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

A. INTRODUCTION

This is the Final Scope of Work to prepare an Environmental Impact Statement (EIS) for the proposed Downtown Jamaica Redevelopment Plan (the "proposed project" or "proposed actions"). A draft scope for the proposed project was issued on May 20, 2005, and a public scoping meeting addressing it was held on June 23, 2005 at the York College Atrium located at 94-30 Guy R. Brewer Boulevard in Jamaica, Queens.

Subsequently, changes were made to the proposed project that resulted in an increase in the proposed floor area ratio on a number of sites. Additional actions were proposed in response to comments received at the June 23, 2005 scoping meeting and during the comment period. Specifically, these changes include the following: a modification of the proposed zoning text that results in an increase in the proposed floor area ratio which would facilitate development on a number of blocks; a decrease in the proposed floor area ratio on several blocks; and changes to two actions that would allow for specific development on two sites. These actions include modifications to proposed zoning changes to facilitate a proposed commercial development on the entirety of Block 9999 and the disposition to the New York City Economic Development Corporation (EDC) of the City's interest in real property for Block 10209, Lot 115 for future commercial development.

As a result of these proposed revisions to the plan, the New York City Department of City Planning (DCP) reissued a draft scope of work on October 3, 2005 and held a second public scoping hearing. This second scoping meeting provided the public with the opportunity to comment on the revised proposed actions. This second scoping meeting was also held on Thursday, November 3, 2005 at the York College Performing Arts Center located at 94-45 Guy R. Brewer Boulevard in Jamaica, Queens.

Based on the comments received to date on the Plan and EIS Scope, the proposed Downtown Jamaica Redevelopment Plan has been further modified to reflect the following changes:

- Portions of five blocks north of Jamaica Avenue between 164th and 169th Streets previously proposed to be rezoned from C4-2 and R6 to C6-2 are now proposed to be rezoned to C4-5X.
- R5 would be retained on portions of two blocks on the south side of 91st Avenue between 139th Street and 144th Place; these properties were previously proposed to be rezoned to C4-4A.
- Two blocks south of 94th Avenue between 138th Place and Liverpool Street and three blocks along Sutphin Boulevard and north of Liberty Avenue, previously proposed to be rezoned from M1-1 and R5 to C6-2 are now proposed to be rezoned to C4-5X.

- R3-2 zoning will be retained on one block bounded by Liberty Avenue, Remington Street, 104th Avenue, and the Van Wyck Expressway (service road); this block was previously proposed to be rezoned to R6A.
- R5D zoning is proposed along portions of Sutphin Boulevard, South Road, and Guy R. Brewer Boulevard; these properties were previously proposed to be rezoned from R4 and R6 to R6A and R6B.
- A portion of one block fronting on the west side of 157th Street south of South Road, previously proposed to be rezoned from M1-1 to R6B/C2-4 is now proposed to be rezoned to M1-4.
- R4-1 is proposed on all or portions of five blocks north of 108th Avenue and west of the LIRR right-of-way. These properties were previously proposed to be rezoned from R6 to R5.

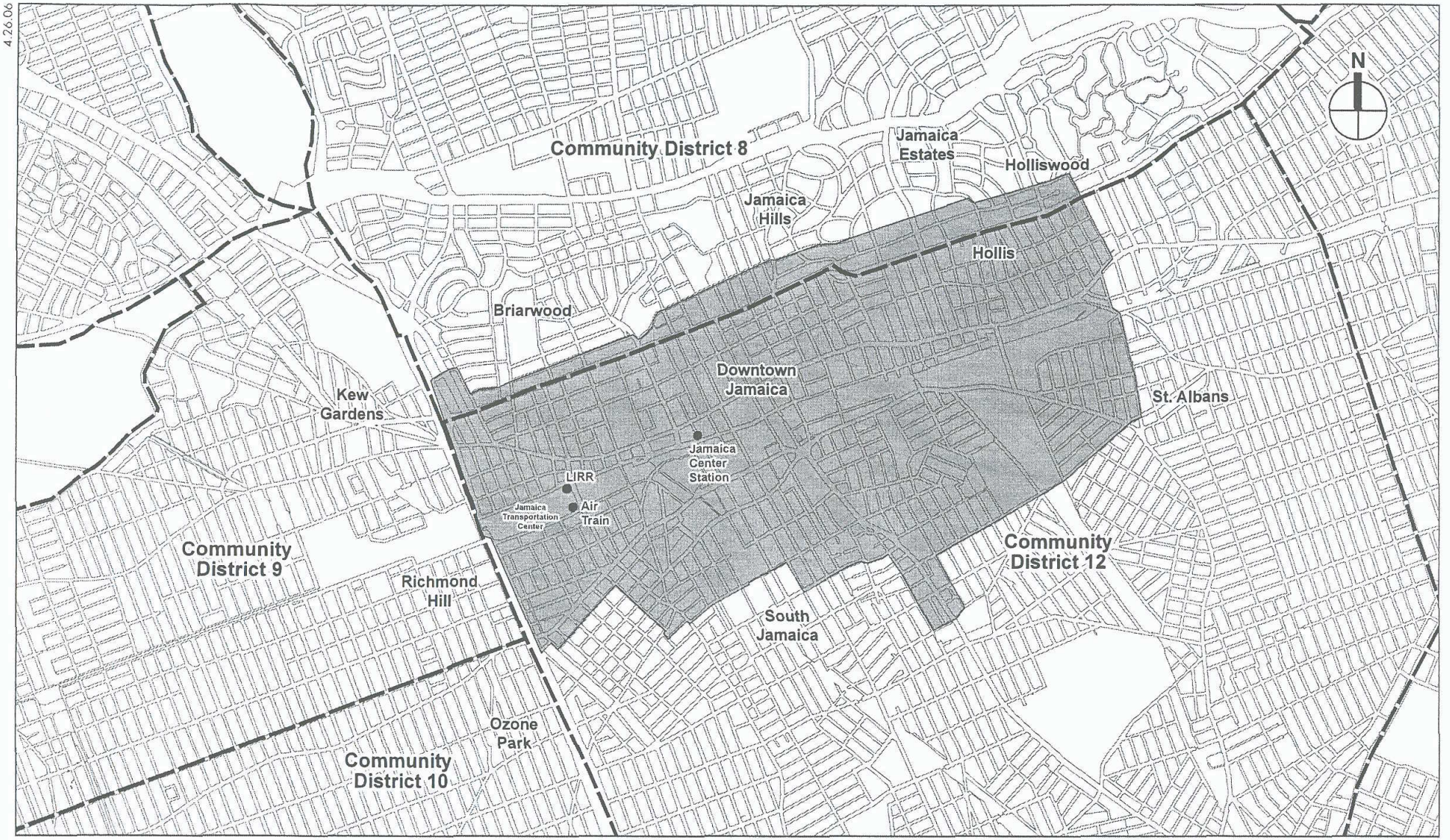
These refinements to the Plan are intended to better reflect the existing built context and provide for an improved transition from Downtown to the lower-density residential communities. These changes represent a general decrease in the proposed floor area ratio (from the October 3, 2005 proposal) and building envelopes on several blocks within the proposed Special Downtown Jamaica District (SDJD), along portions of Guy R. Brewer Boulevard, South Road, and Sutphin Boulevard, and on approximately five blocks characterized by one- and two-family homes, and a change in allowed uses on a portion of one block.

The proposed Downtown Jamaica Redevelopment Plan covers parts of Queens Community Districts 8 and 12 (see Figure 1), which in addition to Downtown Jamaica, includes the neighborhoods of Jamaica, South Jamaica, Hollis, and St. Albans. 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. The proposed actions include zoning map amendments, a zoning text amendment to establish the SDJD, an amendment to the City Map involving the elimination of a portion of a street and acquisition or disposition of real property related thereto, and designation of an Urban Renewal Area. These actions would potentially facilitate the disposition to EDC of the City's interest in real property for Block 10209, Lot 115, and other existing City-owned property or property that will become City-owned that is located within the boundaries of the proposed Jamaica Gateway Urban Renewal Area (JGURA). This Final Scope of Work provides a description of the proposed actions, the projected development reasonable worst case development scenario (RWCDS) under toe proposed actions, and the methods and technical approaches for all technical areas to be analyzed in the EIS. This final scope of work identifies by double underlined text the changes that have been made to both the proposed Plan and the GEIS scope of work as a result of the comments that have been received at the two public hearings and written comments received by the lead agency.

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

The EIS will contain:

- A description of the proposed actions and their environmental settings;
- A statement of the environmental impacts of the proposed actions, including their short- and long-term effects, and typical, associated environmental effects;



Project Area and Community Districts

Figure 1

Downtown Jamaica Redevelopment Plan

- An identification of any adverse environmental effects that cannot be avoided if the proposed action is implemented;
- A discussion of alternatives to the proposed actions;
- An identification of any irreversible and irretrievable commitments of resources that would be involved in the proposed project should it be implemented; and
- A description of mitigation measures proposed to minimize adverse environmental impacts.

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

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

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

- DCP is proposing zoning map amendments to change approximately 778 acres of land currently zoned R2, R3-2, R4, R5, R6, C4-2, C4-6, C6-1, C6-1A, C8-1, M1-1 and M1-5 (see Figure 2) to R1-2, R3A, R3X, R4, R4-1, R5, R5D, R6A, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, C6-4, M1-1, M1-2 and M1-4 (see Figure 3A). Under the proposed actions, new C1-3, C2-3, C1-4 and C2-4 commercial overlays would be mapped along commercial streets, and existing C1-2 and C2-2 overlays would also be changed to C1-3, C2-3, C1-4 and C2-4;
- DCP is proposing zoning text amendments to establish the Special Downtown Jamaica District (SDJD), which is proposed to extend over all or portions of 71 blocks in Jamaica's Central Business District (CBD) and located entirely within the 778-acre project area (see Figure 3B). The proposed SDJD, between 169th Street and 138th Place, south of Hillside Avenue and north of Liberty Avenue, would consist of four distinct subareas with assigned floor area ratios (FAR) ranging from 2 to 12 (see Figure 3C). The area's current zoning—which consists of C4-2, C4-6, C6-1, C6-1A, R5, R6, M1-1, M1-4 and M1-5 zoning districts—would be changed to M1-4, C4-4A, C4-5X, C6-2, C6-3, and C6-4 zoning districts (see Figure 3D).
- New York City Department of Housing Preservation and Development (HPD) is proposing an Urban Renewal Designation and Urban Renewal Plan, developed in collaboration with EDC and DCP, for three full blocks in the area immediately surrounding the Jamaica AirTrain Station. This proposed Jamaica Gateway Urban Renewal Area (JGURA) would encourage mixed-use development containing office, retail, and residential uses, a hotel, new open space, and parking on key development sites adjacent to the Jamaica Station (see Figure 4). These proposed actions would also involve the disposition of property within the boundaries of the proposed JGURA that will become City-owned.

- An amendment to the City Map involving the elimination of 148th Street between 94th and 95th Avenues, and acquisition or disposition of real property related thereto. This would facilitate the development of an approximately 1,261,656 square foot commercial building consisting of approximately 250,000 square feet (three floors) of retail, 1,011,656 square feet (10 floors) of showrooms and offices, and three levels of below-grade parking with approximately 700 accessory parking spaces.
- Disposition to EDC of the City's interest in real property for Block 10209, Lot 115, so that EDC may issue an RFP (Request for Proposals) for development on this site pursuant to the proposed C6-2 zoning district. Under the proposed zoning, the site could accommodate new mixed-use development.
- Based on an Environmental Assessment Statement (EAS) prepared for the proposed actions, DCP, acting as lead agency on behalf of CPC, has determined that the proposed actions could have the potential for significant adverse impacts. Therefore, a detailed assessment of likely effects in those areas of concern must be prepared and disclosed in an environmental impact statement (EIS).

C. DESCRIPTION OF THE PROPOSED ACTIONS

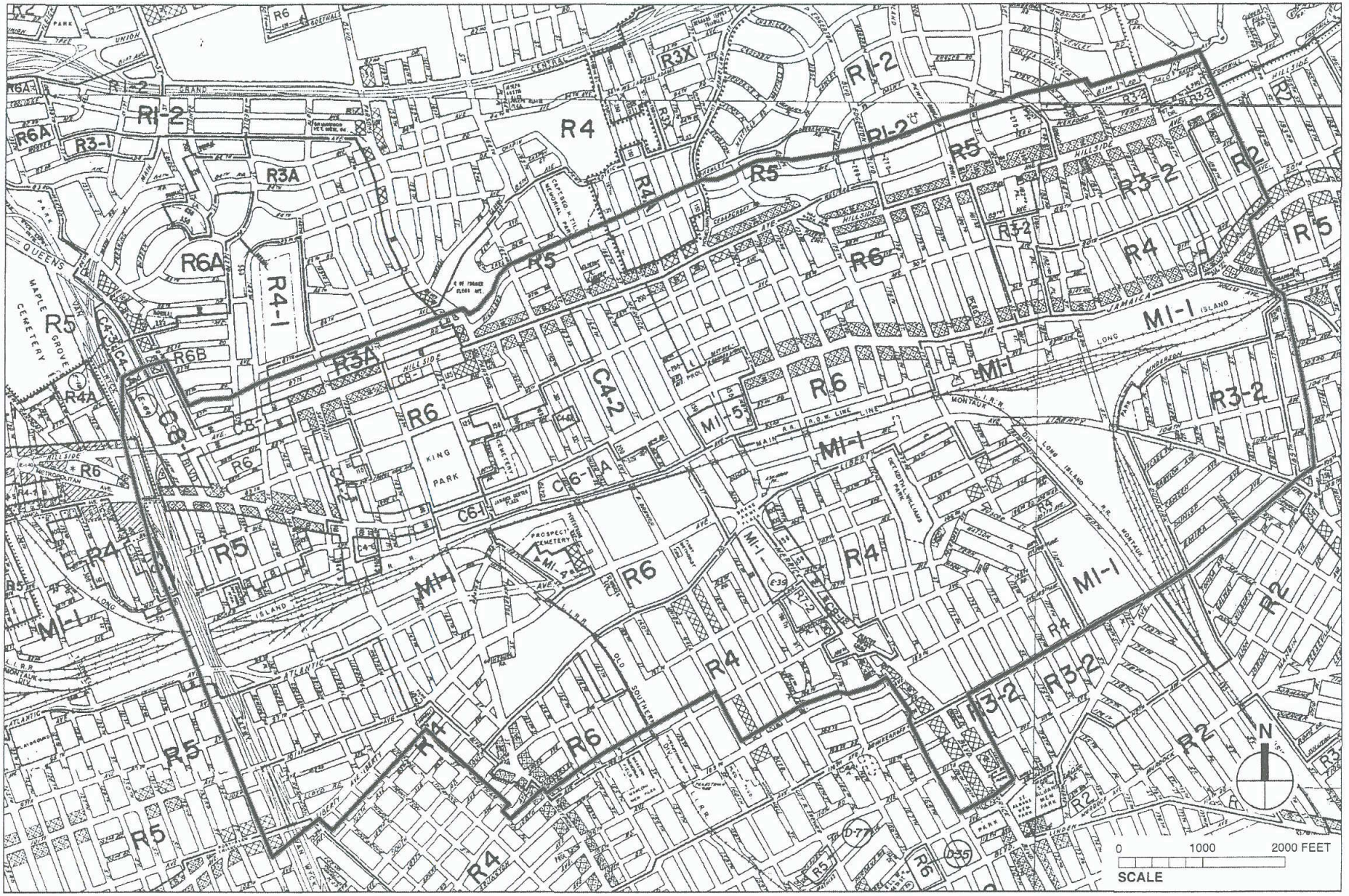
DCP is proposing zoning map amendments affecting all or portions of 368 blocks—341 in Queens Community District 12 and all or portions of 27 in Queens Community District 8. DCP is also proposing zoning text amendments to facilitate the creation of the SDJD, affecting all or portions of 71 blocks in Queens Community District 12. HPD is proposing the designation of the 3-block JGURA in Queens Community District 12. The proposed changes are all part of a comprehensive strategy intended to support Jamaica's CBD, while providing for appropriately scaled development in the neighboring low-rise residential communities.

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

Approximately 778 acres of land currently zoned R2, R3-2, R4, R5, R6, C4-2, C4-6, C6-1, C6-1A, C8-1, M1-1 and M1-5 would be rezoned to R1-2, R3A, R3X, R4, R4-1, R5, R6A, R5D, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, C6-4, M1-1, M1-2, M1-4. New C1-4, and C2-4 commercial overlays would be mapped along commercial streets, and existing C1-2 and C2-2 overlays would be changed to C1-4 and C2-4, generally to reflect existing location of commercial uses by reducing the depth of the overlay to 100 feet. New C1-3 and C2-3 commercial overlays would also be mapped along certain commercial streets generally at a depth of 150 feet.

Overall, the proposed zoning changes would result in an increase in permitted density on approximately 451 acres of land, representing 58 percent of the rezoning area. The permitted density would be reduced on approximately 126 acres, representing 16 percent of the rezoning area, and, approximately 199 acres (excludes park land), or about 26 percent of the rezoning area, would experience no change in permitted density, but would be affected by a change in

9.22.05



Project Area Boundary

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

Existing Zoning
Figure 2

Downtown Jamaica Redevelopment Plan

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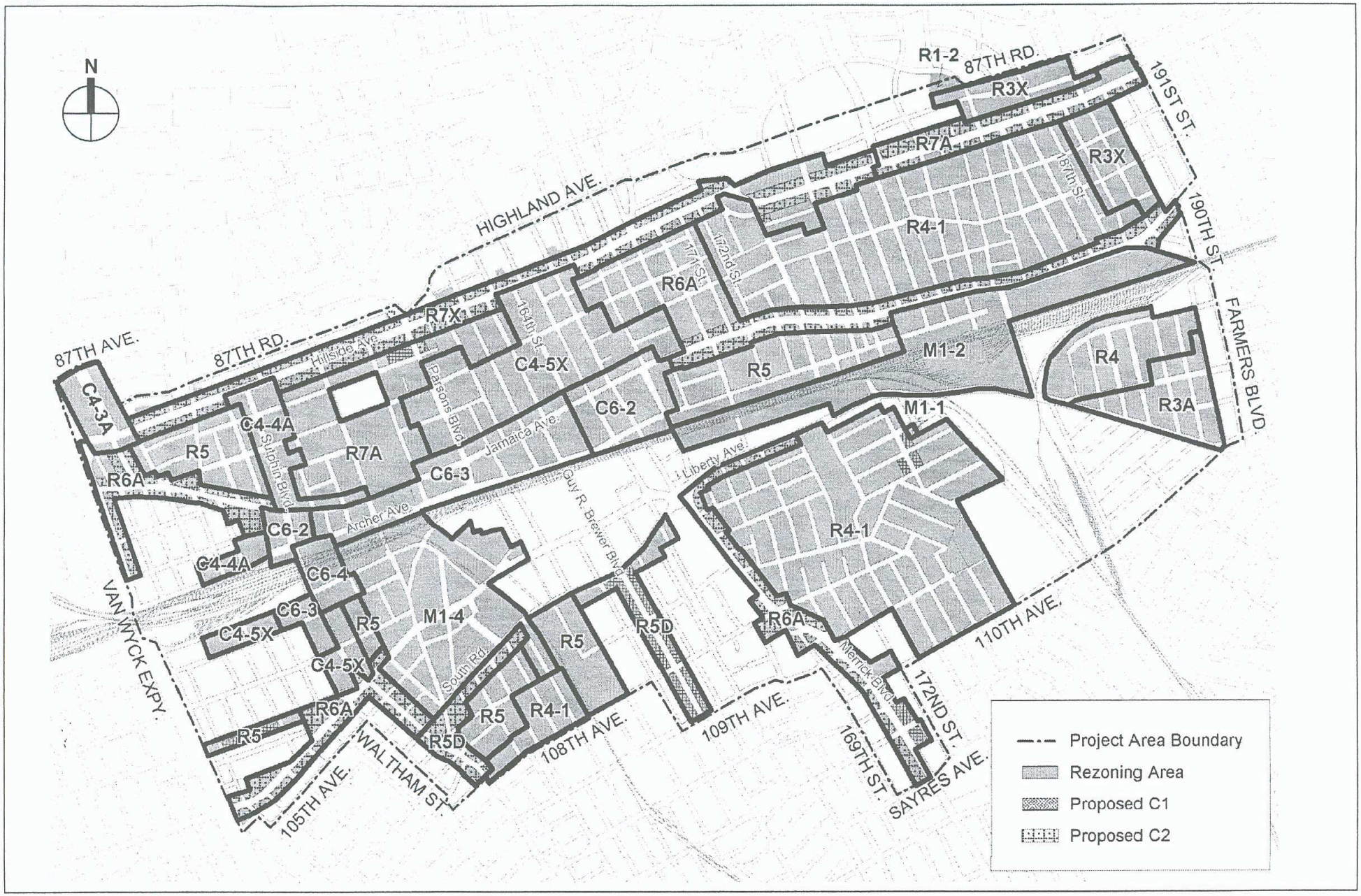

SOURCE: New York City Department of City Planning, June 2006

Downtown Jamaica Redevelopment Plan

Proposed Zoning
Figure 3A

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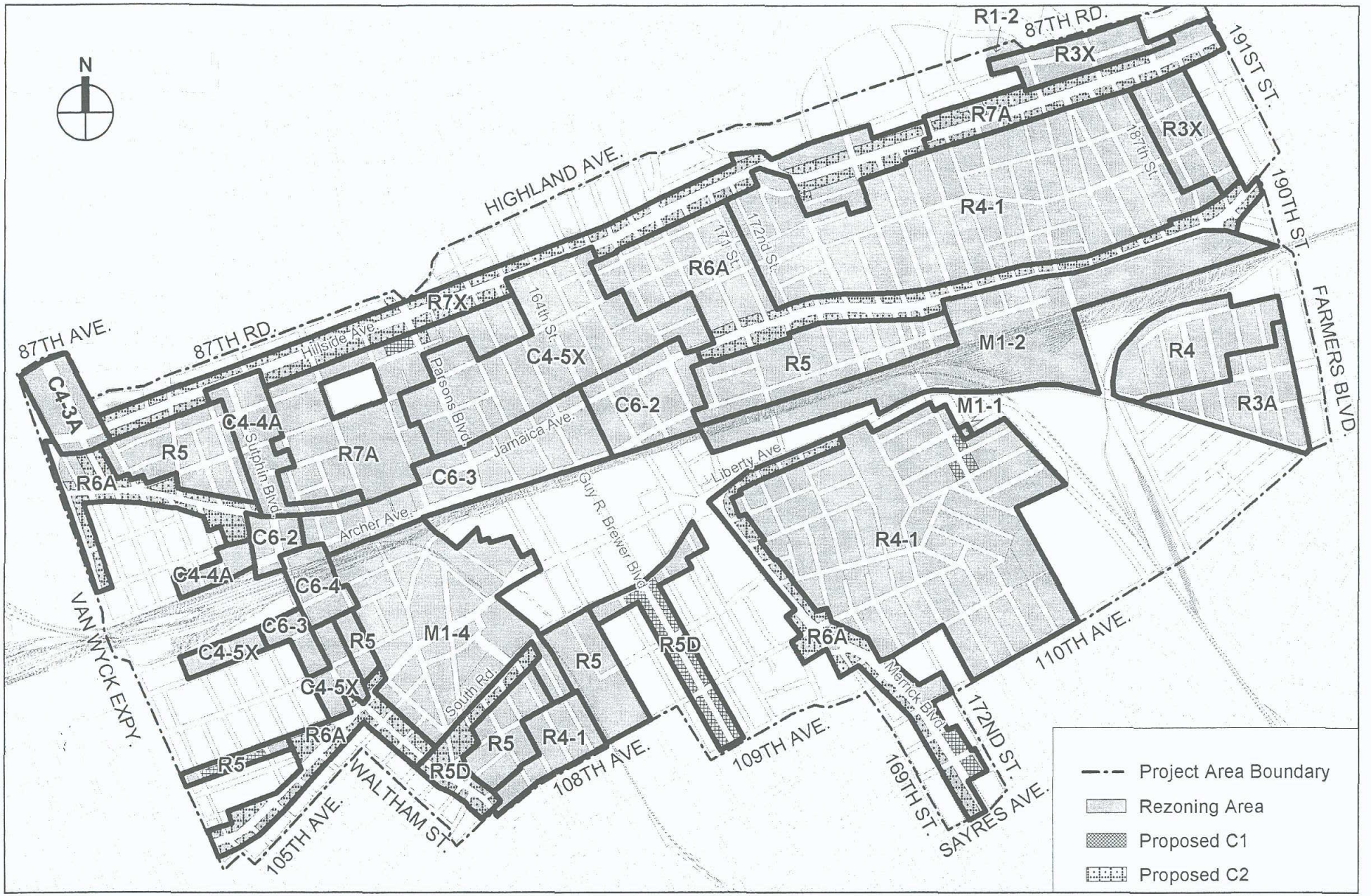
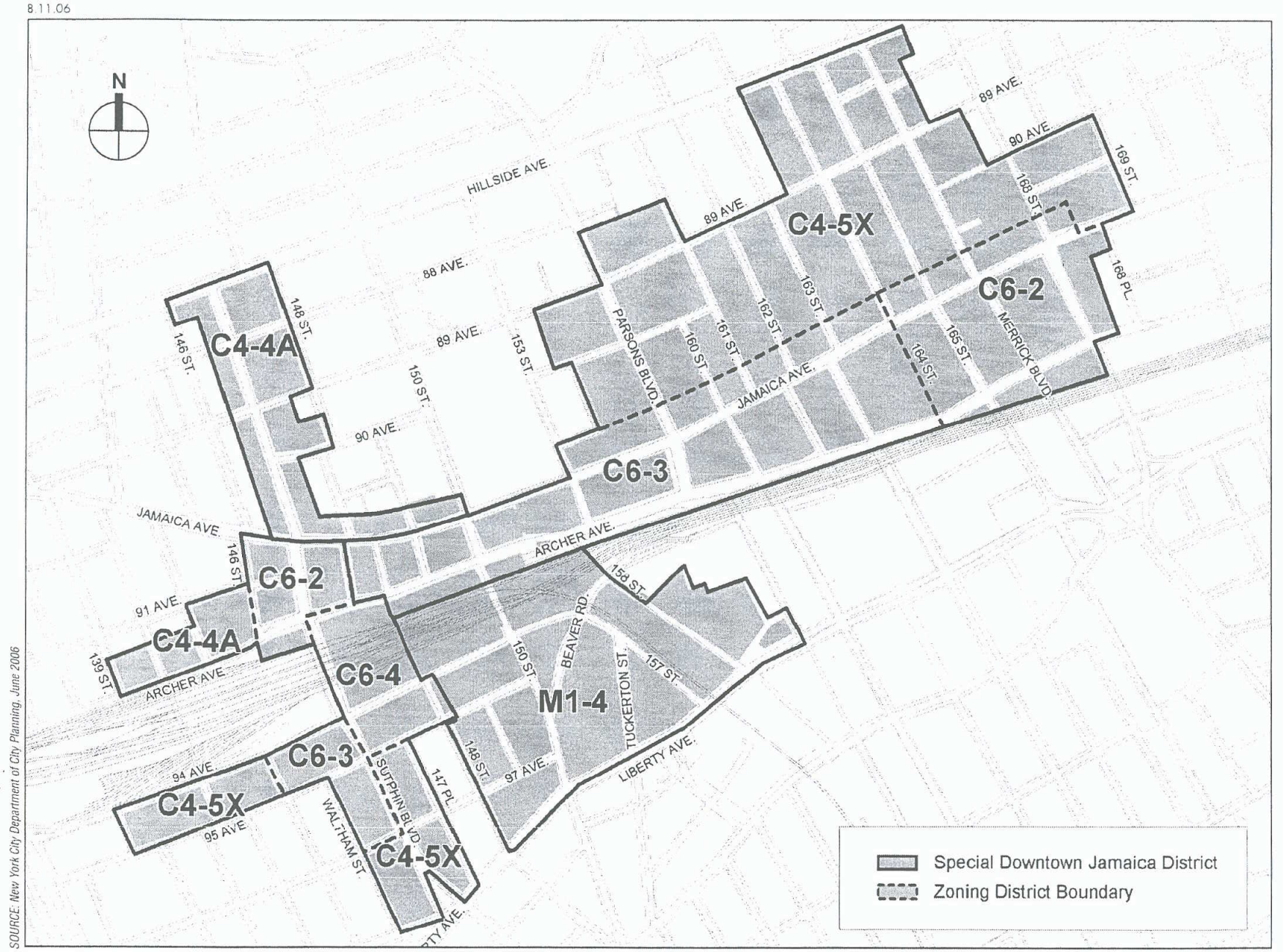


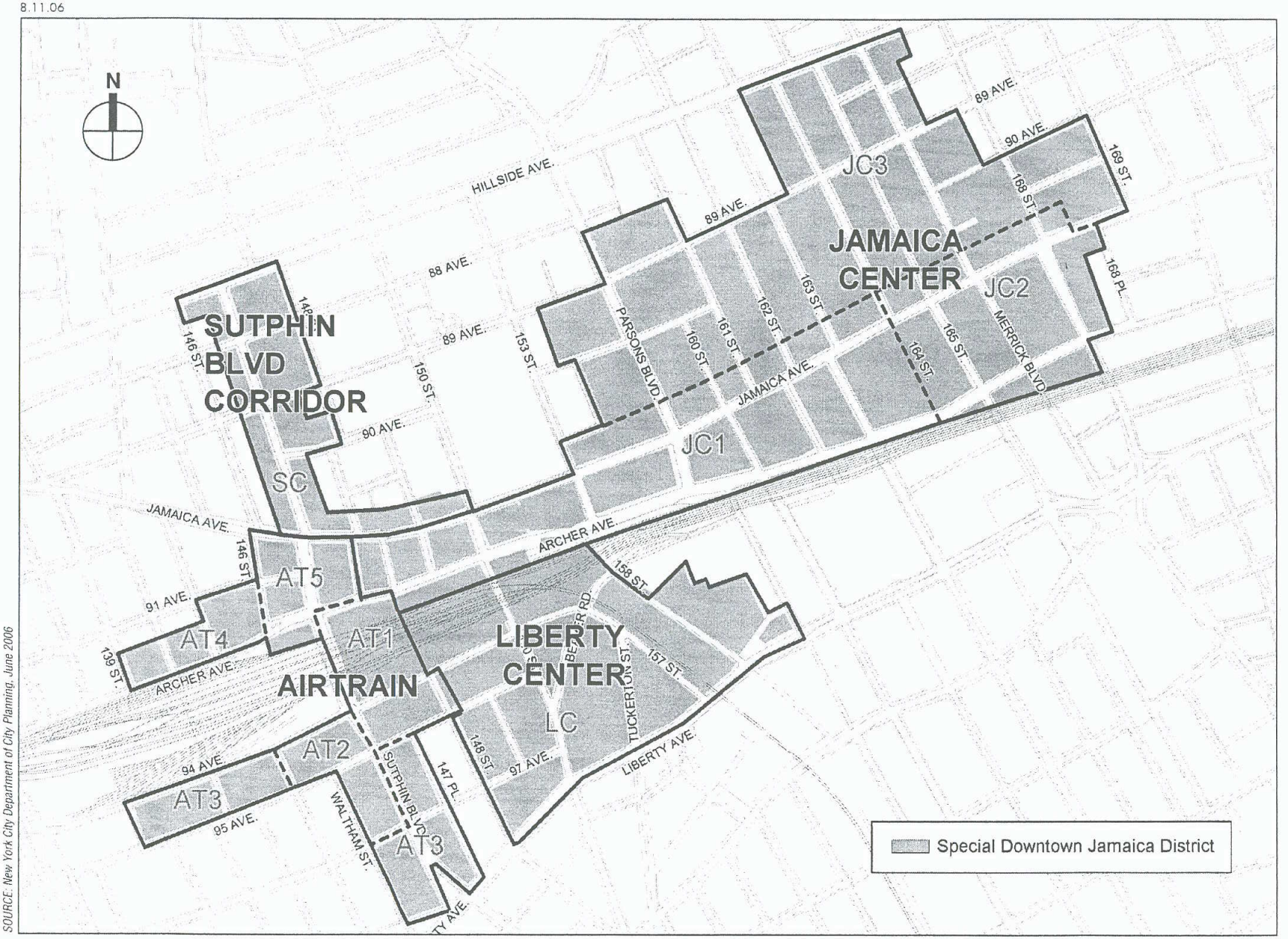
Proposed Zoning - C1 and C2 Commercial Overlays

Figure 3B



Proposed Special Downtown Jamaica District – Zoning

Figure 3C



Proposed Special Downtown Jamaica District – Subareas

Figure 3D

9.29.05



Proposed Urban Renewal Area Boundary

Designated Properties

Downtown Jamaica Redevelopment Plan

Proposed Jamaica Gateway Urban Renewal Plan

Figure 4

permitted use and/or height and setback regulations (see Attachment A for a detailed description of the proposed zoning).

The proposed zoning changes would work in conjunction with the SDJD and JGURA proposed by DCP and HPD, respectively, and intended to encourage redevelopment and economic growth within the CBD, and would effectuate the following land use policies:

- Expand the CBD and encourage redevelopment and economic growth to complement existing building patterns;
- Expand opportunities for new residential and mixed use development at a range of scales appropriate to surrounding building patterns near transit and highway access;
- Preserve lower density residential neighborhoods;
- Provide direction and flexibility for growth in industrial areas with long-term potential; promote synergy with adjacent institutional, business and residential communities; and
- Reinforce certain industrial areas and allow for growth.

Downtown Jamaica was a major commercial center for Queens and much of the adjoining portions of Long Island in the earlier part of the 20th Century. The 1969 *Draft Plan for New York City* described Jamaica as the largest retail center in Queens and the "third largest in the metropolitan region." Through the 1960s, Downtown Jamaica was also an important business center and attracted substantial investment in new homes and apartments. Jamaica's regional importance was based on its position as a transportation hub for both the Long Island Rail Road (LIRR) and subway and bus lines serving Queens.

