

DUTCH KILLS REZONING AND RELATED ACTIONS

DRAFT SCOPE OF WORK
for the
ENVIRONMENTAL IMPACT STATEMENT

CEQR No. 08DCP021Q
ULURP Nos. Pending

Lead Agency: *NYC Department of City Planning*

Prepared by: *NYC Department of City Planning*

October 19, 2007

I. INTRODUCTION

This is the Draft Scope of Work for the proposed Dutch Kills Rezoning and Related Actions project (the "proposed project" or "proposed actions"). The proposed project covers a portion of Queens Community District 1 (see Figure 1), which in addition to Dutch Kills, includes the neighborhoods of Queensbridge, Long Island City, Ravenswood, and Astoria, Steinway, Ditmars and Astoria Heights. The New York City Department of City Planning (DCP) has determined that an EIS for the Plan's proposed actions will be prepared pursuant to New York City Environmental Quality Review (CEQR) with DCP as the lead agency.

II. PROJECT IDENTIFICATION

A. INTRODUCTION

The New York City Department of City Planning (DCP) is proposing the following actions that would affect the Dutch Kills area of Queens Community District 1:

- A zoning map amendment to change approximately 70 acres of land currently zoned M1-3D and M1-1 to M1-2/R5B, M1-2/R5D, M1-2R6A and M1-3/R7X, resulting in a net decrease in permitted light manufacturing density and a net increase in residential density. The zoning changes would result in the elimination of M1-3D and M1-1 districts and the introduction of M1-2/R5B, M1-2/R5D, M1-2/R6A and M1-3/R7X zoning districts. The area is generally bounded by 36th Avenue on the north, Northern Boulevard on the east, 41st Avenue on the south, and 23rd Street on the west. The rezoning area is adjacent to Sunnyside Yards and just north of Queens Plaza and the Long Island City core (see Figure 1, Locator Map).

- A text amendment to Zoning Resolution Section 117 to create the Dutch Kills Subdistrict as an extension of the existing Special Long Island City Mixed-Use District. The proposed subdistrict would be generally bounded by Queens Plaza North on the south, 23rd Street on the west, 36th Avenue on the north and Northern Boulevard on the east.

- A text amendment to Zoning Resolution Section 23-90 to make applicable an Inclusionary Housing bonus in M1-3/R7X District proposed to be mapped on the west side of Northern Boulevard between 40th Road and 37th Avenue (37th Street).

Dutch Kills is a lively mixed-use residential, commercial and light industrial community located directly north of the Queensboro Bridge and the Special Long Island City Mixed-Use District. Approximately half of all zoning lots in the rezoning area are residential and mixed-use, and about one-third are in light industrial, wholesale, warehouse or parking use.

The proposed rezoning and proposed text changes aim to encourage moderate and higher density development near public transportation and support continued economic growth in a mixed-use residential, commercial and light industrial community, especially by removing restrictions on residential development.

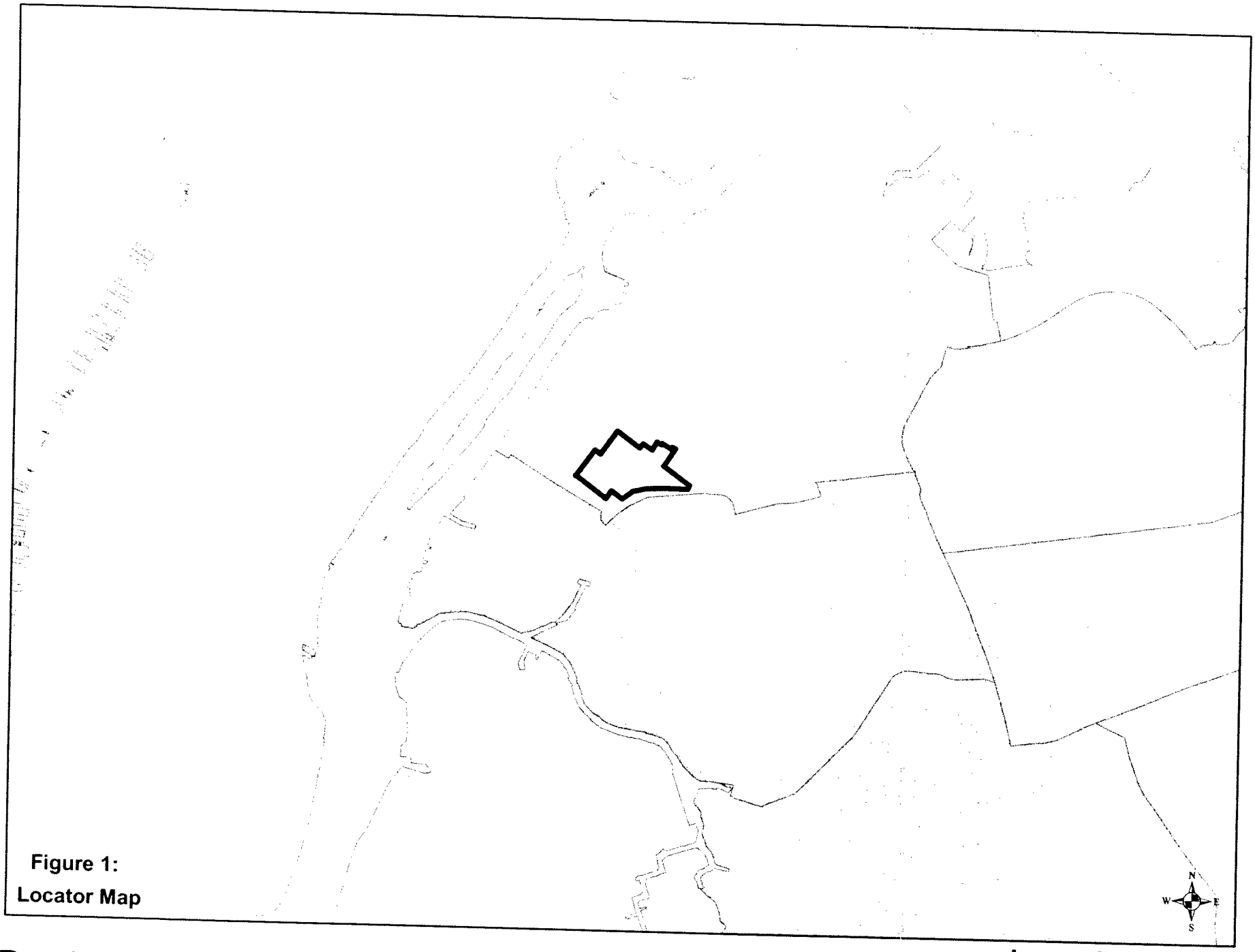


Figure 1:
Locator Map

Dutch Kills Rezoning & Related Actions

Legend

Project Area

B. DESCRIPTION OF THE PROPOSED ACTIONS

Zoning Map Amendments

Approximately 70 acres of land currently zoned M1-3D and M1-1 would be rezoned to M1-2/R5B, M1-2/R5D, M1-2R6A and M1-3/R7X, resulting in a net decrease in permitted light manufacturing density and a net increase in residential density. The zoning changes would result in the elimination of M1-3D and M1-1 districts and the introduction of M1-2/R5B, M1-2/R5D, M1-2/R6A and M1-3/R7X zoning districts in the Dutch Kills Subdistrict to encourage compatible land uses at higher densities and provide new opportunities for mixed use development and to bring residential properties currently located in industrially zoned areas into conformance (See Figure 2 *Existing Zoning*, Figure 3, *Proposed Zoning* and Table 1, *Dutch Kills Zoning Comparison*).

The proposed rezoning would create new residential opportunities. The proposed Inclusionary HousingIn an effort to foster development compatible with existing neighborhood character, the moderate increase in allowable bulk provisions in certain areas (described below) is well within the contextual zoning framework:

- Change from M1-3D to M1-2/R5B all or a portion of 18 mid-blocks bounded by 37th Avenue, 38th Avenue, 24th Street and 30th Street; 38th Avenue, 39th Avenue, 24th Street, and 29th Street; 39th Avenue, 40th Avenue, 24th Street, 40th Avenue, 41st Avenue, 23rd Street and 29th Street; and 36th Avenue, 37th Avenue, and 32nd Street.
- Change from M1-3D to M1-2/R5D all or a portion of 20 blocks bounded by a line 100 feet on both sides of 40th Avenue between 23rd Street and 29th Street; and a line 100 feet on both sides of 39th Avenue between Crescent Street and 30th Street and the east side of 29th Street between 40th Road and 39th Av and 100 feet on both sides of Crescent St between 41st Av and 38th Av and 41st Av from 29th St to 23rd St.
- Change from M1-3D and M1-1 to M1-2/R6A all or a portion of 22 blocks bounded by a line 100 feet north of 41st Avenue, 23rd Street and 29th Street; a line 100 feet on both sides of 38th Avenue, 24th Street, 39th Avenue, 34th Street, 32nd Street, and a line 100 feet south of 37th Avenue, 24th Street, 29th Street, 34th Street, 33rd Street and 36th Avenue.
- Change from M1-3D to M1-3/R7X all or a portion of 11 blocks bounded by 40th Road, Northern Boulevard, 29th Street, 39th Avenue, a line 100 feet south of 38th Avenue, 34th Street, 37th Avenue and 37th Street.

The proposal would also direct new development at higher densities toward 41st Avenue, 31st Street and Northern Boulevard. These locations are near subway stops served by the G, 7, E, V, W. R and N subway lines and Northern Boulevard, a wide 100-foot primary thoroughfare, served by the 32, 60, 66, 102, 103 and 104 bus lines. The proposed changes

to the zoning map that would encourage moderate and higher density development near public transportation and wide streets are as follows:

- Change from M1-3D and M1-1 to M1-2/R6A all or a portion of 6 blocks on both sides of 31st Street between 39th Avenue and 36th Avenue fronting the elevated N/W train on 31st St.
- Change from M1-3D to M1-3/R7X all or portion of 11 blocks with frontage along Northern Boulevard—a wide street—between 40th Road and 37th Avenue.

The proposed zoning map amendment will support continued economic growth in a mixed-use residential, commercial and light industrial community. Every proposed residential district will be paired with a light manufacturing district in order to allow a broad range of commercial and light industrial businesses in the rezoning area, compatible with residential uses. The range of mixed-use zoning districts reflects both the use and scale of non-residential development typically found in the area (See Figure 2, *Existing Zoning* and Figure 3, *Proposed Zoning* and Table 1, *Dutch Kills Zoning Comparison).*

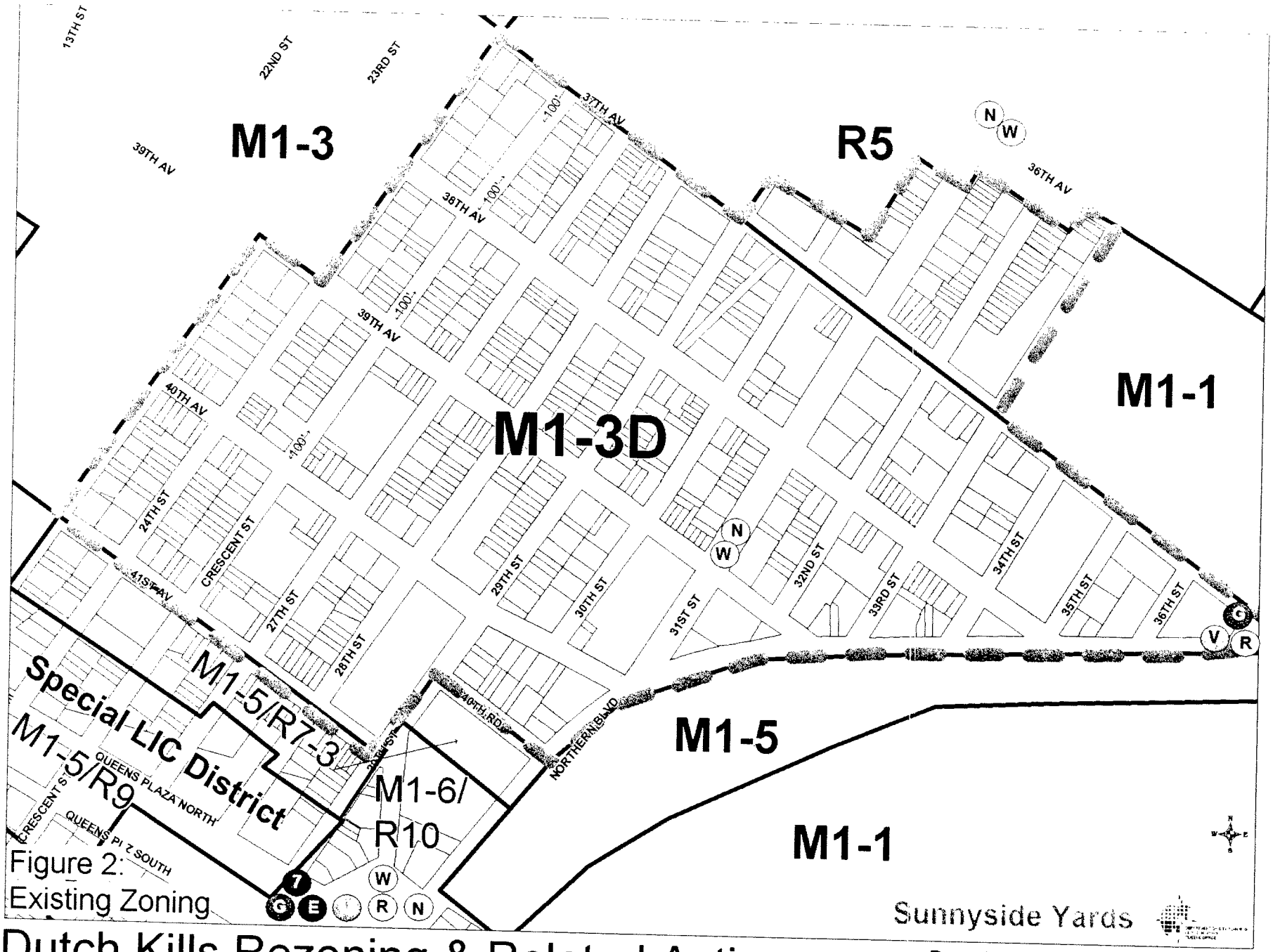


Figure 2:
Existing Zoning

Dutch Kills Rezoning & Related Actions

Rezoning Area Boundary
Existing Zoning

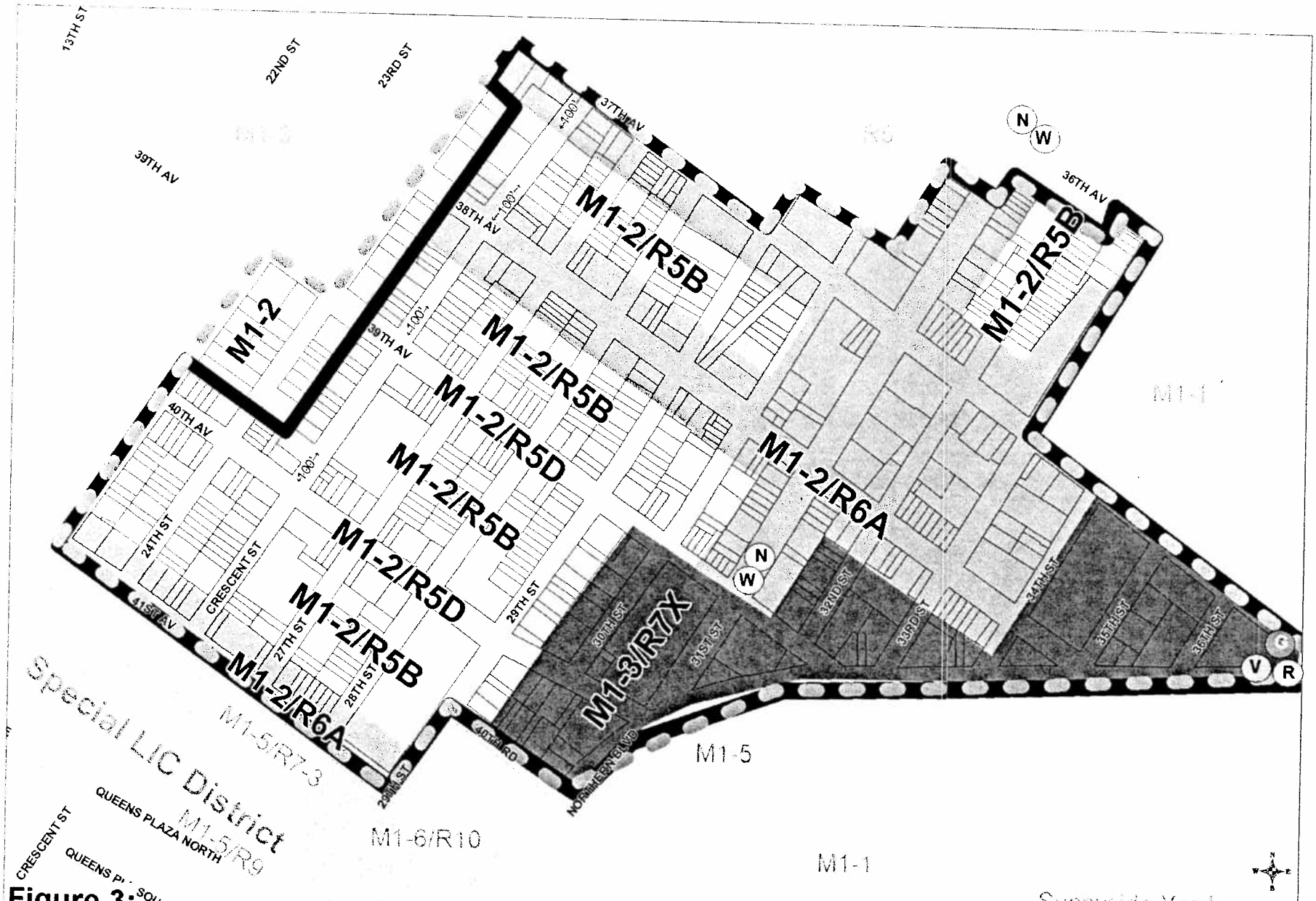


Figure 3:
Proposed Zoning Dutch Kills Rezoning & Related Actions

Proposed Zoning Districts

Dutch Kills Subdistrict — Rezoning Area Boundary

M1-2/R5B (1.65 FAR)

M1-2/R5D (2 FAR)

M1-2/R6A (3 FAR)

M1-3/R7X (5.0 FAR incl. ratio/3.75 Base FAR)

Table 1. Dutch Kills Zoning Comparison

Regulation by Use	Existing M1-1	Existing M1-3D	Existing M1-2	Proposed M1-2/R5B	Proposed M1-2/R5D	Proposed M1-2/R6A	Proposed M1-3/R7X
Maximum FAR							
Residential	n/a (43-11)	1.65 (43-61)	n/a (43-11)	1.35	2.0	3.0	5.0 (QH)
Industrial/ Commercial	1.0 (43-12)	5.0 (43-12)	2.0 (43-12)	2.0	2.0	2.0	5.0
Community Facility	2.4 (43-122)	6.5 (43-122)	4.8 (43-122)	2.0	2.0	3.0	5.0
Street Wall Location							
Residential	n/a	max 10'fromSt	n/a	5' from St	lineup	lineup with adj	8' wide/15' n
Industrial/ Commercial	No regulation	No regulation	No regulation	No regulation	None required	No regulation	8' wide/15' n
Community Facility	No regulation	No regulation	No regulation	No regulation	None required	No regulation	8' wide/15' n
Setbacks							
Residential	n/a	n/a	n/a	Above 30'/15'	None required	15'n/ 10' wide	15'n/10' wide
Industrial/ Commercial	20'n/15' wide	20'n/ 15' wide	20'n/ 15' wide	20'n/15' wide	None required	15'n/ 10' wide	15'n/10' wide
Community Facility	20'n/15' wide	20'n/ 15' wide	20'n/ 15' wide	20'n/15' wide	None required	15'n/ 10' wide	15'n/10' wide
Min-Max Street Wall Height							
Residential	n/a	32'	n/a	30'	None required	40'-60'	60'-85'
Industrial/ Commercial	30' or 2 stories	85'or6 stories	60'or 4 stories	Sky Exp Plane	None required	40'-60'	60'-85'
Community Facility	30' or 2 stories	85'or6 stories	60' or 4 stories	Sky Exp Plane	None required	40'-60'	60'-85'
Maximum Bldg Height							
Residential	n/a	32'-0"	n/a	33'	40'	70'	125'
Industrial/ Commercial	1:1 SkyExPlane	2.7:1 or 5.6:1 wide	2.7: 1 or 5.6: 1 wide	Sky Exp Plane	40'	70'	125'
Community Facility	1:1 SkyExPlane	2.7:1 or 5.6:1 wide	2.7: 1 or 5.6: 1 wide	33'	40'	70'	125'
Front Yard							
Residential	n/a	None required	None required	None required*	None required	None required*	None required*
Industrial/ Commercial	None required	None required	None required	None required*	None required	None required*	None required*
Community Facility	None required	None required	None required	None required*	None required	None required*	None required*
Side Yard							
Residential	n/a	None required	n/a	8'total**	None required*	None required*	None required*
Industrial/ Commercial	None required	None required	None required	None required*	None required*	None required*	None required*

Table 1. Dutch Kills Zoning Comparison (continued)

Community Facility	None required	None required	None required	None required*	None required*	None required*	None required*
Rear Yard							
Residential	n/a	30'	n/a	30' except corner	30' except corner	30' except corner	30' except corner
Industrial/ Commercial	20' min except	20' min except	20' min except	20' min except	20' min	20'min except	20'min except
Community Facility	20' min except	20' min except	20' min except	20' min except	20' min	20' min except	20'min except
Parking							
Residential	n/a	None required	n/a	1perDU or 66%	1per DU or 66%	1 per DU or 50%	1 per DU or 50%
Industrial/ Commercial	Varies-1p1000 sf	Varies-1p1000sf	Varies-1p1000 sf	Varies by use	Varies by use	Varies by use	Varies by use
Community Facility	Varies by use	Varies by use	Varies by use	Varies by use	Varies by use	Varies by use	Varies by use

Zoning Text Amendments

Dutch Kills Subdistrict

The Dutch Kills Subdistrict is proposed in conjunction with the zoning map amendments and would extend over all or portions of 40 blocks in the Special Long Island City Mixed-Use District. The proposed Dutch Kills Subdistrict is generally bounded by Queens Plaza North on the south, 23rd Street on the west, 36th Avenue on the north and Northern Boulevard on the east (See Figure 3, Proposed Zoning).

The objectives would focus on achieving a strong mixed-use community and reinforcing streetwall and retail continuity along Northern Boulevard.

The proposed subdistrict would be guided by the following goals:

- To foster development in Dutch Kills and provide direction and incentives for future growth where appropriate.
- To provide transitions between the moderate/high density commercial core of Long Island City, the lower scale residential community in Dutch Kills and the higher density light industrial and retail strip at the edge.
- To encourage new development that is in character with the special mixed-use character of the area.
- To promote the most desirable use of land and thus conserve and enhance the value of land and buildings, and thereby protect the City's tax revenues.

Inclusionary Housing Text Amendment

DCP is proposing a text amendment to establish an Inclusionary Housing program on Northern Boulevard in Dutch Kills, Queens Community District 1 which would modify ZR Section 23-90.

- The Inclusionary Housing program would apply in the M1-3/R7X District proposed to be mapped on the west side of Northern Boulevard between 40th Road and 37th Avenue (37th Street).
- The proposed text would permit the maximum Floor Area Ratio (FAR) of 5.0 to developments within the specified M1-3/R7X districts on Northern Boulevard that provide affordable housing.
- Developments not participating in the Inclusionary Housing program would be allowed a maximum FAR of 3.75.
- Developments would qualify for the maximum FAR of 6.0 by providing 20 percent of residential floor area for low-income households; such households have incomes below 80 percent of the Area Median Income (AMI).
- Affordable units would be developed and administered pursuant to a Lower Income Housing plan with the Department of Housing Preservation and Development and would remain affordable in perpetuity.

