R6A district was proposed under the CPC Approved AHA. R6A districts allow development with a maximum FAR of 3.0 and a maximum height of 70 feet. The proposed R5D district, with a maximum FAR of 2.0 and maximum building height of 40 feet, would provide an improved transition to nearby areas developed primarily with one and two-family houses.

Industrial Areas

The City Council Modifications would retain existing M1-1 zoning where the CPC Approved AHA proposed M1-2 zoning north of the LIRR right-of-way between 187th Street and Hollis Avenue, and south of the LIRR right-of-way between 168th and 183rd Streets and north of Liberty and Douglas Avenues. M1-1 districts allow a maximum FAR of 1.0. The originally proposed M1-2 district in these areas would have a maximum FAR of 2.0.

The City Council Modifications would also retain M1-1 zoning on a block bounded by 95th Avenue, 148th Street, 97th Avenue and 147th Place, which had been proposed to be rezoned to R5 under the CPC Approved AHA. The CPC Approved AHA included a modification to the Zoning Resolution (ZR) to establish Section 11-273 (Enlargement of certain non-conforming uses in an R5 District bounded by 95th Avenue, 148th Street, 97th Avenue and 147th Place) to allow an existing concrete business located on this block to expand operations within a ten year period following the adoption of the Jamaica Plan. The City Council Modifications would retain the existing M1 1 district on this block and eliminate ZR Section 11-273, which would no longer be necessary with the retained M1-1 zoning. In connection with these zoning changes, the City Council Modifications would amend ZR Sections 42-03, 43-01 and 44-024 to allow residential use on this block pursuant to R5 district regulations, in addition to community facility and light industrial uses which comply and conform to regulations governing M1-1 districts.

ZONING TEXT AMENDMENT (N 070315 (A) ZRQ)

The City Council Modifications would change the proposed text amendment of the CPC Approved AHA in the following ways:

- With respect to the block bounded by 95th Avenue, 148th Street, 97th Avenue and 147th Place, eliminate ZR Section 11-273 and amend ZR Sections 42-03, 43-01, and 44-024 to allow for residential use pursuant to R5 regulations as proposed under the CPC Approved AHA, while retaining the M1-1 zoning designation, as describe above.
- Reduce the extent of the Special Downtown Jamaica District (SDJD) and the application of the accompanying SDJD regulations, which under the City Council Modifications would no longer apply to locations on Merrick Boulevard between 108th Drive/109th Avenue and Sayres Avenue where the City Council would modify the proposed zoning to R5D. The special regulations of the SDJD are not necessary to supplement the regulations of R5D districts which have lower densities and building heights than the zones comprising the SDJD.
- Eliminate text that was already adopted by the City Council on July 25, 2007 in connection with the Fort Greene/Clinton Hill Zoning Text amendment (N 070431 ZRY). This text includes modifications to the Inclusionary Housing Program which were duplicated in the SDJD text amendment (N070315(A) ZRQ). In the interests of avoiding unnecessary duplication, the proposed City Council Modifications, therefore, would delete the following sections or portions of sections from the SDJD Inclusionary housing text amendment that already have been adopted:

Sections

- 12-10 (Definitions) "Inclusionary Housing designated area"
- 23-142 (In R6, R7, R8 or R9 Districts)
- 23-144 (In designated areas where the Inclusionary Housing Program in applicable)
- 23-921 (In R10 Districts)
- 23-93 (Definitions)

- 23-941 (In R10 Districts other than Inclusionary Housing designated areas)
- 23-951 (On-site new construction option)
- 23-952 (Substantial rehabilitation and off-site new construction options)
- 23-953 (Preservation option)
- 24-161 (Maximum floor area ratio for zoning lots containing community facility and residential uses)
- 35-31 (Maximum Floor Area Ratio for Mixed Buildings)
- 123-64 (Maximum Floor Area ratio and Lot Coverage Requirements for Mixed Use Buildings)

II. CHANGES TO THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

As summarized below in Table 1, the proposed City Council Modifications would result in limited changes to the Reasonable Worst Case Development Scenario (RWCDS) previously analyzed. As compared to the RWCDS analyzed in connection with the CPC Approved AHA, the RWCDS of the proposed Council Modifications would result in an incremental decrease of 107 residential units.

Table 1
Comparison of Incremental Development Under City Council Modifications and the CPC Approved AHA

	Proposed Actions (June 29, 2007 FEIS)	CPC Approved AHA(July 11, 2007)	Proposed City Council Modifications (August 31, 2007)	Incremental Change (projected development sites)
Commercial SF	3,107,714	3,107,714	3,107,714	--
Industrial SF	-379,752	-379,752	-379,752	--
Community Facility SF	245,180	232,880	232,880	--
Dwelling Units	3,565	3,448	3,341	-107

Source: NYCDCP, August 2007

On the Hillside Avenue corridor, the City Council Modifications would result in a 75-unit decrease in the total amount of projected residential development as compared to the CPC Approved AHA. These modifications would result in an incremental increase of 958 residential units, of which 192 would be affordable. Under the CPC Approved AHA, 1,033 residential units were projected, 207 of which were affordable housing. Also, as a result of the City Council Modifications, one potential development site on Hillside Avenue identified in the FEIS and July 11 Technical Memorandum, Site 91-U, would no longer meet the criteria as a development site.

On the Merrick Boulevard corridor, the City Council Modifications would result in a 32-unit decrease in the total amount of projected development as compared to the CPC Approved AHA. The number of projected sites would remain the same with the City Council Modifications; however, the proposed changes would reduce the number of projected residential units from 163 (under the CPC Approved AHA) to 131 residential units.

In the industrial areas described above, there would be no changes to projected development under the City Council Modifications, as compared to the CPC Approved AHA. However, due to the lower density proposed by the City Council in these areas, five sites previously identified as potential development sites under the CPC Approved AHA would be removed with the City Council Modifications: Sites 516-X,

517-X, 518-X, 519-X, and 523-X. On the block proposed to be rezoned from M1-1 to R5 under the CPC Approved AHA, the City Council Modification to retain the existing M1-1 zoning in addition to changes to the zoning text to allow residential development pursuant to R5 district regulations would not result in any changes to the projected development of 22 dwelling units analyzed in the FEIS and July 11 Technical Memorandum in connection with the CPC Approved AHA.

A detailed description of the RWCDS for projected and potential development sites under the proposed City Council Modifications is presented in Attachment B.

III. POTENTIAL FOR SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS FROM THE PROPOSED CHANGES TO THE AFFORDABLE HOUSING ALTERNATIVE

A. Land Use, Zoning and Public Policy

As described above, the City Council Modifications propose zoning map and text changes that would result in lower density development than that which was previously analyzed in connection with the CPC Approved AHA along portions of Hillside Avenue and Merrick Boulevard. The proposed zoning districts, as modified by the City Council, would provide appropriate transitions between these corridors and neighboring lower-density neighborhoods.

The proposed City Council Modifications would not result in any significant changes to the RWCDS and would not create any new adverse impacts to land use, zoning, or public policy. The modifications would generally provide for additional guidelines related to future redevelopment of the Jamaica area and the directly affected properties consistent with the original goals and objectives of the Jamaica Plan.

With the proposed City Council Modifications, the Jamaica Plan would continue to support the goals of creating new economic growth and housing through mixed-use, transit-oriented development in Downtown Jamaica and creating a vibrant center of office, retail, entertainment, residential, and community facility uses. Although the number of dwelling units projected under these modifications would be slightly reduced (by 107 units), the Plan with these modifications would continue to support the goal of creating new housing and affordable housing. Therefore these proposed City Council Modifications, like the CPC Approved AHA, would not result in significant adverse impacts on land use, zoning, or public policy.

B. Socioeconomic Conditions

As stated above, the proposed City Council Modifications would result in 107 fewer dwelling units, including 15 affordable units. Specifically, the City Council Modifications would reduce the number of projected low- to moderate-income housing units to 777 units from 792 units under the CPC Approved AHA. As with the CPC Approved AHA, the City Council Modifications would result in a significant adverse impact with respect to indirect residential displacement. The Inclusionary Housing bonus under the CPC Approved AHA would also apply under the City Council Modifications and partially mitigate the proposed actions' significant adverse impact with respect to indirect residential displacement. With the City Council Modifications, the amount of direct business and residential displacement would be the same as that analyzed in the FEIS and prior technical memorandum. As previously concluded, and with these proposed modifications, there would be no significant adverse impacts with respect to direct residential displacement, direct business displacement, or indirect business displacement, and there would be no significant adverse impacts on specific industries. The City Council Modifications would continue to preserve the industrial core uses, albeit at a lower density for portions of the core than that previously analyzed. However this would not alter the conclusions of the environmental analysis relative to specific industries or the preservation of the Jamaica industrial center. In sum, the proposed modifications would not result in any significant adverse socioeconomic impacts not previously identified.

C. Community Facilities

PUBLIC SCHOOLS

With the proposed City Council Modifications, like the CPC Approved AHA, the significant adverse impact on public elementary schools in the ½-mile study area as disclosed in the FEIS (for the AHA) would not occur. The City Council Modifications would result in 107 fewer market-rate units than the CPC Approved AHA. Thus, projected development resulting from the City Council Modifications would introduce fewer elementary school students and an increase of less than 5 percent over the Future Without the Proposed Action conditions, which is below the threshold considered to be a significant adverse impact. Likewise, the proposed City Council Modifications would not result in significant adverse impacts on public middle or high schools. Thus, with the proposed City Council Modifications, there would not be any significant adverse impacts on public schools.

LIBRARIES

As stated above, the number of dwelling units and residents would be reduced with these proposed modifications. Thus, as under the CPC Approved AHA, under these proposed modifications there would be no significant adverse impact on public libraries.

DAY CARE

With these proposed City Council Modifications, as with the previously analyzed CPC Approved AHA, the significant adverse impact on publicly funded day care facilities would remain. The number of affordable dwelling units that would occur with the City Council Modifications is 777, compared with the previously analyzed CPC Approved AHA that generated 792 affordable units. The number of children eligible for publicly funded day care would be fewer under the City Council Modifications than that under the CPC Approved AHA analyzed in the July 11 Technical Memorandum and the AHA analyzed in the FEIS. Therefore, the proposed City Council Modifications would not result in any new significant adverse impacts not already identified in the FEIS or July 11 Technical Memorandum.

HEALTH CARE

The number of affordable dwelling units under the proposed City Council Modifications would be slightly reduced compared to the CPC Approved AHA. As under the CPC Approved AHA analyzed in the FEIS and July 11 Technical Memorandum, the City Council Modifications would not result in any significant adverse impacts to health care facilities.

POLICE AND FIRE PROTECTION SERVICES

The residential development that would occur with the proposed City Council Modifications would be slightly reduced from that previously analyzed under the CPC Approved AHA. Thus, there would be no significant adverse impact on police and fire protection services under these proposed modifications.

D. Open Space

With the proposed City Council CPC Modifications, although there would be 107 fewer residential units than previously analyzed under CPC Approved AHA, there would continue to be a significant adverse impact on passive open spaces (residents and non-residents) in the non-residential study area and on passive open space ratios for the combined (total) non-residential and residential populations in the residential study area. The reduced number of dwelling units would result in approximately 330 fewer residents, or a reduction of approximately 2 percent beyond the reduction previously analyzed in the July 11 Technical Memorandum. Thus, the degree of impact would be somewhat reduced from that previously analyzed for the modifications adopted as part of the CPC Approved AHA. Thus, the significant open space impacts identified in the FEIS and the July 11 Technical Memorandum would remain, but there would be no new significant adverse impacts beyond those disclosed in the FEIS.

E. Shadows

With the proposed City Council Modifications, the significant adverse shadow impacts on the Atlantic Avenue Extension Park and Grace Episcopal Church identified in the FEIS and disclosed in the July 11 Technical Memorandum would remain because the anticipated development on the sites that would cast shadows on these open space and historic resources would be unchanged. However, no additional significant adverse shadow impacts beyond those identified in the FEIS would occur as a result of the CPC modifications.

F. Historic Resources

With the proposed City Council Modifications, the potential significant adverse impacts on historic resources would be the same as those disclosed in the FEIS and the July 11 Technical Memorandum (including potential significant adverse impacts on archaeological resources on four potential development sites, the potential for architectural historic resources to experience accidental damage from adjacent construction, and the significant adverse shadow impact on Grace Episcopal Church). The proposed City Council Modifications would not result in any new significant adverse impacts to historic resources beyond those previously disclosed.

G. Urban Design and Visual Resources

The proposed City Council Modifications would not result in any significant adverse impacts on urban design and visual resources. With these proposed modifications, the streetscape would be improved throughout the project area with the projected and potential development. Compared to the previously analyzed Jamaica Plan, these proposed modifications would map zoning districts of lower density along portions of Hillside Avenue and Merrick Boulevard. These proposals would provide appropriate transitions between these corridors and neighboring lower-density neighborhoods and would therefore have a positive effect on urban design.

H. Neighborhood Character

The effects on neighborhood character under these modifications would be similar to those previously analyzed in the July 11 Technical Memorandum and in the FEIS. With these proposed City Council Modifications, neighborhood character would be benefit by expanding the housing inventory in the study area and providing affordable housing and a mix of uses and densities that would support the revitalization and expansion of the Downtown Jamaica CBD, while providing for appropriately scaled development in the neighboring low-rise residential communities. With the proposed modifications, neighborhood character would be further enhanced by zoning portions of the Jamaica Avenue, Hillside Avenue, Merrick Boulevard, and Liberty Avenue corridors with districts that provide a better transition to the adjacent lower-density neighborhoods. Overall, like the CPC Approved AHA, this proposal would not result in significant adverse impacts on neighborhood character.

I. Natural Resources

Like the CPC Approved AHA, these City Council Modifications would not result in significant adverse impacts on natural resources.

J. Hazardous Materials

With the proposed City Council Modifications, similar (E) designations would be needed to avoid impacts from hazardous materials. However, because several potential development sites would be removed under the City Council Modifications as explained above (Sites 516-X, 517-X, 518-X, 519-X, 523-X, and 91-U), the related (E) designations would no longer be needed. The sites where (E) designations would apply are listed in Attachment C. These proposed modifications would therefore not result in any new significant adverse hazardous materials impacts not previously identified.

K. Waterfront Revitalization Program

The project area is not located within the coastal zone, and therefore a coastal zone consistency analysis is therefore not required.

L. Infrastructure

As described above, the density of projected development would be reduced with the proposed City Council Modifications, and therefore the water consumption and sewer generation would be reduced by approximately 2 percent. Thus, as under the previously prepared analyses, the proposed City Council Modifications would not result in significant adverse impacts on infrastructure.

M. Solid Waste and Sanitation Services

As stated above, the density of projected development would be reduced with the proposed City Council Modifications and, therefore, the demand for solid waste and sanitation services would be reduced. Thus, as under the previously prepared analyses, the proposed City Council Modifications would not result in significant adverse impacts on solid waste and sanitation services.

N. Energy

Because the density of projected development would be reduced under the City Council Modifications, the demand for energy would be reduced. Like the previously prepared analyses for the CPC Approved AHA, there would be no significant adverse impact on energy systems.

O. Traffic and Parking

The proposed City Council Modifications would decrease the number of residential units by 107 units. The modifications affect the areas along Hillside Avenue east of Midland Parkway and Merrick Boulevard between 108th Drive/109th Avenue and Sayres Avenue. The proposed modifications would decrease net new peak hour traffic demand in the area by approximately 1 percent compared to the CPC Approved AHA. As shown in the Table 2, the proposed modifications would generate a net of 2,045 vehicle trips in the AM peak hour (a decrease of 1.2 percent as compared to the CPC Approved AHA), 1,179 vehicle trips in the midday peak hour (a decrease of 1.1 percent), 2,618 vehicle trips in the PM peak hour (a decrease of 0.9 percent), and 1,526 vehicle trips in the Saturday midday peak hour (a decrease of 1.2 percent).

Traffic conditions would moderately improve with the proposed modifications to the CPC Approved AHA, and there would be no additional impacts. Intersections that would have unmitigated traffic impacts under the CPC Approved AHA were reanalyzed to determine if they would remain unmitigated with the proposed City Council Modifications. Table 3 shows the conditions at these intersections under the proposed modifications and compares them with the conditions under the CPC Approved AHA. The traffic conditions with mitigation applied under the proposed modifications and CPC Approved AHA are also shown in Table 3. As shown in Table 3, all unmitigated impacts under the CPC Approved AHA would remain with the proposed modifications. There would be unmitigated impacts to seven intersections as summarized in Table 4.

The reduction in the number of dwelling units under the proposed modifications would moderately decrease both the amount of accessory parking provided and the parking demand generated under the modified RWCDS. Tables 5A and 5B show the resulting parking conditions under the CPC Approved AHA (Table 5A) and the parking conditions with the proposed Council Modifications (Table 5B). As shown in the tables, there would be no change in the overall utilization of public parking from the CPC Approved AHA. Public parking utilization with the proposed modifications would be 54 percent in the AM period, 122 percent in the midday period, and 40 percent in the overnight period, the same as under the CPC Approved AHA.

P. Transit and Pedestrians

As shown in Table 2, transit and pedestrian demand would moderately decrease as a result of the proposed City Council Modifications resulting in a small improvement in conditions as compared to the CPC Approved AHA. There would continue to be no subway impacts under the proposed modifications. Conditions on buses would improve, but no route would have impacts eliminated compared to the CPC Approved AHA. Table 6 shows bus conditions with the proposed modifications and compares them to the conditions under the CPC Approved AHA. The table shows that there would be impacts to eight bus routes under both conditions (NYCT's Q30, Q43 and Q54, and MTA Bus' Q6, Q8, Q40, Q41 and Q60). As a standard practice, the bus operating agencies routinely conduct ridership counts and adjust service frequency to meet their service criteria, within fiscal and operating constraints. As such, capacity shortfalls would be addressed by NYCT and MTA Bus, and no action-initiated mitigation would be required for either the CPC Approved AHA or the proposed Council Modifications.

Under the CPC Approved AHA there would be pedestrian impacts at two corner areas, the northeast corner of Jamaica Avenue and 160th Street, and the northwest corner of Jamaica Avenue and Merrick Boulevard. These two corner areas are not in proximity to locations where reductions in residential units are proposed under the City Council Modifications. Therefore, there would be no change in pedestrian demand at these two impacted corner areas, and these impacts would remain with the proposed modifications. The same mitigation measures proposed under the CPC Approved AHA would mitigate these impacts.

Q. Air Quality

MOBILE SOURCES

The proposed City Council Modifications would result in a net reduction in the number of vehicle trips as compared to the analysis of the CPC Approved AHA. Therefore, as under the CPC Approved AHA, the City Council Modifications would not be expected to result in air quality impacts or violations of air quality standards from mobile sources given those conditions under the proposed actions are well below the standard.

STATIONARY SOURCES

HVAC Source Analyses

Individual Sources

The City Council Modifications would not result in any new or additional significant adverse air quality impacts for stationary sources of emissions. As with the CPC Approved AHA, the proposed modifications would require air quality (E) designations on a number of development sites identified for the proposed actions (see Attachment C of the FEIS for a listing of these sites, as well as additional sites identified under the AHA, for Sites 293, 294, 301 and 337). However, at Sites 6, 79, 85, 87, 88, 147, 155, 156, 163, 167, 234, 236, 237, 238, 239, 240, 266, 267, the (E) designations identified in the FEIS and in the AHA as modified by the CPC would not be required due to the reduction in building heights and FAR at certain sites. Two additional (E) designations for HVAC systems at individual development sites would be required as a result of the reductions in building density, at Sites 235 and 241. (See Attachment C for a comprehensive list of all (E) designations under the City Council Modifications.)

Cumulative Impacts from HVAC Sources

The City Council Modifications would only affect three of the fifteen clusters of developments analyzed in the FEIS: Cluster 4, located in subarea D; Cluster 9, located in subareas JC3 and U; and Cluster 11, located in subarea U. The City Council Modifications would lower density at a number of projected and potential development sites, thereby resulting in lower predicted HVAC emissions and therefore, lower concentrations than the Affordable Housing Alternative. As a result, the (E) designations restrictions could be eliminated for the developments comprising Cluster 11. However, all the (E) designations for the

developments comprising Clusters 4 and 9 and the (E) designations restricting the use of No. 4 fuel oil for Cluster 11 would still be required. As compared to the CPC Approved AHA, under the City Council Modifications, no new or additional (E) designations for any HVAC cluster would be required.

Attachment C provides a comprehensive list of all (E) designations under the City Council Modifications.

Industrial Source Analysis

The proposed City Council Modifications would not result in any new significant adverse industrial source air quality impacts not identified in the FEIS. The proposed modifications would also not change the analysis of the July 11 Technical Memorandum in connection with the CPC Approved AHA. Please see Attachment C for a comprehensive list of all (E) designations under the City Council Modifications.

R. Noise

Like the adopted CPC Approved AHA, the proposed City Council Modifications would not result in significant adverse noise impacts. As described above under "Traffic and Parking," the modifications would reduce traffic. As under the CPC Approved AHA previously analyzed in the July 11 Technical Memorandum, increases in noise from traffic would not result in significant adverse impacts. In addition, with these proposed modifications, no additional (E) designations would be needed relative to noise. Also, under the City Council Modifications, because Site 91-U would not be a potential development site as it was under the CPC Approved AHA, the (E) designation related to noise would be eliminated. (see Attachment C for a comprehensive list of all (E) designations under the City Council Modifications).

S. Construction

The impacts of construction under these proposed City Council Modifications would be similar to those previously analyzed under the Approved AHA and in the FEIS, with the exception that construction would be somewhat reduced. Thus, the proposed City Council Modifications would not result in any significant adverse construction impacts not identified in the FEIS.

T. Public Health

The proposed City Council Modifications would result in similar effects on public health compared to the previously prepared analyses. No activities are proposed under these modifications that would exceed accepted City, state, or federal standards with respect to public health. Similar (E) designations would be required to protect public health. The proposed City Council Modifications would therefore not result in any new significant adverse public health impacts not previously identified.

U. Mitigation

The mitigation required with the proposed City Council Modifications would be the same as that required for the AHA analyzed in the FEIS; however, like the CPC Approved AHA, mitigation for the proposed actions' impact on public elementary schools in the ½-mile study area would not be needed. As described above under "Community Facilities," these proposed modifications would result in a level of development that would not cause a significant adverse impact on public elementary schools. Therefore, no mitigation with respect to public schools is warranted.

V. Unavoidable Adverse Impacts

The proposed City Council Modifications would not result in any changes to the unmitigated significant adverse impacts previously disclosed in the FEIS. *

Table 2

Net Trips Generated by the Proposed City Council Modifications, Compared to the CPC Approved AHA

	AM		Midday		PM		Sat Midday	
	CPC Approved AHA	City Council Modifications	CPC Approved AHA	City Council Modifications	CPC Approved AHA	City Council Modifications	CPC Approved AHA	City Council Modifications
Person Trips								
Auto	2,597	2,575	1,428	1,416	3,569	3,542	2,290	2,271
Taxi	137	136	273	273	212	212	236	235
Subway	1,921	1,890	2,002	1,987	2,926	2,890	2,651	2,625
Bus	1,640	1,625	2,059	2,051	2,844	2,826	2,794	2,782
Walk	1,343	1,335	7,741	7,737	3,160	3,152	3,410	3,404
LIRR	267	264	30	29	311	310	64	64
Total	**7,905**	**7,825**	**13,533**	**13,493**	**13,022**	**12,932**	**11,445**	**11,381**
Vehicle Trips (Auto, Taxi, Truck)								
Total	**2,069**	**2,045**	**1,192**	**1,179**	**2,641**	**2,618**	**1,544**	**1,526**

August 27, 2007

Table 3

2015 Traffic Conditions Under the City Council Modifications and With Mitigation Compared to Conditions Under the CPC Approved AHA

AM Peak Hour

Signalized Intersection	Lane Group	2015 No-Action Weekday AM Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS	CPC Approved AHA Weekday AM Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		CPC Approved AHA W/ Mitigation Weekday AM Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		City Council Modifications Weekday AM Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		City Council Modifications W/ Mitigation Weekday AM Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS	
2) Hillside Avenue (E-W) @ Van Wyck Expwy Northbound Service Road (NB)	EB-L	1.03	89.4	F	1.07	105.0	F	*	1.07	105.0	F	**	1.07	105.0	F	*	1.07	105.0	F	**
	EB-T	0.57	14.3	B	0.61	15.0	B		0.61	15.0	B		0.61	15.0	B		0.61	15.0	B	
	WB-T	0.55	22.0	C	0.58	22.7	C		0.58	22.7	C		0.58	22.7	C		0.58	22.7	C	
	WB-R	0.90	44.7	D	1.16	119.4	F	*	1.16	119.4	F	**	1.16	118.2	F	*	1.16	118.2	F	**
	NB-LTR	1.03	75.6	E	1.12	106.1	F	*	1.12	106.1	F	**	1.11	105.0	F	*	1.11	105.0	F	**
4) Hillside Avenue (E-W) @ Sutphin Boulevard (N-S)	EB-T	0.63	18.3	B	0.68	19.4	B		0.68	19.4	B		0.68	19.4	B		0.68	19.4	B	
	EB-R	0.32	14.2	B	0.33	14.3	B		0.33	14.3	B		0.33	14.3	B		0.33	14.3	B	
	WB-L	0.84	55.0	E	1.77	399.7	F	*	1.77	399.7	F	**	1.76	393.3	F	*	1.76	393.3	F	**
	WB-T	0.81	16.1	B	0.92	22.9	C		0.85	17.5	B		0.91	22.8	C		0.85	17.4	B	
	NB-L	0.74	60.1	E	0.75	60.9	E		0.75	60.9	E		0.75	60.9	E		0.75	60.9	E	
	NB-R	0.58	53.1	D	0.77	65.7	E	*	0.48	37.0	D		0.77	65.7	E	*	0.48	37.0	D	
26) Jamaica Avenue (E-W) @ Parsons Boulevard (N-S)	EB-L	0.87	70.1	E	2.20	619.3	F	*	0.92	81.6	F	**	2.20	619.3	F	*	0.92	81.6	F	**
	EB-T	0.74	29.2	C	0.80	32.8	C		0.78	31.2	C		0.79	32.7	C		0.78	31.1	C	
	EB-R	0.24	17.0	B	0.21	16.6	B		0.21	16.1	B		0.21	16.6	B		0.21	16.0	B	
	WB-L	0.39	22.7	C	0.43	24.9	C		0.42	23.5	C		0.43	24.8	C		0.42	23.5	C	
	WB-T	1.02	69.5	E	1.32	181.4	F	*	WB-TR 0.86	33.4	C		1.31	180.1	F	*	WB-TR 0.86	33.3	C	
	WB-R	0.25	17.2	B	0.27	17.5	B						0.27	17.5	B					
	NB-LTR	0.17	28.7	C	0.17	28.7	C		0.17	29.4	C		0.17	28.7	C		0.17	29.4	C	
	SB-LTR	0.82	46.4	D	0.82	46.7	D		0.84	48.5	D		0.82	46.7	D		0.84	48.5	D	
46) Liberty Avenue (E-W) @ Sutphin Boulevard (N-S)	EB-L	0.82	45.7	D	1.13	126.5	F	*	1.08	109.5	F	**	1.13	126.5	F	*	1.08	109.5	F	**
	EB-TR	0.73	14.2	B	0.88	20.2	C		0.94	27.6	C		0.88	20.1	C		0.94	27.4	C	
	WB-L	0.15	9.5	A	0.20	11.4	B		0.20	12.5	B		0.20	11.4	B		0.20	12.5	B	
	WB-TR	0.68	13.2	B	0.74	14.4	B		WB-TR	13.3	B		0.74	14.3	B		WB-TR	13.3	B	
									WB-T 0.66	13.7	B						WB-T 0.66	13.7	B	
									WB-R 0.15	9.0	A						WB-R 0.15	9.0	A	
	NB-LTR	0.87	30.4	C	1.02	55.7	E	*	0.91	33.1	C		1.01	55.4	E	*	0.91	32.9	C	
	SB-LTR	0.99	63.0	E	1.17	122.8	F	*	0.94	48.5	D		1.17	121.5	F	*	0.94	48.1	D	
47) Liberty Avenue (E-W) @ 150th Street (N-S)	EB-L	0.53	19.5	B	0.74	42.6	D		0.74	42.6	D		0.73	41.6	D		0.73	41.6	D	
	EB-TR	0.62	11.7	B	0.65	12.1	B		0.65	12.1	B		0.65	12.1	B		0.65	12.1	B	
	WB-L	0.07	7.6	A	0.11	8.3	A		0.11	8.3	A		0.11	8.3	A		0.11	8.3	A	
	WB-TR	0.66	12.3	B	0.79	15.6	B		0.79	15.6	B		0.79	15.5	B		0.79	15.5	B	
	NB-LTR	1.18	119.1	F	1.16	111.7	F		1.16	111.7	F		1.16	111.7	F		1.16	111.7	F	
	SB-LTR	1.34	192.4	F	1.57	291.2	F	*	1.57	291.2	F	**	1.57	291.2	F	*	1.57	291.2	F	**

Midday Peak Hour

Signalized Intersection	Lane Group	2015 No-Action Weekday Midday Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS	CPC Approved AHA Weekday Midday Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		CPC Approved AHA W/ Mitigation Weekday Midday Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		City Council Modifications Weekday Midday Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		City Council Modifications W/ Mitigation Weekday Midday Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS	
4) Hillside Avenue (E-W) @ Sutphin Boulevard (N-S)	EB-T	0.63	18.2	B	0.69	19.7	B		0.72	22.3	C		0.69	19.7	B		0.72	22.3	C	
	EB-R	0.29	13.6	B	0.29	13.8	B		0.31	15.4	B		0.29	13.8	B		0.31	15.4	B	
	WB-L	0.53	29.3	C	0.80	53.9	D	*	0.75	49.1	D	**	0.80	53.5	D	*	0.74	48.6	D	**
	WB-T	0.63	11.2	B	0.68	12.2	B		0.68	12.2	B		0.68	12.1	B		0.68	12.1	B	
	NB-L	0.78	63.2	E	0.78	63.5	E		0.78	63.5	E		0.78	63.5	E		0.78	63.5	E	
	NB-R	0.55	51.9	D	0.77	65.3	E	*	0.44	33.7	C		0.77	65.3	E	*	0.44	33.7	C	

Note: Only Intersections Unmitigated under the CPC Adopted are Analyzed.