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

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

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

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

In contrast, zoning outside of Downtown Jamaica encourages new housing at inappropriate densities in stable low-density communities where auto ownership is high and the infrastructure is less able to accommodate the increased number of households. The excessive density undermines the very qualities that make these communities desirable.

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

The rezoning area in Community District 12 consists of approximately 341 blocks, and includes Jamaica's CBD and the adjacent communities that include parts of Jamaica, South Jamaica, Hollis and St. Albans. In general, the area is currently zoned for low- to medium-density residential, commercial, and industrial uses. A number of changes to the zoning map have occurred through the years to facilitate various projects, but most of the area is zoned as it was in 1961.

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

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

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

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

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

Typical development in M1-1 districts would include one- and two-story warehouses of light industrial and commercial use. Large-scale retail uses are not permitted. M1-5 districts allow greater density and could produce buildings of six stories or more. M1 districts are intended for light industry, however, heavy industrial uses can site in M1 districts as long as they meet the strict performance standards set forth in the *Zoning Resolution* (ZR). Residential uses are not permitted in manufacturing zones. And while commercial and retail uses are permitted, objectionable uses that impact negatively on the surrounding residential and business communities are also allowed.

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

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

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

- Zoning Map Amendments;
- Zoning Text Amendment to establish the Special Downtown Jamaica District (SDJD);
- Urban Renewal Area Designation and Urban Renewal Plan

- Amendment to the City Map involving the elimination of a portion of a street and acquisition or disposition of real property related thereto; and
- Disposition of City-owned property.

ZONING MAP AMENDMENTS

Approximately 778 acres of land currently zoned R2, R3-2, R4, R5, R6, C4-2, C4-6, C6-1, C6-1A, C8-1, M1-1, and M1-5 would be rezoned to R1-2, R3A, R3X, R4, R4-1, R5, R5D, R6A, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, C6-4, M1-1, M1-2, and M1-4. New C1-4, and C2-4 commercial overlays would be mapped along commercial streets, and existing C1-2 and C2-2 overlays would be changed to C1-4 and C2-4, generally to reflect the existing location of commercial uses and to prevent commercial development on residential blocks by reducing the depth of coverage of the overlay to 100 feet. New C1-3 and C2-3 commercial overlays would be mapped along certain commercial streets generally at a depth of 150 feet.

The zoning changes would result in the elimination of C4-2, C4-6, C6-1, C6-1A, C8-1, and M1-5 districts and the introduction of C4-3A, C4-4A, C6-2, C6-3 and C6-4 districts in and near the CBD to encourage compatible land uses at higher densities. Approximately 51 acres of land zoned M1-1 and M1-5 would be changed to C4-4A, C4-5X, C6-2, C6-3, C6-4, R4, R4-1, R5, and R6A. Approximately 28 acres of land zoned C8-1 would be changed to R4-1, C4-3A, R7X, and R6A. These changes would provide new opportunities for mixed use development and bring residential properties currently located in areas zoned for industrial use into conformance. Approximately 87 acres would be rezoned from M1-1 to M1-2 and M1-4, resulting in an increase in permitted density to accommodate future growth and expansion in these areas. Approximately 189 acres currently zoned R3-2, R4, and R5, would be changed to R3A, R3X and R4-1, and approximately 108 acres currently zoned R6 would be changed to R4-1 and R5 to reflect the existing contexts in adjacent residential communities where one- and two-family homes are predominant.

The proposed zoning changes are illustrated in Figures 3A and 3B and listed below by subarea, preceded by the goal each is intended to effectuate. Each subarea is further identified by letters that correspond to subareas shown in Figure 5. Projected and potential development that is expected as a result of the proposed actions is listed in Tables 1 and 2 and illustrated in Figures 6 and 7.

Expand the CBD and encourage redevelopment and economic growth to complement existing building patterns; provide direction and flexibility for growth in industrial areas with long-term potential near the CBD and promote synergy with adjacent institutional, business and residential communities.

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

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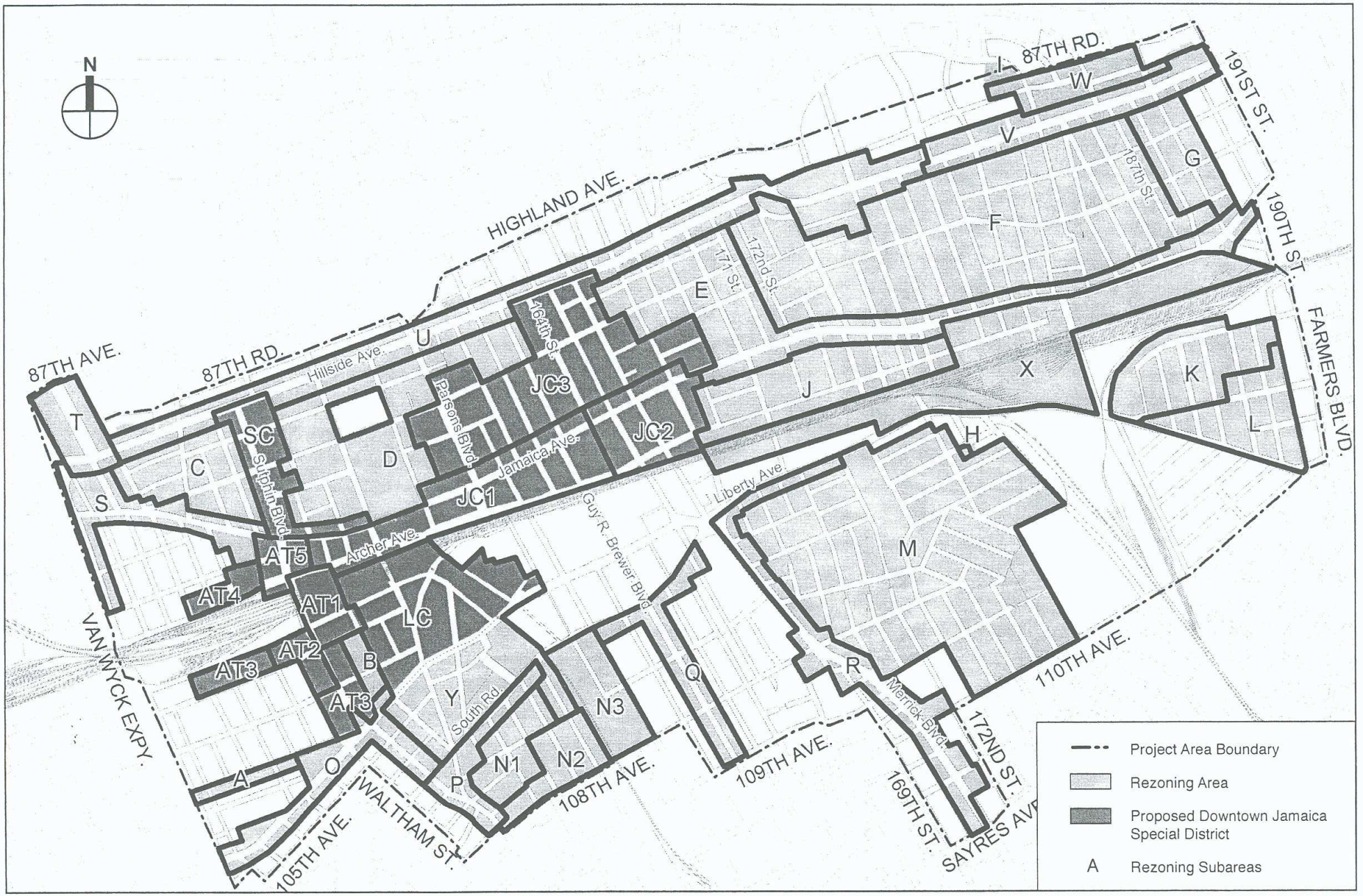


Proposed Zoning – Subareas

Figure 5

Downtown Jamaica Redevelopment Plan

Downtown Jamaica Redevelopment Plan

Table 1: Reasonable Worst Case Development Scenario: Projected Sites

	Site Description						Existing Conditions						No-Action Conditions						With-Action Conditions									Increment			
TBL	Site #	Subarea	Block	Lot	Land Use	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Expected Use	Bldg Ht	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Proposed Zoning	Proposed FAR	Bldg Ht	Expected Use	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
99980001		URA	9998	1	Vacant	6075	M1-1	1	0	0	0	0																				
99980002		URA	9998	2	Industrial/Manufa	23000	M1-1	1	15,300	0	15,300	0																				
99980016		URA	9998	16	Vacant	4100	M1-1	1	0	0	0	0																				
99980019		URA	9998	19	Vacant	4360	M1-1	1	0	0	0	0																				
99980001	298-URA	URA	9998A Total			37539	M1-1	1	15,300	0	15,300	0	M	30	15,016	22,523	0	0	0	M1-4	2	60	Attended parking	0	0	0	0	0	-15016	-22523	0	0
99980022		URA	9998	22	Vacant	5000	M1-1	1	0	0	0	0																				
99980025		URA	9998	25	Industrial/Manufa	35000	M1-1	1	46,180	3,255	42,925	0																				
99980042		URA	9998	42	Commercial/Offic	2641	M1-1	1	2,641	2,641	0	0																				
99980043		URA	9998	43	Commercial/Offic	1780	M1-1	1	1,780	1,780	0	0																				
99980047		URA	9998	47	Commercial/Offic	976	M1-1	1	976	976	0	0																				
99980022	299-URA	URA	9998B Total			45597	M1-1	1	51,777	8,852	42,925	0	M	30	8,852	42,925	0	0	0	C6-4	12	250	C	563748	0	0	0	0	554896	-42925	0	0
99980083		URA	9998	83	Commercial/Offic	11200	C4-2	3	12,000	12,000	0	0																				
99980086		URA	9998	86	Commercial/Offic	2600	C4-2	3	3,200	3,200	0	0																				
99980087		URA	9998	87	Commercial/Offic	2000	C4-2	3	3,560	3,560	0	0																				
99980088		URA	9998	88	Commercial/Offic	2000	C4-2	3	4,000	4,000	0	0																				
99980089		URA	9998	89	Commercial/Offic	2000	C4-2	3	3,600	3,600	0	0																				
99980090		URA	9998	90	Commercial/Offic	2000	C4-2	3	2,400	2,400	0	0																				
99980091		URA	9998	91	Parking	4119	M1-1	1	2,500	2,500	0	0																				
99980093		URA	9998	93	Mixed Residentia	2020	M1-1	1	2,500	1,250	0	2																				
99980094		URA	9998	94	Vacant	2020	M1-1	1	0	0	0	0																				
99980083	300-URA	URA	9998C Total			41250	M1-1	1	45,760	44,510	0	0	surface parkin	30	0	0	0	0	0	C6-4	12	250	EDC	288500	0	0	206500	206	288500	0	0	206
99990001		URA	9999	1	Industrial/Manufa	65138	M1-1	1	163,800	0	163,800	0																				
99990009		URA	9999	9	Industrial/Manufa	2500	M1-1	1	5,000	0	5,000	0																				
99990010		URA	9999	10	Industrial/Manufa	2500	M1-1	1	2,250	0	2,250	0																				
99990011		URA	9999	11	Industrial/Manufa	5000	M1-1	1	2,250	2,250	0	0																				
99990013		URA	9999	13	Industrial/Manufa	5000	M1-1	1	5,000	5,000	0	0																				
99990015		URA	9999	15	Industrial/Manufa	10000	M1-1	1	10,000	10,000	0	0																				
100000001		URA	10000	1	#N/A	10500	M1-1	1	0	0	0	0																				
99990001	302-URA	URA	9999A Total			95138	M1-1	1	188,300	17,250	171,050	0	M	30	17,250	171,050	0	0	0	C6-4	12	250	C	1261656	0	0	0	0	1244406	-171050	0	0
		URA Total													41,118	236,498	0	0	0					2113904	0	0	206500	206	2072786	-236498	0	206
97600082	127-JC1	JC1	9760	82	Commercial/Offic	8690	C4-2	3	51,205	51,205	0	0	R, ground-floo	70	51,205	0	0	0	0	C6-3	8	185	CONVERT C6-3	14630	0	0	36575	30	-36575	0	0	30
97610082		JC1	9761	82	Vacant	540	C4-2	3	0	0	0	0																				
97610083		JC1	9761	83	Commercial/Offic	18360	C4-2	3	79,200	79,200	0	0																				
97610082	132-JC1	JC1	9761B Total			18840	C4-2	3	79,200	79,200	0	0	CF + R, groun	70	79,200	0	0	0	0	C6-3	8	185	CF 1.0 + R + C 1	32028	0	18840	99852	100	-47172	0	18840	100
97610095	133-JC1	JC1	9761	95	Commercial/Offic	14107	C4-2	3	57,325	57,325	0	0	R, ground-floo	70	57,325	0	0	0	0	C6-3	8	185	CONVERT C6-3	28663	0	0	28663	24	-28663	0	0	24
97930001	180-JC1	JC1	9793	1	Commercial/Offic	21230	C4-2	3	54,978	54,978	0	0	R, ground-floo	70	54,978	0	0	0	0	C6-3	8	185	R + C 1.7	36091	0	0	133749	134	-18887	0	0	134
101010007	403-JC1	JC1	10101	7	Commercial/Offic	6460	C6-1A	6	53,458	53,458	0	0	R, ground-floo	120	53,458	0	0	0	0	C6-3	8	185	CONVERT C6-3	10692	0	0	42766	36	-42766	0	0	36
101010009	404-JC1	JC1	10101	9	Commercial/Offic	7620	C6-1A	6	24,000	24,000	0	0	R, ground-floo	120	24,000	0	0	0	0	C6-3	8	185	CONVERT C6-3	12000	0	0	12000	10	-12000	0	0	10
101010015	405-JC1	JC1	10101	15	Commercial/Offic	17900	C6-1A	6	62,031	62,031	0	0	R, ground-floo	120	62,031	0	0	0	0	C6-3	8	185	CONVERT C6-3	20677	0	0	41354	34	-41354	0	0	34
101010024	406-JC1	JC1	10101	24	Commercial/Offic	14775	C6-1A	6	21,575	14,775	6,800	0	CF + R, groun	120	12,559	0	7,388	35,460	35	C6-3	8	185	CF .5 + R + C 1.7	25118	0	7388	85694	86	12559	0	0	51
101010027	407-JC1	JC1	10101	27	Commercial/Offic	10162	C6-1A	6	55,500	55,500	0	0	CF + R, groun	120	55,500	0	0	0	0	C6-3	8	185	CF .5 + R + C 1.7	17275	0	5081	58940	59	-38225	0	5081	59
101010079		JC1	10101	79	Commercial/Offic	20245	C6-1A	6	22,000	22,000	0	0																				
101010150		JC1	10101	150	Parking	7117	C6-1A	6	48	48	0	0																				
101010079	408-JC1	JC1	10101A Total			27357	C6-1A	6	22,048	22,048	0	0	CF + R, groun	120	23,253	0	13,679	65,657	66	C6-3	8	185	CF .5 + R + C 1.7	46507	0	13679	158670	159	23254	0	0	93
101020002	409-JC1	JC1	10102	2	Commercial/Offic	4210	C6-1A	6	20,700	20,700	0	0	R, ground-floo	120	20,700	0	0	0	0	C6-3	8	185	CONVERT C6-3	8280	0	0	12420	10	-12420	0	0	10
		JC1 Total													494,209	0	21,067	101,117	101					251960	0	44988	710683	682	-242249	0	23921	580
101550001	470-JC2	JC2	10155	1	Commercial/Offic	4400	C4-2	3	15,000	15,000	0	0	R, ground-floo	70	15,000	0	0	0	0	C6-2	6	130	CONVERT C6-3	7500	0	0	7500	6	-7500	0	0	6
101550008		JC2	10155	8	Commercial/Offic	4173	C4-2	3	4,300	4,300	0	0																				
101550009		JC2	10155	9	Commercial/Offic	1833	C4-2	3	4,000	4,000	0	0																				
101550010		JC2	10155	10	Commercial/Offic	1900	C4-2	3	4,140	4,140	0	0																				
101550011		JC2	10155	11	Commercial/Offic	5750	C4-2	3	4,140	4,140	0	0																				
101550012		JC2	10155	12	Commercial/Offic	3405	C4-2	3	6,044	6,044	0	0																				
101550016		JC2	10155	16	Commercial/Offic	4600	C4-2	3	4,100	4,100	0	0																				
101550210		JC2	10155	210	Commercial/Offic	9032	C4-2	3	2,775	2,775	0	0																				
101550008	471-JC2	JC2	10155A Total			25288	C4-2	3	29,499	29,499	0	0	R, ground-floo	70	21,495	0	0	61,450	61	C6-2	6	130	R + C 1.7	42990	0	0	108738	109	21495	0	0	47
102090115	515-JC2	JC2	10209	115	Parking	44884	M1-5	5	88,100	88,100	0	0	RFP	85	0	224,420	0	0	0	C6-2	6	130	EDC	133000	0	2000	135000	135	133000	-224420	2000	135
		JC2 Total													38,495	224,420	0	61,450	61					183490	0	2000	251238	250	146995	-224420	2000	188
97600045	125-JC3	JC3	9760	45	Commercial/Offic	10000	C4-2	3	17,600	17,600	0	0	R, ground-floo	70	17,600	0	0	0	0	C4-5X	5	125	5	8500	0	0	41500	42	-9100	0	0	42
97610014	128-JC3	JC3	9761	14	Commercial/Offic	10320	C4-2	3	13,005	13,005	0	0	R, ground-floo	70	8,772	0	0	25,078	25	C4-5X	5	125	R, ground-floor C	8772	0	0	42828	43	0	0	0	18
97610080	131-JC3	JC3	9761	80	Commercial/Offic	3680	C4-2	3	22,000	22,000	0	0	R, ground-floo	70	22,000	0	0	0	0	C4-5X	5	125	CONVERT	3667	0	0	18333	15	-18333	0	0	15
97640087		JC3	9764	87	Vacant	8703	R6	2	0	0	0	0																				
97640091		JC3	9764	91	Public Facilities a	9525	R6	2	58,625	0	0	119																				
97640097		JC3	9764	97	Parking	11025	R6	2	0	0	0	0																				
97640087	161-JC3	JC3	9764C Total			29313	R6	2	58,625	0	0	119	Whitman: CF	70	0	0	58,625	12,606	13	C4-5X	5	125	Whitman	0	0	0	146565	147	0	0	-58625	134
97930049	184-JC3	JC3	9793	49	Parking	14940	C4-2	3	0	0	0	0	R, ground-floo	70	12,699	0	0	36,304	36	C4-5X	5	125	R, ground-floor C	12699	0	0	62001	62	0	0	0	26
97930078	185-JC3	JC3	9793	78	Commercial/Offic	29568	C4-2	3	13,712	13,712	0	0	R, ground-floo	70	25,133	0	0	71,850	72	C4-5X	5	125	R, ground-floor C	25133	0	0	122707	123	0	0	0	51
97940048	188-JC3	JC3	9794	48	Commercial/Offic	49852	C4-2	3	122,000	122,000	0	0	C	70	122,000	0	0	0	0	C4-5X	5	125	CF 1.0 + R + C 1	84748	0	49852	114660	115	-37252	0	49852	115
97960063	191-JC3	JC3	9796	63	Parking	99500	R6/C4-2	2	40	40	0	0	C 1-story	70	44,792	0	0	196,993	197	C4-5X	5	125	C	253725	0	0	0	0	208933	0	0	-197
98000005	192-JC3	JC3	9800	5	Parking	84500	R6	2	256	256	0	0	C 1-story	70	0	0	0	205,335	205	C4-5X	5	125	Self Parking for u	359125	0	0	0	0	359125	0	0	-205
98160049	202-JC3	JC3	9816	49	Commercial/Offic	11645	C4-2	3	22,100	22,100	0	0	R, ground-floo	70	22,100	0	0	0	0	C4-5X	5	125	R, ground-floor C	9898	0	0	48327	48	-12202	0	0	48
98180062	204-JC3	JC3	9818	62	Commercial/Offic	12200	R6/C2-2	2	6,750	6,750	0	0	CF + R, groun	70	10,370	0	6,100	19,276	19	C4-5X	5	125	CF .5 + R, ground	10370	0	6100	44530	45	0	0	0	26
		JC3 Total													285,466	0	64,725	567,441	567					776837	0	55952	641451	640	491171	0	-8773	72
100020001		LC	10002	1	Industrial/Manufa	40077	M1-1	1	41,600	0	41,600	0																				
100020010		LC	10002	10	Industrial/Manufa	3925	M1-1	1	2,400	0	2,400	0																				
100020013		LC	10002	13	Industrial/Manufa	6600	M1-1	1	6,700	0	6,700	0																				
100020001	315-LC	LC	10002A Total			50797	M1-1	1	52,700	0	52,700	0	M	30	0	52,700	0	0	0	M1-4	2	60	C	101594	0	0	0	0	101594	-52700	0	0
100020005	316-LC	LC	10002	5	Industrial/Manufa	10120	M1-1	1	0	0	0	0	M	30	4,048	6,072	0	0	0	M1-4	2	60	M	20240	0	0	0	0	16192	-6072	0	0
100020015	317-LC	LC	10002	15	Industrial/Manufa	6695	M1-1	1	6,650	0	6,650	0	M	30	0	6,650	0	0	0	M1-4	2	60	M	13390	0	0	0	0	13390	-6650	0	0
100020017	318-LC	LC	10002	17	Industrial/Manufa	6450	M1-1	1	5,280	0	5,280	0	M	30	0	5,280	0	0	0	M1-4	2	60	M	12900	0	0	0	0	12900	-5280	0	0
100020020	319-LC	LC	10002	20	?	3020	M1-1	1	0	0	0	0	M	30	1,208	1,812	0	0	0	M1-4	2	60	M	6040	0	0	0	0	4832	-1812	0	0
100020021	320-LC	LC	10002	21	Mixed Residentia	2340	M1-1	1	3,135	1,035	0	2	existing	30	1,035	0	0	2,100	2	M1-4	2	60	M	4680	0	0	0	0	3645	0	0	-2
100020022		LC	10002	22	Multi-Family Walk	2165	M1-1	1	3,135	0	0	3																				
100020023		LC	10002	23	Mixed Residentia	2000	M1-1	1	2,200	1,100	0	2																				
100020024		LC	10002	24	Mixed Residentia	2000	M1-1	1	3,135	0	0	2																				
100020122		LC	10002	122	Mixed Residentia	2160	M1-1	1	3,135	0	0	2																				
100020022	321-LC	LC	10002B Total			8320	M1-1	1	11,605	1,100	0	9	existing	30	1,100	0	0	10,505	9	M1-4	2	60	C	16640	0	0	0	0	15540	0	0	-9
100020025	322-LC	LC	10002	25	Mixed Residentia	2250	M1-1	1	2,751	908	0	2	existing	30	908	0	0	1,843	2	M1-4	2	60	M	4500	0	0	0	0	3592	0	0	-2
101070142	414-LC	LC	10107	142	Transportation/Ut	30732	M1-1	1	3,800	0	0	0	M	30	12,293	18,439	0	0	0	M1-4	2	60	C	61464	0	0	0	0	49171	-18439	0	0
101080305	417-LC	LC	10108	305	?	11900	M1-1	1	0	0	0	0	M	30	11,900	0	0	0	0	M1-4	2	60	CF	0	0	23800	0	0	-11900	0	23800	0
101080312		LC	10108	312	Vacant	4000	M1-1	1	0	0	0	0																				
101080314		LC	10108	314	Commercial/Offic	4000	M1-1	1	1,600	1,600	0	0																				
101080319		LC	10108	319	Vacant	7900	M1-1	1	0	0	0	0																				

Downtown Jamaica Redevelopment Plan

Table 1: Reasonable Worst Case Development Scenario: Projected Sites

	Site Description						Existing Conditions						No-Action Conditions							With-Action Conditions								Increment			
TBL	Site #	Subarea	Block	Lot	Land Use	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Expected Use	Bldg Ht	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Proposed Zoning	Proposed FAR	Bldg Ht	Expected Use	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
101080312	418-LC	LC	10108A Total			15900	M1-1	1	1,800	1,800	0	0	M	30	15,900	0	0	0	0	M1-4	2	60 M	31800	0	0	0	0	15900	0	0	0
101080316	419-LC	LC	10108	316	?	9100	M1-1	1	0	0	0	0	M	30	9,100	0	0	0	0	M1-4	2	60 C	18200	0	0	0	0	9100	0	0	0
		LC Total													**57,492**	**90,953**	**0**	**14,448**	**13**					**291448**	**0**	**23800**	**0**	**0**	**233956**	**-90953**	**23800**	**-13**
96880006	64-SC	SC	9688	6	Parking	2660	C4-2	3	0	0	0	0	R, ground-floo	70	2,261	0	0	6,464	6	C4-4A	4	80 R, ground-floor C	2261	0	0	0	8379	8	0	0	0	2
96880008		SC	9688	8	Parking	2700	C4-2	3	0	0	0	0																				
96880009		SC	9688	9	Parking	2750	C4-2	3	0	0	0	0																				
96880005	65-SC	SC	9688A Total			5450	C4-2	3	0	0	0	0	R, ground-floo	70	4,633	0	0	13,244	13	C4-4A	4	80 R, ground-floor C	4633	0	0	17167	17	0	0	0	4
96880014	66-SC	SC	9688	14	Parking	8110	C4-2	3	0	0	0	0	R, ground-floo	70	6,894	0	0	19,707	20	C4-4A	4	80 R, ground-floor C	6894	0	0	25546	26	0	0	0	6
		SC Total													**13,788**	**0**	**0**	**39,415**	**39**					**13788**	**0**	**0**	**51092**	**51**	**0**	**0**	**0**	**12**
100180001	324-A	A	10018	1	1-2 Family	5800	R4	1	1,992	0	0	2	5	35	0	0	0	4,350	4	R5/C1-4	1	40 R, ground-floor C	4930	0	0	870	1	4930	0	0	-3
100180003		A	10018	3	Parking	2500	R4	1	0	0	0	0																				
100180004		A	10018	4	1-2 Family	2500	R4	1	1,216	0	0	1																				
100180003	325-A	A	10018A Total			5000	R4	1	1,216	0	0	1	R	35	0	0	0	3,750	4	R5/C1-4	1	40 R, ground-floor C	4250	0	0	750	1	4250	0	0	-3
100180007	326-A	A	10018	7	Parking	5000	R4	1	2,000	2,000	0	0	R	35	0	0	0	3,750	4	R5/C1-4	1	40 R, ground-floor C	4250	0	0	750	1	4250	0	0	-3
100210005	336-A	A	10021	5	1-2 Family	5000	R4	1	1,482	0	0	2	R	35	0	0	0	3,750	4	R5	1	40 R	0	0	0	6250	6	0	0	0	2
		A Total													**0**	**0**	**0**	**15,600**	**16**					**13430**	**0**	**0**	**8620**	**9**	**13430**	**0**	**0**	**-7**
100280001		B	10028	1	Commercial/Offic	2500	M1-1	1	600	600	0	0																				
100280002		B	10028	2	Vacant	5000	M1-1	1	0	0	0	0																				
100280011		B	10028	11	Industrial/Manufa	10000	M1-1	1	750	750	0	0																				
100280001	340-B	B	10028A Total			17500	M1-1	1	1,350	1,350	0	0	M	30	7,000	10,500	0	0	0	R5	1	40 R	0	0	0	21875	22	-7000	-10500	0	22
		B Total													**7,000**	**10,500**	**0**	**0**	**0**					**0**	**0**	**0**	**21875**	**22**	**-7000**	**-10500**	**0**	**22**
96810045	40-D	D	9681	45	?	5280	R6	2	0	0	0	0	R	70	0	0	0	12,830	13	R7A	4	80 R	0	0	0	21120	21	0	0	0	8
96810047		D	9681	47	Multi-Family Wal	4375	R6	2	2,549	0	0	3																				
96810049		D	9681	49	Multi-Family Wal	3150	R6	2	2,549	0	0	3																				
96810047	41-D	D	9681A Total			7525	R6	2	5,098	0	0	6	R	70	0	0	0	18,286	18	R7A	4	80 R	0	0	0	30100	30	0	0	0	12
96810056	45-D	D	9681	56	1-2 Family	5075	R6	2	2,360	0	0	2	R	70	0	0	0	12,332	12	R7A	4	80 R	0	0	0	20300	20	0	0	0	8
96810062	50-D	D	9681	62	1-2 Family	7250	R6	2	2,926	0	0	2	R	70	0	0	0	17,618	18	R7A	4	80 R	0	0	0	29000	29	0	0	0	11
96810064	51-D	D	9681	64	1-2 Family	7250	R6	2	2,349	0	0	1	R	70	0	0	0	17,618	18	R7A	4	80 R	0	0	0	29000	29	0	0	0	11
96810071	52-D	D	9681	71	1-2 Family	6300	R6	2	3,098	0	0	1	R	70	0	0	0	15,309	15	R7A	4	80 R	0	0	0	25200	25	0	0	0	10
96810073	53-D	D	9681	73	1-2 Family	6604	R6	2	3,505	0	0	1	R	70	0	0	0	16,048	16	R7A	4	80 R	0	0	0	26416	26	0	0	0	10
96810085	56-D	D	9681	85	1-2 Family	7685	R6	2	2,180	0	0	1	R	70	0	0	0	18,675	19	R7A	4	80 R	0	0	0	30740	31	0	0	0	12
96810087		D	9681	87	1-2 Family	5075	R6	2	3,720	0	0	2																				
96810090		D	9681	90	1-2 Family	5075	R6	2	3,720	0	0	2																				
96810087	57-D	D	9681B Total			10150	R6	2	7,440	0	0	4	R	70	0	0	0	24,665	25	R7A	4	80 R	0	0	0	40600	41	0	0	0	16
96810091		D	9681	91	1-2 Family	7250	R6	2	2,725	0	0	1																				
96810093		D	9681	93	Vacant	3915	R6	2	0	0	0	0																				
96810094		D	9681	94	Vacant	3335	R6	2	0	0	0	0																				
96810091	58-D	D	9681C Total			14500	R6	2	2,720	0	0	1	R	70	0	0	0	35,235	35	R7A	4	80 R	0	0	0	58000	58	0	0	0	23
96930060	73-D	D	9693	60	Parking	13675	R6	2	0	0	0	0	R	70	0	0	0	33,230	33	R7A	4	80 R	0	0	0	54700	55	0	0	0	22
96940044		D	9694	44	Parking	4900	R6	2	0	0	0	0																				
96940047		D	9694	47	Parking	7000	R6	2	0	0	0	0																				
96940049		D	9694	49	Parking	7000	R6	2	0	0	0	0																				
96940044	79-D	D	9694E Total			18000	R6	2	0	0	0	0	R	70	0	0	0	43,740	44	R7A	4	80 R	0	0	0	72000	72	0	0	0	28
96970052	88-D	D	9697	52	Parking	13500	R6	2	24	24	0	0	R	70	0	0	0	32,805	33	R7A	4	80 R	0	0	0	54000	54	0	0	0	21
97530001	103-D	D	9753	1	1-2 Family	5000	R6	2	2,945	0	0	2	R	70	0	0	0	12,150	12	R7A	4	80 R	0	0	0	20000	20	0	0	0	8
97530006	106-D	D	9753	6	1-2 Family	5000	R6	2	3,244	0	0	2	R	70	0	0	0	12,150	12	R7A	4	80 R	0	0	0	20000	20	0	0	0	8
97530026	111-D	D	9753	26	1-2 Family	5000	R6	2	2,595	0	0	2	R	70	0	0	0	12,150	12	R7A	4	80 R	0	0	0	20000	20	0	0	0	8
97620049	143-D	D	9762	49	Parking	5750	R6	2	0	0	0	0	R	70	0	0	0	13,973	14	R7A	4	80 R	0	0	0	23000	23	0	0	0	9
97630047	154-D	D	9763	47	Commercial/Offic	10500	R6	2	8,750	8,750	0	0	R	70	0	0	0	25,515	26	R7A/C1-2	4	80 R, ground-floor C	8925	0	0	33075	33	8925	0	0	7
97630051	155-D	D	9763	51	Parking	9050	R6	2	0	0	0	0	R	70	0	0	0	22,016	22	R7A/C1-2	4	80 R, ground-floor C	7701	0	0	28539	29	7701	0	0	7
97650032	162-D	D	9765	32	Commercial/Offic	6158	R6/C2-2	2	3,940	3,940	0	0	R, ground-floo	70	5,234	0	0	9,730	10	R7A/C2-4	4	80 R, ground-floor C	5234	0	0	19398	19	0	0	0	9
97670061	172-D	D	9767	61	?	5130	R6	2	0	0	0	0	R	70	0	0	0	12,466	12	R7A	4	80 R	0	0	0	20520	21	0	0	0	9
98130005	193-D	D	9813	5	Mixed Residentia	5340	R6	2	2,310	1,155	0	1	R	70	0	0	0	12,976	13	R7A	4	80 R	0	0	0	21360	21	0	0	0	8
98130008	194-D	D	9813	8	1-2 Family	5340	R6	2	3,534	0	0	1	R	70	0	0	0	12,976	13	R7A	4	80 R	0	0	0	21360	21	0	0	0	8
		D Total													**5,234**	**0**	**0**	**444,493**	**444**					**21860**	**0**	**0**	**718428**	**718**	**16626**	**0**	**0**	**273**
99080010	246-E	E	9908	10	Transportation/U	12000	R4/C2-2	1	800	800	0	0	R, ground-floo	35	10,200	0	0	1,800	2	R6A/C2-4	3	70 R, ground-floor C	10200	0	0	25800	26	0	0	0	24
103160001		E	10316	1	Industrial/Manufa	2337	M1-1	1	2,670	2,670	0	0																				
103160031		E	10316	31	Industrial/Manufa	3300	M1-1	1	3,280	0	3,280	0																				
103160033		E	10316	33	Industrial/Manufa	3300	M1-1	1	3,280	0	3,280	0																				
103160035		E	10316	35	Industrial/Manufa	3300	M1-1	1	3,280	0	3,280	0																				
103160037		E	10316	37	Industrial/Manufa	3300	M1-1	1	3,280	0	3,280	0																				
103160001	566-E	E	10316A Total			15537	M1-1	1	15,790	2,670	13,120	0	M	30	2,670	13,120	0	0	0	R6A/C2-4	3	70 R, ground-floor C	13206	0	0	33405	33	10536	-13120	0	33
108150014	608-E	E	10815	14	1-2 Family	8178	R5/C2-2	1	2,650	0	0	2	R, ground-floo	40	6,951	0	0	1,227	1	R6A/C2-4	3	70 R, ground-floor C	6951	0	0	17583	18	0	0	0	17
		E Total													**19,821**	**13,120**	**0**	**3,027**	**3**					**30357**	**0**	**0**	**76788**	**77**	**10536**	**-13120**	**0**	**74**
98990041	242-F	F	9899	41	1-2 Family	4032	R3-2	1	1,430	0	0	1	R	35	0	0	0	1,430	1	R4-1	1	35 R	0	0	0	3024	3	0	0	0	2
98990088	243-F	F	9899	88	1-2 Family	4500	R3-2	1	912	0	0	1	R	35	0	0	0	2,250	2	R4-1	1	35 R	0	0	0	3375	3	0	0	0	1
99000024	244-F	F	9900	24	1-2 Family	5000	R3-2	1	1,248	0	0	1	R	35	0	0	0	2,500	3	R4-1	1	35 R	0	0	0	3750	4	0	0	0	2
99200011	257-F	F	9920	11	1-2 Family	5785	R3-2	1	2,002	0	0	1	R	35	0	0	0	2,002	1	R4-1	1	35 R	0	0	0	4339	4	0	0	0	3
99210014	258-F	F	9921	14	1-2 Family	5000	R3-2	1	2,002	0	0	2	R	35	0	0	0	2,002	2	R4-1	1	35 R	0	0	0	3750	4	0	0	0	2
99210020	259-F	F	9921	20	1-2 Family	5000	R3-2	1	1,806	0	0	1	R	35	0	0	0	1,806	1	R4-1	1	35 R	0	0	0	3750	4	0	0	0	3
99310012	261-F	F	9931	12	1-2 Family	7500	R3-2	1	2,708	0	0	2	R	35	0	0	0	2,708	2	R4-1	1	35 R	0	0	0	5625	6	0	0	0	4
99310016	262-F	F	9931	16	1-2 Family	5000	R3-2	1	1,518	0	0	1	R	35	0	0	0	1,518	1	R4-1	1	35 R	0	0	0	3750	4	0	0	0	3
99310021	263-F	F	9931	21	1-2 Family	5000	R3-2	1	1,438	0	0	2	R	35	0	0	0	2,500	3	R4-1	1	35 R	0	0	0	3750	4	0	0	0	2
		F Total													**0**	**0**	**0**	**18,716**	**15**					**0**	**0**	**0**	**35113**	**36**	**0**	**0**	**0**	**21**
102190161	521-J	J	10219	161	1-2 Family	2333	M1-1	1	1,266	0	0	2	existing	30	0	0	0	1,266	2	R5	1	40 R	0	0	0	2916	3	0	0	0	1
102190162	522-J	J	10219	162	1-2 Family	2333	M1-1	1	1,266	0	0	2	existing	30	0	0	0	1,266	2	R5	1	40 R	0	0	0	2916	3	0	0	0	1
103200001	582-J	J	10320	1	Industrial/Manufa	7200	M1-1	1	4,898	0	4,898	0	M	30	0	4,898	0	0	0	R5	1	40 R	0	0	0	9000	9	0	-4898	0	9
103200006		J	10320	6	Industrial/Manufa	6390	M1-1	1	4,990	0	4,990	0																				
103200010		J	10320	10	Commercial/Offic	4513	M1-1	1	4,000	4,000	0	0																				
103200012		J	10320	12	Vacant	675	M1-1	1	0	0	0	0																				
103200029		J	10320	29	Industrial/Manufa	15700	M1-1	1	2,540	0	2,540	0																				
103200006	583-J	J	10320A Total			27278	M1-1	1	11,500	4,000	7,500	0	M	30	10,911	16,367	0	0	0	R5	1	40 R	0	0	0	34098	34	-10911	-16367	0	34
103210008	584-J	J	10321	8	Industrial/Manufa	5000	M1-1	1	4,100	0	4,100	0	M	30	0	4,100	0	0	0	R5	1	40 R	0	0	0	6250	6	0	-4100	0	6
		J Total													**10,911**	**25,365**	**0**	**2,532**	**4**					**0**	**0**	**0**	**55180**	**55**	**-10911**	**-25365**	**0**	**51**
100170018	323-O	O	10017	18	Transportation/U	7020	R4	1	468	468	0	0	R	35	0	0	0	5,265	5	R6A/C2-4	3	70 R, ground-floor C	5967	0	0	15093	13	5967	0	0	8
100200137	334-O	O	10020	137	Industrial/Manufa	32000	R4	1	9,122	9,122	0	0	R	35	0	0	0	24,000	24	R6A/C2-4	3	70 R, ground-floor C	27200	0	0	68800	69	27200	0	0	45
100320013		O	10032	13	Commercial/Offic	5000	M1-1	1	4,910	4,910	0	0																				
100320015		O	10032	15	Vacant	7500	M1-1	1	0	0	0	0																				
100320016		O	10032	16	Vacant	1725	M1-1	1	0	0	0	0																				
100320017		O	10032	17	Multi-Family Wal	1836	M1-1	1	2,760	0	0	4																				
100320018		O	10032	18	Commercial/Offic	3943	M1-1	1	3,800	3,800	0	0																				
100320013	357-O	O	10032C Total			5779	M1-1	1	6,560	3,800	0	4	existing	30	3,800	0	0	2,760	4	R6A/C2-4	3	70 R, ground-floor C	4912	0	0	12425	12	1112	0	0	8