III. PURPOSE & NEED

The Dutch Kills Subdistrict would allow a range of residential, community facility, commercial and light industrial uses as-of-right, similar to other parts of the Special Long Island City Mixed-Use District. It is proposed to remove residential restrictions and provide as-of-right residential opportunities, retain existing light industrial businesses and support the continued growth of other business opportunities in a mixed use commercial and light industrial community. A fine-grained rezoning strategy would ensure new development at a compatible scale of two and three-story buildings on mid-blocks and provide greater density on wide streets or near public transportation to accommodate future growth. Furthermore, inclusionary zoning would be applied to give developers incentives to build affordable units.

Current zoning in the Dutch Kills Rezoning area is restrictive for creating new residential uses. Under the current M1-3D zoning, new residential uses are permitted only by City Planning Commission authorization. New residential uses or enlargements are prohibited in the M1-1 zone. Similarly, limitations on infill residential development, rehabilitation, and appropriate mixed-use development remain formidable. There has only been one authorization granted by the City Planning Commission in the M1-3D district in the past 10 years for a modest enlargement and although there are currently four pending

applications, the authorization process has proven to be quite burdensome to property-owners.

Additionally, many former light manufacturing factories are underused as warehouses, parking lots and auto-repair shops. Almost nine percent of the land area in Dutch Kills is used by auto-body shops, repair facilities or transportation related garages. The increased traffic, parking and pedestrian/vehicle conflicts resulting from the proliferation of these uses creates incompatibility with residents and other businesses.
After the Special Long Island City Mixed-Use District was established in 2001, the Dutch Kills Civic Association requested an update to the area's zoning. As DCP completed work on its Hunter's Point rezoning in the fall of 2004, also using mixed-use zoning, the Dutch Kills Civic Association renewed their request. Consistent with the release of the Citywide Industrial Policy at the start of 2005, a rezoning study to update the area's zoning to reflect the demand for new housing and changing economic conditions was undertaken. The final rezoning proposal was developed with considerable input from the Dutch Kills Civic Association and Community Board 1.

The proposed update to the area's zoning would allow for balanced development and redevelopment on vacant or underutilized sites to meet not only the demand for new housing but also to improve the quality of life in the community.

The proposed zoning changes would work in conjunction with the proposed Special Dutch Kills Subdistrict which is intended to encourage appropriate new development and economic growth within the subdistrict and would effectuate the following land use policies:

- Provide residential and mixed-use development in the Dutch Kills subdistrict that is at an appropriate scale with the surrounding context
- Provide incentives for affordable housing in areas proposed for higher density mixed-use development.
- Direct new development at higher densities to wide streets with good transit access.
- Support existing light industrial businesses; and
- Reinforce the mixed-use residential and light-industrial/commercial context by bringing existing nonconforming residential uses into conformance.

IV. PROPOSED DEVELOPMENT AND LIKELY EFFECTS

In order to assess the possible short and long term effects of the proposed action, a reasonable worst-case development scenario (RWCDS) was developed. DCP has identified 40 projected development sites considered most likely to be developed by 2017 as a result of the proposed action. In addition, there are approximately 230 potential

development sites considered less likely to be developed in the foreseeable future. Redevelopment of the 40 projected development sites could result in a net increase of 1,555 dwelling units, 187 units of which would be affordable under the Inclusionary Housing program, a net decrease of 104,350 square feet of commercial space, a net decrease of 41,697 square feet of community facility space, a net decrease of 180,536 square feet of industrial space and a net increase of 410 accessory parking spaces. (See Tables 2A: *Projected Development Sites* and 2B: *Potential Development Sites* and Figures 4A: *Projected Development Sites* and 4B: *Potential Development Sites*).

A reasonable worst case development scenario (RWCDS) for both "future no-action" and "future with-action" conditions will be analyzed for an Analysis year of 2017. For area-wide rezonings not associated with a specific development, a ten-year period is typically believed to be the length of time over which developers would act on the change in zoning and the effects of the proposed action would be felt. The future with-action (or With-Action) scenario identifies the amount, type, and location of development that is expected to occur by 2017 as a result of the proposed action. The future without the action (or No-Action) scenario identifies similar development projections for 2017 absent the proposed action. The incremental difference between the With-Action and No-Action scenarios serves as the basis for the impact analyses.

To determine the scenarios, standard methodologies have been used following CEQR Technical Manual guidelines and employing reasonable, worst-case assumptions. These methodologies have been used to identify the amount and location of future residential, commercial, and community facility growth. In projecting the amount and location of new residential development, several factors have been considered, including known development proposals, past development trends, and the Department of City Planning's standard "soft site" criteria, described below, for identifying likely development sites. In formulating the projections, DCP was aware that there is a large demand for new housing in the area, but that the demand has been constrained by zoning that does not permit such development as-of-right. Generally, for area wide rezonings, which create a broad range of development opportunities, new development could be expected to occur on selected, rather than all, sites within a rezoning area. The first step in establishing the development scenarios was to identify those sites where new development could reasonably be expected to occur.

In identifying the RWCDS, a set of criteria were established and all sites that met the criteria were identified. Development sites were identified based on the following criteria:

- Sites for which owners have expressed interest in redevelopment
- Pre-existing residential buildings with fewer than six units on lots of 3,500 sf or larger that are built to less than 50 percent of the proposed FAR

- Lots of 3,500 sf or larger developed with buildings used for industrial, manufacturing, parking, or automotive uses, including those that are built at greater than 50 percent of the proposed FAR. These sites were determined to be demolitions, expansions or conversions based on site-specific conditions of existing buildings.
- Other uses on lots of 3,500 sf or larger that are built to less than 50 percent of the proposed FAR
- Sites that meet the criteria above when assembled with adjacent lots
- As well as the following categories on lots of any size: Board of Standards and Appeals (BSA) applications granted in the proposed action area. For analysis purposes, it is assumed that residential development of these sites would proceed as-of-right under the proposed action.

However, lots meeting the above criteria are not considered soft if:

- There are known development plans for the site under the existing zoning or pending discretionary actions that would allow redevelopment
- The lot configuration is inefficient in terms of residential development complying with the proposed contextual zoning districts
- The lot is owned and used by the MTA for transit-related purposes
- The site contains a school, cemetery, house of worship, or other public facility (unless there are known development plans for the site)

To produce a reasonable, conservative estimate of future growth, these sites were then divided into two categories – projected development sites and potential development sites. Many sites met one or more of the above criteria. The sites most likely to undergo new development were chosen from among this group, based on size, location and degree of underutilization. These are called projected development sites. The projected sites are those sites considered most likely to be developed in the foreseeable future, the 10-year period following the proposed action. The identification of projected sites is based on recent housing growth in the area, including adjustments to reflect possible future growth trends in the future with the proposed action.

Potential sites are considered less likely to be developed over the approximately 10-year analysis period. However, the analysis recognizes that a number of potential sites could be developed under the proposed action in lieu of one or more of the projected sites in accommodating the development anticipated. The potential sites are therefore also addressed in the EIS for site-specific effects. Potential development sites generally consist of smaller assemblages, and/or irregular-shaped parcels. In the future without the proposed action, the identified projected and potential development sites are assumed to either remain unchanged from existing conditions, or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses and are deemed likely to support more active uses.

All projected development sites identified for the future with-action conditions are analyzed for density-related and site-specific impacts in this EIS, whereas potential development sites are only analyzed for site-specific potential impacts. Density-related impacts are dependent on the amount of development projected on a site; i.e., the number of dwelling units and the resulting population's impact on traffic, mobile-source air quality, community facilities and services, and open space. Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include analysis for historic resources, shadows, urban design and visual resources, hazardous materials, stationary-source air quality, and noise.



Figure 4a: Development Sites

Dutch Kills Rezoning & Related Actions

Study Area Boundary

Projected Sites

DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK
QUEENS OFFICE



Figure 4b: Development Sites

Dutch Kills Rezoning & Related Actions

Study Area Boundary

Potential Sites

DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK
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Table 2A: Projected Development Sites

RWCDS 10.2.2007 UPDATED FINAL
DUTCH KILLS REZONING STUDY

PROJECTED WITH-A

SITE INFORMATION					EXISTING CONDITIONS							FUTURE NO ACTION						FUTURE WITH ACTION							INCREMENT					
Development Site	Tax Block	Tax Lot	Existing Zoning	Lot Area (sf)	As-Built Floor Area Ratio (FAR)	Maximum Floor Area Ratio (FAR)	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Parking Spaces	Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Total Parking Spaces	Proposed Zoning	Dwelling Units Base	Total Dwelling Units	Affordable Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Total Parking Spaces	Dwelling Units Affordable	Total Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Total Parking Spaces
1	402	18	M1-3/D	2800	0.00	5.00	0			0	0	0	0	0	0	0	M1-3/R7X	11	14		0	0	0	6		14	0	0	0	6
	402	19	M1-3/D	5600	0.89	5.00	0			0	0	0	0	0	5000	0	M1-3/R7X	21	28		0	0	0	12		28	0	0	5000	12
1 Total				8400			0	0	0	0	0	0	0	0	5000	0		32	42	8	0	0	0	19	8	42	0	0	5000	19
2	402	28	M1-3/D	5550	0.18	5.00	0			0	0	4	0	2397	0	7052	M1-3/R7X	28	28		0	0	0	14		24	0	0	0	14
	402	30	M1-3/D	5750	1.64	5.00	2397			0	0	4	4	2397	0	7052	M1-3/R7X	29	29		0	0	0	15		29	2397	0	7052	15
2 Total				11300			2397	0	7052	0	0	8	4	2397	0	7052		42	57	11	0	0	0	29	11	53	2397	0	7052	29
3	402	1	M1-3/D	22300	0.00	5.00	0			0	0	0	0	11150	0	0	M1-3/R7X	65	0		18955	0	0	0		0	7805	0	0	18
4	402	12	M1-3/D	9000	1.00	5.00	0			0	0	8	0	0	9000	0	M1-3/R7X	26	0		7650	0	0	7		0	7650	0	0	7
5	402	32	M1-3/D	11760	1.65	5.00	2100			0	0	0	0	2100	0	17300	M1-3/R7X	34	0		9996	0	0	9		0	9996	0	0	9
3 Total	402	35	M1-3/D	3207	0.00	5.00	0			0	0	0	0	1604	0	0	M1-3/R7X	9	0		2776	0	0	2		0	7896	0	17300	9
4	400	5	M1-3/D	46267			2100	0	17300	0	0	0	0	14854	0	26300		134	192	38	39327	0	0	185		192	24474	0	26300	142
5	382	29	M1-3/D	83066	0.19	5.00	0		15404	0	0	43	0	0	0	15404	M1-3/R7X	241	345	69	70606	0	0	332	38	345	70606	0	15404	332
6	374	1	M1-3/D	8800	0.00	5.00	0			0	0	0	0	0	17600	0	M1-3/R7X	25	36	7	0	8000	0	16	69	345	70606	0	15404	32
7	377	13	M1-3/D	9700	0.20	5.00	0			0	0	0	0	0	1875	0	M1-3/R7X	27	38	8	7820	0	0	17	7	36	0	9600	0	16
8	408	1	M1-3/D	20000	4.01	5.00	0			0	0	0	0	0	1875	0	M1-3/R7X	54	72	17	10000	0	0	32	8	38	7820	0	1875	16
9	406	1	M1-3/D	8519	0.71	5.00	0			0	0	0	0	0	1800	0	M1-3/R7X	18	18		7241	0	0	9	17	72	70200	0	0	32
9	406	2	M1-3/D	2503	1.80	5.00	1025		1475	2	2	9	2	1025	0	1475	M1-2/R6A	5	5		2145	0	0	8	0	18	7241	0	1800	9
9	406	8	M1-3/D	15000	0.65	5.00	3250		6500	0	0	48	0	3250	0	6500	M1-2/R6A	32	32		12750	0	0	48		3	1129	0	1475	8
9	406	9	M1-3/D	2505	0.00	5.00	0		0	0	0	8	0	1253	0		M1-2/R6A	5	5		2129	0	0	8		32	9500	0	6500	48
9	406	10	M1-3/D	2505	0.00	5.00	0		0	0	0	8	0	1253	0		M1-2/R5D	3	3		2129	0	0	8		5	877	0	0	8
9	406	11	M1-3/D	2254	0.00	5.00	0		0	0	0	8	0	1253	0		M1-2/R5D	3	3		2129	0	0	7		3	877	0	0	7
9	406	38	M1-3/D	2505	0.00	5.00	0		0	0	0	8	0	1127	0		M1-2/R5D	3	3		2129	0	0	7		3	877	0	0	7
9	406	40	M1-3/D	5000	0.35	5.00	0		0	0	0	8	0	1253	0		M1-2/R5B	2	2		2129	0	0	7		3	788	0	0	7
9 Total				34797			4275	0	7975	2	2	27	2	0	0	0	M1-2/R5B	4	4		4256	0	0	13		2	877	0	0	7
10	405	5	M1-3/D	2505	0.88	5.00	780		1420	0	0	0	4	10412	0	7975		57	57		29577	0	0	112		2	4250	0	0	13
10	405	6	M1-3/D	2505	0.00	5.00	0		0	0	0	0	0	12525	0	0	M1-2/R6A	8	8		0	0	0	4	0	53	19165	0	7975	85
10 Total				5010			780	0	1420	0	0	0	0	25050	0	0	M1-2/R6A	8	8		0	0	0	4		8	12525	0	0	4
11	383	9	M1-3/D	4773	0.42	5.00	0	0	0	0	0	0	0	0	0	0	M1-2/R6A	15	15		0	0	0	8		8	12525	0	0	4
12	368	34	M1-3/D	5785	0.90	5.00	1440	0	3760	0	0	0	0	0	2000	0	M1-2/R6A	14	14		0	0	0	7	0	15	25050	0	0	2
12	368	36	M1-3/D	1887	0.90	5.00	850	0	0	0	0	0	0	1440	0	3760	M1-2/R6A	17	17		0	0	0	7	0	14	0	0	2000	4
12 Total				7672			2290	0	3760	1	1	9	1	2290	0	3760	M1-2/R6A	6	6		0	0	0	3		17	1440	0	-3760	9
13	370	29	M1-3/D	7355	0.27	5.00	0	0	0	0	0	0	1	2290	0	3760		23	23		0	0	0	9		5	850	0	0	3
14	371	38	M1-3/D	10600	0.75	5.00	1200		4950	1	1	25	1	1200	0	4950	M1-2/R6A	22	22		0	0	0	12	0	22	-2290	0	3760	12
15	367	15	M1-3/D	5860	1.00	5.00	0		8850	0	0	0	0	0	0	8850	M1-2/R6A	23	23		9010	0	0	12	0	22	0	0	0	11
15	367	17	M1-3/D	5150	0.44	5.00	0		2250	0	0	0	0	0	0	2250	M1-2/R6A	12	12		0	15062	0	6	0	22	7810	0	4950	12
15	367	23	M1-3/D	4680	0.00	5.00	0		0	0	0	0	0	0	0	2250	M1-2/R6A	7	7		0	8755	0	4		12	0	15062	-8850	6
15 Total				19690			0	0	11100	0	0	0	0	0	0	4680	M1-2/R6A	6	6		0	7956	0	3		7	0	8755	-2250	4
16	370	12	M1-3/D	20420	1.00	5.00	2800		17600	0	0	0	0	2800	0	17600		24	24		0	31773	0	12		6	0	7956	-4680	3
17	375	18	M1-3/D	8775	0.95	5.00	0	0	7880	0	0	0	0	0	0	7880	M1-2/R6A	61	61		0	0	0	31	0	24	0	31773	15780	12
18	600	111	M1-1	2725	1.26	1.00	0	0	0	0	0	0	0	0	0	0	M1-2/R6A	25	25		0	0	0	13	0	61	2800	0	17600	31
18	600	8	M1-1	6900	0.00	1.00	0		0	0	0	0	0	0	5450	0	M1-2/R6A	8	8		0	0	0	4	0	25	0	0	7880	13
18				9625			0		0	0	0	0	0	0	13800	0	M1-2/R6A	21	21		0	0	0	10		8	0	5450	0	4
19	407	27	M1-3/D	4975	0.34	5.00	836		2250	0	0	0	0	0	19250	0		29	29		0	0	0	15		21	0	13800	0	10
19	407	29	M1-3/D	2504	0.00	5.00	0		0	0	0	0	0	836	0	0	M1-2/R5D	10	10		0	0	0	5	0	29	0	-19250	0	15
19 Total				7479			836	0	2250	0	0	0	0	0	0	0	M1-2/R5D	5	5		0	0	0	3		10	-836	0	0	5
20	405	26	M1-3/D	7363	0.48	5.00	1820		1820	0	0	0	0	836	0	0		15	15		0	0	0	10		5	0	0	0	3
21	397	33	M1-3/D	5000	0.95	5.00	500	0	4240	0	0	0	0	1820	0	1820	M1-2/R5D	15	15		0	0	0	10	0	15	836	0	0	5
21	397	35	M1-3/D	10000	0.82	5.00	1000	0	7170	0	0	0	0	500	0	4240	M1-2/R5D	10	10		0	0	0	10	0	15	1820	0	1820	5
21 Total				15000			1500	0	11410	0	0	0	0	1000	0	7170	M1-2/R5D	20	20		0	0	0	7		10	500	0	4240	7
22	387	32	M1-3/D	4291	0.31	5.00	0		0	0	0	0	0	1500	0	11410		30	30		0	0	0	13		20	1000	0	7170	13
23	406	30	M1-3/D	2505	0.00	5.00	0	0	0	1	1	0	0	0	0	0	M1-2/R5D	9	9		0	0	0	4	0	30	1500	0	11410	20
23	405	37	M1-3/D	3523	0.42	5.00	0	0	0	0	0	0	1	1253	0	0	M1-2/R5B	4	4		0	0	0	3	0	9	0	0	0	5
23 Total				5028			0	0	0	1	1	0	1	0	0	0	M1-2/R5B	4	4		0	0	0	3		4	-1253	0	0	3
24	398	1	M1-3/D	47200	0.84	5.00	0	0	0	1	1	0	1	1253	0	0	M1-2/R5B	8	8		0	0	0	3		3	0	0	0	3
25	398	19	M1-3/D	2803	0.62	5.00	0	0	480	2	2	0	0	0	39600	0	Split M1-2/R	70	79		0	0	0	53	0	7	-1253	0	0	4
26	399	6	M1-3/D	2523	2.77	5.00	0		7000	0	0	0	2	0	0	480	M1-2/R5B	5	5		0	0	0	3	0	79	0	39600	0	32
26	399	7	M1-3/D	4950	0.86	5.00	0		4250	0	0	0	0	0	0	7000	M1-2/R5D	4	4		0	0	0	3	0	3	0	0	480	1
26	399	9	M1-3/D	2582	1.55	5.00	0		4000	0	0	0	0	0	0	4250	M1-2/R5D	8	8		0	0	0	5		4	0	0	7000	3
26 Total				10055			0	0	15250	0	0	0	0	0	0	4000	M1-2/R5D	4	4		0	0	0	3		8	0	0	4250	5
27	388	18	M1-3/D	2510	0.00	5.00	0		0	0	0	0	0	0	0	15250	M1-2/R5D	17	17		0	0	0	11		4	0	0	4000	3
28	387	9	M1-3/D	5095	1.50	5.00	2000		5500	0	0	0	0	0	5020	0	M1-2/R5D	4	5		0	0	0	3	0	17	0	0	15250	11
28	387	7	M1-3/D	7675	0.49	5.00	0		0	2	2	0	0	2000	0	5500	M1-2/R5D	5	0		0	0	0	0	0	5	0	5020	0	3
28	387	8	M1-3/D	2700	0.72	5.00	0		0	2	2	0	2	0	0	0	M1-2/R5D	5	5		0	0	0	4		0	2000	0	5500	0
28 Total				10384			2000	0	5500	4	4	0	4	2000	0	5500	M1-2/R5D	5	5		0	0	0	4		3	0	0	0	4
29	385	42	M1-3/D	2505	0.99	5.00	0	0	2475	0	0	0	4	2000	0	5500		21	21		0	0	0	14		3	0	0	0	4
30	385	5	M1-3/D	5021	0.27	5.00	0	0	0	0	0	0	0	0	0	2475	M1-2/R5B	4	4		0	0	2475	0	0	17	2000	0	5500	10
31	367	33	M1-3/D	13730	0.00	5.00	0	0	0	2	2	0	2	0	0	0	M1-2/R5B	8	8		0	0	0	4	0	4	0	0	0	0
32	366	11	M1-3/D	8721	0.00	5.00	0		0	0	0	0	0	6865	0	0	M1-2/R5D	27	27		0	0	0	11	0	6	0	0	0	0
33	370	3	M1-3/D	1450	1.38	5.00	0	0	0	0	0	0	2	43605	0	0	M1-2/R5D	17	17		0	0	0	5	0	27	6865	0	0	5
34	370	26	M1-3/D	5000	0.00	5.00	0		10000	0	0	0	2	0	0	0	M1-2/R5B	6	6		0	0	0	3	0	17	43605	0	0	134
34	370	28	M1-3/D	2500	0.00	5.00	0		0	0	0	0	0	0	0	0	M1-2/R5B	4	4		0	0	0	2	0	4	0	0	0	2
34 Total				7500			0	0	0	0	0	0	0	0	0	0	M1-2/R5B	8	8		0	0	0	5		8	0	0	0	5
35	371	34	M1-3/D	13050	1.30	5.00	0	0	17000	0	0	0	0	0	0	0		4	4		0	0	0	3		4	0	0	0	3
	371	33	M1-3/D	2990	0.97	5.00	0	0	2900	0	0	0	0	0	0	17000		12	12		0	0	0	8		12	0	0	0	8
35 Total				16040			0	0	19900	0	0	0	0	0	0	2900	Split M1-2/R	22	22		0	0	0	14	0	12	0	0	0	25
36	600	34	M1-1	11250	1.02	1	2750		8800	0	0	0	0	0	0	19900	M1-2/R5B	5	5		0	0	0	3		22	0	0	17000	12
37	399	34	M1-3/D	14000	1.43	5	10000			0	0	0	0	2700	0	8800		26	26		0	0	0	17		5	0	0	2900	3
38	399	13	M1-3/D	7510	1.2	5	1500	0	7500	2	2	0	0	70000	0	0	M1-2/R5B	19	19		0	0	0	13	0	26	0	0	19900	17
38	399	26	M1-3/D	7510	0	5	0	0	0	0	0	0	2	1500	0	7500	Split M1-3/R	53	84	17	0	0	0	36	0	19	2700	0	8800	17
38 Total				15020	1.2		1500	0	7500	2	2	0	0	0	0	0	M1-2/R5D	15	23	5	0	0	0	10	17	84	70000	0	0	16
39	387	31	M1-3/D	4750	0	5	0	0	0	0	0	0	0	1500	0	7500	M1-3/R7X	38	38	8	0	0	0	17		23	-1500	0	0	0
40	388	23	M1-3/D	5000	0	5	0	0	0	0	0	0	0	0	0	0		53	61	12	0	0	0	17		38	0	0	0	17
TOTAL				542,888			36,196	0	261,451	34	34	22	277,892	81,479	183,811	724		6	8	0	0	0	0	0	12	61	-1500	0	0	0
												0	6650	0	0	0	M1-2/R5B	6	8	0	0	0	0	0	0	8	6650	0	0	0
																		1,301	1,577	187	173,582	39,773	2,475	1,134	187	1,598	-184,356	-41,697	-160,536	410