Abbreviations

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, Def/L-Defacto Left, E-W: East-West Roadway, N-S: North-South Roadway
V/C Ratio - Volume to Capacity Ratio
SEC/VEH - Seconds per Vehicle
LOS - Level of Service
* - Denotes Impacted Locations
** - Denotes Unmitigated Impacted Locations

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Table 3 (Continued)

2015 Traffic Conditions Under the City Council Modifications and With Mitigation Compared to Conditions Under the CPC Approved AHA

PM Peak Hour

Signalized Intersection	Lane Group	2015 No-Action Weekday PM Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		CPC Approved AHA Weekday PM Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		CPC Approved AHA W/ Mitigation Weekday PM Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		City Council Modifications Weekday PM Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		City Council Modifications W/ Mitigation Weekday PM Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS	
2) Hillside Avenue (E-W) @ Van Wyck Expwy Northbound Service Road (NB)	EB-L	0.82	52.8	D		0.84	54.9	D		0.84	54.9	D		0.84	54.9	D		0.84	54.9	D	
	EB-T	0.48	12.8	B		0.59	14.5	B		0.59	14.5	B		0.59	14.5	B		0.59	14.5	B	
	WB-T	0.57	22.4	C		0.58	22.5	C		0.58	22.5	C		0.58	22.5	C		0.58	22.5	C	
	WB-R	0.63	26.1	C		0.76	31.8	C		0.76	31.8	C		0.76	31.7	C		0.76	31.7	C	
	NB-LTR	0.88	48.6	D		1.00	66.4	E	*	1.00	66.4	E	**	1.00	66.4	E	*	1.00	66.4	E	**
4) Hillside Avenue (E-W) @ Sutphin Boulevard (N-S)	EB-T	0.76	21.9	C		0.89	29.0	C		0.93	35.0	C		0.89	28.9	C		0.93	34.9	C	
	EB-R	0.25	13.2	B		0.27	13.4	B		0.28	15.1	B		0.27	13.4	B		0.28	15.1	B	
	WB-L	0.82	61.4	E		1.23	181.5	F	*	1.06	117.1	F	**	1.23	180.0	F	*	1.06	116.1	F	**
	WB-T	0.61	10.8	B		0.67	11.8	B		0.67	11.8	B		0.67	11.8	B		0.67	11.8	B	
	NB-L	0.48	48.1	D		0.49	48.3	D		0.49	48.3	D		0.49	48.3	D		0.49	48.3	D	
	NB-R	0.54	51.7	D		1.86	451.3	F	*	1.08	106.1	F	**	1.84	443.9	F	*	1.07	103.0	F	**
8) Hillside Avenue (E-W) @ Parsons Boulevard (N-S)	EB-L	0.81	68.1	E		1.21	178.8	F	*	1.07	122.6	F	**	1.20	175.3	F	*	1.06	120.0	F	**
	EB-T	0.93	39.1	D		1.26	149.6	F	*	1.26	149.6	F	**	1.25	148.7	F	*	1.25	148.7	F	**
	EB-R	0.30	18.0	B		0.30	18.1	B		0.30	18.1	B		0.30	18.1	B		0.30	18.1	B	
	WB-L	0.59	51.6	D		0.63	58.9	E	*	0.63	58.9	E	**	0.63	59.2	E	*	0.63	58.2	E	**
	WB-TR	1.00	54.1	D		1.11	89.0	F	*	WB-TR		30.5	C	1.11	88.7	F	*	WB-TR		32.9	C	
										WB-T	0.86	32.2	C					WB-T	0.86	32.1	C	
										WB-R	0.38	19.5	B					WB-R	0.38	19.5	B	
	NB-L	0.42	41.1	D		0.45	42.2	D		0.45	42.2	D		0.45	42.2	D		0.45	42.2	D	
	NB-T	0.65	44.7	D		0.67	45.5	D		0.67	45.5	D		0.67	45.5	D		0.67	45.5	D	
	NB-R	0.53	41.7	D		0.58	43.5	D		0.58	43.5	D		0.58	43.5	D		0.58	43.5	D	
	SB-L	0.75	64.1	E		0.88	84.2	F	*	0.88	84.2	F	**	0.88	84.2	F	*	0.88	84.2	F	**
	SB-T	0.59	42.4	D		0.61	43.0	D		0.61	43.0	D		0.61	43.0	D		0.61	43.0	D	
	SB-R	0.36	36.8	D		0.44	38.6	D		0.44	38.6	D		0.44	38.6	D		0.44	38.6	D	
46) Liberty Avenue (E-W) @ Sutphin Boulevard (N-S)	EB-L	0.98	92.0	F		1.19	157.0	F	*	1.19	158.0	F	**	1.19	157.0	F	*	1.19	158.0	F	**
	EB-TR	0.47	10.2	B		0.53	10.8	B		0.57	12.5	B		0.53	10.8	B		0.57	12.5	B	
	WB-L	0.15	8.5	A		0.17	9.0	A		0.19	10.5	B		0.17	9.0	A		0.19	10.5	B	
	WB-TR	0.81	16.8	B		1.01	38.9	D		WB-TR		26.2	C	1.01	38.6	D		WB-TR		25.6	C	
										WB-T	0.84	27.1	C					WB-T	0.84	26.9	C	
										WB-R	0.11	8.7	A					WB-R	0.11	8.7	A	
	NB-LTR	0.64	20.7	C		0.70	22.7	C		0.63	18.9	B		0.70	22.7	C		0.63	18.9	B	
	SB-LTR	1.60	300.1	F		1.83	402.3	F	*	1.52	263.2	F		1.83	401.2	F	*	1.52	260.9	F	

Saturday Midday Peak Hour

Signalized Intersection	Lane Group	2015 No-Action Saturday Midday Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		CPC Approved AHA Saturday Midday Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		CPC Approved AHA W/ Mitigation Saturday Midday Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		City Council Modifications Saturday Midday Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS		City Council Modifications W/ Mitigation Saturday Midday Peak Hour V/C RATIO	DELAY (SEC/VEH)	LOS	
1) Hillside Avenue (E-W) @ Van Wyck Expwy Southbound Service Road (SB)	EB-TR	0.66	22.2	C		0.68	22.8	C		EB-TR		20.6	C	0.68	22.7	C		EB-TR		20.6	C	
										EB-T	0.58	21.1	C					EB-T	0.58	21.0	C	
										EB-R	0.13	15.7	B					EB-R	0.13	15.7	B	
	WB-L	0.85	46.2	D		0.92	56.8	E	*	0.85	44.3	D		0.92	56.4	E	*	0.85	44.0	D	
	WB-T	0.24	8.3	A		0.25	8.4	A		0.25	8.4	A		0.25	8.4	A		0.25	8.4	A	
	SB-LTR	0.98	55.2	E		1.13	102.8	F	*	1.13	102.8	F	**	1.13	101.8	F	*	1.13	101.8	F	**
4) Hillside Avenue (E-W) @ Sutphin Boulevard (N-S)	EB-T	0.64	18.4	B		0.72	20.4	C		0.75	23.2	C		0.71	20.4	C		0.75	23.2	C	
	EB-R	0.20	12.6	B		0.21	12.7	B		0.22	14.3	B		0.21	12.7	B		0.22	14.3	B	
	WB-L	0.53	31.6	C		0.84	61.4	E	*	0.77	54.1	D	**	0.83	60.6	E	*	0.77	53.6	D	**
	WB-T	0.55	9.8	A		0.61	10.8	B		0.61	10.8	B		0.61	10.8	B		0.61	10.8	B	
	NB-L	0.46	47.1	D		0.46	47.3	D		0.46	47.3	D		0.46	47.3	D		0.46	47.3	D	
	NB-R	0.46	48.2	D		0.68	58.4	E	*	0.38	32.5	C		0.67	58.1	E	*	0.38	32.4	C	

Note: Only Intersections Unmitigated under the CPC Adopted are Analyzed.

Abt EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, Defl.-Defacto Left, E-W, East-West Roadway, N-S, North-South Roadway
V/C Ratio - Volume to Capacity Ratio
SEC/VEH - Seconds per Vehicle
LOS - Level of Service
* - Denotes Impacted Locations.
** - Denotes Unmitigated Impacted Locations.

Table 4
Comparison of Unavoidable Adverse Traffic Impacts

	Peak Period	CPC Approved AHA	City Council Modifications
Hillside Avenue @ Van Wyck Expressway (SB)	Saturday	X	X
Hillside Avenue @ Van Wyck Expressway (NB)	AM	X	X
	PM	X	X
Hillside Avenue @ Sutphin Boulevard	AM	X	X
	Mid	X	X
	PM	X	X
	Saturday	X	X
Hillside Avenue @ Parsons Boulevard	PM	X	X
Jamaica Avenue @ Parsons Boulevard	AM	X	X
Liberty Avenue @ Sutphin Boulevard	AM	X	X
	PM	X	X
Liberty Avenue @ 150th Street	AM	X	X
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Table 5A
2015 CPC Approved AHA Off-Street Parking Utilization

2015 Conditions with CPC Approved AHA Accessory Capacity and Demand at Projected Development Sites

	AM Period				Midday Period				Overnight Period			
	Accessory Capacity	Accessory Demand	Accessory Utilization	Excess/ Public Demand (1)	Accessory Capacity	Accessory Demand	Accessory Utilization	Excess/ Public Demand (1)	Accessory Capacity	Accessory Demand	Accessory Utilization	Excess/ Public Demand (1)
Downtown Jamaica Core	2,401	2,696	112%	295	2,401	3,325	138%	924	2,401	2,634	110%	233
Hillside Avenue (East)	314	335	107%	21	314	373	119%	59	314	296	94%	0
Sutphin Blvd (South)	1,607	1,590	99%	0	1,607	2,703	168%	1,096	1,607	636	40%	0
Jamaica Avenue (East)	470	273	58%	0	470	416	89%	0	470	258	55%	0
Guy R. Brewer (South)	118	134	113%	16	118	168	142%	50	118	119	101%	1
Merrick Boulevard (South)	134	109	81%	0	134	139	104%	5	134	96	72%	0
Other Areas	10	29	293%	19	10	47	475%	37	10	12	121%	2
Total	5,054	5,166	102%	351	5,054	7,171	142%	2,171	5,054	4,051	80%	236

2015 Conditions with CPC Approved AHA Public Parking Demand

	AM Period				Midday Period				Overnight Period			
	Public Capacity	Public Demand	Available Public Spaces	Public Utilization	Public Capacity	Public Demand	Available Public Spaces	Public Utilization	Public Capacity	Public Demand	Available Public Spaces	Public Utilization
Downtown Jamaica Core	5,847	2,927	2,920	50%	5,847	5,734	113	98%	4,328	1,807	2,521	42%
Hillside Avenue (East)	341	388	-47	114%	341	662	-321	194%	291	149	142	51%
Sutphin Blvd (South)	300	114	187	38%	300	1,273	-973	424%	250	4	246	2%
Jamaica Avenue (East)	0	0	0	--	0	115	-115	--	0	0	0	--
Guy R. Brewer (South)	0	16	-16	--	0	50	-50	--	0	1	-1	--
Merrick Boulevard (South)	0	31	-31	--	0	72	-72	--	0	0	0	--
Other Areas	0	19	-19	--	0	37	-37	--	0	2	-2	--
	6,488	3,494	2,994	54%	6,488	7,943	-1,455	122%	4,869	1,963	2,906	40%

(1) - Overflow parking demand that cannot be accommodated by the accessory requirements, which would be added to the public parking demand.

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Table 5B
2015 City Council Modifications Off-Street Parking Utilization

2015 Conditions with City Council Modifications Accessory Capacity and Demand at Projected Development Sites

	AM Period				Midday Period				Overnight Period			
	Accessory Capacity	Accessory Demand	Accessory Utilization	Excess/ Public Demand (1)	Accessory Capacity	Accessory Demand	Accessory Utilization	Excess/ Public Demand (1)	Accessory Capacity	Accessory Demand	Accessory Utilization	Excess/ Public Demand (1)
Downtown Jamaica Core	2,369	2,667	113%	298	2,369	3,300	139%	931	2,369	2,589	109%	220
Hillside Avenue (East)	312	333	107%	21	312	372	119%	60	312	293	94%	0
Sutphin Blvd (South)	1,607	1,590	99%	0	1,607	2,702	168%	1,095	1,607	636	40%	0
Jamaica Avenue (East)	470	273	58%	0	470	416	89%	0	470	258	55%	0
Guy R. Brewer (South)	118	134	113%	16	118	168	142%	50	118	119	101%	1
Merrick Boulevard (South)	124	97	78%	0	124	128	103%	4	124	75	61%	0
Other Areas	10	29	293%	19	10	47	475%	37	10	12	121%	2
Total	5,009	5,123	102%	354	5,009	7,133	142%	2,178	5,009	3,982	79%	223

2015 Conditions with City Council Modifications Public Parking Demand

	AM Period				Midday Period				Overnight Period			
	Public Capacity	Public Demand	Available Public Spaces	Public Utilization	Public Capacity	Public Demand	Available Public Spaces	Public Utilization	Public Capacity	Public Demand	Available Public Spaces	Public Utilization
Downtown Jamaica Core	5,847	2,930	2,917	50%	5,847	5,741	106	98%	4,328	1,795	2,533	41%
Hillside Avenue (East)	341	388	-47	114%	341	663	-322	194%	291	149	142	51%
Sutphin Blvd (South)	300	114	187	38%	300	1,272	-972	424%	250	4	246	2%
Jamaica Avenue (East)	0	0	0	--	0	115	-115	--	0	0	0	--
Guy R. Brewer (South)	0	16	-16	--	0	50	-50	--	0	1	-1	--
Merrick Boulevard (South)	0	31	-31	--	0	71	-71	--	0	0	0	--
Other Areas	0	19	-19	--	0	37	-37	--	0	2	-2	--
	6,488	3,497	2,991	54%	6,488	7,949	-1,461	122%	4,869	1,950	2,919	40%

(1) - Overflow parking demand that cannot be accommodated by the accessory requirements, which would be added to the public parking demand.

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Table 6

2015 Future Bus Conditions with the City Council Modifications Compared with the CPC Approved AHA

Peak Hour (1)	Agency	Route	Direction	Maximum Load Point	Peak Hour Buses (2)	No-Action Available Capacity (3)	CPC Approved AHA			City Council Modifications		
							Project Increment	Available Capacity		Project Increment	Available Capacity	
	NYCT	Q1	EB	Maximum Load Point Not Available	4	187	7	180		7	180	
	NYCT	Q1	WB	Maximum Load Point Not Available	9	215	3	212		3	212	
	NYCT	Q2	EB	Hollis Avenue/206th Street	4	176	6	170		6	170	
	NYCT	Q2	WB	188th Street/Jamaica Avenue	12	144	3	141		3	141	
	NYCT	Q3	SB	Farmers Blvd./Linden Blvd.	6	149	6	142		6	142	
	NYCT	Q3	NB	188th Street/Jamaica Avenue	8	79	3	76		3	76	
	NYCT	Q4&L	EB	Linden Blvd./172nd Street	12	209	4	205		3	206	
	NYCT	Q4&L	WB	Linden Blvd./Farmers Blvd.	19	188	0	188		0	188	
	NYCT	Q5&L	EB	Merrick Blvd./130th Road	8	127	5	122		5	122	
	NYCT	Q5&L	WB	Merrick Blvd./Linden Blvd.	20	323	5	318		5	318	
	NYCT	Q17	NB	Kissena Blvd./Sanford Avenue	11	101	19	82		19	82	
	NYCT	Q17	SB	Horace Harding Expwy/Utopia Pkwy	9	166	15	152		15	152	
	NYCT	Q24	EB	Atlantic Avenue/Lefferts Blvd.	8	96	18	79		18	79	
	NYCT	Q24	WB	Atlantic Avenue/Lefferts Blvd.	6	201	21	180		21	180	
	NYCT	Q30	EB	Hillside Avenue/Homelawn Street	19	4	21	-17	*	21	-17	*
	NYCT	Q30	WB	Horace Harding Expwy/Francis Lew	5	87	33	55		32	55	
	NYCT	Q31	NB	Hillside Avenue/Homelawn Street	14	57	36	21		36	21	
	NYCT	Q31	SB	Utopia Parkway/Booth Memorial	4	128	48	80		48	80	
	NYCT	Q36	EB	Hillside Avenue/187th Street	4	132	7	124		7	125	
	NYCT	Q36	WB	Hillside Avenue/187th Street	9	52	3	49		3	49	
	NYCT	Q42	EB	Archer Avenue/150rd Street	0	313	1	312		1	312	
	NYCT	Q42	WB	Liberty Avenue/168th Street	6	71	1	71		1	71	
	NYCT	Q43	EB	Hillside Avenue/Springfield Blvd.	17	31	26	5		26	5	
	NYCT	Q43	WB	Hillside Avenue/179th Street	17	37	31	7		31	7	
	NYCT	Q44/20&L	NB	Main Street/Union Turnpike	20	154	44	110		43	111	
	NYCT	Q44/20&L	SB	Roosdevelt Avenue/Main Street	22	122	76	46		75	47	
	NYCT	Q54	EB	Grand Street/Graham Street	7	33	50	-17	*	50	-17	*
	NYCT	Q54	WB	Metropolitan Avenue Station	11	21	47	-26	*	47	-26	*
	NYCT	Q56	EB	Jamaica Avenue/Metropolitan Ave.	6	80	9	71		9	71	
	NYCT	Q56	WB	Jamaica Avenue/Sutphin Blvd.	5	187	18	169		18	169	
	NYCT	Q75	EB	Hillside Avenue/187th Street	2	107	7	100		7	100	
	NYCT	Q75	WB	Hillside Avenue/187th Street	4	77	3	74		3	74	
	NYCT	Q76	SB	Hillside Avenue/179th Street	8	130	6	124		6	124	
	NYCT	Q76	NB	Francis Lewis Blvd/Foothill Avenue	11	48	18	30		18	30	
	NYCT	Q77	SB	Francis Lewis Blvd/Linden Blvd	8	30	7	23		7	23	
	NYCT	Q77	NB	Hillside Avenue/Francis Lewis Blvd	11	69	3	66		3	66	
	NYCT	Q83&L	EB	Farmers Blvd/113th Avenue	6	117	12	104		12	104	
	NYCT	Q83&L	WB	Liberty Avenue/Merrick Blvd	22	192	4	188		4	188	
	NYCT	Q84	EB	Archer Avenue/153rd Street	4	199	4	196		4	196	
	NYCT	Q84	WB	Merrick Blvd/Liberty Avenue	14	171	0	172		0	172	
	NYCT	Q85&L	EB	Merrick Blvd/Liberty Avenue	9	257	5	252		5	252	
	NYCT	Q85&L	WB	Merrick Blvd/Liberty Avenue	23	221	5	217		5	217	
	NYCT	X32	NB	Parsons Blvd./14th Avenue	4	88	0	87		0	87	
AM	NYCT	X32	SB	No Southbound AM Service								
	NYCT	X63	NB	Maximum Load Point Not Available	3	102	1	101		1	101	
	NYCT	X63	SB	No Southbound AM Service								
	NYCT	X64	WB	Queens Blvd/78th Avenue	7	123	17	106		17	106	
	NYCT	X64	EB	No Eastbound AM Service								
	NYCT	X68	WB	Maximum Load Point Not Available	7	82	38	44		37	44	
	NYCT	X68	EB	No Eastbound AM Service								
	MTA Bus	Q6	NB	Sutphin Blvd/111th Avenue	5	20	116	-96	*	115	-95	*
	MTA Bus	Q6	SB	Sutphin Blvd/119th Avenue	2	19	65	-46	*	64	-45	*
	MTA Bus	Q8	EB	Sutphin Blvd/97th Avenue	5	5	56	-50	*	55	-50	*
	MTA Bus	Q8	WB	101st Avenue/111th Street	3	24	67	-43	*	67	-42	*
	MTA Bus	Q9	NB	Sutphin Blvd/97th Avenue	6	54	32	23		31	23	
	MTA Bus	Q9	SB	Sutphin Blvd/Archer Avenue	3	148	55	93		55	93	
	MTA Bus	Q9A	EB	No AM Service								
	MTA Bus	Q9A	WB	No AM Service								
	MTA Bus	Q25/34	NB	Kissena Blvd/Maple Avenue	2	15	7	7		7	7	
	MTA Bus	Q25/34	SB	Main Street/Northern Blvd	3	58	-2	60		-3	60	
	MTA Bus	Q40	NB	Sutphin Blvd/95th Avenue	10	5	6	-1	*	6	-1	*
	MTA Bus	Q40	SB	142nd Street/111th Avenue	5	152	43	109		42	109	
	MTA Bus	Q41	NB	94th Avenue/Sutphin Blvd	6	232	61	170		61	171	
	MTA Bus	Q41	SB	111th Avenue/117th Street	2	49	64	-15	*	64	-15	*
	MTA Bus	Q60	EB	Queens Blvd/66th Street	2	45	81	-36	*	80	-35	*
	MTA Bus	Q60	WB	Sutphin Blvd/109th Avenue	4	64	131	-67	*	130	-66	*
	MTA Bus	Q65	NB	164th Street/Hillside Avenue	3	38	5	33		5	33	
	MTA Bus	Q65	SB	Northern Blvd/College Point Blvd	5	31	2	30		2	30	
	MTA Bus	Q110	EB	Jamaica Avenue 168th Street	3	90	14	75		14	75	
	MTA Bus	Q110	WB	Jamaica Avenue/181st Street	11	278	-2	280		-2	280	
	MTA Bus	Q111/113	NB	Guy R Brewer Blvd/South Road	12	51	20	31		19	31	
	MTA Bus	Q111/113	SB	Guy R Brewer Blvd/Foch Blvd	9	239	43	196		43	196	
	MTA Bus	Q112	EB	South Road/153rd Street	6	80	2	79		2	79	
	MTA Bus	Q112	WB	Liberty Avenue/124th Street	6	240	8	232		8	232	
	Long Island Bus Peak 4-hours (6-10 AM)											
	LI Bus	N1		Maximum Load Point Not Available	21	525	1	523		1	524	
	LI Bus	N2		Maximum Load Point Not Available	15	662	1	661		1	662	
	LI Bus	N3		Maximum Load Point Not Available	7	322	1	321		1	322	
	LI Bus	N4		Maximum Load Point Not Available	57	352	18	335		7	346	
	LI Bus	N6		Maximum Load Point Not Available	76	145	1	143		1	144	
	LI Bus	N22		Maximum Load Point Not Available	47	176	1	175		1	176	
	LI Bus	N21		Maximum Load Point Not Available	41	660	1	658		1	659	
	LI Bus	N26		Maximum Load Point Not Available	3	5	1	4		1	4	

Notes:

(1) Peak Hours, weekday 7-8 AM and 5-6 PM.

(2) Assumes service levels adjusted to address capacity shortfalls in the No-Action condition.

(3) Available Capacity based on a maximum of 65 passengers for a standard 40-foot bus.

(4) No existing ridership data available, project increment shown for informational purposes.

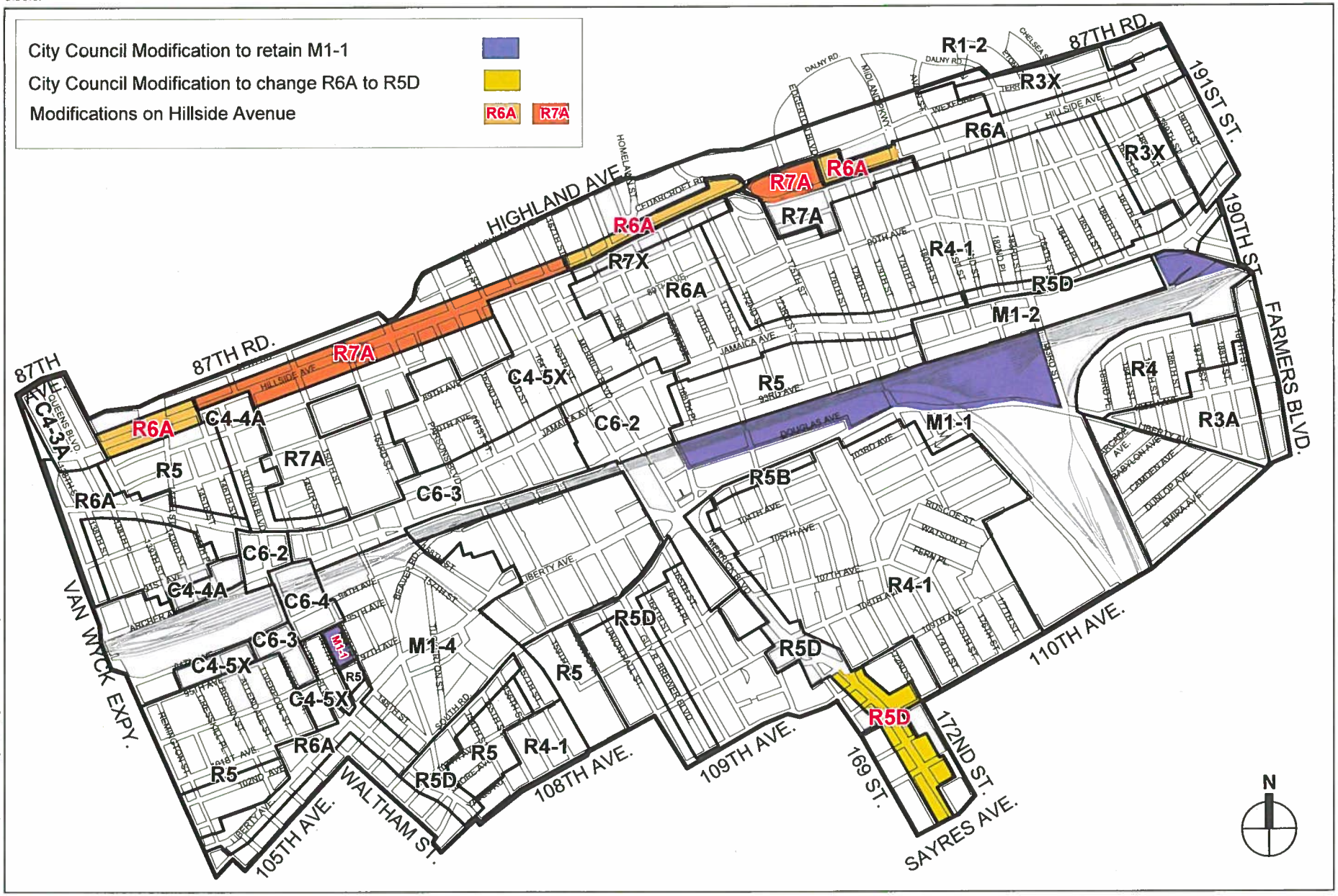
* Denotes a significant adverse impact based on CEQR criteria.

Table 6 (Continued)
2015 Future Bus Conditions with the City Council Modifications Compared with the CPC Approved AHA

Peak Hour (1)	Agency	Route	Direction	Maximum Load Point	Peak Hour Buses (2)	No-Action Available Capacity (3)	CPC Approved AHA			City Council Modifications		
							Project Increment	Available Capacity		Project Increment	Available Capacity	
	NYCT	Q1	EB	Maximum Load Point Not Available	9	115	5	110		5	110	
	NYCT	Q1	WB	Maximum Load Point Not Available	4	188	8	181		7	181	
	NYCT	Q2	EB	Hillside Avenue/187th Street	8	45	5	39		5	39	
	NYCT	Q2	WB	Hollis Avenue/208th Street	4	100	7	93		7	93	
	NYCT	Q3	SB	Hillside Avenue/187th Street	6	95	5	89		5	90	
	NYCT	Q3	NB	Hillside Avenue/187th Street	6	190	7	183		7	183	
	NYCT	Q4&L	EB	Linden Blvd./172nd Street	14	204	1	202		1	202	
	NYCT	Q4&L	WB	Linden Blvd./Merrick Blvd.	7	132	4	129		4	129	
	NYCT	Q5&L	EB	Merrick Blvd./Liberty Avenue	15	124	8	116		8	116	
	NYCT	Q5&L	WB	Merrick Blvd./Liberty Avenue	6	148	5	143		5	143	
	NYCT	Q17	NB	Kissena Blvd./Sanford Avenue	14	540	40	501		39	501	
	NYCT	Q17	SB	Kissena Blvd./Sanford Avenue	11	65	41	24		41	24	
	NYCT	Q24	EB	Atlantic Avenue/Woodhaven Blvd.	6	149	26	122		26	122	
	NYCT	Q24	WB	Atlantic Avenue/Woodhaven Blvd.	6	42	29	13		29	13	
	NYCT	Q30	EB	Hillside Avenue/Homelawn Street	6	129	66	64		65	64	
	NYCT	Q30	WB	Utopia Parkway/Union Turnpike	6	124	48	77		48	77	
	NYCT	Q31	NB	47th Avenue/Francis Lewis Blvd.	6	247	77	171		76	171	
	NYCT	Q31	SB	169th Street/Hillside Avenue	4	75	59	16		58	17	
	NYCT	Q36	EB	Hillside Avenue/187th Street	8	142	5	137		5	137	
	NYCT	Q36	WB	Hillside Avenue/212th Street	4	92	7	85		7	85	
	NYCT	Q42	EB	Liberty Avenue/177th Place	4	99	1	98		1	98	
	NYCT	Q42	WB	Liberty Avenue/168th Place	4	205	1	204		1	204	
	NYCT	Q43	EB	Hillside Avenue/Springfield Blvd.	11	15	38	-23	*	38	-23	*
	NYCT	Q43	WB	Hillside Avenue/179th Street	6	55	42	13		42	14	
	NYCT	Q44/20&L	NB	Main Street/39th Avenue	14	181	129	52		128	52	
	NYCT	Q44/20&L	SB	Roosevelt Avenue/Main Street	14	237	78	159		78	160	
	NYCT	Q54	EB	Metropolitan Avenue Station	6	26	75	-49	*	75	-48	*
	NYCT	Q54	WB	Metropolitan Avenue Station	6	88	90	-3	*	90	-2	*
	NYCT	Q56	EB	Jamaica Avenue/Lefferts Blvd	6	195	22	174		21	174	
	NYCT	Q56	WB	Jamaica Avenue/Sutphin Blvd	6	46	19	26		19	27	
	NYCT	Q75	EB	Hillside Avenue/187th Street	3	122	4	118		4	118	
	NYCT	Q75	WB	Hillside Avenue/187th Street	2	86	7	79		7	79	
	NYCT	Q76	SB	Francis Lewis Blvd./Horace Harding	4	74	18	56		17	57	
	NYCT	Q76	NB	Francis Lewis Blvd./Foothill Avenue	4	152	10	142		10	142	
	NYCT	Q77	SB	Hillside Avenue/179th Street	5	29	5	24		5	24	
	NYCT	Q77	NB	Springfield Blvd/Merrick Blvd	6	267	7	260		7	260	
	NYCT	Q83&L	EB	Archer Avenue/Parsons Blvd	14	194	13	181		13	182	
	NYCT	Q83&L	WB	Liberty Avenue/Merrick Blvd	6	181	18	164		18	164	
	NYCT	Q84	EB	Archer Avenue/153rd Street	8	167	1	166		1	168	
	NYCT	Q84	WB	Merrick Blvd/Liberty Avenue	4	163	4	159		4	159	
PM	NYCT	Q85&L	EB	Merrick Blvd/Baisley Blvd	16	290	8	282		8	282	
	NYCT	Q85&L	WB	Merrick Blvd/Baisley Blvd	7	204	5	199		5	199	
	NYCT	X32	NB	No Northbound PM Service								
	NYCT	X32	SB	No Data Available (4)			0			0		
	NYCT	X63	NB	No Northbound PM Service								
	NYCT	X63	SB	No Data Available (4)			1			1		
	NYCT	X64	WB	No Westbound PM Service								
	NYCT	X64	EB	East 57th Street/3rd Avenue, Manh.	5	99	15	83		15	84	
	NYCT	X68	WB	No Westbound PM Service								
	NYCT	X68	EB	East 57th Street/3rd Avenue, Manh.	7	164	36	128		36	128	
	MTA Bus	Q6	NB	Sutphin Blvd/Glassboro	8	505	102	402		102	403	
	MTA Bus	Q6	SB	Sutphin Blvd/Liberty Avenue	5	85	167	-82	*	168	-81	*
	MTA Bus	Q8	EB	101st Avenue/127th Street	3	114	108	7		107	7	
	MTA Bus	Q8	WB	Sutphin Blvd/Archer Avenue	1	0	99	-99	*	99	-99	*
	MTA Bus	Q9	NB	Sutphin Blvd/95th Avenue	4	184	93	91		92	91	
	MTA Bus	Q9	SB	146th Street/101st Avenue	5	67	66	2		65	2	
	MTA Bus	Q9A	EB	No PM Service								
	MTA Bus	Q9A	WB	No PM Service								
	MTA Bus	Q25/34	NB	Main Street/Northern Blvd	6	219	-1	221		-2	221	
	MTA Bus	Q25/34	SB	Kissena Blvd/Holly Avenue	3	30	6	24		6	24	
	MTA Bus	Q40	NB	Sutphin Blvd/97th Avenue	3	168	59	109		59	110	
	MTA Bus	Q40	SB	Sutphin Blvd/Archer Avenue	3	3	15	-12	*	15	-12	*
	MTA Bus	Q41	NB	111th Avenue/127th Street	2	84	109	-25	*	108	-24	*
	MTA Bus	Q41	SB	Atlantic Avenue/Van Wyck Expwy	5	29	104	-75	*	104	-75	*
	MTA Bus	Q60	EB	Queens Blvd/33rd Street	2	48	188	-141	*	187	-139	*
	MTA Bus	Q60	WB	No Data Available (4)			157			156		
	MTA Bus	Q65	NB	Main Street/Roosevelt Avenue	3	107	0	107		0	107	
	MTA Bus	Q65	SB	Sanford Avenue/Kissena Blvd	3	3	2	0		2	0	
	MTA Bus	Q110	EB	179th Place/Hillside Avenue	6	152	-1	153		-1	153	
	MTA Bus	Q110	WB	Jamaica Avenue/173rd Street	6	276	12	264		12	264	
	MTA Bus	Q111/113	NB	Guy R Brewer Blvd/Brinkerhoff	3	101	69	32		68	33	
	MTA Bus	Q111/113	SB	Guy R Brewer Blvd/Liberty Avenue	7	191	45	145		45	146	
	MTA Bus	Q112	EB	Liberty Avenue/126th Street	5	206	17	189		17	189	
	MTA Bus	Q112	WB	Liberty Avenue/134th Street	6	284	11	274		11	274	
	Long Island Bus Peak 4-hours (3-7 PM)											
	LI Bus	N1		Maximum Load Point Not Available	26	766	2	764		1	765	
	LI Bus	N2		Maximum Load Point Not Available	13	569	2	567		1	568	
	LI Bus	N3		Maximum Load Point Not Available	9	457	2	455		1	457	
	LI Bus	N4		Maximum Load Point Not Available	52	561	29	532		8	553	
	LI Bus	N6		Maximum Load Point Not Available	82	765	2	763		1	764	
	LI Bus	N22		Maximum Load Point Not Available	57	1,058	2	1,056		1	1,057	
	LI Bus	N21		Maximum Load Point Not Available	37	588	2	586		1	588	
	LI Bus	N26		Maximum Load Point Not Available	2	27	2	25		1	27	

Notes:
(1) Peak Hours, weekday 7-8 AM and 5-6 PM.
(2) Assumes service levels adjusted to address capacity shortfalls in the No-Action condition.
(3) Available Capacity based on a maximum of 65 passengers for a standard 40-foot bus.
(4) No existing ridership data available, project increment shown for informational purposes.
* Denotes a significant adverse impact based on CEQR criteria.