Downtown Jamaica Redevelopment Plan

Table 1: Reasonable Worst Case Development Scenario: Projected Sites

	Site Description						Existing Conditions						No-Action Conditions							With-Action Conditions							Increment			
TBL	Site #	Subarea	Block	Lot	Land Use	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Expected Use	Bldg Ht	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Proposed Zoning	FAR	Bldg Ht	Expected Use	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
100430006	363-O	O	10043	6	Industrial/Manufa	10650	R4	1	4,500	4,500	0	0	R	35	0	0	0	7,988	8	R6A/C2-4	3	70 R, ground-floor C		9053	0	0	22897	23	9053	0	0	15
100520009	368-O	O	10052	9	Commercial/Offic	1870	R4	1	800	800	0	0	R	35	0	0	0	1,403	1	R6A/C2-4	3	70 R, ground-floor C		1590	0	0	4020	4	1590	0	0	3
100520010	369-O	O	10052	10	Industrial/Manufa	5463	R4	1	2,250	0	2,250	0	R	35	0	0	0	4,097	4	R6A/C2-4	3	70 R, ground-floor C		4644	0	0	11745	12	4644	0	0	8
100550002	370-O	O	10055	2	Commercial/Offic	8800	R4	1	1,400	1,400	0	0	R	35	0	0	0	6,600	7	R6A/C2-4	3	70 R, ground-floor C		7480	0	0	18920	19	7480	0	0	12
100550007		O	10055	7	Vacant	7100	R4	1	0	0	0	0																				
100550014		O	10055	14	Vacant	5500	R4	1	0	0	0	0																				
100550007	371-O	O	10055A Total			12600	R4	1	0	0	0	0	R	35	0	0	0	9,450	9	R6A/C2-4	3	70 R, ground-floor C		10710	0	0	27090	27	10710	0	0	18
100550011	372-O	O	10055	11	Commercial/Offic	6699	R4	1	975	975	0	0	R	35	0	0	0	5,024	5	R6A/C2-4	3	70 R, ground-floor C		5694	0	0	14403	14	5694	0	0	9
100550019	373-O	O	10055	19	?	2025	R4	1	0	0	0	0	R	35	0	0	0	1,519	2	R6A/C2-4	3	70 R, ground-floor C		1721	0	0	4354	4	1721	0	0	2
100550020	374-O	O	10055	20	?	2650	R4	1	0	0	0	0	R	35	0	0	0	1,988	2	R6A/C2-4	3	70 R, ground-floor C		2253	0	0	5697	6	2253	0	0	4
100550031	375-O	O	10055	31	1-2 Family	6250	R4	1	1,464	0	0	1	R	35	0	0	0	4,688	5	R6A/C2-4	3	70 R, ground-floor C		5313	0	0	13437	13	5313	0	0	8
100570016	380-O	O	10057	16	Parking	7661	R4	1	4,895	0	4,895	0	R	35	0	4,895	0	0	0	R6A/C2-4	3	70 CF		0	0	22983	0	0	0	-4895	22983	0
100580001		O	10056	1	Industrial/Manufa	32036	M1-1	1	24,000	0	24,000	0																				
100580021		O	10058	21	Industrial/Manufa	10011	M1-1	1	10,000	0	10,000	0																				
100580001	381-O	O	10058B Total			42047	M1-1	1	34,000	0	34,000	0	M	30	0	34,000	0	0	0	M1-4	2	60 CF .5 + R, ground		35740	0	21024	69377	69	35740	-34000	21024	69
		O Total													**3,800**	**38,895**	**0**	**74,782**	**76**					**122277**	**0**	**44007**	**288258**	**286**	**118477**	**-38895**	**44007**	**210**
101290007	433-Q	Q	10129	7	Mixed Residentia	4752	R4/C1-2	1	3,600	2,600	0	1	R, ground-floo	35	2,600	0	0	1,000	1	R5D/C1-4	2	40 R, ground-floor C		4039	0	0	5465	5	1439	0	0	4
101290020	434-Q	Q	10129	20	Multi-Family Wal	2990	R4/C1-2	1	2,000	0	0	4	R, ground-floo	35	0	0	0	2,000	4	R5D/C1-4	2	40 R, ground-floor C		2542	0	0	3438	3	2542	0	0	-1
101290021	435-Q	Q	10129	21	?	5980	R4/C1-2	1	0	0	0	0	R, ground-floo	35	5,083	0	0	897	1	R5D/C1-4	2	40 R, ground-floor C		5083	0	0	6877	7	0	0	0	6
101290023	436-Q	Q	10129	23	1-2 Family	2990	R4/C1-2	1	1,400	0	0	2	R, ground-floo	35	2,542	0	0	449	0	R5D/C1-4	2	40 R, ground-floor C		2542	0	0	3438	3	0	0	0	3
101290025		Q	10129	25	Mixed Residentia	4600	R4/C1-2	1	3,760	840	0	6																				
101290027		Q	10129	27	Mixed Residentia	2300	R4/C1-2	1	1,640	820	0	1																				
101290025	437-Q	Q	10129C Total			6900	R4/C1-2	1	5,400	1,660	0	7	R, ground-floo	35	1,660	0	0	3,740	7	R5D/C1-4	2	40 R, ground-floor C		5865	0	0	7935	8	4205	0	0	1
101290028	438-Q	Q	10129	28	Mixed Residentia	3220	R4/C1-2	1	3,168	1,584	0	2	R, ground-floo	35	1,584	0	0	1,584	2	R5D/C1-4	2	40 R, ground-floor C		2737	0	0	3703	4	1153	0	0	2
101290030		Q	10129	30	Commercial/Offic	2592	R4/C1-2	1	1,320	1,320	0	0																				
101290031		Q	10129	31	Vacant	2645	R4/C1-2	1	0	0	0	0																				
101290030	439-Q	Q	10129D Total			5237	R4/C1-2	1	1,320	1,320	0	0	R, ground-floo	35	4,451	0	0	0	0	R5D/C1-4	2	40 R, ground-floor C		4451	0	0	6023	6	0	0	0	6
101400020	442-Q	Q	10140	20	1-2 Family	5750	R4	1	1,684	0	0	1	R	35	0	0	0	4,313	4	R5D/C1-4	2	40 R, ground-floor C		4888	0	0	6612	7	4888	0	0	3
101400022	443-Q	Q	10140	22	?	2875	R4	1	0	0	0	0	R	35	0	0	0	2,156	2	R5D/C1-4	2	40 R, ground-floor C		2444	0	0	3306	3	2444	0	0	1
101400023	444-Q	Q	10140	23	Public Facilities a	5750	R4	1	3,200	3,200	0	0	R	35	3,200	0	0	0	0	R5D/C1-4	2	40 R, ground-floor C		4888	0	0	6612	7	1688	0	0	7
101400026	445-Q	Q	10140	26	Parking	9890	R4	1	1,800	1,800	0	0	R	35	0	0	0	7,418	7	R5D/C1-4	2	40 R, ground-floor C		8407	0	0	11373	11	8407	0	0	4
101500051		Q	10150	51	Vacant	2533	R4/C1-2	1	0	0	0	0																				
101500052		Q	10150	52	Vacant	2415	R4/C1-2	1	0	0	0	0																				
101500051	455-Q	Q	10150B* Total			4945	R4/C1-2	1	0	0	0	0	R, ground-floo	35	4,203	0	0	0	0	R5D/C1-4	2	40 R, ground-floor C		4203	0	0	5687	6	0	0	0	6
101500053		Q	10150	53	Mixed Residentia	2300	R4/C1-2	1	2,400	1,200	0	1																				
101500054		Q	10150	54	1-2 Family	2390	R4/C1-2	1	2,400	0	0	2																				
101500053	456-Q	Q	10150D Total			5290	R4/C1-2	1	4,800	1,200	0	3	R, ground-floo	35	1,200	0	0	3,600	3	R5D/C1-4	2	40 R, ground-floor C		4497	0	0	6083	6	3297	0	0	3
101500055	457-Q	Q	10150	55	?	4600	R4/C1-2	1	0	0	0	0	R, ground-floo	35	3,910	0	0	690	1	R5D/C1-4	2	40 R, ground-floor C		3910	0	0	5290	5	0	0	0	4
101500057	458-Q	Q	10150	57	?	2875	R4/C1-2	1	0	0	0	0	R, ground-floo	35	2,444	0	0	431	0	R5D/C1-4	2	40 R, ground-floor C		2444	0	0	3306	3	0	0	0	3
101610001	477-Q	Q	10161	1	Public Facilities a	8255	R4/C1-2	1	4,000	4,000	0	0	R, ground-floo	35	7,017	0	0	1,238	1	R5D/C1-4	2	40 R, ground-floor C		7017	0	0	9493	9	0	0	0	8
101610003		Q	10161	3	Parking	4665	R4/C1-2	1	0	0	0	0																				
101610009		Q	10161	9	Vacant	1710	R4	1	0	0	0	0																				
101610052		Q	10161	52	Vacant	2000	R4/C1-2	1	0	0	0	0																				
101610003	478-Q	Q	10161B* Total			8575	R4/C1-2	1	0	0	0	0	R, ground-floo	35	7,289	0	0	0	0	R5D/C1-4	2	40 R, ground-floor C		7289	0	0	9861	10	0	0	0	10
101610006		Q	10161	6	Public Facilities a	2017	R4	1	1,870	1,870	0	0																				
101610008		Q	10161	8	1-2 Family	1719	R4	1	1,325	0	0	2																				
101610006	479-Q	Q	10161A Total			3727	R4	1	3,198	1,870	0	2	R	35	1,870	0	0	1,328	2	R5D	2	40 R		0	0	0	7454	7	-1870	0	0	5
101610010	480-Q	Q	10161	10	1-2 Family	1710	R4	1	1,497	0	0	1	R	35	0	0	0	1,497	1	R5D	2	40 R		0	0	0	3420	3	0	0	0	2
101610046	481-Q	Q	10161	46	1-2 Family	4000	R4/C1-2	1	1,449	0	0	2	R, ground-floo	35	3,400	0	0	600	1	R5D/C1-4	2	40 R, ground-floor C		3400	0	0	4600	5	0	0	0	4
101610053		Q	10161	53	Vacant	2000	R4/C1-2	1	0	0	0	0																				
101610054		Q	10161	54	1-2 Family	4000	R4/C1-2	1	1,776	0	0	1																				
101610053	482-Q	Q	10161F Total			6000	R4/C1-2	1	1,776	0	0	1	R, ground-floo	35	5,100	0	0	0	0	R5D/C1-4	2	40 R, ground-floor C		5100	0	0	6900	7	0	0	0	7
101610056		Q	10161	56	Vacant	4000	R4/C1-2	1	0	0	0	0																				
101610058		Q	10161	58	1-2 Family	4000	R4/C1-2	1	1,721	0	0	1																				
101610056	483-Q	Q	10161G Total			8000	R4/C1-2	1	1,721	0	0	1	R, ground-floo	35	6,800	0	0	0	0	R5D/C1-4	2	40 R, ground-floor C		6800	0	0	9200	9	0	0	0	9
101630051	484-Q	Q	10163	51	Transportation/U	12000	R4	1	2,100	2,100	0	0	R	35	0	0	0	9,000	9	R5D	2	40 CF		0	0	24000	0	0	0	0	24000	-9
101660010		Q	10166	10	Vacant	2000	R4	1	0	0	0	0																				
101660011		Q	10166	11	Vacant	2000	R4	1	0	0	0	0																				
101660010	490-Q	Q	10166A* Total			4000	R4	1	0	0	0	0	R	35	0	0	0	3,000	3	R5D/C1-4	2	40 R, ground-floor C		3400	0	0	4600	5	3400	0	0	2
101660012	491-Q	Q	10166	12	1-2 Family	2500	R4	1	1,565	0	0	1	R	35	0	0	0	1,565	1	R5D/C1-4	2	40 R, ground-floor C		2125	0	0	2875	3	2125	0	0	2
101660013	492-Q	Q	10166	13	1-2 Family	2500	R4	1	1,674	0	0	1	R	35	0	0	0	1,674	1	R5D/C1-4	2	40 R, ground-floor C		2125	0	0	2875	3	2125	0	0	2
101660015	493-Q	Q	10166	15	1-2 Family	2500	R4	1	1,674	0	0	2	R	35	0	0	0	1,674	2	R5D/C1-4	2	40 R, ground-floor C		2125	0	0	2875	3	2125	0	0	1
101660016		Q	10166	16	Parking	2000	R4	1	0	0	0	0																				
101660017		Q	10166	17	1-2 Family	2500	R4	1	1,374	0	0	2																				
101660016	494-Q	Q	10166B Total			4500	R4	1	1,374	0	0	2	R	35	0	0	0	3,375	3	R5D/C1-4	2	40 R, ground-floor C		3825	0	0	5175	5	3825	0	0	2
101660025		Q	10166	25	Vacant	2000	R4	1	0	0	0	0																				
101660026		Q	10166	26	1-2 Family	2000	R4	1	999	0	0	1																				
101660025	496-Q	Q	10166C Total			4000	R4	1	999	0	0	1	R	35	0	0	0	3,000	3	R5D/C1-4	2	40 R, ground-floor C		3400	0	0	4600	5	3400	0	0	2
101710025		Q	10171	25	Vacant	2000	R4	1	0	0	0	0																				
101710026		Q	10171	26	Vacant	2000	R4	1	0	0	0	0																				
101710025	504-Q	Q	10171C* Total			4000	R4	1	0	0	0	0	R	35	0	0	0	3,000	3	R5D/C1-4	2	40 R, ground-floor C		3400	0	0	4600	5	3400	0	0	2
101710028		Q	10171	28	1-2 Family	2000	R4	1	1,574	0	0	1																				
101710029		Q	10171	29	Vacant	2036	R4	1	0	0	0	0																				
101710030		Q	10171	30	Vacant	2065	R4	1	0	0	0	0																				
101710028	505-Q	Q	10171D Total			6171	R4	1	1,574	0	0	1	R	35	0	0	0	4,628	5	R5D/C1-4	2	40 R, ground-floor C		5245	0	0	7097	7	5245	0	0	2
		Q Total													**64,353**	**0**	**0**	**63,857**	**68**					**118191**	**0**	**24000**	**170773**	**170**	**53838**	**0**	**24000**	**101**
101760008		R	10176	8	Industrial/Manufa	10335	C8-1	1	1,500	1,500	0	0																				
101760012		R	10176	12	Industrial/Manufa	22000	C8-1	1	11,330	11,330	0	0																				
101760008	506-R	R	10176A Total			32335	C8-1	1	12,830	12,830	0	0	C8-1	30	27,485	0	0	0	0	R6A/C2-4	3	70 R, ground-floor C		27485	0	0	69520	70	0	0	0	70
101970034		R	10197	34	Vacant	4260	R3-2/C1-2	1	0	0	0	0																				
101970035		R	10197	35	Vacant	4324	R3-2/C1-2	1	0	0	0	0																				
101970034	513-R	R	10197A Total			8584	R3-2/C1-2	1	0	0	0	0	R, ground-floo	35	7,296	0	0	0	0	R6A/C2-4	3	70 R, ground-floor C		7296	0	0	18456	18	0	0	0	18
102220013		R	10222	13	Vacant	2165	R4	1	0	0	0	0																				
102220014		R	10222	14	Vacant	1848	R4	1	0	0	0	0																				
102220015		R	10222	15	Vacant	1851	R4	1	0	0	0	0																				
102220016		R	10222	16	Vacant	1999	R4	1	0	0	0	0																				
102220013	525-R	R	10222A Total			7959	R4	1	0	0	0	0	R	35	0	0	0	5,969	6	R6A/C2-4	3	70 R, ground-floor C		6765	0	0	17112	17	6765	0	0	11
102230010	526-R	R	10223	10	?	5886	R4	1	0	0	0	0	R	35	0	0	0	4,415	4	R6A/C2-4	3	70 R, ground-floor C		5003	0	0	12655	13	5003	0	0	9
102230014		R	10223	14	Vacant	6426	R4	1	0	0	0	0																				
102230016		R	10223	16	Vacant	5385	R4	1	0	0	0	0																				
102230014	529-R	R	10223B Total			11511	R4	1	0	0	0	0	R	35	0	0	0	8,633	9	R6A/C2-4	3	70 R, ground-floor C		9784	0	0	24749	25	9784	0	0	16
102250009	531-R	R	10225	9	Transportation/U	12300	C8-1	1	3,800	3,800	0	0	CF + C8-1	30	10,455	0	6,150	0	0	R6A/C2-4	3	70 CF		0	0	36900	0	0	-10455	0	30750	0

Downtown Jamaica Redevelopment Plan

Table 1: Reasonable Worst Case Development Scenario: Projected Sites

	Site Description						Existing Conditions						No-Action Conditions						With-Action Conditions							Increment			
TBL	Site #	Subarea	Block	Lot	Land Use	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Expected Use	Bldg Ht	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Proposed Zoning	Proposed FAR	Bldg Ht	Expected Use	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
102280015	535-R	R	10228	15	1-2 Family	3760	R4	1	1,975	0	0	2	R	35	0	0	0	1,975	2	R6A/C2-4	3	70 R, ground-floor C	3196	0	0	8084	8	3196	0	0	6
102280017	536-R	R	10228	17	?	3720	R4	1	0	0	0	0	R	35	0	0	0	2,790	3	R6A/C2-4	3	70 R, ground-floor C	3162	0	0	7998	8	3162	0	0	5
102280019	537-R	R	10228	19	Mixed Residentia	4965	R4	1	3,220	1,840	0	1	R	35	1,840	0	0	1,380	1	R6A/C2-4	3	70 R, ground-floor C	4220	0	0	10675	11	2380	0	0	10
102370001	541-R	R	10237	1	Transportation/U	12876	C8-1	1	3,200	3,200	0	0	C8-1	30	10,945	0	0	0	0	R6A/C2-4	3	70 R, ground-floor C	10945	0	0	27683	28	0	0	0	28
102440211	545-R	R	10244	211	Parking	5550	C8-1	1	1,250	1,250	0	0	C8-1	30	4,718	0	0	0	0	R6A/C2-4	3	70 R, ground-floor C	4718	0	0	11932	12	0	0	0	12
102440216	546-R	R	10244	216	Transportation/U	3040	C8-1	1	3,000	2,100	0	1	existing	30	2,100	0	0	900	1	R6A/C2-4	3	70 R, ground-floor C	2584	0	0	6536	7	484	0	0	6
102440217	547-R	R	10244	217	Parking	4640	C8-1	1	4,000	4,000	0	0	C8-1	30	4,000	0	0	0	0	R6A/C2-4	3	70 R, ground-floor C	3944	0	0	9976	10	-56	0	0	10
102440223	548-R	R	10244	223	?	4065	C8-1	1	0	0	0	0	C8-1	30	3,455	0	0	0	0	R6A/C2-4	3	70 R, ground-floor C	3455	0	0	8740	9	0	0	0	9
102530018	555-R	R	10253	18	?	3330	C8-1	1	0	0	0	0	C8-1	30	2,831	0	0	0	0	R6A/C2-4	3	70 R, ground-floor C	2831	0	0	7159	7	0	0	0	7
102800032		R	10280	32	Vacant	3498	R3-2/C1-2	1	0	0	0	0																				
102800033		R	10280	33	Vacant	9900	R3-2/C1-2	1	0	0	0	0																				
102800048		R	10280	48	Vacant	4000	R3-2/C1-2	1	0	0	0	0																				
102800050		R	10280	50	Vacant	3000	R3-2/C1-2	1	0	0	0	0																				
102800052		R	10280	52	Vacant	3000	R3-2/C1-2	1	0	0	0	0																				
102800032	561-R	R	10280A Total			23398	R3-2/C1-2	1	0	0	0	0	R, ground-flo	35	19,888	0	0	0	0	R6A/C1-3	3	70 R, ground-floor C	19888	0	0	50306	50	0	0	0	50
		R Total													95,013	0	6,150	26,062	26					115276	0	36900	291581	293	20263	0	30750	267
96180030	1-S	S	9618	30	Transportation/U	10765	R6/C2-2	2	1,575	1,575	0	0	R, ground-flo	70	9,150	0	0	17,009	17	R6A/C2-4	3	70 R, ground-floor C	9150	0	0	23145	23	0	0	0	6
96190019	3-S	S	9619	19	Parking	12000	C8-1	1	12,000	12,000	0	0	C8-1	30	12,000	0	0	0	0	R6A/C2-4	3	70 R, ground-floor C	10200	0	0	25800	26	-1800	0	0	26
96190028	5-S	S	9619	28	Transportation/U	4000	R6/C2-2	2	7,600	7,600	0	0	R, ground-flo	70	7,600	0	0	0	0	R6A/C2-4	3	70 R, ground-floor C	3400	0	0	8600	9	-4200	0	0	9
96200045	8-S	S	9620	45	Industrial/Manufa	30235	C8-1	1	8,910	3,810	5,100	0	C8-1	30	25,700	0	0	0	0	R6A/C2-4	3	70 R, ground-floor C	25700	0	0	65005	65	0	0	0	65
96740001	18-S	S	9674	1	Vacant	5470	R6/C2-2	2	0	0	0	0	R, ground-flo	70	4,650	0	0	8,642	9	R6A/C2-4	3	70 R, ground-floor C	4650	0	0	11760	12	0	0	0	3
99720001	277-S	S	9972	1	Transportation/U	27000	M1-1	1	30,000	0	30,000	0	M	30	0	30,000	0	0	0	R6A/C2-4	3	70 CF	0	0	81000	0	0	0	-30000	81000	0
		S Total													59,100	30,000	0	25,651	26					53100	0	81000	134310	135	-6000	-30000	81000	109
96190001		T	9619	1	#N/A	15992	C8-1	1	1,900	1,900	0	0																				
96190008		T	9619	8	Parking	6144	C8-1	1	0	0	0	0																				
96190012		T	9619	12	Commercial/Offic	12000	C8-1	1	4,128	4,128	0	0																				
96190054		T	9619	54	Parking	4000	C8-1	1	3,000	3,000	0	0																				
96190001	2-T	T	9619A Total			38136	C8-1	1	9,028	9,028	0	0	CF + C8-1	30	32,416	0	19,068	0	0	C4-3A	3	70 CF .5 + R, groun	32416	0	19068	62924	63	0	0	0	63
96200001	6-T	T	9620	1	Transportation/U	21710	C8-1	1	2,900	2,900	0	0	C8-1	30	18,454	0	10,855	0	0	C4-3A	3	70 CF .5 + R, groun	18454	0	10855	35821	36	0	0	0	36
96200011	7-T	T	9620	11	1-2 Family	2000	C8-1	1	1,960	0	0	1	existing	30	0	0	0	1,960	1	C4-3A	3	70 CF .5 + R, groun	1700	0	1000	3300	3	1700	0	1000	2
		T Total													50,870	0	29,923	1,960	1					52570	0	30923	102045	102	1700	0	1000	101
96940017	75-U	U	9694	17	Parking	17450	R6/C2-2	2	1,920	1,920	0	0	CF + R, grou	70	14,833	0	8,725	27,571	28	R7X/C2-3	5	125 CF .5 + R, groun	14833	0	8725	63692	64	0	0	0	36
96970008	80-U	U	9697	8	Transportation/U	11677	C8-1	2	240	240	0	0	CF + C8-1	30	9,925	0	5,839	0	0	R7X/C2-3	5	125 CF .5 + R, groun	9925	0	5839	42521	43	0	0	0	43
96970034		U	9697	34	Parking	9500	C8-1	1	100	100	0	0																				
96970039		U	9697	39	Parking	4000	C8-1	1	0	0	0	0																				
96970034	83-U	U	9697B Total			13500	C8-1	1	100	100	0	0	CF + C8-1	30	11,475	0	6,750	0	0	R7X/C2-3	5	125 CF .5 + R, groun	11475	0	6750	49275	49	0	0	0	49
97060069		U	9706	69	Commercial/Offic	7000	C8-1	1	3,430	3,430	0	0																				
97060072		U	9706	72	Transportation/U	6000	C8-1	1	600	600	0	0																				
97060069	97-U	U	9706C Total			13000	C8-1	1	4,030	4,030	0	0	CF + C8-1	30	11,050	0	6,500	0	0	R7X/C2-4	5	125 CF .5 + R, groun	11050	0	6500	47450	47	0	0	0	47
97060083	100-U	U	9706	83	Transportation/U	10000	C8-1	1	1,406	1,406	0	0	CF + C8-1	30	8,500	0	5,000	0	0	R7X/C2-4	5	125 CF .5 + R, groun	8500	0	5000	36500	37	0	0	0	37
97060098	102-U	U	9706	98	Transportation/U	11000	C8-1	1	450	450	0	0	CF + C8-1	30	9,350	0	5,500	0	0	R7X/C2-4	5	125 CF .5 + R, groun	9350	0	5500	40150	40	0	0	0	40
97630003		U	9763	3	Parking	4000	R6	2	0	0	0	0																				
97630005		U	9763	5	Parking	4000	R6	2	0	0	0	0																				
97630007		U	9763	7	Parking	4000	R6	2	0	0	0	0																				
97630009		U	9763	9	Parking	4000	R6	2	0	0	0	0																				
97630011		U	9763	11	Parking	4000	C8-1	1	0	0	0	0																				
97630013		U	9763	13	#N/A	4528	C8-1	1	0	0	0	0																				
97630003	148-U	U	9763A Total			24528	R6	2	0	0	0	0	CF + R	70	0	0	12,264	59,603	60	R7X/C2-3	5	125 CF .5 + R, groun	20849	0	12264	89527	90	20849	0	0	30
97640063	158-U	U	9764	63	Transportation/U	8590	R6/C2-2	2	360	360	0	0	CF + R, grour	70	7,302	0	4,295	13,572	14	R7X/C2-3	5	125 CF .5 + R, groun	7302	0	4295	31353	31	0	0	0	17
97670026	168-U	U	9767	26	Transportation/U	22682	R6/C2-2	2	300	300	0	0	CF + R, grour	70	19,280	0	11,341	35,837	36	R7X/C2-3	5	125 CF .5 + R, groun	19280	0	11341	82789	83	0	0	0	47
97690064	177-U	U	9769	64	Transportation/U	10000	R5/C2-2	1	750	750	0	0	R, ground-flo	40	8,500	0	0	1,500	2	R7X/C2-4	5	125 R, ground-floor C	8500	0	0	41500	42	0	0	0	41
98180067		U	9818	67	Commercial/Offic	12380	R6/C2-2	2	8,600	8,600	0	0																				
98180073		U	9818	73	Parking	4200	R6/C2-2	2	0	0	0	0																				
98180067	205-U	U	9818B Total			17180	R6/C2-2	2	8,600	8,600	0	0	CF + R, grour	70	14,603	0	8,590	27,144	27	R7X/C2-4	5	125 CF .5 + R, groun	14603	0	8590	62707	63	0	0	0	36
98340001		U	9834	1	Vacant	3740	R6	2	0	0	0	0																				
98340003		U	9834	3	Vacant	3940	R6	2	0	0	0	0																				
98340005		U	9834	5	Vacant	3060	R6	2	0	0	0	0																				
98340006		U	9834	6	Parking	3730	R6/C2-2	2	0	0	0	0																				
98340008		U	9834	8	Parking	3905	R6/C2-2	2	0	0	0	0																				
98340010		U	9834	10	Parking	5017	R6/C2-2	2	0	0	0	0																				
98340001	217-U	U	9834A Total			22392	R6/C2-2	2	0	0	0	0	R, ground-flo	70	19,033	0	0	35,380	35	R7X/C2-4	5	125 R, ground-floor C	19033	0	0	92927	93	0	0	0	58
98350033	228-U	U	9835	33	1-2 Family	12000	R6	2	2,993	0	0	1	R	70	0	0	0	29,160	29	R7X	5	125 R	0	0	0	60000	60	0	0	0	31
98370001	230-U	U	9837	1	Transportation/U	11500	R5/C2-2	1	0	0	0	0	R, ground-flo	40	9,775	0	0	1,725	2	R7X/C2-4	5	125 R, ground-floor C	9775	0	0	47725	48	0	0	0	46
98370010	231-U	U	9837	10	Transportation/U	23250	R5/C2-2	1	875	875	0	0	R, ground-flo	40	19,763	0	0	3,488	3	R7X/C2-4	5	125 CF .5 + R, groun	19763	0	11625	84862	85	0	0	11625	82
99130025		U	9913	25	Parking	18750	R6/C2-2	2	0	0	0	0																				
99130035		U	9913	35	Mixed Residentia	9000	R6/C2-2	2	10,000	5,000	0	9																				
99130041		U	9913	41	Parking	7600	R6/C2-2	2	0	0	0	0																				
99130025	250-U	U	9913A Total			35350	R6/C2-2	2	10,000	5,000	0	9	CF+ R, groun	70	30,048	0	17,675	55,853	56	R7X/C2-4	5	125 CF .5 + R, groun	30048	0	17675	129027	129	0	0	0	73
99140040	252-U	U	9914	40	Transportation/U	14500	R6/C2-2	2	1,600	1,600	0	0	R, ground-flo	70	12,325	0	0	22,910	23	R7X/C2-4	5	125 R, ground-floor C	12325	0	0	60175	60	0	0	0	37
		U Total													205,762	0	92,479	313,743	314					226611	0	104104	1062280	1064	20849	0	11625	750
99170043	256-V	V	9917	43	Commercial/Offic	23700	R5/C2-2	1	7,964	7,964	0	0	R	40	20,145	0	0	29,625	30	R7A/C2-4	4	80 CF .5 + R, groun	20145	0	11850	62805	63	0	0	11850	33
99300026		V	9930	26	Commercial/Offic	11523	R3-2/C2-2	1	4,640	4,640	0	0																				
99300031		V	9930	31	Commercial/Offic	22100	R3-2	1	12,395	12,395	0	0																				
99300026	260-V	V	9930B Total			33623	R3-2	1	17,035	17,035	0	0	R	35	17,035	0	0	0	0	R7A/C2-4	4	80 R, ground-floor C	28580	0	0	105912	106	11545	0	0	106
99340020	264-V	V	9934	20	Commercial/Offic	9100	R3-2/C2-2	1	2,660	2,660	0	0	R, ground-flo	35	7,735	0	0	1,365	1	R7A/C2-4	4	80 R, ground-floor C	7735	0	0	28665	29	0	0	0	28
99500064	271-V	V	9950	64	Parking	13200	R5/C2-2	1	0	0	0	0	R, ground-flo	40	11,220	0	0	1,980	2	R7A/C2-4	4	80 R, ground-floor C	11220	0	0	41580	42	0	0	0	40
99500070	272-V	V	9950	70	Parking	9540	R5/C2-2	1	0	0	0	0	R, ground-flo	40	8,109	0	0	1,431	1	R7A/C2-4	4	80 R, ground-floor C	8109	0	0	30051	30	0	0	0	29
99600001	275-V	V	9960	1	Transportation/U	11200	R3-2/C2-2	1	1,960	1,960	0	0	R, ground-flo	35	9,520	0	0	1,680	2	R7A/C2-4	4	80 R, ground-floor C	9520	0	0	35280	35	0	0	0	33
99600019	276-V	V	9960	19	Transportation/U	20000	R3-2/C2-2	1	810	810	0	0	R, ground-flo	35	17,000	0	0	3,000	3	R7A/C2-4	4	80 R, ground-floor C	17000	0	0	63000	63	0	0	0	60
104990057		V	10499	57	1-2 Family	4500	R3-2	1	1,620	0	0	1																				
104990059		V	10499	59	Mixed Residentia	4500	R3-2	1	3,051	1,377	0	1																				
104990057	604-V	V	10499A Total			9000	R3-2	1	4,671	1,377	0	2	R, ground-flo	35	1,377	0	0	3,294	2	R7A	4	80 R, ground-floor C	0	0	0	36000	36	-1377	0	0	34
		V Total													92,141	0	0	42,375	41					102309	0	11850	403293	404	10168	0	11850	363
103280049	592-X	X	10328	49	Industrial/Manufa	21050	M1-1	1	0	0	0	0	M	30	8,424	12,635	0	0	0	M1-2	2	60 M	8424	33694	0	0	0	0	21059	0	0
103520108	593-X	X	10352	108	Transportation/U	47000	M1-1	1	9,680	0	9,680	0	M	30	18,800	28,200	0	0	0	M1-2	2	60 M	18800	75200	0	0	0	0	47000	0	0
		X Total													27,224	40,835	0	0	0					27224	108894	0	0	0	0	68059	0	0
101240011	426-Y	Y	10124	11	Industrial/Manufa	7500	M1-1	1	6,730	2,250	4,480	0	M	30	2,250	4,480	0	0	0	M1-4	2	60 M, acc office	3000	12000	0	0	0	750	7520	0	0
		Y Total													2,250	4,480	0	0	0					3000	12000	0	0	0	750	7520	0	0
		Grand Total													1,572,047	715,066	214,344	1,816,869	1,816					4517432	120894	459524	5229508	5198	2945395	-594172	245180	3382