Table 2B: Potential Development Sites

DUTCH KILLS RWCDS DRAFT 10-01 2007
POTENTIAL DEVELOPMENT SITES

SITE INFORMATION			EXISTING CONDITIONS							FUTURE NO-ACTION				FUTURE WITH ACTION (Inclusionary Housing)						INCREMENT				
Development Sites	Tax Block	Tax Lot	Existing Zoning	Lot Area (sf)	As-Built Floor Area Ratio (FAR)	Maximum Floor Area Ratio (FAR)	Commercial Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units Base	Total Dwelling Units	Affordable Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Total Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)
39	408	9	M1-3D	5375	1.42	5	400	7256	0	0	400	0	7256	9	9		0	0	0	9	9	-400	0	-7256
39	408	109	M1-3D	505	0	5	0	0	0	0	0	0	0	1	1		0	0	0	1	1	0	0	0
39 Total				**5880**			**400**	**7256**		**0**	**400**	**0**	**7256**	**10**	**10**		**0**	**0**	**0**	**10**	**10**	**-400**	**0**	**-7256**
40	372	23	M1-3D	2784	1.98	5	0	5508	0	0	0	0	5508	8	8		0	0	0	8	8	0	0	-5508
40	372	21	M1-3D	2295	0.64	5	0	0	1	1	0	0	0	7	7		0	0	0	6	6	0	0	0
40	372	22	M1-3D	2663	0.79	5	0	621	1	1	0	0	621	8	8		0	0	0	7	7	0	0	-621
40 Total				**7742**			**0**	**6129**		**2**	**0**	**0**	**6129**	**23**	**23**		**0**	**0**	**0**	**21**	**21**	**0**	**0**	**-6129**
41	342	2	M1-1	24400	1.16	1	3875	24400	0	0	3875	0	24400	73	73		0	0	0	73	73	-3875	0	-24400
41 Total				**24400**			**3875**	**24400**		**0**	**3875**	**0**	**24400**	**73**	**73**		**0**	**0**	**0**	**73**	**73**	**-3875**	**0**	**-24400**
42	370	6	M1-3D	4000	2	5	0	8000	0	0	0	0	8000	7	7		0	0	0	7	7	0	0	-8000
42	370	7	M1-3D	2507	1.99	5	0	5000	0	0	0	0	5000	4	4		0	0	0	4	4	0	0	-5000
42 Total				**6507**			**0**	**13000**		**0**	**0**	**0**	**13000**	**11**	**11**		**0**	**0**	**0**	**11**	**11**	**0**	**0**	**-13000**
43	372	35	M1-3D	8000	0.55	5	1300	3100	0	0	1300	0	3100	24	24		0	0	0	24	24	-1300	0	-3100
43	372	33	M1-3D	2450	0.85	5	2075	0	0	0	2075	0	0	7	7		0	0	0	7	7	-2075	0	0
43 Total				**10450**			**3375**	**3100**		**0**	**3375**	**0**	**3100**	**31**	**31**		**0**	**0**	**0**	**31**	**31**	**-3375**	**0**	**-3100**
44	375	5	M1-3D	4885	0.99	5	0	4850	0	0	0	0	4850	10	10		0	0	0	10	10	0	0	-4850
44	375	1	M1-3D	4880	0.99	5	0	4850	0	0	0	0	4850	10	10		0	0	0	10	10	0	0	-4850
44 Total				**9765**			**0**	**9700**		**0**	**0**	**0**	**9700**	**20**	**20**		**0**	**0**	**0**	**20**	**20**	**0**	**0**	**-9700**
45	380	9	M1-3D	4400	1.14	5	624	4398	0	0	624	0	4398	13	13		0	0	0	13	13	-624	0	-4398
45	380	8	M1-3D	2264	0.85	5	1920	0	0	0	1920	0	0	7	7		0	0	0	7	7	-1920	0	0
45	380	7	M1-3D	2296	0.84	5	0	0	2	2	0	0	0	7	7		0	0	0	5	5	0	0	0
45 Total				**8960**			**2544**	**4398**		**2**	**2544**	**0**	**4398**	**27**	**27**		**0**	**0**	**0**	**25**	**25**	**-2544**	**0**	**-4398**
46	381	21	M1-3D	11175	0	5	0	0	0	0	5588	0	0	32	46		9499	0	0	32	46	3911	0	0
46	381	26	M1-3D	2816	0	5	0	0	0	0	1408	0	0	8	12		2394	0	0	8	12	986	0	0
46	381	27	M1-3D	5085	0	5	0	0	0	0	2543	0	0	15	21		4322	0	0	15	21	1779	0	0
46 Total				**19076**			**0**	**0**		**0**	**9539**	**0**	**0**	**55**	**79**	**16**	**16215**	**0**	**0**	**55**	**79**	**6676**	**0**	**0**
47	398	39	M1-3D	5008	0.96	5	4800	0	0	0	4800	0	0	8	8		0	0	0	8	8	-4800	0	0
47	398	38	M1-3D	2500	0.67	5	0	0	1	1	0	0	0	4	4		0	0	0	3	3	0	0	0
47 Total				**7508**			**4800**	**0**		**1**	**4800**	**0**	**0**	**12**	**12**		**0**	**0**	**0**	**11**	**11**	**-4800**	**0**	**0**
48	382	127	M1-3D	2250	1.17	5	0	0	2	2	0	0	0	8	11		0	0	0	6	9	0	0	0
48 Total				**2250**			**0**	**0**		**2**	**0**	**0**	**0**	**8**	**11**	**2**	**0**	**0**	**0**	**6**	**9**	**0**	**0**	**0**
49	381	16	M1-3D	2900	2	5	2000	3800	0	0	2000	0	3800	9	9		0	0	0	9	9	-2000	0	-3800
49	381	5	M1-3D	26476	1.13	5	10000	20000	0	0	10000	0	20000	99	99		0	0	0	99	99	-10000	0	-20000
49 Total				**29376**			**12000**	**23800**		**0**	**12000**	**0**	**23800**	**108**	**108**		**0**	**0**	**0**	**108**	**108**	**-12000**	**0**	**-23800**
51	368	15	M1-3D	4750	1.03	5	375	4532	0	0	375	0	4532	14	14		0	0	0	14	14	-375	0	-4532
51	368	17	M1-3D	2295	1.03	5	0	0	2	2	0	0	0	7	7		0	0	0	5	5	0	0	0
51 Total				**7045**			**375**	**4532**		**2**	**375**	**0**	**4532**	**21**	**21**		**0**	**0**	**0**	**19**	**19**	**-375**	**0**	**-4532**
52	368	24	M1-3D	4041	0.52	5	0	0	2	2	0	0	0	7	7		0	0	0	5	5	0	0	0
52	368	26	M1-3D	1833	0.99	5	0	0	3	3	0	0	0	3	3		0	0	0	0	0	0	0	0
52 Total				**5874**			**0**	**0**		**5**	**0**	**0**	**0**	**10**	**10**		**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**
53	369	32	M1-3D	2500	0.74	5	0	0	2	2	0	0	0	8	8		0	0	0	6	6	0	0	0
53	369	33	M1-3D	2500	0.77	5	0	0	2	2	0	0	0	8	8		0	0	0	6	6	0	0	0
53 Total				**5000**			**0**	**0**		**4**	**0**	**0**	**0**	**15**	**15**		**0**	**0**	**0**	**11**	**11**	**0**	**0**	**0**
54	369	3	M1-3D	2125	0.65	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
54	369	2	M1-3D	2125	0.81	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
54 Total				**4250**			**0**	**0**		**4**	**0**	**0**	**0**	**7**	**7**		**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**
55	369	23	M1-3D	2154	0.57	5	0	0	1	1	0	0	0	4	4		0	0	0	3	3	0	0	0
55	369	24	M1-3D	2063	0.85	5	0	0	2	2	0	0	0	3	3		0	0	0	1	1	0	0	0
55 Total				**4217**			**0**	**0**		**3**	**0**	**0**	**0**	**7**	**7**		**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**
56	369	121	M1-3D	2060	1	5	0	2050	0	0	0	0	2050	3	3		0	0	0	3	3	0	0	-2050
56	369	22	M1-3D	2115	0.33	5	0	0	1	1	0	0	0	3	3		0	0	0	2	2	0	0	0
56 Total				**4175**			**0**	**2050**		**1**	**0**	**0**	**2050**	**7**	**7**		**0**	**0**	**0**	**6**	**6**	**0**	**0**	**-2050**
57	369	119	M1-3D	2004	0.2	5	0	0	0	0	0	0	0	3	3		0	0	0	3	3	0	0	0
57	369	20	M1-3D	2025	1.19	5	0	0	3	3	0	0	0	3	3		0	0	0	0	0	0	0	0
57 Total				**4029**			**0**	**0**		**3**	**0**	**0**	**0**	**7**	**7**		**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**
58	373	1	M1-3D	13865	1	5	3000	10800	0	0	3000	0	10800	42	42		0	0	0	42	42	-3000	0	-10800
58	373	47	M1-3D	6907	1.01	5	0	7000	0	0	0	0	7000	21	21		0	0	0	21	21	0	0	-7000
58 Total				**20772**			**3000**	**17800**		**0**	**3000**	**0**	**17800**	**62**	**62**		**0**	**0**	**0**	**62**	**62**	**-3000**	**0**	**-17800**
59	373	6	M1-3D	14250	0.99	5	0	14100	0	0	0	0	14100	43	43		0	0	0	43	43	0	0	-14100
59	373	45	M1-3D	2600	1.05	5	0	2717	0	0	0	0	2717	8	8		0	0	0	8	8	0	0	-2717
59 Total				**16850**			**0**	**16817**		**0**	**0**	**0**	**16817**	**51**	**51**		**0**	**0**	**0**	**51**	**51**	**0**	**0**	**-16817**
60	**407**	**9**	**M1-3D**	**2007**	**0.76**	**5**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**3**	**3**		**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**
61	599	41	M1-1	4500	1	1	3000	1500	0	0	3000	0	1500	14	14		0	0	0	14	14	-3000	0	-1500
61	599	40	M1-1	2250	0.88	1	0	0	1	1	0	0	0	7	7		0	0	0	6	6	0	0	0
61 Total				**6750**			**3000**	**1500**		**1**	**3000**	**0**	**1500**	**20**	**20**		**0**	**0**	**0**	**19**	**19**	**-3000**	**0**	**-1500**
62	600	1	M1-1	3752	0.91	1	3420	0	0	0	3420	0	0	11	11		0	0	0	11	11	-3420	0	0
62	600	2	M1-1	1725	0.96	1	0	0	1	1	0	0	0	5	5		0	0	0	4	4	0	0	0
62 Total				**5477**			**3420**	**0**		**1**	**3420**	**0**	**0**	**16**	**16**		**0**	**0**	**0**	**15**	**15**	**-3420**	**0**	**0**
63	600	50	M1-1	4171	0.72	1	0	0	3	3	0	0	0	7	7		0	0	0	4	4	0	0	0
63	600	49	M1-1	1440	0.74	1	0	0	1	1	0	0	0	2	2		0	0	0	1	1	0	0	0
63 Total				**5611**			**0**	**0**		**4**	**0**	**0**	**0**	**9**	**9**		**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**

SITE INFORMATION			EXISTING CONDITIONS							FUTURE NO-ACTION				FUTURE WITH ACTION (Inclusionary Housing)						INCREMENT				
Development Sites	Tax Block	Tax Lot	Existing Zoning	Lot Area (sf)	As-Built Floor Area Ratio (FAR)	Maximum Floor Area Ratio (FAR)	Commercial Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units, Base	Total Dwelling Units	Affordable Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Total Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)
64	600	3	M1-1	2178	0.7	1	0	0	2	2	0	0	0	7	7		0	0	0	5	5	0	0	0
64	600	4	M1-1	2079	0.82	1	0	0	2	2	0	0	0	6	6		0	0	0	4	4	0	0	0
64 Total				**4257**			**0**	**0**		**4**	**0**	**0**	**0**	**13**	**13**		**0**	**0**	**0**	**9**	**9**	**0**	**0**	**0**
65	600	5	M1-1	3074	0.49	1	0	0	2	2	0	0	0	9	9		0	0	0	7	7	0	0	0
65	600	6	M1-1	2864	0.53	1	0	0	2	2	0	0	0	9	9		0	0	0	7	7	0	0	0
65	600	7	M1-1	2929	0.88	1	0	0	3	3	0	0	0	9	9		0	0	0	6	6	0	0	0
65 Total				**8887**			**0**	**0**		**7**	**0**	**0**	**0**	**27**	**27**		**0**	**0**	**0**	**20**	**20**	**0**	**0**	**0**
66	600	20	M1-1	3300	1.19	1	0	3920	0	0	0	0	3920	10	10		0	0	0	10	10	0	0	-3920
66	600	19	M1-1	2250	0.74	1	0	0	2	2	0	0	0	7	7		0	0	0	5	5	0	0	0
66 Total				**5550**			**0**	**3920**		**2**	**0**	**0**	**3920**	**17**	**17**		**0**	**0**	**0**	**15**	**15**	**0**	**0**	**-3920**
67	600	16	M1-1	9000	1	1	0	9000	0	0	0	0	9000	27	27		0	0	0	27	27	0	0	-9000
67	600	41	M1-1	3000	0.68	1	0	0	4	4	0	0	0	5	5		0	0	0	1	1	0	0	0
67 Total				**12000**			**0**	**9000**		**4**	**0**	**0**	**9000**	**32**	**32**		**0**	**0**	**0**	**28**	**28**	**0**	**0**	**-9000**
68	600	14	M1-1	5738	0.43	1	0	0	2	2	0	0	0	17	17		0	0	0	15	15	0	0	0
68	600	43	M1-1	3267	0.5	1	0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
68 Total				**9005**			**0**	**0**		**4**	**0**	**0**	**0**	**23**	**23**		**0**	**0**	**0**	**18**	**19**	**0**	**0**	**0**
69	601	26	M1-1	2700	0.62	1	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
69	601	25	M1-1	2500	0.67	1	0	0	3	3	0	0	0	4	4		0	0	0	1	1	0	0	0
69 Total				**5200**			**0**	**0**		**5**	**0**	**0**	**0**	**9**	**9**		**0**	**0**	**0**	**3**	**4**	**0**	**0**	**0**
70	601	28	M1-1	2521	0.54	1	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
70	601	27	M1-1	2300	0.86	1	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
70 Total				**4821**			**0**	**0**		**4**	**0**	**0**	**0**	**8**	**8**		**0**	**0**	**0**	**10**	**4**	**0**	**0**	**0**
71	601	29	M1-1	2521	0.57	1	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
71	601	30	M1-1	2500	0.6	1	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
71 Total				**5021**			**0**	**0**		**4**	**0**	**0**	**0**	**8**	**8**		**0**	**0**	**0**	**11**	**4**	**0**	**0**	**0**
72	387	5	M1-3D	2625	0.95	5	0	2500	0	0	0	0	2500	5	5		0	0	0	5	5	0	0	-2500
72	387	6	M1-3D	2650	0.75	5	0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
72 Total				**5275**			**0**	**2500**		**2**	**0**	**0**	**2500**	**11**	**11**		**0**	**0**	**0**	**8**	**9**	**0**	**0**	**-2500**
73	384	7	M1-3D	2500	0.14	5	0	0	0	0	0	0	0	4	4		0	0	0	4	4	0	0	0
73	384	8	M1-3D	2624	1.06	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
73 Total				**5124**			**0**	**0**		**2**	**0**	**0**	**0**	**8**	**8**		**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**
74	386	4	M1-3D	2060	0.72	5	0	0	1	1	0	0	0	3	3		0	0	0	2	2	0	0	0
74	386	3	M1-3D	2523	0.73	5	0	0	1	1	0	0	0	4	4		0	0	0	3	3	0	0	0
74 Total				**4583**			**0**	**0**		**2**	**0**	**0**	**0**	**8**	**8**		**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**
75	386	15	M1-3D	2500	0.7	5	0	0	2	2	0	0	0	8	8		0	0	0	6	6	0	0	0
75	386	14	M1-3D	1665	0.72	5	0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
75 Total				**4165**			**0**	**0**		**4**	**0**	**0**	**0**	**12**	**12**		**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**
76	386	20	M1-3D	6685	0.6	5	0	0	5	5	0	0	0	11	11		0	0	0	6	6	0	0	0
76	386	19	M1-3D	2133	0.81	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
76 Total				**8818**			**0**	**0**		**7**	**0**	**0**	**0**	**15**	**15**		**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**
77	386	31	M1-3D	2500	0.63	5	0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
77	386	30	M1-3D	2500	0.8	5	0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
77 Total				**5000**			**0**	**0**		**4**	**0**	**0**	**0**	**10**	**10**		**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**
78	386	33	M1-3D	4040	0.14	5	0	576	0	0	0	0	576	8	8		0	0	0	8	8	0	0	-576
78	386	32	M1-3D	2500	0.95	5	0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
78 Total				**6540**			**0**	**576**		**2**	**0**	**0**	**576**	**13**	**13**		**0**	**0**	**0**	**11**	**11**	**0**	**0**	**-576**
79	386	23	M1-3D	4563	0.62	5	0	0	2	2	0	0	0	8	8		0	0	0	6	6	0	0	0
79	386	25	M1-3D	2356	0.85	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
79 Total				**6919**			**0**	**0**		**4**	**0**	**0**	**0**	**11**	**11**		**0**	**0**	**0**	**7**	**7**	**0**	**0**	**0**
80	385	2	M1-3D	2310	0.49	5	0	0	1	1	0	0	0	4	4		0	0	0	3	3	0	0	0
80	385	3	M1-3D	2510	0.77	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
80 Total				**4820**			**0**	**0**		**3**	**0**	**0**	**0**	**8**	**8**		**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**
81	385	22	M1-3D	5000	0.67	5	0	0	1	1	0	0	0	8	8		0	0	0	7	7	0	0	0
81	385	21	M1-3D	2340	0.76	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
81 Total				**7340**			**0**	**0**		**3**	**0**	**0**	**0**	**12**	**12**		**0**	**0**	**0**	**9**	**9**	**0**	**0**	**0**
82	383	19	M1-3D	2250	0.68	5	0	0	2	2	0	0	0	7	7		0	0	0	5	5	0	0	0
82	383	20	M1-3D	2254	0.68	5	0	0	1	1	0	0	0	7	7		0	0	0	6	6	0	0	0
82 Total				**4504**			**0**	**0**		**3**	**0**	**0**	**0**	**14**	**14**		**0**	**0**	**0**	**11**	**11**	**0**	**0**	**0**
83	383	16	M1-3D	2250	0.57	5	0	0	2	2	0	0	0	7	7		0	0	0	5	5	0	0	0
83	383	17	M1-3D	2250	0.59	5	0	0	1	1	0	0	0	7	7		0	0	0	6	6	0	0	0
83 Total				**4500**			**0**	**0**		**3**	**0**	**0**	**0**	**14**	**14**		**0**	**0**	**0**	**11**	**11**	**0**	**0**	**0**
84	382	11	M1-3D	9100	1.21	5	0	11000	0	0	0	0	11000	27	27		0	0	0	27	27	0	0	-11000
84	382	8	M1-3D	2487	0.73	5	0	0	1	1	0	0	0	7	7		0	0	0	6	6	0	0	0
84 Total				**11587**			**0**	**11000**		**1**	**0**	**0**	**11000**	**35**	**35**		**0**	**0**	**0**	**34**	**34**	**0**	**0**	**-11000**
85	382	14	M1-3D	2209	0	5	0	0	0	0	0	0	0	5	5		1878	0	0	5	5	1878	0	0
85	382	15	M1-3D	2242	0.45	5	0	0	2	2	0	0	0	5	5		1906	0	0	3	3	1906	0	0
85	382	13	M1-3D	2190	0.91	5	0	2000	0	0	0	0	2000	5	5		1862	0	0	5	5	1862	0	-2000
85 Total				**6641**			**0**	**2000**		**2**	**0**	**0**	**2000**	**14**	**14**		**5845**	**0**	**0**	**12**	**12**	**5645**	**0**	**-2000**
86	382	22	M1-3D	2250	0.93	5	0	0	2	2	0	0	0	8	11		0	0	0	6	9	0	0	0
86	382	21	M1-3D	2252	0.95	5	0	0	2	2	0	0	0	8	11		0	0	0	6	9	0	0	0
86 Total				**4502**			**0**	**0**		**4**	**0**	**0**	**0**	**17**	**23**	**5**	**0**	**0**	**0**	**12**	**19**	**0**	**0**	**0**