8.30.07



SOURCE: NYC Department of City Planning - Queens Office, August/2007

City Council Modifications Requested

Figure 1

Jamaica Plan

Attachment A: Proposed Zoning Text Amendment with City Council Modifications

PROPOSED MODIFICATION TO PROPOSED ZONING TEXT AMENDMENT ESTABLISHING THE SPECIAL DOWNTOWN JAMAICA DISTRICT

Relating to an area bounded by 95th Avenue, 148th Street, 97th Avenue and 147th Place in Community District 12 in the Borough of Queens

8/20/2007

Matter in Graytone or Underlined is new, to be added;
Matter in ~~Strikeout~~ is old, to be deleted;
Matter within # # is defined in Section 12-10;
* * * indicate where unchanged text appears in the Zoning Resolution

42-03
Residential Use

* * *

In the M1-1 District bounded by 95th Avenue, 148th Street, 97th Avenue and 147th Place in Community District 12 in the Borough of Queens, the #use# regulations of an M1 District shall apply, except that #residential use# is allowed subject to the #bulk# regulations of Section 43-01 (Applicability of this Chapter) and the #accessory# off-street parking regulations of Section 44-024 (Applicability of regulations in an M1-1 District in Community District 12 in the Borough of Queens).

* * *

43-01
Applicability of this Chapter

* * *

In M1-1D, M1-2D, M1-3D, M1-4D and M1-5D Districts, the #bulk# regulations governing M1 Districts shall apply to #community facility#, #commercial#, and #manufacturing uses#, and the regulations of Section 43-61 (Bulk Regulations for Residential Uses in M1-D Districts) shall apply to #residential uses# authorized pursuant to Section 42-47 (Residential Uses in M1-D Districts).

In the M1-1 District bounded by 95th Avenue, 148th Street, 97th Avenue and 147th Place in Community District 12 in the Borough of Queens, the #bulk# regulations of an M1 District shall apply to #manufacturing#, #commercial # and #community facility uses#. However, the #bulk# regulations for an R5 District set forth in Article II, Chapter 3, shall apply to #residential uses#.

Special regulations applying in the #waterfront area# are set forth in Article VI, Chapter 2.

* * *

44-024
Applicability of regulations in an M1-1 District in Community District 12 in the Borough of Queens

In the M1-1 District bounded by 95th Avenue, 148th Street, 97th Avenue and 147th Place in Community District 12 in the Borough of Queens, the #accessory# off-street parking regulations of an M1 District shall apply, except that the #accessory# off-street parking regulations for an R5 District set forth in Article II, Chapter 5, shall apply to #residential uses#.

Attachment B: Reasonable Worst Case Development Scenario

The Reasonable Worst Case Development Scenario (RWCDS) with City Council Modifications is shown in the following Tables B-1 (Projected Development Sites) and B-2 (Potential Development Sites).

Table B-1
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Projected Development Sites

Site Description					Existing Conditions					No-Action Conditions			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
298-URA	URA	9998A Total		37539	M1-1	1	0	15300	0	15,018	22,523	0	0
299-URA	URA	9998B Total		45597	M1-1	1	8852	42925	0	8,852	42,925	0	0
300-URA	URA	9998C Total		41250	M1-1	1	44510	0	2	0	0	0	0
302-URA	URA	9999A Total		95138	M1-1	1	17250	171050	0	17,250	171,050	0	0
URA Total										**41,118**	**236,498**	**0**	**0**
337-AT2	AT2	10026A Total		57,000	M1-1	1.00	6,020	10,000	5	6,020	10,000	0	5
AT2 Total										**6,020**	**10,000**	**0**	**5**
127-JC1	JC1	9760	82	8690	C4-2	3	51205	0	0	51,205	0	0	0
132-JC1	JC1	9761B Total		18840	C4-2	3	79200	0	0	79,200	0	0	0
133-JC1	JC1	9761	95	14107	C4-2	3	57325	0	0	57,325	0	0	0
180-JC1	JC1	9793	1	21230	C4-2	3	54978	0	0	54,978	0	0	0
403-JC1	JC1	10101	7	6480	C6-1A	6	53458	0	0	53,458	0	0	0
404-JC1	JC1	10101	9	7620	C6-1A	6	24000	0	0	24,000	0	0	0
405-JC1	JC1	10101	15	17900	C6-1A	6	62031	0	0	62,031	0	0	0
406-JC1	JC1	10101	24	14775	C6-1A	6	14775	8800	0	12,559	0	7,388	35
407-JC1	JC1	10101	27	10162	C6-1A	6	55500	0	0	55,500	0	0	0
408-JC1	JC1	10101A Total		27357	C6-1A	6	22048	0	0	23,253	0	13,679	66
409-JC1	JC1	10102	2	4210	C6-1A	6	20700	0	0	20,700	0	0	0
JC1 Total										**494,209**	**0**	**21,067**	**101**
470-JC2	JC2	10155	1	4400	C4-2	3	15000	0	0	15,000	0	0	0
471-JC2	JC2	10155A Total		25288	C4-2	3	29499	0	0	21,495	0	0	61
515-JC2	JC2	10209	115	44884	M1-5	5	88100	0	0	88,100	0	0	0
JC2 Total				**74572**			**132599**	**0**	**0**	**124,595**	**0**	**0**	**61**
123-JC3	JC3	9757	18	7,550	C4-2	3.40	7,500	-	-	6,418	0	0	18
125-JC3	JC3	9760	45	10000	C4-2	3	17600	0	0	17,600	0	0	0
128-JC3	JC3	9761	14	10320	C4-2	3	13005	0	0	8,772	0	0	25
131-JC3	JC3	9761	60	3880	C4-2	3	22000	0	0	22,000	0	0	0
161-JC3	JC3	9764C Total		29313	R6	2	0	0	119	0	0	58,625	13
184-JC3	JC3	9793	49	14940	C4-2	3	0	0	0	12,699	0	0	36
185-JC3	JC3	9793	78	29588	C4-2	3	13712	0	0	25,133	0	0	72
188-JC3	JC3	9794	48	49852	C4-2	3	122000	0	0	122,000	0	0	0
191-JC3	JC3	9796	63	99500	R6/C4-2	2	40	0	0	44,792	0	0	197
192-JC3	JC3	9800	5	84500	R6	2	256	0	0	0	0	0	205
202-JC3	JC3	9818	49	11845	C4-2	3	22100	0	0	22,100	0	0	0
204-JC3	JC3	9818	62	12200	R6/C2-2	2	6750	0	0	10,370	0	6,100	19
JC3 Total										**291,884**	**0**	**64,725**	**586**
315-LC	LC	10002A Total		50797	M1-1	1	0	52700	0	0	52,700	0	0
316-LC	LC	10002	5	10120	M1-1	1	0	0	0	4,048	6,072	0	0
317-LC	LC	10002	15	6695	M1-1	1	0	6650	0	0	6,650	0	0
318-LC	LC	10002	17	6450	M1-1	1	0	5280	0	0	5,280	0	0
319-LC	LC	10002	20	3020	M1-1	1	0	0	0	1,208	1,812	0	0
320-LC	LC	10002	21	2340	M1-1	1	1035	0	2	1,035	0	0	2

Table B-1
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Projected Development Sites

	With-Action Conditions								Increment			
Site #	Proposed Zoning	Proposed FAR	Inclusionary Zoning FAR	Commercial SF	Industrial SF	Community Facility SF	Affordable DUs	Total DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
298-URA	M1-4	2.00		0	0	0	0	0	-15,016	-22,523	0	0
299-URA	C6-4	10.00	12.00	563,748	0	0	0	0	554,896	-42,925	0	0
300-URA	C6-4	10.00	12.00	288,500	0	0	41	206	288,500	0	0	206
302-URA	C6-4	10.00	12.00	1,261,656	0	0	0	0	1,244,406	-171,050	0	0
				2,113,904	**0**	**0**	**41**	**206**	**2,072,786**	**-236,498**	**0**	**206**
337-AT2	C6-3	6	8	276,400	0	0	72	180	270,380	-10,000	0	175
				276,400	**0**	**0**	**72**	**180**	**270,380**	**-10,000**	**0**	**175**
127-JC1	C6-3	6	8.00	14,630	0	0	0	30	-36,575	0	0	30
132-JC1	C6-3	6	8.00	32,028	0	18,840	20	100	-47,172	0	18,840	100
133-JC1	C6-3	6	8.00	28,663	0	0	0	24	-28,663	0	0	24
180-JC1	C6-3	6	8.00	36,091	0	0	27	134	-18,887	0	0	134
403-JC1	C6-3	6	8.00	10,692	0	0	0	36	-42,766	0	0	36
404-JC1	C6-3	6	8.00	12,000	0	0	0	10	-12,000	0	0	10
405-JC1	C6-3	6	8.00	20,677	0	0	0	34	-41,354	0	0	34
406-JC1	C6-3	6	8.00	25,118	0	7,388	17	88	12,559	0	0	50
407-JC1	C6-3	6	8.00	17,275	0	5,081	12	59	-38,225	0	5,081	59
408-JC1	C6-3	6	8.00	46,507	0	13,679	32	159	23,254	0	0	93
409-JC1	C6-3	6	8.00	8,280	0	0	0	10	-12,420	0	0	10
				251,960	**0**	**44,988**	**107**	**582**	**-242,249**	**0**	**23,921**	**580**
470-JC2	C6-2	5.40	7.20	7,500	0	0	0	6	-7,500	0	0	6
471-JC2	C6-2	5.40	7.20	42,990	0	0	28	139	21,495	0	0	78
515-JC2	C6-2	5.40	7.20	133,000	0	2,000	38	188	44,900	0	2,000	188
				183,490	**0**	**2,000**	**65**	**333**	**58,895**	**0**	**2,000**	**272**
123-JC3	C4-5X	3.75	5.00	6,418	0	0	6	31	0	0	0	13
125-JC3	C4-5X	3.75	5.00	8,500	0	0	8	42	-9,100	0	0	42
128-JC3	C4-5X	3.75	5.00	8,772	0	0	9	43	0	0	0	18
131-JC3	C4-5X	3.75	5.00	3,687	0	0	0	15	-18,333	0	0	15
161-JC3	C4-5X	3.75	5.00	0	0	0	29	147	0	0	-58,625	134
184-JC3	C4-5X	3.75	5.00	12,699	0	0	12	62	0	0	0	26
185-JC3	C4-5X	3.75	5.00	25,133	0	0	25	123	0	0	0	51
188-JC3	C4-5X	3.75	5.00	84,748	0	49,852	23	115	-37,252	0	49,852	115
191-JC3	C4-5X	3.75	5.00	253,725	0	0	0	0	208,933	0	0	-197
192-JC3	C4-5X	3.75	5.00	359,125	0	0	0	0	359,125	0	0	-205
202-JC3	C4-5X	3.75	5.00	9,898	0	0	10	48	-12,202	0	0	48
204-JC3	C4-5X	3.75	5.00	10,370	0	6,100	9	45	0	0	0	25
				783,055	**0**	**55,952**	**131**	**669**	**491,171**	**0**	**-8,773**	**83**
315-LC	M1-4	2.00		101,594	0	0	0	0	101,594	-52,700	0	0
316-LC	M1-4	2.00		20,240	0	0	0	0	16,192	-6,072	0	0
317-LC	M1-4	2.00		13,390	0	0	0	0	13,390	-6,650	0	0
318-LC	M1-4	2.00		12,900	0	0	0	0	12,900	-5,280	0	0
319-LC	M1-4	2.00		6,040	0	0	0	0	4,832	-1,812	0	0
320-LC	M1-4	2.00		4,680	0	0	0	0	3,645	0	0	-2

Table B-1

Jamaica Plan with City Council Modifications

Reasonable Worst Case Development Scenario: Projected Development Sites

Site Description					Existing Conditions					No-Action Conditions			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
321-LC	LC	10002B Total		8320	M1-1	1	1100	0	9	1,100	0	0	9
322-LC	LC	10002	25	2250	M1-1	1	908	0	2	908	0	0	2
414-LC	LC	10107	142	30732	M1-1	1	0	0	0	12,293	18,439	0	0
417-LC	LC	10108	305	11900	M1-1	1	0	0	0	11,900	0	0	0
418-LC	LC	10108A Total		15900	M1-1	1	1800	0	0	15,900	0	0	0
LC Total										**48,392**	**90,953**	**0**	**13**
64-SC	SC	9888	6	2660	C4-2	3	0	0	0	2,261	0	0	6
65-SC	SC	9888A Total		5450	C4-2	3	0	0	0	4,633	0	0	13
68-SC	SC	9888	14	8110	C4-2	3	0	0	0	6,894	0	0	20
SC Total										**13,788**	**0**	**0**	**39**
324-A	A	10018	1	5800	R4	1	0	0	2	0	0	0	4
325-A	A	10018A Total		5800	R4	1	0	0	2	0	0	0	4
328-A	A	10018	7	5000	R4	1	2000	0	0	0	0	0	4
336-A	A	10021	5	5000	R4	1	0	0	2	0	0	0	4
A Total										**0**	**0**	**0**	**16**
340-B	B	10028A Total		17500	M1-1	1	1350	0	0	7,000	10,500	0	0
B Total										**7,000**	**10,500**	**0**	**0**
41-D	D	9881A Total		7525	R6	2	0	0	6	0	0	0	18
45-D	D	9881	56	5075	R6	2	0	0	2	0	0	0	12
50-D	D	9881	62	7250	R6	2	0	0	2	0	0	0	18
51-D	D	9881	64	7250	R6	2	0	0	1	0	0	0	18
52-D	D	9881	71	6300	R6	2	0	0	1	0	0	0	15
53-D	D	9881	73	6604	R6	2	0	0	1	0	0	0	16
56-D	D	9881	85	7685	R6	2	0	0	1	0	0	0	19
57-D	D	9881B Total		10150	R6	2	0	0	4	0	0	0	25
58-D	D	9881C Total		14500	R6	2	0	0	1	0	0	0	35
73-D	D	9893	60	13875	R6	2	0	0	0	0	0	0	33
79-D	D	9894E Total		18000	R6	2	0	0	0	0	0	0	44
88-D	D	9897	52	13500	R6	2	24	0	0	0	0	0	33
106-D	D	9753	6	5000	R6	2	0	0	2	0	0	0	12
111-D	D	9753	26	5000	R6	2	0	0	2	0	0	0	12
143-D	D	9762	49	5750	R6	2	0	0	0	0	0	0	14
154-D	D	9763	47	10500	R6	2	8750	0	0	0	0	0	26
155-D	D	9763	51	9060	R6	2	0	0	0	0	0	0	22
162-D	D	9765	32	6158	R6/C2-2	2	3940	0	0	5,234	0	0	10
172-D	D	9767	61	5130	R6	2	0	0	0	0	0	0	12
193-D	D	9813	5	5340	R6	2	1155	0	1	0	0	0	13
194-D	D	9813	8	5340	R6	2	0	0	1	0	0	0	13
D Total										**5,234**	**0**	**0**	**420**
246-E	E	9908	10	12000	R4/C2-2	1	800	0	0	10,200	0	0	2
586-E	E	10316A Total		15537	M1-1	1	2670	13120	0	2,670	13,120	0	0
608-E	E	10315	14	8178	R5/C2-2	1	0	0	2	6,951	0	0	1
E Total										**19,821**	**13,120**	**0**	**3**
242-F	F	9899	41	4032	R3-2	1	0	0	1	0	0	0	1
243-F	F	9899	88	4500	R3-2	1	0	0	1	0	0	0	2
244-F	F	9900	24	5000	R3-2	1	0	0	1	0	0	0	3
257-F	F	9920	11	5785	R3-2	1	0	0	1	0	0	0	1
258-F	F	9921	14	5000	R3-2	1	0	0	2	0	0	0	2
259-F	F	9921	20	5000	R3-2	1	0	0	1	0	0	0	1
261-F	F	9931	12	7500	R3-2	1	0	0	2	0	0	0	2
262-F	F	9931	16	5000	R3-2	1	0	0	1	0	0	0	1
263-F	F	9931	21	5000	R3-2	1	0	0	2	0	0	0	3
F Total										**0**	**0**	**0**	**15**
521-J	J	10219	161	2333	M1-1	1	0	0	2	0	0	0	2
522-J	J	10219	162	2333	M1-1	1	0	0	2	0	0	0	2
582-J	J	10320	1	7200	M1-1	1	0	4898	0	0	4,898	0	0
583-J	J	10320A Total		27278	M1-1	1	4000	7500	0	10,911	16,367	0	0

Table B-1
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Projected Development Sites

	With-Action Conditions								Increment			
Site #	Proposed Zoning	Proposed FAR	Inclusionary Zoning FAR	Commercial SF	Industrial SF	Community Facility SF	Affordable DUs	Total DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
321-LC	M1-4	2.00		16,640	0	0	0	0	15,540	0	0	-9
322-LC	M1-4	2.00		4,500	0	0	0	0	3,592	0	0	-2
414-LC	M1-4	2.00		61,464	0	0	0	0	49,171	-18,439	0	0
417-LC	M1-4	2.00		0	0	23,800	0	0	-11,900	0	23,800	0
418-LC	M1-4	2.00		31,600	0	0	0	0	15,900	0	0	0
				273,248	**0**	**23,800**	**0**	**0**	**224,858**	**-90,953**	**23,800**	**-13**
64-SC	C4-4A	3.45	4.60	2,261	0	0	2	10	0	0	0	4
65-SC	C4-4A	3.45	4.60	4,633	0	0	4	20	0	0	0	7
66-SC	C4-4A	3.45	4.60	6,894	0	0	6	30	0	0	0	11
				13,788	**0**	**0**	**12**	**60**	**0**	**0**	**0**	**21**
324-A	R5/C1-4	1.25		4,930	0	0	0	1	4,930	0	0	-3
326-A	R5/C1-4	1.25		4,250	0	0	0	1	4,250	0	0	-3
328-A	R5/C1-4	1.25		4,250	0	0	0	1	4,250	0	0	-3
336-A	R5	1.25		0	0	0	0	8	0	0	0	2
				13,430	**0**	**0**	**0**	**9**	**13,430**	**0**	**0**	**-7**
340-B	R5	1.25		0	0	0	0	22	-7,000	-10,500	0	22
		1.25	**0.00**	**0**	**0**	**0**	**0**	**22**	**-7,000**	**-10,500**	**0**	**22**
41-D	R7A	3.45	4.60	0	0	0	7	35	0	0	0	16
45-D	R7A	3.45	4.60	0	0	0	5	23	0	0	0	11
50-D	R7A	3.45	4.60	0	0	0	7	33	0	0	0	16
51-D	R7A	3.45	4.60	0	0	0	7	33	0	0	0	16
52-D	R7A	3.45	4.60	0	0	0	6	29	0	0	0	14
53-D	R7A	3.45	4.60	0	0	0	6	30	0	0	0	14
56-D	R7A	3.45	4.60	0	0	0	7	35	0	0	0	17
57-D	R7A	3.45	4.60	0	0	0	9	47	0	0	0	22
58-D	R7A	3.45	4.60	0	0	0	13	67	0	0	0	31
73-D	R7A	3.45	4.60	0	0	0	13	63	0	0	0	30
79-D	R7A	3.45	4.60	0	0	0	17	83	0	0	0	39
88-D	R7A	3.45	4.60	0	0	0	12	62	0	0	0	29
106-D	R7A	3.45	4.60	0	0	0	5	23	0	0	0	11
111-D	R7A	3.45	4.60	0	0	0	5	23	0	0	0	11
143-D	R7A	3.45	4.60	0	0	0	5	26	0	0	0	12
154-D	R7A/C1-2	3.45	4.60	8,925	0	0	8	39	8,925	0	0	14
155-D	R7A/C1-2	3.45	4.60	7,701	0	0	7	34	7,701	0	0	12
162-D	R7A/C2-4	3.45	4.60	5,234	0	0	5	23	0	0	0	13
172-D	R7A	3.45	4.60	0	0	0	5	24	0	0	0	11
193-D	R7A	3.45	4.60	0	0	0	5	25	0	0	0	12
194-D	R7A	3.45	4.60	0	0	0	5	25	0	0	0	12
				21,860	**0**	**0**	**156**	**782**	**16,626**	**0**	**0**	**363**
248-E	R5D/C2-4	2.00		10,200	0	0		14	0	0	0	12
588-E	R6A/C2-4	3.00		13,206	0	0	0	33	10,536	-13,120	0	33
608-E	R5D/C2-4	2.00		6,951	0	0		9	0	0	0	8
				30,357	**0**	**0**	**0**	**77**	**10,536**	**-13,120**	**0**	**54**
242-F	R4-1	0.90		0	0	0	0	3	0	0	0	2
243-F	R4-1	0.90		0	0	0	0	3	0	0	0	1
244-F	R4-1	0.90		0	0	0	0	4	0	0	0	2
257-F	R4-1	0.90		0	0	0	0	4	0	0	0	3
258-F	R4-1	0.90		0	0	0	0	4	0	0	0	2
259-F	R4-1	0.90		0	0	0	0	4	0	0	0	3
261-F	R4-1	0.90		0	0	0	0	6	0	0	0	4
262-F	R4-1	0.90		0	0	0	0	4	0	0	0	3
263-F	R4-1	0.90		0	0	0	0	4	0	0	0	2
				0	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**21**
521-J	R5	1.25		0	0	0	0	3	0	0	0	1
522-J	R5	1.25		0	0	0	0	3	0	0	0	1
582-J	R5	1.25		0	0	0	0	9	0	-4,898	0	9
583-J	R5	1.25		0	0	0	0	34	-10,911	-16,367	0	34

Table B-1
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Projected Development Sites

Site Description					Existing Conditions					No-Action Conditions			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
584-J	J	10321	8	5000	M1-1	1	0	4100	0	0	4,100	0	0
	J Total									10,911	25,365	0	4
323-O	O	10017	18	7020	R4	1	488	0	0	0	0	0	5
334-O	O	10020	137	32000	R4	1	9122	0	0	0	0	0	24
357-O	O	10032C Total		5779	M1-1	1	3800	0	4	3,800	0	0	4
363-O	O	10043	6	10650	R4	1	4500	0	0	0	0	0	8
368-O	O	10052	9	1870	R4	1	800	0	0	0	0	0	1
369-O	O	10052	10	5463	R4	1	0	2250	0	0	0	0	4
370-O	O	10055	2	8800	R4	1	1400	0	0	0	0	0	7
371-O	O	10055A Total		12800	R4	1	0	0	0	0	0	0	9
372-O	O	10055	11	6699	R4	1	975	0	0	0	0	0	5
373-O	O	10055	19	2025	R4	1	0	0	0	0	0	0	2
374-O	O	10055	20	2650	R4	1	0	0	0	0	0	0	2
375-O	O	10055	31	6250	R4	1	0	0	1	0	0	0	5
380-O	O	10057	18	7661	R4	1	0	4895	0	0	4,895	0	0
381-O	O	10056B Total		42047	M1-1	1	0	34000	0	0	34,000	0	0
	O Total									3,800	38,895	0	76
433-Q	Q	10129	7	4752	R4/C1-2	1	2600	0	1	2,600	0	0	1
434-Q	Q	10129	20	2990	R4/C1-2	1	0	0	4	0	0	0	4
435-Q	Q	10129	21	5980	R4/C1-2	1	0	0	0	5,083	0	0	1
436-Q	Q	10129	23	2990	R4/C1-2	1	0	0	2	2,542	0	0	0
437-Q	Q	10129C Total		6900	R4/C1-2	1	1660	0	7	1,660	0	0	7
438-Q	Q	10129	28	3220	R4/C1-2	1	1584	0	2	1,584	0	0	2
439-Q	Q	10129D Total		5237	R4/C1-2	1	1320	0	0	4,451	0	0	0
442-Q	Q	10140	20	5750	R4	1	0	0	1	0	0	0	4
443-Q	Q	10140	22	2875	R4	1	0	0	0	0	0	0	2
444-Q	Q	10140	23	5750	R4	1	3200	0	0	3,200	0	0	0
445-Q	Q	10140	26	9890	R4	1	1800	0	0	0	0	0	7
455-Q	Q	10150B* Total		4945	R4/C1-2	1	0	0	0	4,203	0	0	0
456-Q	Q	10150D Total		5290	R4/C1-2	1	1200	0	3	1,200	0	0	3
457-Q	Q	10150	55	4800	R4/C1-2	1	0	0	0	3,910	0	0	1
458-Q	Q	10150	57	2875	R4/C1-2	1	0	0	0	2,444	0	0	0
477-Q	Q	10161	1	8255	R4/C1-2	1	4000	0	0	7,017	0	0	1
478-Q	Q	10161B* Total		8575	R4/C1-2	1	0	0	0	7,289	0	0	0
479-Q	Q	10161A Total		3727	R4	1	1870	0	2	1,870	0	0	2
480-Q	Q	10161	10	1710	R4	1	0	0	1	0	0	0	1
481-Q	Q	10161	46	4000	R4/C1-2	1	0	0	2	3,400	0	0	1
482-Q	Q	10161F Total		6000	R4/C1-2	1	0	0	1	5,100	0	0	0
483-Q	Q	10161G Total		8000	R4/C1-2	1	0	0	1	6,800	0	0	0
484-Q	Q	10163	51	12000	R4	1	2100	0	0	0	0	0	9
490-Q	Q	10166A* Total		4000	R4	1	0	0	0	0	0	0	3
491-Q	Q	10166	12	2500	R4	1	0	0	1	0	0	0	1
492-Q	Q	10166	13	2500	R4	1	0	0	1	0	0	0	1
493-Q	Q	10166	15	2500	R4	1	0	0	2	0	0	0	2
494-Q	Q	10166B Total		4500	R4	1	0	0	2	0	0	0	3
496-Q	Q	10166C Total		4000	R4	1	0	0	1	0	0	0	3
504-Q	Q	10171C* Total		4000	R4	1	0	0	0	0	0	0	3
505-Q	Q	10171D Total		6171	R4	1	0	0	1	0	0	0	5
	Q Total									64,353	0	0	68
506-R	R	10176A Total		32335	C8-1	1	12830	0	0	27,485	0	0	0

Table B-1
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Projected Development Sites