Downtown Jamaica Redevelopment Plan

Table 2: Reasonable Worst Case Development Scenario: Potential Sites

Site Description							Existing Conditions							No-Action Conditions								With-Action Conditions								Increment				
TBL	Site #	Subarea	Block	Lot	Land Use	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Residential SF	Existing DUs	Expected Use	Bldg Ht	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Proposed Zoning	Proposed FAR	Bldg Ht	Expected Use	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	Residential SF	DUs
99930001		URA	9993	1	Parking	4,400	M1-1	1.00	4,400	-	4,400	-	-																					
99930003		URA	9993	3	Commercial/Offi	60,100	M1-1	1.00	85,678	85,678	-	-	-																					
99930016		URA	9993	18	Mixed Residenti	3,622	M1-1	1.00	5,400	3,600	-	1,800	2																					
99930020		URA	9993	20	Commercial/Offi	4,020	M1-1	1.00	3,750	3,750	-	-	-																					
99930022		URA	9993	22	Mixed Residenti	1,740	M1-1	1.00	3,350	1,100	-	2,200	2																					
99930023		URA	9993	23	Mixed Residenti	1,740	M1-1	1.00	3,320	1,068	-	2,211	2																					
99930024		URA	9993	24	Mixed Residenti	1,860	M1-1	1.00	3,350	1,089	-	2,211	2																					
99930025		URA	9993	25	Mixed Residenti	1,689	M1-1	1.00	3,320	1,068	-	2,211	2																					
99930027		URA	9993	27	Mixed Residenti	2,000	M1-1	1.00	4,250	1,536	-	2,614	2																					
99930028		URA	9993	28	Parking	2,500	M1-1	1.00	2,000	-	2,000	-	-																					
99930029		URA	9993	29	Multi-Family Wa	3,000	M1-1	1.00	2,590	-	-	2,590	3																					
99930001	293-URA	URA	9993A Total			86,842	M1-1	1.00	121,188	98,781	6,400	16,007	15	existing	30	98,781	6,400	-	16,007	15	C6-3	8	185	C + open space	486,315	-	-	-	-	387,534	(6,400)	-	(16,007)	(15)
99980095		URA	9998	55	Industrial/Manuf	11,900	M1-1	1.00	12,000	12,000	-	-	-																					
99980101		URA	9998	101	Commercial/Offi	16,600	M1-1	1.00	14,900	14,900	-	-	-																					
99980109		URA	9998	109	Parking	2,000	M1-1	1.00	2,000	2,000	-	-	-																					
99980110		URA	9998	110	Parking	18,000	M1-1	1.00	18,000	18,000	-	-	-																					
99980119		URA	9998	119	Parking	4,450	M1-1	1.00	4,450	4,450	-	-	-																					
99980124		URA	9998	124	Parking	6,869	M1-1	1.00	5,175	5,175	-	-	-																					
99980127		URA	9998	127	Industrial/Manuf	9,832	M1-1	1.00	9,400	-	9,400	-	-																					
99980095	301-URA	URA	9998D Total			57,742	M1-1	1.00	53,875	44,475	9,400	-	-	surface park	30	-	-	-	-	-	C6-3	8	185	R+C	83,570	-	-	378,366	378	83,570	-	-	378,366	378
		URA Total								98,781	6,400	16,007	15												569,885	-	-	378,366	378	471,104	(6,400)	-	362,359	363
99870001	285-AT5	AT5	9987	1	Open Spaces/ O	10,000	M1-1	1.00	10,000	10,000	-	-	-	M	30	10,000	-	-	-	-	C6-2	6	130	R + C 1.7	17,000	-	-	43,000	43	7,000	-	-	43,000	43
		AT5 Total														10,000	-	-	-	-					17,000	-	-	43,000	43	7,000	-	-	43,000	43
100260001		AT2	10026	1	Parking	10,000	R5	1.25	-	-	-	-	-																					
100260006		AT2	10026	6	Mixed Residenti	2,000	M1-1	1.00	4,000	2,000	-	2,000	2																					
100260012		AT2	10026	12	Parking	5,000	M1-1	1.00	4,000	4,000	-	-	-																					
100260014		AT2	10026	14	Industrial/Manuf	20,000	M1-1	1.00	10,000	-	10,000	-	-																					
100260023		AT2	10026	23	Parking	15,000	M1-1	1.00	20	20	-	-	-																					
100260038		AT2	10026	38	Parking	5,000	R5	1.25	-	-	-	-	-																					
100260001	337-AT2	AT2	10026A Total			57,000	M1-1	1.00	18,020	6,020	10,000	2,000	5	existing	30	6,020	10,000	-	2,000	5	C6-3	8	185	R + C 1.7	96,900	-	-	359,100	359	90,880	(10,000)	-	357,100	354
		AT2 Total														6,020	10,000	-	2,000	5					96,900	-	-	359,100	359	90,880	(10,000)	-	357,100	354
99910001	286-AT3	AT3	9991	1	Industrial/Manuf	55,000	M1-1	1.00	143,091	-	143,091	-	-	M	30	-	143,091	-	-	-	C4-5X	5	125	R + C 1.7	93,500	-	-	181,500	182	93,500	(143,091)	-	181,500	182
99910019	287-AT3	AT3	9991	19	Hotel	9,650	M1-1	1.00	16,123	16,123	-	-	-	Hotel	44	16,123	-	-	-	-	C4-5X	5	125	R + C 1.7	16,405	-	-	31,845	32	282	-	-	31,845	32
99910068	288-AT3	AT3	9991	68	Industrial/Manuf	17,237	M1-1	1.00	17,000	1,500	15,500	-	-	M	30	1,500	15,500	-	-	-	C4-5X	5	125	R + C 1.7	29,303	-	-	56,882	57	27,803	(15,500)	-	56,882	57
99920026	289-AT3	AT3	9992	26	Industrial/Manuf	2,785	M1-1	1.00	3,000	-	3,000	-	-	M	30	-	3,000	-	-	-	C4-5X	5	125	R + C 1.7	4,735	-	-	9,191	9	4,735	(3,000)	-	9,191	9
99920027	290-AT3	AT3	9992	27	Parking	3,003	M1-1	1.00	3,000	3,000	-	-	-	M	30	3,000	-	-	-	-	C4-5X	5	125	R + C 1.7	5,105	-	-	9,910	10	2,105	-	-	9,910	10
99920029	291-AT3	AT3	9992	29	Transportation/U	6,007	M1-1	1.00	6,200	2,200	2,000	2,000	2	existing	30	2,200	2,000	-	2,000	2	C4-5X	5	125	R + C 1.7	10,212	-	-	19,823	20	8,012	(2,000)	-	17,823	18
99920038	292-AT3	AT3	9992	38	Industrial/Manuf	7,000	M1-1	1.00	5,000	5,000	-	-	-	M	30	5,000	-	-	-	-	C4-5X	5	125	R + C 1.7	11,900	-	-	23,100	23	6,900	-	-	23,100	23
100270003		AT3	10027	3	Vacant	5,000	M1-1	1.00	-	-	-	-	-																					
100270005		AT3	10027	5	Industrial/Manuf	7,500	M1-1	1.00	7,500	-	7,500	-	-																					
100270003	338-AT3	AT3	10027A Total			12,500	M1-1	1.00	7,500	-	7,500	-	2	existing	30	-	7,500	-	-	2	C4-5X	5	125	R + C 1.7	21,250	-	-	41,250	41	21,250	(7,500)	-	41,250	39
100270008		AT3	10027	8	1-2 Family	2,500	M1-1	1.00	2,556	-	-	2,658	2																					
100270010		AT3	10027	10	Industrial/Manuf	2,500	M1-1	1.00	2,500	-	2,500	-	-																					
100270011		AT3	10027	11	#N/A	2,500	M1-1	1.00	-	-	-	-	-																					
100270036		AT3	10027	36	Mixed Residenti	1,291	M1-1	1.00	1,750	650	-	650	1																					
100270008	339-AT3	AT3	10027B Total			8,791	M1-1	1.00	6,756	850	2,500	3,406	3	existing	30	850	2,500	-	3,406	3	C4-5X	5	125	R + C 1.7	14,945	-	-	29,010	29	14,095	(2,500)	-	25,604	26
100300006	347-AT3	AT3	10030	6	Public Facilities	15,000	M1-1	1.00	6,600	6,600	-	-	-	M	30	6,000	9,000	-	-	-	C4-5X	5	125	R + C 1.7	25,500	-	-	49,500	50	19,500	(9,000)	-	49,500	50
100300012	348-AT3	AT3	10030	12	Industrial/Manuf	5,000	M1-1	1.00	2,630	-	2,630	-	-	M	30	-	2,630	-	-	-	C4-5X	5	125	R + C 1.7	8,500	-	-	16,500	17	8,500	(2,630)	-	16,500	17
100300015	349-AT3	AT3	10030	15	Parking	7,500	M1-1	1.00	3,762	3,762	-	-	-	M	30	3,762	-	-	-	-	C4-5X	5	125	R + C 1.7	12,750	-	-	24,750	25	8,988	-	-	24,750	25
100300017		AT3	10030	17	Parking	7,500	M1-1	1.00	3,150	3,150	-	-	-																				-	
100300022		AT3	10030	22	Industrial/Manuf	5,000	M1-1	1.00	2,400	-	2,400	-	-																				-	
100300017	350-AT3	AT3	10030A Total			12,500	M1-1	1.00	5,550	3,150	2,400	-	-	M	30	5,000	7,500	-	-	-	C4-5X	5	125	R + C 1.7	21,250	-	-	41,250	41	16,250	(7,500)	-	41,250	41
100300025		AT3	10030	25	Vacant	9,859	M1-1	1.00	-	-	-	-	-																				-	
100300028		AT3	10030	28	Vacant	9,940	R5	1.25	-	-	-	-	-																				-	
100300025	351-AT3	AT3	10030B Total			19,839	R5	1.25	-	-	-	-	-	R	40	-	-	-	24,799	25	C4-5X	5	125	R + C 1.7	33,726	-	-	65,469	65	33,726	-	-	40,670	41
100310002	352-AT3	AT3	10031	2	Industrial/Manuf	9,822	M1-1	1.00	7,310	310	7,000	-	-	M	30	310	7,000	-	-	-	C4-5X	5	125	R + C 1.7	16,867	-	-	32,743	33	16,557	(7,000)	-	32,743	33
100310007	353-AT3	AT3	10031	7	Industrial/Manuf	7,000	M1-1	1.00	8,722	2,000	6,722	-	-	M	30	2,000	6,722	-	-	-	C4-5X	5	125	R + C 1.7	11,900	-	-	23,100	23	9,900	(6,722)	-	23,100	23
100310010		AT3	10031	10	Industrial/Manuf	9,060	M1-1	1.00	4,160	4,160	-	-	-																				-	
100310012		AT3	10031	12	Transportation/U	6,350	M1-1	1.00	3,500	3,500	-	-	-																				-	
100310010	354-AT3	AT3	10031A Total			15,410	M1-1	1.00	7,660	7,660	-	-	-	M	30	6,164	9,246	-	-	-	C4-5X	5	125	R + C 1.7	26,197	-	-	50,853	51	20,033	(9,246)	-	50,853	51
100310017	355-AT3	AT3	10031	17	Transportation/U	7,700	M1-1	1.00	3,567	3,567	-	-	-	M	30	3,080	4,620	-	-	-	C4-5X	5	125	R + C 1.7	13,090	-	-	25,410	25	10,010	(4,620)	-	25,410	25
		AT3 Total														54,989	220,309	-	30,205	32					377,135	-	-	732,085	732	322,146	(220,309)	-	761,880	700
99820012		AT4	9982	12	Industrial/Manuf	2,505	M1-1	1.00	2,550	-	2,550	-	-																					
99820013		AT4	9982	13	Industrial/Manuf	7,515	M1-1	1.00	9,315	1,875	7,500	-	-																					
99820017		AT4	9982	17	Industrial/Manuf	7,515	M1-1	1.00	6,440	-	6,440	-	-																					
99820012	278-AT4	AT4	9982A Total			17,535	M1-1	1.00	18,315	1,875	16,440	-	-	M	30	1,875	16,440	-	-	-	C4-4A	4	80	R + C 1.7	29,810	-	-	40,330	40	27,935	(16,440)	-	40,330	40
99820027	279-AT4	AT4	9982	27	Industrial/Manuf	10,018	M1-1	1.00	12,000	-	12,000	-	-	M	30	-	12,000	-	-	-	C4-4A	4	80	R + C 1.7	17,031	-	-	23,041	23	17,031	(12,000)	-	23,041	23
99840011	280-AT4	AT4	9984	11	Open Spaces/ O	20,040	M1-1	1.00	23,550	3,550	20,000	-	-	M	30	3,550	20,000	-	-	-	C4-4A	4	80	R + C 1.7	34,068	-	-	46,092	46	30,518	(20,000)	-	46,092	46
99840017	281-AT4	AT4	9984	17	Industrial/Manuf	20,041	M1-1	1.00	20,000	-	20,000	-	-	M	30	-	20,000	-	-	-	C4-4A	4	80	CF .5 + R + C 1.	34,070	-	10,021	36,073	36	34,070	(20,000)	10,021	36,073	36
99860003	282-AT4	AT4	9986	3	Industrial/Manuf	11,950	M1-1	1.00	10,900	-	10,900	-	-	M	30	-	10,900	-	-	-	C4-4A	4	80	R + C 1.7	20,315	-	-	27,485	27	20,315	(10,900)	-	27,485	27
99860020	283-AT4	AT4	9986	20	Industrial/Manuf	28,415	M1-1	1.00	8,000	-	8,000	-	-	M	30	11,366	17,049	-	-	-	C4-4A	4	80	R + C 1.7	48,306	-	-	65,355	65	36,940	(17,049)	-	65,355	65
99860061	284-AT4	AT4	9986	61	Commercial/Offi	23,723	M1-1	1.00	18,000	18,000	-	-	-	M	30	18,000	-	-	-	-	C4-4A	4	80	R + C 1.7	40,329	-	-	54,563	55	22,329	-	-	54,563	55
		AT4 Total														34,791	96,389	-	-	-					223,928	-	10,021	292,939	292	189,137	(96,389)	10,021	292,939	292
97540048	119-JC1	JC1	9754	48	Commercial/Offi	12,900	C4-2	3.40	24,625	24,625	-	-	-	R, ground-floo	70	24,625	-	-	-	-	C6-3	8	185	R + C 1.7	21,930	-	-	81,270	81	(2,695)	-	-	81,270	81
97560001	122-JC1	JC1	9756	1	Commercial/Offi	11,128	C4-2	3.40	10,700	10,700	-	-	-	R, ground-floo	70	9,459	-	-	27,041	27	C6-3	8	185	R + C 1.7	18,918	-	-	70,106	70	9,459	-	-	43,065	43
97600001	124-JC1	JC1	9760	1	Commercial/Offi	28,708	C4-2	3.40	91,693	91,693	-	-	-	CF + R, groun	70	91,693	-	-	-	-	C6-3	8	185	CF .5 + R + C 1.	48,804	-	14,354	166,506	167	(42,889)	-	14,354	166,506	167
97930011	181-JC1	JC1	9793	11	Commercial/Offi	7,985	C4-2	3.40	19,500	19,500	-	-	-	R, ground-floo	70	19,500	-	-	-	-	C6-3	8	185	R + C 1.7	13,575	-	-	50,305	50	(5,925)	-	-	50,305	50
97930014	182-JC1	JC1	9793	14	Commercial/Offi	3,700	C4-2	3.40	6,786	6,786	-	-	-	R, ground-floo	70	6,786	-	-	-	-	C6-3	8	185	R + C 1.7	6,290	-	-	23,310	23	(496)	-	-	23,310	23
99950001		JC1	9995	1	Commercial/Offi	12,325	C4-2	3.40	24,600	24,600	-	-	-																					
99950007		JC1	9995	7	Parking	10,640	M1-1	1.00	700	700	-	-	-																					
99950014		JC1	9995	14	Parking	7,118	M1-1	1.00	2,700	2,700	-	-	-																					
99950018		JC1	9995	18	Parking	5,465	M1-1	1.00	-	-	-	-	-																					
99950001	294-JC1	JC1	9995A Total			35,548	M1-1	1.00	28,000	28,000	-	-	-	M	30	28,000	-	-	-	-	C6-3	8	185	R + C 1.7	60,432	-	-	223,952	224	32,432	-	-	223,952	224
99960010		JC1	9996	10	Industrial/Manuf	3,960	M1-1	1.00	3,960	-	3,960	-	-																					
99960012		JC1	9996	12	Commercial/Offi	6,348	M1-1	1.00	11,748	11,748	-	-	-																					
99960010	295-JC1	JC1	9996B Total			10,308	M1-1	1.00	15,708	11,748	3,960	-	-	M	30	11,748	3,960	-	-	-	C6-3	8	185	R + C 1.7	17,524	-	-	64,940	65	5,776	(3,960)	-	64,940	65
99960016	296-JC1	JC1	9996	16	Industrial/Manuf	11,232	M1-1	1.00	22,400	400	22,000	-	-	M	30	400	22,000	-	-	-	C6-3	8	185	R + C 1.7	19,094	-	-	70,762	71	18,694	(22,000)	-	70,762	71
99970097		JC1	9997	97	Parking	10,500	M1-1	1.00	3,152	3,152	-	-	-																					
99970104		JC1	9997	104	Vacant	2,000	M1-1	1.00	-	-	-	-	-																					
99970097	297-JC1	JC1	9997B Total			12,500	M1-1	1.00	3,152	3,152	-	-	-	M	30	5,000	7,500	-	-	-	C6-3	8	185	R + C 1.7	21,250	-	-	78,750	79	16,250	(7,500)	-	78,750	79
101010003	402-JC1	JC1	10101	3	Commercial/Offi	19,500	C6-1A	6.00	49,140	49,140	-	-	-	R, ground-floo	120	16,575	-	-	46,800	47	C6-3	8	185	R + C 1.7	33,150	-	-	122,850	123	16,575	-	-	76,050	76
101510001	462-JC1	JC1	10151	1	Commercial/Offi	22,475	C4-2	3.40	42,000	42,000	-	-	-	R, ground-floo	70	42,000	-	-	-	-	C6-3	8	185	R + C 1.7	38,208	-	-	141,592	142	(3,791)	-	-	141,592	142
101510007	463-JC1	JC1	10151	7	Commercial/Offi	21,000	C4-2	3.40	68,880	68,880	-	-	-	R, ground-floo	70	68,880	-	-	-	-	C6-3	8	185	R + C 1.7	35,700	-	-	132,300	132	(33,180)	-	-	132,300	132
101510016	464-JC1	JC1	10151	16	Commercial/Offi	11,803	C4-2	3.40	23,400	23,400	-	-	-	R, ground-floo	70	23,400	-	-	-	-	C6-3	8	185	R + C 1.7	20,065	-	-	74,359	74	(3,335)	-	-	74,359	74