SITE INFORMATION			EXISTING CONDITIONS							FUTURE NO-ACTION				FUTURE WITH ACTION (Inclusionary Housing)						INCREMENT				
Development Sites	Tax Block	Tax Lot	Existing Zoning	Lot Area (sf)	As-Built Floor Area Ratio (FAR)	Maximum Floor Area Ratio (FAR)	Commercial Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units Base	Total Dwelling Units	Affordable Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Total Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)
87	394	46	M1-3D	3505	0.35	5	0	0	0	0	0	1219	0	7	7	0	0	0	0	7	7	0	-1219	0
87	394	47	M1-3D	2502	0.36	5	900	0	0	0	900	0	0	5	5	0	0	0	0	5	5	-900	0	0
87 Total				**6007**			**900**	**0**		**0**	**900**	**1219**	**0**	**12**	**12**	**0**	**0**	**0**	**0**	**12**	**12**	**-900**	**-1219**	**0**
88	394	45	M1-3D	2594	0.55	5	0	0	2	2	0	0	0	5	5	0	0	0	0	3	3	0	0	0
88	394	46	M1-3D	2510	0.89	5	0	0	2	2	0	0	0	5	5	0	0	0	0	3	3	0	0	0
88 Total				**5104**			**0**	**0**		**4**	**0**	**0**	**0**	**10**	**10**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**
89	395	26	M1-3D	3763	2	5	3763	3763	0	0	3763	0	3763	8	8	0	0	0	0	8	8	-3763	0	-3763
89	395	17	M1-3D	2504	1	5	0	2500	0	0	0	0	2500	4	4	0	0	0	0	4	4	0	0	-2500
89 Total				**6267**			**3763**	**6263**		**0**	**3763**	**0**	**6263**	**12**	**12**	**0**	**0**	**0**	**0**	**12**	**12**	**-3763**	**0**	**-6263**
90	396	21	M1-3D	2521	0.6	5	0	0	1	1	0	0	0	5	5	0	0	0	0	4	4	0	0	0
90	396	22	M1-3D	2521	0.79	5	0	0	3	3	0	0	0	5	5	0	0	0	0	2	2	0	0	0
90 Total				**5042**			**0**	**0**		**4**	**0**	**0**	**0**	**10**	**10**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**
91	397	1	M1-3D	2523	0.63	5	0	0	2	2	0	0	0	5	5	0	0	0	0	3	3	0	0	0
91	397	2	M1-3D	2523	0.7	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
91 Total				**5046**			**0**	**0**		**4**	**0**	**0**	**0**	**9**	**9**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**
92	397	3	M1-3D	2523	0.55	5	0	0	1	1	0	0	0	4	4	0	0	0	0	3	3	0	0	0
92	397	4	M1-3D	2523	0.61	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
92 Total				**5046**			**0**	**0**		**3**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**
93	397	10	M1-3D	2523	0.54	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
93	397	7	M1-3D	7510	0.63	5	2250	1500	2	2	2250	0	1500	12	12	0	0	0	0	10	10	-2250	0	-1500
93 Total				**10033**			**2250**	**1500**		**4**	**2250**	**0**	**1500**	**17**	**17**	**0**	**0**	**0**	**0**	**13**	**13**	**-2250**	**0**	**-1500**
94	397	11	M1-3D	2523	0.62	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
94	397	12	M1-3D	2523	0.67	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
94 Total				**5046**			**0**	**0**		**4**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**
95	397	17	M1-3D	2521	0.99	5	0	2500	0	0	0	0	2500	5	5	0	0	0	0	5	5	0	0	-2500
95	397	18	M1-3D	2521	0.75	5	0	0	3	3	0	0	0	5	5	0	0	0	0	2	2	0	0	0
95 Total				**5042**			**0**	**2500**		**3**	**0**	**0**	**2500**	**10**	**10**	**0**	**0**	**0**	**0**	**7**	**7**	**0**	**0**	**-2500**
96	397	22	M1-3D	5000	0.29	5	0	0	2	2	0	0	0	8	8	0	0	0	0	6	6	0	0	0
96	397	21	M1-3D	2521	0.69	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
96 Total				**7521**			**0**	**0**		**4**	**0**	**0**	**0**	**12**	**12**	**0**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**
97	397	25	M1-3D	2521	0.63	5	0	0	1	1	0	0	0	4	4	0	0	0	0	3	3	0	0	0
97	397	24	M1-3D	2521	0.89	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
97 Total				**5042**			**0**	**0**		**3**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**
98	397	26	M1-3D	2521	0.56	5	0	0	1	1	0	0	0	4	4	0	0	0	0	3	3	0	0	0
98	397	27	M1-3D	2521	0.56	5	0	0	1	1	0	0	0	4	4	0	0	0	0	3	3	0	0	0
98 Total				**5042**			**0**	**0**		**2**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**
99	397	29	M1-3D	2521	0.49	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
99	397	28	M1-3D	2521	0.94	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
99 Total				**5042**			**0**	**0**		**4**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**
100	398	34	M1-3D	2523	0.63	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
100	398	35	M1-3D	2523	0.7	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
100 Total				**5046**			**0**	**0**		**4**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**
101	398	31	M1-3D	2523	0.57	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
101	398	32	M1-3D	2505	0.8	5	1000	0	1	1	1000	0	0	4	4	0	0	0	0	3	3	-1000	0	0
101 Total				**5028**			**1000**	**0**		**3**	**1000**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**5**	**5**	**-1000**	**0**	**0**
102	398	22	M1-3D	7575	0.32	5	0	0	2	2	0	0	0	15	15	0	0	0	0	13	13	0	0	0
102	398	24	M1-3D	2521	0.99	5	0	0	1	1	0	0	0	5	5	0	0	0	0	4	4	0	0	0
102 Total				**10096**			**0**	**0**		**3**	**0**	**0**	**0**	**20**	**20**	**0**	**0**	**0**	**0**	**17**	**17**	**0**	**0**	**0**
103	407	11	M1-3D	5600	1	5	0	5600	0	0	0	0	5600	9	9	0	0	0	0	9	9	0	0	-5600
103	407	13	M1-3D	2510	1	5	0	2500	0	0	0	0	2500	4	4	0	0	0	0	4	4	0	0	-2500
103 Total				**8110**			**0**	**8100**		**0**	**0**	**0**	**8100**	**13**	**13**	**0**	**0**	**0**	**0**	**13**	**13**	**0**	**0**	**-8100**
104	375	29	M1-3D	3065	0.98	5	0	3000	0	0	0	0	3000											
104	375	30	M1-3D	4880	1	5	0	4880	0	0	0	0	4880											
104 Total				**7945**			**7880**	**7880**		**0**	**0**	**0**	**7880**	**16**	**16**	**0**	**0**	**0**	**0**	**16**	**16**	**0**	**0**	**-7880**
105	408	31	M1-3D	2523	0.48	5	0	0	1	1	0	0	0	4	4	0	0	0	0	3	3	0	0	0
105	408	32	M1-3D	2523	0.52	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
105 Total				**5046**			**0**	**0**		**3**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**
106	408	34	M1-3D	2523	0.49	5	0	0	1	1	0	0	0	4	4	0	0	0	0	3	3	0	0	0
106	408	33	M1-3D	2523	0.86	5	0	0	2	2	0	0	0	4	4	0	0	0	0	2	2	0	0	0
106 Total				**5046**			**0**	**0**		**3**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**
107	408	25	M1-3D	2521	0.26	5	0	0	1	1	0	0	0	5	5	0	0	0	0	4	4	0	0	0
107	408	24	M1-3D	2521	0.73	5	616	0	2	2	616	0	0	5	5	0	0	0	0	3	3	-616	0	0
107 Total				**5042**			**616**	**0**		**3**	**616**	**0**	**0**	**10**	**10**	**0**	**0**	**0**	**0**	**7**	**7**	**-616**	**0**	**0**
108	408	26	M1-3D	5000	1	5	5000	0	0	0	5000	0	0	10	10	0	0	0	0	10	10	-5000	0	0
108	408	28	M1-3D	2500	0.49	5	0	0	1	1	0	0	0	5	5	0	0	0	0	4	4	0	0	0
108 Total				**7500**			**5000**	**0**		**1**	**5000**	**0**	**0**	**15**	**15**	**0**	**0**	**0**	**0**	**14**	**14**	**-5000**	**0**	**0**
109	407	34	M1-3D	2504	0.62	5	0	0	1	1	0	0	0	5	5	0	0	0	0	4	4	0	0	0
109	407	33	M1-3D	2504	0.74	5	0	0	2	2	0	0	0	5	5	0	0	0	0	3	3	0	0	0
109 Total				**5008**			**0**	**0**		**3**	**0**	**0**	**0**	**10**	**10**	**0**	**0**	**0**	**0**	**7**	**7**	**0**	**0**	**0**
110	406	12	M1-3D	45200	0.53	5	4000	19840	0	0	4000	0	19840	90	90	0	0	0	0	90	90	-4000	0	-19840
110	406	29	M1-3D	2521	0.56	5	0	0	3	3	0	0	0	5	5	0	0	0	0	2	2	0	0	0
110 Total				**47721**			**4000**	**19840**		**3**	**4000**	**0**	**19840**	**95**	**95**	**0**	**0**	**0**	**0**	**92**	**92**	**-4000**	**0**	**-19840**

SITE INFORMATION			EXISTING CONDITIONS						FUTURE NO-ACTION				FUTURE WITH ACTION (Inclusionary Housing)						INCREMENT				
Development Sites	Tax Block	Tax Lot	Existing Zoning	Lot Area (sf)	As-Built Floor Area Ratio (FAR)	Maximum Floor Area Ratio (FAR)	Commercial Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units Base	Total Dwelling Units	Affordable Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Total Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)
111	405	10	M1-3D	2521	0.4	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
111	405	9	M1-3D	2521	0.76	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
111 Total				**5042**			**0**	**0**		**4**	**0**	**0**	**0**	**8**	**8**		**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**
112	405	17	M1-3D	2521	0.63	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
112	405	16	M1-3D	2521	0.72	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
112 Total				**5042**			**0**	**0**		**4**	**0**	**0**	**0**	**8**	**8**		**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**
113	405	34	M1-3D	4146	1	5	0	4146	0	0	0	0	4146	7	7		0	0	0	7	7	0	0	-4146
113	405	33	M1-3D	2439	0.45	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
113 Total				**6585**			**0**	**4146**		**2**	**0**	**0**	**4146**	**11**	**11**		**0**	**0**	**0**	**9**	**9**	**0**	**0**	**-4146**
114	405	32	M1-3D	2523	0.34	5	0	0	1	1	0	0	0	4	4		0	0	0	3	3	0	0	0
114	405	31	M1-3D	2523	0.8	5	0	0	1	1	0	0	0	4	4		0	0	0	3	3	0	0	0
114 Total				**5046**			**0**	**0**		**2**	**0**	**0**	**0**	**8**	**8**		**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**
115	371	19	M1-3D	4985	1	5	0	4985	0	0	0	0	4985	15	15		0	0	0	15	15	0	0	-4985
115	371	17	M1-3D	3360	0.98		0	3280	0	0	0	0	3280	10	10		0	0	0	10	10	0	0	-3280
115 Total				**8345**			**0**	**8265**		**0**	**0**	**0**	**8265**	**25**	**25**		**0**	**0**	**0**	**25**	**25**	**0**	**0**	**-8265**
116	406	21	M1-3D	3529	0.77	5	0	0	2	2	0	0	0	7	7		0	0	0	5	5	0	0	0
116	408	23	M1-3D	2521	0.89		0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
116 Total				**6050**			**0**	**0**		**4**	**0**	**0**	**0**	**12**	**12**		**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**
117	368	22	M1-3D	4980	1	5	0	4980	0	0	0	0	4980	15	15		0	0	0	15	15	0	0	-4980
117	368	21	M1-3D	2800	0.89		0	2500	0	0	0	0	2500	8	8		0	0	0	8	8	0	0	-2500
117 Total				**7780**			**0**	**7480**		**0**	**0**	**0**	**7480**	**23**	**23**		**0**	**0**	**0**	**23**	**23**	**0**	**0**	**-7480**
118	382	24	M1-3D	6840	1.46	5	2000	8000	0	0	2000	0	8000	26	34		0	0	0	26	34	-2000	0	-8000
118	382	27	M1-3D	2250	1.17		0	0	2	2	0	0	0	8	11		0	0	0	6	9	0	0	0
118 Total				**9090**			**2000**	**8000**		**2**	**2000**	**0**	**8000**	**34**	**45**	**9**	**0**	**0**	**0**	**32**	**43**	**-2000**	**0**	**-8000**
119	383	24	M1-3D	4500	1.5	5	1750	5000	0	0	1750	0	5000	14	14		0	0	0	14	14	-1750	0	-5000
119	383	26	M1-3D	2250	1.16		1800	800	0	0	1800	0	800	7	7		0	0	0	7	7	-1800	0	-800
119 Total				**6750**			**3550**	**5800**		**0**	**3550**	**0**	**5800**	**20**	**20**		**0**	**0**	**0**	**21**	**20**	**-3550**	**0**	**-5800**
120	387	24	M1-3D	4033	0.37	5	0	0	3	3	0	0	0	12	12		0	0	0	9	9	0	0	0
120	387	25	M1-3D	1770	1.06		0	0	3	3	0	0	0	5	5		0	0	0	2	2	0	0	0
120 Total				**5803**			**0**	**0**		**6**	**0**	**0**	**0**	**17**	**17**		**0**	**0**	**0**	**11**	**11**	**0**	**0**	**0**
121	601	19	M1-1	1683	0.63	1	0	0	2	2	0	0	0											
121	601	20	M1-1	1717	0.62	1	0	0	1	1	0	0	0											
121 Total				**3400**			**0**	**0**		**3**	**0**	**0**	**0**	**6**	**6**		**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**
122	397	31	M1-3D	5475	0.57	5	0	0	3	3	0	0	0	11	11		0	0	0	8	8	0	0	0
122	397	30	M1-3D	2017	1.8		0	0	3	3	0	0	0	4	4		0	0	0	1	1	0	0	0
122 Total				**7492**			**0**	**0**		**6**	**0**	**0**	**0**	**15**	**15**		**0**	**0**	**0**	**9**	**9**	**0**	**0**	**0**
123	408	38	M1-3D	7509	0.74	5	2904	0	0	0	2904	0	0	12	12		0	0	0	12	12	-2904	0	0
123	408	37	M1-3D	2523	1.14		0	0	3	3	0	0	0	4	4		0	0	0	1	1	0	0	0
123 Total				**10032**			**2904**	**0**		**3**	**2904**	**0**	**0**	**17**	**17**		**0**	**0**	**0**	**14**	**14**	**-2904**	**0**	**0**
124	367	40	M1-3D	4210	0.73	5	800	0	3	3	800	0	0	13	13		0	0	0	10	10	-800	0	0
124	367	42	M1-3D	2500	1		0	0	0	0	0	2500	0	8	8		0	0	0	8	8	0	-2500	0
124 Total				**6710**			**800**	**0**		**3**	**800**	**2500**	**0**	**20**	**20**		**0**	**0**	**0**	**17**	**17**	**-800**	**-2500**	**0**
125	407	16	M1-3D	2533	0.99		0	2500	0	0	0	0	2500	5	5		0	0	0	5	5	0	0	-2500
125	407	17	M1-3D	2504	0.74		0	0	3	3	0	0	0	5	5		0	0	0	2	2	0	0	0
125 Total				**5037**			**0**	**2500**		**3**	**0**	**0**	**2500**	**10**	**10**		**0**	**0**	**0**	**7**	**7**	**0**	**0**	**-2500**
126	369	113	M1-3D	1500	1.27		0	0	3	3	0	0	0	3	3		0	0	0	0	0	0	0	0
126	369	211	M1-3D	1406	1.62		0	0	3	3	0	0	0	3	3		0	0	0	0	0	0	0	0
126 Total				**2906**			**0**	**0**		**6**	**0**	**0**	**0**	**6**	**6**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
127	407	35	M1-3D	2504	0.96		0	0	3	3	0	0	0	5	5		0	0	0	2	2	0	0	0
127	407	36	M1-3D	2504	0.67		0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
127 Total				**5008**			**0**	**0**		**5**	**0**	**0**	**0**	**10**	**10**		**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**
128	398	29	M1-3D	2523	0.94		0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
128	398	30	M1-3D	2523	0.95		0	0	3	3	0	0	0	5	5		0	0	0	2	2	0	0	0
128 Total				**5046**			**0**	**0**		**5**	**0**	**0**	**0**	**10**	**10**		**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**
129	396	23	M1-3D	2521	0.52		0	0	1	1	0	0	0	5	5		0	0	0	4	4	0	0	0
129	396	24	M1-3D	2500	3		7500	0	0	0	7500	0	0	5	5		0	0	0	5	5	-7500	0	0
129 Total				**5021**			**7500**	**0**		**1**	**7500**	**0**	**0**	**10**	**10**		**0**	**0**	**0**	**9**	**9**	**-7500**	**0**	**0**
130	395	1	M1-3D	1502	0.97		0	0	2	2	0	0	0	3	3		0	0	0	1	1	0	0	0
130	395	2	M1-3D	1502	0.97		0	0	2	2	0	0	0	3	3		0	0	0	1	1	0	0	0
130 Total				**3004**			**0**	**0**		**4**	**0**	**0**	**0**	**6**	**6**		**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**
131	395	3	M1-3D	1502	0.97		0	0	2	2	0	0	0	3	3		0	0	0	1	1	0	0	0
131	395	4	M1-3D	1502	0.97		0	0	2	2	0	0	0	3	3		0	0	0	1	1	0	0	0
131 Total				**3004**			**0**	**0**		**4**	**0**	**0**	**0**	**6**	**6**		**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**
132	395	5	M1-3D	1502	0.97		0	0	2	2	0	0	0	3	3		0	0	0	1	1	0	0	0
132	395	30	M1-3D	2504	0.51		638	0	1	1	638	0	0	5	5		0	0	0	4	4	-638	0	0
132 Total				**4006**			**638**	**0**		**3**	**638**	**0**	**0**	**8**	**8**		**0**	**0**	**0**	**5**	**5**	**-638**	**0**	**0**
133	395	31	M1-3D	2504	0.66		0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
133	388	19	M1-3D	2504	0.92		0	0	3	3	0	0	0	5	5		0	0	0	2	2	0	0	0
133 Total				**5008**			**0**	**0**		**5**	**0**	**0**	**0**	**10**	**10**		**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**
134	388	20	M1-3D	1606	0.75		0	0	1	1	0	0	0	3	3		0	0	0	2	2	0	0	0
134	386	12	M1-3D	1665	0.76		0	0	2	2	0	0	0	3	3		0	0	0	1	1	0	0	0
134	386	13	M1-3D	1665	0.81		0	0	2	2	0	0	0	3	3		0	0	0	1	1	0	0	0
134 Total				**4936**			**0**	**0**		**5**	**0**	**0**	**0**	**10**	**10**		**0**	**0**	**0**	**4**	**5**	**0**	**0**	**0**

SITE INFORMATION			EXISTING CONDITIONS							FUTURE NO-ACTION				FUTURE WITH ACTION (Inclusionary Housing)						INCREMENT				
Development Sites	Tax Block	Tax Lot	Existing Zoning	Lot Area (sf)	As-Built Floor Area Ratio (FAR)	Maximum Floor Area Ratio (FAR)	Commercial Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units, Base	Total Dwelling Units	Affordable Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Total Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)
135	386	16	M1-3D	2019	0.99		0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
135	386	17	M1-3D	2094	0.92		0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
135 Total				**4113**			**0**	**0**		**4**	**0**	**0**	**0**	**8**	**8**		**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**
136	384	5	M1-3D	2622	0.93		0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
136	384	6	M1-3D	2500	0.7		0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
136 Total				**5122**			**0**	**0**		**4**	**0**	**0**	**0**	**10**	**10**		**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**
137	383	11	M1-3D	2149	1.32		0	0	3	3	0	0	0	4	4		0	0	0	1	1	0	0	0
137	383	12	M1-3D	2149	0.34		0	0	1	1	0	0	0	4	4		0	0	0	3	3	0	0	0
137 Total				**4298**			**0**	**0**		**4**	**0**	**0**	**0**	**9**	**9**		**0**	**0**	**0**	**4**	**5**	**0**	**0**	**0**
138	383	33	M1-3D	1691	1.36		0	0	2	2	0	0	0	3	3		0	0	0	1	1	0	0	0
138	383	1	M1-3D	2251	1.12		0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
138 Total				**3942**			**0**	**0**		**4**	**0**	**0**	**0**	**7**	**7**		**0**	**0**	**0**	**4**	**3**	**0**	**0**	**0**
139	381	11	M1-3D	2315	2.14		4950	0	0	0	4950	0	0	5	5		0	0	0	5	5	-4950	0	0
139	381	12	M1-3D	2296	0.8		0	0	3	3	0	0	0	5	5		0	0	0	2	2	0	0	0
139 Total				**4611**			**4950**	**0**		**3**	**4950**	**0**	**0**	**9**	**9**		**0**	**0**	**0**	**7**	**6**	**-4950**	**0**	**0**
140	380	5	M1-3D	2155	0.92		1000	0	2	2	1000	0	0	4	4		0	0	0	2	2	-1000	0	0
140	380	6	M1-3D	2296	1.1		0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
140 Total				**4451**			**1000**	**0**		**4**	**1000**	**0**	**0**	**9**	**9**		**0**	**0**	**0**	**5**	**5**	**-1000**	**0**	**0**
141	374	48	M1-3D	2117	0.99		0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
141	374	49	M1-3D	2117	1.17		0	0	3	3	0	0	0	4	4		0	0	0	1	1	0	0	0
141 Total				**4234**			**0**	**0**		**5**	**0**	**0**	**0**	**8**	**8**		**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**
142	374	50	M1-3D	2167	1.38		0	0	3	3	0	0	0	4	4		0	0	0	1	1	0	0	0
142	374	51	M1-3D	2167	0.91		0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
142 Total				**4334**			**0**	**0**		**5**	**0**	**0**	**0**	**9**	**9**		**0**	**0**	**0**	**3**	**4**	**0**	**0**	**0**
143	374	46	M1-3D	2069	1.28		0	0	3	3	0	0	0	4	4		0	0	0	1	1	0	0	0
143	374	47	M1-3D	2094	1.26		0	0	3	3	0	0	0	4	4		0	0	0	1	1	0	0	0
143 Total				**4163**			**0**	**0**		**6**	**0**	**0**	**0**	**8**	**8**		**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**
144	372	3	M1-3D	1865	1.98		1850	1850	0	0	1850	0	1850	4	4		0	0	0	4	4	-1850	0	-1850
144	372	4	M1-3D	3470	0.46		0	1600	0	0	0	0	1600	7	7		0	0	0	7	7	0	0	-1600
144 Total				**5335**			**1850**	**3450**		**0**	**1850**	**0**	**3450**	**11**	**11**		**0**	**0**	**0**	**11**	**11**	**-1850**	**0**	**-3450**
145	370	34	M1-3D	2354	0.71		0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
145	370	35	M1-3D	2317	1.08		0	0	1	1	0	0	0	5	5		0	0	0	4	4	0	0	0
145 Total				**4671**			**0**	**0**		**3**	**0**	**0**	**0**	**9**	**9**		**0**	**0**	**0**	**7**	**6**	**0**	**0**	**0**
146	368	9	M1-3D	2712	0.74		0	0	2	2	0	0	0	5	5		0	0	0	3	3	0	0	0
146	368	10	M1-3D	2647	0.85		0	0	3	3	0	0	0	5	5		0	0	0	2	2	0	0	0
146 Total				**5359**			**0**	**0**		**5**	**0**	**0**	**0**	**11**	**11**		**0**	**0**	**0**	**5**	**6**	**0**	**0**	**0**
147	600	22	M1-1	1980	1.28		0	0	3	3	0	0	0	4	4		0	0	0	1	1	0	0	0
147	600	23	M1-1	1590	1.49		972	0	3	3	972	0	0	3	3		0	0	0	0	0	-972	0	0
147 Total				**3570**			**972**	**0**		**6**	**972**	**0**	**0**	**7**	**7**		**0**	**0**	**0**	**1**	**1**	**-972**	**0**	**0**
148	600	24	M1-1	1590	1.46		0	0	3	3	0	0	0	3	3		0	0	0	0	0	0	0	0
148	600	25	R5	1590	1.46		0	0	3	3	0	0	0	3	3		0	0	0	0	0	0	0	0
148 Total				**3180**			**0**	**0**		**6**	**0**	**0**	**0**	**6**	**6**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
149	600	39	M1-1	2250	2.5		0	0	6	6	0	0	0	5	5		0	0	0	-1	-1	0	0	0
149	600	48	M1-1	1440	1.17		0	0	1	1	0	0	0	3	3		0	0	0	2	2	0	0	0
149 Total				**3690**			**0**	**0**		**7**	**0**	**0**	**0**	**7**	**7**		**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
150	600	116	M1-1	290	0		0	0	0	0	0	0	0	1	1		0	0	0	1	1	0	0	0
150	600	148	M1-1	1440	1.17		0	0	1	1	0	0	0	3	3		0	0	0	2	2	0	0	0
150 Total				**1730**			**0**	**0**		**1**	**0**	**0**	**0**	**3**	**3**		**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**
151	369	14	M1-3D	2440	1.1		800	0	2	2	800	0	0	5	5		0	0	0	3	3	-800	0	0
151	369	15	M1-3D	2440	1.24		0	3020	0	0	0	0	3020	5	5		0	0	0	5	5	0	0	-3020
151 Total				**4880**			**800**	**3020**		**2**	**800**	**0**	**3020**	**10**	**10**		**0**	**0**	**0**	**13**	**8**	**-800**	**0**	**-3020**
152	380	11	M1-3D	2500	1.65	5	1375	0	2	2	1375	0	0	8	8		0	0	0	6	6	-1375	0	0
153	407	10	M1-3D	2425	0.66	5	0	0	2	2	0	0	0	4	4		0	0	0	2	2	0	0	0
154	368	1	M1-3D	4500	2	5	9000	0	0	0	9000	0	0	14	14		0	0	0	14	14	-9000	0	0
155	376	1	M1-3D	82000	2.66	5	0	218000	0	0	218000	0	0	239	325	78	20500	0	0	239	325	-197500	0	0
156	385	1	M1-3D	3550	0.91	5	700	0	3	3	700	0	0	7	7		0	0	0	4	4	-700	0	0
157	408	1	M1-3D	10000	2.4	5	0	17320	0	0	23980	0	0	20	20		0	0	0	20	20	-23980	0	0
158	383	2	M1-3D	9050	2.24	5	0	20250	0	0	20250	0	0	20	20		0	0	0	20	20	-20250	0	0
159	387	2	M1-3D	6500	0.85	5	0	5520	0	0	0	0	5520	13	13		0	0	0	13	13	0	0	-5520
160	399	1	M1-3D	3200	1.09	5	0	0	0	0	0	0	0				0							
160	399	3	M1-3D	7500	1.22	5	1835	7326	0	0	1835	0	7326				0							
160				**10700**			**1835**	**7326**		**0**	**1835**	**0**	**7326**											
161	370	4	M1-3D	3509	0.52	5	0	0	2	2	0	0	0	**32**	**32**		**0**	**0**	**0**	**32**	**32**	**-1835**	**0**	**-7326**
162	383	5	M1-3D	7000	1.1	5	1695	6030	0	0	1695	0	6030	6	6		0	0	0	4	4	0	0	0
163	397	5	M1-3D	5046	0.44	5	0	0	3	3	0	0	0	**14**	**14**		0	0	0	14	14	-1695	0	-6030
164	407	5	M1-3D	5000	1.56	5	2000	5800	0	0	2000	0	5800	8	8		0	0	0	5	5	0	0	0
165	395	6	M1-3D	17500	2.06	5	4600	31500	0	0	4600	0	31500	15	15		0	0	0	15	15	-2000	0	-5800
166	384	22	M1-3D	12500	2.96	5	0	36973	0	0	36973	0	0	35	35		0	0	0	35	35	-4600	0	-31500
167	405	7	M1-3D	5042	1.14	5	864	2000	3	3	864	0	2000	25	25		10625	0	0	25	25	-26348	0	0
168	374	8	M1-3D	7605	1.13	5	0	6000	0	0	0	0	6000	15	15		0	0	0	12	12	-864	0	-2000
169	381	9	M1-3D	4685	0.49	5	0	0	3	3	0	0	0	16	16		0	0	0	16	16	0	0	-6000
170	374	12	M1-3D	20500	0.88	5	0	18100	0	0	0	0	18100	14	14		0	0	0	11	11	0	0	0
171	600	12	M1-1	5800	0.46	1	0	0	2	2	0	0	0	0	0		0	41000	0	0	0	0	**41000**	-18100
172	405	13	M1-3D	12500	0.74	5	7700	1500	0	0	7700	0	1500	17	17		0	0	0	15	15	0	0	0
173	383	14	M1-3D	4400	1.32	5	0	5795	0	0	0	0	5795	21	21		0	0	0	21	21	-7700	0	-1500
														13	13		0	0	0	13	13	0	0	-5795