	With-Action Conditions								Increment			
Site #	Proposed Zoning	Proposed FAR	Inclusionary Zoning FAR	Commercial SF	Industrial SF	Community Facility SF	Affordable DUs	Total DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
584-J	R5	1.25		0	0	0	0	6	0	-4,100	0	6
				0	0	0	0	55	-10,911	-25,365	0	51
323-O	R6A/C2-4	3.00		5,967	0	0	0	13	5,967	0	0	8
334-O	R6A/C2-4	3.00		27,200	0	0	0	69	27,200	0	0	45
357-O	R6A/C2-4	3.00		4,912	0	0	0	12	1,112	0	0	8
363-O	R6A/C2-4	3.00		9,053	0	0	0	23	9,053	0	0	15
368-O	R6A/C2-4	3.00		1,590	0	0	0	4	1,590	0	0	3
369-O	R6A/C2-4	3.00		4,844	0	0	0	12	4,844	0	0	8
370-O	R6A/C2-4	3.00		7,480	0	0	0	19	7,480	0	0	12
371-O	R6A/C2-4	3.00		10,710	0	0	0	27	10,710	0	0	18
372-O	R6A/C2-4	3.00		5,694	0	0	0	14	5,694	0	0	9
373-O	R6A/C2-4	3.00		1,721	0	0	0	4	1,721	0	0	2
374-O	R6A/C2-4	3.00		2,253	0	0	0	6	2,253	0	0	4
375-O	R6A/C2-4	3.00		5,313	0	0	0	13	5,313	0	0	8
380-O	R6A/C2-4	3.00		0	0	22,983	0	0	0	-4,895	22,983	0
381-O	M1-4	2.00		35,740	0	21,024	0	69	35,740	-34,000	21,024	69
				122,277	0	44,007	0	286	118,477	-38,895	44,007	210
433-Q	R5D/C1-4	2.00		4,039	0	0	0	5	1,439	0	0	4
434-Q	R5D/C1-4	2.00		2,542	0	0	0	3	2,542	0	0	-1
435-Q	R5D/C1-4	2.00		5,083	0	0	0	7	0	0	0	6
436-Q	R5D/C1-4	2.00		2,542	0	0	0	3	0	0	0	3
437-Q	R5D/C1-4	2.00		5,865	0	0	0	8	4,205	0	0	1
438-Q	R5D/C1-4	2.00		2,737	0	0	0	4	1,153	0	0	2
439-Q	R5D/C1-4	2.00		4,451	0	0	0	6	0	0	0	6
442-Q	R5D/C1-4	2.00		4,888	0	0	0	7	4,888	0	0	3
443-Q	R5D/C1-4	2.00		0	0	0	0	5	0	0	0	3
444-Q	R5D/C1-4	2.00		4,888	0	0	0	7	1,888	0	0	7
445-Q	R5D/C1-4	2.00		0	0	0	0	19	0	0	0	12
455-Q	R5D/C1-4	2.00		4,203	0	0	0	6	0	0	0	6
456-Q	R5D/C1-4	2.00		4,497	0	0	0	6	3,297	0	0	3
457-Q	R5D/C1-4	2.00		3,910	0	0	0	5	0	0	0	4
458-Q	R5D/C1-4	2.00		2,444	0	0	0	3	0	0	0	3
477-Q	R5D/C1-4	2.00		7,017	0	0	0	9	0	0	0	8
478-Q	R5D/C1-4	2.00		7,289	0	0	0	10	0	0	0	10
479-Q	R5D	2.00		0	0	0	0	7	-1,870	0	0	5
480-Q	R5D	2.00		0	0	0	0	3	0	0	0	2
481-Q	R5D/C1-4	2.00		3,400	0	0	0	5	0	0	0	4
482-Q	R5D/C1-4	2.00		5,100	0	0	0	7	0	0	0	7
483-Q	R5D/C1-4	2.00		6,800	0	0	0	9	0	0	0	9
484-Q	R5D	2.00		0	0	24,000	0	0	0	0	24,000	-9
490-Q	R5D/C1-4	2.00		3,400	0	0	0	5	3,400	0	0	2
491-Q	R5D/C1-4	2.00		2,125	0	0	0	3	2,125	0	0	2
492-Q	R5D/C1-4	2.00		2,125	0	0	0	3	2,125	0	0	2
493-Q	R5D/C1-4	2.00		2,125	0	0	0	3	2,125	0	0	1
494-Q	R5D/C1-4	2.00		3,825	0	0	0	5	3,825	0	0	2
496-Q	R5D/C1-4	2.00		3,400	0	0	0	5	3,400	0	0	2
504-Q	R5D/C1-4	2.00		3,400	0	0	0	5	3,400	0	0	2
505-Q	R5D/C1-4	2.00		5,245	0	0	0	7	5,245	0	0	2
				107,340	0	24,000	0	179	42,987	0	24,000	111
506-R	R5D/C2-4	2.00		27,485	0	0		37	0	0	0	37

Table B-1
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Projected Development Sites

Site Description					Existing Conditions					No-Action Conditions			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
513-R	R	10197A Total		8584	R3-2/C1-2	1	0	0	0	7,296	0	0	0
525-R	R	10222A Total		7959	R4	1	0	0	0	0	0	0	6
526-R	R	10223	10	5886	R4	1	0	0	0	0	0	0	4
529-R	R	10223B Total		11511	R4	1	0	0	0	0	0	0	9
531-R	R	10225	9	12300	C8-1	1	3800	0	0	10,455	0	6,150	0
535-R	R	10228	15	3760	R4	1	0	0	2	0	0	0	2
536-R	R	10228	17	3720	R4	1	0	0	0	0	0	0	3
537-R	R	10228	19	4985	R4	1	1840	0	1	1,840	0	0	1
541-R	R	10237	1	12878	C8-1	1	3200	0	0	10,945	0	0	0
545-R	R	10244	211	5550	C8-1	1	1250	0	0	4,718	0	0	0
546-R	R	10244	216	3040	C8-1	1	2100	0	1	2,100	0	0	1
547-R	R	10244	217	4640	C8-1	1	4000	0	0	4,000	0	0	0
548-R	R	10244	223	4085	C8-1	1	0	0	0	3,455	0	0	0
555-R	R	10253	18	3330	C8-1	1	0	0	0	2,831	0	0	0
561-R	R	10280A Total		23398	R3-2/C1-2	1	0	0	0	19,888	0	0	0
	R Total									95,013	0	6,150	26
1-S	S	9618	30	10765	R6/C2-2	2	1575	0	0	9,150	0	0	17
3-S	S	9619	19	12000	C8-1	1	12000	0	0	12,000	0	0	0
5-S	S	9619	28	4000	R6/C2-2	2	7600	0	0	7,600	0	0	0
8-S	S	9620	45	30235	C8-1	1	3810	5100	0	25,700	0	0	0
18-S	S	9674	1	5470	R6/C2-2	2	0	0	0	4,650	0	0	9
277-S	S	9972	1	27000	M1-1	1	0	30000	0	0	30,000	0	0
	S Total									59,100	30,000	0	26
2-T	T	9619A Total		38136	C8-1	1	9028	0	0	32,418	0	19,068	0
6-T	T	9620	1	21710	C8-1	1	2900	0	0	18,454	0	10,855	0
7-T	T	9620	11	2000	C8-1	1	0	0	1	0	0	0	1
	T Total									50,870	0	29,923	1
75-U	U	9694	17	17450	R6/C2-2	2	1920	0	0	14,833	0	8,725	28
80-U	U	9697	8	11677	C8-1	2	240	0	0	9,925	0	5,839	0
83-U	U	9697B Total		13500	C8-1	1	100	0	0	11,475	0	6,750	0
97-U	U	9706C Total		13000	C8-1	1	4030	0	0	11,050	0	6,500	0
100-U	U	9706	83	10000	C8-1	1	1406	0	0	8,500	0	5,000	0
102-U	U	9706	98	11000	C8-1	1	450	0	0	9,350	0	5,500	0
148-U	U	9763A Total		24528	R6	2	0	0	0	0	0	12,264	60
158-U	U	9764	63	8590	R6/C2-2	2	360	0	0	7,302	0	4,295	14
168-U	U	9767	26	22682	R6/C2-2	2	300	0	0	19,280	0	11,341	36
177-U	U	9769	84	10000	R5/C2-2	1	750	0	0	8,500	0	0	2
205-U	U	9816B Total		17180	R6/C2-2	2	8600	0	0	14,603	0	8,590	27
217-U	U	9834A Total		22392	R6/C2-2	2	0	0	0	19,033	0	0	35
228-U	U	9835	33	12000	R6	2	0	0	1	0	0	0	29
230-U	U	9837	1	11500	R5/C2-2	1	0	0	0	9,775	0	0	2
231-U	U	9837	10	23250	R5/C2-2	1	875	0	0	19,763	0	0	3
250-U	U	9913A Total		35350	R6/C2-2	2	5000	0	9	30,048	0	17,675	56
252-U	U	9914	40	14500	R6/C2-2	2	1600	0	0	12,325	0	0	23
	U Total									205,762	0	92,479	314
256-V	V	9917	43	23700	R5/C2-2	1	7964	0	0	20,145	0	0	30
260-V	V	9930B Total		33623	R3-2	1	17035	0	0	17,035	0	0	0
264-V	V	9934	20	9100	R3-2/C2-2	1	2660	0	0	7,735	0	0	1
271-V	V	9950	64	13200	R5/C2-2	1	0	0	0	11,220	0	0	2
272-V	V	9950	70	9540	R5/C2-2	1	0	0	0	8,109	0	0	1
275-V	V	9960	1	11200	R3-2/C2-2	1	1960	0	0	9,520	0	0	2
276-V	V	9960	19	20000	R3-2/C2-2	1	810	0	0	17,000	0	0	3

Table B-1
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Projected Development Sites

	With-Action Conditions								Increment			
Site #	Proposed Zoning	Proposed FAR	Inclusionary Zoning FAR	Commercial SF	Industrial SF	Community Facility SF	Affordable DUs	Total DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
513-R	R5D/C2-4	2.00		7,296	0	0	0	10	0	0	0	10
525-R	R5B/C2-4	1.35		6,765	0	0		4	6,765	0	0	-2
528-R	R5B/C2-4	1.35		5,003	0	0		3	5,003	0	0	-1
529-R	R5B/C2-4	1.35		9,784	0	0		6	9,784	0	0	-3
531-R	R5D/C2-4	2.00		0	0	24,600		0	-10,455	0	18,450	0
535-R	R5B/C2-4	1.35		3,196	0	0		2	3,196	0	0	0
536-R	R5B/C2-4	1.35		3,162	0	0		2	3,162	0	0	-1
537-R	R5B/C2-4	1.35		4,220	0	0		2	2,380	0	0	1
541-R	R5D/C2-4	2.00		10,945	0	0		15	0	0	0	15
545-R	R5D/C2-4	2.00		4,718	0	0		8	0	0	0	8
546-R	R5D/C2-4	2.00		2,584	0	0		3	484	0	0	2
547-R	R5D/C2-4	2.00		3,944	0	0		5	-56	0	0	5
548-R	R5D/C2-4	2.00		3,455	0	0		5	0	0	0	5
555-R	R5D/C2-4	2.00		2,831	0	0		4	0	0	0	4
561-R	R5D/C1-3	2.00		19,888	0	0	0	27	0	0	0	27
				115,276	0	24,600	0	131	20,263	0	18,450	106
1-S	R6A/C2-4	3.00		9,150	0	0	0	23	0	0	0	6
3-S	R6A/C2-4	3.00		10,200	0	0	0	26	-1,800	0	0	26
5-S	R6A/C2-4	3.00		3,400	0	0	0	9	-4,200	0	0	9
8-S	R6A/C2-4	3.00		25,700	0	0	0	65	0	0	0	65
18-S	R6A/C2-4	3.00		4,650	0	0	0	12	0	0	0	3
277-S	R6A/C2-4	3.00		0	0	81,000	0	0	0	-30,000	81,000	0
				53,100	0	81,000	0	135	-6,000	-30,000	81,000	109
2-T	C4-3A	3.00		32,416	0	19,068	0	63	0	0	0	63
6-T	C4-3A	3.00		18,454	0	10,855	0	36	0	0	0	36
7-T	C4-3A	3.00		1,700	0	1,000	0	3	1,700	0	1,000	2
				52,570	0	30,923	0	102	1,700	0	1,000	101
75-U	R7A/C2-3	3.45	4.60	14,833	0	8,725	11	57	0	0	0	29
80-U	R7A/C2-3	3.45	4.60	9,925	0	5,839	8	38	0	0	0	38
83-U	R7A/C2-3	3.45	4.60	11,475	0	6,750	9	44	0	0	0	44
97-U	R7A/C2-4	3.45	4.60	11,050	0	6,500	8	42	0	0	0	42
100-U	R7A/C2-4	3.45	4.60	8,500	0	5,000	7	33	0	0	0	33
102-U	R7A/C2-4	3.45	4.60	9,350	0	5,500	7	36	0	0	0	36
148-U	R7A/C2-3	3.45	4.60	20,849	0	12,264	16	60	20,849	0	0	20
158-U	R7A/C2-3	3.45	4.60	7,302	0	4,295	6	28	0	0	0	14
168-U	R7A/C2-3	3.45	4.60	19,280	0	11,341	15	74	0	0	0	38
177-U	R7A/C2-4	3.45	4.60	8,500	0	0	8	38	0	0	0	38
205-U	R7X/C2-4	3.75	5.00	14,803	0	8,590	13	63	0	0	0	36
217-U	R7A/C2-4	3.45	4.60	19,033	0	0	17	84	0	0	0	49
228-U	R7A	3.45	4.60	0	0	0	11	55	0	0	0	26
230-U	R7A/C2-4	3.45	4.60	9,775	0	0	9	43	0	0	0	41
231-U	R7A/C2-4	3.45	4.60	19,763	0	11,625	15	76	0	0	11,625	72
250-U	R7A/C2-4	3.45	4.60	30,048	0	17,675	23	115	0	0	0	59
252-U	R7A/C2-4	3.45	4.60	12,325	0	0	11	54	0	0	0	31
				226,611	0	104,104	192	958	20,849	0	11,625	644
256-V	R6A/C2-4	3.00		20,145	0	11,850	0	39	0	0	11,850	9
260-V	R6A/C2-4	3.00		28,580	0	0	0	72	11,545	0	0	72
264-V	R6A/C2-4	3.00		7,735	0	0	0	20	0	0	0	18
271-V	R6A/C2-4	3.00		11,220	0	0	0	28	0	0	0	28
272-V	R6A/C2-4	3.00		8,109	0	0	0	21	0	0	0	19
275-V	R6A/C2-4	3.00		9,520	0	0	0	24	0	0	0	22
278-V	R6A/C2-4	3.00		17,000	0	0	0	43	0	0	0	40

Table B-1
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Projected Development Sites

Site Description					Existing Conditions					No-Action Conditions			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
604-V	V	10499A Total		9000	R3-2	1	1377	0	2	1,377	0	0	2
	V Total									92,141	0	0	41
592-X	X	10328	49	21059	M1-1	1	0	0	0	8,424	12,635	0	0
593-X	X	10352	108	47000	M1-1	1	0	9680	0	18,800	28,200	0	0
	X Total									27,224	40,835	0	0
426-Y	Y	10124	11	7500	M1-1	1	2250	4480	0	2,250	4,480	0	0
	Y Total									2,250	4,480	0	0
	Grand Total									1,663,485	500,648	214,344	1,815

Table B-1

Jamaica Plan with City Council Modifications

Reasonable Worst Case Development Scenario: Projected Development Sites

	With-Action Conditions								Increment			
Site #	Proposed Zoning	Proposed FAR	Inclusionary Zoning FAR	Commercial SF	Industrial SF	Community Facility SF	Affordable DUs	Total DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
604-V	R6A	3.00		0	0	0	0	27	-1,377	0	0	25
				102,309	0	11,850	0	274	10,168	0	11,850	233
592-X	M1-2	2.00		8,424	33,694	0	0	0	0	21,059	0	0
593-X	M1-2	2.00		18,800	75,200	0	0	0	0	47,000	0	0
				27,224	108,894	0	0	0	0	68,059	0	0
426-Y	M1-4	2.00		3,000	12,000	0	0	0	750	7,520	0	0
				3,000	12,000	0	0	0	750	7,520	0	0
				4,771,199	120,894	447,224	777	5,176	3,107,714	-379,752	232,880	3,341

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Commercial SF	Industrial SF	Residential SF	Existing DUs	Commercial SF	Industrial SF	Community Facility sf	DUs
293-URA	URA	9993A	Total	86,842	M1-1	1.00	98,781	6,400	16,007	15	98,781	6,400	-	15
301-URA	URA	9998D	Total	57,742	M1-1	1.00	44,475	9,400	-	-	-	-	-	-
URA Total											**98,781**	**6,400**	-	**15**
285-AT1	AT1	9987	1	10,000	M1-1	1.00	10,000	-	-	-	10,000	-	-	-
AT1 Total											**10,000**	-	-	-
286-AT3	AT3	9991	1	55,000	M1-1	1.00	-	143,091	-	-	-	143,091	-	-
287-AT3	AT3	9991	19	9,650	M1-1	1.00	16,123	-	-	-	16,123	-	-	-
288-AT3	AT3	9991	68	17,237	M1-1	1.00	1,500	15,500	-	-	1,500	15,500	-	-
289-AT3	AT3	9992	26	2,785	M1-1	1.00	-	3,000	-	-	-	3,000	-	-
290-AT3	AT3	9992	27	3,003	M1-1	1.00	3,000	-	-	-	3,000	-	-	-
291-AT3	AT3	9992	29	6,007	M1-1	1.00	2,200	2,000	2,000	2	2,200	2,000	-	2
292-AT3	AT3	9992	38	7,000	M1-1	1.00	5,000	-	-	-	5,000	-	-	-
338-AT3	AT3	10027A	Total	12,500	M1-1	1.00	-	7,500	-	2	-	7,500	-	2
339-AT3	AT3	10027B	Total	8,791	M1-1	1.00	850	2,500	3,406	3	850	2,500	-	3
347-AT3	AT3	10030	6	15,000	M1-1	1.00	6,600	-	-	-	6,000	9,000	-	-
348-AT3	AT3	10030	12	5,000	M1-1	1.00	-	2,630	-	-	-	2,630	-	-
349-AT3	AT3	10030	15	7,500	M1-1	1.00	3,762	-	-	-	3,762	-	-	-
350-AT3	AT3	10030A	Total	12,500	M1-1	1.00	3,150	2,400	-	-	5,000	7,500	-	-
351-AT3	AT3	10030B	Total	19,839	R5	1.25	-	-	-	-	-	-	-	25
352-AT3	AT3	10031	2	9,922	M1-1	1.00	310	7,000	-	-	310	7,000	-	-
353-AT3	AT3	10031	7	7,000	M1-1	1.00	2,000	6,722	-	-	2,000	6,722	-	-
354-AT3	AT3	10031A	Total	15,410	M1-1	1.00	7,660	-	-	-	6,164	9,246	-	-
355-AT3	AT3	10031	17	7,700	M1-1	1.00	3,567	-	-	-	3,080	4,620	-	-
AT3 Total											**54,989**	**220,309**	-	**32**
278-AT4	AT4	9982A	Total	17,535	M1-1	1.00	1,875	16,440	-	-	1,875	16,440	-	-
279-AT4	AT4	9982	27	10,018	M1-1	1.00	-	12,000	-	-	-	12,000	-	-
280-AT4	AT4	9984	11	20,040	M1-1	1.00	3,550	20,000	-	-	3,550	20,000	-	-
281-AT4	AT4	9984	17	20,041	M1-1	1.00	-	20,000	-	-	-	20,000	-	-
282-AT4	AT4	9986	3	11,950	M1-1	1.00	-	10,900	-	-	-	10,900	-	-
283-AT4	AT4	9986	20	28,415	M1-1	1.00	-	8,000	-	-	11,366	17,049	-	-
284-AT4	AT4	9986	61	23,723	M1-1	1.00	18,000	-	-	-	18,000	-	-	-
AT4 Total											**34,791**	**96,389**	-	-
119-JC1	JC1	9754	48	12,900	C4-2	3.40	24,625	-	-	-	24,625	-	-	-
122-JC1	JC1	9756	1	11,128	C4-2	3.40	10,700	-	-	-	9,459	-	-	27
124-JC1	JC1	9760	1	28,708	C4-2	3.40	91,693	-	-	-	91,693	-	-	-
181-JC1	JC1	9793	11	7,985	C4-2	3.40	19,500	-	-	-	19,500	-	-	-
182-JC1	JC1	9793	14	3,700	C4-2	3.40	6,786	-	-	-	6,786	-	-	-
294-JC1	JC1	9995A	Total	35,548	M1-1	1.00	28,000	-	-	-	28,000	-	-	-
295-JC1	JC1	9996B	Total	10,308	M1-1	1.00	11,748	3,960	-	-	11,748	3,960	-	-
296-JC1	JC1	9996	16	11,232	M1-1	1.00	400	22,000	-	-	400	22,000	-	-
297-JC1	JC1	9997B	Total	12,500	M1-1	1.00	3,152	-	-	-	5,000	7,500	-	-
402-JC1	JC1	10101	3	19,500	C6-1A	6.00	49,140	-	-	-	16,575	-	-	47
462-JC1	JC1	10151	1	22,475	C4-2	3.40	42,000	-	-	-	42,000	-	-	-
463-JC1	JC1	10151	7	21,000	C4-2	3.40	68,880	-	-	-	68,880	-	-	-
464-JC1	JC1	10151	16	11,803	C4-2	3.40	23,400	-	-	-	23,400	-	-	-
468-JC1	JC1	10151	75	45,080	C6-1A	6.00	32,471	-	-	-	38,318	-	-	108
JC1 Total				**253,867**			**412,495**	**25,960**			**386,384**	**33,460**	-	**182**
465-JC2	JC2	10151B	Total	20,938	C4-2	3.40	25,400	-	-	-	17,797	-	-	51
466-JC2	JC2	10151	25	12,871	C4-2	3.40	24,405	-	-	-	24,405	-	-	-
467-JC2	JC2	10151C	Total	14,918	C4-2	3.40	14,800	-	-	-	12,680	-	-	36
472-JC2	JC2	10155	24	28,600	C4-2	3.40	47,744	-	-	-	24,310	-	-	69
473-JC2	JC2	10155	35	12,103	M1-1	1.00	5,600	-	-	-	4,841	7,262	-	-

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

	With-Action Conditions								Increment			
Site #	Proposed Zoning	Proposed FAR	Inclusionary Zoning FAR	Commercial SF	Industrial SF	Community Facility SF	Affordable DUs	Total DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
293-URA	C6-3	6	8	486,315	-	-	-	-	387,534	(6,400)	-	(15)
301-URA	C6-3	6	8	83,570	-	-	76	378	83,570	-	-	378
				569,885	-	-	**76**	**378**	**471,104**	**(6,400)**	-	**363**
285-AT1	C6-2	5.4	7.2	17,000	-	-	11	55	7,000	-	-	55
				17,000	-	-	**11**	**55**	**7,000**	-	-	**55**
286-AT3	C4-5X	3.75	5.00	93,500	-	-	36	182	93,500	(143,061)	-	182
287-AT3	C4-5X	3.75	5.00	16,405	-	-	6	32	282	-	-	32
288-AT3	C4-5X	3.75	5.00	29,303	-	-	11	57	27,803	(15,500)	-	57
289-AT3	C4-5X	3.75	5.00	4,735	-	-	2	9	4,735	(3,000)	-	9
290-AT3	C4-5X	3.75	5.00	5,105	-	-	2	10	2,105	-	-	10
291-AT3	C4-5X	3.75	5.00	10,212	-	-	4	20	8,012	(2,000)	-	18
292-AT3	C4-5X	3.75	5.00	11,900	-	-	5	23	6,900	-	-	23
338-AT3	C4-5X	3.75	5.00	21,250	-	-	8	41	21,250	(7,500)	-	39
339-AT3	C4-5X	3.75	5.00	14,945	-	-	6	29	14,095	(2,500)	-	26
347-AT3	C4-5X	3.75	5.00	25,500	-	-	10	50	19,500	(9,000)	-	50
348-AT3	C4-5X	3.75	5.00	8,500	-	-	3	17	8,500	(2,630)	-	17
349-AT3	C4-5X	3.75	5.00	12,750	-	-	5	25	8,988	-	-	25
350-AT3	C4-5X	3.75	5.00	21,250	-	-	8	41	16,250	(7,500)	-	41
351-AT3	C4-5X	3.75	5.00	33,726	-	-	13	65	33,726	-	-	41
352-AT3	C4-5X	3.75	5.00	16,867	-	-	7	33	16,557	(7,000)	-	33
353-AT3	C4-5X	3.75	5.00	11,900	-	-	5	23	9,900	(6,722)	-	23
354-AT3	C4-5X	3.75	5.00	26,197	-	-	10	51	20,033	(9,246)	-	51
355-AT3	C4-5X	3.75	5.00	13,090	-	-	5	25	10,010	(4,620)	-	25
				377,135	-	-	-	**732**	**322,146**	**(220,309)**	-	**700**
278-AT4	C4-4A	3.45	4.60	29,810	-	-	10	51	27,935	(16,440)	-	40
279-AT4	C4-4A	3.45	4.60	17,031	-	-	6	29	17,031	(12,000)	-	23
280-AT4	C4-4A	3.45	4.60	34,068	-	-	12	58	30,518	(20,000)	-	46
281-AT4	C4-4A	3.45	4.60	34,070	-	10,021	10	48	34,070	(20,000)	10,021	36
282-AT4	C4-4A	3.45	4.60	20,315	-	-	7	35	20,315	(10,900)	-	27
283-AT4	C4-4A	3.45	4.60	48,306	-	-	16	82	36,940	(17,049)	-	65
284-AT4	C4-4A	3.45	4.60	40,329	-	-	14	69	22,329	-	-	55
				223,928	-	**10,021**	**74**	**372**	**189,137**	**(96,389)**	**10,021**	**292**
119-JC1	C6-3	6	8	21,930	-	-	16	81	(2,695)	-	-	81
122-JC1	C6-3	6	8	18,918	-	-	14	70	9,459	-	-	43
124-JC1	C6-3	6	8	48,804	-	14,354	33	167	(42,889)	-	14,354	167
181-JC1	C6-3	6	8	13,575	-	-	10	50	(5,925)	-	-	50
182-JC1	C6-3	6	8	6,290	-	-	5	23	(496)	-	-	23
294-JC1	C6-3	6	8	60,432	-	-	45	224	32,432	-	-	224
295-JC1	C6-3	6	8	17,524	-	-	13	65	5,776	(3,960)	-	65
296-JC1	C6-3	6	8	19,094	-	-	14	71	18,694	(22,000)	-	71
297-JC1	C6-3	6	8	21,250	-	-	16	79	16,250	(7,500)	-	79
402-JC1	C6-3	6	8	33,150	-	-	25	123	16,575	-	-	76
462-JC1	C6-3	6	8	38,208	-	-	28	142	(3,792)	-	-	142
463-JC1	C6-3	6	8	35,700	-	-	26	132	(33,180)	-	-	132
464-JC1	C6-3	6	8	20,065	-	-	15	74	(3,335)	-	-	74
468-JC1	C6-3	6	8	76,636	-	-	57	284	38,318	-	-	176
				431,576	-	**14,354**	**317**	**1,585**	**57,942**	**(33,460)**	**14,354**	**1,461**
465-JC2	C6-2	5.40	7.2	35,595	-	-	23	115	17,798	-	-	64
466-JC2	C6-2	5.40	7.2	21,881	-	-	14	71	(2,524)	-	-	71
467-JC2	C6-2	5.40	7.2	25,361	-	-	16	82	12,681	-	-	46
472-JC2	C6-2	5.40	7.2	48,620	-	-	31	157	24,310	-	-	88
473-JC2	C6-2	5.40	7.2	20,575	-	-	13	67	15,734	(7,262)	-	67