Downtown Jamaica Redevelopment Plan

Table 2: Reasonable Worst Case Development Scenario: Potential Sites

	Site Description						Existing Conditions							No-Action Conditions								With-Action Conditions									Increment				
TBL	Site #	Subarea	Block	Lot	Land Use	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Residential SF	Existing DUs	Expected Use	Bldg Ht	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Proposed Zoning	Proposed FAR	Bldg Ht	Expected Use	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	Residential SF	DUs
101510075	468-JC1	JC1	10151	75	Commercial/Offi	45,080	C6-1A	6.00	32,471	32,471	-	-	-	R, ground-flo	120	38,318	-	-	108,192	108	C6-3	8	185	R + C 1.7	76,636	-	-	284,004	284	38,318	-	-	175,812	176
101510116	469-JC1	JC1	10151	116	?	15,000	C4-2	3.40	-	-	-	-	-	R, ground-flo	70	12,750	-	-	36,450	36	C6-3	8	185	R + C 1.7	25,500	-	-	94,500	95	12,750	-	-	58,050	59
		JC1 Total														399,134	33,460	-	218,483	218					457,076	-	14,354	1,679,506	1,680	57,942	(33,460)	14,354	1,461,023	1,461
101510021		JC2	10151	21	Commercial/Offi	13,460	C4-2	3.40	19,000	19,000	-	-	-																					
101510023		JC2	10151	23	Commercial/Offi	2,615	C4-2	3.40	2,200	2,200	-	-	-																					
101510024		JC2	10151	24	Commercial/Offi	4,863	C4-2	3.40	4,200	4,200	-	-	-																					
101510021	465-JC2	JC2	10151B Total			20,938	C4-2	3.40	25,400	25,400	-	-	-	R, ground-flo	70	17,797	-	-	50,879	51	C6-2	6	130	R + C 1.7	35,595	-	-	90,033	90	17,798	-	-	39,154	39
101510025	466-JC2	JC2	10151	25	Commercial/Offi	12,871	C4-2	3.40	24,405	24,405	-	-	-	R, ground-flo	70	24,405	-	-	-	-	C6-2	6	130	R + C 1.7	21,881	-	-	55,345	55	(2,524)	-	-	55,345	55
101510031		JC2	10151	31	Commercial/Offi	3,000	C4-2	3.40	2,900	2,900	-	-	-																					
101510032		JC2	10151	32	Commercial/Offi	11,918	C4-2	3.40	11,900	11,900	-	-	-																					
101510031	467-JC2	JC2	10151C Total			14,918	C4-2	3.40	14,800	14,800	-	-	-	R, ground-flo	70	12,680	-	-	36,251	36	C6-2	6	130	R + C 1.7	25,361	-	-	64,147	64	12,681	-	-	27,896	28
101550024	472-JC2	JC2	10155	24	Commercial/Offi	28,600	C4-2	3.40	47,744	47,744	-	-	-	R, ground-flo	70	24,310	-	-	69,498	69	C6-2	6	130	R + C 1.7	48,620	-	-	122,980	123	24,310	-	-	53,482	54
101550035	473-JC2	JC2	10155	35	Transportation/L	12,103	M1-1	1.00	5,600	5,600	-	-	-	M	30	4,841	7,262	-	-	-	C6-2	6	130	R + C 1.7	20,575	-	-	52,043	52	15,734	(7,262)	-	52,043	52
101550123	474-JC2	JC2	10155	123	Commercial/Offi	20,640	C4-2	3.40	32,737	22,062	10,675	-	-	R, ground-flo	70	17,544	-	-	50,155	50	C6-2	6	130	R + C 1.7	35,088	-	-	88,752	89	17,544	-	-	38,597	39
101560014		JC2	10156	14	Commercial/Offi	4,800	C4-2	3.40	23,600	26,800	-	-	-																					
101560017		JC2	10156	17	Commercial/Offi	11,380	C4-2	3.40	2,070	2,070	-	-	-																					
101560014	475-JC2	JC2	10156A Total			16,180	C4-2	3.40	30,870	30,870	-	-	-	R, ground-flo	70	30,870	-	-	-	-	C6-2	6	130	R + C 1.7	27,506	-	-	69,574	70	(3,364)	-	-	69,574	70
101560149	476-JC2	JC2	10156	149	Commercial/Offi	16,124	M1-5	5.00	10,500	10,500	-	-	-	M	85	6,450	74,170	-	-	-	C6-2	6	130	R + C 1.7	27,411	-	-	69,333	69	20,961	(74,170)	-	69,333	69
102090002	514-JC2	JC2	10209	2	Commercial/Offi	10,800	C4-2	3.40	16,500	16,500	-	-	-	R, ground-flo	70	9,180	-	-	26,244	26	C6-2	6	130	R + C 1.7	18,360	-	-	46,440	46	9,180	-	-	20,196	20
		JC2 Total														148,077	81,432	-	233,027	233					250,297	-	-	658,847	658	112,321	(81,432)	-	425,628	425
97540025	118-JC3	JC3	9754	25	?	7,800	C4-2	3.40	-	-	-	-	-	R, ground-flo	70	6,630	-	-	18,954	19	C4-5X	5	125	R, ground-floor (	6,630	-	-	32,370	32	-	-	-	13,416	13
97570018	123-JC3	JC3	9757	18	Commercial/Offi	7,550	C4-2	3.40	15,000	7,500	-	7,500	-	R, ground-flo	70	6,418	-	-	18,347	18	C4-5X	5	125	R, ground-floor (	6,418	-	-	31,332	31	-	-	-	12,985	13
97600061	126-JC3	JC3	9760	61	Parking	5,300	C4-2	3.40	-	-	-	-	-	R, ground-flo	70	5,355	-	-	15,309	15	C4-5X	5	125	R, ground-floor (	5,355	-	-	26,145	26	-	-	-	10,836	11
97610057	129-JC3	JC3	9761	57	Commercial/Offi	6,675	C4-2	3.40	5,000	5,000	-	-	-	R, ground-flo	70	5,674	-	-	16,220	16	C4-5X	5	125	R, ground-floor (	5,674	-	-	27,701	28	-	-	-	11,481	12
97610061	130-JC3	JC3	9761	61	Commercial/Offi	8,010	C4-2	3.40	7,170	7,170	-	-	-	CF + R, grou	70	6,809	-	4,005	19,464	19	C4-5X	5	125	CF .5 + R, grour	6,809	-	4,005	29,236	29	-	-	-	9,772	10
97930029	183-JC3	JC3	9793	29	Commercial/Offi	6,825	C4-2	3.40	10,500	10,500	-	-	-	R, ground-flo	70	5,801	-	-	16,585	17	C4-5X	5	125	R, ground-floor (	5,801	-	-	28,324	28	-	-	-	11,739	11
97940030	186-JC3	JC3	9794	30	Commercial/Offi	23,250	C4-2	3.40	23,250	23,250	-	-	-	R, ground-flo	70	19,763	-	-	56,498	56	C4-5X	5	125	R + C 1.7	39,525	-	-	76,725	77	19,762	-	-	20,227	20
97940036	187-JC3	JC3	9794	36	Commercial/Offi	46,918	C4-2	3.40	46,918	46,918	-	-	-	CF + R, grou	70	38,880	-	23,459	114,011	114	C4-5X	5	125	CF .5 + R + C 1.	79,761	-	23,459	131,370	131	39,881	-	-	17,359	17
97940114	189-JC3	JC3	9794	114	Commercial/Offi	11,700	C4-2	3.40	11,000	11,000	-	-	-	R, ground-flo	70	9,945	-	-	28,431	28	C4-5X	5	125	R + C 1.7	19,890	-	-	38,610	39	9,945	-	-	10,179	10
97960025	190-JC3	JC3	9796	25	Commercial/Offi	13,300	C4-2	3.40	26,880	26,880	-	-	-	R, ground-flo	70	26,880	-	-	-	-	C4-5X	5	125	R + C 1.7	22,610	-	-	43,890	44	(4,270)	-	-	43,890	44
98140034	199-JC3	JC3	9814	34	Transportation/L	6,500	C4-2	3.40	1,080	1,080	-	-	-	R, ground-flo	70	5,525	-	-	15,795	16	C4-5X	5	125	R, ground-floor (	5,525	-	-	26,975	27	-	-	-	11,180	11
98140081	200-JC3	JC3	9814	81	Commercial/Offi	7,785	C4-2	3.40	10,800	10,800	-	-	-	R, ground-flo	70	6,617	-	-	18,918	19	C4-5X	5	125	R, ground-floor (	6,617	-	-	32,308	32	-	-	-	13,390	13
98160039		JC3	9816	39	Parking	4,450	C4-2	3.40	-	-	-	-	-																					
98160041		JC3	9816	41	Commercial/Offi	22,700	C4-2	3.40	10,210	10,210	-	-	-																					
98160039	201-JC3	JC3	9816A Total			27,150	C4-2	3.40	10,210	10,210	-	-	-	R, ground-flo	70	23,078	-	-	65,975	66	C4-5X	5	125	R, ground-floor (	23,078	-	-	112,672	113	-	-	-	46,697	47
98180053		JC3	9818	53	Parking	2,975	C4-2	3.40	-	-	-	-	-																					
98180054		JC3	9818	54	Parking	2,975	C4-2	3.40	-	-	-	-	-																					
98180056		JC3	9818	56	Transportation/L	13,200	C4-2	3.40	1,829	1,829	-	-	-																					
98180053	203-JC3	JC3	9818A Total			19,150	C4-2	3.40	1,829	1,829	-	-	-	R, ground-flo	70	16,278	-	-	46,535	47	C4-5X	5	125	R, ground-floor (	16,278	-	-	79,472	79	-	-	-	32,937	33
		JC3 Total														184,653	-	27,464	451,042	451					249,971	-	27,464	717,130	716	65,318	-	-	266,083	265
100000005		LC	10000	5	Industrial/Manuf	17,500	M1-1	1.00	17,500	17,500	-	-	-																					
100000031		LC	10000	31	Industrial/Manuf	17,500	M1-1	1.00	9,500	3,000	6,500	-	-																					
100000038		LC	10000	38	Vacant	2,500	M1-1	1.00	-	-	-	-	-																					
100000039		LC	10000	39	Vacant	2,500	M1-1	1.00	-	-	-	-	-																					
100000042		LC	10000	42	1-2 Family	5,000	M1-1	1.00	2,623	-	-	2,323	2																					
100000005	303-LC	LC	10000A Total			45,000	M1-1	1.00	29,823	20,500	6,500	2,823	2	existing	30	20,500	6,500	-	2,823	2	M1-4	2	60	C	90,000	-	-	-	-	69,500	(6,500)	-	(2,823)	(2)
100010001	304-LC	LC	10001	1	Industrial/Manuf	62,682	M1-1	1.00	53,666	-	53,666	-	-	M	30	-	53,666	-	-	-	M1-4	2	60	M	125,364	-	-	-	-	125,364	(53,666)	-	-	-
100010019	305-LC	LC	10001	19	1-2 Family	2,500	M1-1	1.00	1,284	-	-	1,284	1	existing	30	-	-	-	1,284	1	M1-4	2	60	M	5,000	-	-	-	-	5,000	-	-	(1,284)	(1)
100010024	306-LC	LC	10001	24	1-2 Family	900	M1-1	1.00	1,056	-	-	1,056	1	existing	30	-	-	-	1,056	1	M1-4	2	60	M	1,800	-	-	-	-	1,800	-	-	(1,056)	(1)
100010025	307-LC	LC	10001	25	1-2 Family	783	M1-1	1.00	982	-	-	982	1	existing	30	-	-	-	982	1	M1-4	2	60	M	1,566	-	-	-	-	1,566	-	-	(982)	(1)
100010026	308-LC	LC	10001	26	1-2 Family	783	M1-1	1.00	1,656	-	-	1,656	1	existing	30	-	-	-	1,656	1	M1-4	2	60	M	1,566	-	-	-	-	1,566	-	-	(1,656)	(1)
100010027	309-LC	LC	10001	27	1-2 Family	2,500	M1-1	1.00	1,696	-	-	1,696	1	existing	30	-	-	-	1,696	1	M1-4	2	60	M	5,000	-	-	-	-	5,000	-	-	(1,696)	(1)
100010028	310-LC	LC	10001	28	1-2 Family	2,500	M1-1	1.00	2,031	-	-	2,031	1	existing	30	-	-	-	2,031	1	M1-4	2	60	M	5,000	-	-	-	-	5,000	-	-	(2,031)	(1)
100010029	311-LC	LC	10001	29	1-2 Family	2,500	M1-1	1.00	1,995	-	-	1,995	1	existing	30	-	-	-	1,995	1	M1-4	2	60	M	5,000	-	-	-	-	5,000	-	-	(1,995)	(1)
100010040	312-LC	LC	10001	40	1-2 Family	783	M1-1	1.00	1,533	-	-	1,533	1	existing	30	-	-	-	1,533	1	M1-4	2	60	M	1,566	-	-	-	-	1,566	-	-	(1,533)	(1)
100010041	313-LC	LC	10001	41	1-2 Family	925	M1-1	1.00	986	-	-	986	2	existing	30	-	-	-	986	2	M1-4	2	60	M	1,850	-	-	-	-	1,850	-	-	(986)	(2)
100010124	314-LC	LC	10001	124	1-2 Family	783	M1-1	1.00	974	-	-	974	1	existing	30	-	-	-	974	1	M1-4	2	60	M	1,566	-	-	-	-	1,566	-	-	(974)	(1)
100330008	359-LC	LC	10033	8	?	5,000	M1-1	1.00	-	-	-	-	-	M	30	2,000	3,000	-	-	-	M1-4	2	60	M	2,000	8,000	-	-	-	-	5,000	-	-	-
100330013		LC	10033	13	Vacant	2,500	M1-1	1.00	-	-	-	-	-																					
100330014		LC	10033	14	Vacant	2,500	M1-1	1.00	-	-	-	-	-																					
100330015	360-LC	LC	10033A Total			5,000	M1-1	1.00	-	-	-	-	-	M	30	2,000	3,000	-	-	-	M1-4	2	60	M	2,000	8,000	-	-	-	-	5,000	-	-	-
100950032		LC	10095	32	Vacant	10,800	M1-1	1.00	-	-	-	-	-																					
100950043		LC	10095	43	Industrial/Manuf	18,310	M1-1	1.00	17,200	-	17,200	-	-																					
100950037	401-LC	LC	10095A Total			29,110	M1-1	1.00	17,200	-	17,200	-	-	M	30	-	17,200	-	-	-	M1-4	2	60	M	11,644	46,576	-	-	-	11,644	29,376	-	-	-
101070071		LC	10107	71	Parking	7,553	M1-1	1.00	6,850	-	6,850	-	-																					
101070073		LC	10107	73	Vacant	2,500	M1-1	1.00	-	-	-	-	-																					
101070077		LC	10107	77	Vacant	2,100	M1-1	1.00	-	-	-	-	-																					
101070071	410-LC	LC	10107B Total			12,153	M1-1	1.00	6,850	-	6,850	-	-	M	30	-	6,850	-	-	-	M1-4	2	60	M	4,861	19,445	-	-	-	4,861	12,595	-	-	-
101070082		LC	10107	82	Vacant	3,440	M1-1	1.00	-	-	-	-	-																					
101070084		LC	10107	84	Vacant	5,000	M1-1	1.00	-	-	-	-	-																					
101070086		LC	10107	86	Vacant	5,735	M1-1	1.00	-	-	-	-	-																					
101070130		LC	10107	130	Vacant	9,750	M1-1	1.00	-	-	-	-	-																					
101070082	411-LC	LC	10107D Total			24,925	M1-1	1.00	-	-	-	-	-	M	30	9,970	14,955	-	-	-	M1-4	2	60	M	9,970	39,880	-	-	-	-	24,925	-	-	-
101070107	412-LC	LC	10107	107	?	7,300	M1-1	1.00	-	-	-	-	-	M	30	2,920	4,380	-	-	-	M1-4	2	60	M	2,920	11,680	-	-	-	-	7,300	-	-	-
101070138	413-LC	LC	10107	138	Transportation/L	17,957	M1-1	1.00	-	-	-	-	-	M	30	7,183	10,774	-	-	-	M1-4	2	60	M	7,183	28,731	-	-	-	-	17,957	-	-	-
101070167	415-LC	LC	10107	167	?	5,670	M1-1	1.00	-	-	-	-	-	M	30	2,268	3,402	-	-	-	M1-4	2	60	M	2,268	9,072	-	-	-	-	5,670	-	-	-
101080301		LC	10108	301	Parking	8,191	M1-1	1.00	2,260	2,260	-	-	-																					
101080348		LC	10108	348	Vacant	5,820	M1-1	1.00	-	-	-	-	-																					
101080301	416-LC	LC	10108C Total			15,014	M1-1	1.00	2,260	2,260	-	-	-	M	30	6,006	9,008	-	-	-	M1-4	2	60	M	6,006	24,022	-	-	-	-	15,014	-	-	-
101090031		LC	10109	31	Vacant	27,900	M1-1	1.00	-	-	-	-	-																					
101090044		LC	10109	44	Vacant	1,100	M1-1	1.00	-	-	-	-	-																					
101090031	420-LC	LC	10109B Total			28,100	M1-1	1.00	-	-	-	-	-	M	30	11,240	16,860	-	-	-	M1-4	2	60	M	11,240	44,960	-	-	-	-	28,100	-	-	-
101250001	432-LC	LC	10125	1	?	31,000	M1-1	1.00	38,495	-	38,495	-	-	warehouse 1(	30	-	26,350	-	-	-	M1-4	2	60	warehouse 2FAI	-	62,000	-	-	-	-	35,650	-	-	-
		LC Total														64,087	175,945	-	17,016	13					305,370	302,366	-	-	-	241,283	126,421	-	(17,016)	(13)
96760013	19-SC	SC	9676	13	Commercial/Offi	17,250	C4-2	3.40	15,330	15,330	-	-	-	C	70	14,663	-	-	41,918	42	C4-4A	4	80	R, ground-floor (	14,663	-	-	54,337	54	-	-	-	12,419	12
96760022	20-SC	SC	9676	22	Commercial/Offi	9,200	C4-2	3.40	9,000	9,000	-	-	-	C	70	7,820	-	-	22,356	22	C4-4A	4	80	R, ground-floor (	7,820	-	-	28,980	29	-	-	-	6,624	7
96770001	21-SC	SC	9677	1	Commercial/Offi	13,568	C4-2	3.40	12,600	12,600	-	-	-	R, ground-flo	70	11,533	-	-	32,970	33	C4-4A	4	80	R, ground-floor (	11,533	-	-	42,739	43	-	-	-	9,769	10
96770016	22-SC	SC	9677	16	Commercial/Offi	14,154	C4-2	3.40	23,248	23,248	-	-	-	R, ground-flo	70	12,031	-	-	34,394	34	C4-4A	4	80	R, ground-floor (	12,031	-	-	44,585	45	-	-	-	10,191	11
96780094	32-SC	SC	9678	94	Commercial/Offi	11,000	C4-2	3.40	10,800	10,800	-	-	-	R, ground-flo	70	9,350	-	-	26,730	27	C4-4A	4	80	R, ground-floor (	9,350	-	-	34,650	35	-	-	-	7,920	8
96780099	33-SC	SC	9678	99	Commercial/Offi	11,110	C4-2	3.40	10,400	10,400	-	-	-	R, ground-flo	70	9,444	-	-	26,997	27	C4-4A	4	80	R, ground-floor (	9,444	-	-	34,996	35	-	-	-	7,999	8
96790089	37-SC	SC	9679	89	Commercial/Offi	7,228	C4-2	3.40	13,800	9,400	4,400	-	-	R, ground-flo	70	9,400	4,400	-	-	-	C4-4A	4	80	R, ground-floor (	6,144	-	-	22,768	23	(3,256)	(4,400)	-	22,768	23
96880017	67-SC	SC	9688	17	Commercial/Offi	9,650	C4-2	3.40	9,000	9,000	-	-	-	R, ground-flo	70	8,203	-	-	23,450	23	C4-4A	4	80	R, ground-floor (	8,203	-	-	30,397	30	-	-	-	6,947	7
96900007		SC	9690	7	Commercial/Offi	3,600	R6/C2-2	2.43	3,950	3,950	-	-	-																					
96900009		SC	9690	9	Commercial/Offi	2,358	R6/C2-2	2.43	2,358	2,358	-	-	-																					

Downtown Jamaica Redevelopment Plan

Table 2: Reasonable Worst Case Development Scenario: Potential Sites

	Site Description						Existing Conditions						No-Action Conditions							With-Action Conditions							Increment				
TBL	Site #	Subarea	Block	Lot	Land Use	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Residential SF	Existing DUs	Expected Use	Bldg Ht	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Proposed Zoning	Proposed FAR	Bldg Ht	Expected Use	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	Residential SF	DUs
96900010		SC	9690	10	Commercial/Offi	6,800	R6/C2-2	2.43	4,860	4,860	-	-	-																				
96900007	70-SC	SC	9690A Total			12,767	R6/C2-2	2.43	11,176	11,176	-	-	-	R, ground-flo	70	10,852	-	-	20,172	20	C4-4A	4	80	R, ground-floor (	10,852	-	-	40,216	40	-	-	-	20,044	20
96900014	71-SC	SC	9690	14	Commercial/Offi	6,000	R6/C2-2	2.43	5,400	5,400	-	-	-	R, ground-flo	70	5,100	-	-	9,480	9	C4-4A	4	80	R, ground-floor (	5,100	-	-	18,900	19	-	-	-	9,420	10
96900054	72-SC	SC	9692	54	Commercial/Offi	6,524	R6/C2-2	2.43	8,000	8,000	-	-	-	R, ground-flo	70	8,000	-	-	-	-	C4-4A	4	80	R, ground-floor (	5,545	-	-	20,551	21	(2,455)	-	-	20,551	21
		SC Total								106,396	4,400	-	238,467	238											100,685	-	-	373,119	374	(5,711)	(4,400)	-	134,652	136
100180011	327-A	A	10018	11	Transportation/L	2,500	R4	0.90	625	625	-	-	-	R	35	-	-	-	1,875	2	R5/C1-4	1.25	40	R, ground-floor (	2,125	-	-	375	-	2,125	-	-	(1,500)	(2)
100180012		A	10018	12	Vacant	7,500	R4	0.90	-	-	-	-	-																				
100180016		A	10018	16	Mixed Residenti	2,000	R4	0.90	2,400	1,200	-	1,200	2																				
100180017		A	10018	17	Mixed Residenti	2,000	R4	0.90	2,400	1,200	-	1,200	2																				
100180018		A	10018	18	1-2 Family	2,800	R4	0.90	1,768	-	-	1,768	2																				
100180117		A	10018	117	#N/A	1,600	R4	0.90	400	400	-	-	-																				
100180012	328-A	A	10018D Total			6,800	R4	0.90	6,566	2,400	-	4,166	6	R	35	2,400	-	-	4,166	6	R5/C1-4	1.25	40	R, ground-floor (	5,780	-	-	1,020	1	3,380	-	-	(3,146)	(5)
100180020	329-A	A	10018	20	1-2 Family	4,800	R4	0.90	2,440	-	-	2,440	2	R	35	-	-	-	2,440	2	R5/C1-4	1.25	40	R, ground-floor (	4,080	-	-	720	1	4,080	-	-	(1,720)	(1)
100180025	330-A	A	10018	25	Transportation/L	5,000	R4	0.90	1,600	1,600	-	-	-	R	35	-	-	-	3,750	4	R5/C1-4	1.25	40	R, ground-floor (	4,250	-	-	750	1	4,250	-	-	(3,000)	(3)
100180027	331-A	A	10018	27	Transportation/L	5,000	R4	0.90	700	700	-	-	-	R	35	-	-	-	3,750	4	R5/C1-4	1.25	40	R, ground-floor (	4,250	-	-	750	1	4,250	-	-	(3,000)	(3)
100180029	332-A	A	10018	29	Transportation/L	5,465	R4	0.90	1,500	1,500	-	-	-	R	35	-	-	-	4,099	4	R5/C1-4	1.25	40	R, ground-floor (	4,645	-	-	820	1	4,645	-	-	(3,279)	(3)
		A Total								2,400	-	20,080	21						25,130	-	-	4,435	5	22,730	-	-	(15,645)	(16)					
100280004	341-B	B	10028	4	1-2 Family	2,500	M1-1	1.00	1,439	-	-	1,439	1	existing	30	-	-	-	1,439	1	R5	1.25	40	R	-	-	-	3,125	3	-	-	-	1,686	2
100280007	342-B	B	10028	7	1-2 Family	3,700	M1-1	1.00	2,048	-	-	2,048	1	existing	30	-	-	-	2,048	1	R5	1.25	40	R	-	-	-	4,625	5	-	-	-	2,577	4
100280010	343-B	B	10028	10	1-2 Family	3,700	M1-1	1.00	2,048	-	-	2,048	1	existing	30	-	-	-	2,048	1	R5	1.25	40	R	-	-	-	4,625	5	-	-	-	2,577	4
100280031	344-B	B	10028	31	1-2 Family	2,500	M1-1	1.00	1,296	-	-	1,296	2	existing	30	-	-	-	1,296	2	R5	1.25	40	R	-	-	-	3,125	3	-	-	-	1,829	1
100280032	345-B	B	10028	32	1-2 Family	2,500	M1-1	1.00	1,296	-	-	1,296	2	existing	30	-	-	-	1,296	2	R5	1.25	40	R	-	-	-	3,125	3	-	-	-	1,829	1
100280034	346-B	B	10028	34	1-2 Family	2,500	M1-1	1.00	1,521	-	-	1,521	1	existing	30	-	-	-	1,521	1	R5	1.25	40	R	-	-	-	3,125	3	-	-	-	1,604	2
		B Total								-	-	9,648	8						-	-	-	21,750	22	-	-	-	12,102	14					
96770172	23-D	D	9677	172	1-2 Family	3,600	R6	2.43	2,940	-	-	2,940	2	R	70	-	-	-	8,748	9	R7A	4	80	R	-	-	-	14,400	14	-	-	-	5,652	5
96770174	24-D	D	9677	174	Multi-Family Wa	3,600	R6	2.43	3,115	-	-	3,115	3	R	70	-	-	-	8,748	9	R7A	4	80	R	-	-	-	14,400	14	-	-	-	5,652	5
96770176	25-D	D	9677	176	1-2 Family	3,600	R6	2.43	3,146	-	-	3,146	2	R	70	-	-	-	8,748	9	R7A	4	80	R	-	-	-	14,400	14	-	-	-	5,652	5
96770178	26-D	D	9677	178	1-2 Family	3,600	R6	2.43	3,115	-	-	3,115	2	R	70	-	-	-	8,748	9	R7A	4	80	R	-	-	-	14,400	14	-	-	-	5,652	5
96770180	27-D	D	9677	180	Multi-Family Wa	3,600	R6	2.43	2,940	-	-	2,940	3	R	70	-	-	-	8,748	9	R7A	4	80	R	-	-	-	14,400	14	-	-	-	5,652	5
96780030	28-D	D	9678	30	1-2 Family	2,880	R6	2.43	2,040	-	-	2,040	1	R	70	-	-	-	6,998	7	R7A	4	80	R	-	-	-	11,520	12	-	-	-	4,522	5
96780032	29-D	D	9678	32	1-2 Family	3,296	R6	2.43	2,256	-	-	2,256	1	R	70	-	-	-	8,009	8	R7A	4	80	R	-	-	-	13,184	13	-	-	-	5,175	5
96780034	30-D	D	9678	34	1-2 Family	3,360	R6	2.43	2,016	-	-	2,016	1	R	70	-	-	-	8,165	8	R7A	4	80	R	-	-	-	13,440	13	-	-	-	5,275	5
96780036	31-D	D	9678	36	Mixed Residenti	3,360	R6	2.43	2,600	858	-	1,742	2	R	70	-	-	-	8,165	8	R7A	4	80	R	-	-	-	13,440	13	-	-	-	5,275	5
96780109	34-D	D	9678	109	Commercial/Offi	5,986	R6	2.43	10,800	10,800	-	-	-	R	70	10,800	-	-	-	-	R7A	4	80	R	-	-	-	23,944	24	(10,800)	-	-	23,944	24
96780159	35-D	D	9678	159	1-2 Family	2,880	R6	2.43	2,040	-	-	2,040	2	R	70	-	-	-	6,998	7	R7A	4	80	R	-	-	-	11,520	12	-	-	-	4,522	5
96790077		C	9679	77	Multi-Family Wa	2,476	R6	2.43	2,600	-	-	2,600	3																				
96790078		D	9679	78	Multi-Family Wa	2,550	R6	2.43	2,600	-	-	2,600	3																				
96790077	36-D	D	9679D Total			5,026	R6	2.43	5,200	-	-	5,200	6	R	70	-	-	-	12,213	12	R7A	4	80	R	-	-	-	20,104	20	-	-	-	7,891	8
96810041	38-D	D	9681	41	1-2 Family	2,659	R6	2.43	2,283	-	-	2,283	2	R	70	-	-	-	6,461	6	R7A	4	80	R	-	-	-	10,636	11	-	-	-	4,175	5
96810043	39-D	D	9681	43	Multi-Family Wa	2,619	R6	2.43	2,100	-	-	2,100	5	R	70	-	-	-	6,364	6	R7A	4	80	R	-	-	-	10,476	10	-	-	-	4,112	4
96810050	42-D	D	9681	50	1-2 Family	3,240	R6	2.43	2,597	-	-	2,597	2	R	70	-	-	-	7,873	8	R7A	4	80	R	-	-	-	12,960	13	-	-	-	5,087	5
96810052	43-D	D	9681	52	1-2 Family	3,510	R6	2.43	2,597	-	-	2,597	2	R	70	-	-	-	8,529	9	R7A	4	80	R	-	-	-	14,040	14	-	-	-	5,511	5
96810054	44-D	D	9681	54	1-2 Family	3,850	R6	2.43	2,360	-	-	2,360	2	R	70	-	-	-	9,356	9	R7A	4	80	R	-	-	-	15,400	15	-	-	-	6,044	6
96810058	46-D	D	9681	58	Multi-Family Wa	4,495	R6	2.43	3,635	-	-	3,635	3	R	70	-	-	-	10,923	11	R7A	4	80	R	-	-	-	17,980	18	-	-	-	7,057	7
96810059	47-D	D	9681	59	1-2 Family	4,495	R6	2.43	3,985	-	-	3,985	2	R	70	-	-	-	10,923	11	R7A	4	80	R	-	-	-	17,980	18	-	-	-	7,057	7
96810060	48-D	D	9681	60	1-2 Family	4,495	R6	2.43	3,990	-	-	3,990	2	R	70	-	-	-	10,923	11	R7A	4	80	R	-	-	-	17,980	18	-	-	-	7,057	7
96810061	49-D	D	9681	61	1-2 Family	4,495	R6	2.43	3,990	-	-	3,990	2	R	70	-	-	-	10,923	11	R7A	4	80	R	-	-	-	17,980	18	-	-	-	7,057	7
96810083	54-D	D	9681	83	1-2 Family	3,855	R6	2.43	2,910	-	-	2,910	2	R	70	-	-	-	9,368	9	R7A	4	80	R	-	-	-	15,420	15	-	-	-	6,052	6
96810084	55-D	D	9681	84	1-2 Family	3,625	R6	2.43	2,910	-	-	2,910	2	R	70	-	-	-	8,809	9	R7A	4	80	R	-	-	-	14,500	15	-	-	-	5,691	6
96970041	84-D	D	9697	41	1-2 Family	4,000	R6	2.43	2,069	-	-	2,069	1	R	70	-	-	-	9,720	10	R7A/C2-3	4	80	R, ground-floor (	3,400	-	-	12,600	13	3,400	-	-	2,880	3
96970043		D	9697	43	Commercial/Offi	4,000	R6	2.43	4,000	4,000	-	-	-																				
96970045		D	9697	45	Parking	4,000	R5	2.43	-	-	-	-	-																				
96970043	85-D	D	9697C Total			8,000	R6	2.43	4,000	4,000	-	-	-	R	70	-	-	-	19,440	19	R7A	4	80	R	-	-	-	32,000	32	-	-	-	12,560	13
96970047	86-D	D	9697	47	1-2 Family	4,008	R6	2.43	1,968	-	-	1,968	2	R	70	-	-	-	9,739	10	R7A	4	80	R	-	-	-	16,032	16	-	-	-	6,293	6
96970050	87-D	D	9697	50	1-2 Family	4,440	R6	2.43	1,840	-	-	1,840	1	R	70	-	-	-	10,789	11	R7A	4	80	R	-	-	-	17,760	18	-	-	-	6,971	7
97530003	104-D	D	9753	3	Multi-Family Wa	2,500	R6	2.43	2,850	-	-	2,850	3	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97530005	105-D	D	9753	5	Multi-Family Wa	2,500	R6	2.43	2,850	-	-	2,850	3	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97530008	107-D	D	9753	8	1-2 Family	2,500	R6	2.43	2,280	-	-	2,280	2	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97530009	108-D	D	9753	9	1-2 Family	2,500	R6	2.43	2,850	-	-	2,850	2	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97530011	109-D	D	9753	11	1-2 Family	2,500	R6	2.43	2,562	-	-	2,562	2	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97530013	110-D	D	9753	13	1-2 Family	2,500	R6	2.43	2,520	-	-	2,520	2	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97530028	112-D	D	9753	28	1-2 Family	2,500	R6	2.43	1,408	-	-	1,408	1	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97530031	113-D	D	9753	31	1-2 Family	2,500	R6	2.43	2,220	-	-	2,220	1	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97530032	114-D	D	9753	32	1-2 Family	2,500	R6	2.43	1,098	-	-	1,098	2	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97530033	115-D	D	9753	33	1-2 Family	2,500	R6	2.43	1,908	-	-	1,908	2	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97530034	116-D	D	9753	34	1-2 Family	2,500	R6	2.43	1,880	-	-	1,880	2	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97530035	117-D	D	9753	35	1-2 Family	2,700	R6	2.43	2,120	-	-	2,120	2	R	70	-	-	-	6,561	7	R7A	4	80	R	-	-	-	10,800	11	-	-	-	4,239	4
97550015	120-D	D	9755	15	1-2 Family	3,742	R6	2.43	1,470	-	-	1,470	2	R	70	-	-	-	9,093	9	R7A	4	80	R	-	-	-	14,968	15	-	-	-	5,875	6
97550061	121-D	D	9755	61	?	3,000	R6	2.43	-	-	-	-	-	R	70	-	-	-	7,290	7	R7A	4	80	R	-	-	-	12,000	12	-	-	-	4,710	5
97620010		D	9762	10	Vacant	6,250	R6	2.43	-	-	-	-	-																				
97620016		D	9762	16	Vacant	1,875	R6	2.43	-	-	-	-	-																				
97620010	134-D	D	9762A Total			8,125	R6	2.43	-	-	-	-	-	R	70	-	-	-	19,744	20	R7A	4	80	R	-	-	-	32,500	33	-	-	-	12,756	13
97620017	135-D	D	9762	17	1-2 Family	6,250	R6	2.43	1,989	-	-	1,989	2	R	70	-	-	-	15,188	15	R7A	4	80	R	-	-	-	25,000	25	-	-	-	9,812	10
97620019	136-D	D	9762	19	Multi-Family Wa	3,125	R6	2.43	3,858	-	-	3,858	4	R	70	-	-	-	3,858	4	R7A	4	80	R	-	-	-	12,500	13	-	-	-	8,642	9
97620023	137-D	D	9762	23	1-2 Family	3,125	R6	2.43	1,456	-	-	1,456	2	R	70	-	-	-	7,594	8	R7A	4	80	R	-	-	-	12,500	13	-	-	-	4,906	5
97620035	138-D	D	9762	35	Mixed Residenti	2,640	R6	2.43	2,400	720	-	1,680	2	R	70	-	-	-	6,415	6	R7A	4	80	R	-	-	-	10,560	11	-	-	-	4,145	5
97620036	139-D	D	9762	36	1-2 Family	2,926	R6	2.43	2,705	-	-	2,705	2	R	70	-	-	-	7,110	7	R7A	4	80	R	-	-	-	11,704	12	-	-	-	4,594	5
97620037	140-D	D	9762	37	1-2 Family	2,944	R6	2.43	2,484	-	-	2,484	2	R	70	-	-	-	7,154	7	R7A	4	80	R	-	-	-	11,776	12	-	-	-	4,622	5
97620038	141-D	D	9762	38	1-2 Family	2,680	R6	2.43	2,480	-	-	2,480	2	R	70	-	-	-	6,512	7	R7A	4	80	R	-	-	-	10,720	11	-	-	-	4,208	4
97620041	142-D	D	9762	41	Commercial/Offi	10,435	R6	2.43	5,600	5,600	-	-	-	R	70	-	-	-	25,357	25	R7A	4	80	R	-	-	-	41,740	42	-	-	-	16,383	17
97620054	144-D	D	9762	54	1-2 Family	3,500	R6	2.43	2,292	-	-	2,292	2	R	70	-	-	-	8,505	9	R7A	4	80	R	-	-	-	14,000	14	-	-	-	5,495	5
97620056	145-D	D	9762	56	1-2 Family	2,500	R6	2.43	1,848	-	-	1,848	2	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97620057	146-D	D	9762	57	1-2 Family	2,500	R6	2.43	1,842	-	-	1,842	1	R	70	-	-	-	6,075	6	R7A	4	80	R	-	-	-	10,000	10	-	-	-	3,925	4
97630001	147-D	D	9763	1	1-2 Family	4,000	R6	2.43	2,206	-	-	2,206	1	R	70	-	-	-	9,720	10	R7A	4	80	R	-	-	-	16,000	16	-	-	-	6,280	6
97630023		D	9763	23	Commercial/Offi	7,500	C8-1	1.00	13,500	13,500	-	-	-																				
97630025		D	9763	25	Commercial/Offi	5,257	C8-1	1.00	2,100	2,100	-	-	-																				
97630026		D	9763	26	Parking	7,528	C8-1	1.00	-	-	-	-	-																				
97630023	149-D	D	9763B Total			20,315	C8-1	1.00	15,600	15,600	-	-	-	CF + C8-1	30	15,600	-	-	-	-	R7A/C2-3	4	80	CF .5 + R, grour	17,268	-	10,158	53,834	54	1,668	-	10,158	53,834	54
97630036	150-D	D	9763	36	Commercial/Offi	3,220	R6	2.43	5,700	5,700	-	-	-	R	70	5,700	-	-	-	-	R7A/C1-2	4	80	R, ground-floor (	2,737	-	-	10,143	10	(2,963)	-	-	10,143	10
97630042	151-D	D	9763	42	Commercial/Offi	2,612	R6	2.43	3,700	1,850	-	1,850	-	R	70	1,850	-	-	1,850	-	R7A/C1-2	4	80	R, ground-floor (	2,220	-	-	8,228	8	370	-	-	6,378	8
97630044	152-D	D	9763	44	?	2,550	R6	2.43	120	120	-	-	-	R	70	-	-	-	6,197	6	R7A/C1-2	4	80	R, ground-floor (	2,168	-	-	8,032	8	2,168	-	-	1,835	2
97630045	153-D	D	9763	45	1-2 Family	2,625	R6	2.43	1,733	-	-	1,733	1	R	70	-	-	-	6,379	6	R7A/C1-2	4	80	R, ground-floor (	2,231	-	-	8,269	8	2,231	-	-	1,890	2
97630055	156-D	D	9763	55	1-2 Family	4,440	R6	2.43	2,375	-	-	2,375	1	R	70	-	-	-	10,789	11	R7A	4	80	R	-	-	-	17,760	18	-	-	-	6,971	7
97640015	157-D	D	9764	15	Commercial/Offi	4,556	R6	2.43	4,800	4,800	-	-	-	R	70	-	-	-	11,071	11	R7A	4	80	R	-	-	-	18,224	18	-	-	-	7,153	7