SITE INFORMATION			EXISTING CONDITIONS							FUTURE NO-ACTION				FUTURE WITH ACTION (Inclusionary Housing)						INCREMENT				
Development Sites	Tax Block	Tax Lot	Existing Zoning	Lot Area (sf)	As Built Floor Area Ratio (FAR)	Maximum Floor Area Ratio (FAR)	Commercial Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units: Base	Total Dwelling Units	Affordable Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)	Dwelling Units	Total Dwelling Units	Commercial Floor Area (sf)	Community Facility Floor Area (sf)	Industrial Floor Area (sf)
174	408	14	M1-3D	4292	0.99	5	0	4258	0	0	0	0	4258	7	7		0	0	0	7	7	0	0	-4258
175	371	15	M1-3D	3820	0.95	5	0	3615	0	0	0	0	3615	11	11		0	0	0	11	11	0	0	-3615
176	382	17	M1-3	4473	0.41	5	0	0	2	2	0	0	0	13	13		0	0	0	11	11	0	0	0
177	387	17	M1-3D	3940	1	5	0	3940	0	0	0	0	3940	12	12		0	0	0	12	12	0	0	-3940
178	368	18	M1-3D	4450	1	5	0	0	0	0	0	0	0	13	13		0	0	0	13	13	0	0	0
179	374	18	M1-3D	4940	1.14	5	520	0	5	5	520	0	0	15	15		0	0	0	10	10	-520	0	0
180	385	18	M1-3D	5000	2.8	5	0	14000	0	0	0	0	14000	15	15		0	0	0	15	15	0	0	-14000
181	396	18	M1-3D	7500	1.21	5	1600	7500	0	0	1600	0	7500	15	15		0	0	0	15	15	-1600	0	-7500
182	382	19	M1-3D	4750	1.77	5	2000	6400	0	0	2000	0	6400	14	14		0	0	0	14	14	-2000	0	-6400
183	387	19	M1-3D	7570	0.99	5	2000	5500	0	0	2000	0	5500	23	23		0	0	0	23	23	-2000	0	-5500
184	407	19	M1-3D	5008	1.5	5	0	7500	0	0	0	0	7500	8	8		0	0	0	8	8	0	0	-7500
185	370	20	M1-3D	15000	1.8	5	5625	21340	0	0	5625	0	21340	25	25		0	0	0	25	25	-5625	0	-21340
186	374	20	M1-3D	7525	1.17	5	0	0	0	0	0	0	0	23	23		0	0	0	23	23	0	0	0
187	375	20	M1-3D	9900	1.99	5	0	19660	0	0	0	0	19660	30	30		0	0	0	30	30	0	0	-19660
188	407	21	M1-3D	5000	2	5	2000	8000	0	0	2000	0	8000	10	10		0	0	0	10	10	-2000	0	-8000
189	383	22	M1-3D	6754	1	5	750	6000	0	0	750	0	6000	20	20		0	0	0	20	20	-750	0	-6000
190	371	23	M1-3D	6210	1.31	5	1920	6210	0	0	1920	0	6210	19	19		0	0	0	19	19	-1920	0	-6210
191	374	23	M1-3D	5700	1.21	5	1200	5700	0	0	1200	0	5700	17	17		0	0	0	17	17	-1200	0	-5700
192	377	23	M1-3D	20530	0.32	5	0	6500	0	0	123180	0	0	77	103	21	0	0	0	77	103	-123180	0	0
193	395	23	M1-3D	5008	1	5	0	5000	0	0	0	0	5000	10	10		0	0	0	10	10	0	0	-5000
194	406	24	M1-3D	12500	1	5	12500	0	0	0	12500	0	0	38	38		0	0	0	38	38	-12500	0	0
195	380	13	M1-3D	3729	0	5	0	0	0	0	1865	0	0	11	15	3	3170	0	0	11	15	1305	0	0
196	387	27	M1-3D	16276	0.99	5	2000	16170	0	0	2000	0	16170	55	55		0	0	0	55	55	-2000	0	-16170
197	371	27	M1-3D	4279	3	5	4285	8570	0	0	4285	0	8570	7	7		0	0	0	7	7	-4285	0	-8570
198	398	27	M1-3D	5046	0.53	5	1343	0	2	2	1343	0	0	10	10		0	0	0	8	8	-1343	0	0
199	384	28	M1-3D	7500	1.02	5	0	7620	0	0	0	0	7620	15	15		0	0	0	15	15	0	0	-7620
200	387	28	M1-3D	3597	0.61	5	0	0	3	3	0	0	0	6	6		0	0	0	3	3	0	0	0
201	368	29	M1-3D	4940	1	5	0	4940	0	0	0	0	4940	8	8		0	0	0	8	8	0	0	-4940
202	371	29	M1-3D	4905	1.78	5	3868	4868	0	0	3868	0	4868	8	8		0	0	0	8	8	-3868	0	-4868
203	405	29	M1-3D	5000	2	5	2500	6500	0	0	2500	0	6500	8	8		0	0	0	8	8	-2500	0	-6500
204	408	29	M1-3D	7139	2.17	5	0	15500	0	0	0	0	15500	12	12		0	0	0	12	12	0	0	-15500
205	375	30	M1-3D	4880	1	5	0	4880	0	0	0	0	4880	10	10		0	0	0	10	10	0	0	-4880
207	399	31	M1-3D	7500	0.99	5	0	7400	0	0	0	0	7400	28	38	8	0	0	0	28	38	0	0	-7400
208	385	32	M1-3D	4983	0.36	5	0	0	2	2	0	0	0	10	10		0	0	0	8	8	0	0	0
209	374	33	M1-3D	16143	0.53	5	0	8602	0	0	0	0	8602	32	32		0	0	0	32	32	0	0	-8602
210	395	33	M1-3D	5000	1	5	0	5000	0	0	0	0	5000	10	10		0	0	0	10	10	0	0	-5000
211	375	33	M1-3D	22276	1.16	5	11500	14316	0	0	11500	0	14316	24	24		0	0	14316	24	24	-11500	0	0
212 Total				3818			0	0		4	0	0	0	6	6		0	0	0	2	2	0	0	0
213	377	1	M1-3D	4800	1.07	5	5150	0	0	0	24000	0	0	14	20		4080	0	0	14	20	-19920	0	0
213	377	5	M1-3D	9900	1	5	0	0	0	0	49500	0	0	29	41		8415	0	0	29	41	-41085	0	0
213	377	9	M1-3D	10098	0.96	5	0	0	0	0	50490	0	0	29	42		8583	0	0	29	42	-41907	0	0
213	377	40	M1-3D	2300	1	5	0	0	0	0	11500	0	0	7	10		1955	0	0	7	10	-9545	0	0
213 Total				27098			5150	0		0	135490	0	0	79	112	22	23033	0	0	79	112	-112457	0	0
214	395	35	M1-3D	5008	1	5	0	5000	0	0	0	0	5000	10	10		0	0	0	10	10	0	0	-5000
215	408	35	M1-3D	5046	0.99	5	0	5000	0	0	0	0	5000	8	8		0	0	0	8	8	0	0	-5000
216	370	36	M1-3D	4730	0.38	5	0	0	2	2	0	0	0	14	14		0	0	0	12	12	0	0	0
217	367	38	M1-3D	5420	0.57	5	0	0	1	1	0	0	0	16	16		0	0	0	15	15	0	0	0
218	396	39	M1-3D	5064	0.95	5	0	4750	0	0	0	0	4750	10	10		0	0	0	10	10	0	0	-4750
219	395	40	M1-3D	5000	2	5	5000	5000	0	0	5000	0	5000	10	10		0	0	0	10	10	-5000	0	-5000
220	395	126	M1-3D	6250	1.6	5	0	10000	0	0	0	0	10000	13	13		0	0	0	13	13	0	0	-10000
221	384	9	M1-3D	5320	0.31	5	0	0	2	2	0	0	0	9	9		0	0	0	7	7	0	0	0
222	378	1	M1-3D	29918	1	5	8700	21200	0	0	8700	0	21200	87	124	25	25430	0	0	87	124	16730	0	-21200
223	408	16	M1-3D	4292	0.99		300	3950	0	0	300	0	3950	9	9		0	0	0	9	9	-300	0	-3950
224	407	37	M1-3D	10000	1		2000	8000	0	0	2000	0	8000	20	20		0	0	0	20	20	-2000	0	-8000
226	387	4	M1-3D	3500	1.11		2935	945	0	0	2935	0	945	7	7		0	0	0	7	7	-2935	0	-945
227	384	11	M1-3D	5000	1		0	5000	0	0	0	0	5000	10	10		0	0	0	10	10	0	0	-5000
228	375	24	M1-3D	19500	1		13200	6300	0	0	13200	0	6300	39	39		0	0	0	39	39	-13200	0	-6300
229	386	7	M1-3D	11000	1.89		0	0	0	0	0	0	0	22	22		0	0	0	22	22	0	0	0
230	372	7	M1-3D	5204	2		5200	5200	0	0	5200	0	5200	10	10		0	0	0	10	10	-5200	0	-5200
231	405	41	M1-3D	5005	1		0	5000	0	0	0	0	5000	10	10		0	0	0	10	10	0	0	-5000
232	599	48	M1-1	6955	0.99	1	0	8900	0	0	0	0	8900	27	27		0	0	0	27	27	0	0	-8900
232	599	46	M1-1	2280	0.83	1	0	0	2	2	0	0	0	7	7		0	0	0	5	5	0	0	0
232 Total				11235			0	8900		2	0	0	8900	34	34		0	0	0	32	32	0	0	-8900
233	601	17	M1-1	2175	0.81	1	0	0	2	2	0	0	0				0							
233	601	18	M1-1	1649	0.64	1	0	0	1	1	0	0	0				0							
233				3824			0	0		3	0	0	0	6	6		0	0	0	3	3	0	0	0

V. METHODS FOR ENVIRONMENTAL IMPACT STATEMENT ANALYSIS

As the RWCDS associated with the proposed actions would affect various areas of environmental concern and was found to have the potential for significant impacts, pursuant to the EAS and Positive Declaration, an EIS will be prepared for the proposed action. The EIS will analyze the projected developments for all environmental impact categories pursuant to the *CEQR Technical Manual* and also evaluate the effects of the potential developments for site-specific impacts such as those related to historic resources, shadows, hazardous materials, air quality (stationary sources), and noise (building attenuation).

VI. EIS SCOPE OF WORK

TASK 1. PROJECT DESCRIPTION (INCLUDING RWCDS)

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

The project description chapter will present the planning background and rationale for the proposed zoning map and text amendments. In addition, the chapter will summarize the reasonable worst-case development scenario (RWCDS) for analysis in the EIS and present its rationale (see the discussion above).

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

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

This chapter will analyze the potential impacts of the proposed actions on land use, zoning, and public policy. The land use study area will consist of the proposed project area, where the potential land use effects of the proposed actions will be direct (reflecting the development scenario), and neighboring areas within a ¼-mile radius that could experience indirect impacts. For the purpose of environmental analysis, the study area

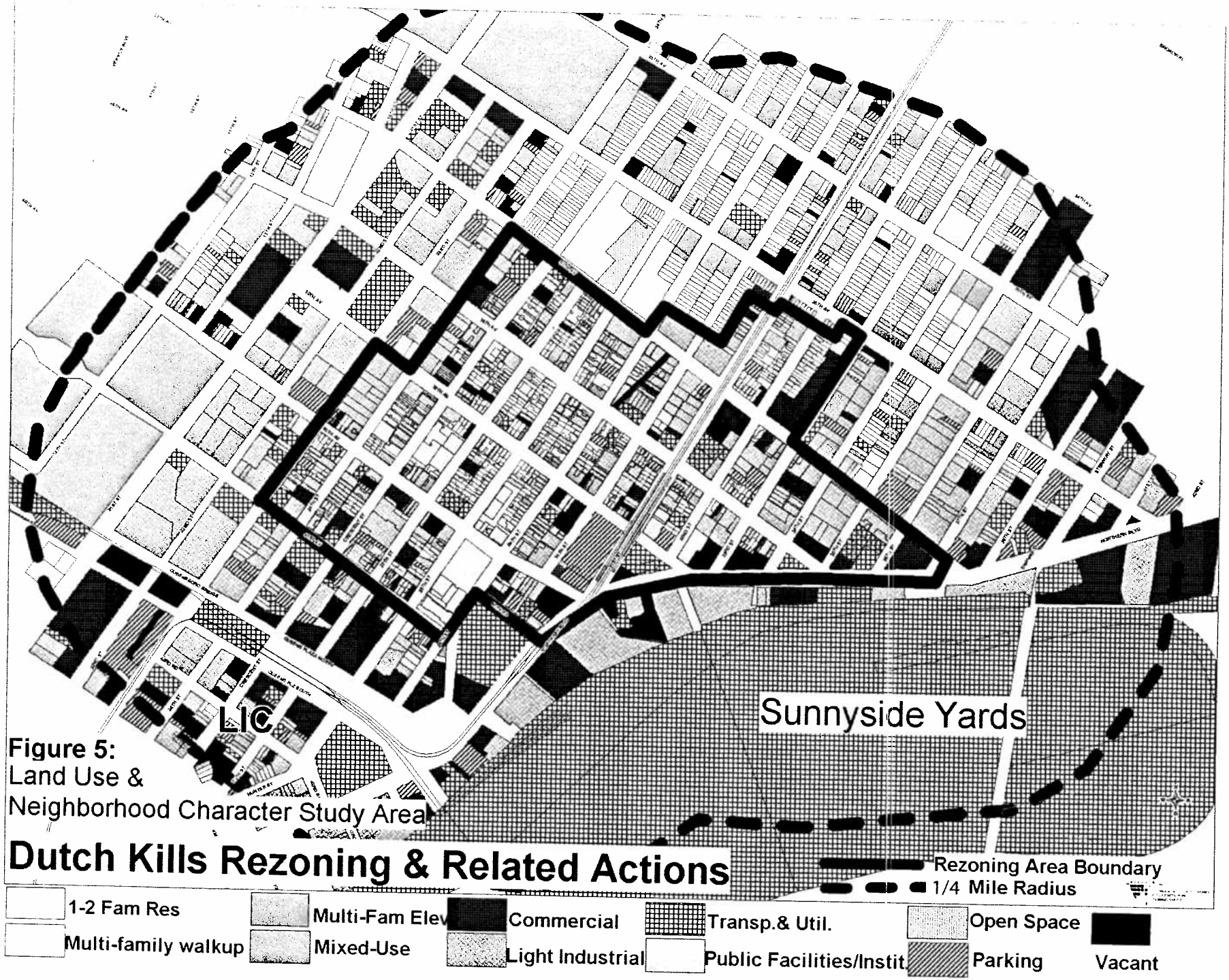


Figure 5:
Land Use &
Neighborhood Character Study Area

will extend approximately a ¼-mile from the borders of the proposed project area (See Figure 5). Subtasks will:

- Provide a detailed description of the existing land use, zoning, and public policy in the study area discussed above. A more detailed analysis will be conducted for the project area. This task will be closely coordinated with Task 3, "Socioeconomic Conditions," which will provide a qualitative analysis of the proposed project's effect on businesses and employment in the study area. Recent trends in the proposed project area will be noted;
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the remainder of the land use study area. Describe recent land use trends in the study area and identify major factors influencing land use trends;
- Describe and map existing zoning and recent zoning actions in the study area, in addition to any recent BSA actions;
- Prepare a list of future development projects in the study area that are expected to be constructed by the Build Year and to influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area. This subtask will require substantial outreach to City and State agencies, including: Queens Office of DCP, Queens Borough President's Office, New York City Economic Development Corporation (EDC), New York City Department of Housing, Preservation and Development (HPD), New York City Department of Parks and Recreation (DPR), NYCDOT, New York State Department of Transportation (NYSDOT), The Dormitory Authority of the State of New York (DASNY), Empire State Development Corporation (ESDC), etc. Based on these changes, assess future land use and zoning conditions without the proposed actions;
- Describe and assess the potential land use changes in the proposed project area based on the reasonable worst-case development scenario; and
- Assess effects of the projected development resulting from the proposed actions on land use and land use trends, public policy, and zoning. Discuss the proposed actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, including transit-oriented development, and the effect of the proposed actions on ongoing development trends and conditions in the study area.

TASK 3. SOCIOECONOMIC CONDITIONS

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

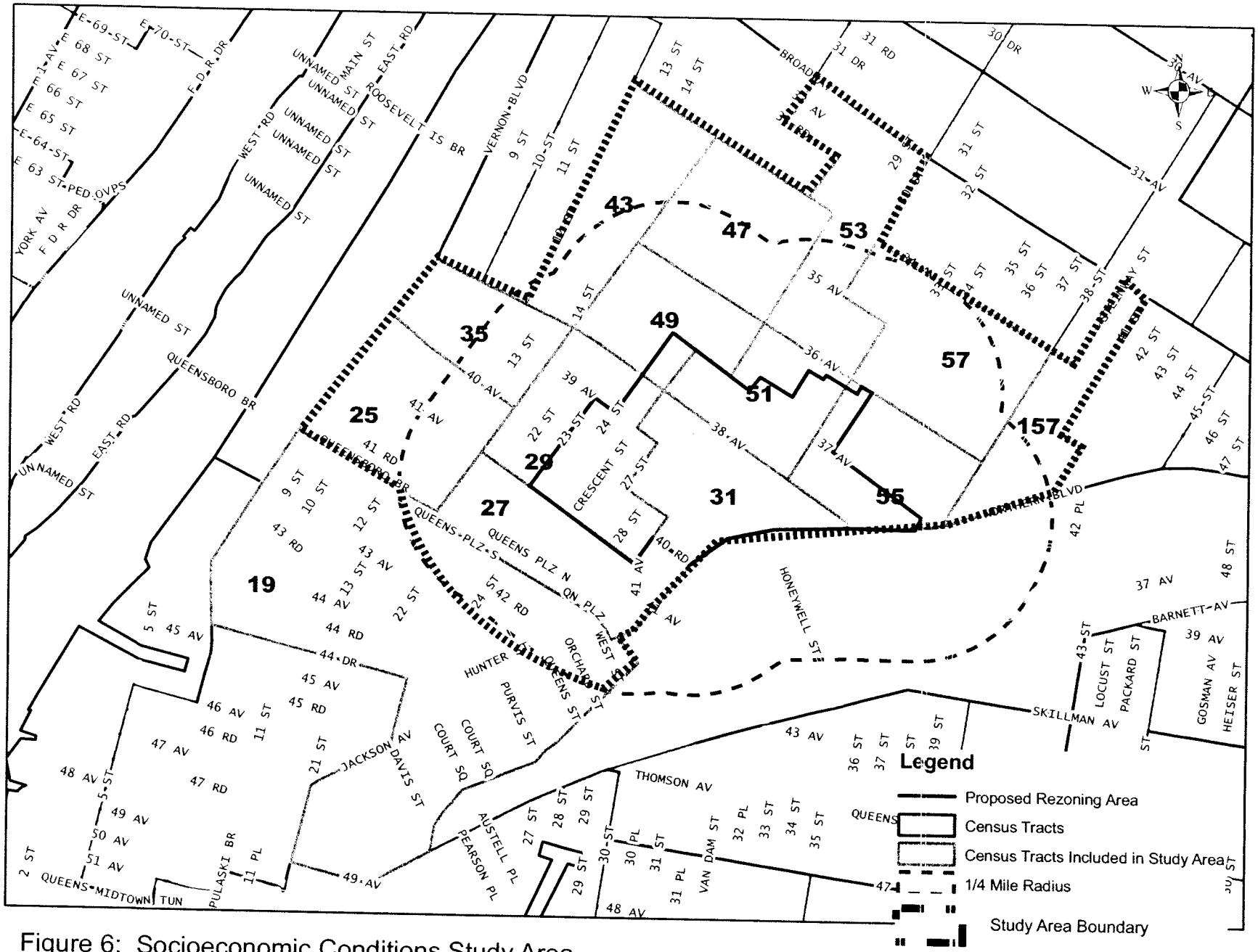


Figure 6: Socioeconomic Conditions Study Area

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conditions in the real estate market in the area; or an adverse effect on socioeconomic conditions in a specific industry.

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

The study area for the socioeconomic impact section will be an approximate ¼-mile radius from project area boundary (See Figure 6). The study area will be further adjusted to reflect boundaries of census tracts or data for labor and industry. An overview of the three primary subtasks for detailed analysis, if determined to be necessary, follows.

POPULATION CHARACTERISTICS

- Based on the U.S. Census of Population and Housing, describe the 2000 population characteristics of the study area and the primary and secondary study areas;
- Discuss population trends in the No Build Condition; and
- Estimate the population associated with the RWCDS under the proposed actions and assess impacts on population, if any.

HOUSING CHARACTERISTICS

- Using 2000 Census data and other information, such as reports on housing value and median rents, describe the housing characteristics of the study area and the study areas;
- Assemble and discuss information on housing market conditions, including identification of presence of any unique or predominant population groups or presence of populations particularly vulnerable to economic changes, using Census data and other sources; and
- Estimate housing changes associated with the proposed actions and assess impacts on housing, if any, and housing trends in the No Build Condition.

dwelling units warrants a detailed library analysis. In accordance with thresholds established in the *CEQR Technical Manual*, the number and type of new residential units by socioeconomic category likely to be developed as a result of the proposed actions would not trigger detailed analyses of potential impacts on, out-patient health care facilities and publicly-funded day care centers.
The City of New York Police and Fire Departments (NYPD and FDNY, respectively) routinely evaluate the need for changes in personnel, equipment, or facilities based on population, response times, crime levels, or other local factors. Therefore a detailed assessment of service delivery is usually conducted only if a proposed action would directly affect the physical operations of a station house or precinct house. Since the proposed actions would not directly impact existing facilities, a detailed assessment is not warranted.

The study area for community facilities will generally include an approximate ½- mile-radius from the rezoning area, but may vary by facility type in accordance with *CEQR Technical Manual* guidelines. It is anticipated that libraries and schools will require a detailed analysis with the other community facilities in the area identified and CEQR Thresholds discussed. The following subtasks will be conducted for the community facilities assessment.

- Identify and locate/map community facilities within the defined study area for general informational purposes, including public schools, libraries, health care facilities and publicly-funded day care centers;
- Identify and locate public schools serving the proposed project area. Assess conditions in the area, and for each affected school district (Community School Districts [CSD] 30) as a whole, in terms of enrollment and utilization during the current school year, noting any specific shortages of school capacity. Describe the No-Build Condition, taking into consideration projected changes in future enrollment (estimated number of students generated in the No Build Condition added to Department of Education [DOE] or DCP enrollment projections for total enrollment projections for the No Build Condition) and plans to alter school capacity either through administrative actions on the part of DOE or as a result of the construction of new school space. Analyze the RWCDS Build Condition, adding students likely to be generated by the proposed actions to the projections for the No Build Condition. Impacts of the proposed actions will be assessed based on the difference between projections for the Build and No Build Conditions at the subarea (to be determined in consultation with DCP), region, and school district levels for enrollment, capacity, and utilization in the Build Year;
- Identify the local Queens Public Library (QPL) branch(es) serving the area. Describe existing population served by the branch(es), using information gathered for socioeconomic conditions assessment, information services provided by branch(es), circulation, level of utilization, and other relevant Existing Conditions. For No-build conditions, projections of population

ECONOMIC CHARACTERISTICS

- Describe existing economic activity in the study area (using the most recent data available), including the number and types of businesses and employment by key sectors;
- Describe the physical characteristics of the existing manufacturing and commercial buildings in the study area and surrounding areas, including the general size of the structures, configurations, and condition. Determine the approximate vacancy rate and rent levels for buildings in the study area. This will be based on visual inspections, discussions with the Queens Office of DCP, and discussions with real estate brokers;
- Describe trends in commercial and manufacturing use in the No Build Condition;
- Describe current economic policies for the area, including the Mayor's Industrial Policy;
- Discuss how some uses are becoming nonconforming as a result of the proposed rezoning and any potential socioeconomic impacts;
- Estimate net new employment and other economic activity in the study areas under the RWCDS;
- Estimate direct displacement of manufacturing and commercial businesses and employment based on sites identified for likely development. After accounting for currently vacant properties, configurations and conditions, use a ratio of number of properties converted to total properties to estimate potential displacement; and
- Assess the impact of displacement. Identify likely relocation areas nearby.