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Commercial SF	Industrial SF	Residential SF	Existing DUs	Commercial SF	Industrial SF	Community Facility sf	DUs
474-JC2	JC2	10155	123	20,640	C4-2	3.40	22,062	10,675	-	-	17,544	-	-	50
475-JC2	JC2	10156A Total		16,180	C4-2	3.40	30,870	-	-	-	30,870	-	-	-
476-JC2	JC2	10156	149	16,124	M1-5	5.00	10,500	-	-	-	6,450	74,170	-	-
514-JC2	JC2	10209	2	10,800	C4-2	3.40	16,500	-	-	-	9,180	-	-	26
JC2 Total											148,077	81,432	-	233
118-JC3	JC3	9754	25	7,800	C4-2	3.40	-	-	-	-	6,630	-	-	19
126-JC3	JC3	9760	61	6,300	C4-2	3.40	-	-	-	-	5,355	-	-	15
129-JC3	JC3	9761	57	6,675	C4-2	3.40	5,000	-	-	-	5,674	-	-	16
130-JC3	JC3	9761	61	8,010	C4-2	3.40	7,170	-	-	-	6,809	-	4,005	19
183-JC3	JC3	9793	29	6,825	C4-2	3.40	10,500	-	-	-	5,801	-	-	17
186-JC3	JC3	9794	30	23,250	C4-2	3.40	23,250	-	-	-	19,763	-	-	56
187-JC3	JC3	9794	36	46,918	C4-2	3.40	46,918	-	-	-	39,880	-	23,459	114
189-JC3	JC3	9794	114	11,700	C4-2	3.40	11,000	-	-	-	9,945	-	-	28
190-JC3	JC3	9796	25	13,300	C4-2	3.40	26,880	-	-	-	26,880	-	-	-
199-JC3	JC3	9814	34	6,500	C4-2	3.40	1,080	-	-	-	5,525	-	-	16
200-JC3	JC3	9814	81	7,785	C4-2	3.40	10,800	-	-	-	6,617	-	-	19
201-JC3	JC3	9816A Total		27,150	C4-2	3.40	10,210	-	-	-	23,078	-	-	66
203-JC3	JC3	9818A Total		19,150	C4-2	3.40	1,829	-	-	-	16,278	-	-	47
JC3 Total				191,363			154,637				178,235	-	27,464	433
303-LC	LC	10000A Total		45,000	M1-1	1.00	20,500	6,500	2,823	2	20,500	6,500	-	2
304-LC	LC	10001	1	62,682	M1-1	1.00	-	53,666	-	-	-	53,666	-	-
305-LC	LC	10001	19	2,500	M1-1	1.00	-	-	1,284	1	-	-	-	1
306-LC	LC	10001	24	900	M1-1	1.00	-	-	1,056	1	-	-	-	1
307-LC	LC	10001	25	783	M1-1	1.00	-	-	982	1	-	-	-	1
308-LC	LC	10001	26	783	M1-1	1.00	-	-	1,656	1	-	-	-	1
309-LC	LC	10001	27	2,500	M1-1	1.00	-	-	1,696	1	-	-	-	1
310-LC	LC	10001	28	2,500	M1-1	1.00	-	-	2,031	1	-	-	-	1
311-LC	LC	10001	29	2,500	M1-1	1.00	-	-	1,995	1	-	-	-	1
312-LC	LC	10001	40	783	M1-1	1.00	-	-	1,533	1	-	-	-	1
313-LC	LC	10001	41	925	M1-1	1.00	-	-	986	2	-	-	-	2
314-LC	LC	10001	124	783	M1-1	1.00	-	-	974	1	-	-	-	1
359-LC	LC	10033	8	5,000	M1-1	1.00	-	-	-	-	2,000	3,000	-	-
360-LC	LC	10033A Total		5,000	M1-1	1.00	-	-	-	-	2,000	3,000	-	-
401-LC	LC	10095A Total		29,110	M1-1	1.00	-	17,200	-	-	-	17,200	-	-
410-LC	LC	10107B Total		12,153	M1-1	1.00	-	6,850	-	-	-	6,850	-	-
411-LC	LC	10107D Total		24,925	M1-1	1.00	-	-	-	-	9,970	14,955	-	-
412-LC	LC	10107	107	7,300	M1-1	1.00	-	-	-	-	2,920	4,380	-	-
413-LC	LC	10107	138	17,957	M1-1	1.00	-	-	-	-	7,183	10,774	-	-
415-LC	LC	10107	167	5,670	M1-1	1.00	-	-	-	-	2,268	3,402	-	-
416-LC	LC	10108C Total		15,014	M1-1	1.00	2,260	-	-	-	6,006	9,008	-	-
420-LC	LC	10109B Total		28,100	M1-1	1.00	-	-	-	-	11,240	16,860	-	-
432-LC	LC	10125	1	31,000	M1-1	1.00	-	38,495	-	-	-	26,350	-	-
LC Total											64,087	175,945	-	13
19-SC	SC	9676	13	17,250	C4-2	3.40	15,330	-	-	-	14,663	-	-	42
20-SC	SC	9676	22	9,200	C4-2	3.40	9,000	-	-	-	7,820	-	-	22
21-SC	SC	9677	1	13,568	C4-2	3.40	12,600	-	-	-	11,533	-	-	33
22-SC	SC	9677	16	14,154	C4-2	3.40	23,248	-	-	-	12,031	-	-	34
32-SC	SC	9678	94	11,000	C4-2	3.40	10,800	-	-	-	9,350	-	-	27
33-SC	SC	9678	99	11,110	C4-2	3.40	10,400	-	-	-	9,444	-	-	27
37-SC	SC	9679	89	7,228	C4-2	3.40	9,400	4,400	-	-	9,400	4,400	-	-
67-SC	SC	9688	17	9,650	C4-2	3.40	9,000	-	-	-	8,203	-	-	23
70-SC	SC	9690A Total		12,767	R6/C2-2	2.43	11,176	-	-	-	10,852	-	-	20
71-SC	SC	9690	14	6,000	R6/C2-2	2.43	5,400	-	-	-	5,100	-	-	9
72-SC	SC	9692	54	6,524	R6/C2-2	2.43	8,000	-	-	-	8,000	-	-	-
SC Total											106,396	4,400	-	238
327-A	A	10018	11	2,500	R4	0.90	625	-	-	-	-	-	-	2
328-A	A	10018D Total		6,800	R4	0.90	2,400	-	4,166	6	2,400	-	-	6
329-A	A	10018	20	4,800	R4	0.90	-	-	2,440	2	-	-	-	2
330-A	A	10018	25	5,000	R4	0.90	1,600	-	-	-	-	-	-	4
331-A	A	10018	27	5,000	R4	0.90	700	-	-	-	-	-	-	4
332-A	A	10018	29	5,465	R4	0.90	1,500	-	-	-	-	-	-	4
A Total											2,400	-	-	21
341-B	B	10028	4	2,500	M1-1	1.00	-	-	1,439	1	-	-	-	1

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

	With-Action Conditions								Increment			
Site #	Proposed Zoning	Proposed FAR	Inclusionary Zoning FAR	Commercial SF	Industrial SF	Community Facility SF	Affordable DUs	Total DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
474-JC2	C6-2	5 40	7 2	35 088	-	-	23	114	17,544	-	-	63
475-JC2	C6-2	5 40	7 2	27,506	-	-	18	89	(3,364)	-	-	89
476-JC2	C6-2	5 40	7 2	27,411	-	-	18	89	20,961	(74,170)	-	89
514-JC2	C6-2	5 40	7 2	18,360	-	-	12	59	9,180	-	-	33
				260,397	-	-	**168**	**842**	**112,320**	**(81,432)**	-	**609**
118-JC3	C4-5X	3 75	5 00	6,630	-	-	6	32	-	-	-	13
126-JC3	C4-5X	3 75	5 00	5,355	-	-	5	26	-	-	-	11
129-JC3	C4-5X	3 75	5 00	5,674	-	-	6	28	-	-	-	12
130-JC3	C4-5X	3 75	5 00	6,809	-	4,005	6	29	-	-	-	10
183-JC3	C4-5X	3 75	5 00	5,801	-	-	6	28	-	-	-	11
186-JC3	C4-5X	3 75	5 00	39,525	-	-	15	77	19,762	-	-	20
187-JC3	C4-5X	3 75	5 00	79,761	-	23,459	26	131	39,881	-	-	17
189-JC3	C4-5X	3 75	5 00	19,890	-	-	8	39	9,945	-	-	10
190-JC3	C4-5X	3 75	5 00	22,610	-	-	9	44	(4,270)	-	-	44
199-JC3	C4-5X	3 75	5 00	5,525	-	-	5	27	-	-	-	11
200-JC3	C4-5X	3 75	5 00	6,617	-	-	6	32	-	-	-	13
201-JC3	C4-5X	3 75	5 00	23,078	-	-	23	113	-	-	-	47
203-JC3	C4-5X	3 75	5 00	16,278	-	-	16	79	-	-	-	33
				243,553	-	**27,464**	**137**	**686**	**65,318**	-	-	**252**
303-LC	M1-4	2		90,000	-	-	-	-	69,500	(6,500)	-	(2)
304-LC	M1-4	2		125,364	-	-	-	-	125,364	(53,666)	-	-
305-LC	M1-4	2		5,000	-	-	-	-	5,000	-	-	(1)
306-LC	M1-4	2		1,800	-	-	-	-	1,800	-	-	(1)
307-LC	M1-4	2		1,566	-	-	-	-	1,566	-	-	(1)
308-LC	M1-4	2		1,566	-	-	-	-	1,566	-	-	(1)
309-LC	M1-4	2		5,000	-	-	-	-	5,000	-	-	(1)
310-LC	M1-4	2		5,000	-	-	-	-	5,000	-	-	(1)
311-LC	M1-4	2		5,000	-	-	-	-	5,000	-	-	(1)
312-LC	M1-4	2		1 566	-	-	-	-	1,566	-	-	(1)
313-LC	M1-4	2		1,850	-	-	-	-	1,850	-	-	(2)
314-LC	M1-4	2		1,566	-	-	-	-	1,566	-	-	(1)
359-LC	M1-4	2		2,000	8,000	-	-	-	-	5,000	-	-
360-LC	M1-4	2		2,000	8,000	-	-	-	-	5 000	-	-
401-LC	M1-4	2		11,644	46,576	-	-	-	11,644	29,376	-	-
410-LC	M1-4	2		4,861	19,445	-	-	-	4,861	12,595	-	-
411-LC	M1-4	2		9,970	39,880	-	-	-	-	24,925	-	-
412-LC	M1-4	2		2,920	11,680	-	-	-	-	7,300	-	-
413-LC	M1-4	2		7,183	28,731	-	-	-	-	17,957	-	-
415-LC	M1-4	2		2,268	9,072	-	-	-	-	5,670	-	-
416-LC	M1-4	2		6 006	24,022	-	-	-	-	15,014	-	-
420-LC	M1-4	2		11,240	44,960	-	-	-	-	28,100	-	-
432-LC	M1-4	2		-	62,000	-	-	-	-	35,650	-	-
				305,370	**302,366**	-	-	-	**241,283**	**126,421**	-	**(13)**
19-SC	C4-4A	3 45	4 60	14,663	-	-	13	65	-	-	-	12
20-SC	C4-4A	3 45	4 60	7,820	-	-	7	35	-	-	-	7
21-SC	C4-4A	3 45	4 60	11,533	-	-	10	51	-	-	-	10
22-SC	C4-4A	3 45	4 60	12,031	-	-	11	53	-	-	-	11
32-SC	C4-4A	3 45	4 60	9,350	-	-	8	41	-	-	-	8
33-SC	C4-4A	3 45	4 60	9,444	-	-	8	42	-	-	-	8
37-SC	C4-4A	3 45	4 60	6,144	-	-	5	27	(3,256)	(4,400)	-	23
67-SC	C4-4A	3 45	4 60	8 203	-	-	7	36	-	-	-	7
70-SC	C4-4A	3 45	4 60	10,852	-	-	10	48	-	-	-	20
71-SC	C4-4A	3 45	4 60	5,100	-	-	5	23	-	-	-	10
72-SC	C4-4A	3 45	4 60	5,545	-	-	5	24	(2,455)	-	-	21
				100,685	-	-	-	**374**	**(5,711)**	**(4,400)**	-	**136**
327-A	R5/C1-4	1 25		2,125	-	-	-	-	2,125	-	-	(2)
328-A	R5/C1-4	1 25		5,780	-	-	-	1	3,380	-	-	(5)
329-A	R5/C1-4	1 25		4,080	-	-	-	1	4,080	-	-	(1)
330-A	R5/C1-4	1 25		4 250	-	-	-	1	4 250	-	-	(3)
331-A	R5/C1-4	1 25		4 250	-	-	-	1	4,250	-	-	(3)
332-A	R5/C1-4	1 25		4,645	-	-	-	1	4,645	-	-	(3)
				25,130	-	-	-	**5**	**22,730**	-	-	**(16)**
341-B	R5	1 25		-	-	-	-	3	-	-	-	2

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Commercial SF	Industrial SF	Residential SF	Existing DUs	Commercial SF	Industrial SF	Community Facility sf	DUs
342-B	B	10028	7	3,700	M1-1	1 00	-	-	2,048	1	-	-	-	1
343-B	B	10028	10	3,700	M1-1	1 00	-	-	2,048	1	-	-	-	1
344-B	B	10028	31	2,500	M1-1	1 00	-	-	1,296	2	-	-	-	2
345-B	B	10028	32	2,500	M1-1	1 00	-	-	1,296	2	-	-	-	2
346-B	B	10028	34	2,500	M1-1	1 00	-	-	1,521	1	-	-	-	1
	B Total										-	-	-	8
23-D	D	9677	172	3,600	R6	2 43	-	-	2,940	2	-	-	-	9
24-D	D	9677	174	3 600	R6	2 43	-	-	3,115	3	-	-	-	9
25-D	D	9677	176	3,600	R6	2 43	-	-	3,146	2	-	-	-	9
26-D	D	9677	178	3,600	R6	2 43	-	-	3,115	2	-	-	-	9
27-D	D	9677	180	3 600	R6	2 43	-	-	2,940	3	-	-	-	9
28-D	D	9678	30	2,880	R6	2 43	-	-	2,040	1	-	-	-	7
29-D	D	9678	32	3,296	R6	2 43	-	-	2,256	1	-	-	-	8
30-D	D	9678	34	3 360	R6	2 43	-	-	2,016	1	-	-	-	8
31-D	D	9678	36	3,360	R6	2 43	858	-	1,742	2	-	-	-	8
34-D	D	9678	109	5,986	R6	2 43	10,800	-	-	-	10,800	-	-	-
35-D	D	9678	159	2,880	R6	2 43	-	-	2,040	2	-	-	-	7
36-D	D	9679D Total		5 026	R6	2 43	-	-	5,200	6	-	-	-	12
38-D	D	9681	41	2,659	R6	2 43	-	-	2,283	2	-	-	-	6
39-D	D	9681	43	2,619	R6	2 43	-	-	2,100	5	-	-	-	6
42-D	D	9681	50	3,240	R6	2 43	-	-	2,597	2	-	-	-	8
43-D	D	9681	52	3,510	R6	2 43	-	-	2,597	2	-	-	-	9
44-D	D	9681	54	3,850	R6	2 43	-	-	2,360	2	-	-	-	9
46-D	D	9681	58	4,495	R6	2 43	-	-	3,635	3	-	-	-	11
47-D	D	9681	59	4,495	R6	2 43	-	-	3,985	2	-	-	-	11
48-D	D	9681	60	4,495	R6	2 43	-	-	3,990	2	-	-	-	11
49-D	D	9681	61	4,495	R6	2 43	-	-	3,990	2	-	-	-	11
54-D	D	9681	83	3,655	R6	2 43	-	-	2,910	2	-	-	-	9
55-D	D	9681	84	3,625	R6	2 43	-	-	2,910	2	-	-	-	9
84-D	D	9697	41	4,000	R6	2 43	-	-	2,069	1	-	-	-	10
85-D	D	9697C Total		8,000	R6	2 43	4,000	-	-	-	-	-	-	19
86-D	D	9697	47	4,008	R6	2 43	-	-	1,968	2	-	-	-	10
87-D	D	9697	50	4,440	R6	2 43	-	-	1,840	1	-	-	-	11
104-D	D	9753	3	2,500	R6	2 43	-	-	2,850	3	-	-	-	6
105-D	D	9753	5	2,500	R6	2 43	-	-	2,850	3	-	-	-	6
107-D	D	9753	8	2,500	R6	2 43	-	-	2,280	2	-	-	-	6
108-D	D	9753	9	2,500	R6	2 43	-	-	2,850	2	-	-	-	6
109-D	D	9753	11	2,500	R6	2 43	-	-	2,562	2	-	-	-	6
110-D	D	9753	13	2,500	R6	2 43	-	-	2,520	2	-	-	-	6
112-D	D	9753	28	2,500	R6	2 43	-	-	1,408	1	-	-	-	6
113-D	D	9753	31	2,500	R6	2 43	-	-	2,220	1	-	-	-	6
114-D	D	9753	32	2,500	R6	2 43	-	-	1,098	2	-	-	-	6
115-D	D	9753	33	2,500	R6	2 43	-	-	1,908	2	-	-	-	6
116-D	D	9753	34	2,500	R6	2 43	-	-	1,980	2	-	-	-	6
117-D	D	9753	35	2,700	R6	2 43	-	-	2,120	2	-	-	-	7
120-D	D	9755	15	3,742	R6	2 43	-	-	1,470	2	-	-	-	9
121-D	D	9755	61	3,000	R6	2 43	-	-	-	-	-	-	-	7
134-D	D	9762A Total		8,125	R6	2 43	-	-	-	-	-	-	-	20
135-D	D	9762	17	6 250	R6	2 43	-	-	1,989	2	-	-	-	15
136-D	D	9762	19	3,125	R6	2 43	-	-	3,858	4	-	-	-	4
137-D	D	9762	23	3,125	R6	2 43	-	-	1,456	2	-	-	-	8
138-D	D	9762	35	2,640	R6	2 43	720	-	1,680	2	-	-	-	6
139-D	D	9762	36	2,926	R6	2 43	-	-	2,705	2	-	-	-	7
140-D	D	9762	37	2,944	R6	2 43	-	-	2,484	2	-	-	-	7
141-D	D	9762	38	2,680	R6	2 43	-	-	2,480	2	-	-	-	7
142-D	D	9762	41	10,435	R6	2 43	5,600	-	-	-	-	-	-	25
144-D	D	9762	54	3,500	R6	2 43	-	-	2,292	2	-	-	-	9
145-D	D	9762	56	2,500	R6	2 43	-	-	1,848	2	-	-	-	6
146-D	D	9762	57	2,500	R6	2 43	-	-	1,842	1	-	-	-	6
147-D	D	9763	1	4,000	R6	2 43	-	-	2,206	1	-	-	-	10
149-D	D	9763B Total		20,315	C8-1	1 00	15,600	-	-	-	15,600	-	-	-
150-D	D	9763	36	3,220	R6	2 43	5,700	-	-	-	5,700	-	-	-
151-D	D	9763	42	2,612	R6	2 43	1,850	-	1,850	-	1,850	-	-	-
152-D	D	9763	44	2,550	R6	2 43	120	-	-	-	-	-	-	6
153-D	D	9763	45	2,625	R6	2 43	-	-	1,733	1	-	-	-	6
156-D	D	9763	55	4,440	R6	2 43	-	-	2,375	1	-	-	-	11
157-D	D	9764	15	4,556	R6	2 43	4 800	-	-	-	-	-	-	11
159-D	D	9764	71	7 850	R6	2 43	9,240	-	-	-	-	-	-	19
163-D	D	9765A Total		14,153	R6/C2-2	2 43	10,800	-	-	-	12,030	-	-	22
165-D	D	9767	8	2,522	R6	2 43	-	-	2,308	2	-	-	-	6
166-D	D	9767	10	2,619	R6	2 43	-	-	2,308	2	-	-	-	6
167-D	D	9767B Total		4,900	R6	2 43	-	-	-	-	-	-	-	12
170-D	D	9767	43	2,820	R6	2 43	-	-	2,240	2	-	-	-	7
171-D	D	9767D Total		8,747	R6	2 43	-	-	2,880	8	-	-	-	21
173-D	D	9768	7	3,125	R6	2 43	-	-	3,000	3	-	-	-	8
174-D	D	9768	8	3,136	R6	2 43	-	-	3,000	2	-	-	-	8
175-D	D	9768	9	3,125	R6	2 43	-	-	1,872	4	-	-	-	8
176-D	D	9768	11	3,125	R6	2 43	-	-	1,872	4	-	-	-	8
195-D	D	9813	11	4,450	R6	2 43	-	-	2,398	3	-	-	-	11
196-D	D	9813	14	2,871	R6	2 43	-	-	1,831	1	-	-	-	7

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

	With-Action Conditions								Increment			
Site #	Proposed Zoning	Proposed FAR	Inclusionary Zoning FAR	Commercial SF	Industrial SF	Community Facility SF	Affordable DUs	Total DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
342-B	R5	1.25		-	-	-	-	5	-	-	-	4
343-B	R5	1.25		-	-	-	-	5	-	-	-	4
344-B	R5	1.25		-	-	-	-	3	-	-	-	1
345-B	R5	1.25		-	-	-	-	3	-	-	-	1
346-B	R5	1.25		-	-	-	-	3	-	-	-	2
				-	-	-	-	22	-	-	-	14
23-D	R7A	3.45	4.6	-	-	-	3	14	-	-	-	5
24-D	R7A	3.45	4.6	-	-	-	3	14	-	-	-	5
25-D	R7A	3.45	4.6	-	-	-	3	14	-	-	-	5
26-D	R7A	3.45	4.6	-	-	-	3	14	-	-	-	5
27-D	R7A	3.45	4.6	-	-	-	3	14	-	-	-	5
28-D	R7A	3.45	4.6	-	-	-	2	12	-	-	-	5
29-D	R7A	3.45	4.6	-	-	-	3	13	-	-	-	5
30-D	R7A	3.45	4.6	-	-	-	3	13	-	-	-	5
31-D	R7A	3.45	4.6	-	-	-	3	13	-	-	-	5
34-D	R7A	3.45	4.6	-	-	-	5	24	(10,800)	-	-	24
35-D	R7A	3.45	4.6	-	-	-	2	12	-	-	-	5
36-D	R7A	3.45	4.6	-	-	-	4	20	-	-	-	8
38-D	R7A	3.45	4.6	-	-	-	2	11	-	-	-	5
39-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
42-D	R7A	3.45	4.6	-	-	-	3	13	-	-	-	5
43-D	R7A	3.45	4.6	-	-	-	3	14	-	-	-	5
44-D	R7A	3.45	4.6	-	-	-	3	15	-	-	-	6
46-D	R7A	3.45	4.6	-	-	-	4	18	-	-	-	7
47-D	R7A	3.45	4.6	-	-	-	4	18	-	-	-	7
48-D	R7A	3.45	4.6	-	-	-	4	18	-	-	-	7
49-D	R7A	3.45	4.6	-	-	-	4	18	-	-	-	7
54-D	R7A	3.45	4.6	-	-	-	3	15	-	-	-	6
55-D	R7A	3.45	4.6	-	-	-	3	15	-	-	-	6
84-D	R7A/C2-3	3.45	4.6	3,400	-	-	3	13	3,400	-	-	3
85-D	R7A	3.45	4.6	-	-	-	6	32	-	-	-	13
86-D	R7A	3.45	4.6	-	-	-	3	16	-	-	-	6
87-D	R7A	3.45	4.6	-	-	-	4	18	-	-	-	7
104-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
105-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
107-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
108-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
109-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
110-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
112-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
113-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
114-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
115-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
116-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
117-D	R7A	3.45	4.6	-	-	-	2	11	-	-	-	4
120-D	R7A	3.45	4.6	-	-	-	3	15	-	-	-	6
121-D	R7A	3.45	4.6	-	-	-	2	12	-	-	-	5
134-D	R7A	3.45	4.6	-	-	-	7	33	-	-	-	13
135-D	R7A	3.45	4.6	-	-	-	5	25	-	-	-	10
136-D	R7A	3.45	4.6	-	-	-	3	13	-	-	-	9
137-D	R7A	3.45	4.6	-	-	-	3	13	-	-	-	5
138-D	R7A	3.45	4.6	-	-	-	2	11	-	-	-	5
139-D	R7A	3.45	4.6	-	-	-	2	12	-	-	-	5
140-D	R7A	3.45	4.6	-	-	-	2	12	-	-	-	5
141-D	R7A	3.45	4.6	-	-	-	2	11	-	-	-	4
142-D	R7A	3.45	4.6	-	-	-	8	42	-	-	-	17
144-D	R7A	3.45	4.6	-	-	-	3	14	-	-	-	5
145-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
146-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
147-D	R7A	3.45	4.6	-	-	-	3	16	-	-	-	6
149-D	R7A/C2-3	3.45	4.6	17,268	-	10,158	11	54	1,668	-	10,158	54
150-D	R7A/C1-2	3.45	4.6	2,737	-	-	2	10	(2,963)	-	-	10
151-D	R7A/C1-2	3.45	4.6	2,220	-	-	2	8	370	-	-	8
152-D	R7A/C1-2	3.45	4.6	2,168	-	-	2	8	2,168	-	-	2
153-D	R7A/C1-2	3.45	4.6	2,231	-	-	2	8	2,231	-	-	2
156-D	R7A	3.45	4.6	-	-	-	4	18	-	-	-	7
157-D	R7A	3.45	4.6	-	-	-	4	18	-	-	-	7
159-D	R7A	3.45	4.6	-	-	-	6	31	-	-	-	12
163-D	R7A/C2-3	3.45	4.6	12,030	-	-	9	45	-	-	-	22
165-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
166-D	R7A	3.45	4.6	-	-	-	2	10	-	-	-	4
167-D	R7A	3.45	4.6	-	-	-	4	20	-	-	-	8
170-D	R7A	3.45	4.6	-	-	-	2	11	-	-	-	4
171-D	R7A	3.45	4.6	-	-	-	7	35	-	-	-	14
173-D	R7A	3.45	4.6	-	-	-	3	13	-	-	-	5
174-D	R7A	3.45	4.6	-	-	-	3	13	-	-	-	5
175-D	R7A	3.45	4.6	-	-	-	3	13	-	-	-	5
176-D	R7A	3.45	4.6	-	-	-	3	13	-	-	-	5
195-D	R7A	3.45	4.6	-	-	-	4	18	-	-	-	7
196-D	R7A	3.45	4.6	-	-	-	2	11	-	-	-	4

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Commercial SF	Industrial SF	Residential SF	Existing DUs	Commercial SF	Industrial SF	Community Facility sf	DUs
197-D	D	9813	16	2,871	R6	2 43	-	-	1,728	2	-	-	-	7
	D Total										45,980	-	-	647
245-E	E	9908	9	5,000	R4/C2-2	1 00	-	-	-	-	4,250	-	-	1
247-E	E	9909	1	12,000	R4/C2-2	1 00	594	-	-	-	10,200	-	-	2
248-E	E	9909	5	4,960	R4/C2-2	1 00	2,250	-	-	-	4,216	-	-	1
567-E	E	10317	10	5,600	M1-1	1 00	-	1,840	3,680	5	-	1,840	-	5
571-E	E	10318	1	1,651	M1-1	1 00	-	-	-	-	660	991	-	-
572-E	E	10318	5	4,580	M1-1	1 00	4,503	-	-	-	4,503	-	-	-
573-E	E	10318	11	2,500	M1-1	1 00	-	-	1,632	2	-	-	-	2
578-E	E	10318	25	2,500	M1-1	1 00	-	-	1,200	2	-	-	-	2
579-E	E	10318	26	2,500	M1-1	1 00	-	-	1,200	1	-	-	-	1
595-E	E	10443	14	3,365	R5/C1-2	1 25	2,340	-	-	-	2,340	-	-	-
598-E	E	10443	19	3,449	R5/C1-2	1 25	966	-	966	2	2,932	-	-	1
599-E	E	10443A Total		6,894	R5/C1-2	1 25	4,539	-	1,549	1	4,539	-	-	1
607-E	E	10815	5	4,647	R5/C2-2	1 25	1,460	-	-	-	3,950	-	-	1
609-E	E	10816A Total		11,796	R5/C1-2	1 25	6,600	-	-	-	10,027	-	-	5
	E Total										47,617	2,831	-	20
249-F	F	9910	39	12,500	R2	0 50	4,500	-	-	-	4,500	-	-	-
	F Total										4,500	-	-	-
568-J	J	10317	19	2,617	M1-1	1 00	-	-	1,536	1	-	-	-	1
569-J	J	10317	20	3,000	M1-1	1 00	-	-	1,248	1	-	-	-	1
570-J	J	10317	22	2,617	M1-1	1 00	-	-	1,536	1	-	-	-	1
574-J	J	10318	12	2,500	M1-1	1 00	-	-	1,088	1	-	-	-	1
575-J	J	10318	13	2,500	M1-1	1 00	-	-	1,088	1	-	-	-	1
576-J	J	10318	23	2,500	M1-1	1 00	-	-	1,200	1	-	-	-	1
577-J	J	10318	24	2,500	M1-1	1 00	-	-	1,200	1	-	-	-	1
585-J	J	10321B Total		10,500	M1-1	1 00	1,600	7,500	-	-	1,600	7,500	-	-
	J Total										1,600	7,500	-	7
333-O	O	10020	114	14,250	R4	0 90	1,260	-	-	-	-	-	-	11
335-O	O	10020	138	6,732	R4	0 90	3,920	-	-	-	3,920	-	-	-
356-O	O	10031	25	10,335	M1-1	1 00	400	-	-	-	4,134	6,201	-	-
358-O	O	10032	22	10,820	M1-1	1 00	-	3,600	-	-	4,328	6,492	-	-
361-O	O	10035	36	3,000	R3-2	0 60	-	-	1,850	2	-	-	-	2
362-O	O	10041B Total		11,698	R4	1 00	-	4,328	-	-	-	-	-	9
364-O	O	10046	4	4,455	R4	0 90	4,000	-	-	-	4,000	-	-	-
365-O	O	10046	6	7,810	R4	0 90	2,583	2,582	-	-	2,583	2,582	-	-
366-O	O	10046	9	8,660	R4	0 90	1,000	5,120	-	-	1,000	5,120	-	-
367-O	O	10049	1	12,693	R4	0 90	2,000	11,000	-	-	2,000	11,000	-	-
376-O	O	10056A Total		6,005	R4	0 90	1,150	-	-	-	-	-	-	5
377-O	O	10056	20	2,630	R4	0 90	-	-	1,520	2	-	-	-	2
378-O	O	10057A Total		5,000	R4	1 00	-	-	1,680	2	-	-	-	4
379-O	O	10057	14	5,500	R4	0 90	-	-	1,408	3	-	-	-	4
382-O	O	10059	1	1,126	M1-1	1 00	-	-	-	-	1,814	2,720	-	-
383-O	O	10059	4	2,500	M1-1	1 00	-	-	1,308	2	-	-	-	2
384-O	O	10059A Total		5,631	M1-1	1 00	-	4,088	-	-	-	4,088	-	-
385-O	O	10059B Total		27,519	M1-1	1 00	-	1,080	1,575	1	-	1,080	-	1
387-O	O	10059	26	2,500	M1-1	1 00	-	-	1,850	3	-	-	-	3
388-O	O	10059	27	2,500	M1-1	1 00	-	-	1,490	2	-	-	-	2
389-O	O	10059	28	2,500	M1-1	1 00	-	-	1,600	2	-	-	-	2
390-O	O	10059	30	2,503	M1-1	1 00	2,500	-	-	-	2,500	-	-	-
391-O	O	10059C Total		6,225	M1-1	1 00	-	-	5,142	8	-	-	-	8
392-O	O	10060	2	8,000	M1-1	1 00	-	7,520	-	-	-	7,520	-	-
393-O	O	10060	6	2,800	M1-1	1 00	-	-	1,826	2	-	-	-	2
395-O	O	10060C Total		11,389	M1-1	1 00	750	-	-	-	4,556	6,833	-	-
396-O	O	10060	30	11,250	M1-1	1 00	6,325	2,900	-	-	6,325	2,900	-	-
	O Total										13,381	22,421	-	18
400-P	P	10091	12	9,500	R4/C2-2	1 00	-	-	-	-	8,075	-	-	1
424-P	P	10124	7	2,620	M1-1	1 00	-	-	2,410	2	-	-	-	2
425-P	P	10124	10	2,500	M1-1	1 00	-	-	1,136	2	-	-	-	2
610-P	P	11945	65	3,680	R4/C2-2	1 00	2,480	-	2,480	2	2,480	-	-	2
611-P	P	11945	67	2,700	R4/C2-2	1 00	-	-	-	-	2,295	-	-	0
	P Total										12,850	-	-	5
440-Q	Q	10140	18	2,875	R4	0 90	-	-	1,178	1	-	-	-	2
441-Q	Q	10140	19	2,875	R4	0 90	-	-	1,302	1	-	-	-	1
446-Q	Q	10150	37	2,875	R4/C1-2	1 00	625	-	5,000	5	625	-	-	5
447-Q	Q	10150	38	2,300	R4/C1-2	1 00	1,000	-	1,000	1	1,000	-	-	1
448-Q	Q	10150	39	2,300	R4/C1-2	1 00	1,000	-	1,000	1	1,000	-	-	1
449-Q	Q	10150	40	2,530	R4/C1-2	1 00	1,000	-	1,000	2	1,000	-	-	2
450-Q	Q	10150	41	2,185	R4/C1-2	1 00	1,509	-	1,509	2	1,509	-	-	2
451-Q	Q	10150	42	2,215	R4/C1-2	1 00	1,509	-	1,509	2	1,509	-	-	2
452-Q	Q	10150	43	2,185	R4/C1-2	1 00	1,509	-	1,509	2	1,509	-	-	2
453-Q	Q	10150	44	2,760	R4/C1-2	1 00	1,509	-	1,509	2	1,509	-	-	2