Downtown Jamaica Redevelopment Plan

Table 2: Reasonable Worst Case Development Scenario: Potential Sites

Site Description							Existing Conditions							No-Action Conditions							With-Action Conditions								Increment				
TBL	Site #	Subarea	Block	Lot	Land Use	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Residential SF	Existing DUs	Expected Use	Bldg Ht	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Proposed Zoning	Proposed FAR	Bldg Ht	Expected Use	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	Residential SF	DUs
97640071	159-D	D	9764	71	Commercial/Offi	7,850	R6	2.43	9,240	9,240	-	-	-	R	70	-	-	-	19,076	19	R7A	4	80	R	-	-	-	31,400	31	-	-	-	12,324	12
97640077	160-D	D	9764	77	Transportation/t	29,800	R6	2.43	3,350	3,350	-	-	-	R	70	-	-	-	72,414	72	R7A	4	80	R	-	-	-	119,200	119	-	-	-	46,786	47
97650037		D	9765	37	Commercial/Offi	3,600	R6/C2-2	2.43	3,600	3,600	-	-	-																					
97650039		D	9765	39	Commercial/Offi	5,288	R6/C2-2	2.43	3,600	3,600	-	-	-																					
97650041		D	9765	41	Commercial/Offi	5,265	R6/C2-2	2.43	3,600	3,600	-	-	-																					
97650037	163-D	D	9765A Total			14,153	R6/C2-2	2.43	10,800	10,800	-	-	-	R, ground-flo	70	12,030	-	-	22,362	22	R7A/C2-3	4	80	R, ground-floor (	12,030	-	-	44,582	45	-	-	-	22,220	22
97670008	165-D	D	9767	8	1-2 Family	2,522	R6	2.43	2,308	-	-	2,308	2	R	70	-	-	-	6,128	6	R7A	4	80	R	-	-	-	10,088	10	-	-	-	3,960	4
97670010	166-D	D	9767	10	1-2 Family	2,619	R6	2.43	2,308	-	-	2,308	2	R	70	-	-	-	6,364	6	R7A	4	80	R	-	-	-	10,476	10	-	-	-	4,112	4
97670021		D	9767	21	Vacant	2,400	R6	2.43	-	-	-	-	-																					
97670022		D	9767	22	Vacant	2,500	R6	2.43	-	-	-	-	-																					
97670021	167-D	D	9767B Total			4,900	R6	2.43	-	-	-	-	-	R	70	-	-	-	11,907	12	R7A	4	80	R	-	-	-	19,600	20	-	-	-	7,693	8
97670043	170-D	D	9767	43	1-2 Family	2,820	R6	2.43	2,240	-	-	2,240	2	R	70	-	-	-	6,853	7	R7A	4	80	R	-	-	-	11,280	11	-	-	-	4,427	4
97670057		D	9767	57	Multi-Family Wa	1,920	R6	2.43	1,440	-	-	1,440	4																					
97670058		D	9767	58	Multi-Family Wa	2,077	R6	2.43	1,440	-	-	1,440	4																					
97670059		D	9767	59	Vacant	4,750	R6	2.43	-	-	-	-	-																					
97670057	171-D	D	9767D Total			8,747	R6	2.43	2,880	-	-	2,880	8	R	70	-	-	-	21,255	21	R7A	4	80	R	-	-	-	34,988	35	-	-	-	13,733	14
97680007	173-D	D	9768	7	Multi-Family Wa	3,125	R6	2.43	3,000	-	-	3,000	3	R	70	-	-	-	7,594	8	R7A	4	80	R	-	-	-	12,500	13	-	-	-	4,906	5
97680008	174-D	D	9768	8	1-2 Family	3,138	R6	2.43	3,000	-	-	3,000	2	R	70	-	-	-	7,625	8	R7A	4	80	R	-	-	-	12,552	13	-	-	-	4,927	5
97680009	175-D	D	9768	9	Multi-Family Wa	3,125	R6	2.43	1,872	-	-	1,872	4	R	70	-	-	-	7,594	8	R7A	4	80	R	-	-	-	12,500	13	-	-	-	4,906	5
97680011	176-D	D	9768	11	Multi-Family Wa	3,125	R6	2.43	1,872	-	-	1,872	4	R	70	-	-	-	7,594	8	R7A	4	80	R	-	-	-	12,500	13	-	-	-	4,906	5
98130011	195-D	D	9813	11	Multi-Family Wa	4,450	R6	2.43	2,398	-	-	2,398	3	R	70	-	-	-	10,814	11	R7A	4	80	R	-	-	-	17,800	18	-	-	-	6,986	7
98130014	196-D	D	9813	14	1-2 Family	2,871	R6	2.43	1,831	-	-	1,831	1	R	70	-	-	-	6,977	7	R7A	4	80	R	-	-	-	11,484	11	-	-	-	4,507	4
98130016	197-D	D	9813	16	1-2 Family	2,871	R6	2.43	1,728	-	-	1,728	2	R	70	-	-	-	6,977	7	R7A	4	80	R	-	-	-	11,484	11	-	-	-	4,507	4
		D Total				-										45,980	-	-	721,324	720					42,054	-	10,158	1,286,588	1,287	(3,925)	-	10,158	565,264	567
99080009	245-E	E	9908	9	?	5,000	R4/C2-2	1.00	-	-	-	-	-	R, ground-flo	35	4,250	-	-	750	1	R6A/C2-4	3	70	R, ground-floor (	4,250	-	-	10,750	11	-	-	-	10,000	10
99090001	247-E	E	9909	1	Transportation/t	12,000	R4/C2-2	1.00	594	594	-	-	-	R, ground-flo	35	10,200	-	-	1,800	2	R6A/C2-4	3	70	R, ground-floor (	10,200	-	-	25,800	26	-	-	-	24,000	24
99090005	248-E	E	9909	5	Transportation/t	4,960	R4/C2-2	1.00	2,250	2,250	-	-	-	R, ground-flo	35	4,216	-	-	744	1	R6A/C2-4	3	70	R, ground-floor (	4,216	-	-	10,664	11	-	-	-	9,920	10
103170010	567-E	E	10317	10	Mixed Residenti	5,600	M1-1	1.00	5,520	-	1,840	3,680	5	existing	30	-	1,840	-	3,680	5	R6A/C2-4	3	70	R, ground-floor (	4,760	-	-	12,040	12	4,760	(1,840)	-	8,360	7
103180001	571-E	E	10318	1	?	1,651	M1-1	1.00	-	-	-	-	-	M	30	660	991	-	-	-	R6A/C2-4	3	70	R, ground-floor (	1,403	-	-	3,550	4	743	(991)	-	3,550	4
103180005	572-E	E	10318	5	Parking	4,580	M1-1	1.00	4,503	4,503	-	-	-	M	30	4,503	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	3,893	-	-	9,847	10	(610)	-	-	9,847	10
103180011	573-E	E	10318	11	1-2 Family	2,500	M1-1	1.00	1,632	-	-	1,632	2	existing	30	-	-	-	1,632	2	R6A/C2-4	3	70	R, ground-floor (	2,125	-	-	5,375	5	2,125	-	-	3,743	3
103180025	578-E	E	10318	25	1-2 Family	2,500	M1-1	1.00	1,200	-	-	1,200	2	existing	30	-	-	-	1,200	2	R6A/C2-4	3	70	R, ground-floor (	2,125	-	-	5,375	5	2,125	-	-	4,175	3
103180026	579-E	E	10318	26	1-2 Family	2,500	M1-1	1.00	1,200	-	-	1,200	1	existing	30	-	-	-	1,200	1	R6A/C2-4	3	70	R, ground-floor (	2,125	-	-	5,375	5	2,125	-	-	4,175	4
104430014	595-E	E	10443	14	Parking	3,365	R5/C1-2	1.25	2,340	2,340	-	-	-	R, ground-flo	40	2,340	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	2,860	-	-	7,235	7	520	-	-	7,235	7
104430015	596-E	E	10443	15	Commercial/Offi	4,320	R5/C1-2	1.25	4,305	4,305	-	-	-	R, ground-flo	40	4,305	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	3,672	-	-	9,288	9	(633)	-	-	9,288	9
104430017	597-E	E	10443	17	Mixed Residenti	2,525	R5/C1-2	1.25	3,200	1,600	-	1,600	2	R, ground-flo	40	1,600	-	-	1,600	2	R6A/C2-4	3	70	R, ground-floor (	2,146	-	-	5,429	5	546	-	-	3,829	3
104430018	598-E	E	10443	19	Mixed Residenti	3,449	R5/C1-2	1.25	1,932	966	-	966	2	R, ground-flo	40	2,932	-	-	517	1	R6A/C2-4	3	70	R, ground-floor (	2,932	-	-	7,415	7	-	-	-	6,898	6
104430020		E	10443	20	Commercial/Offi	4,539	R5/C1-2	1.25	4,539	4,539	-	-	-																					
104430023		E	10443	23	1-2 Family	2,355	R5/C1-2	1.25	1,549	-	-	1,549	1																					
104430020	599-E	E	10443A Total			6,894	R5/C1-2	1.25	6,088	4,539	-	1,549	1	R, ground-flo	40	4,539	-	-	1,549	1	R6A/C2-4	3	70	R, ground-floor (	5,860	-	-	14,822	15	1,321	-	-	13,273	14
108150005	607-E	E	10815	5	Transportation/t	4,647	R5/C2-2	1.25	1,460	1,460	-	-	-	R, ground-flo	40	3,950	-	-	697	1	R6A/C2-4	3	70	R, ground-floor (	3,950	-	-	9,991	10	-	-	-	9,294	9
108160001		E	10816	1	Commercial/Offi	7,743	R5/C1-2	1.25	4,600	4,600	-	-	-																					
108160005		E	10816	5	Commercial/Offi	4,053	R5/C1-2	1.25	2,000	2,000	-	-	-																					
108160001	609-E	E	10816A Total			11,796	R5/C1-2	1.25	6,600	6,600	-	-	-	R, ground-flo	40	10,027	-	-	4,718	5	R6A/C2-4	3	70	R, ground-floor (	10,027	-	-	25,361	25	-	-	-	20,643	21
		E Total				-										53,522	2,831	-	20,087	22					66,544	-	-	168,317	167	13,022	(2,831)	-	148,230	145
99100039	249-F	F	9910	39	Parking	12,500	R2	0.50	4,500	4,500	-	-	-	R	35	4,500	-	-	-	-	R4-1	0.9	35	R	-	-	-	9,375	9	(4,500)	-	-	9,375	9
		F Total				-										4,500	-	-	-	-					-	-	-	9,375	9	(4,500)	-	-	9,375	9
103170019	568-J	J	10317	19	1-2 Family	2,617	M1-1	1.00	1,536	-	-	1,536	1	existing	30	-	-	-	1,536	1	R5	1.25	40	R	-	-	-	3,271	3	-	-	-	1,735	2
103170020	569-J	J	10317	20	1-2 Family	3,000	M1-1	1.00	1,248	-	-	1,248	1	existing	30	-	-	-	1,248	1	R5	1.25	40	R	-	-	-	3,750	4	-	-	-	2,502	3
103170022	570-J	J	10317	22	1-2 Family	2,617	M1-1	1.00	1,536	-	-	1,536	1	existing	30	-	-	-	1,536	1	R5	1.25	40	R	-	-	-	3,271	3	-	-	-	1,735	2
103180012	574-J	J	10318	12	1-2 Family	2,500	M1-1	1.00	1,088	-	-	1,088	1	existing	30	-	-	-	1,088	1	R5	1.25	40	R	-	-	-	3,125	3	-	-	-	2,037	2
103180013	575-J	J	10318	13	1-2 Family	2,500	M1-1	1.00	1,088	-	-	1,088	1	existing	30	-	-	-	1,088	1	R5	1.25	40	R	-	-	-	3,125	3	-	-	-	2,037	2
103180023	576-J	J	10318	23	1-2 Family	2,500	M1-1	1.00	1,200	-	-	1,200	1	existing	30	-	-	-	1,200	1	R5	1.25	40	R	-	-	-	3,125	3	-	-	-	1,925	2
103180024	577-J	J	10318	24	1-2 Family	2,500	M1-1	1.00	1,200	-	-	1,200	1	existing	30	-	-	-	1,200	1	R5	1.25	40	R	-	-	-	3,125	3	-	-	-	1,925	2
103210011		J	10321	11	Industrial/Manuf	5,500	M1-1	1.00	7,600	1,600	6,000	-	-																					
103210016		J	10321	16	Industrial/Manuf	5,000	M1-1	1.00	1,500	-	1,500	-	-																					
103210011	585-J	J	10321B Total			10,500	M1-1	1.00	9,100	1,600	7,500	-	-	M	30	1,600	7,500	-	-	-	R5	1	40	R	-	-	-	13,125	13	(1,600)	(7,500)	-	13,125	13
		J Total				-										1,600	7,500	-	8,896	7					-	-	-	35,917	35	(1,600)	(7,500)	-	27,021	28
100200114	333-O	O	10020	114	Parking	14,250	R4	0.90	1,260	1,260	-	-	-	R	35	-	-	-	10,688	11	R6A/C2-4	3	70	R, ground-floor (	12,113	-	-	30,637	31	12,113	-	-	19,949	20
100200138	335-O	O	10020	138	Industrial/Manuf	6,732	R4	0.90	3,920	3,920	-	-	-	R	35	3,920	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	5,722	-	-	14,474	12	1,802	-	-	14,474	12
100310025	356-O	O	10031	25	Transportation/t	10,335	M1-1	1.00	400	400	-	-	-	M	30	4,134	6,201	-	-	-	R6A	3	70	R	-	-	-	31,005	31	(4,134)	(6,201)	-	31,005	31
100320022	358-O	O	10032	22	Commercial/Offi	10,820	M1-1	1.00	3,600	-	3,600	-	-	M	30	4,328	6,492	-	-	-	R6A	3	70	R	-	-	-	32,460	32	(4,328)	(6,492)	-	32,460	32
100350036	361-O	O	10035	36	1-2 Family	3,000	R3-2	0.60	1,850	-	-	1,850	2	R	35	-	-	-	1,850	2	R6A/C2-4	3	70	R, ground-floor (	2,550	-	-	6,450	6	2,550	-	-	4,600	4
100410003		O	10041	3	Industrial/Manuf	1,184	R4	0.90	2,100	-	2,100	-	-																					
100410004		O	10041	4	Vacant	1,886	R4	0.90	-	-	-	-	-																					
100410006		O	10041	6	Industrial/Manuf	8,534	R4	0.90	2,228	-	2,228	-	-																					
100410003	362-O	O	10041B Total			11,698	R4	1.00	4,328	-	4,328	-	-	R	35	-	-	-	8,774	9	R6A/C2-4	3	70	R, ground-floor (	9,943	-	-	25,151	25	9,943	-	-	16,377	16
100460004	364-O	O	10046	4	Commercial/Offi	4,455	R4	0.90	4,000	4,000	-	-	-	R	35	4,000	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	3,787	-	-	9,578	10	(213)	-	-	9,578	10
100460006	365-O	O	10046	6	Commercial/Offi	7,810	R4	0.90	5,165	2,583	2,582	-	-	R	35	2,583	2,582	-	-	-	R6A/C2-4	3	70	R, ground-floor (	6,639	-	-	16,791	17	4,056	(2,582)	-	16,791	17
100460009	366-O	O	10046	9	Industrial/Manuf	8,660	R4	0.90	6,120	1,000	5,120	-	-	R	35	1,000	5,120	-	-	-	R6A/C2-4	3	70	R, ground-floor (	7,361	-	-	18,619	19	6,361	(5,120)	-	18,619	19
100490001	367-O	O	10049	1	Industrial/Manuf	12,893	R4	0.90	13,000	2,000	11,000	-	-	R	35	2,000	11,000	-	-	-	R6A/C2-4	3	70	R, ground-floor (	10,789	-	-	27,290	27	8,789	(11,000)	-	27,290	27
100560017		O	10056	17	Transportation/t	3,505	R4	0.90	1,150	1,150	-	-	-																					
100560019		O	10056	19	Vacant	2,500	R4	0.90	-	-	-	-	-																					
100560017	376-O	O	10056A Total			6,005	R4	0.90	1,150	1,150	-	-	-	R	35	-	-	-	4,504	5	R6A/C2-4	3	70	R, ground-floor (	5,104	-	-	12,911	13	5,104	-	-	8,407	8
100560020	377-O	O	10056	20	1-2 Family	2,630	R4	0.90	1,520	-	-	1,520	2	R	35	-	-	-	1,520	2	R6A/C2-4	3	70	R, ground-floor (	2,236	-	-	5,654	6	2,236	-	-	4,134	4
100570006		O	10057	6	Vacant	2,500	R4	0.90	-	-	-	-	-																					
100570009		O	10057	9	1-2 Family	2,500	R4	0.90	1,680	-	-	1,680	2																					
100570008	378-O	O	10057A Total			5,000	R4	1.00	1,680	-	-	1,680	2	R	35	-	-	-	3,750	4	R6A/C2-4	3	70	R, ground-floor (	4,250	-	-	10,750	11	4,250	-	-	7,000	7
100570014	379-O	O	10057	14	Multi-Family Wa	5,500	R4	0.90	1,408	-	-	1,408	3	R	35	-	-	-	4,125	4	R6A/C2-4	3	70	R, ground-floor (	4,675	-	-	11,825	12	4,675	-	-	7,700	8
100590001	382-O	O	10059	1	Parking	1,126	M1-1	1.00	-	-	-	-	-	M	30	1,814	2,720	-	-	-	R6A/C2-3	3	70	R, ground-floor (	3,854	-	-	9,748	10	2,040	(2,720)	-	9,748	10
100590004	383-O	O	10059	4	1-2 Family	2,500	M1-1	1.00	1,308	-	-	1,308	2	existing	30	-	-	-	1,308	2	R6A/C2-3	3	70	R, ground-floor (	2,125	-	-	5,375	5	2,125	-	-	4,067	3
100590005		O	10059	5	Industrial/Manuf	2,502	M1-1	1.00	2,088	-	2,088	-	-																					
100590006		O	10059	6	Industrial/Manuf	3,129	M1-1	1.00	2,000	-	2,000	-	-																					
100590005	384-O	O	10059A Total			5,631	M1-1	1.00	4,088	-	4,088	-	-	M	30	-	4,088	-	-	-	R6A/C2-3	3	70	R, ground-floor (	4,786	-	-	12,107	12	4,786	(4,088)	-	12,107	12
100590011		O	10059	11	Vacant	2,503	M1-1	1.00	-	-	-	-	-																					
100590012		O	10059	12	1-2 Family	2,500	M1-1	1.00	1,575	-	-	1,575	1																					
100590015		O	10059	15	Industrial/Manuf	13,783	M1-1	1.00	1,080	-	1,080	-	-																					
100590023		O	10059	23	Vacant	3,125	M1-1	1.00	-	-	-	-	-																					
100590024		O	10059	24	Vacant	3,125	M1-1	1.00	-	-	-	-	-																					
100590025		O	10059	25	Vacant	2,503	M1-1	1.00	-	-	-	-	-																					
100590011	385-O	O	10059B Total			27,519	M1-1	1.00	2,655	-	1,080	1,575	1	existing	30	-	1,080	-	1,575	1	R6A/C2-3	3	70	R, ground-floor (	23,391	-	-	59,166	59	23,391	(1,080)	-	57,591	58
100590026	387-O	O	10059	26	Multi-Family Wa	2,500	M1-1	1.00	1,850	-	-	1,850	3	existing	30	-	-	-	1,850	3	R6A/C2-3	3	70	R, ground-floor (	2,125	-	-	5,375	5	2,125	-	-	3,525	2
100590027	388-O	O	10059	27	1-2 Family	2,500	M1-1	1.00	1,490	-	-	1,490	2	existing	30	-	-	-	1,490	2	R6A/C2-3	3	70	R, ground-floor (	2,125	-	-	5,375	5	2,125	-	-	3,885	3
100590028	389-O	O	10059	28	1-2 Family	2,500	M1-1	1.00	1,600	-	-	1,600	2	existing	30	-	-	-	1,600	2	R6A/C2-3	3	70	R, ground-floor (	2,125	-	-	5,375	5	2,125	-	-	3,775	3

Downtown Jamaica Redevelopment Plan

Table 2: Reasonable Worst Case Development Scenario: Potential Sites

	Site Description						Existing Conditions							No-Action Conditions							With-Action Conditions							Increment				
TBL	Site #	Subarea	Block	Lot	Land Use	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Residential SF	Existing DUs	Expected Use	Bldg Ht	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Proposed Zoning	Proposed FAR	Bldg Ht	Expected Use	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	Residential SF	DUs
100590030	390-O	O	10059	30	Transportation/U	2,503	M1-1	1.00	2,500	2,500	-	-	-	M	30	2,500	-	-	-	-	R6A/C2-3	3	70	R, ground-floor (	2,128	-	-	5,381	5	(372)	-	-	5,381	5
100590031		O	10059	31	1-2 Family	2,100	M1-1	1.00	1,200	-	-	1,200	2																				
100590032		O	10059	32	1-2 Family	1,775	M1-1	1.00	1,590	-	-	1,590	2																				
100590131		O	10059	131	1-2 Family	1,025	M1-1	1.00	1,212	-	-	1,212	2																				
100590132		O	10059	132	1-2 Family	1,325	M1-1	1.00	1,140	-	-	1,140	2																				
100590031	391-O	O	10059C Total			6,225	M1-1	1.00	5,142	-	-	5,142	8	existing	30	-	-	-	5,142	8	R6A/C2-3	3	70	R, ground-floor (	5,291	-	-	13,384	13	5,291	-	-	8,242	5
100600002	392-O	O	10060	2	Industrial/Manuf	8,000	M1-1	1.00	7,520	-	7,520	-	-	M	30	-	7,520	-	-	-	R6A/C2-3	3	70	CF	-	-	24,000	-	-	-	(7,520)	24,000	-	-
100600006	393-O	O	10060	6	1-2 Family	2,800	M1-1	1.00	1,826	-	-	1,826	2	existing	30	-	-	-	1,826	2	R6A/C2-3	3	70	R, ground-floor (	2,380	-	-	6,020	6	2,380	-	-	4,194	4
100600025		O	10060	25	Parking	7,635	M1-1	1.00	750	750	-	-	-																				
100600028		O	10060	28	Parking	3,754	M1-1	1.00	-	-	-	-	-																				
100600025	395-O	O	10060C Total			11,389	M1-1	1.00	750	750	-	-	-	M	30	4,556	6,833	-	-	-	R6A/C2-3	3	70	R, ground-floor (	9,681	-	-	24,486	24	5,125	(6,833)	-	24,486	24
100600030	396-O	O	10060	30	Commercial/Offi	11,250	M1-1	1.00	9,225	6,325	2,900	-	-	M	30	6,325	2,900	-	-	-	R6A/C2-3	3	70	R, ground-floor (	9,563	-	-	24,187	24	3,238	(2,900)	-	24,187	24
		O Total														37,160	56,536	-	50,092	56					144,743	-	24,000	429,574	425	107,583	(56,536)	24,000	379,572	370
100910012	400-P	P	10091	12	Parking	9,500	R4/C2-2	1.00	-	-	-	-	-	R, ground-flo	35	8,075	-	-	1,425	1	R5D/C2-4	2	40	R, ground-floor (	8,075	-	-	10,925	11	-	-	-	9,500	10
101240007	424-P	P	10124	7	1-2 Family	2,620	M1-1	1.00	2,410	-	-	2,410	2	existing	30	-	-	-	2,410	2	R5D/C2-4	2	40	R, ground-floor (	2,227	-	-	3,013	3	2,227	-	-	603	1
101240010	425-P	P	10124	10	1-2 Family	2,500	M1-1	1.00	1,136	-	-	1,136	2	existing	30	-	-	-	1,136	2	R5D/C2-4	2	40	R, ground-floor (	2,125	-	-	2,875	3	2,125	-	-	1,739	1
119450065	610-P	P	11945	65	Mixed Residenti	3,680	R4/C2-2	1.00	4,960	2,480	-	2,480	2	R, ground-flo	35	2,480	-	-	2,480	2	R5D/C2-4	2	40	R, ground-floor (	3,128	-	-	4,232	4	648	-	-	1,752	2
119450067	611-P	P	11945	67	?	2,700	R4/C2-2	1.00	-	-	-	-	-	R, ground-flo	35	2,295	-	-	405	0	R5D/C2-4	2	40	R, ground-floor (	2,295	-	-	3,105	3	-	-	-	2,700	3
		P Total														12,850	-	-	7,856	8					17,850	-	-	24,150	24	5,000	-	-	16,284	16
101400018	440-Q	Q	10140	18	1-2 Family	2,875	R4	0.90	1,178	-	-	1,178	1	R	35	-	-	-	2,156	2	R5D/C1-4	2	40	R, ground-floor (	2,444	-	-	3,306	3	2,444	-	-	1,150	1
101400019	441-Q	Q	10140	19	1-2 Family	2,875	R4	0.90	1,302	-	-	1,302	1	R	35	-	-	-	1,302	1	R5D/C1-4	2	40	R, ground-floor (	2,444	-	-	3,306	3	2,444	-	-	2,004	2
101500037	446-Q	Q	10150	37	Multi-Family Wa	2,875	R4/C1-2	1.00	5,625	625	-	5,000	5	R, ground-flo	35	625	-	-	5,000	5	R5D/C1-4	2	40	R, ground-floor (	2,444	-	-	3,306	3	1,819	-	-	(1,694)	(2)
101500038	447-Q	Q	10150	38	Mixed Residenti	2,300	R4/C1-2	1.00	2,000	1,000	-	1,000	1	R, ground-flo	35	1,000	-	-	1,000	1	R5D/C1-4	2	40	R, ground-floor (	1,955	-	-	2,645	3	955	-	-	1,645	2
101500039	448-Q	Q	10150	39	Mixed Residenti	2,300	R4/C1-2	1.00	2,000	1,000	-	1,000	1	R, ground-flo	35	1,000	-	-	1,000	1	R5D/C1-4	2	40	R, ground-floor (	1,955	-	-	2,645	3	955	-	-	1,645	2
101500040	449-Q	Q	10150	40	Mixed Residenti	2,530	R4/C1-2	1.00	2,000	1,000	-	1,000	2	R, ground-flo	35	1,000	-	-	1,000	2	R5D/C1-4	2	40	R, ground-floor (	2,151	-	-	2,909	3	1,151	-	-	1,909	1
101500041	450-Q	Q	10150	41	Mixed Residenti	2,185	R4/C1-2	1.00	3,018	1,509	-	1,509	2	R, ground-flo	35	1,509	-	-	1,509	2	R5D/C1-4	2	40	R, ground-floor (	1,857	-	-	2,513	3	348	-	-	1,004	1
101500042	451-Q	Q	10150	42	Mixed Residenti	2,215	R4/C1-2	1.00	3,018	1,509	-	1,509	2	R, ground-flo	35	1,509	-	-	1,509	2	R5D/C1-4	2	40	R, ground-floor (	1,883	-	-	2,547	3	374	-	-	1,038	1
101500043	452-Q	Q	10150	43	Mixed Residenti	2,185	R4/C1-2	1.00	3,018	1,509	-	1,509	2	R, ground-flo	35	1,509	-	-	1,509	2	R5D/C1-4	2	40	R, ground-floor (	1,857	-	-	2,513	3	348	-	-	1,004	1
101500044	453-Q	Q	10150	44	Mixed Residenti	2,760	R4/C1-2	1.00	3,018	1,509	-	1,509	2	R, ground-flo	35	1,509	-	-	1,508	2	R5D/C1-4	2	40	R, ground-floor (	2,346	-	-	3,174	3	837	-	-	1,665	1
101500049	454-Q	Q	10150	49	Mixed Residenti	3,910	R4/C1-2	1.00	4,680	1,560	-	3,120	3	R, ground-flo	35	1,560	-	-	3,120	3	R5D/C1-4	2	40	R, ground-floor (	3,324	-	-	4,496	4	1,764	-	-	1,376	1
101500059	459-Q	Q	10150	59	1-2 Family	2,875	R4/C1-2	1.00	475	-	-	475	1	R, ground-flo	35	2,444	-	-	431	0	R5D/C1-4	2	40	R, ground-floor (	2,444	-	-	3,306	3	-	-	-	2,875	3
101500060	460-Q	Q	10150	60	Commercial/Offi	2,300	R4/C1-2	1.00	1,700	1,700	-	-	-	R, ground-flo	35	1,955	-	-	345	0	R5D/C1-4	2	40	R, ground-floor (	1,955	-	-	2,645	3	-	-	-	2,300	3
101500061	461-Q	Q	10150	61	Commercial/Offi	6,210	R4/C1-2	1.00	4,590	4,590	-	-	-	R, ground-flo	35	5,279	-	-	932	1	R5D/C1-4	2	40	R, ground-floor (	5,279	-	-	7,141	7	-	-	-	6,209	6
101630060	485-Q	Q	10163	60	1-2 Family	5,000	R4	0.90	2,206	-	-	2,206	2	R	35	-	-	-	3,750	4	R5D	2	40	R	-	-	-	10,000	10	-	-	-	6,250	6
101640032	486-Q	Q	10164	32	1-2 Family	5,000	R4	0.90	1,316	-	-	1,316	1	R	35	-	-	-	3,750	4	R5D	2	40	R	-	-	-	10,000	10	-	-	-	6,250	6
101640038	487-Q	Q	10164	38	1-2 Family	5,000	R4	0.90	1,888	-	-	1,888	1	R	35	-	-	-	3,750	4	R5D	2	40	R	-	-	-	10,000	10	-	-	-	6,250	6
101640039	488-Q	Q	10164	39	1-2 Family	4,500	R4	0.90	792	-	-	792	1	R	35	-	-	-	3,375	3	R5D	2	40	R	-	-	-	9,000	9	-	-	-	5,625	6
101660001	489-Q	Q	10166	1	Public Facilities	8,009	R4	0.90	7,560	7,560	-	-	-	R	35	7,560	-	-	-	-	R5D/C1-4	2	40	R, ground-floor (	6,808	-	-	9,210	9	(752)	-	-	9,210	9
101660018		Q	10166	18	Multi-Family Wa	3,500	R4	0.90	1,573	-	-	1,573	3																				
101660020		Q	10166	20	Vacant	2,000	R4	0.90	-	-	-	-	-																				
101660018	495-Q	Q	10166E Total			5,500	R4	0.90	7,973	6,400	-	1,573	3	R	35	6,400	-	-	1,573	3	R5D/C1-4	2	40	R, ground-floor (	4,675	-	-	6,325	6	(1,725)	-	-	4,752	3
101710013	497-Q	Q	10171	13	Mixed Residenti	2,500	R4	0.90	1,260	300	-	960	1	R	35	300	-	-	960	1	R5D/C1-4	2	40	R, ground-floor (	2,125	-	-	2,875	3	1,825	-	-	1,915	2
101710014	498-Q	Q	10171	14	Parking	6,000	R4	0.90	845	845	-	-	-	R	35	-	-	-	4,500	5	R5D/C1-4	2	40	R, ground-floor (	5,100	-	-	6,900	7	5,100	-	-	2,400	3
101710017	499-Q	Q	10171	17	1-2 Family	2,650	R4	0.90	1,566	-	-	1,566	2	R	35	-	-	-	1,566	2	R5D/C1-4	2	40	R, ground-floor (	2,253	-	-	3,047	3	2,253	-	-	1,481	1
101710018	500-Q	Q	10171	18	1-2 Family	2,600	R4	0.90	1,530	-	-	1,530	2	R	35	-	-	-	1,530	2	R5D/C1-4	2	40	R, ground-floor (	2,210	-	-	2,990	3	2,210	-	-	1,460	1
101710020	501-Q	Q	10171	20	1-2 Family	2,600	R4	0.90	1,428	-	-	1,428	1	R	35	-	-	-	1,428	1	R5D/C1-4	2	40	R, ground-floor (	2,210	-	-	2,990	3	2,210	-	-	1,562	2
101710021	502-Q	Q	10171	21	Multi-Family Wa	3,300	R4	0.90	2,312	-	-	2,312	3	R	35	-	-	-	2,312	3	R5D/C1-4	2	40	R, ground-floor (	2,805	-	-	3,795	4	2,805	-	-	1,483	1
101710023	503-Q	Q	10171	23	1-2 Family	2,700	R4	0.90	1,700	-	-	1,700	2	R	35	-	-	-	1,700	2	R5D/C1-4	2	40	R, ground-floor (	2,295	-	-	3,105	3	2,295	-	-	1,405	1
		Q Total														35,159	-	-	52,516	58					64,819	-	-	126,685	127	29,660	-	-	74,173	69
101780125	507-R	R	10178	125	Commercial/Offi	24,000	R4/C1-2	1.00	22,000	22,000	-	-	-	R, ground-flo	35	22,000	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	20,400	-	-	51,600	52	(1,600)	-	-	51,600	52
101790001	508-R	R	10179	1	Transportation/L	10,565	R4	0.90	2,770	2,770	-	-	-	R	35	-	-	-	7,924	8	R6A/C2-4	3	70	R, ground-floor (	8,980	-	-	22,715	23	8,980	-	-	14,791	15
101800001	509-R	R	10180	1	Commercial/Offi	12,250	R4/C1-2	1.00	4,840	4,840	-	-	-	R, ground-flo	35	10,413	-	-	1,838	2	R6A/C2-4	3	70	R, ground-floor (	10,413	-	-	26,337	26	-	-	-	24,499	24
101880022	510-R	R	10188	22	1-2 Family	2,500	R4/C1-2	1.00	1,746	-	-	1,746	1	R, ground-flo	35	-	-	-	1,746	1	R6A/C2-4	3	70	R, ground-floor (	2,125	-	-	5,375	5	2,125	-	-	3,629	4
101890019	511-R	R	10189	19	Parking	6,000	R4/C1-2	1.00	-	-	-	-	-	R, ground-flo	35	5,100	-	-	900	1	R6A/C2-4	3	70	R, ground-floor (	5,100	-	-	12,900	13	-	-	-	12,000	12
101970024	512-R	R	10197	24	Public Facilities	7,189	R3-2/C1-:	1.00	2,800	2,800	-	-	-	R, ground-flo	35	6,111	-	-	1,078	1	R6A/C2-4	3	70	R, ground-floor (	6,111	-	-	15,456	15	-	-	-	14,378	14
102210007	524-R	R	10221	7	Commercial/Offi	17,000	C8-1	1.00	6,300	6,300	-	-	-	C8-1	30	14,450	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	14,450	-	-	36,550	37	-	-	-	36,550	37
102230012	527-R	R	10223	12	1-2 Family	2,925	R4	0.90	1,262	-	-	1,262	1	R	35	-	-	-	2,194	2	R6A/C2-4	3	70	R, ground-floor (	2,486	-	-	6,289	6	2,486	-	-	4,095	4
102230013	528-R	R	10223	13	1-2 Family	2,900	R4	0.90	1,262	-	-	1,262	1	R	35	-	-	-	2,175	2	R6A/C2-4	3	70	R, ground-floor (	2,465	-	-	6,235	6	2,465	-	-	4,060	4
102250001		R	10225	1	Transportation/L	19,430	C8-1	1.00	7,812	-	7,812	-	-																				
102250004		R	10225	4	Parking	6,604	C8-1	1.00	5,128	-	5,128	-	-																				
102250007		R	10225	7	Commercial/Offi	3,600	C8-1	1.00	3,600	-	3,600	-	-																				
102250001	530-R	R	10225A Total			29,640	C8-1	1.00	16,740	-	16,740	-	-	C8-1	30	-	16,740	-	-	-	R6A/C2-4	3	70	R, ground-floor (	25,194	-	-	63,726	64	25,194	(16,740)	-	63,726	64
102250018	532-R	R	10225	18	1-2 Family	3,270	C8-1	1.00	1,382	-	-	1,382	1	existing	30	-	-	-	1,382	1	R6A/C2-4	3	70	R, ground-floor (	2,780	-	-	7,030	7	2,780	-	-	5,648	6
102280008	533-R	R	10228	8	Parking	3,880	R4	0.90	1,260	1,260	-	-	-	R	35	-	-	-	2,910	3	R6A/C2-4	3	70	R, ground-floor (	3,298	-	-	8,342	8	3,298	-	-	5,432	5
102280010	534-R	R	10228	10	1-2 Family	5,760	R4	0.90	2,013	-	-	2,013	2	R	35	-	-	-	4,320	4	R6A/C2-4	3	70	R, ground-floor (	4,896	-	-	12,384	12	4,896	-	-	8,064	8
102360001	538-R	R	10236	1	Transportation/L	5,060	C8-1	1.00	133	133	-	-	-	C8-1	30	4,301	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	4,301	-	-	10,879	11	-	-	-	10,879	11
102360005	539-R	R	10236	5	Transportation/L	15,100	C8-1	1.00	9,760	-	9,760	-	-	C8-1	30	-	9,760	-	-	-	R6A/C2-4	3	70	R, ground-floor (	12,835	-	-	32,465	32	12,835	(9,760)	-	32,465	32
102360070	540-R	R	10236	70	Multi-Family Wa	3,999	C8-1	1.00	2,782	-	-	2,782	3	existing	30	-	-	-	2,782	3	R6A/C2-4	3	70	R, ground-floor (	3,399	-	-	8,598	9	3,399	-	-	5,816	6
102370005	542-R	R	10237	5	Parking	12,876	C8-1	1.00	2,000	2,000	-	-	-	C8-1	30	10,945	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	10,945	-	-	27,683	28	-	-	-	27,683	28
102440001	543-R	R	10244	1	Parking	9,378	C8-1	1.00	8,000	-	8,000	-	-	C8-1	30	-	8,000	-	-	-	R6A/C2-4	3	70	R, ground-floor (	7,971	-	-	20,163	20	7,971	(8,000)	-	20,163	20
102440009	544-R	R	10244	9	1-2 Family	4,680	R4	0.90	1,872	-	-	1,872	2	R	35	-	-	-	3,510	4	R6A/C2-4	3	70	R, ground-floor (	3,978	-	-	10,062	10	3,978	-	-	6,552	6
102440224	549-R	R	10244	224	Mixed Residenti	2,855	C8-1	1.00	2,200	1,100	-	1,100	1	existing	30	1,100	-	-	1,100	1	R6A/C2-4	3	70	CF	-	-	8,565	-	-	(1,100)	-	8,565	(1,100)	(1)
102440225	550-R	R	10244	225	Parking	18,000	C8-1	1.00	3,800	3,800	-	-	-	C8-1	30	15,300	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	15,300	-	-	38,700	39	-	-	-	38,700	39
102530010	551-R	R	10253	10	Parking	7,156	C8-1	1.00	1,908	1,908	-	-	-	C8-1	30	6,083	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	6,083	-	-	15,385	15	-	-	-	15,385	15
102530012	552-R	R	10253	12	Industrial/Manuf	7,080	C8-1	1.00	6,725	-	6,725	-	-	C8-1	30	-	6,725	-	-	-	R6A/C2-4	3	70	R, ground-floor (	6,018	-	-	15,222	15	6,018	(6,725)	-	15,222	15
102530015	553-R	R	10253	15	Parking	4,560	C8-1	1.00	2,000	2,000	-	-	-	C8-1	30	3,876	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	3,876	-	-	9,804	10	-	-	-	9,804	10
102530016	554-R	R	10253	16	Commercial/Offi	4,520	C8-1	1.00	589	589	-	-	-	C8-1	30	3,842	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	3,842	-	-	9,718	10	-	-	-	9,718	10
102530021	556-R	R	10253	21	Transportation/L	4,400	C8-1	1.00	3,000	3,000	-	-	-	C8-1	30	3,000	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	3,740	-	-	9,460	9	740	-	-	9,460	9
102530023	557-R	R	10253	23	Transportation/L	8,415	C8-1	1.00	8,415	8,415	-	-	-	C8-1	30	8,415	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	7,153	-	-	18,092	18	(1,262)	-	-	18,092	18
102530028	558-R	R	10253	28	Transportation/L	4,315	C8-1	1.00	1,200	1,200	-	-	-	C8-1	30	3,668	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	3,668	-	-	9,277	9	-	-	-	9,277	9
102700023	559-R	R	10270	23	1-2 Family	4,000	R3-2/C1-:	1.00	1,326	-	-	1,326	1	R, ground-flo	35	3,400	-	-	600	1	R6A/C1-3	3	70	R, ground-floor (	3,400	-	-	8,600	9	-	-	-	8,000	8
102700025	560-R	R	10270	25	1-2 Family	4,000	R3-2/C1-:	1.00	1,326	-	-	1,326	1	R, ground-flo	35	3,400	-	-	600	1	R6A/C1-3	3	70	R, ground-floor (	3,400	-	-	8,600	9	-	-	-	8,000	8
102800039	562-R	R	10280	39	1-2 Family	7,256	R3-2/C1-:	1.00	1,650	-	-	1,650	1	R, ground-flo	35	6,168	-	-	1,088	1	R6A/C1-3	3	70	R, ground-floor (	6,168	-	-	15,600	16	-	-	-	14,512	15
102800042	563-R	R	10280	42	1-2 Family	3,400	R3-2/C1-:	1.00	1,129	-	-	1,129	1	R, ground-flo	35	2,890	-	-	510	1	R6A/C1-3	3	70	R, ground-floor (	2,890	-	-	7,310	7	-	-	-	6,800	6
102800044	564-R	R	10280	44	1-2 Family	3,400	R3-2/C1-:	1.00	1,129	-	-	1,129	1	R, ground-flo	35	2,890	-	-	510	1	R6A/C1-3	3	70	R, ground-floor (	2,890	-	-	7,310	7	-	-	-	6,800	6
102800045	565-R	R	10280	45	1-2 Family	3,200	R3-2/C1-:	1.00	1,129	-	-	1,129	1	R, ground-flo	35	2,720	-	-	480	0	R6A/C1-3	3	70	R, ground-floor (	2,720	-	-	6,880	7	-	-	-	6,400	7
		R Total														140,672	41,225	-	37,647	37					223,275	-	8,565	564,747	564	83,203	(41,225)	8,565	527,100	527
96190024	4-S	S	9619	24	Commercial/Offi	8,000	C8-1	1.00	8,400	8,400	-	-	-	C8-1	30	8,400	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	6,800	-	-	17,200	17	(1,600)	-	-	17,200	17
96200060		S	9620	60	Vacant	2,000	C8-1	1.00	-	-	-	-	-																				
96200061		S	9620	61	Vacant	3,900	C8-1	1.00	-	-	-	-	-																				
96200060	9-S	S	9620B Total			5,900	C8-1	1.00	-	-	-	-	-	C8-1	30	5,015	-	-	-	-	R6A/C2-4	3	70	R, ground-floor (	5,015	-	-	12,685	13	-	-	-	12,685	13
		S Total														13,415	-	-	-	-					11,815	-	-	29,885	30	(1,600)	-	-	29,885	30
96250075	10-T	T	9625	75	1-2 Family	3,800	C8-1	1.00	2,112	-	-	2,112	2	existing	30	-	-	-	2,112	2	C4-3A	3	70	R, ground-floor (	3,230	-	-	8,170	8	3,230	-	-	6,058	6
96260001	11-T	T	9626	1	Commercial/Offi	11,050	C8-1	1.00	7,280	5,330	-	1,950	2	existing	30	5,330	-	-	1,950	2	C4-3A	3	70	R, ground-floor (	9,393	-	-	23,757	24	4,063	-	-	21,807	22