TASK 4. COMMUNITY FACILITIES AND SERVICES

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

The proposed action is projected to generate 1,555 new dwelling units, 187 of which would be affordable under the Inclusionary Housing program. Because this projected development is expected to generate 50 or more elementary/middle school students or 150 or more high school students, a detailed analysis for schools is warranted. The CEQR threshold for a library analysis is a 5% increase in dwelling units per branch in the borough. In Queens, this number is 621 dwelling units. Therefore, the addition of 1,555

change in the area and information on any planned changes in library services of facilities will be described and the effects of these changes on conditions will be assessed qualitatively. The effects of the addition of the population resulting from the projected developments will be qualitatively assessed in terms of special programs, facilities and collections, with input from library branch management staff.

- For health care facilities, the locations of hospitals both public and private will be identified, and
- For day care facilities, existing public day care and head start facilities within approximately one mile of the rezoning area will be identified.

TASK 5. OPEN SPACE

New residents generated from new development and conversions in the project area would place added demands on existing open space and recreational facilities. The proposed actions would generate more than the CEQR threshold of 200 residentsthereby requiring a detailed assessment of open space. Because a detailed analysis is necessary, an intital quantitative assessment will not be provided. A detailed open space analyses will be conducted for the residential population and is anticipated to include the following tasks:

- Using 2000 Census data and other data where applicable, calculate the total residential population of the open space study area. As per CEQR guidelines, the open space study area is defined as the area within a ½-mile radius from the project area, adjusted to include all census tracts with at least 50 percent of their land area within the ½-mile radius (See Figure 7).
- Inventory existing active and passive open spaces within the residential study area boundaries. The condition and usage of existing facilities will be described based on the inventory and field visits for both study areas. Jurisdiction, features, user groups, quality/condition, factors affecting usage, hours of operation, and access will be included in the description of facilities. Acreage of these facilities will be determined and total residential study area acreages calculated. The percentage of active and passive open space will also be calculated;
- Based on the inventory of facilities and the study area residentialpopulation, the open space ratio will be calculated forand compared to City guidelines to assess adequacy. As per the *CEQR Technical Manual*, open space ratios are expressed as the amount of open space acreage per 1,000 user population. As previously indicated, an
- Expected changes in future levels of open space supply and demand in the Build Year will be addressed, based on project-generated increases in the residential study area population and on increases in population resulting from other planned development projects within the study area(s). Any new open

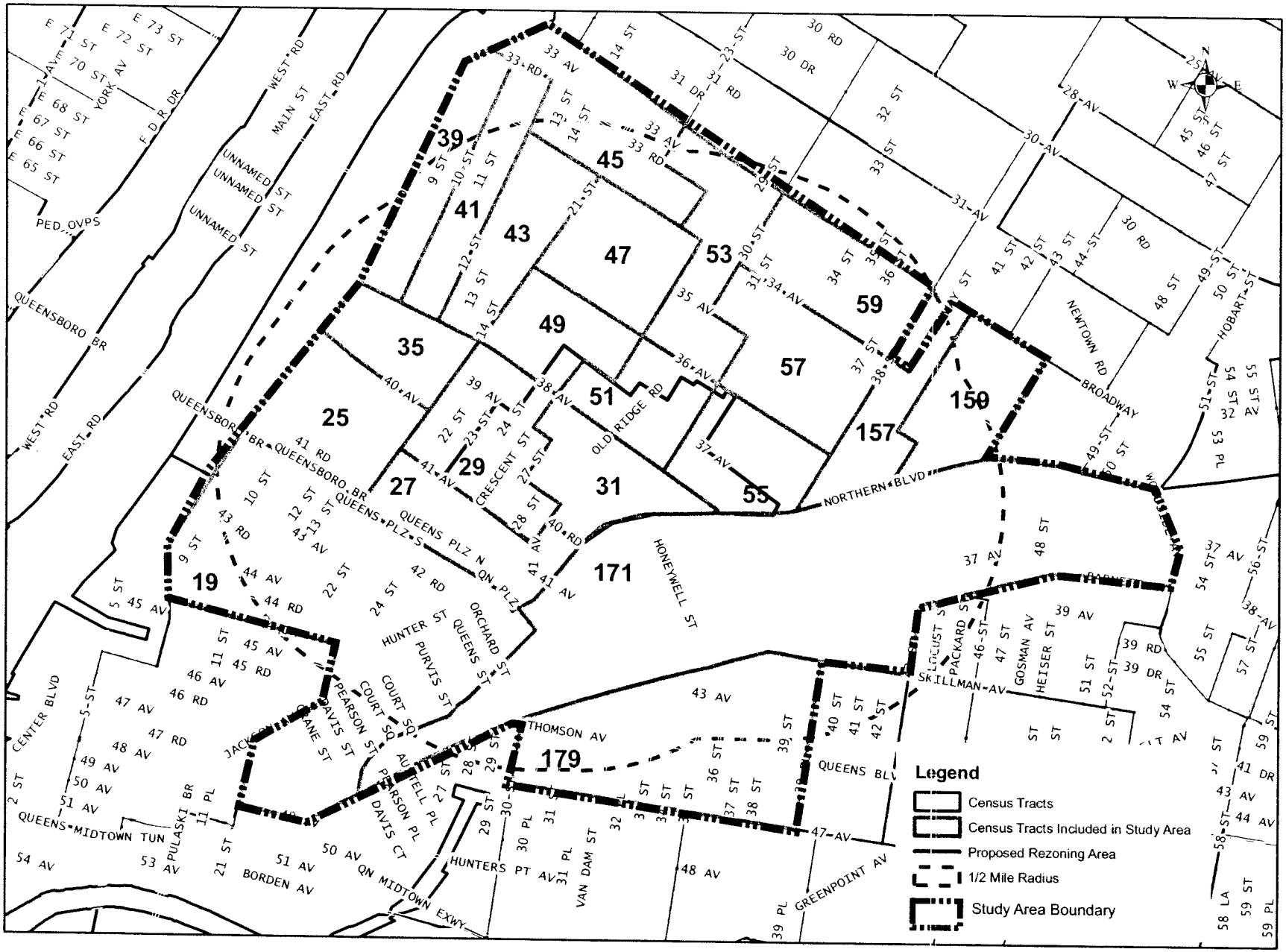


Figure 7: Open Space Study Area

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space and recreational facilities that are anticipated to be operational by the Build Year will also be taken into account. Open space ratios will be developed for the No Build Condition and compared with existing ratios to determine changes in future levels of adequacy;

- Based on the residential population added by the proposed actions, assess the effects on open space supply and demand. The assessment of proposed actions' impacts will be based on a comparison of open space ratios for the No Build versus Build Conditions. In addition to the quantitative analysis, qualitative analysis will be performed to determine whether the project-induced changes constitute a substantial change (positive or negative) or represent an adverse effect to open space conditions; and
- If the results of the impact analysis identify a potential for a significant impact, discuss potential mitigation measures.

TASK 6. SHADOWS

This chapter will examine the proposed actions' potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. Generally, the potential for shadow impacts exists if an action involves the construction of new structures (or additions to buildings resulting in structures) that are over 50 feet in height and could cast shadows on important natural features, publicly-accessible open space, or on historic features that are dependent on sunlight. The proposed actions would permit development of buildings of greater than 50 feet in height in certain portions of the project area, and therefore may result in shadow impacts on existing project area resources. The EIS will assess the RWCDS on a site-specific basis, for potential shadowing effects on existing light-sensitive uses. It will disclose the range of shadow impacts that are likely to result from the proposed actions, if any, and will further identify:

- Projected and potential development sites adjacent to existing parks, publicly accessible open space, and sunlight-sensitive historic resources;
- Projected and potential development sites located in areas which are not susceptible to shadow impacts; and
- If warranted, potential shadow impacts on publicly-accessible open spaces or light-sensitive historic resources, resulting from new construction identified in the RWCDS (both projected and potential development sites), will be presented via shadow diagrams and text. The shadow assessment will be coordinated with Task 5, "Open Space" and Task 7, "Historic Resources."

TASK 7. HISTORIC RESOURCES

The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological

importance. This includes designated New York City Landmarks (NYCL); properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. Because the proposed actions would induce development that could result in new in-ground disturbance and construction of a building type not currently permitted in the affected area, the proposed actions have the potential to result in impacts to archaeological and architectural resources.

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

Architectural Resources:

- Submit the proposed project to the LPC for its review and determination regarding architectural sensitivity;
- Research and describe history of land use and architecturally sensitive locations in the project area;
- Identify, map and describe LPC-designated, S/NR-listed, and LPC- and S/NR-eligible architectural resources in the proposed project area. All potential architectural resources should be photographed and keyed to a Sanborn map. Address, block/lot, architect, date, and original use should be provided for each eligible property; and
- Identify and assess the probably impacts of development resulting from the proposed actions on architectural resources on, adjacent to, and in the study area for the projected and potential development sites.

Archaeological Resources:

- Submit the proposed project to LPC for its review and determination regarding archaeological sensitivity;
- Research and describe history of land use and potentially archaeologically-sensitive locations in the project area as identified by LPC;

- Based on City and State files, identify and map inventoried archaeological resources and/or sensitive locations;
- Identify any other areas thought to be archaeologically sensitive within the project area; and
- Identify projected and potential development sites where new in-ground disturbance is expected to occur if the proposed actions are implemented, and any resulting potential archaeological impacts.

TASK 8. URBAN DESIGN/VISUAL RESOURCES

This chapter will assess urban design patterns and visual resources of the study area, and the effects on these of the proposed actions. As defined in Chapter 3G, Section 310 of the *CEQR Technical Manual*, the urban design and visual resources study area will be the same as that used for the land use analysis (delineated by a 1/4-mile radius around the study area). The proposed actions could result in the construction of structures, building uses, size, and types that are not currently permitted in the project area, and therefore has the potential to result in impacts related to urban design and visual resources. A detailed list of tasks follows.

- Describe the urban design and visual resources of the project area and adjacent areas, using photographs and other graphic material as necessary to identify critical features, use, bulk, form, and scale;
- Discuss specific relationships between the project area and adjacent areas regarding light, air, and views;
- An assessment of the modifications to the use and bulk regulations through the zoning map and text amendments will be included in the analysis, as these affect height, dimensions, and scale of the development in the study area;
- Describe the changes expected in the urban design and visual character of the project area resulting from various development anticipated to occur in the study area in the future without the proposed actions (No Build Condition);
- Describe the potential changes that could occur in the urban design character of the study area in the Build Condition. For the projected development scenario, the analysis will focus on specific buildings and sites where changes are being projected and on more general building types (e.g., street wall height, setback, and building envelope). Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources in the study area, including resources of visual or historic significance. The analysis will focus on the development sites and the facing and adjacent buildings; and
- Describe the potential changes, if any, which could occur in the urban design character and visual resources of the surrounding area.

TASK 9. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The proposed actions would permit new development that has the potential to alter certain constituent elements of the affected area's neighborhood character, including land use patterns, socioeconomic conditions, traffic and noise levels, and urban design features. A neighborhood character analysis considers an amalgam of impact categories, assessing the combined impacts of land use, urban design, visual resources, historic resources, socioeconomics, traffic and noise. As suggested in the *CEQR Technical Manual*, the study area for neighborhood character will be coterminous with the1/4-mile land use study area. The EIS will:

- Describe the predominant factors that contribute to defining the character of the neighborhood, drawing on relevant EIS chapters; and
- Summarize changes in the character of the neighborhood that can be expected in the No Build Condition based on planned development projects, public policy initiatives, and planned public improvements.
- Summarize changes in the character of the neighborhood that can be expected in the Build Condition, based on the RWCDS, and compare to the No Build Condition. A qualitative assessment will be presented, which will include a description of the potential effects of the proposed actions on neighborhood character.

TASK . NATURAL RESOURCES

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

TASK 11. HAZARDOUS MATERIALS

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

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

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

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

TASK 12. INFRASTRUCTURE

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

WATER SUPPLY

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

- The existing water distribution system serving the proposed project area will be described based on information obtained from the DEP Bureau of Water Supply and Wastewater Collection;
- The current water usage in the area will be examined;
- The likely demand will be assessed for the No Build Condition, and the effects on the system will be described;
- Water demand for the projected developments induced by the proposed actions will be projected (Build Condition); and
- The effects of the incremental demand on the system will be assessed to determine if there is sufficient capacity to maintain adequate supply and pressure.

SEWAGE AND STORMWATER

- The existing sewer systems serving the project area will be described using information obtained from DEP. Existing and future flows to the Bowery Bay Water Pollution Control Plant (WPCP) that serves the area will be calculated and estimated. Information on existing sewer infrastructure in the area, including sanitary, storm, and combined sewer mains, regulators, interceptor sewers, outfalls, and other principal components of the local system also will be provided based on available records;
- Recent problems with combined sewer overflows and back-ups during storm events will be addressed based on discussions with NYCDEP;
- Changes in sewer conditions expected to occur under No Build Condition, if any, will be identified based on information obtained from NYCDEP;
- Information on sanitary sewage and stormwater generation will be compiled for the projected developments induced by the proposed actions based on water usage estimates. The adequacy of sewer systems to meet demand generated by the projected developments induced by the proposed actions will be qualitatively assessed; and
- The effects of the incremental demand on the system will be assessed to determine whether there would be any impact on the WPCP, or on its State Pollution Discharge Elimination System (SPDES) permit conditions.

TASK 13. SOLID WASTE AND SANITATION SERVICES

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

- Describe existing and future New York City solid waste disposal practices;
- Estimate solid waste generation for Existing Conditions;

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

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

In addition to the environmental database search, readily-available public records will be requested and reviewed, where applicable. Freedom of Information Law (FOIL) requests will be submitted to various City and State agencies, including the New York State Department of Environmental Conservation (NYSDEC), New York City Department of Health, DEP, FDNY, and the New York City Department of Sanitation (DSNY), regarding the release of petroleum products and/or hazardous materials and/or other environmental concerns at the subject sites. A database search will be conducted for each site on the New York City Department of Buildings (DOB) website.

The hazardous materials assessment will include the following tasks:

- Review United States Geological Society (USGS) topographical maps to ascertain the terrain. Available USGS and New York State Geological Survey documents will be examined with respect to surface and subsurface geological conditions, as well as the groundwater conditions, in the vicinity of the subject properties;
- Review Sanborn Fire Insurance Maps to develop a profile on the historical uses of properties; and
- Perform field reconnaissance. A majority of the properties in the project area are owned privately and are not accessible for field inspection. Therefore, field reconnaissance will consist of observing the sites from public vantage points (i.e., sidewalks and streets) and noting the general uses of the buildings (i.e., industrial, manufacturing, residential, commercial, etc.). Field reconnaissance will consist of:
    - Characterization of the range of industrial uses and activities performed in the project area;

Dutch Kills Rezoning and Related Actions

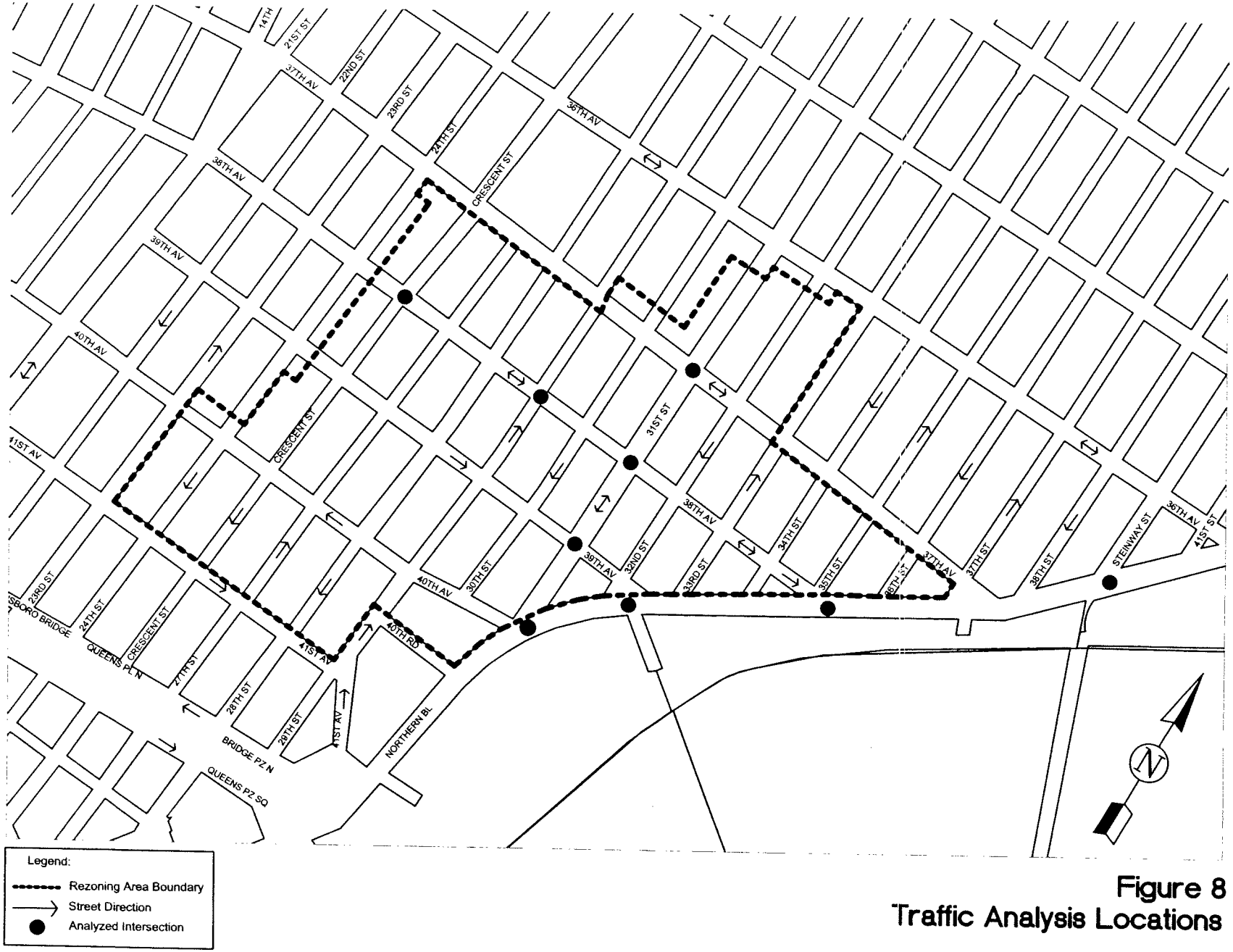


Figure 8
Traffic Analysis Locations

- Forecast solid waste generation by the projected developments induced by the proposed actions (Build Condition) based on CEQR guidelines; and
- Assess the impacts of the proposed actions' solid waste generation (for projected developments only) on the City's collection needs and disposal capacity.

TASK 14. ENERGY

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

TASK 15. TRAFFIC AND PARKING

Transportation planning assumptions will be developed for use in forecasting project travel demand. Trip generation rates, temporal distributions and mode choice assumptions will be based on accepted CEQR Technical Manual criteria, standard professional references, data from the 2000 Census and studies that have been done for similar uses in Long Island City and other comparable areas in New York City. Using these data, a preliminary travel demand forecast will be prepared for the purposes of scoping based on the reasonable worst case development scenario (RWCDS). This forecast will show the net change in trips (compared to the No-Action condition) generated by the full build-out of projected development sites under the proposed rezoning in each analyzed peak hour.

TRAFFIC AND PARKING ANALYSES

The proposed action is expected to generate more than 50 additional (net) vehicular trips in the project study area. Therefore, the EIS will provide a detailed traffic analysis focusing on those peak hours and intersections where the highest concentrations of action-generated demand would occur. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the proposed traffic assignment patterns and the CEQR Technical Manual threshold of 50 vehicles. The subtasks of the traffic analysis will:

- Define a traffic study area consisting of intersections to be analyzed within the proposed action area and along major routes leading to and from the area. For

purposes of this Draft Scope of Work, nine intersections have been proposed for analysis (See Figure 8).

- Develop a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movements counts, along with vehicle classification counts and travel time studies (speed runs). The speed runs and ATR, manual turning movement and vehicle classification counts will all be conducted at the same time. Data from this count program will be supplemented by traffic data from DOT, DCP and other sources, where available.
- Inventory physical data at each of the analyzed intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, and parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analyzed intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. The methodology of the 2000 Highway Capacity Manual (HCM 2000, Version 4.1f) will be used for the analysis.Based on available sources, 2000 US Census data and standard references, estimate the travel demand for projected development sites in the future without the proposed actions (the No-Action condition), as well as the demand from other significant development sites planned in the vicinity of the study area by the 2017 analysis year. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared.
- Compute the future 2017 No-Action traffic volumes based on an approved background traffic growth rate for the study area (0.5 percent per year) and the volume of traffic expected to be generated by projected development sites and other significant development projects expected to be completed in the future without the proposed actions. Incorporate any planned changes to the roadway system anticipated by 2017 and determine the No-Action intersection v/c ratios, delays and levels of service.
- Based on the available sources, 2000 US Census data and standard references, finalize the travel demand forecast for projected development sites based on the net change in uses compared to the No-Action condition as defined in the RWCDS. Determine the net change in vehicle traffic expected to be generated by projected development sites under the proposed actions, assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the 2017 future with the proposed actions condition for each analyzed peak hour. Determine the resulting v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition, and identify significant traffic impacts in accordance with CEQR Technical Manual criteria.

- Identify and evaluate traffic improvements needed to mitigate significant traffic impacts. The mitigation analysis will frame the full set of measures required in the EID development scenario built by 2017.
- Construction period traffic impacts will be assessed qualitatively by considering any losses in lanes, walkways and other above and below grade transportation services and increases in vehicles from construction workers and analyze potential temporary impacts to these transportation systems.

The parking studies will focus on the amount of parking to be provided as part of the projected developments envisioned in the RWCDS (assumed to be pursuant to zoning and reflective of site conditions, i.e., new developments are expected to provide accessory parking while conversion and conversion/expansion developments are not), and their ability to accommodate projected parking demand induced by the proposed action. Area-wide parking inventories will also be conducted in a study area extending approximately 1/4-mile from the boundaries of the rezoning area to determine the general area's capacity to accommodate additional parking. In addition, any changes to parking supply and demand in the future without the proposed actions will be considered. For the parking analysis, the following subtasks will be conducted:

- Conduct an inventory of the public parking lots and garages in the study area, noting their locations, capacities, and peak weekday midday and overnight utilization levels.
- Document on-street parking regulations and conduct an inventory of the number of legal on-street parking spaces within the study area and their general utilization levels on a typical weekday.
- Project future parking availability based on an annual background growth rate of 0.5 percent per year. Any existing parking facilities expected to be removed or relocated or other changes to parking conditions in the future as a result of the proposed action will be accounted for in the assessment.
- Develop parking accumulation profiles for the projected development sites expected to occur as a result of the proposed action by the analysis year of 2017. It will be assumed that each identified new development would provide parking in accordance with applicable zoning requirements. Based on these assumptions, an assessment will be provided to determine whether there would be excess parking demand, and whether there are a sufficient number of other parking spaces available in the study area to accommodate that excess demand in the peak weekday midday and overnight periods.