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

	With-Action Conditions								Increment			
Site #	Proposed Zoning	Proposed FAR	Inclusionary Zoning FAR	Commercial SF	Industrial SF	Community Facility SF	Affordable DUs	Total DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
197-D	R7A	3.45	4.6	-	-	-	2	11	-	-	-	4
				42,054	-	10,158	234	1,168	(3,926)	-	10,158	520
245-E	R5D/C2-4	2		4,250	-	-	-	6	-	-	-	5
247-E	R5D/C2-4	2		10,200	-	-	-	14	-	-	-	12
248-E	R5D/C2-4	2		4,216	-	-	-	6	-	-	-	5
567-E	R6A/C2-4	3		4,760	-	-	-	12	4,760	(1,840)	-	7
571-E	R6A/C2-4	3		1,403	-	-	-	4	743	(991)	-	4
572-E	R6A/C2-4	3		3,893	-	-	-	10	(610)	-	-	10
573-E	R6A/C2-4	3		2,125	-	-	-	5	2,125	-	-	3
578-E	R6A/C2-4	3		2,125	-	-	-	5	2,125	-	-	3
579-E	R6A/C2-4	3		2,125	-	-	-	5	2,125	-	-	4
595-E	R5D/C2-4	2		2,860	-	-	-	4	520	-	-	4
598-E	R5D/C2-4	2		2,932	-	-	-	4	-	-	-	3
599-E	R5D/C2-4	2		5,860	-	-	-	8	1,321	-	-	7
607-E	R5D/C2-4	2		3,950	-	-	-	5	-	-	-	5
609-E	R5D/C2-4	2		10,027	-	-	-	14	-	-	-	9
				60,726	-	-	-	101	13,109	(2,831)	-	81
249-F	R4-1	0.9		-	-	-	-	9	(4,500)	-	-	9
				-	-	-	-	9	(4,500)	-	-	9
[illegible]	R5	1.25						3				2
569-J	R5	1.25		-	-	-	-	4	-	-	-	3
570-J	R5	1.25		-	-	-	-	3	-	-	-	2
574-J	R5	1.25		-	-	-	-	3	-	-	-	2
575-J	R5	1.25		-	-	-	-	3	-	-	-	2
576-J	R5	1.25		-	-	-	-	3	-	-	-	2
577-J	R5	1.25		-	-	-	-	3	-	-	-	2
585-J	R5	1		-	-	-	-	13	(1,600)	(7,500)	-	13
				-	-	-	-	35	(1,600)	(7,500)	-	28
333-O	R6A/C2-4	3		12,113	-	-	-	31	12,113	-	-	20
335-O	R6A/C2-4	3		5,722	-	-	-	12	1,802	-	-	12
356-O	R6A	3		-	-	-	-	31	(4,134)	(6,201)	-	31
358-O	R6A	3		-	-	-	-	32	(4,328)	(6,492)	-	32
361-O	R6A/C2-4	3		2,550	-	-	-	6	2,550	-	-	4
362-O	R6A/C2-4	3		9,943	-	-	-	25	9,943	-	-	16
364-O	R6A/C2-4	3		3,787	-	-	-	10	(213)	-	-	10
365-O	R6A/C2-4	3		6,639	-	-	-	17	4,056	(2,582)	-	17
366-O	R6A/C2-4	3		7,361	-	-	-	19	6,361	(5,120)	-	19
367-O	R6A/C2-4	3		10,789	-	-	-	27	8,789	(11,000)	-	27
376-O	R6A/C2-4	3		5,104	-	-	-	13	5,104	-	-	8
377-O	R6A/C2-4	3		2,236	-	-	-	6	2,236	-	-	4
378-O	R6A/C2-4	3		4,250	-	-	-	11	4,250	-	-	7
379-O	R6A/C2-4	3		4,675	-	-	-	12	4,675	-	-	8
382-O	R6A/C2-3	3		3,854	-	-	-	10	2,040	(2,720)	-	10
383-O	R6A/C2-3	3		2,125	-	-	-	5	2,125	-	-	3
384-O	R6A/C2-3	3		4,786	-	-	-	12	4,786	(4,088)	-	12
385-O	R6A/C2-3	3		23,391	-	-	-	59	23,391	(1,080)	-	58
387-O	R6A/C2-3	3		2,125	-	-	-	5	2,125	-	-	2
388-O	R6A/C2-3	3		2,125	-	-	-	5	2,125	-	-	3
389-O	R6A/C2-3	3		2,125	-	-	-	5	2,125	-	-	3
390-O	R6A/C2-3	3		2,128	-	-	-	5	(372)	-	-	5
391-O	R6A/C2-3	3		5,291	-	-	-	13	5,291	-	-	5
392-O	R6A/C2-3	3		-	-	24,000	-	-	-	(7,520)	24,000	-
393-O	R6A/C2-3	3		2,380	-	-	-	6	2,380	-	-	4
395-O	R6A/C2-3	3		9,681	-	-	-	24	5,125	(6,833)	-	24
396-O	R6A/C2-3	3		9,563	-	-	-	24	3,238	(2,900)	-	24
				144,743	-	24,000	-	426	50,214	(22,421)	24,000	141
400-P	R5D/C2-4	2		8,075	-	-	-	11	-	-	-	10
424-P	R5D/C2-4	2		2,227	-	-	-	3	2,227	-	-	1
425-P	R5D/C2-4	2		2,125	-	-	-	3	2,125	-	-	1
610-P	R5D/C2-4	2		3,128	-	-	-	4	648	-	-	2
611-P	R5D/C2-4	2		2,295	-	-	-	3	-	-	-	3
				17,850	-	-	-	24	5,000	-	-	16
440-Q	R5D/C1-4	2		2,444	-	-	-	3	2,444	-	-	1
441-Q	R5D/C1-4	2		2,444	-	-	-	3	2,444	-	-	2
446-Q	R5D/C1-4	2		2,444	-	-	-	3	1,819	-	-	(2)
447-Q	R5D/C1-4	2		1,955	-	-	-	3	955	-	-	2
448-Q	R5D/C1-4	2		1,955	-	-	-	3	955	-	-	2
449-Q	R5D/C1-4	2		2,151	-	-	-	3	1,151	-	-	1
450-Q	R5D/C1-4	2		1,857	-	-	-	3	348	-	-	1
451-Q	R5D/C1-4	2		1,883	-	-	-	3	374	-	-	1
452-Q	R5D/C1-4	2		1,857	-	-	-	3	348	-	-	1
453-Q	R5D/C1-4	2		2,346	-	-	-	3	837	-	-	1

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Commercial SF	Industrial SF	Residential SF	Existing DUs	Commercial SF	Industrial SF	Community Facility sf	DUs
454-Q	Q	10150	49	3,910	R4/C1-2	1 00	1,560	-	3,120	3	1,560	-	-	3
459-Q	Q	10150	59	2,875	R4/C1-2	1 00	-	-	475	1	2,444	-	-	0
460-Q	Q	10150	60	2,300	R4/C1-2	1 00	1,700	-	-	-	1,955	-	-	0
461-Q	Q	10150	61	6,210	R4/C1-2	1 00	4,590	-	-	-	5,279	-	-	1
485-Q	Q	10163	60	5,000	R4	0 90	-	-	2,206	2	-	-	-	4
486-Q	Q	10164	32	5,000	R4	0 90	-	-	1,316	1	-	-	-	4
487-Q	Q	10164	38	5,000	R4	0 90	-	-	1,888	1	-	-	-	4
488-Q	Q	10164	39	4,500	R4	0 90	-	-	792	1	-	-	-	3
489-Q	Q	10166	1	8,009	R4	0 90	7,560	-	-	-	7,560	-	-	-
495-Q	Q	10166E Total		5,500	R4	0 90	6,400	-	1,573	3	6,400	-	-	3
497-Q	Q	10171	13	2,500	R4	0 90	300	-	960	1	300	-	-	1
498-Q	Q	10171	14	6,000	R4	0 90	845	-	-	-	-	-	-	5
499-Q	Q	10171	17	2,650	R4	0 90	-	-	1,566	2	-	-	-	2
500-Q	Q	10171	18	2,600	R4	0 90	-	-	1,530	2	-	-	-	2
501-Q	Q	10171	20	2,600	R4	0 90	-	-	1,428	1	-	-	-	1
502-Q	Q	10171	21	3,300	R4	0 90	-	-	2,312	3	-	-	-	3
503-Q	Q	10171	23	2,700	R4	0 90	-	-	1,700	2	-	-	-	2
	Q Total										35,159	-	-	58
507-R	R	10178	125	24,000	R4/C1-2	1 00	22,000	-	-	-	22,000	-	-	-
508-R	R	10179	1	10,565	R4	0 90	2,770	-	-	-	-	-	-	8
509-R	R	10180	1	12,250	R4/C1-2	1 00	4,840	-	-	-	10,413	-	-	2
[illegible]-R	R	10186	22	2,500	R4/C1-2	1 00	-	-	1,736	1	-	-	-	1
[illegible]-R	R	10189	19	6,000	R4/C1-2	1 00	-	-	-	-	5,100	-	-	1
[illegible]-R	R	10197	24	7,189	R3-2/C1-2	1 00	2,800	-	-	-	6,111	-	-	1
[illegible]-R	R	10221	7	17,000	C8-1	1 00	6,300	-	-	-	14,450	-	-	-
527-R	R	10223	12	2,925	R4	0 90	-	-	1,262	1	-	-	-	2
528-R	R	10223	13	2,900	R4	0 90	-	-	1,262	1	-	-	-	2
530-R	R	10225A Total		29,640	C8-1	1 00	-	16,740	-	-	-	16,740	-	-
532-R	R	10225	18	3,270	C8-1	1 00	-	-	1,382	1	-	-	-	1
533-R	R	10228	8	3,880	R4	0 90	1,260	-	-	-	-	-	-	3
534-R	R	10228	10	5,760	R4	0 90	-	-	2,013	2	-	-	-	4
538-R	R	10236	1	5,060	C8-1	1 00	133	-	-	-	4,301	-	-	-
539-R	R	10236	5	15,100	C8-1	1 00	-	9,760	-	-	-	9,760	-	-
542-R	R	10236	70	3,999	C8-1	1 00	-	-	2,782	3	-	-	-	3
542-R	R	10237	5	12,876	C8-1	1 00	2,000	-	-	-	10,945	-	-	-
543-R	R	10244	1	9,378	C8-1	1 00	-	8,000	-	-	-	8,000	-	-
544-R	R	10244	9	4,680	R4	0 90	-	-	1,872	2	-	-	-	4
549-R	R	10244	224	2,855	C8-1	1 00	1,100	-	1,100	1	1,100	-	-	1
550-R	R	10244	225	18,000	C8-1	1 00	3,800	-	-	-	15,300	-	-	-
551-R	R	10253	10	7,156	C8-1	1 00	1,908	-	-	-	6,083	-	-	-
552-R	R	10253	12	7,080	C8-1	1 00	-	6,725	-	-	-	6,725	-	-
553-R	R	10253	15	4,560	C8-1	1 00	2,000	-	-	-	3,876	-	-	-
554-R	R	10253	16	4,520	C8-1	1 00	589	-	-	-	3,842	-	-	-
556-R	R	10253	21	4,400	C8-1	1 00	3,000	-	-	-	3,000	-	-	-
558-R	R	10253	28	4,315	C8-1	1 00	1,200	-	-	-	3,668	-	-	-
559-R	R	10270	23	4,000	R3-2/C1-2	1 00	-	-	1,326	1	3,400	-	-	1
560-R	R	10270	25	4,000	R3-2/C1-2	1 00	-	-	1,326	1	3,400	-	-	1
562-R	R	10280	39	7,256	R3-2/C1-2	1 00	-	-	1,650	1	6,168	-	-	1
563-R	R	10280	42	3,400	R3-2/C1-2	1 00	-	-	1,129	1	2,890	-	-	1
564-R	R	10280	44	3,400	R3-2/C1-2	1 00	-	-	1,129	1	2,890	-	-	1
565-R	R	10280	45	3,200	R3-2/C1-2	1 00	-	-	1,129	1	2,720	-	-	0
	R Total										131,657	41,225	-	37
4-S	S	9619	24	8,000	C8-1	1 00	8,400	-	-	-	8,400	-	-	-
9-S	S	9620B Total		5,900	C8-1	1 00	-	-	-	-	5,015	-	-	-
	S Total										13,415	-	-	-
10-T	T	9625	75	3,800	C8-1	1 00	-	-	2,112	2	-	-	-	2
11-T	T	9626	1	11,050	C8-1	1 00	5,330	-	1,950	2	5,330	-	-	2
12-T	T	9626B Total		11,400	C8-1	1 00	6,752	-	2,500	3	6,752	-	-	3
13-T	T	9626	12	4,400	C8-1	1 00	2,200	-	-	-	2,200	-	-	-
14-T	T	9626	14	7,800	C8-1	1 00	12,000	-	-	-	12,000	-	-	-
15-T	T	9626A Total		9,803	C8-1	1 00	4,200	-	-	-	8,333	-	-	-
16-T	T	9626	21	5,200	C8-1	1 00	-	-	-	-	3,355	-	-	-
17-T	T	9626	55	6,000	C8-1	1 00	1,500	-	-	-	5,100	-	-	-
	T Total										43,070	-	-	7
59-U	U	9685	1	5,240	C8-1	1 00	5,000	-	-	-	5,000	-	-	-
60-U	U	9685	4	5,000	C8-1	1 00	1,444	-	-	-	4,250	-	-	-
61-U	U	9685	6	10,500	C8-1	1 00	-	6,625	-	-	-	6,625	-	-
62-U	U	9685	52	6,525	C8-1	1 00	500	-	-	-	5,546	-	-	-
63-U	U	9685	59	3,960	C8-1	1 00	3,802	-	-	-	3,802	-	-	-
68-U	U	9689A Total		35,315	C8-1	1 00	3,294	-	-	-	30,018	-	-	-
69-U	U	9689	20	7,600	C8-1	1 00	7,600	-	-	-	7,600	-	-	-
74-U	U	9694	14	6,000	R6/C2-2	2 43	10,080	-	-	-	10,080	-	-	-
76-U	U	9694	23	7,000	R6/C2-2	2 43	6,500	-	-	-	5,950	-	-	11
77-U	U	9694B Total		4,180	R6/C2-2	2 43	4,400	-	-	-	3,553	-	2,090	7
78-U	U	9694	36	6,322	R6/C2-2	2 43	-	-	-	-	5,374	-	-	10
81-U	U	9697	12	8,887	C8-1	1 00	7,042	-	-	-	7,042	-	-	-
82-U	U	9697A Total		25,940	C8-1	1 00	14,500	7,250	-	-	14,500	7,250	-	-
89-U	U	9698	27	34,900	C8-1	0 90	51,500	-	-	-	51,500	-	-	-
90-U	U	9701	31	5,100	C8-1	1 00	1,350	-	-	-	4,335	-	-	-

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

	With-Action Conditions								Increment			
Site #	Proposed Zoning	Proposed FAR	Inclusionary Zoning FAR	Commercial SF	Industrial SF	Community Facility SF	Affordable DUs	Total DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
454-Q	R5D/C1-4	2		3,324	-	-	-	4	1,764	-	-	1
459-Q	R5D/C1-4	2		2,444	-	-	-	3	-	-	-	3
460-Q	R5D/C1-4	2		1,955	-	-	-	3	-	-	-	3
461-Q	R5D/C1-4	2		5,279	-	-	-	7	-	-	-	6
485-Q	R5D	2		-	-	-	-	10	-	-	-	6
486-Q	R5D	2		-	-	-	-	10	-	-	-	6
487-Q	R5D	2		-	-	-	-	10	-	-	-	6
488-Q	R5D	2		-	-	-	-	9	-	-	-	6
489-Q	R5D/C1-4	2		6,808	-	-	-	9	(752)	-	-	9
495-Q	R5D/C1-4	2		4,675	-	-	-	6	(1,725)	-	-	3
497-Q	R5D/C1-4	2		2,125	-	-	-	3	1,825	-	-	2
498-Q	R5D/C1-4	2		5,100	-	-	-	7	5,100	-	-	3
499-Q	R5D/C1-4	2		2,253	-	-	-	3	2,253	-	-	1
500-Q	R5D/C1-4	2		2,210	-	-	-	3	2,210	-	-	1
501-Q	R5D/C1-4	2		2,210	-	-	-	3	2,210	-	-	2
502-Q	R5D/C1-4	2		2,805	-	-	-	4	2,805	-	-	1
503-Q	R5D/C1-4	2		2,295	-	-	-	3	2,295	-	-	1
				64,819	-	-	-	127	29,660	-	-	69
507-R	R5D/C2-4	2		20,400	-	-	-	28	(1,600)	-	-	28
508-R	R5D/C2-4	2		8,980	-	-	-	12	8,980	-	-	4
509-R	R5D/C2-4	2		10,413	-	-	-	14	-	-	-	12
510-R	R5D/C2-4	2		2,125	-	-	-	3	2,125	-	-	2
511-R	R5D/C2-4	2		5,100	-	-	-	7	-	-	-	6
512-R	R5D/C2-4	2		6,111	-	-	-	8	-	-	-	7
524-R	R5D/C2-4	2		14,450	-	-	-	20	-	-	-	20
527-R	R5B/C2-4	1.35		2,486	-	-	-	1	2,486	-	-	(1)
528-R	R5B/C2-4	1.35		2,465	-	-	-	1	2,465	-	-	(1)
530-R	R5D/C2-4	2		25,194	-	-	-	34	25,194	(16,740)	-	34
532-R	R5D/C2-4	2		2,780	-	-	-	4	2,780	-	-	3
533-R	R5B/C2-4	1.35		3,298	-	-	-	2	3,298	-	-	(1)
534-R	R5B/C2-4	1.35		4,896	-	-	-	3	4,896	-	-	(1)
538-R	R5D/C2-4	2		4,301	-	-	-	6	-	-	-	6
539-R	R5D/C2-4	2		12,835	-	-	-	17	12,835	(9,760)	-	17
540-R	R5D/C2-4	2		3,399	-	-	-	5	3,399	-	-	2
542-R	R5D/C2-4	2		10,945	-	-	-	15	-	-	-	15
543-R	R5D/C2-4	2		7,971	-	-	-	11	7,971	(8,000)	-	11
544-R	R5D/C2-4	2		3,978	-	-	-	5	3,978	-	-	2
549-R	R5D/C2-4	2		-	-	5,710	-	-	(1,100)	-	5,710	(1)
550-R	R5D/C2-4	2		15,300	-	-	-	21	-	-	-	21
551-R	R5D/C2-4	2		6,083	-	-	-	8	-	-	-	8
552-R	R5D/C2-4	2		6,018	-	-	-	8	6,018	(6,725)	-	8
553-R	R5D/C2-4	2		3,876	-	-	-	5	-	-	-	5
554-R	R5D/C2-4	2		3,842	-	-	-	5	-	-	-	5
556-R	R5D/C2-4	2		3,740	-	-	-	5	740	-	-	5
558-R	R5D/C2-4	2		3,668	-	-	-	5	-	-	-	5
559-R	R5D/C1-3	2		3,400	-	-	-	5	-	-	-	4
560-R	R5D/C1-3	2		3,400	-	-	-	5	-	-	-	4
562-R	R5D/C1-3	2		6,168	-	-	-	8	-	-	-	7
563-R	R5D/C1-3	2		2,890	-	-	-	4	-	-	-	3
564-R	R5D/C1-3	2		2,890	-	-	-	4	-	-	-	3
565-R	R5D/C1-3	2		2,720	-	-	-	4	-	-	-	3
				216,122	-	5,710	-	282	84,465	(41,225)	5,710	246
4-S	R6A/C2-4	3		6,800	-	-	-	17	(1,600)	-	-	17
9-S	R6A/C2-4	3		5,015	-	-	-	13	-	-	-	13
				11,815	-	-	-	30	(1,600)	-	-	30
10-T	C4-3A	3		3,230	-	-	-	8	3,230	-	-	8
11-T	C4-3A	3		9,393	-	-	-	24	4,063	-	-	22
12-T	C4-3A	3		9,690	-	-	-	25	2,938	-	-	22
13-T	C4-3A	3		3,740	-	-	-	9	1,540	-	-	9
14-T	C4-3A	3		6,630	-	-	-	17	(5,370)	-	-	17
15-T	C4-3A	3		8,333	-	-	-	21	-	-	-	21
16-T	C4-3A	3		4,420	-	-	-	11	1,065	-	-	11
17-T	C4-3A	3		5,100	-	-	-	13	-	-	-	13
				50,536	-	-	-	128	7,486	-	-	121
59-U	R6A/C2-4	3		4,454	-	2,620	-	9	(546)	-	2,620	9
60-U	R6A/C2-4	3		4,250	-	-	-	11	-	-	-	11
61-U	R6A/C2-4	3		8,925	-	-	-	23	8,925	(6,625)	-	23
62-U	R6A/C2-4	3		5,546	-	-	-	14	-	-	-	14
63-U	R6A/C2-4	3		3,366	-	-	-	9	(436)	-	-	9
68-U	R6A/C2-4	3		30,018	-	-	-	76	-	-	-	76
69-U	R6A/C2-4	3		6,460	-	-	-	16	(1,140)	-	-	16
74-U	R7A/C2-3	3.45	4.6	5,100	-	3,000	4	20	(4,980)	-	3,000	20
76-U	R7A/C2-3	3.45	4.6	5,950	-	-	5	26	-	-	-	15
77-U	R7A/C2-3	3.45	4.6	3,553	-	2,090	3	14	-	-	-	7
78-U	R7A/C2-3	3.45	4.6	5,374	-	-	5	24	-	-	-	14
81-U	R7A/C2-3	3.45	4.6	7,554	-	-	6	28	512	-	-	28
82-U	R7A/C2-3	3.45	4.6	22,049	-	-	11	56	7,549	(7,250)	-	56
89-U	R6A/C2-4	3		29,665	-	-	-	75	(21,835)	-	-	75
90-U	R6A/C2-4	3		4,335	-	-	-	11	-	-	-	11

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Commercial SF	Industrial SF	Residential SF	Existing DUs	Commercial SF	Industrial SF	Community Facility sf	DUs
92-U	U	9702A Total		16,000	C8-1	1.00	200	-	-	-	13,600	-	-	-
93-U	U	9704	43	14,500	R6/C2-4	2.43	7,700	-	-	-	12,325	-	-	23
94-U	U	9704	44	8,000	R6/C2-4	2.43	16,000	-	-	-	16,000	-	-	-
95-U	U	9704	63	12,500	R6/C2-4	2.43	7,020	-	-	-	10,625	-	6,250	20
96-U	U	9706	64	4,000	C8-1	1.00	4,000	-	-	-	4,000	-	-	-
98-U	U	9706	75	5,000	C8-1	1.00	-	-	-	-	4,250	-	2,500	-
99-U	U	9706	80	6,000	C8-1	1.00	160	-	-	-	5,100	-	3,000	-
101-U	U	9706	88	20,000	C8-1	1.00	29,300	12,000	-	-	29,300	12,000	-	-
164-U	U	9765	43	14,621	R6/C2-2	2.43	11,837	-	-	-	12,428	-	-	23
169-U	U	9767C Total		2,446	R6/C2-2	2.43	1,288	1,288	960	2	1,288	1,288	-	2
178-U	U	9769	68	7,536	R5/C2-2	1.25	600	-	-	-	6,406	-	-	1
179-U	U	9771	1	10,095	R5/C2-2	1.25	-	-	-	-	8,581	-	-	2
198-U	U	9813	25	3,218	R5/C2-2	2.43	-	-	2,027	2	2,735	-	-	5
206-U	U	9821	6	6,588	R6/C1-2	2.43	6,400	-	-	-	5,600	-	3,294	10
207-U	U	9821	11	7,800	R6/C1-2	2.43	6,300	-	-	-	6,630	-	-	12
208-U	U	9822	29	4,310	R6/C1-2	2.43	2,900	-	-	-	3,664	-	-	7
209-U	U	9822	32	9,200	R6/C1-2	2.43	9,895	-	-	-	7,820	-	-	15
210-U	U	9822	36	6,060	R6/C1-2	2.43	3,550	-	-	-	5,151	-	-	10
211-U	U	9826	52	11,640	R6/C2-2	2.43	11,400	-	-	-	9,894	-	-	18
212-U	U	9827	25	5,526	R6/C2-2	2.43	-	-	-	-	5,037	-	-	9
213-U	U	9827	31	10,500	R6/C2-2	2.43	7,899	-	-	-	8,925	-	5,250	17
214-U	U	9827	37	2,960	R6/C2-2	2.43	-	-	-	-	2,516	-	-	5
215-U	U	9829B Total		13,020	R6/C2-2	2.43	1,100	-	-	-	11,067	-	-	21
216-U	U	9829	41	9,600	R6/C2-2	2.43	9,300	-	-	-	8,160	-	-	15
218-U	U	9834	16	8,000	R6/C2-2	2.43	14,791	-	-	-	14,791	-	-	-
219-U	U	9834	20	12,000	R6/C2-2	2.43	2,350	-	-	-	10,200	-	6,000	19
220-U	U	9834	26	4,000	R6/C2-2	2.43	-	-	-	-	3,400	-	-	6
221-U	U	9834	28	10,000	R6/C2-2	2.43	2,054	-	-	-	8,500	-	-	16
222-U	U	9834	33	11,200	R6/C2-2	2.43	2,220	-	1,080	2	9,520	-	-	18
223-U	U	9835	23	6,110	R6	2.43	960	-	960	1	-	-	-	15
224-U	U	9835	26	7,540	R6	2.43	1,300	-	1,530	1	-	-	-	18
225-U	U	9835	28	4,800	R6	2.43	-	-	2,236	2	-	-	-	12
226-U	U	9835	30	3,600	R6	2.43	-	-	2,146	2	-	-	-	9
227-U	U	9835	32	3,600	R6	2.43	-	-	2,146	2	-	-	-	9
229-U	U	9835	50	27,225	R6/C2-2	2.43	23,550	-	-	-	23,141	-	-	43
232-U	U	9840	1	13,400	R5/C1-2	1.25	10,100	-	-	-	10,100	-	-	-
233-U	U	9840	52	10,700	R5/C1-2	1.25	8,820	-	1,200	1	8,820	-	-	1
234-U	U	9844	1	12,000	R5/C1-2	1.25	12,000	-	-	-	12,000	-	-	-
235-U	U	9844	42	50,000	R5/C2-2	1.25	32,200	-	-	-	32,200	-	-	-
236-U	U	9844	61	2,500	R5/C2-2	1.25	2,867	-	-	-	2,867	-	-	-
237-U	U	9844	62	2,500	R5/C2-2	1.25	2,376	-	-	-	2,376	-	-	-
238-U	U	9844B Total		5,000	R5/C2-2	1.25	-	-	2,560	2	4,250	-	-	2
239-U	U	9844	66	2,500	R5/C2-2	1.25	1,875	-	875	1	1,875	-	-	1
240-U	U	9844	69	13,500	R5/C1-2	1.25	10,000	-	-	-	10,000	-	-	-
241-U	U	9844	101	16,500	R5/C2-2	1.25	11,500	-	-	-	11,500	-	-	-
251-U	U	9914	35	10,600	R6/C2-2	2.43	2,400	-	-	-	9,010	-	-	17
253-U	U	9915	31	3,818	R6/C2-2	2.43	2,800	-	-	-	3,245	-	-	6
254-U	U	9915	33	6,110	R6/C2-2	2.43	600	-	-	-	5,194	-	-	10
266-U	U	9937	56	11,600	R5/C2-2	1.25	3,062	-	-	-	9,860	-	-	2
267-U	U	9937	60	32,200	R5/C2-2	1.25	13,000	-	-	-	27,370	-	-	5
	U Total										579,871	27,163	28,384	449
255-V	V	9917	4	6,828	R5/C2-2	1.25	144	-	-	-	5,804	-	-	1
265-V	V	9934	26	9,300	R3-2/C2-2	1.00	13,500	-	-	-	13,500	-	-	-
268-V	V	9944	18	32,000	R5/C2-2	1.25	5,800	-	-	-	27,200	-	-	5
269-V	V	9950	6	5,940	R5/C2-2	1.25	-	-	1,578	1	5,049	-	-	1
270-V	V	9950	55	4,500	R5/C2-2	1.25	400	-	-	-	3,825	-	-	1
273-V	V	9954	1	20,400	R3-2/C2-2	1.00	3,525	-	-	-	17,340	-	-	3
274-V	V	9954	70	6,400	R3-2/C2-2	1.00	2,080	-	-	-	5,440	-	-	1
601-V	V	10454	23	5,600	R3-2/C2-2	1.00	450	-	-	-	4,760	-	-	1
602-V	V	10455	17	4,333	R3-2/C2-2	1.00	-	-	3,145	1	-	-	-	1
603-V	V	10455	20	6,900	R3-2/C2-2	1.00	3,740	-	-	-	3,740	-	-	-
605-V	V	10499	70	5,000	R3-2	0.60	-	-	2,233	2	-	-	-	2
606-V	V	10499	72	5,000	R3-2	0.60	-	-	2,576	1	-	-	-	1
	V Total										86,658	-	-	16
580-X	X	10319A Total		61,792	M1-1	1.00	15,852	-	-	-	24,717	37,075	-	-
581-X	X	10319	20	5,200	M1-1	1.00	3,750	-	-	-	3,750	-	-	-
586-X	X	10322	26	24,940	M1-1	1.00	-	-	-	-	9,976	14,964	-	-
587-X	X	10323	1	8,475	M1-1	1.00	1,890	-	-	-	3,390	5,085	-	-
588-X	X	10323	6	7,352	M1-1	1.00	1,790	-	-	-	2,941	4,411	-	-
589-X	X	10323	19	5,300	M1-1	1.00	4,400	-	-	-	4,400	-	-	-
590-X	X	10325A Total		35,160	M1-1	1.00	11,830	-	-	-	14,064	21,096	-	-
591-X	X	10328	44	22,726	M1-1	1.00	7,200	-	-	-	9,090	13,636	-	-
594-X	X	10352	370	25,680	M1-1	1.00	-	-	-	-	10,272	15,408	-	-
	X Total										82,600	111,675	-	-
386-Y	Y	10059	16	5,000	M1-1	1.00	-	-	-	-	2,000	3,000	-	-
394-Y	Y	10060	16	11,262	M1-1	1.00	2,040	-	-	-	4,505	6,757	-	-
397-Y	Y	10061D Total		14,058	M1-1	1.00	-	-	-	-	5,623	8,435	-	-
398-Y	Y	10062	6	8,880	M1-1	1.00	-	-	-	-	3,552	5,328	-	-