Downtown Jamaica Redevelopment Plan

Table 2: Reasonable Worst Case Development Scenario: Potential Sites

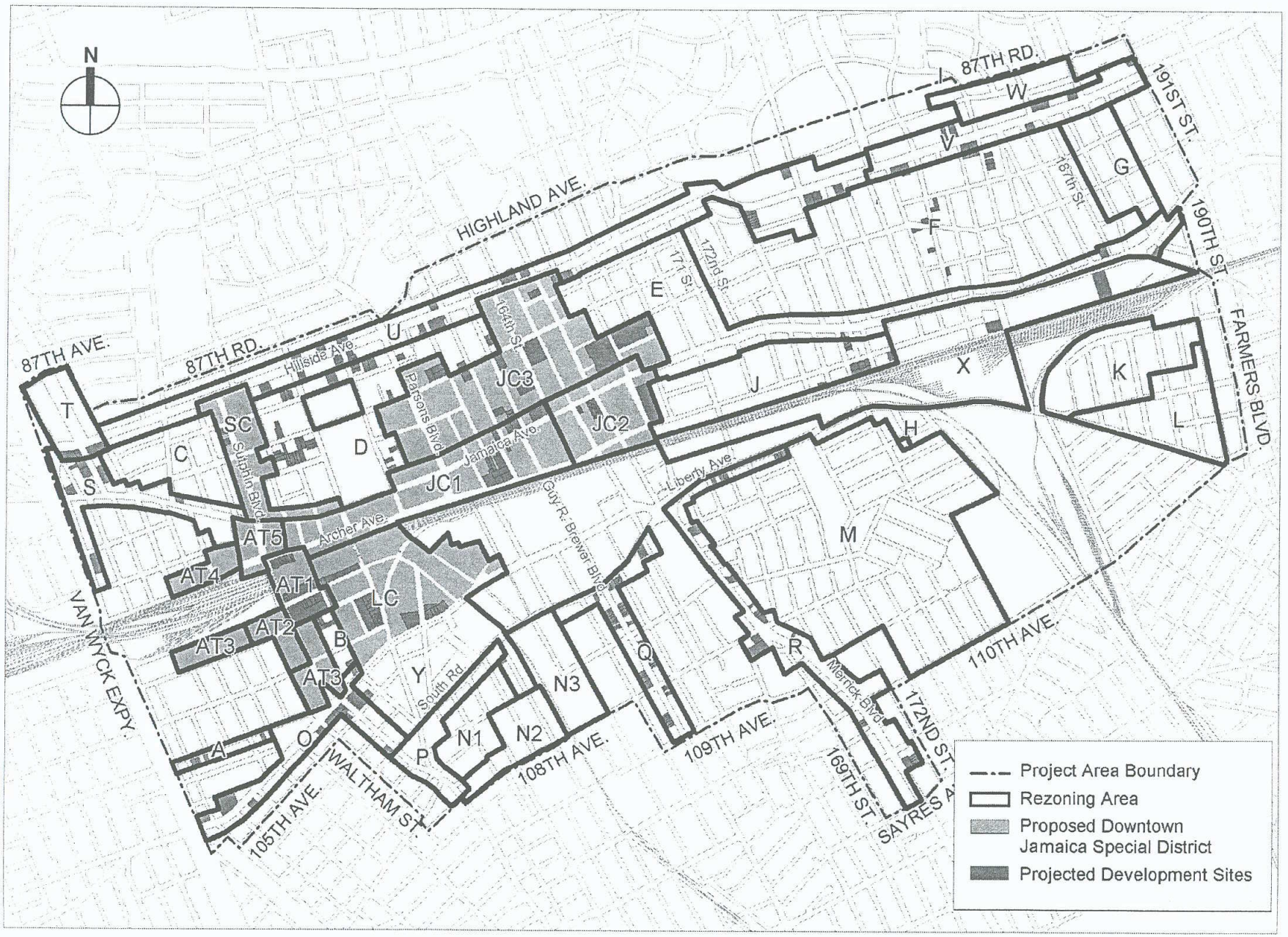
	Site Description						Existing Conditions						No-Action Conditions							With-Action Conditions							Increment				
TBL	Site #	Subarea	Block	Lot	Land Use	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Residential SF	Existing DUs	Expected Use	Bldg Ht	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Proposed Zoning	Proposed FAR	Bldg Ht	Expected Use	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	Residential SF	DUs
96260007		T	9926	7	Transportation/t	7,600	C8-1	1.00	5,800	3,300	-	2,500	3																			
96260075		T	9926	75	Transportation/t	3,600	C8-1	1.00	3,452	3,452	-	-	-																			
96260007	12-T	T	9926B Total			11,400	C8-1	1.00	9,252	6,752	-	2,500	3	existing	30	6,752	-	-	2,500	3	C4-3A	3	70	R, ground-floor (	9,690	-	-	24,510	25	2,938	-	-	22,010	22
96260012	13-T	T	9926	12	Industrial/Manuf	4,400	C8-1	1.00	2,200	2,200	-	-	-	C8-1	30	2,200	-	-	-	-	C4-3A	3	70	R, ground-floor (	3,740	-	-	9,460	9	1,540	-	-	9,460	9
96260014	14-T	T	9926	14	Commercial/Offi	7,800	C8-1	1.00	12,000	12,000	-	-	-	C8-1	30	12,000	-	-	-	-	C4-3A	3	70	R, ground-floor (	6,630	-	-	16,770	17	(5,370)	-	-	16,770	17
96260017		T	9926	17	Parking	5,203	C5-1	1.00	2,400	2,400	-	-	-																			
96260019		T	9926	19	Transportation/t	4,600	C8-1	1.00	1,800	1,800	-	-	-																			
96260017	15-T	T	9926A Total			9,803	C8-1	1.00	4,200	4,200	-	-	-	C8-1	30	8,333	-	-	-	-	C4-3A	3	70	R, ground-floor (	8,333	-	-	21,076	21	-	-	-	21,076	21
96260021	16-T	T	9926	21	Transportation/t	5,200	C8-1	1.00	3,355	-	-	-	-	C8-1	30	3,355	-	-	-	-	C4-3A	3	70	R, ground-floor (	4,420	-	-	11,180	11	1,065	-	-	11,180	11
96260055	17-T	T	9926	55	Parking	6,000	C8-1	1.00	1,500	1,500	-	-	-	C8-1	30	5,100	-	-	-	-	C4-3A	3	70	R, ground-floor (	5,100	-	-	12,900	13	-	-	-	12,900	13
		T Total														43,070	-	-	6,562	7					59,536	-	-	127,823	128	7,466	-	-	121,261	121
96850001	59-U	U	9685	1	Commercial/Offi	5,240	C8-1	1.00	5,000	5,000	-	-	-	CF + C8-1	30	5,000	-	-	-	-	R7X/C2-4	5	125	CF .5 + R, grour	4,454	-	2,620	19,126	19	(546)	-	2,620	19,126	19
96850004	60-U	U	9685	4	Commercial/Offi	5,000	C8-1	1.00	1,444	1,444	-	-	-	C8-1	30	4,250	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	4,250	-	-	20,750	21	-	-	-	20,750	21
96850006	61-U	U	9685	6	Industrial/Manuf	10,500	C5-1	1.00	6,625	-	6,625	-	-	C8-1	30	-	6,625	-	-	-	R7X/C2-4	5	125	R, ground-floor (	8,925	-	-	43,575	44	8,925	(6,625)	-	43,575	44
96850052	62-U	U	9685	52	Parking	6,525	C8-1	1.00	500	500	-	-	-	C8-1	30	5,546	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	5,546	-	-	27,079	27	-	-	-	27,079	27
96850059	63-U	U	9685	59	Commercial/Offi	3,960	C8-1	1.00	3,802	3,802	-	-	-	C8-1	30	3,802	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	3,366	-	-	16,434	16	(436)	-	-	16,434	16
96890008		U	9689	8	Transportation/t	17,465	C8-1	1.00	1,000	1,000	-	-	-																			
96890016		U	9689	16	Transportation/t	17,850	C5-1	1.00	2,294	2,294	-	-	-																			
96890008	68-U	U	9689A Total			35,315	C8-1	1.00	3,294	3,294	-	-	-	C8-1	30	30,018	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	30,018	-	-	146,557	147	-	-	-	146,557	147
96890020	69-U	U	9689	20	Transportation/t	7,600	C8-1	1.00	7,600	7,600	-	-	-	C8-1	30	7,600	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	6,460	-	-	31,540	32	(1,140)	-	-	31,540	32
96940014	74-U	U	9694	14	Commercial/Offi	6,000	R6/C2-2	2.43	10,080	10,080	-	-	-	CF + R, grou	70	10,080	-	-	-	-	R7X/C2-3	5	125	CF .5 + R, grour	5,100	-	3,000	21,900	22	(4,980)	-	3,000	21,900	22
96940023	76-U	U	9694	23	Commercial/Offi	7,000	R6/C2-2	2.43	6,500	6,500	-	-	-	R, ground-flo	70	5,950	-	-	11,060	11	R7X/C2-3	5	125	R, ground-floor (	5,950	-	-	29,050	29	-	-	-	17,990	18
96940026		U	9694	26	Transportation/t	2,090	R6/C2-2	2.43	2,200	2,200	-	-	-																			
96940027		U	9694	27	Transportation/t	2,090	R6/C2-2	2.43	2,200	2,200	-	-	-																			
96940026	77-U	U	9694B Total			4,180	R6/C2-2	2.43	4,400	4,400	-	-	-																			
96940036	78-U	U	9694	36	Parking	6,322	R6/C2-2	2.43	-	-	-	-	-	CF + R, grou	70	3,553	-	2,090	6,604	7	R7X/C2-3	5	125	CF .5 + R, grour	3,553	-	2,090	15,257	15	-	-	-	8,653	9
96970012	81-U	U	9697	12	Public Facilities	8,887	C8-1	1.00	7,042	7,042	-	-	-	R, ground-flo	70	5,374	-	-	9,988	10	R7X/C2-3	5	125	R, ground-floor (	5,374	-	-	26,236	26	-	-	-	16,248	16
96970026		U	9697	26	Commercial/Offi	8,550	C5-1	1.00	7,250	-	7,250	-	-	C8-1	30	7,042	-	-	-	-	R7X/C2-3	5	125	R, ground-floor (	7,554	-	-	27,994	28	512	-	-	27,994	28
96970031		U	9697	31	Commercial/Offi	17,350	C8-1	1.00	14,500	14,500	-	-	-																			
96970026	82-U	U	9697A Total			25,940	C8-1	1.00	21,750	14,500	7,250	-	-	C8-1	30	14,500	7,250	-	-	-	R7X/C2-3	5	125	R, ground-floor (	22,049	-	-	55,771	56	7,549	(7,250)	-	55,771	56
96980027	89-U	U	9698	27	Commercial/Offi	34,900	C8-1	0.90	51,500	51,500	-	-	-	C8-1	30	51,500	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	29,665	-	-	144,835	145	(21,835)	-	-	144,835	145
97010031	90-U	U	9701	31	Parking	5,100	C8-1	1.00	1,350	1,350	-	-	-	C8-1	30	4,335	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	4,335	-	-	21,165	21	-	-	-	21,165	21
97020001	91-U	U	9702	1	Commercial/Offi	14,988	R4-1	0.90	30,000	18,000	12,000	-	-	R	35	18,000	12,000	-	-	-	R7X/C2-4	5	125	CF .5 + R, grour	12,740	-	7,494	54,706	55	(5,260)	(12,000)	7,494	54,706	55
97020079		U	9702	79	Transportation/t	8,000	C5-1	1.00	200	200	-	-	-																			
97020083		U	9702	83	Parking	6,000	C8-1	1.00	-	-	-	-	-																			
97020079	92-U	U	9702A Total			16,000	C8-1	1.00	200	200	-	-	-	C8-1	30	13,600	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	13,600	-	-	66,400	66	-	-	-	66,400	66
97040043	93-U	U	9704	43	Commercial/Offi	14,500	R6/C2-4	2.43	7,700	7,700	-	-	-	R, ground-flo	70	12,325	-	-	22,910	23	R7X/C2-4	5	125	R, ground-floor (	12,325	-	-	60,175	60	-	-	-	37,265	37
97040044	94-U	U	9704	44	Commercial/Offi	8,000	R6/C2-4	2.43	16,000	16,000	-	-	-	CF + R, grou	70	16,000	-	-	-	-	R7X/C2-4	5	125	CF .5 + R, grour	6,800	-	4,000	29,200	29	(9,200)	-	4,000	29,200	29
97040063	95-U	U	9704	63	Commercial/Offi	12,500	R6/C2-4	2.43	7,020	7,020	-	-	-	CF + R, grou	70	10,625	-	6,250	19,750	20	R7X/C2-4	5	125	CF .5 + R, grour	10,625	-	6,250	45,625	46	-	-	-	25,875	26
97060064	96-U	U	9706	64	Parking	4,000	C8-1	1.00	4,000	4,000	-	-	-	C8-1	30	4,000	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	3,400	-	-	16,600	17	(600)	-	-	16,600	17
97060075	98-U	U	9706	75	Parking	5,000	C8-1	1.00	-	-	-	-	-	CF + C8-1	30	4,250	-	2,500	-	-	R7X/C2-4	5	125	CF .5 + R, grour	4,250	-	2,500	18,250	18	-	-	-	18,250	18
97060080	99-U	U	9706	80	Transportation/t	6,000	C8-1	1.00	160	160	-	-	-	CF + C8-1	30	5,100	-	3,000	-	-	R7X/C2-4	5	125	CF .5 + R, grour	5,100	-	3,000	21,900	22	-	-	-	21,900	22
97060088	101-U	U	9706	88	Commercial/Offi	20,000	C8-1	1.00	41,300	29,300	12,000	-	-	C8-1	30	29,300	12,000	-	-	-	R7X/C2-4	5	125	R, ground-floor (	17,000	-	-	83,000	83	(12,300)	(12,000)	-	83,000	83
97650043	164-U	U	9765	43	Commercial/Offi	14,621	R6/C2-2	2.43	11,837	11,837	-	-	-	R, ground-flo	70	12,428	-	-	23,101	23	R7X/C2-3	5	125	R, ground-floor (	12,428	-	-	60,677	61	-	-	-	37,576	38
97670035		U	9767	35	1-2 Family	741	R6/C2-2	2.43	960	-	-	960	2																			
97670036		U	9767	36	Commercial/Offi	1,705	R6/C2-2	2.43	2,576	1,296	1,288	-	-																			
97670035	169-U	U	9767C Total			2,446	R6/C2-2	2.43	3,536	1,288	1,288	960	2	R, ground-flo	70	1,288	1,288	-	960	2	R7X/C2-3	5	125	R, ground-floor (	2,079	-	-	10,151	10	791	(1,288)	-	9,191	8
97690068	178-U	U	9769	68	Transportation/t	7,536	R5/C2-2	1.25	600	600	-	-	-	R, ground-flo	40	6,406	-	-	1,130	1	R7X/C2-4	5	125	R, ground-floor (	6,406	-	-	31,274	31	-	-	-	30,144	30
97710001	179-U	U	9771	1	Parking	10,095	R5/C2-2	1.25	-	-	-	-	-	R, ground-flo	40	8,581	-	-	1,514	2	R7X/C2-4	5	125	CF .5 + R, grour	8,581	-	5,048	36,846	37	-	-	5,048	35,332	35
98130025	198-U	U	9813	25	1-2 Family	3,218	R6/C2-2	2.43	2,027	-	-	2,027	2	R, ground-flo	70	2,735	-	-	5,085	5	R7X/C2-3	5	125	R, ground-floor (	2,735	-	-	13,355	13	-	-	-	8,270	8
98210006	206-U	U	9821	6	Commercial/Offi	6,588	R6/C1-2	2.43	6,400	6,400	-	-	-	CF + R, grou	70	5,600	-	3,294	10,409	10	R7X/C2-4	5	125	CF .5 + R, grour	5,600	-	3,294	24,046	24	-	-	-	13,637	14
98210011	207-U	U	9821	11	Commercial/Offi	7,800	R6/C1-2	2.43	6,300	6,300	-	-	-	R, ground-flo	70	6,630	-	-	12,324	12	R7X/C2-4	5	125	R, ground-floor (	6,630	-	-	32,370	32	-	-	-	20,046	20
98220029	208-U	U	9822	29	Commercial/Offi	4,310	R6/C1-2	2.43	2,900	2,900	-	-	-	R, ground-flo	70	3,664	-	-	6,809	7	R7X/C2-4	5	125	R, ground-floor (	3,664	-	-	17,886	18	-	-	-	11,077	11
98220032	209-U	U	9822	32	Commercial/Offi	9,200	R6/C1-2	2.43	9,895	9,895	-	-	-	R, ground-flo	70	7,820	-	-	14,536	15	R7X/C2-4	5	125	R, ground-floor (	7,820	-	-	38,180	38	-	-	-	23,644	23
98220036	210-U	U	9822	36	Commercial/Offi	6,060	R6/C1-2	2.43	3,550	3,550	-	-	-	R, ground-flo	70	5,151	-	-	9,575	10	R7X/C2-4	5	125	R, ground-floor (	5,151	-	-	25,149	25	-	-	-	15,574	15
98260052	211-U	U	9826	52	Commercial/Offi	11,640	R6/C2-2	2.43	11,400	11,400	-	-	-	R, ground-flo	70	9,894	-	-	18,391	18	R7X/C2-4	5	125	R, ground-floor (	9,894	-	-	48,306	48	-	-	-	29,915	30
98270025	212-U	U	9827	25	?	5,926	R6/C2-2	2.43	-	-	-	-	-	R, ground-flo	70	5,037	-	-	9,363	9	R7X/C2-4	5	125	R, ground-floor (	5,037	-	-	24,593	25	-	-	-	15,230	16
98270031	213-U	U	9827	31	Commercial/Offi	10,500	R6/C2-2	2.43	7,899	7,899	-	-	-	CF + R, grou	70	8,925	-	5,250	16,590	17	R7X/C2-4	5	125	CF .5 + R, grour	8,925	-	5,250	38,325	38	-	-	-	21,735	21
98270037	214-U	U	9827	37	?	2,960	R6/C2-2	2.43	-	-	-	-	-	R, ground-flo	70	2,516	-	-	4,677	5	R7X/C2-4	5	125	R, ground-floor (	2,516	-	-	12,284	12	-	-	-	7,607	7
98290035		U	9829	35	Parking	6,800	R6/C2-2	2.43	-	-	-	-	-																			
98290037		U	9829	37	Parking	7,220	R6/C2-2	2.43	1,100	1,100	-	-	-																			
98290035	215-U	U	9829B Total			13,020	R6/C2-2	2.43	1,100	1,100	-	-	-	R, ground-flo	70	11,067	-	-	20,572	21	R7X/C2-4	5	125	R, ground-floor (	11,067	-	-	54,033	54	-	-	-	33,461	33
98290041	216-U	U	9829	41	Commercial/Offi	9,600	R6/C2-2	2.43	9,300	9,300	-	-	-	R, ground-flo	70	8,160	-	-	15,168	15	R7X/C2-4	5	125	R, ground-floor (	8,160	-	-	39,840	40	-	-	-	24,672	25
98340016	218-U	U	9834	16	Commercial/Offi	8,000	R6/C2-2	2.43	14,791	14,791	-	-	-	R, ground-flo	70	14,791	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	6,800	-	-	33,200	33	(7,991)	-	-	33,200	33
98340020	219-U	U	9834	20	Commercial/Offi	12,000	R6/C2-2	2.43	2,350	2,350	-	-	-	CF + R, grou	70	10,200	-	6,000	18,960	18	R7X/C2-4	5	125	CF .5 + R, grour	10,200	-	6,000	43,800	44	-	-	-	24,840	25
98340026	220-U	U	9834	26	Parking	4,000	R6/C2-2	2.43	-	-	-	-	-	R, ground-flo	70	3,400	-	-	6,320	6	R7X/C2-4	5	125	R, ground-floor (	3,400	-	-	16,600	17	-	-	-	10,280	11
98340028	221-U	U	9834	28	Commercial/Offi	10,000	R6/C2-2	2.43	2,054	2,054	-	-	-	R, ground-flo	70	8,500	-	-	15,800	16	R7X/C2-4	5	125	R, ground-floor (	8,500	-	-	41,500	42	-	-	-	25,700	26
98340033	222-U	U	9834	33	Commercial/Offi	11,200	R6/C2-2	2.43	3,300	2,220	-	1,080	2	R, ground-flo	70	9,520	-	-	17,698	18	R7X/C2-4	5	125	R, ground-floor (	9,520	-	-	46,480	46	-	-	-	28,784	28
98350023	223-U	U	9835	23	Mixed Residenti	6,110	R6	2.43	1,920	960	-	960	1	R	70	-	-	-	14,847	15	R7X	5	125	R	-	-	-	30,550	31	-	-	-	15,703	16
98350026	224-U	U	9835	26	Mixed Residenti	7,540	R6	2.43	2,830	1,300	-	1,530	1	R	70	-	-	-	18,322	18	R7X	5	125	R	-	-	-	37,700	38	-	-	-	19,378	20
98350028	225-U	U	9835	28	1-2 Family	4,800	R6	2.43	2,236	-	-	2,236	2	R	70	-	-	-	11,664	12	R7X	5	125	R	-	-	-	24,000	24	-	-	-	12,336	12
98350030	226-U	U	9835	30	1-2 Family	3,600	R6	2.43	2,146	-	-	2,146	2	R	70	-	-	-	8,748	9	R7X	5	125	R	-	-	-	18,000	18	-	-	-	9,252	9
98350032	227-U	U	9835	32	1-2 Family	3,600	R6	2.43	2,146	-	-	2,146	2	R	70	-	-	-	8,748	9	R7X	5	125	R	-	-	-	18,000	18	-	-	-	9,252	9
98350050	229-U	U	9835	50	Commercial/Offi	27,225	R6/C2-2	2.43	23,550	23,550	-	-	-	R, ground-flo	70	23,141	-	-	43,018	43	R7X/C2-4	5	125	R, ground-floor (	23,141	-	-	112,984	113	-	-	-	69,968	70
98400001	232-U	U	9840	1	Commercial/Offi	13,400	R5/C1-2	1.25	10,100	10,100	-	-	-	R, ground-flo	40	10,100	-	-	-	-	R7X/C2-4	5	125	CF .5 + R, grour	11,390	-	6,700	48,910	49	1,290	-	6,700	48,910	49
98400052	233-U	U	9840	52	Mixed Residenti	10,700	R5/C1-2	1.25	10,020	8,820	-	1,200	1	R, ground-flo	40	8,820	-	-	1,200	1	R7X/C2-4	5	125	R, ground-floor (	9,095	-	-	44,405	44	275	-	-	43,205	43
98440001	234-U	U	9844	1	Commercial/Offi	12,000	R5/C1-2	1.25	12,000	12,000	-	-	-	R, ground-flo	40	12,000	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	10,200	-	-	49,800	50	(1,800)	-	-	49,800	50
98440042	235-U	U	9844	42	Commercial/Offi	50,000	R5/C2-2	1.25	32,200	32,200	-	-	-	R, ground-flo	40	32,200	-	-	-	-	R7X/C2-4	5	125	CF .5 + R, grour	42,500	-	25,000	182,500	183	10,300	-	25,000	182,500	183
98440061	236-U	U	9844	61	Commercial/Offi	2,500	R5/C2-2	1.25	2,867	2,867	-	-	-	R, ground-flo	40	2,867	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	2,125	-	-	10,375	10	(742)	-	-	10,375	10
98440062	237-U	U	9844	62	Commercial/Offi	2,500	R5/C2-2	1.25	2,376	2,376	-	-	-	R, ground-flo	40	2,376	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	2,125	-	-	10,375	10	(251)	-	-	10,375	10
98440063		U	9844	63	1-2 Family	2,500	R5/C2-2	1.25	1,268	-	-	1,268	1																			
98440065		U	9844	65	1-2 Family	2,500	R5/C2-2	1.25	1,292	-	-	1,292	1																			
98440063	238-U	U	9844B Total			5,000	R5/C2-2	1.25	2,560	-	-	2,560	2	R, ground-flo	40	4,250	-	-	2,000	2	R7X/C2-4	5	125	R, ground-floor (	4,250	-	-	20,750	21	-	-	-	18,750	19
98440066	239-U	U	9844	66	Mixed Residenti	2,500	R5/C2-2	1.25	2,750	1,875	-	875	1	R, ground-flo	40	1,875	-	-	875	1	R7X/C2-4	5	125	R, ground-floor (	2,125	-	-	10,375	10	250	-	-	9,500	9
98440068	240-U	U	9844	68	Commercial/Offi	13,500	R5/C1-2	1.25	10,000	10,000	-	-	-	R, ground-flo	40	10,000	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	11,475	-	-	56,025	56	1,475	-	-	56,025	56
98440101	241-U	U	9844	101	Commercial/Offi	16,500	R5/C2-2	1.25	11,500	11,500	-	-	-	R, ground-flo	40	11,500	-	-	-	-	R7X/C2-4	5	125	R, ground-floor (	14,025	-	-	68,475	68	2,525	-	-	68,475	68
99140035	251-U	U	9914	35	Commercial/Offi	10,600	R6/C2-2	2.43	2,400	2,400	-	-	-	R, ground-flo	70	9,010	-	-	16,748	17	R7X/C2-4	5	125	R, ground-floor (	9,010	-	-	43,990	44	-	-	-	27,242	27
99150031	253-U	U	9915	31	Commercial/Offi	3,818	R6/C2-2	2.43	2,800	2,800	-	-	-	R, ground-flo	70	3,245	-	-	6,033	6	R7X/C2-4	5	125	R, ground-floor (	3,245	-	-	15,845	16	-	-	-	9,812	10
99150033	254-U	U	9915	33	Commercial/Offi	6,110	R6/C2-2	2.43	600	600	-	-	-	R, ground-flo	70	5,194	-	-	9,653	10	R7X/C2-4	5	125	R, ground-floor (	5,194	-	-	25,356	25	-	-	-	15,703	15
99370056	266-U	U	9937	56	Commercial/Offi	11,600	R5/C2-2	1.25	3,062	3,062	-	-	-	R, ground-flo	40	9,860	-	-	1,740	2	R7X/C2-4	5	125	R, ground-floor (	9,860	-	-	48,140	48	-	-	-	46,400	46
99370060	267-U	U	9937	60	Commercial/Offi	32,200	R5/C2-2	1.25	13,000	13,000	-	-	-	R, ground-flo	40	27,370	-	-	4,830	5	R7X/C2-4	5	125	R, ground-floor (	27,370	-	-	133,630	134	-	-	-	128,800	129
		U Total														597,871	39,163	28,384	447,716	449					564,682	-	82,246	2,742,205	2,742	(33,189)	(39,163)	53,862	2,294,489	2,293
99170004	255-V	V	9917	4	Transportation/t	6,828	R5/C2-2	1.25	144	144	-	-	-	R, ground-flo	40	5,804	-	-	1,024	1	R7A/C2-4	4	80	R, ground-floor (	5,804	-	-	21,508	22	-	-	-	20,484	21
99340026	265-V	V	9934	26	Commercial/Offi	9,300	R3-2/C2-2	1.00	13,500	13,500	-	-	-	R, ground-flo	35	13,500	-	-	-	-	R7A/C2-4	4	80	R, ground-floor (	7,905	-	-	29,295	29	(5,595)	-	-	29,295	29