TECHNICAL MEMORANDA

A technical memorandum for transportation planning assumptions is included in Appendix A at the end of this document.

TASK 16. TRANSIT AND PEDESTRIANS

The proposed action is expected to generate a net increase of more than 200 subway and bus trips, the threshold for detailed transit analysis, in the AM and PM peak hours. Therefore, it is anticipated that transit and pedestrian analyses are warranted.

- The analysis of subway conditions will focus on six stations in proximity to the rezoning area —Queens Plaza (E, G, R, V), Queensboro Plaza (N, W, 7), 39th Avenue (N, W), 36th Avenue (N, W), 36th Street (G, R, V) and 21st Street-Queensbridge (F). Stations where demand from projected development sites would exceed the CEQR Technical Manual threshold of 200 peak hour trips will be identified. Based on a preliminary travel demand forecast, it is assumed for cost estimating purposes that the analysis of subway station conditions will include two stations (Queens Plaza and 39th Avenue). Field counts to document existing usage will be conducted at these stations, and a quantitative analysis of the impact of the proposed project in the weekday AM and PM peak hours will be prepared. The station elements (street stairs and fare control areas) to be analyzed will be those most likely to be used by demand from projected development sites. The station impact analysis will include existing and No-Action conditions, as well as future conditions in 2017 with the proposed rezoning. Any potential impacts on these subway stations will be identified using CEQR Technical Manual impact criteria. Mitigation needs will be identified and improvement or increases in service will be suggested, as appropriate.
- Based on a preliminary travel demand forecast, it is anticipated that the net increase in bus trips generated by the proposed actions would be less than the CEQR analysis threshold of 200 bus trips. It is therefore assumed for cost estimating purposes that the EIS will include a qualitative discussion of the impact of the proposed rezoning on local bus service during the weekday AM and PM peak periods.
- Pedestrian studies will focus on sidewalks, corner areas and crosswalks were new pedestrian trips are expected to be most concentrated, primarily along paths leading to and from area subway stations. It is anticipated that pedestrian facilities at a total of two intersections in the vicinity of subway entrances will be analyzed. Pedestrian counts and analyses will be conducted for these facilities for the weekday AM and PM commuter peak periods.

TASK 17. AIR QUALITY

The air quality analysis scenarios will include existing conditions, future baseline scenario, future build condition with other possible soft-site developments near the project, and future build scenario without near-by soft-sites projects. The proposed actions would generate traffic, thus requiring an assessment of mobile sources to estimate

the potential air quality impacts. In addition, the proposed actions will be assessed for potential impacts associated with stationary sources, specifically: (1) the potential effects from heating, ventilation, and air conditioning (HVAC) system emissions from action-induced development on nearby receptor sites; and (2) the potential effects from HVAC system emissions from action-induced development on nearby action-induced development receptors (project on project); and (3) for future residential and commercial land uses induced by the proposed action that would be affected by air pollutants emitted from existing nearby industrial, commercial, institutional, or large-scale residential uses. The potential for impacts from mobile and stationary sources, including manufacturing emissions and boilers, will therefore be assessed in the EIS following the procedures outlined in the *CEQR Technical Manual*. The Project Description Chapter (Task 1) will discuss allowable performance standards for air quality for the proposed zoning designations.

MOBILE SOURCE ANALYSES

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

- Update existing air quality data. Review and summarize existing ambient air quality data measured by NYSDEC for the study area.
- Data on vehicular speeds and classifications will be collected by the Traffic consultant as part of their field data collection effort.
- Determine receptor locations for the carbon monoxide (CO) microscale air quality analysis. Intersections in the traffic study area with the greatest expected changes in traffic volumes that exceed the CEQR screening threshold for this area of the City would be identified for analysis. For this analysis, it is proposed that six intersections with the greatest increases in traffic will be analyzed for potential impacts. Upon review and approval of DCP these six proposed intersections will be analyzed. Based on a preliminary review of the study area roadway configuration and traffic patterns, the following corridors are expected to be analyzed for mobile source air quality (6 locations are considered in this Draft Scope of Work):
    - Approximately two to three intersections along Northern Blvd corridor between the 36th Avenue and 40th Road on the east of 31st Street;
    - Approximately two intersections along the 31st Street corridor between 36th Avenue and 40th Avenue;
    - *Approximately two* to three intersections along Crescent Street between 37th Avenue and 41st Avenue;
    - The intersection of 41st Avenue and 21st Street is a likely location; and
    - The two SIP hot-spots near project area including intersection of Queens Blvd at Jackson Avenue / Northern Blvd; and intersection of Queens Blvd at Crescent Street. Final selection of specific intersections for analysis will depend on the baseline and No Build traffic conditions along with the vehicular trip generation and distribution under the proposed action. Final mobile source analysis locations will be sent to DCP for review prior to beginning any analysis;
- At each intersection selected for analysis, multiple receptor sites will be simulated in accordance with CEQR guidelines and EPA-454/R-92-005 *Guideline for Modeling CO from Roadway Intersections*;
- Select dispersion model for microscale carbon monoxide analysis. At the receptor sites, it is anticipated that the U.S. Environmental Protection Agency's (EPA) mobile source CAL3QHC dispersion model will be used for the carbon monoxide microscale analysis. The CAL3QHCR modeling will be performed to determine

impacts at intersections where significant impacts are predicted with the CAL3QHC model;

- Emissions from any on-site parking facilities will be modeled using the procedures outlined in the *CEQR Technical Manual*; a single parking facility with the greatest number of projected parking spaces will be analyzed;
- Select meteorological conditions. For refined mobile source modeling with CAL3QHCR, actual meteorological data will be employed instead of worst-case assumptions concerning wind speeds, wind direction frequencies, and atmospheric stabilities. The latest available meteorological data with surface data from LGA Airport and concurrent upper air data from Brookhaven, New York, will be used for the simulation program;
- Select appropriate background levels. For the microscale carbon monoxide analysis, appropriate background levels for the study area will be obtained from DEP, or from the closest NYSDEC ambient air quality monitoring station from the proposed site;
- Select emissions methodology. Vehicular emissions will be computed using the EPA-developed MOBILE6.2.03 model. DEP/NYSDEC-supplied information will be used regarding credits to account for the state vehicle emission inspection and maintenance program, and the state anti-tampering program;
- Determine pollutant levels. At each microscale analysis site calculate maximum 1- and 8-hour carbon monoxide concentrations for existing, No Build, and all Build conditions. Contributions from any on-site parking facilities will be included where appropriate;
- Compare existing and future levels with standards. Future carbon monoxide pollutant levels with and without the proposed actions will be compared with the National Ambient Air Quality Standards (NAAQS) to determine compliance with standards, and the City's *de minimis* criteria;
- Assess the consistency of the proposed actions with the strategies contained in the State Implementation Plan (SIP) for the area. Consistency with the applicable SIP for the area will be determined;
- At any receptor sites where violations of standards occur, determine what mitigation measures will be required to attain standards;
- Assess particulate matter impacts from all types of vehicles. Pollutant levels for particles with an aerodynamic diameter less than ten microns μg/m3 (PM10) and less than 2.5 microns (PM2.5) will be determined using available modeling tools. The PM2.5 analysis would follow the DEP "Interim Guidelines for PM2.5 Analysis," dated July 9, 2007. It is assumed that a refined mobile source modeling with CAL3QHCR, using actual meteorological data will be employed, along with vehicle emissions computed with EPA's MOBILE6.2 emissions model. Future pollutant levels with the project will be assessed to determine the potential for

significant impacts from PM10 and PM2.5. This analysis will be performed for PM10 and PM2.5 at three locations in the area where the greatest particulate emissions would be expected. However, if after further assessment there is the need for more intersections, this will be investigated; and

- Examine mitigation measures as necessary. Analyses will be performed to examine and quantify ameliorative measures to minimize any significant impacts of the proposed actions.

STATIONARY SOURCE ANALYSES

HVAC Analysis

There will be a screening analysis of the potential for the emissions from the heating, ventilation and air conditioning systems (HVAC) of the proposed actions' development sites to significantly impact existing land uses or any of the other development sites. The Project Description Chapter (Task 1) will discuss allowable zoning performance standards for air quality for the proposed zoning. An HVAC stationary source analysis will be conducted as follows:

- Assumptions regarding building heights and distances for locating nearest receptors will be determined based on the RWCDS.
- The analysis will be performed as a screening analysis for individual development sites and for a cumulative (or cluster) analysis. The analyses will be performed in accordance with the methods presented in Section 322 of the CEQR Technical Manual.
- Three criteria pollutants will be considered for the cumulative analysis: NO2, PM10, and SO2.
- Screening analysis for future residential and commercial land uses induced by the proposed action that would be affected by air pollutants emitted from existing nearby industrial, commercial, institutional, or large-scale residential uses.
- In the event of predicted exceedances associated with individual development sites, a detailed dispersion modeling analysis using the AERMOD (American Meteorological Society / EPA Regulatory Model) dispersion model will be performed. The estimated short-term and annual pollutant concentrations of the criteria pollutant(s) of concern will be added to appropriate background levels, and total pollutant concentrations will be compared with NAAQS standards to determine whether there will be the potential for a violation of these standards.
- In the event that significant impacts are predicted using screening and/or detailed analyses, examine the use of fuel restrictions which would be applied as (E) designations to avoid significant adverse air quality impacts.

Industrial Sources

An industrial analysis will be conducted as follows:

- In accordance with the *CEQR Technical Manual*, emissions from industrial/manufacturing or commercial facilities located within 400 feet of any proposed new residential and commercial sites will be considered;
- The *CEQR Technical Manual* also requires the consideration of large emission sources, such as power plants or asphalt plants and concrete plants, located within 1,000 feet of the proposed new residential and/or commercial areas. This assessment will be conducted for these large sources within 1,000 feet and potential cumulative impacts from these uses will be analyzed;
- A list of potential emission sources within the air quality study area will be compiled based on EPA, NYSDEC, and DEP's databases and field observations. For facility types commonly associated (based on Standard Industrial Classification (SIC) code and USEPA AP-42 emission descriptions) with potentially harmful pollutants, emission information for these facilities will be requested from DEP's Bureau of Environmental Compliance (BEC). Emission and stack parameter data contained in BEC operating permits will then be used to estimate any potential for these sources to result in air quality levels at the new residential and commercial sites that exceed applicable air quality standards and guidelines. Field surveys and consultation with DCP will be used to determine which, if any, of these permits are associated with businesses that are no longer in operation. No analysis would be conducted for such facilities.
- Estimates will be made using the AERMOD refined dispersion model for each of the pollutants in the permits to calculate cumulative impacts. In the event that potential violations of standards are estimated, measures to reduce pollutant levels to within standards will be examined for these sources.
- Guidelines values, developed by EPA and NYSDEC (as described in the *CEQR Technical Manual*) will be used for determining potential air toxics impacts. These are short-term (1-hr) SGC and long-term (annual) AGC guideline concentration values (NYSDEC-DAR-1 Air Guide-1, Guidelines for the Control of Toxic Air Contaminants), and EPA's unit risks factors for inhalation (EPA Integrated Risk Information System (IRIS) and EPA Health Effect Assessment Summary Tables).
- EPA's "Hazard Index Approach" will be utilized to assess exposure levels associated with non-carcinogenic toxic air pollutants, and EPA's unit risk approach will be used to assess potential long-term impacts of the carcinogenic pollutants. The "Hazard Index Approach" is based on estimating the ratio of pollutant concentrations divided by their respective health-related Guideline Values (GVs).
- Results of the stationary source air quality analysis for air toxics will be compared to the appropriate measures of environmental impact, as follows:

- Non-carcinogenic air pollutant results will be compared with applicable guideline values. If the total ratio of pollutant concentrations obtained by dividing by their respective GV value is found to be less than one for all pollutants combined, no significant air quality impacts will be predicted to occur due to non-carcinogenic toxic pollutant releases; and
- Carcinogenic air pollutant results will be compared with EPA cancer risk threshold level of one-in-one million. Potential impacts will be reported if the total incremental cancer risk estimated from the emissions of all of the carcinogenic toxic pollutants combined is greater than one-in-one million. Future development, where mitigation may be required as a result of proposed action, may receive an (E) designation to ensure comply with applicable air quality standards.

TASK 18. NOISE

This chapter will examine potential noise impacts due to mobile and stationary sources. The proposed actions would have noise sensitive receptors near manufacturing zones, train yards, elevated railroad corridor, and sensitive traffic intersections. *CEQR* logarithmic equations and TNM if necessary will be utilized for mobile sources analysis and FTA methodology will utilized for rail noise analysis. If stationary source analysis is necessary Cadna A modeling will be used.

The noise analysis will contain the following:

- Changes in traffic noise levels with the proposed actions;
- Rail noise levels within the proposed rezoning;
- Stationary source noise impacts at or near the projected and potential residential and commercial uses (compliance with performance standards)
- Achievement of acceptable interior noise levels (45 dBA) in the projected and potential residential/commercial buildings ;and
- Short-term construction phase noise and vibration impacts (discussed qualitatively, see Task 20, "Construction").

Existing noise levels will be monitored at noise sensitive locations. Future traffic noise levels will be estimated based on the proportionate change in traffic volume between existing and future conditions (Future Noise Level (dBA) = Existing Noise Level (dBA) + 10Log (Future PCE/Existing PCE)). Future rail noise will be estimated with the FTA rail noise spreadsheet guidelines. Stationary noise sources will be estimated using Cadna A modeling. The Project Description Chapter (Task 1) will discuss allowable zoning performance standards for noise for the proposed zoning.

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

- Site Selection: Potentially affected sites will be selected during a site visit and in consultation with DCP. Selected sites will be representative of noise sensitive locations within the proposed rezoning area. Based on a preliminary review of the study area roadway configuration and traffic patterns; the following corridors are expected to be analyzed for mobile source noise:
    - Two to three intersections along 37th Avenue corridor between the 24th Street and 36th Street;
    - Two to three intersections along 38th Avenue corridor between the 24th Street and 34th Street
    - Two intersections along 40th Avenue corridor between the 23rd Street and 29th Street; and
    - Two to three intersections along Northern Boulevard between 40th Avenue and 36th Street (e.g., along the Sunnyside Train Yards).

    Final selection of specific locations for analysis will depend on the baseline and No Build traffic conditions along with the vehicular trip generation and distribution under the proposed actions. A figure will be provided showing where the proposed noise reading will be taken.

    In addition, noise receptors would be placed in areas to be analyzed for rail noise and building noise attenuation. This would focus on areas of potentially high ambient noise levels:
    - Residential/Commercial sites along the corridor of the elevated rail; and
    - Residential/Commercial sites near the Sunnyside Rail Yards.
- Data collection: At the identified locations, existing noise levels will be determined by performing one-hour equivalent (20 minutes readings as per CEQR Technical Manual guidelines) continuous noise levels (Leq) and statistical percentile noise levels. The noise levels will be measured in units of "A" weighted decibels (dBA). The monitoring periods will coincide with AM, Midday, and PM peak traffic noise periods. The noise descriptors recorded from the meter are Lmax, Lmin, L1, L10, L50, L90 and Leq. Two 24-hour continuous noise receptors, one street-level and one elevated; and two elevated short-term measurements would be performed to quantify the noise from the elevated rail line running above 31st Street between Northern Boulevard and 36th Street. It is anticipated that no detailed analysis of weekend conditions will be necessary since peak project-generated total traffic and baseline traffic values on weekends would be less than peak weekday values. The proposed actions are not expected to result in off-peak non-typical traffic time periods requiring assessment. Three types of receptor sites will be selected: sites where the proposed actions would have the potential for significant impacts due to project-generated traffic, sites near elevated rail line and Sunnyside Rail Yards, and sites that are used to determine the building attenuation to comply with noise regulations.

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

TASK 19. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect traffic conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. As there are no specific plans for individual buildings, the construction assessment for the proposed actions will be qualitative, focusing on areas where construction activities may pose specific environmental problems. The chapter will address all proposed development sites for technical areas of concern related to construction, in accordance with *CEQR Technical Manual* guidelines. Suggestions on incorporating measures to avoid potential impacts will also be included such as odor suppression, etc. Construction phase noise impacts will be qualitatively assessed and recommendations will be made to comply with DEP guidelines contained in Report #CON-79- 001 and New York City Noise Code. Noise and ground-borne vibration impacts during construction will be addressed at vulnerable sites and if necessary, appropriate recommendations will be made for their control. Should potential impacts be identified, practicable mitigation measures will be

developed. It should be noted that most of the construction induced by the proposed actions would be gradual, taking place over a ten-year period (analysis year 2017), thereby minimizing potential impacts.

TASK 20. PUBLIC HEALTH

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

TASK 21. MITIGATION

Where significant impacts have been identified in Tasks 2 through 20, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agencies as necessary, including LPC, NYCDOT, and DEP. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 22. ALTERNATIVES

The purpose of an alternatives section in an EIS is to examine development options that may reduce project-related impacts. The alternatives are usually defined once the full extent of the proposed actions' impacts has been identified, but at this time it is anticipated that they will include the following:

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

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

TASK 23. EIS SUMMARY CHAPTERS

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

- *Unavoidable Adverse Impacts.* This chapter will summarize any significant adverse impacts that are unavoidable if the proposed actions are implemented regardless of the mitigation employed (or if mitigation is unfeasible);
- *Growth-Inducing Aspects* of the proposed actions. This chapter will assess the potential for the proposed actions to result in "secondary" impacts that trigger further development.
- *Irreversible and Irretrievable Commitments of Resources.* This chapter will provide an overview of the short- and long-term impacts of the proposed actions in terms of the loss of environmental resources (use of fossil fuels and materials for construction, loss of vegetation, etc.).

TASK 24. EXECUTIVE SUMMARY

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

Appendix A

Philip Habib & Associates
Engineers and Planners • 226 West 26th Street • New York, NY 10001 • 212 929 5656 • 212 929 5605 (fax)

TECHNICAL MEMORANDUM

TO: Files

FROM: Stuart Gewirtzman

DATE: April 18, 2007

PROJECT: Dutch Kills Rezoning (PHA No. 0696)

RE: Transportation Planning Assumptions

This memorandum summarizes the transportation planning assumptions to be used for the analyses of traffic, parking, transit and pedestrian conditions for the proposed Dutch Kills Rezoning EIS. Estimates of the proposed actions' peak hour travel demand are provided, along with a discussion of trip assignment methodologies.

PROJECTED DEVELOPMENT

The proposed actions would involve zoning map and text amendments for an area encompassing 36 whole and four partial blocks in the Dutch Kills neighborhood located in Long Island City, Queens. The rezoning area, which is adjacent to the Sunnyside Yards and just north of Queens Plaza and the Long Island City central business district (CBD), is generally bounded by 36th Avenue on the north, 41st Avenue on the south, Northern Boulevard on the east, and 23rd Street on the west (see Figure 1).

The goals of the proposed rezoning and text changes are to encourage moderate and higher density development near public transportation, and to support continued economic growth in a mixed-use residential, commercial and light industrial community. Overall, the proposed zoning changes would result in an increase in permitted residential density on approximately 50 acres of land, representing 72 percent of the rezoning area, and a decrease in commercial and light industrial density on 39 acres of land representing approximately 53 percent of the rezoning area. Approximately 20 acres, or about 30 percent of the rezoning area would experience no change in permitted residential density, but residential development would be permitted as-of-right.

Dutch Kills Rezoning



Legend:

Rezoning Area Boundary

Street Direction

Figure 1
Proposed Rezoning Area

A reasonable worst case development scenario (RWCDS) for both future "No-Action" and future "With-Action" conditions will be analyzed for an Analysis year of 2017. For area-wide rezonings not associated with a specific development, a ten-year period is typically believed to be the length of time over which developers would act on the change in zoning, and the effects of the proposed action would be felt. The future With-Action scenario identifies the amount, type and location of development that is expected to occur by 2017 with the proposed actions. The future without the actions (or No-Action) scenario identifies similar development projections for 2017 absent the proposed actions. The analysis of potential transportation impacts is based on the incremental difference in travel demand between the With-Action and No-Action scenarios.

A total of 39 "projected" development sites within the rezoning area have been identified as most likely to be developed by 2017 as a result of the proposed actions. (In addition, there are approximately 205 "potential" development sites considered less likely to be developed in the foreseeable future.) Table 1 shows the total incremental net change in development on the 39 projected development sites that would result from the proposed actions under the RWCDS. As shown in Table 1, compared to the No-Action condition, the proposed rezoning would result in a net increase of approximately 1,716 dwelling units and 131,698 square feet of new retail uses within the rezoning area, along with accessory parking for approximately 512 autos. A total of approximately 95,050 square feet of hotel uses, 133,728 square feet of office space, and 41,697 square feet of community facility space would be displaced by the proposed actions, as would approximately 188,456 square feet of light industrial space.

Table 1
Net Change in Land Uses on Projected Development Sites Under the RWCDS

Land Use	Incremental Net Change
Residential	1,753,883 gsf/1,716 D.U.
Local Retail	131,698 gsf
Office	(133,728 gsf)
Light Industrial	(188,456 gsf)
Hotel	(95,050 gsf)
Community Facility	(41,697 gsf)
Accessory Parking	512 spaces

TRANSPORTATION PLANNING ASSUMPTIONS

The new residential and local retail uses that would result from the proposed actions are expected to generate their highest demand during the traditional weekday 8-9 AM and 5-6 PM commuter periods as well as the 12-1 PM midday (lunch time) period. The transportation planning assumptions used to forecast changes in travel demand resulting from the proposed actions during these periods are summarized in Table 2 and discussed below. The trip generation rates, temporal distributions and mode choice assumptions for community facility, residential, office, hotel, local retail and light industrial uses shown in Table 2 were based on accepted *CEQR Technical Manual* criteria, standard professional references, and studies that have been done for similar uses in the Long Island City area as well as other areas of the City. These sources were supplemented by data from the 2000 Census, and Employee Commute Options survey data from firms and governmental/educational institutions in Downtown Brooklyn.

Community Facility

For the purposes of the travel demand forecast, the community facility uses in both the No-Action and With-Action conditions were assumed to be medical offices. The trip generation rate, temporal distribution, mode choice and vehicle occupancy rates for this use were based on data for medical offices reported in the February 2007 *Jamaica Plan DEIS*.

Residential

The forecast of travel demand from projected residential development was based on the trip rate and temporal distribution cited in the 2001 *CEQR Technical Manual*. The residential modal split reflects journey-to-work data from the 2000 Census. Although residential-based trips in the midday would likely be more local in nature than in the peak commuter hours (and therefore have a higher walk share, for example), the modal split based on census journey-to-work data is conservatively assumed for all analyzed weekday peak periods.

Office

The forecast of travel demand from projected office development was based on the trip rate and temporal distribution cited in the 2001 *CEQR Technical Manual*. The AM and PM peak hour modal split for office uses reflects data from the May 2001 *Long Island City Zoning Changes and Related Actions FEIS*. The midday modal split assumptions were based on data from the April 2004 *Downtown Brooklyn Development FEIS*. NYCDOT Employee Commute Options (ECO) survey data from office firms and governmental/educational institutions in Downtown Brooklyn were used to estimate vehicle occupancy.

Hotel

The travel demand forecast for hotel uses that would be developed in the No-Action condition was based on data from the *Renaissance Plaza Expansion EAS* (March 2003).