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

	With-Action Conditions								Increment			
Site #	Proposed Zoning	Proposed FAR	Inclusionary Zoning FAR	Commercial SF	Industrial SF	Community Facility SF	Affordable DUs	Total DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
92-U	R6A/C2-4	3		13,600	-	-	-	34	-	-	-	34
93-U	R7A/C2-4	3.45	4.6	12,325	-	-	11	54	-	-	-	31
94-U	R7A/C2-4	3.45	4.6	6,800	-	4,000	5	26	(9,200)	-	4,000	26
95-U	R7A/C2-4	3.45	4.6	10,625	-	6,250	8	41	-	-	-	21
96-U	R7A/C2-4	3.45	4.6	3,400	-	-	3	15	(600)	-	-	15
98-U	R7A/C2-4	3.45	4.6	4,250	-	2,500	3	16	-	-	-	16
99-U	R7A/C2-4	3.45	4.6	5,100	-	3,000	4	20	-	-	-	20
101-U	R7A/C2-4	3.45	4.6	17,000	-	-	15	75	(12,300)	(12,000)	-	75
164-U	R7A/C2-3	3.45	4.6	12,428	-	-	11	55	-	-	-	32
169-U	R7A/C2-3	3.45	4.6	2,079	-	-	2	9	791	(1,288)	-	7
178-U	R7A/C2-4	3.45	4.6	6,406	-	-	6	28	-	-	-	27
179-U	R7A/C2-4	3.45	4.6	8,581	-	5,048	7	33	-	-	5,048	31
198-U	R7A/C2-3	3.45	4.6	2,735	-	-	2	12	-	-	-	7
206-U	R7X/C2-4	3.75	5	5,600	-	3,294	5	24	-	-	-	14
207-U	R7X/C2-4	3.75	5	6,630	-	-	6	32	-	-	-	20
208-U	R7X/C2-4	3.75	5	3,664	-	-	4	18	-	-	-	11
209-U	R7X/C2-4	3.75	5	7,820	-	-	8	38	-	-	-	23
210-U	R7X/C2-4	3.75	5	5,151	-	-	5	25	-	-	-	15
211-U	R7X/C2-4	3.75	5	9,894	-	-	10	48	-	-	-	30
212-U	R7X/C2-4	3.75	5	5,037	-	-	5	25	-	-	-	16
213-U	R7X/C2-4	3.75	5	8,925	-	5,250	8	38	-	-	-	21
214-U	R7X/C2-4	3.75	5	2,516	-	-	2	12	-	-	-	7
215-U	R7X/C2-4	3.75	5	11,067	-	-	11	54	-	-	-	33
216-U	R7X/C2-4	3.75	5	8,160	-	-	8	40	-	-	-	25
218-U	R7A/C2-4	3.45	4.6	6,800	-	-	4	21	(7,991)	-	-	21
219-U	R7A/C2-4	3.45	4.6	10,200	-	6,000	5	25	-	-	-	6
220-U	R7A/C2-4	3.45	4.6	3,400	-	-	2	10	-	-	-	4
221-U	R7A/C2-4	3.45	4.6	8,500	-	-	5	26	-	-	-	10
222-U	R7A/C2-4	3.45	4.6	9,520	-	-	6	29	-	-	-	11
223-U	R7A	3.45	4.6	-	-	-	6	28	-	-	-	13
224-U	R7A	3.45	4.6	-	-	-	7	35	-	-	-	16
225-U	R7A	3.45	4.6	-	-	-	4	22	-	-	-	10
226-U	R7A	3.45	4.6	-	-	-	3	17	-	-	-	8
227-U	R7A	3.45	4.6	-	-	-	3	17	-	-	-	8
229-U	R7A/C2-4	3.45	4.6	23,141	-	-	20	102	-	-	-	59
232-U	R7A/C2-4	3.45	4.6	11,390	-	6,700	9	44	1,290	-	6,700	44
233-U	R7A/C2-4	3.45	4.6	9,095	-	-	8	40	275	-	-	39
234-U	R6A/C2-4	3		10,200	-	-	-	26	(1,800)	-	-	26
235-U	R6A/C2-4	3		42,500	-	25,000	-	83	10,300	-	25,000	83
236-U	R6A/C2-4	3		2,125	-	-	-	5	(742)	-	-	5
237-U	R6A/C2-4	3		2,125	-	-	-	5	(251)	-	-	5
238-U	R6A/C2-4	3		4,250	-	-	-	11	-	-	-	9
239-U	R6A/C2-4	3		2,125	-	-	-	5	250	-	-	4
240-U	R6A/C2-4	3		11,475	-	-	-	29	1,475	-	-	29
241-U	R6A/C2-4	3		14,025	-	-	-	35	2,525	-	-	35
251-U	R7A/C2-4	3.45	4.6	9,010	-	-	6	28	-	-	-	11
253-U	R7A/C2-4	3.45	4.6	3,245	-	-	2	10	-	-	-	4
254-U	R7A/C2-4	3.45	4.6	5,194	-	-	3	16	-	-	-	6
266-U	R6A/C2-4	3		9,860	-	-	-	25	-	-	-	23
267-U	R6A/C2-4	3		27,370	-	-	-	69	-	-	-	64
				551,942	-	74,752	275	1,945	(27,929)	(27,163)	46,368	1,496
255-V	R6A/C2-4	3	3	5,804	-	-	-	15	-	-	-	14
265-V	R6A/C2-4	3	3	7,905	-	-	-	20	(5,595)	-	-	20
268-V	R6A/C2-4	3	3	27,200	-	-	-	69	-	-	-	64
269-V	R6A	3	3	-	-	-	-	18	(5,049)	-	-	17
270-V	R6A/C2-4	3	3	3,825	-	2,250		7	-	-	2,250	7
273-V	R6A/C2-4	3	3	17,340	-	10,200		34	-	-	10,200	31
274-V	R6A/C2-4	3	3	5,440	-	-		14	-	-	-	13
601-V	R6A/C2-4	3	3	4,760	-	-		12	-	-	-	11
602-V	R6A/C2-4	3	3	3,683	-	-		9	3,683	-	-	8
603-V	R6A/C2-4	3	3	5,865	-	3,450		11	2,125	-	3,450	11
605-V	R6A	3	3	-	-	-		15	-	-	-	13
606-V	R6A	3	3	-	-	-		15	-	-	-	14
				81,822	-	15,900	-	239	(4,836)	-	15,900	223
580-X	M1-2	2		24,717	98,867	-	-	-	-	61,792	-	-
581-X	M1-2	2		2,080	8,320	-	-	-	(1,670)	8,320	-	-
586-X	M1-2	2		9,976	39,904	-	-	-	-	24,940	-	-
587-X	M1-2	2		3,390	13,560	-	-	-	-	8,475	-	-
588-X	M1-2	2		2,941	11,763	-	-	-	-	7,352	-	-
589-X	M1-2	2		2,120	8,480	-	-	-	(2,280)	8,480	-	-
590-X	M1-2	2		14,064	56,256	17,580	-	-	-	35,160	17,580	-
591-X	M1-2	2		9,090	36,362	-	-	-	-	22,726	-	-
594-X	M1-2	2		10,272	41,088	-	-	-	-	25,680	-	-
				78,650	314,600	17,580	-	-	(3,950)	202,925	17,580	-
386-Y	M1-4	2		2,000	8,000	-	-	-	-	5,000	-	-
394-Y	M1-4	2		4,505	18,019	-	-	-	-	11,262	-	-
397-Y	M1-4	2		5,623	22,493	-	-	-	-	14,058	-	-
398-Y	M1-4	2		3,552	14,208	-	-	-	-	8,880	-	-

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Commercial SF	Industrial SF	Residential SF	Existing DUs	Commercial SF	Industrial SF	Community Facility sf	DUs
399-Y	Y	10062C Total		4,758	M1-1	1.00	-	-	-	-	1,903	2,855	-	-
421-Y	Y	10112	39	10,890	M1-1	1.00	-	-	-	-	4,356	6,534	-	-
422-Y	Y	10113	71	8,200	M1-1	1.00	-	-	-	-	3,280	4,920	-	-
423-Y	Y	10115	53	23,663	M1-1	1.00	-	-	-	-	9,465	14,198	-	-
427-Y	Y	10124	15	5,000	M1-1	1.00	-	5,000	-	-	-	5,000	-	-
428-Y	Y	10124	18	2,500	M1-1	1.00	-	2,000	-	-	-	2,000	-	-
429-Y	Y	10124B Total		5,000	M1-1	1.00	625	500	-	-	2,000	3,000	-	-
430-Y	Y	10124	21	10,000	M1-1	1.00	-	5,580	-	-	-	5,580	-	-
431-Y	Y	10124	25	17,500	M1-1	1.00	5,400	12,500	-	-	5,400	12,500	-	-
	Y Total										42,084	80,107	-	-

Table B-2
Jamaica Plan with City Council Modifications
Reasonable Worst Case Development Scenario: Potential Development Sites

	With-Action Conditions								Increment			
Site #	Proposed Zoning	Proposed FAR	Inclusionary Zoning FAR	Commercial SF	Industrial SF	Community Facility SF	Affordable DUs	Total DUs	Commercial SF	Industrial SF	Community Facility SF	DUs
399-Y	M1-4	2		1,903	7,613	-	-	-	-	4,758	-	-
421-Y	M1-4	2		4,356	17,424	-	-	-	-	10,890	-	-
422-Y	M1-4	2		3,280	13,120	-	-	-	-	8,200	-	-
423-Y	M1-4	2		9,465	37,861	-	-	-	-	23,663	-	-
427-Y	M1-4	2		2,000	8,000	-	-	-	2,000	3,000	-	-
428-Y	M1-4	2		1,000	4,000	-	-	-	1,000	2,000	-	-
429-Y	M1-4	2		2,000	8,000	-	-	-	-	5,000	-	-
430-Y	M1-4	2		4,000	16,000	-	-	-	4,000	10,420	-	-
431-Y	M1-4	2		7,000	28,000	-	-	-	1,600	15,500	-	-
				50,684	**202,738**	-	-	-	**8,600**	**122,631**	-	-

Attachment C: Proposed (E) Designations

The list of the sites, blocks and lots affected by the (E) designations with the City Council Modifications is presented below in Tables C-1 through C-8.

Table C-1

(E) Designations for Projected Development Sites (Hazardous Materials)

Site #	Block	Lot
298-URA	9998	1
298-URA	9998	2
298-URA	9998	16
298-URA	9998	19
299-URA	9998	22
299-URA	9998	25
299-URA	9998	42
299-URA	9998	43
299-URA	9998	47
300-URA	9998	83
300-URA	9998	86
300-URA	9998	87
300-URA	9998	88
300-URA	9998	89
300-URA	9998	90
300-URA	9998	91
300-URA	9998	93
300-URA	9998	94
302-URA	9999	1
302-URA	9999	9
302-URA	9999	10
302-URA	9999	11
302-URA	9999	13
302-URA	9999	15
302-URA	10000	1
337-AT2	10026	1
337-AT2	10026	6
337-AT2	10026	12
337-AT2	10026	14
337-AT2	10026	23
337-AT2	10026	39
123-JC3	9757	18
188-JC3	9794	48
315-LC	10002	1
315-LC	10002	10
315-LC	10002	13
316-LC	10002	5
317-LC	10002	15
318-LC	10002	17
319-LC	10002	20
320-LC	10002	21

Table C-1 (cont'd)

(E) Designations for Projected Development Sites (Hazardous Materials)

Site #	Block	Lot
321-LC	10002	22
321-LC	10002	23
321-LC	10002	24
321-LC	10002	122
322-LC	10002	25
414-LC	10107	142
417-LC	10108	305
418-LC	10108	312
418-LC	10108	314
418-LC	10108	319
340-B	10028	1
340-B	10028	2
340-B	10028	11
246-E	9908	10
566-E	10316	1
566-E	10316	31
566-E	10316	33
566-E	10316	35
566-E	10316	37
521-J	10219	161
522-J	10219	162
582-J	10320	1
583-J	10320	6
583-J	10320	10
583-J	10320	12
583-J	10320	29
584-J	10321	8
323-O	10017	18
334-O	10020	137
357-O	10032	13
357-O	10032	15
357-O	10032	16
357-O	10032	17
357-O	10032	18
363-O	10043	6
368-O	10052	9
369-O	10052	10
370-O	10055	2
371-O	10055	7
371-O	10055	14
372-O	10055	11
375-O	10055	31
380-O	10057	16

Table C-1 (cont'd)

(E) Designations for Projected Development Sites (Hazardous Materials)

Site #	Block	Lot
381-O	10058	1
381-O	10058	21
484-Q	10163	51
457-Q	10150	55
506-R	10176	8
506-R	10176	12
541-R	10237	1
545-R	10244	211
546-R	10244	216
547-R	10244	217
548-R	10244	223
555-R	10253	18
1-S	9618	30
3-S	9619	19
5-S	9619	28
8-S	9620	45
18-S	9674	1
277-S	9972	1
2-T	9619	1
2-T	9619	8
2-T	9619	12
2-T	9619	54
6-T	9620	1
7-T	9620	11
75-U	9694	17
80-U	9697	8
83-U	9697	34
83-U	9697	39
97-U	9706	69
97-U	9706	72
100-U	9706	83
102-U	9706	98
148-U	9763	3
148-U	9763	5
148-U	9763	7
148-U	9763	9
148-U	9763	11
148-U	9763	13
177-U	9769	64
230-U	9837	1
231-U	9837	10
250-U	9913	25
252-U	9914	40

Table C-1 (cont'd)

(E) Designations for Projected Development Sites (Hazardous Materials)

Site #	Block	Lot
256-V	9917	43
260-V	9930	26
260-V	9930	31
264-V	9934	20
275-V	9960	1
276-V	9960	19
592-X	10328	49
593-X	10352	108
426-Y	10124	11

Table C-2

(E) Designations for Potential Development Sites (Hazardous Materials)

Site #	Block	Lot
293-URA	9993	1
293-URA	9993	3
293-URA	9993	18
293-URA	9993	20
293-URA	9993	22
293-URA	9993	23
293-URA	9993	24
293-URA	9993	25
293-URA	9993	27
293-URA	9993	28
293-URA	9993	29
301-URA	9998	95
301-URA	9998	101
301-URA	9998	109
301-URA	9998	110
301-URA	9998	119
301-URA	9998	124
301-URA	9998	127
285-AT5	9987	1
286-AT3	9991	1
287-AT3	9991	19
288-AT3	9991	68
289-AT3	9992	26
290-AT3	9992	27
291-AT3	9992	29
292-AT3	9992	38
338-AT3	10027	3
338-AT3	10027	5
339-AT3	10027	8
339-AT3	10027	10
339-AT3	10027	11
339-AT3	10027	36
347-AT3	10030	6
348-AT3	10030	12
349-AT3	10030	15
350-AT3	10030	17
350-AT3	10030	22
351-AT3	10030	25
351-AT3	10030	28
352-AT3	10031	2
353-AT3	10031	7

Table C-2 (cont'd)

(E) Designations for Potential Development Sites (Hazardous Materials)

Site #	Block	Lot
354-AT3	10031	10
354-AT3	10031	12
355-AT3	10031	17
278-AT4	9982	12
278-AT4	9982	13
278-AT4	9982	17
279-AT4	9982	27
280-AT4	9984	11
281-AT4	9984	17
282-AT4	9986	3
283-AT4	9986	20
284-AT4	9986	61
181-JC1	9793	11
182-JC1	9793	14
294-JC1	9995	1
294-JC1	9995	7
294-JC1	9995	14
294-JC1	9995	18
295-JC1	9996	10
295-JC1	9996	12
296-JC1	9996	16
462-JC1	10151	1
463-JC1	10151	7
464-JC1	10151	16
468-JC1	10151	75
476-JC2	10156	149
473-JC2	10155	35
514-JC2	10209	2
118-JC3	9754	25
126-JC3	9760	61
130-JC3	9761	61
199-JC3	9814	34
203-JC3	9818	53
203-JC3	9818	54
203-JC3	9818	56
303-LC	10000	5
303-LC	10000	31
303-LC	10000	38
303-LC	10000	39
303-LC	10000	42
304-LC	10001	1
305-LC	10001	19
306-LC	10001	24

Table C-2 (cont'd)

(E) Designations for Potential Development Sites (Hazardous Materials)

Site #	Block	Lot
307-LC	10001	25
308-LC	10001	26
309-LC	10001	27
310-LC	10001	28
311-LC	10001	29
312-LC	10001	40
313-LC	10001	41
314-LC	10001	124
359-LC	10033	8
360-LC	10033	13
360-LC	10033	14
401-LC	10095	32
401-LC	10095	43
410-LC	10107	71
410-LC	10107	73
410-LC	10107	77
411-LC	10107	82
411-LC	10107	84
411-LC	10107	86
411-LC	10107	130
412-LC	10107	107
413-LC	10107	138
415-LC	10107	167
416-LC	10108	301
416-LC	10108	348
420-LC	10109	31
420-LC	10109	44
432-LC	10125	1
19-SC	9676	13
20-SC	9676	22
37-SC	9679	89
67-SC	9688	17
327-A	10018	11
328-A	10018	12
328-A	10018	16
328-A	10018	17
328-A	10018	18
330-A	10018	25
331-A	10018	27
332-A	10018	29
341-B	10028	4
342-B	10028	7
343-B	10028	10

Table C-2 (cont'd)

(E) Designations for Potential Development Sites (Hazardous Materials)

Site #	Block	Lot
344-B	10028	31
345-B	10028	32
346-B	10028	34
36-D	9679	78
163-D	9765	39
163-D	9765	41
245-E	9908	9
247-F	9909	1
248-E	9909	5
567-E	10317	10
572-E	10318	5
573-E	10318	11
578-E	10318	25
579-E	10318	26
607-E	10815	5
249-F	9910	39
568-J	10317	19
569-J	10317	20
570-J	10317	22
574-J	10318	12
575-J	10318	13
576-J	10318	23
577-J	10318	24
585-J	10321	11
333-O	10020	114
335-O	10020	138
356-O	10031	25
358-O	10032	22
362-O	10041	3
362-O	10041	4
362-O	10041	6
364-O	10046	4
365-O	10046	6
366-O	10046	9
367-O	10049	1
376-O	10056	17
376-O	10056	19
379-O	10057	14
385-O	10059	11
385-O	10059	12
385-O	10059	15
385-O	10059	23
385-O	10059	24

Table C-2 (cont'd)

(E) Designations for Potential Development Sites (Hazardous Materials)

Site #	Block	Lot
385-O	10059	25
389-O	10059	28
393-O	10060	6
390-O	10059	30
391-O	10059	31
391-O	10059	32
391-O	10059	131
391-O	10059	132
392-O	10060	2
393-O	10060	6
396-O	10060	30
446-Q	10150	37
447-Q	10150	38
448-Q	10150	39
449-Q	10150	40
487-Q	10164	38
487-Q	10164	39
495-Q	10166	20
497-Q	10171	13
498-Q	10171	14
500-Q	10171	18
507-R	10178	125
508-R	10179	1
509-R	10180	1
530-R	10225	1
530-R	10225	4
530-R	10225	7
532-R	10225	18
533-R	10228	8
534-R	10228	10
538-R	10236	1
539-R	10236	5
540-R	10236	70
542-R	10237	5
543-R	10244	1
544-R	10244	9
549-R	10244	224
550-R	10244	225
551-R	10253	10
552-R	10253	12
553-R	10253	15
554-R	10253	16
556-R	10253	21

Table C-2 (cont'd)

(E) Designations for Potential Development Sites (Hazardous Materials)

Site #	Block	Lot
558-R	10253	28
559-R	10270	23
562-R	10280	39
9-S	9620	60
9-S	9620	61
12-T	9626	7
12-T	9626	75
13-T	9626	12
14-T	9626	14
15-T	9626	17
15-T	9626	19
16-T	9626	21
17-T	9626	55
59-U	9685	1
60-U	9685	4
61-U	9685	6
62-U	9685	52
63-U	9685	59
68-U	9689	8
68-U	9689	16
69-U	9689	20
74-U	9694	14
82-U	9697	26
82-U	9697	31
89-U	9698	27
90-U	9701	31
95-U	9704	63
96-U	9706	64
99-U	9706	80
101-U	9706	88
164-U	9765	43
178-U	9769	68
206-U	9821	6
267-U	9821	11
211-U	9826	52
212-U	9827	25
213-U	9827	31
214-U	9827	37
215-U	9829	35
215-U	9829	37
216-U	9829	41
218-U	9834	16
219-U	9834	20

Table C-2 (cont'd)

(E) Designations for Potential Development Sites (Hazardous Materials)

Site #	Block	Lot
220-U	9834	26
233-U	9840	52
234-U	9844	1
251-U	9914	35
265-V	9934	26
270-V	9950	55
273-V	9954	1
274-V	9954	70
601-V	10454	23
580-X	10319	1
580-X	10319	6
580-X	10319	12
581-X	10319	20
586-X	10322	26
587-X	10323	1
588-X	10323	6
589-X	10323	19
590-X	10325	1
590-X	10325	6
590-X	10325	10
591-X	10328	44
594-X	10352	370
386-Y	10059	16
394-Y	10060	16
397-Y	10061	32
397-Y	10061	33
397-Y	10061	34
397-Y	10061	35
397-Y	10061	36
398-Y	10062	6
399-Y	10062	22
399-Y	10062	23
422-Y	10113	71
423-Y	10115	53
427-Y	10124	15
428-Y	10124	18
429-Y	10124	19
429-Y	10124	20
430-Y	10124	21
431-Y	10124	25

Table C-3

City-Owned Projected and Potential Development Sites with Hazardous Materials

Site #	Block	Lot(s)	Site Status
421-Y	10112	39	Potential
445-Q	10140	26	Projected
455-Q	10150	51 and 52	Projected
515-JC2	10209	115	Projected

Source: DCP PLUTO data.

Table C-4

(E) Designations for Projected Development Sites (Air Quality, HVAC Restrictions)

Site #	Block	Lot	Restriction
41	9681	47 and 49	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
45	9681	56	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
50	9681	62	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
51	9681	64	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
52	9681	71	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
53	9681	73	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
56	9681	85	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
57	9681	87 and 90	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
58	9681	91, 93, and 94	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
127	9760	82	Any new residential and/or commercial development must use natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing 161st Street, to avoid any potential significant air quality impacts.
128	9761	14	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 20 feet from the lot line facing Jamaica Avenue when firing No. 2 oil, to avoid any potential significant air quality impacts.
131	9761	80	Any new residential and/or commercial development must use natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Jamaica Avenue, to avoid any potential significant air quality impacts.
133	9761	95	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems exclusively, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing 162nd Street, to avoid any potential significant air quality impacts.
154	9763	47	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
155	9763	51	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
202	9816	49	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
217	9834	1, 3, 5, 6, 8, and 10	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
228	9835	33	Any new residential and/or commercial development must utilize No. 2 oil or natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 20 feet from the lot line facing Hillside Avenue, to avoid any potential significant air quality impacts.
230	9837	1	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.

Table C-4 (cont'd)

(E) Designations for Projected Development Sites (Air Quality, HVAC Restrictions)

Site #	Block	Lot	Restriction
231	9837	10	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
250	9913	25, 35, and 41	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
252	9914	40	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
271	9950	64	Any new residential and/or commercial development must use natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Dalny Road, to avoid any potential significant air quality impacts.
272	9950	70	Any new residential and/or commercial development must use natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 20 feet from the lot line facing Avon Road, to avoid any potential significant air quality impacts.
299	9998	22, 25, 42, 43, and 47	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
302	9999	1, 9, 10, 11, 13, 15	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
302	10000	1	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
337	10026	6	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 80 feet from the lot line facing Sutphin Boulevard when firing No. 2 oil.
381	10058	1, 21	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 30 feet from the lot line facing 105th Avenue when firing No. 2 oil, to avoid any potential significant air quality impacts.
403	10101	7	Any new residential and/or commercial development must use natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 20 feet from the lot line facing 160th Street, to avoid any potential significant air quality impacts.
404	10101	9	Any new residential and/or commercial development must use natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Archer Avenue and at least 10 feet from the lot line facing 160th Street, to avoid any potential significant air quality impacts.
405	10101	15	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 70 feet from the lot line facing Archer Avenue when firing No. 2 oil, or at least 20 feet from the same lot line when firing natural gas, to avoid any potential significant air quality impacts.

Table C-4 (cont'd)

(E) Designations for Projected Development Sites (Air Quality, HVAC Restrictions)

Site #	Block	Lot	Restriction
470	10155	1	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 40 feet from the lot line facing Archer Avenue when firing No. 2 oil, or at least 10 feet from the same lot line when firing natural gas, to avoid any potential significant air quality impacts.
471	10155	8, 9, 10, 11, 12, 16, and 210	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.

Table C-5

(E) Designations for Potential Development Sites (Air Quality, HVAC Restrictions)

Site #	Block	Lot	Restriction
38	9681	41	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
39	9681	43	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
42	9681	50	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
43	9681	52	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
44	9681	54	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
46	9681	58	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
47	9681	59	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
48	9681	60	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
49	9681	61	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
54	9681	83	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
55	9681	84	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
147	9763	1	Any new residential and/or commercial development must utilize natural gas exclusively as the type of fuel for HVAC systems.
149	9763	23, 25, and 26	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
150	9763	36	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
151	9763	42	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
152	9763	44	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
153	9763	45	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
156	9763	55	Any new residential and/or commercial development must utilize No. 2 oil or natural gas as the type of fuel for HVAC systems.
199	9814	34	Any new residential and/or commercial development must utilize natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing 164th Street, to avoid any potential significant air quality impacts.
201	9816	39 and 41	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
218	9834	16	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
219	9834	20	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
220	9834	26	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.

Table C-5 (cont'd)

(E) Designations for Potential Development Sites (Air Quality, HVAC Restrictions)

Site #	Block	Lot	Restriction
221	9834	28	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
222	9834	33	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
223	9835	23	Any new residential and/or commercial development must utilize No. 2 oil or natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Hillside Avenue, to avoid any potential significant air quality impacts.
224	9835	26	Any new residential and/or commercial development must use No. 2 oil or natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Hillside Avenue to avoid any potential significant air quality impacts.
225	9835	28	Any new residential and/or commercial development must use No. 2 oil or natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Hillside Avenue to avoid any potential significant air quality impacts.
226	9835	30	Any new residential and/or commercial development must use No. 2 oil or natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Hillside Avenue to avoid any potential significant air quality impacts.
227	9835	32	Any new residential and/or commercial development must use No. 2 oil or natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Hillside Avenue to avoid any potential significant air quality impacts.
229	9835	50	Any new residential and/or commercial development must use No. 2 oil or natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 20 feet from the lot line facing Wexford Terrace to avoid any potential significant air quality impacts.
235	9844	42	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 40 feet from the lot line facing Edgerton Boulevard to avoid any potential significant air quality impacts.
241	9844	101	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 30 feet from the lot line facing 169th Street to avoid any potential significant air quality impacts.
251	9914	35	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
253	9915	31	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
254	9915	33	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
266	9937	56	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
267	9937	60	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.

Table C-5 (cont'd)

(E) Designations for Potential Development Sites (Air Quality, HVAC Restrictions)

Site #	Block	Lot	Restriction
268	9944	18	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 30 feet from the lot line facing Avon Street when firing No. 2 oil, to avoid any potential significant air quality impacts.
269	9950	6	Any new residential and/or commercial development must use natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Dalny Road and at least 10 feet from the lot line facing Hillside Avenue, to avoid any potential significant air quality impacts.
270	9950	55	Any new residential and/or commercial development must use natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Avon Street, to avoid any potential significant air quality impacts.
278	9982	12, 13, and 17	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
279	9982	27	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
280	9984	11	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
281	9984	17	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
282	9986	3	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
283	9986	20	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
284	9986	61	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
293	9993	1, 3, 18, 20, 22, 23, 24, 25, 27, 28 and 29	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 50 feet from the lot line facing Sutphin Boulevard when firing No. 2 oil.
294	9995	1, 7, 14, and 18	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
295	9995	10 and 12	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
296	9996	16	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
297	9997	97 and 104	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
301	9998	95, 101, 109, 110, 119, 124, and 127	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Sutphin Boulevard.
347	10030	6	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
348	10030	12	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
349	10030	15	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
350	10030	17 and 22	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.

Table C-5 (cont'd)

(E) Designations for Potential Development Sites (Air Quality, HVAC Restrictions)

Site #	Block	Lot	Restriction
351	10030	25 and 28	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
352	10031	2	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
353	10031	7	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
354	10031	10 and 12	Any new residential and/or commercial development must use natural gas as the type of fuel for HVAC systems.
355	10031	17	Any new residential and/or commercial development must use natural gas as the fuel type for HVAC systems.
382	10059	1	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
383	10059	4	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
384	10059	5 and 6	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
385	10059	11, 12, 15, 23, 24, and 25	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
386	10059	16	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 20 feet from the lot line facing Sutphin Boulevard and at least 20 feet from the lot line facing 105th Avenue when firing No. 2 oil, or at least 10 ft from each of the same lot lines when firing natural gas, to avoid any potential significant air quality impacts.
387	10059	26	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
388	10059	27	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
389	10059	28	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
390	10059	30	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
391	10059	31, 32, 131, and 132	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
392	10060	2	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
393	10060	6	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
394	10060	16	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 30 feet from the lot line facing Sutphin Boulevard and at least 40 feet from the lot line facing South Road when firing No. 2 oil, or at least 10 ft from each of the same lot lines when firing natural gas, to avoid any potential significant air quality impacts.
395	10060	25 and 28	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
396	10060	30	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
465	10151	21, 23, and 24	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
466	10151	25	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.

Table C-5 (cont'd)

(E) Designations for Potential Development Sites (Air Quality, HVAC Restrictions)

Site #	Block	Lot	Restriction
467	10151	31 and 32	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
472	10155	24	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
474	10155	123	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems.
574	10318	12	Any new residential and/or commercial development must utilize natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Jamaica Avenue and at least 10 feet from the lot line facing 178th Place, to avoid any potential significant air quality impacts.
575	10318	13	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing 178th Place when firing No. 2 oil, to avoid any potential significant air quality impacts.
576	10318	23	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing 179th Place when firing No. 2 oil, to avoid any potential significant air quality impacts.
577	10318	24	Any new residential and/or commercial development must utilize natural gas exclusively as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 10 feet from the lot line facing Jamaica Avenue and at least 10 ft from the lot line facing 179th Place, to avoid any potential significant air quality impacts.
580	10319	1, 6, 12	Any new residential and/or commercial development must use No. 2 oil or natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack(s) is located at least 20 feet from the lot line facing179th Place, when firing No. 2 oil, to avoid any potential significant air quality impacts.

Table C-6

(E) Designations for Potential Development Sites (Air Quality, Industrial Source Restrictions)

Site #	Block	Lot	Restriction
384	10059	5, 6	Under current conditions, particulate matter emissions from a nearby industrial source require that development, enlargement, or change of use on the referenced property have inoperable windows and may not include air intakes (on the east façade facing 148th Street and on the south façade facing 106th Avenue). Development, enlargement, or change of use on the referenced property is restricted under current conditions as a result of these requirements; in particular, New York law requires operable windows in habitable portions of residential buildings and residential development. The City may determine that these requirements are no longer in effect if the emission source is no longer operating, emission levels affecting the referenced property have changed, or new design approaches and/or technologies are developed in the future that are recognized as effective under industry standards.

Table C-7
Projected Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
	9998	22	M1-1	C6-4	30
	9998	25			
	9998	42			
	9998	43			
299-URA	9998	47			
	9998	83	M1-1	C6-4	35
	9998	86			
	9998	87			
	9998	88			
	9998	89			
	9998	90			
	9998	91			
	9998	93			
300-URA	9998	94			
	9999	1	M1-1	C6-4	30
	9999	9			
	9999	10			
	9999	11			
	9999	13			
	9999	15			
302-URA	10000	1			
	10026	1	M1-1	C6-3	35
	10026	6			
	10026	12			
	10026	14			
	10026	23			
337-AT2	10026	39			
127-JC1*	9760	82	C4-2	C6-3	35
132-JC1	9761	82	C4-2	C6-3	35
	9761	83			
133-JC1*	9761	95	C4-2	C6-3	35, 40 on South Facade
180-JC1	9793	1	C4-2	C6-3	35, 40 on South Façade
403-JC1*	10101	7	C6-1A	C6-3	35
404-JC1*	10101	9	C6-1A	C6-3	35
405-JC1*	10101	15	C6-1A	C6-3	35
406-JC1	10101	24	C6-1A	C6-3	30
407-JC1	10101	27	C6-1A	C6-3	30, 40 on South Façade
408-JC1	10101	79	C6-1A	C6-3	30, 40 on South Façade
	10101	150			

Table C-7 (cont'd)
Projected Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
409-JC1*	10102	2	C6-1A	C6-3	35
470-JC2*	10155	1	C4-2	C6-2	30, 40 on North Façade
471-JC2	10155	8	C4-2	C6-2	30, 40 on North Façade
	10155	9			
	10155	10			
	10155	11			
	10155	12			
	10155	16			
	10155	210			
515-JC2	10209	115	M1-5	C6-2	35
125-JC3	9760	45	C4-2	C4-5X	30
128-JC3	9761	14	C4-2	C4-5X	30
131-JC3*	9761	80	C4-2	C4-5X	30
184-JC3	9793	49	C4-2	C4-5X	30
191-JC3	9796	63	R6/C4-2	C4-5X	35
202-JC3	9816	49	C4-2	C4-5X	35
204-JC3	9818	62	R6/C2-2	C4-5X	35
417-LC	10108	305	M1-1	M1-4	35
64-SC	9688	6	C4-2	C4-4A	35
65-SC	9688	8	C4-2	C4-4A	35
	9688	9			
66-SC	9688	14	C4-2	C4-4A	35
324-A	10018	1	R4	R5/C1-4	30
325-A	10018	3	R4	R5/C1-4	30
	10018	4			
326-A	10018	7	R4	R5/C1-4	30
336-A	10021	5	R4	R5	30
45-D	9681	56	R6	R7A	30
50-D	9681	62	R6	R7A	30
51-D	9681	64	R6	R7A	30
52-D	9681	71	R6	R7A	30
53-D	9681	73	R6	R7A	30
73-D	9693	60	R6	R7A	30
79-D	9694	44	R6	R7A	30
	9694	47			
	9694	49			
88-D	9697	52	R6	R7A	30
106-D	9753	6	R6	R7A	35
143-D	9762	49	R6	R7A	35
154-D	9763	47	R6	R7A/C1-2	30
155-D	9763	51	R6	R7A/C1-2	30

Table C-7 (cont'd)
Projected Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
162-D	9765	32	R6/C2-2	R7A/C2-4	35
193-D	9813	5	R6	R7A	30
194-D	9813	8	R6	R7A	30
246-E	9908	10	R4/C2-2	R5D/C2-4	35
566-E	10316	1	M1-1	R6A/C2-4	35
	10316	31			
	10316	33			
	10316	35			
	10316	37			
608-E	10815	14	R5/C2-2	R5D/C2-4	35
261-F	9931	12	R3-2	R4-1	35
262-F	9931	16	R3-2	R4-1	35
263-F	9931	21	R3-2	R4-1	35
521-J	10219	161	M1-1	R5	35
522-J	10219	162	M1-1	R5	35
582-J	10320	1	M1-1	R5	35
583-J	10320	6	M1-1	R5	35
	10320	10			
	10320	12			
	10320	29			
584-J	10321	8	M1-1	R5	35
323-O	10017	18	R4	R6A/C2-4	40
334-O	10020	137	R4	R6A/C2-4	35
357-O	10032	13	M1-1	R6A/C2-4	35
	10032	15			
	10032	16			
	10032	17			
	10032	18			
363-O	10043	6	R4	R6A/C2-4	35
368-O	10052	9	R4	R6A/C2-4	35
369-O	10052	10	R4	R6A/C2-4	35
370-O	10055	2	R4	R6A/C2-4	35
371-O	10055	7	R4	R6A/C2-4	35
	10055	14			
372-O	10055	11	R4	R6A/C2-4	35, 40 on North Façade
373-O	10055	19	R4	R6A/C2-4	35
374-O	10055	20	R4	R6A/C2-4	35
375-O	10055	31	R4	R6A/C2-4	35
380-O	10057	16	R4	R6A/C2-4	35
381-O	10058	1	M1-1	M1-4	35, 40 on North Façade
	10058	21			

Table C-7 (cont'd)
Projected Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
433-Q	10129	7	R4/C1-2	R5D/C1-4	35
434-Q	10129	20	R4/C1-2	R5D/C1-4	35
435-Q	10129	21	R4/C1-2	R5D/C1-4	35
436-Q	10129	23	R4/C1-2	R5D/C1-4	35
437-Q	10129	25	R4/C1-2	R5D/C1-4	35
	10129	27			
438-Q	10129	28	R4/C1-2	R5D/C1-4	35
439-Q	10129	30	R4/C1-2	R5D/C1-4	35
	10129	31			
442-Q	10140	20	R4	R5D/C1-4	35
443-Q	10140	22	R4	R5D/C1-4	35
444-Q	10140	23	R4	R5D/C1-4	35
445-Q	10140	26	R4	R5D/C1-4	35
455-Q	10150	51	R4/C1-2	R5D/C1-4	35
	10150	52			
456-Q	10150	53	R4/C1-2	R5D/C1-4	35
	10150	54			
457-Q	10150	55	R4/C1-2	R5D/C1-4	35
458-Q	10150	57	R4/C1-2	R5D/C1-4	35
477-Q	10161	1	R4/C1-2	R5D/C1-4	35
478-Q	10161	3	R4/C1-2	R5D/C1-4	35
	10161	9			
	10161	52			
479-Q	10161	6	R4	R5D	35
	10161	8			
480-Q	10161	10	R4	R5D	35
481-Q	10161	46	R4/C1-2	R5D/C1-4	35
482-Q	10161	53	R4/C1-2	R5D/C1-4	35
	10161	54			
483-Q	10161	56	R4/C1-2	R5D/C1-4	35
	10161	58			
490-Q	10166	10	R4	R5D/C1-4	35
	10166	11			
491-Q	10166	12	R4	R5D/C1-4	35
492-Q	10166	13	R4	R5D/C1-4	35
493-Q	10166	15	R4	R5D/C1-4	35
494-Q	10166	16	R4	R5D/C1-4	35
	10166	17			
496-Q	10166	25	R4	R5D/C1-4	35
	10166	26			

Table C-7 (cont'd)
Projected Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
504-Q	10171	25	R4	R5D/C1-4	35
	10171	26			
505-Q	10171	28	R4	R5D/C1-4	35
	10171	29			
	10171	30			
506-R	10176	8	C8-1	R5D/C2-4	35
	10176	12			
513-R	10197	34	R3-2/ C1-2	R5D/C2-4	35
	10197	35			
525-R	10222	13	R4	R5B/C2-4	35
	10222	14			
	10222	15			
	10222	16			
526-R	10223	10	R4	R5B/C2-4	35
529-R	10223	14	R4	R5B/C2-4	35
	10223	16			
531-R	10225	9	C8-1	R5B/C2-4	35
535-R	10228	15	R4	R5B/C2-4	35
536-R	10228	17	R4	R5B/C2-4	35
537-R	10228	19	R4	R5B/C2-4	35
541-R	10237	1	C8-1	R5D/C2-4	35
545-R	10244	211	C8-1	R5D/C2-4	35
546-R	10244	216	C8-1	R5D/C2-4	35
547-R	10244	217	C8-1	R5D/C2-4	35
548-R	10244	223	C8-1	R5D/C2-4	35
555-R	10253	18	C8-1	R5D/C2-4	35
561-R	10280	32	R3-2/ C1-2	R5D/C1-3	35
	10280	33			
	10280	48			
	10280	50			
	10280	52			
1-S	9618	30	R6/C2-2	R6A/C2-4	35
3-S	9619	19	C8-1	R6A/C2-4	35
5-S	9619	28	R6/C2-2	R6A/C2-4	35
8-S	9620	45	C8-1	R6A/C2-4	35
18-S	9674	1	R6/C2-2	R6A/C2-4	35
277-S	9972	1	M1-1	R6A/C2-4	35

Table C-7 (cont'd)
Projected Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
2-T	9619	1	C8-1	C4-3A	35
	9619	8			
	9619	12			
	9619	54			
6-T	9620	1	C8-1	C4-3A	35
7-T	9620	11	C8-1	C4-3A	35
75-U	9694	17	R6/C2-2	R7A/C2-3	35
80-U	9697	8	C8-1	R7A/C2-3	35
83-U	9697	34	C8-1	R7A/C2-3	35
	9697	39			
97-U	9706	69	C8-1	R7A/C2-4	35
	9706	72			
100-U	9706	83	C8-1	R7A/C2-4	35
102-U	9706	98	C8-1	R7A/C2-4	35
148-U	9763	3	R6	R7A/C2-3	35
	9763	5			
	9763	7			
	9763	9			
	9763	11			
	9763	13			
158-U	9764	63	R6/C2-2	R7A/C2-3	35
168-U	9767	26	R6/C2-2	R7A/C2-3	35
177-U	9769	64	R6/C2-2	R7A/C2-4	35
205-U	9818	67	R6/C2-2	R7X/C2-4	35
	9818	73			
217-U	9834	1	R6/C2-2	R7A/C2-4	35
	9834	3			
	9834	5			
	9834	6			
	9834	8			
	9834	10			

Table C-7 (cont'd)
Projected Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
228-U	9835	33	R6	R7A	30
230-U	9837	1	R5/C2-2	R7A/C2-4	35
231-U	9837	10	R5/C2-2	R7A/C2-4	35
250-U	9913	25	R6/C2-2	R7A/C2-4	35
	9913	35			
	9913	41			
252-U	9914	40	R6/C2-2	R7A/C2-4	35
256-V	9917	43	R5/C2-2	R6A/C2-4	35
260-V	9930	26	R3-2	R6A/C2-4	35
	9930	31			
264-V	9934	20	R3-2/ C2-2	R6A/C2-4	35
271-V	9950	64	R5/C2-2	R6A/C2-4	35
272-V	9950	70	R5/C2-2	R6A/C2-4	35
275-V	9960	1	R3-2/ C2-2	R6A/C2-4	35
276-V	9960	19	R3-2/ C2-2	R6A/C2-4	35
604-V	10499	57	R3-2	R6A	30
	10499	59			

Note: * Conversion of existing building

Table C-8
Potential Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
	9993	1			
	9993	3			
	9993	18			
	9993	20			
	9993	22			
	9993	23			
	9993	24			
	9993	25			
	9993	27			
	9993	28			
293-URA	9993	29	M1-1	C6-3	30
	9998	95			
	9998	101			
	9998	109			
	9998	110			
	9998	119			
	9998	124			
301-URA	9998	127	M1-1	C6-3	35
286-AT3	9991	1	M1-1	C4-5X	30
287-AT3	9991	19	M1-1	C4-5X	35
288-AT3	9991	68	M1-1	C4-5X	35
289-AT3	9992	26	M1-1	C4-5X	35
290-AT3	9992	27	M1-1	C4-5X	35
291-AT3	9992	29	M1-1	C4-5X	35
292-AT3	9992	38	M1-1	C4-5X	35
	10030	25			
351-AT3	10030	28	R5	C4-5X	40
	9982	12			
	9982	13			
278-AT4	9982	17	M1-1	C4-4A	30
281-AT4	9984	17	M1-1	C4-4A	30
283-AT4	9986	20	M1-1	C4-4A	30
119-JC1	9754	48	C4-2	C6-3	35

Table C-8 (cont'd)
Potential Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
122-JC1	9756	1	C4-2	C6-3	35
124-JC1	9760	1	C4-2	C6-3	35
181-JC1	9793	11	C4-2	C6-3	40
182-JC1	9793	14	C4-2	C6-3	35, 40 on South Facade
	9995	1			
	9995	7			
	9995	14			
294-JC1	9995	18	M1-1	C6-3	35
	9996	10			
295-JC1	9996	12	M1-1	C6-3	35
296-JC1	9996	16	M1-1	C6-3	35
	9997	97			
297-JC1	9997	104	M1-1	C6-3	35
402-JC1	10101	3	C6-1A	C6-3	35
462-JC1	10151	1	C4-2	C6-3	35, 40 on North Facade
463-JC1	10151	7	C4-2	C6-3	40
464-JC1	10151	16	C4-2	C6-3	40
468-JC1	10151	75	C6-1A	C6-3	35, 40 on South Facade
	10151	21			
	10151	23			
465-JC2	10151	24	C4-2	C6-2	40
466-JC2	10151	25	C4-2	C6-2	35, 40 on North Facade
472-JC2	10155	24	C4-2	C6-2	30
473-JC2	10155	35	M1-1	C6-2	35
	10156	14			
475-JC2	10156	17	C4-2	C6-2	35, 40 on North Facade
476-JC2	10156	149	M1-5	C6-2	35
514-JC2	10209	2	C4-2	C6-2	35, 40 on North Facade
118-JC3	9754	25	C4-2	C4-5X	35
123-JC3	9757	18	C4-2	C4-5X	30
126-JC3	9760	61	C4-2	C4-5X	30
129-JC3	9761	57	C4-2	C4-5X	30
130-JC3	9761	61	C4-2	C4-5X	30
183-JC3	9793	29	C4-2	C4-5X	30
190-JC3	9796	25	C4-2	C4-5X	35
199-JC3	9814	34	C4-2	C4-5X	35
200-JC3	9814	81	C4-2	C4-5X	30
	9816	39			
201-JC3	9816	41	C4-2	C4-5X	35

Table C-8 (cont'd)
Potential Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
	9818	53			
	9818	54			
203-JC3	9818	56	C4-2	C4-5X	35
19-SC	9676	13	C4-2	C4-4A	35
20-SC	9676	22	C4-2	C4-4A	35
21-SC	9677	1	C4-2	C4-4A	35
22-SC	9677	16	C4-2	C4-4A	35
32-SC	9678	94	C4-2	C4-4A	35
33-SC	9678	99	C4-2	C4-4A	35
37-SC	9679	89	C4-2	C4-4A	35
67-SC	9688	17	C4-2	C4-4A	35
	9690	7			
	9690	9			
70-SC	9690	10	R6/C2-2	C4-4A	35
71-SC	9690	14	R6/C2-2	C4-4A	35
72-SC	9692	54	R6/C2-2	C4-4A	35
327-A	10018	11	R4	R5/C1-4	30
	10018	12			
	10018	16			
	10018	17			
	10018	18			
328-A	10018	117	R4	R5/C1-4	30
329-A	10018	20	R4	R5/C1-4	30
330-A	10018	25	R4	R5/C1-4	30
331-A	10018	27	R4	R5/C1-4	30
332-A	10018	29	R4	R5/C1-4	30
	9679	77			
36-D	9679	78	R6	R7A	30
43-D	9681	52	R6	R7A	30
44-D	9681	54	R6	R7A	30
46-D	9681	58	R6	R7A	30
47-D	9681	59	R6	R7A	30
48-D	9681	60	R6	R7A	30
49-D	9681	61	R6	R7A	30
84-D	9697	41	R6	R7A/C2-3	35
	9697	43			
85-D	9697	45	R6	R7A	35
86-D	9697	47	R6	R7A	35
87-D	9697	50	R6	R7A	30
104-D	9753	3	R6	R7A	35

Table C-8 (cont'd)
Potential Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
105-D	9753	5	R6	R7A	35
107-D	9753	8	R6	R7A	35
108-D	9753	9	R6	R7A	35
109-D	9753	11	R6	R7A	35
110-D	9753	13	R6	R7A	35
	9762	10			
134-D	9762	16	R6	R7A	30
135-D	9762	17	R6	R7A	30
136-D	9762	19	R6	R7A	30
137-D	9762	23	R6	R7A	30
138-D	9762	35	R6	R7A	35
139-D	9762	36	R6	R7A	35
140-D	9762	37	R6	R7A	35
141-D	9762	38	R6	R7A	35
142-D	9762	41	R6	R7A	35
144-D	9762	54	R6	R7A	35
145-D	9762	56	R6	R7A	35
146-D	9762	57	R6	R7A	35
147-D	9763	1	R6	R7A	35
	9763	23			
	9763	25			
149-D	9763	26	C8-1	R7A/C2-3	35
150-D	9763	36	R6	R7A/C1-2	35
151-D	9763	42	R6	R7A/C1-2	35
152-D	9763	44	R6	R7A/C1-2	30
153-D	9763	45	R6	R7A/C1-2	30
156-D	9763	55	R6	R7A	30
157-D	9764	15	R6	R7A	35
	9765	37			
	9765	39			
163-D	9765	41	R6/C2-2	R7A/C2-3	35
195-D	9813	11	R6	R7A	30
196-D	9813	14	R6	R7A	30
197-D	9813	16	R6	R7A	30
245-E	9908	9	R4/C2-2	R5D/C2-4	35
247-E	9909	1	R4/C2-2	R5D/C2-4	35
248-E	9909	5	R4/C2-2	R5D/C2-4	35
567-E	10317	10	M1-1	R6A/C2-4	35
571-E	10318	1	M1-1	R6A/C2-4	35
572-E	10318	5	M1-1	R6A/C2-4	35

Table C-8 (cont'd)
Potential Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
573-E	10318	11	M1-1	R6A/C2-4	35
578-E	10318	25	M1-1	R6A/C2-4	35
579-E	10318	26	M1-1	R6A/C2-4	35
595-E	10443	14	R5/C1-2	R5D/C2-4	35
598-E	10443	19	R5/C1-2	R5D/C2-4	35
599-E	10443	20	R5/C1-2	R5D/C2-4	35
	10443	23			
607-E	10815	5	R5/C1-2	R5D/C2-4	35
609-E	10816	1	R5/C1-2	R5D/C2-4	35
	10816	5			
249-F	9910	39	R2	R4-1	35
568-J	10317	19	M1-1	R5	35
569-J	10317	20	M1-1	R5	35
570-J	10317	22	M1-1	R5	35
574-J	10318	12	M1-1	R5	35
575-J	10318	13	M1-1	R5	35
576-J	10318	23	M1-1	R5	35
577-J	10318	24	M1-1	R5	35
585-J	10321	11	M1-1	R5	35
	10321	16			
333-O	10020	114	R4	R6A/C2-4	35
335-O	10020	138	R4	R6A/C2-4	35
356-O	10031	25	M1-1	R6A	35
358-O	10032	22	M1-1	R6A	35
361-O	10035	36	R3-2	R6A/C2-4	35
362-O	10041	3	R4	R6A/C2-4	35
	10041	4			
	10041	6			
364-O	10046	4	R4	R6A/C2-4	35
365-O	10046	6	R4	R6A/C2-4	35
366-O	10046	9	R4	R6A/C2-4	35
367-O	10049	1	R4	R6A/C2-4	35
376-O	10056	17	R4	R6A/C2-4	35
	10056	19			
377-O	10056	20	R4	R6A/C2-4	35
378-O	10057	8	R4	R6A/C2-4	35
	10057	9			
379-O	10057	14	R4	R6A/C2-4	35

Table C-8 (cont'd)
Potential Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
382-O	10059	1	M1-1	R6A/C2-3	35
383-O	10059	4	M1-1	R6A/C2-3	35
	10059	5			
384-O	10059	6	M1-1	R6A/C2-3	35
	10059	11			
	10059	12			
	10059	15			
	10059	23			
	10059	24			
385-O	10059	25	M1-1	R6A/C2-3	35, 40 on East Facade
387-O	10059	26	M1-1	R6A/C2-3	35
388-O	10059	27	M1-1	R6A/C2-3	35
389-O	10059	28	M1-1	R6A/C2-3	35
390-O	10059	30	M1-1	R6A/C2-3	35
	10059	31			
	10059	32			
	10059	131			
391-O	10059	132	M1-1	R6A/C2-3	35
392-O	10060	2	M1-1	R6A/C2-3	35
393-O	10060	6	M1-1	R6A/C2-3	35
	10060	25			
395-O	10060	28	M1-1	R6A/C2-3	35
396-O	10060	30	M1-1	R6A/C2-3	35
400-P	10091	12	R4/C2-2	R5D/C2-4	30
424-P	10124	7	M1-1	R5D/C2-4	30
425-P	10124	10	M1-1	R5D/C2-4	30
610-P	11945	65	R4/C2-2	R5D/C2-4	30
611-P	11945	67	R4/C2-2	R5D/C2-4	30
440-Q	10140	18	R4	R5D/C1-4	35
441-Q	10140	19	R4	R5D/C1-4	35
446-Q	10150	37	R4/C1-2	R5D/C1-4	35
447-Q	10150	38	R4/C1-2	R5D/C1-4	35
448-Q	10150	39	R4/C1-2	R5D/C1-4	35
449-Q	10150	40	R4/C1-2	R5D/C1-4	35
450-Q	10150	41	R4/C1-2	R5D/C1-4	35
451-Q	10150	42	R4/C1-2	R5D/C1-4	35
452-Q	10150	43	R4/C1-2	R5D/C1-4	35
453-Q	10150	44	R4/C1-2	R5D/C1-4	35
454-Q	10150	49	R4/C1-2	R5D/C1-4	35
459-Q	10150	59	R4/C1-2	R5D/C1-4	35

Table C-8 (cont'd)
Potential Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
460-Q	10150	60	R4/C1-2	R5D/C1-4	35
461-Q	10150	61	R4/C1-2	R5D/C1-4	35
489-Q	10166	1	R4	R5D/C1-4	35
	10166	18			
495-Q	10166	20	R4	R5D/C1-4	35
497-Q	10171	13	R4	R5D/C1-4	35
498-Q	10171	14	R4	R5D/C1-4	35
499-Q	10171	17	R4	R5D/C1-4	35
500-Q	10171	18	R4	R5D/C1-4	35
501-Q	10171	20	R4	R5D/C1-4	35
502-Q	10171	21	R4	R5D/C1-4	35
503-Q	10171	23	R4	R5D/C1-4	35
507-R	10178	125	R4/C1-2	R5D/C2-4	35
508-R	10179	1	R4	R5D/C2-4	35
509-R	10180	1	R4/C1-2	R5D/C2-4	35
511-R	10189	19	R4/C1-2	R5D/C2-4	35
512-R	10197	24	R3-2/C1-2	R5D/C2-4	35
524-R	10221	7	C8-1	R5D/C2-4	35
527-R	10223	12	R4	R5B/C2-4	35
528-R	10223	13	R4	R5B/C2-4	35
	10225	1			
	10225	4			
530-R	10225	7	C8-1	R5D/C2-4	35
533-R	10228	8	R4	R5B/C2-4	35
534-R	10228	10	R4	R5B/C2-4	35
538-R	10236	1	C8-1	R5D/C2-4	35
539-R	10236	5	C8-1	R5D/C2-4	35
540-R	10236	70	C8-1	R5D/C2-4	35
542-R	10237	5	C8-1	R5D/C2-4	35
543-R	10244	1	C8-1	R5D/C2-4	35
549-R	10244	224	C8-1	R5D/C2-4	35
550-R	10244	225	C8-1	R5D/C2-4	35
551-R	10253	10	C8-1	R5D/C2-4	35
552-R	10253	12	C8-1	R5D/C2-4	35
553-R	10253	15	C8-1	R5D/C2-4	35
554-R	10253	16	C8-1	R5D/C2-4	35
556-R	10253	21	C8-1	R5D/C2-4	35

Table C-8 (cont'd)
Potential Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
558-R	10253	28	C8-1	R5D/C2-4	35
559-R	10270	23	R3-2/C1-2	R5D/C1-3	35
560-R	10270	25	R3-2/C1-2	R5D/C1-3	35
562-R	10280	39	R3-2/C1-2	R5D/C1-3	35
563-R	10280	42	R3-2/C1-2	R5D/C1-3	35
564-R	10280	44	R3-2/C1-2	R5D/C1-3	35
565-R	10280	45	R3-2/C1-2	R5D/C1-3	35
4-S	9610	24	C8-1	R6A/C2-4	35
9-S	9620	60	C8-1	R6A/C2-4	35
	9620	61			
10-T	9625	75	C8-1	C4-3A	35
11-T	9626	1	C8-1	C4-3A	30
12-T	9626	7	C8-1	C4-3A	30
	9626	75			
13-T	9626	12	C8-1	C4-3A	30
14-T	9626	14	C8-1	C4-3A	30
15-T	9626	17	C8-1	C4-3A	30
	9626	19			
16-T	9626	21	C8-1	C4-3A	30
17-T	9626	55	C8-1	C4-3A	
59-U	9685	1	C8-1	R6A/C2-4	30
60-U	9685	4	C8-1	R6A/C2-4	30
61-U	9685	6	C8-1	R6A/C2-4	30
62-U	9685	52	C8-1	R6A/C2-4	30
63-U	9685	59	C8-1	R6A/C2-4	30
68-U	9689	8	C8-1	R6A/C2-4	35
	9689	16			
69-U	9689	20	C8-1	R6A/C2-4	35
74-U	9694	14	R6/C2-2	R7A/C2-3	35
76-U	9694	23	R6/C2-2	R7A/C2-3	35
77-U	9694	26	R6/C2-2	R7A/C2-3	35
	9694	27			
78-U	9694	36	R6/C2-2	R7A/C2-3	35
81-U	9697	12	C8-1	R7A/C2-3	35

Table C-8 (cont'd)
Potential Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
82-U	9697	26	C8-1	R7A/C2-3	35
	9697	31			
89-U	9698	27	C8-1	R7A/C2-4	35
90-U	9701	31	C8-1	R7A/C2-4	35
92-U	9702	79	C8-1	R6A/C2-4	35
	9702	83			
93-U	9704	43	R6/C2-4	R7A/C2-4	35
94-U	9704	44	R6/C2-4	R7A/C2-4	35
95-U	9704	63	R6/C2-4	R7A/C2-4	35
96-U	9706	64	C8-1	R7A/C2-4	35
98-U	9706	75	C8-1	R7A/C2-4	35
99-U	9706	80	C8-1	R7A/C2-4	35
101-U	9706	88	C8-1	R7A/C2-4	35
164-U	9765	43	R6/C2-2	R7A/C2-3	35
169-U	9767	35	R6/C2-2	R7A/C2-3	35
	9767	36			
178-U	9769	68	R5/C2-2	R7A/C2-4	35
179-U	9771	1	R5/C2-2	R7A/C2-4	35
198-U	9813	25	R6/C2-2	R7A/C2-3	30
206-U	9821	6	R6/C1-2	R7X/C2-4	35
207-U	9821	11	R6/C1-2	R7X/C2-4	35
208-U	9822	29	R6/C1-2	R7X/C2-4	35
209-U	9822	32	R6/C1-2	R7X/C2-4	35
210-U	9822	36	R6/C1-2	R7X/C2-4	35
211-U	9826	52	R6/C2-2	R7X/C2-4	35
212-U	9827	25	R6/C2-2	R7X/C2-4	35
213-U	9827	31	R6/C2-2	R7X/C2-4	35
214-U	9827	37	R6/C2-2	R7X/C2-4	35
215-U	9829	35	R6/C2-2	R7X/C2-4	35
	9829	37			
216-U	9829	41	R6/C2-2	R7X/C2-4	35
218-U	9834	16	R6/C2-2	R7A/C2-4	35

Table C-8 (cont'd)
Potential Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
219-U	9834	20	R6/C2-2	R7A/C2-4	35
220-U	9834	26	R6/C2-2	R7A/C2-4	35
221-U	9834	28	R6/C2-2	R7A/C2-4	35
222-U	9834	33	R6/C2-2	R7A/C2-4	35
223-U	9835	23	R6	R7A	30
224-U	9835	26	R6	R7A	30
225-U	9835	28	R6	R7A	30
226-U	9835	30	R6	R7A	30
227-U	9835	32	R6	R7A	30
229-U	9835	50	R6/C2-2	R7A/C2-4	35
232-U	9840	1	R5/C1-2	R7A/C2-4	35
233-U	9840	52	R5/C1-2	R7A/C2-4	35
234-U	9844	1	R5/C1-2	R6A/C2-4	35
235-U	9844	42	R5/C2-2	R6A/C2-4	35
236-U	9844	61	R5/C2-2	R6A/C2-4	35
237-U	9844	62	R5/C2-2	R6A/C2-4	35
238-U	9844	63	R5/C2-2	R6A/C2-4	35
	9844	65			
239-U	9844	66	R5/C2-2	R6A/C2-4	35
240-U	9844	69	R5/C1-2	R6A/C2-4	35
241-U	9844	101	R5/C2-2	R6A/C2-4	35
251-U	9914	35	R6/C2-2	R7A/C2-4	35
253-U	9915	31	R6/C2-2	R7A/C2-4	35
254-U	9915	33	R6/C2-2	R7A/C2-4	35
266-U	9937	56	R5/C2-2	R6A/C2-4	35
267-U	9937	60	R5/C2-2	R6A/C2-4	35
255-V	9917	4	R5/C2-2	R6A/C2-4	35
265-V	9934	26	R3-2/C2-2	R6A/C2-4	35
268-V	9944	18	R5/C2-2	R6A/C2-4	35
269-V	9950	6	R5/C2-2	R6A	35
270-V	9950	55	R5/C2-2	R6A/C2-4	35
273-V	9954	1	R3-2/C2-2	R6A/C2-4	35

Table C-8 (cont'd)
Potential Site (E) Designations (Noise)

Site #	Block	Lot	Existing Zoning	Proposed Zoning	Minimum Required Building Attenuation
274-V	9954	70	R3-2/C2-2	R6A/C2-4	35
601-V	10454	23	R3-2/C2-2	R6A/C2-4	35
602-V	10455	17	R3-2/C2-2	R6A/C2-4	35
603-V	10455	20	R3-2/C2-2	R6A/C2-4	35
605-V	10499	70	R3-2	R6A	35
606-V	10499	72	R3-2	R6A	35