Table 2
Dutch Kills Rezoning
Transportation Planning Assumptions

Land Use:		Community Facility		Residential	Office		Hotel	Local Retail	Light Industrial
		(1)		(2)	(2)		(11)	(2)	(12)
		Staff	Visitors						
Trip Generation: (Person-trips)		10.0	33.6	8.075	18.00		5.82	205	11.5
		(trips/1,000 gsf)		(trips/dwelling unit)	(trips/1,000 gsf)		(trips/room)	(trips/1,000 gsf)	(trips/1,000 gsf)
		(1)		(2)	(2)		(11)	(9)	(12)
Temporal Distribution:	AM (8-9 AM)	24.0%	6.0%	9.1%	11.8%		6.6%	3.1%	13.0%
	MD (12-1 PM)	17.0%	9.0%	4.7%	15.0%		8.3%	19.0%	10.0%
	PM (5-6 PM)	24.0%	5.0%	10.7%	13.7%		7.7%	9.6%	14.0%
		(1)		(3)	(7,10)		(11)	(6)	(7,10)
Modal Split:		All Periods		All Periods	AM/PM	MD	All Periods	All Periods	AM/PM MD
	Auto	20.0%	25.0%	16.6%	17.2%	2.0%	30.1%	2.0%	17.2% 2.0%
	Taxi	10.0%	25.0%	1.0%	1.0%	1.0%	12.3%	3.0%	1.0% 1.0%
	Subway	30.0%	29.0%	57.2%	68.0%	7.0%	18.8%	6.0%	68.0% 7.0%
	Commuter Rail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% 0.0%
	Bus	30.0%	11.0%	2.8%	4.0%	7.0%	5.5%	6.0%	4.0% 7.0%
	Walk	10.0%	10.0%	22.4%	9.8%	83.0%	33.3%	83.0%	9.8% 83.0%
		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0% 100.0%
		(1)		(4)	(8)		(11)	(6)	(8)
Vehicle Occupancy:		All Periods		All Periods	All Periods		All Periods	All Periods	All Periods
	Auto	1.00	1.65	1.30	1.42		1.60	2.00	1.42
	Taxi	1.40	1.20	1.50	1.42		1.40	2.00	1.42
		(1)		(5)	(9,10)		(11)	(8)	(12)
Directional Distribution:		In	Out	In Out	In	Out	In	Out	In Out	In Out	In Out
	AM (8-9 AM)	94%	6%	20% 80%	96%	4%	41%	59%	50% 50%	88% 12%
	MD (12-1 PM)	50%	50%	51% 49%	39%	61%	68%	32%	50% 50%	50% 50%
	PM (5-6 PM)	12%	88%	65% 35%	5%	95%	59%	41%	50% 50%	12% 88%
		(1)		(5)	(5)		(11)	(5)	(12)
Daily Truck Trip Generation:		0.29		0.03	0.15		0.06	0.35	0.52
		(trips/1,000 gsf)		(trips/dwelling unit)	(trips/1,000 gsf)		(trips/1,000 gsf)	(trips/1,000 gsf)	(trips/1,000 gsf)
		(1)		(6)	(5)		(11)	(5)	(12)
Truck Trip Temporal Distribution:	AM (8-9 AM)	9.6%		12.2%	9.6%		12.2%	7.7%	14.0%
	MD (12-1 PM)	11.0%		8.7%	11.0%		8.7%	11.0%	8.6%
	PM (5-6 PM)	1.0%		1.0%	1.0%		0.0%	1.0%	1.0%

Notes:

(1) Assumes medical office uses. Source: *Jamaica Plan DEIS*, February 2007.

(2) Source: *City Environmental Quality Review (CEQR) Technical Manua* l, Appendix 3, 2001.

(3) Based on 2000 Census journey-to-work data.

(4) Source: *Hunters Point Waterfront Development FEIS*, June 1990.

(5) Source: *Coliseum Redevelopment FSEIS*, July 1997.

(6) Source: *Hunters Point Subdistrict Rezoning EAS*, February 6, 2004.

(7) Source: Data for office uses from *Long Island City Zoning Changes and Related Actions FEIS*, May 2001.

(8) Source: NYCDOT ECO Survey data for Downtown Brooklyn.

(9) Source: Pushkarev & Zupan, *Urban Space for Pedestrians*.

(10) Source: *Downtown Brooklyn Development FEIS*, April 2004.

(11) Source: *Renaissance Plaza Expansion EAS*, March 2003.

(12) Source: *No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS*, Nov. 2004.

Local Retail

It is anticipated that the retail uses developed under both the No-Action and With-Action scenarios would be local (or "neighborhood") retail, attracting trips primarily from the residential and worker populations on-site and in surrounding neighborhoods. It is therefore anticipated that the majority of these trips would be via the walk mode, and that many would be "linked" trips (e.g., a trip with multiple purposes, such as stopping at a retail store while commuting to or from work) and would therefore not represent the addition of new discrete trips to the study area transportation systems. For the purposes of the travel demand forecast, it is conservatively assumed that 40 percent of retail trips would be such "linked" trips, consistent with the rates assumed for other retail developments in New York City. The forecast of travel demand from projected local retail development was based on a trip rate cited in the 2001 *CEQR Technical Manual*, while the modal split and vehicle occupancy reflect data from the February 2004 *Hunters Point Subdistrict Rezoning EAS*. The temporal distribution of retail trips was derived from *Urban Space for Pedestrians* (Pushakrev & Zupan).

Light Industrial

The forecast of travel demand generated by light industrial uses was based on the daily trip rate and temporal distribution cited in the *No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS*. As journey-to-work and midday (lunchtime) trips by office workers and by workers in light industry would likely have somewhat similar modal split characteristics, the modal split assumptions for light industrial uses were based on data for office uses from the *Long Island City Zoning Changes and Related Actions FEIS* (AM and PM) and the *Downtown Brooklyn Development FEIS* (midday).

Truck Trips

Truck trip generation rates and temporal distributions for residential, office and local retail uses were based on data from the July 1997 *Coliseum Redevelopment FSEIS* and from the *Hunters Point Subdistrict Rezoning* EAS. Data from the *Renaissance Plaza Expansion EAS* were utilized for forecasting truck trip generation for hotel uses, while truck trips from light industrial uses were forecast based on data from the *No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS*. Truck trip generation rates and temporal distributions for community facility (medical office) uses were based on data from the *Jamaica Plan FEIS*.

TRIP GENERATION

Table 3 shows a preliminary estimate of the incremental net increase in peak hour person trips (versus the No-Action condition) that would occur in 2017 with implementation of the proposed actions. As shown in Table 3, the proposed actions would generate an increase of approximately 960 person trips in the AM peak hour, 2,890 in the midday and 2,176 in the PM peak hour compared to the No-Action condition. Person trips by auto and taxi would increase by a net total of 49 in the AM peak hour, 138 in the midday and 132 in the PM peak hour. Peak hour subway trips would increase by a net total of 302, 446 and 449 during these

Table 3
Dutch Kills Rezoning
Net Change in Travel Demand From the Proposed Actions
(Person Trips)

Land Use:	Community Facility -41,697 gsf						Residential 1,753,886 gsf 1,716 D.U.			Office -133,728 gsf			Hotel -95,050 gsf -138 Rooms			Local Retail[1] 131,697 gsf			Light Industrial -188,456 gsf			Total Trips		
	Staff			Visitors																				
Peak Hour Trips:	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM (8-9 AM)	-94	-6	-100	-79	-5	-84	252	1,009	1,261	-273	-11	-284	-22	-31	-53	251	251	502	-248	-34	-282	-213	1,173	960
MD (12-1 PM)	-35	-35	-70	-63	-63	-126	332	319	651	-141	-220	-361	-45	-21	-66	1,539	1,539	3,078	-108	-108	-216	1,479	1,411	2,890
PM (5-6 PM)	-12	-88	-100	-8	-62	-70	964	519	1,483	-16	-313	-329	-36	-25	-61	778	778	1,556	-36	-267	-303	1,634	542	2,176
Total Daily Trips			-417			-1,401			13,857			-2,407			-803			16,199			-2,167			22,861
Trips by Mode:	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM (8-9 AM) Auto	-19	-1	-20	-20	-1	-21	42	167	209	-47	-2	-49	-7	-9	-16	5	5	10	-43	-6	-48	-88	153	65
Taxi	-9	-1	-10	-20	-1	-21	3	10	13	-3	0	-3	-3	-4	-7	8	8	15	-2	0	-3	-27	11	-16
Subway	-28	-2	-30	-23	-1	-24	144	577	721	-185	-8	-193	-4	-6	-10	15	15	30	-169	-23	-192	-250	552	302
Commuter Rail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	-28	-2	-30	-9	-1	-9	7	28	35	-11	0	-11	-1	-2	-3	15	15	30	-10	-1	-11	-37	37	1
Walk	-9	-1	-10	-8	-1	-8	56	226	282	-27	-1	-28	-7	-10	-18	208	208	417	-24	-3	-28	189	418	608
Total	-94	-6	-100	-79	-5	-84	252	1,009	1,261	-273	-11	-284	-22	-31	-53	251	251	502	-248	-34	-282	-212	1,172	960
MD (12-1 PM) Auto	-7	-7	-14	-16	-16	-32	55	53	108	-3	-4	-7	-14	-6	-20	31	31	62	-2	-2	-4	44	48	92
Taxi	-4	-4	-7	-16	-16	-32	3	3	7	-1	-2	-4	-6	-3	-8	46	46	92	-1	-1	-2	22	24	46
Subway	-11	-11	-21	-18	-18	-37	190	183	373	-10	-15	-25	-9	-4	-13	92	92	185	-8	-8	-15	227	219	446
Commuter Rail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	-11	-11	-21	-7	-7	-14	9	9	18	-10	-15	-25	-2	-1	-4	92	92	185	-8	-8	-15	64	60	124
Walk	-4	-4	-7	-6	-6	-13	74	71	146	-117	-183	-300	-15	-7	-22	1,277	1,277	2,555	-90	-90	-180	1,120	1,059	2,179
Total	-35	-35	-71	-63	-63	-126	332	319	651	-141	-220	-361	-45	-21	-67	1,539	1,539	3,078	-108	-108	-217	1,478	1,410	2,888
PM (5-6 PM) Auto	-2	-18	-20	-2	-15	-18	160	86	246	-3	-54	-57	-11	-8	-19	16	16	31	-6	-46	-52	151	-39	112
Taxi	-1	-9	-10	-2	-15	-18	10	5	15	0	-3	-3	-4	-3	-8	23	23	47	0	-3	-3	25	-5	20
Subway	-4	-26	-30	-2	-18	-20	551	297	848	-11	-213	-224	-7	-5	-12	47	47	93	-25	-182	-206	549	-100	449
Commuter Rail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	-4	-26	-30	-1	-7	-8	27	15	42	-1	-13	-13	-2	-1	-3	47	47	93	-1	-11	-12	65	3	68
Walk	-1	-9	-10	-1	-6	-7	216	116	332	-2	-31	-32	-12	-8	-21	645	645	1,291	-4	-26	-30	842	681	1,523
Total	-12	-88	-100	-8	-62	-70	964	519	1,483	-16	-313	-330	-36	-25	-62	778	778	1,555	-36	-267	-303	1,631	541	2,173

Notes:
[1] Local retail travel demand assumes that 60% of trips are not linked trips and are new to the study area.

4/18/2007

periods, respectively, while peak hour bus trips would increase by one in the AM peak hour, 124 in the midday and 68 in the PM peak hour. Trips made solely by the walk mode would increase by 608 in the AM peak hour, 2,179 in the midday and 1,523 in the PM peak hour. Given the rezoning area's distance from commuter rail stations in Long Island City (both existing and planned), most if not all project-generated commuter rail trips are expected to arrive or depart the area via other modes (primarily subway and bus).

Table 4 shows a preliminary estimate of the incremental net change in peak hour vehicle trips (auto, taxi and truck) that would occur in 2017 with implementation of the proposed actions. Overall, as shown in Table 4, total vehicle trips en route to and from the rezoning area would increase by three in the AM peak hour, 83 in the midday peak hour and 91 in the PM. In the AM peak hour there would be a net increase of 53 auto trips (inbound and outbound combined) and a net decrease of 38 taxi trips. In the midday peak hour, auto and taxi trips would increase by 63 and 20, respectively, while in the PM peak hour, auto trips would increase by 93 and taxi trips would decrease by two. (All taxi trips have been balanced to reflect that a proportion of taxis dropping off inbound passengers would be available to accommodate outbound trips.) Truck trips would decrease by 12 in the AM peak hour, while there would be no net change in the number of truck trips in either the midday or PM peak hours.

PARKING

Parking demand from office, retail, light industrial and community facility uses typically peaks in the weekday midday period and declines during the afternoon and evening. By contrast, residential and hotel demand typically peak in the overnight period. The analyses will document changes in off-street parking utilization in the No-Action and With-Action conditions within 1/4-mile of projected development sites during the weekday overnight and midday peak periods. On-street parking conditions (existing curbside regulations and parking utilization) within the rezoning area will also be documented for these periods

Parking demand generated by new residential development will be forecast based on auto ownership data for the proposed rezoning area from the 2000 Census. A rate of 0.20 spaces per room overnight will be assumed for parking demand from new hotel space based on data from the *Renaissance Plaza Expansion EAS*. Parking demand from new office and retail space will be derived from the forecasts of daily auto trips for these uses. The forecast of new parking supply will assume a net increase of 512 accessory spaces on projected development sites, consistent with the RWCDS.

SELECTION OF PEAK HOURS FOR ANALYSIS

As discussed above, the proposed actions would result in a net increase of three vehicle trips in the 8-9 AM peak hour, 83 in the 12-1 midday peak hour and 91 in the 5-6 PM. Under *CEQR Technical Manual* criteria, if a proposed action in any area of the City would generate fewer than 50 peak hour vehicle trip ends, a need for further traffic analysis would be unlikely. The EIS traffic analyses will therefore quantitatively examine conditions in the weekday midday and PM peak hours. Although the proposed actions would generate fewer than 50 vehicle trips in the AM peak hour, this peak hour will also be included in the EIS traffic analyses

Table 4
Dutch Kills Rezoning
Net Change in Travel Demand From the Proposed Actions
(Vehicle Trips)

Component:		Community Facility -41,697 gsf						Residential 1,753,886 gsf 1,716 D.U.			Office -133,728 gsf			Hotel -95,050 gsf -138 Rooms			Local Retail [2] 131,697 gsf			Light Industrial -188,456 gsf			Total Trips		
		Staff			Visitors																				
Peak Hour Vehicle Trips		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM (8-9 AM)	Auto	-19	-1	-20	-12	0	-12	25	128	153	-32	-1	-33	-4	-6	-10	2	2	4	-28	-1	-29	-68	121	53
	Taxi	-7	0	-7	-17	0	-17	0	3	3	-2	0	-2	-1	-3	-4	4	4	8	0	0	0	-23	4	-19
	Balanced Taxi [1]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	-19	-19	-38
	Truck	-1	-1	-2	0	0	0	1	1	2	-1	-1	-2	0	0	0	1	1	2	-6	-6	-12	-6	-6	-12
	Total																						**-93**	**96**	**3**
MD (12-1 PM)	Auto	-8	-8	-16	-9	-9	-18	43	41	84	-2	-3	-5	-8	-4	-12	15	15	30	0	0	0	31	32	63
	Taxi	-2	-2	-4	-13	-13	-26	1	1	2	-1	-2	-3	-4	-1	-5	24	24	48	0	0	0	5	7	12
	Balanced Taxi [1]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10	10	20
	Truck	0	0	0	0	0	0	1	1	2	-1	-1	-2	0	0	0	1	1	2	-1	-1	-2	0	0	0
	Total																						**41**	**42**	**83**
PM (5-6 PM)	Auto	-2	-18	-20	-1	-9	-10	124	69	193	-2	-38	-40	-7	-5	-12	8	8	16	-1	-33	-34	119	-26	93
	Taxi	0	-6	-6	-2	-13	-15	3	1	4	0	-2	-2	-3	-3	-6	12	12	24	0	0	0	10	-11	-1
	Balanced Taxi [1]	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	-1	-1	-2
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total																						**118**	**-27**	**91**

Note:
(1) Balanced taxi trips assume that 50% of taxis arriving with passengers are available to accommodate outbound riders.
(2) Local retail travel demand assumes that 60% of trips are not linked trips and are new to the study area.

to document conditions during this period of peak commuter travel demand within the study area.

Transit (subway and bus) analyses generally examine conditions during the weekday 8-9 AM and 5-6 PM peak commuter periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest. The analyses of subway and bus conditions will therefore focus on these two periods.

Walk-only trips from projected development sites (i.e., walk trips not associated with other modes) would be widely dispersed among pedestrian facilities throughout the proposed rezoning area. However, concentrations of new pedestrian trips are expected during peak commuter periods along corridors connecting projected development sites to area subway stations and bus routes. The pedestrian analyses will therefore focus on the weekday AM and PM peak hours when commuter walk trips en route to and from transit facilities is typically highest.

VEHICLE TRIP ASSIGNMENT

Auto/Taxi

The rezoning area street network is a grid system of north-south streets and east-west avenues (see Figure 1). Most are one-way, although 36th, 37th and 38th Avenues are all bi-directonal. Principal arterials include Northern Boulevard bordering the rezoning area on the east, 21st Street two blocks to the west of the rezoning area, and 31st Street which traverses the rezoning area. Immediately to the south is Queens Plaza which provides access to the Queensboro Bridge.

As discussed above, with implementation of the RWCDS, vehicle trips en route to and from the rezoning area would increase by three in the AM peak hour, 83 in the midday peak hour and 91 in the PM peak hour. Within the rezoning area, these trips would be dispersed among the 39 projected development sites. Project-generated traffic is therefore expected to be most concentrated at intersections along the principal arterials providing access to and from the rezoning area, primarily Northern Boulevard and 21st and 31st Streets. The specific intersections to be included in the traffic analysis will be determined based upon the assignments of project-generated traffic to the study area street network.

Truck

Truck trips en route to and from the rezoning area will be assigned to designated local and through truck routes. These include Northern Boulevard, 21st Street, Queens Plaza and portions of Crescent Street and 41st Avenue.

SELECTION OF TRANSIT FACILITIES FOR ANALYSIS

As shown in Figure 2, six subway stations are located in proximity to the proposed rezoning area. These include Queens Plaza (E, G, R, V), Queensboro Plaza (N, W, 7), 39th Avenue (N, W), 36th Avenue (N, W), 36th Street (G, R, V) and 21st Street-Queensbridge (F). Based on the preliminary travel demand forecast, the proposed actions would result in a net increase of 302 trips at subway stations serving the rezoning area in the AM peak hour and 449 trips in the PM peak hour. A preliminary assignment of PM peak hour subway trips (the higher of the two peak hours) to rezoning area subway stations is shown in Table 5. Under *CEQR Technical Manual* criteria, if a proposed action in any area of the City would generate fewer than 200 peak hour subway or bus trips, it is unlikely that there would be a need for further analysis. As shown in Table 5, it is anticipated that new demand from the proposed actions would likely exceed this threshold in at least one peak hour at two of the subway stations serving the proposed rezoning area – the 39th Avenue (N, W) station and the Queens Plaza (E, G, R, V) station (see Figure 2). Both of these stations will therefore be analyzed quantitatively in the EIS. Conditions at the remaining four stations serving the proposed rezoning area – Queensboro Plaza (N, W, 7), 21st Street Queensbridge (F), 36th Street (G, R, V) and 36th Avenue (N, W) – will be discussed qualitatively.

Table 5
Preliminary PM Peak Hour
Subway Trip Assignment

Subway Station	PM Peak Hour Trips
39th Avenue Station (N, W)	250
Queens Plaza Station (E, G, R, V)	230
Queensboro Plaza Station (N, W, 7)	20
21st Street - Queensbridge Station (F)	10
36th Avenue Station (N, W)	-15
36th Street Station (G, R, V)	-50

The Queens Plaza area immediately to the south of the proposed rezoning area is a major nexus of local bus service in Queens. Approximately 11 MTA NYC Transit local bus routes are located within 1/4-mile of one or more projected development sites. These routes include the Q19A, Q32, Q39, Q60, Q61, Q66, Q67, Q101, Q101R, Q102, and Q103. As shown in Table 3, based on the preliminary travel demand forecast, the proposed actions would generate a net increase of only one additional bus trip in the AM peak hour and 68 in the PM. As the proposed actions would result in fewer than 200 new bus trips in either the AM or PM peak hours, and as these trips would be distributed among up to 11 bus routes, conditions on the various routes serving the proposed rezoning area will therefore be discussed qualitatively in the EIS.

Dutch Kills Rezoning

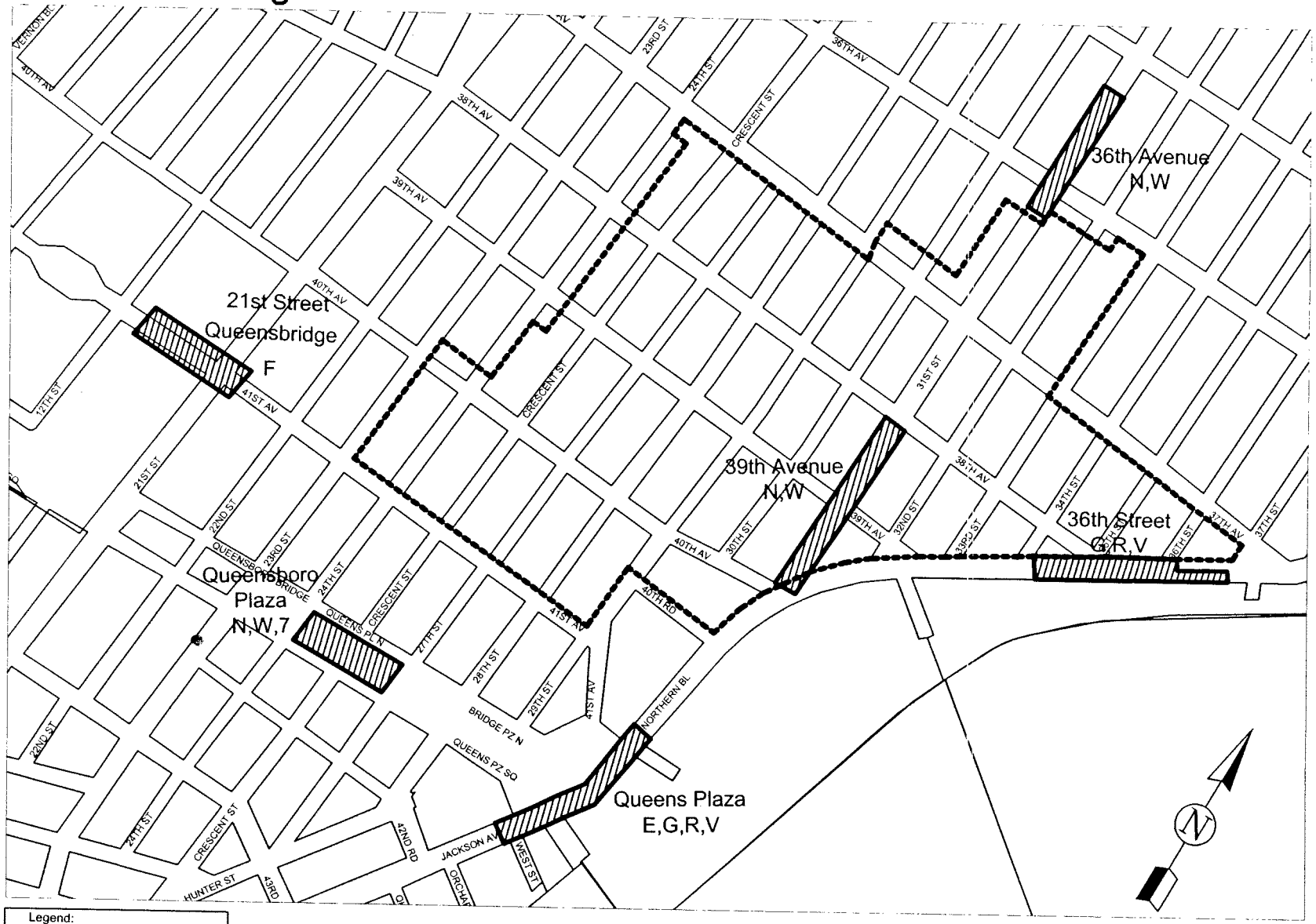


Figure 2
Rezoning Area Subway Stations

SELECTION OF PEDESTRIAN ANALYSIS LOCATIONS

Walk-only trips from projected development sites (i.e., walk trips not associated with other modes) would be widely dispersed among pedestrian facilities throughout the proposed rezoning area. However, concentrations of new pedestrian trips are expected during peak commuter periods along corridors connecting projected development sites to area subway stations and bus routes. Pedestrian analysis locations will therefore be selected primarily based on the assignment of transit trips, and will likely focus on key sidewalks, corner areas and crosswalks in the vicinity of any subway station entrances.