Downtown Jamaica Redevelopment Plan

Table 2: Reasonable Worst Case Development Scenario: Potential Sites

Site Description							Existing Conditions							No-Action Conditions							With-Action Conditions							Increment				
TBL	Site #	Subarea	Block	Lot	Land Use	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Residential SF	Existing DUs	Expected Use	Bldg Ht	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Proposed Zoning	Proposed FAR	Bldg Ht	Expected Use	Commercial SF	Industrial SF	CF SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	Residential SF	DUs
9944001	268-V	V	9944	18	Commercial/Offi	32,000	R5/C2-2	1.25	5,800	5,800	-	-	-	R, ground-flo	40	27,200	-	-	4,800	5	R7A/C2-4	4	80	R, ground-floor (	27,200	-	-	100,800	101	-	-	-	96,000	96
9950000	269-V	V	9950	6	1-2 Family	5,940	R5/C2-2	1.25	1,578	-	-	1,578	1	R, ground-flo	40	5,049	-	-	891	1	R7A	4	80	R	-	-	-	23,760	24	(5,049)	-	-	22,869	23
9950005	270-V	V	9950	55	Transportation/t	4,500	R5/C2-2	1.25	400	400	-	-	-	R, ground-flo	40	3,825	-	-	675	1	R7A/C2-4	4	80	CF .5 + R, grour	3,825	-	2,250	11,925	12	-	-	2,250	11,250	11
9954000	273-V	V	9954	1	Commercial/Offi	20,400	R3-2/C2-:	1.00	3,525	3,525	-	-	-	R, ground-flo	35	17,340	-	-	3,060	3	R7A/C2-4	4	80	CF .5 + R, grour	17,340	-	10,200	54,060	54	-	-	10,200	51,000	51
9954007	274-V	V	9954	70	Commercial/Offi	6,400	R3-2/C2-:	1.00	2,080	2,080	-	-	-	R, ground-flo	35	5,440	-	-	960	1	R7A/C2-4	4	80	R, ground-floor (	5,440	-	-	20,160	20	-	-	-	19,200	19
1045400	600-V	V	10454	19	Commercial/Offi	10,734	R3-2/C2-:	1.00	17,600	17,600	-	-	-	R, ground-flo	35	17,600	-	-	-	-	R7A/C2-4	4	80	R, ground-floor (	9,124	-	-	33,812	34	(8,476)	-	-	33,812	34
1045400	601-V	V	10454	23	Transportation/t	5,600	R3-2/C2-:	1.00	450	450	-	-	-	R, ground-flo	35	4,760	-	-	840	1	R7A/C2-4	4	80	R, ground-floor (	4,760	-	-	17,640	18	-	-	-	16,800	17
1045500	602-V	V	10455	17	1-2 Family	4,333	R3-2/C2-:	1.00	3,145	-	-	3,145	1	R, ground-flo	35	-	-	-	3,145	1	R7A/C2-4	4	80	R, ground-floor (	3,683	-	-	13,649	14	3,683	-	-	10,504	13
1045500	603-V	V	10455	20	Commercial/Offi	6,900	R3-2/C2-:	1.00	3,740	3,740	-	-	-	R, ground-flo	35	3,740	-	-	-	-	R7A/C2-4	4	80	CF .5 + R, grour	5,865	-	3,450	18,285	18	2,125	-	3,450	18,285	18
1049900	605-V	V	10499	70	1-2 Family	5,000	R3-2	0.60	2,233	-	-	2,233	2	R	35	-	-	-	2,233	2	R7A	4	80	R	-	-	-	20,000	20	-	-	-	17,767	18
1049900	606-V	V	10499	72	1-2 Family	5,000	R3-2	0.60	2,576	-	-	2,576	1	R	35	-	-	-	2,576	1	R7A	4	80	R	-	-	-	20,000	20	-	-	-	17,424	19
		V Total														104,258	-	-	20,204	16					90,946	-	15,900	384,894	386	(13,312)	-	15,900	364,690	370
1021700	516-X	X	10217	45	Parking	5,059	M1-1	1.00	2,550	-	2,550	-	-	M	30	-	2,550	-	-	-	M1-2	2	60	M	2,024	8,094	-	-	-	2,024	5,544	-	-	-
1021900		X	10219	56	Industrial/Manuf	5,300	M1-1	1.00	5,250	-	5,250	-	-																						
1021900		X	10219	58	Vacant	5,300	M1-1	1.00	-	-	-	-	-																						
1021900		X	10219	60	Industrial/Manuf	2,862	M1-1	1.00	525	-	525	-	-																						
1021900		X	10219	62	Industrial/Manuf	33,000	M1-1	1.00	21,600	-	21,600	-	-																						
1021900		X	10219	75	Vacant	3,125	M1-1	1.00	-	-	-	-	-																						
1021900		X	10219	76	Vacant	5,000	M1-1	1.00	-	-	-	-	-																						
1021900	517-X	X	10219G	Total		54,587	M1-1	1.00	27,375	27,375	-	-	-	R, ground-flo	30	27,375	-	-	-	-	M1-2	2	60	M	21,835	87,339	-	-	-	(5,540)	87,339	-	-	-
1021900	518-X	X	10219	59	?	7,500	M1-1	1.00	-	-	-	-	-	M	30	3,000	4,500	-	-	-	M1-2	2	60	M	3,000	12,000	-	-	-	-	7,500	-	-	-
1021900	519-X	X	10219	94	Transportation/t	5,200	M1-1	1.00	4,700	-	-	-	-	M	30	4,700	-	-	-	-	M1-2	2	60	M	2,080	8,320	-	-	-	(2,620)	8,320	-	-	-
1021900	520-X	X	10219	97	?	7,400	M1-1	1.00	-	-	-	-	-	M	30	2,960	4,440	-	-	-	M1-2	2	60	M	2,960	11,840	-	-	-	-	7,400	-	-	-
1021903		X	10219	314	Vacant	3,105	M1-1	1.00	-	-	-	-	-																						
1021903		X	10219	315	Vacant	3,645	M1-1	1.00	-	-	-	-	-																						
1021903		X	10219	318	Vacant	13,600	M1-1	1.00	-	-	-	-	-																						
1021903	523-X	X	10219B	Total		20,350	M1-1	1.00	-	(176,998)	176,998	-	-	M	30	8,140	12,210	-	-	-	M1-2	2	60	M	8,140	32,560	-	-	-	-	20,350	-	-	-
1031900		X	10319	1	Transportation/t	48,000	M1-1	1.00	14,500	14,500	-	-	-																						
1031900		X	10319	6	Parking	5,100	M1-1	1.00	1,352	1,352	-	-	-																						
1031900		X	10319	12	Vacant	8,692	M1-1	1.00	-	-	-	-	-																						
1031900	580-X	X	10319A	Total		61,792	M1-1	1.00	15,852	15,852	-	-	-	M	30	24,717	37,075	-	-	-	M1-2	2	60	M	24,717	98,867	-	-	-	-	61,792	-	-	-
1031900	581-X	X	10319	20	Parking	5,200	M1-1	1.00	3,750	3,750	-	-	-	M	30	3,750	-	-	-	-	M1-2	2	60	M	2,080	8,320	-	-	-	(1,670)	8,320	-	-	-
1032200	586-X	X	10322	26	?	24,940	M1-1	1.00	-	-	-	-	-	M	30	9,976	14,964	-	-	-	M1-2	2	60	M	9,976	39,904	-	-	-	-	24,940	-	-	-
1032300	587-X	X	10323	1	Transportation/t	8,475	M1-1	1.00	1,890	1,890	-	-	-	M	30	3,390	5,085	-	-	-	M1-2	2	60	M	3,390	13,560	-	-	-	-	8,475	-	-	-
1032300	588-X	X	10323	6	Transportation/t	7,352	M1-1	1.00	1,790	1,790	-	-	-	M	30	2,941	4,411	-	-	-	M1-2	2	60	M	2,941	11,763	-	-	-	-	7,352	-	-	-
1032300	589-X	X	10323	19	Parking	5,300	M1-1	1.00	4,400	4,400	-	-	-	M	30	4,400	-	-	-	-	M1-2	2	60	M	2,120	8,480	-	-	-	(2,280)	8,480	-	-	-
1032500		X	10325	1	Transportation/t	7,920	M1-1	1.00	330	330	-	-	-																						
1032500		X	10325	6	Transportation/t	24,450	M1-1	1.00	11,500	11,500	-	-	-																						
1032500		X	10325	10	Parking	2,790	M1-1	1.00	-	-	-	-	-																						
1032500	590-X	X	10325A	Total		35,160	M1-1	1.00	11,830	11,830	-	-	-	M	30	14,064	21,096	-	-	-	M1-2	2	60	CF .5 + M	14,064	56,256	17,580	-	-	-	35,160	17,580	-	-
1032800	591-X	X	10328	44	Transportation/t	22,726	M1-1	1.00	7,200	7,200	-	-	-	M	30	9,090	13,636	-	-	-	M1-2	2	60	M	9,090	36,362	-	-	-	-	22,726	-	-	-
1035200	594-X	X	10352	370	?	25,680	M1-1	1.00	-	-	-	-	-	M	30	10,272	15,408	-	-	-	M1-2	2	60	M	10,272	41,088	-	-	-	-	25,680	-	-	-
		X Total														128,775	135,375	-	-	-					118,689	474,753	17,580	-	-	(10,086)	339,378	17,580	-	-
1005900	386-Y	Y	10059	16	Parking	5,000	M1-1	1.00	-	-	-	-	-	M	30	2,000	3,000	-	-	-	M1-4	2	60	M	2,000	8,000	-	-	-	-	5,000	-	-	-
1006000	394-Y	Y	10060	16	Parking	11,262	M1-1	1.00	2,040	2,040	-	-	-	M	30	4,505	6,757	-	-	-	M1-4	2	60	M	4,505	18,019	-	-	-	-	11,262	-	-	-
1006100		Y	10061	32	Vacant	2,938	M1-1	1.00	-	-	-	-	-																						
1006100		Y	10061	33	Vacant	2,600	M1-1	1.00	-	-	-	-	-																						
1006100		Y	10061	34	Vacant	2,270	M1-1	1.00	-	-	-	-	-																						
1006100		Y	10061	35	Vacant	3,125	M1-1	1.00	-	-	-	-	-																						
1006100		Y	10061	36	Vacant	3,125	M1-1	1.00	-	-	-	-	-																						
1006100	397-Y	Y	10061D	Total		14,058	M1-1	1.00	-	-	-	-	-	M	30	5,623	8,435	-	-	-	M1-4	2	60	M	5,623	22,493	-	-	-	-	14,058	-	-	-
1006200	398-Y	Y	10062	6	?	8,880	M1-1	1.00	-	-	-	-	-	M	30	3,552	5,328	-	-	-	M1-4	2	60	M	3,552	14,208	-	-	-	-	8,880	-	-	-
1006200		Y	10062	22	Parking	2,540	M1-1	1.00	-	-	-	-	-																						
1006200		Y	10062	23	Parking	2,216	M1-1	1.00	-	-	-	-	-																						
1006200	399-Y	Y	10062C	Total		4,758	M1-1	1.00	-	-	-	-	-	M	30	1,903	2,855	-	-	-	M1-4	2	60	M	1,903	7,613	-	-	-	-	4,758	-	-	-
1012000	421-Y	Y	10112	39	?	10,890	M1-1	1.00	-	-	-	-	-	M	30	4,356	6,534	-	-	-	M1-4	2	60	M	4,356	17,424	-	-	-	-	10,890	-	-	-
1013000	422-Y	Y	10113	71	?	8,200	M1-1	1.00	-	-	-	-	-	M	30	3,280	4,920	-	-	-	M1-4	2	60	M	3,280	13,120	-	-	-	-	8,200	-	-	-
1011500	423-Y	Y	10115	53	?	23,663	M1-1	1.00	-	-	-	-	-	M	30	9,465	14,198	-	-	-	M1-4	2	60	M	9,465	37,861	-	-	-	-	23,663	-	-	-
1012400	427-Y	Y	10124	15	Industrial/Manuf	5,000	M1-1	1.00	5,000	-	5,000	-	-	M	30	-	5,000	-	-	-	M1-4	2	60	M	2,000	8,000	-	-	-	2,000	3,000	-	-	-
1012400	428-Y	Y	10124	18	Industrial/Manuf	2,500	M1-1	1.00	2,000	-	2,000	-	-	M	30	-	2,000	-	-	-	M1-4	2	60	M	1,000	4,000	-	-	-	1,000	2,000	-	-	-
1012400		Y	10124	19	Industrial/Manuf	2,500	M1-1	1.00	500	-	500	-	-																						
1012400		Y	10124	29	Transportation/t	2,500	M1-1	1.00	625	625	-	-	-																						
1012400	429-Y	Y	10124B	Total		5,000	M1-1	1.00	1,125	625	500	-	-	M	30	2,000	3,000	-	-	-	M1-4	2	60	M	2,000	8,000	-	-	-	-	5,000	-	-	-
1012400	430-Y	Y	10124	21	Parking	10,000	M1-1	1.00	5,580	-	5,580	-	-	M	30	-	5,580	-	-	-	M1-4	2	60	M	4,000	16,000	-	-	-	4,000	10,420	-	-	-
1012400	431-Y	Y	10124	25	Industrial/Manuf	17,500	M1-1	1.00	17,900	5,400	12,500	-	-	M	30	5,400	12,500	-	-	-	M1-4	2	60	M	7,000	28,000	-	-	-	1,600	15,500	-	-	-
		Y Total														42,084	80,107	-	-	-					59,684	202,738	-	-	-	8,600	122,631	-	-	-
		Grand Total														2,389,564	991,072	55,848	2,698,785	2,614					4,135,364	915,857	210,288	11,190,241	11,183	1,780,470	(11,215)	154,440	8,561,456	8,569

8.11.06



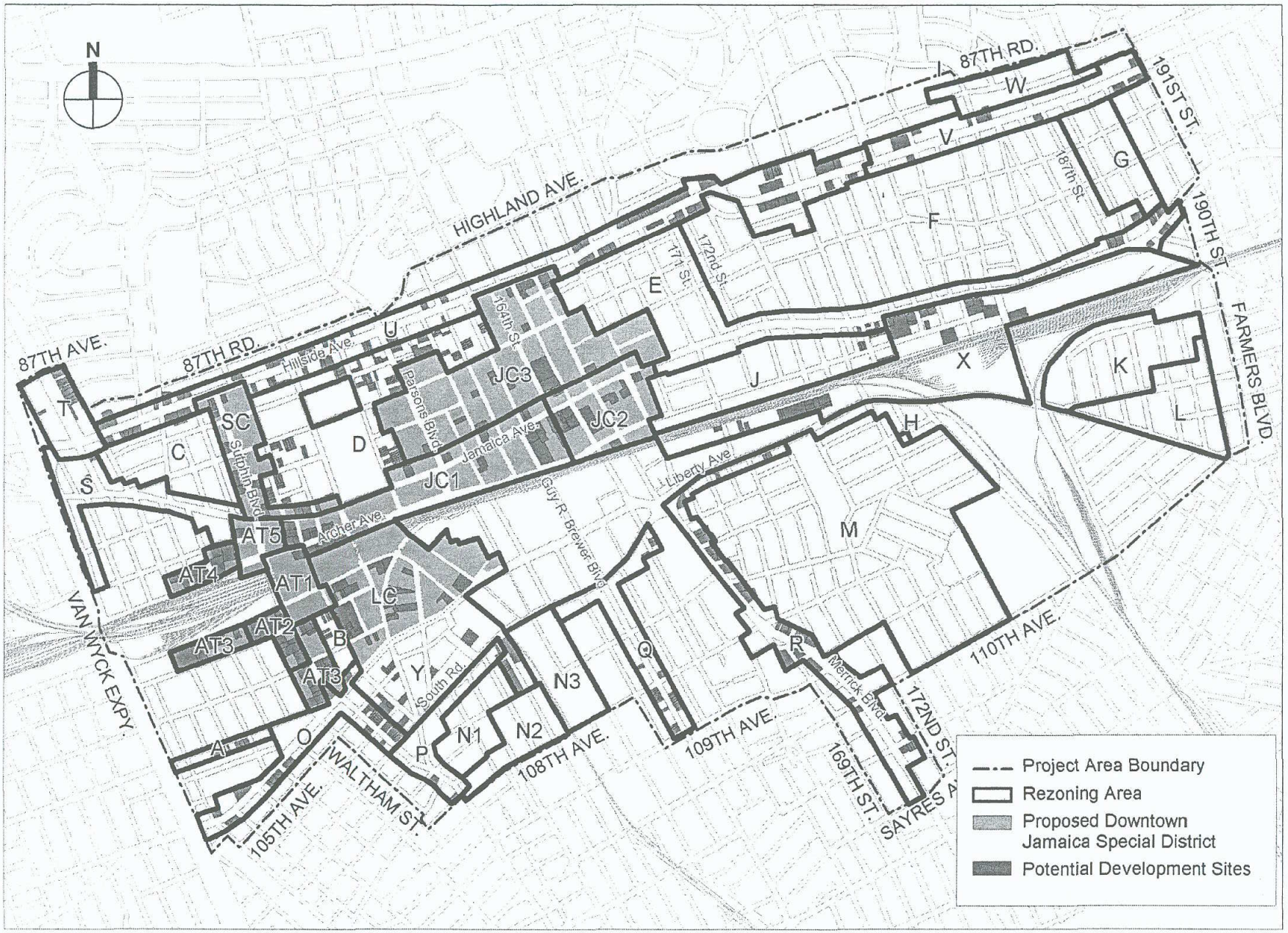
SOURCE: New York City Department of City Planning, June 2006

Downtown Jamaica Redevelopment Plan

Projected Development Sites By Zoning Subarea

Figure 6

8.11.06



SOURCE: New York City Department of City Planning, June 2006

Potential Development Sites By Zoning Subarea

Figure 7

- C4-2 and M1-1 to C6-4 on all or portions of 3 blocks generally located east of Sutphin Boulevard, between Archer and 95th Avenues; (AT1)
- R5 and M1-1 to C6-3, 2 blocks generally located west of Sutphin Boulevard between 94th and 97th Avenues; (AT2)
- M1-1 and R5 to C4-5X, 3 blocks located on the east side of Sutphin Boulevard between 95th and Liberty Avenues and on the west side of Sutphin Boulevard between 97th and Liberty Avenues; change from M1-1 to C4-5X, 2 blocks located on the south side of 94th Avenue between 138th Place and Liverpool Street; (AT3)
- C4-2, C4-6 and M1-1 to C6-2, all or portions of 4 blocks located south of Jamaica Avenue between 146th Street and 147th Place; (AT5)
- M1-1 and R5 to C4-4A, all or portions of 4 blocks north of Archer Avenue between 139th and 146th Streets; (AT4)
- C4-2, C6-1, C6-1A, and M1-1 to C6-3 on all or portions of 17 blocks generally bounded by 147th Place, Jamaica Avenue, 164th Street, and Archer Avenue; (JC1)
- C4-2, M1-1, M1-5, and R6 to C6-2 on all or portions of 11 blocks generally located south of Jamaica Avenue, and north of the LIRR Right-of-Way, between 164th and 169th streets; (JC2)
- R6 and C4-2 to C4-5X on all or portions of 21 blocks generally located south of Hillside, 88th and 89th Avenues, and north of Jamaica Avenue, between 153rd and 168th Streets; (JC3)
- R6, R6/C2-2, and C4-2 to C4-4A on all or portions of 9 blocks fronting along Sutphin Boulevard between Hillside and Jamaica Avenues, and along the north side of Jamaica Avenue between 146th and 150th Streets; and (SC)
- M1-1 to M1-4 on all or portions of 11 blocks generally located south of the LIRR Right-of-Way and north of Liberty Avenue, between 148th and 158th Streets. (LC)

Expand opportunities for new residential and mixed use development at a range of scales appropriate to surrounding building patterns near transit and highway access.

These proposed zoning changes are intended to provide for new development at higher densities in areas with good access to highways and mass transit. This includes Downtown Jamaica and the area's wide streets, such as 101st, Hillside, Jamaica, and Liberty Avenues, and along Merrick, Guy R. Brewer, and Queens Boulevards. Current zoning along the area's major thoroughfares is restrictive—particularly in C8-1 zones—in areas where commercial overlays are mapped in R3-2, R4 and R5 districts, and in areas characterized by commercial development but where no commercial overlay exists to permit such uses. R6, the predominate residential zone in and east of Downtown Jamaica allows residential and community facility development with heights ranging from 3 to 12 stories. Zoning regulations governing bulk in R6 districts encourage small apartment buildings on small zoning lots and tall, narrow buildings on larger lots that are set back from the street. The proposed changes would increase the permitted density and provide for new mixed-use development along the area's wide streets and in the CBD where new growth could be better accommodated. The proposed changes would also provide a greater degree of predictability with regulations that impose street wall requirements and maximum building heights. The proposed zoning changes include:

- C2-2/R6, C4-2, C8-1, and R6 to R7A on all or portions of 19 blocks generally located south of Hillside Avenue and north of Jamaica and 88th and 89th Avenues, between 148th and 164th Streets (D);
- C1-2/R5, C1-2/R6, C2-2/R2, C2-2/R3-2, C2-2/R4, C2-2 R5, C2-2/R6, C4-2, M1-1, and R6 to R6A and R6A/C2-4 on all or portions of 50 blocks generally located south of Hillside Avenue and north of Jamaica Avenue between 172nd Street and Merrick Boulevard, and properties fronting along Jamaica Avenue between 168th Place and 190th Street (E);
- C2-2/R4, C2-2/R6, M1-1, R4, R6 to R6A and R6A/C2-4 and R6A/C2-3 on all or portions of 16 blocks generally located along Liberty Avenue between the Van Wyck Expressway (service road) and 148th Street and along Sutphin Boulevard between Liberty Avenue and South Road (O);
- R6, R4, and M1-1 to R5D/C2-4 and R5D/C2-3 on all or portions of 14 blocks generally located along the south side of South Road between 157th Street and Sutphin Boulevard, and along Sutphin Boulevard between South Road and 108th Avenue (P);
- R4 and C1-2/R4 to R5D and R5D/C1-4 portions of 9 blocks generally located along Guy R. Brewer Boulevard between South Road and 109th Avenue and along the south side of South Road between 160th and 165th Streets (Q);
- C1-2/R3-2, C1-2/R4, C8-1, R3-2, and R4 to R6A and R6A/C2-4 portions of 25 blocks generally located along the south side of Liberty Avenue between Merrick Boulevard and 172nd Street and along Merrick Boulevard between Liberty and Sayres Avenues (R);
- Change from C8-1, C2-2/R6, C2-2/R5, M1-1, R5, and R6 to R6A/C2-4 portions of 15 blocks generally located along Jamaica Avenue between the Van Wyck Expressway (service road) and Sutphin Boulevard and along Queens Boulevard north of Jamaica Avenue and along the Van Wyck Expressway (service road) between Hillside and 91st Avenues (S);
- C8-1 to C4-3A on all or portions of 4 blocks generally located along Queens Boulevard and Hillside Avenue, south of 87th Avenue (T);
- C8-1, C1-2/R5, C1-2/R6, C2-2/R5, C2-2/R6, C2-4/R5, C2-4/R6, C1-4/R6, R5, and R6 to R7X and R7X/C1-4 and R7X/C2-4 on all or portions of 39 blocks generally located along Hillside Avenue between 139th and 180th Streets (U); and
- C2-2/R3-2, C2-2/R5, C2-2/R6, and R3-2 to R7A/C2-4 on portions of 18 blocks generally located along Hillside Avenue between 180th and 191st Streets (V).

Preserve lower-density residential neighborhoods.

A significant portion of Jamaica's low-rise communities are located in R6 districts, a medium-density zoning district. The proposed zoning changes, resulting in a decrease in permitted density, would more appropriately reflect and protect the existing context of these areas. Proposed zoning changes on some properties would result in a slight increase in density, but would allow future development that would be consistent with existing building patterns in low density areas. Other residential areas, currently zoned C8-1, M1-1, and M1-5, would become conforming uses under the proposed changes, which include:

- R4 to R5 and R5/C1-4 portions of 3 blocks, fronting along the south side of 101st Avenue between the Van Wyck Expressway service road and Allendale Street (A);

- M1-1 to R5 on all or portions of 2 blocks bounded by 95th Avenue, 148th Street, a line 100 feet north of Liberty Avenue, and 147th Place (B);
- R6 and R6/C2-2 to R5 on all or portions of 12 blocks generally located south of Hillside Avenue, north of Jamaica Avenue, between Queens and Sutphin Boulevards (C);
- C2-2/R3-2, C2-2/R4, C2-2/R5, C2-2/R6, R2, R3-2, R4, R5 and R6 to R4-1 on all or a portion of 54 blocks generally located south of Hillside Avenue and north of Jamaica Avenue between 171st Street and 187th Place (F);
- C1-2/R2, C1-2/R5, C2-2/R2, C2-2/R3-2, R2, R3-2 and R4 to R3X on all or a portion of 10 blocks generally located south of Hillside Avenue, and north of Jamaica and 90th Avenues between 187th and 189th Streets (G);
- R5 to R1-2 a portion of 1 block located north of Wexford Terrace and west of Dalny Road (I);
- C2-2/R6, C4-2, M1-1, M1-5 and R6 to R5 on all or a portion of 17 blocks generally located south of Jamaica Avenue and north of the LIRR Right-of-Way, between 168th Street and 179th Place (J);
- R3-2 and M1-1 to R4 on all or a portion of 7 blocks generally located north of 104th Avenue and south of the LIRR Right-of-Way and west of 189th Street (K);
- R3-2 to R3A on all or a portion of 11 blocks generally located south of 104th Avenue and north of Liberty Avenue west of 189th Street (L);
- M1-1, R4, and C8-1 to R4-1 on all or a portion of 48 blocks generally located south of Liberty Avenue and north of 110th Avenue between Merrick Boulevard and 180th Street (M);
- R6 to R5 on all or a portion of 7 blocks generally located south of South Road and north of Yates Road between Sutphin Boulevard and 157th Street (N1);
- C2-2/R6, and R6 to R4-1 on all or a portion of 5 blocks generally located south of 107th Avenue and north of 108th Avenue between Sutphin Boulevard and 157th Street (N2);
- R4 to R5 on all or a portion of 2 blocks generally located south of South Road and north of 108th Avenue between 157th Street and 160th Street (N3);
- R3-2 and R5 to R3X on all or portions of 8 blocks generally located south of 87th Road and north of Hillside Avenue between Dalny Road and 190th Street (W).

Reinforce certain industrial areas and allow for growth.

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

- M1-1 to M1-2 a 10-block area generally located south of Jamaica Avenue and north of Liberty Avenue and the LIRR Right-of-Way, between 168th and 190th Streets (X);

- M1-1 to M1-4 on all or portions of 10 blocks generally located south of Liberty Avenue and north of South Road between Sutphin Boulevard and the LIRR Right-of-Way, and along 157th Street between South Road and 107th Avenue (Y); and
- R4 to M1-1 on a portion of one block located 104th Avenue, east of 177th Street (H).

ZONING TEXT AMENDMENT

The proposed zoning map and text amendment would create the SDJD. It would consist of all or portions of approximately 71 blocks extending between 169th Street and 138th Place, south of Hillside Avenue and north of Liberty Avenue, and would encompass areas proposed to be rezoned to C4-4A, C4-5X, C6-2, C6-3 and C6-4 in the downtown and an area proposed to be rezoned from M1-1 to M1-4 south of the LIRR Right-of-Way and north of Liberty Avenue (see Figure 3A).

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

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

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

- Strengthen the business core of Downtown Jamaica by improving the working and living environments;
- Foster development in Downtown Jamaica and provide direction and incentives for further growth where appropriate;
- Expand the retail, entertainment and commercial character of the area around the transit center and to enhance the area's role as a major transportation hub in the city;
- Provide transitions between the downtown commercial core, the lower-scale residential communities, and the transportation hub;
- Improve the quality of new development in Downtown Jamaica by requiring the provisions of specified public amenities in appropriate locations;
- Encourage the design of new development that is in character with the area;
- Enhance the pedestrian environment by relieving sidewalk congestion and providing pedestrian amenities; and
- Promote the most desirable use of land and thus conserve and enhance the value of land and buildings, and protect the City's tax revenues.

A summary of the proposed special text provisions applicable to the SDJD are discussed below.

SPECIAL USE PROVISIONS

Proposed special use provisions include the following:

- Unenclosed sidewalk cafes would be permitted;
- Wholesale or similar establishments (Use Group 11B) would be permitted in C6-4 districts;

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

SPECIAL BULK PROVISIONS

Proposed special bulk provisions include the following:

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

Maximum FAR For All Uses In the Special Downtown Jamaica District	
Zoning District	Maximum FAR
C6-2	6
C6-3	8
C6-4 (Commercial Uses) (Residential & Community Facility Uses)	12 10
M1-4	2

- In C6-2, C6-3 and C6-4, districts, for residential buildings or the residential portion of mixed-use buildings, the maximum lot coverage would be 80 percent on a corner lot, and 70 percent on an interior or through lot. However, no lot coverage provisions would apply to any zoning lot comprising an entire block or to any zoning lot comprising a corner lot of 5,000 square feet or less.

STREET WALL

Proposed street wall provisions include the following:

- In C4-4A, C4-5X, C6-2, C6-3 and C6-4 districts, the maximum height of a building or structure before setback shall be 60 feet. However, wherever street walls are required pursuant to *ZR* Section 115-222 (Street Wall Location), such street walls shall rise without setback to the minimum height of 40 feet above the base plane or the height of the building, whichever is less; in specified locations street walls shall rise without setback to the minimum height of 30 feet and the maximum street wall height before setback shall be 40 feet; in other specified locations, street walls shall rise without setback to the minimum height of 65 feet and themaximum street wall height before setback shall be 80 feet; and, in certain locations there will be no maximum street wall height, and no required setbacks above the minimum street wall height; and
- No building or other structure shall exceed a height of 250 feet above the base plane, except where specified.

SIDEWALK WIDENING

The proposed sidewalk widening provision includes the following:

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

TREE PLANTING

The proposed tree planting provision includes the following:

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

RESIDENTIAL CONVERSION

Proposed residential conversion provisions include the following:

- The conversion of all or a portion of non-residential buildings to dwelling units, if erected prior to January 1, 1977, would be permitted in all commercial districts within the SDJD, subject to *ZR* Sections 15-11 (Bulk Regulations), 15-12 (Open Space Equivalent), and 15-30 (Minor Modifications); however, conversion to dwelling units of non residential buildings that meet all the requirements for new residential development of Article II (Residence District Regulations) would be exempt from these provisions; and
- Uses in buildings erected prior to January 1, 1977 would not be subject to the provisions of *ZR* Section 32-42 (Location within Building).

OFF-STREET PARKING AND OFF-STREET LOADING

Proposed off-street parking and loading provisions include the following:

- In M1-4, C4-4A, C4-5X, C6-2, C6-3 and C6-4 districts, the off-street parking and loading regulations of a C4-4 district would apply; however, for any uses that are not allowed in a C4 district, the off-street parking requirements of the applicable underlying C6-2, C6-3, C6-4 or M1-4 district would apply;
- The provisions of *ZR* Section 36-12 would be modified to allow up to 300 off-street parking spaces in an accessory group parking facility. An additional 150 spaces could be provided pursuant to *ZR* Section 36-13 (Modification of Maximum size of Accessory Group Parking Facilities);
- Uses listed in Use Group 6B (Offices) and wholesale uses in Use Groups 10 B and 11 with parking requirement category B1 would be required to provide one parking space per 2,000 square feet of floor area; and
- The provisions of *ZR* Section 36-344 (Waiver of Parking Requirements in Other C1 or C2 Districts or in C4, C5, or C6 districts) and 36-342 (Reduced requirements in other C1 or C2 Districts or in C4, C5, or C6 Districts) would not apply.

LOCATION OF ACCESS TO THE STREET

Proposed street access provisions include the following:

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

PROPOSED SPECIAL PERMIT PROVISIONS

Proposed special permit provisions include the following:

- The Board of Standards and Appeals (BSA) may permit electric utility substations or public transit or railroad electric substations limited to a site of not more than 40,000 square feet, in the case of electric utility substations, to a site of not less than 10,000 square feet in all residence districts, commercial districts and in M1 districts provided that the findings of *ZR* Section 73-16 are met;
- CPC may permit electric utility substations or public transit or railroad electric substations, limited to a site of not less than 40,000 square feet and not more than 10 acres in all residence and commercial districts and in M1 districts, provided the findings of *ZR* Section 74-61 are met; and
- A Special Permit would be required to modify use or bulk regulations for any development, enlargement, alteration or change of use on a zoning lot within the SDJD. CPC could permit modification of the use or bulk regulations (except FAR) providing the following findings are met:

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

URBAN RENEWAL DESIGNATION AND PLAN

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

The Plan seeks to:

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

The proposed JGURA would have a duration period of 40 years. The related actions would potentially facilitate the disposition to EDC of the City's interest in properties comprising 44 lots that will become City-owned through an acquisition process and are located within the boundaries of the proposed JGURA. These 44 lots are located within six proposed development sites for which the Plan would establish land uses (see Figure 4 and Table 3).

CONCEPTUAL ANALYSIS OF PROPOSED TEXT AMENDMENTS

The proposed actions include amendments to the text of the New York City Zoning Resolution to establish the SDJD. The EIS will include a conceptual analysis of special permit provisions in the proposed SDJD text. The conceptual analysis will consider the potential effects of future utilization of the special permit provisions.

AMENDMENT TO THE CITY MAP

An amendment to the City Map involving the elimination of 148th Street between 94th and 95th Avenues and acquisition and disposition of real property is proposed to facilitate the development of an approximately 1.26 million-square-foot commercial building consisting of approximately 250,000 square feet (three floors) of retail, 1 million square feet (10 floors) of showrooms and offices, and three levels of below-grade parking with approximately 700 accessory parking spaces.

Table 3

Properties Affected by the Proposed Jamaica Gateway Urban Renewal Plan

Site	Block/Lots	Proposed Land Use
1	Block 9999/ Lots 1,9,10,11,13,15 & Block 10000/ Lot 1	Commercial*
2	Block 9998/ Lots 19p.o.,22,25,42,43,47,48,144	Commercial*
3	Block 9998/ Lots 83,86,87,88,89,90,91,93,94	Commercial*
4	Block 9998/ Lots 95,101,109,110,119,124,127	Commercial*
5	Block 9998/ Lots 1,2,16,19p.o.	Commercial*
6	Block 9993/ Lots 1,3,18,20,22,23,24,25,27,28,29	Commercial* and Public Open Space
Note:	* Includes commercial, residential, institutional, community facility, open space and other uses permitted in accordance with the *Zoning Resolution*.	

The development site is proposed to be rezoned from M1-1 to C6-4 and consists of an entire block (Block 9999)—bounded by Sutphin Boulevard, 94th Avenue, and 95th Avenue, and the bed of the portion of 148th Street proposed to be demapped—and a portion of the adjacent block to the east (Block 10000, Lot 1). The additional floor area generated from the demapped portion of 148th Street is necessary for the development of this project. Under the proposed zoning future development at a maximum FAR of 12 could be accommodated on the project site.

DISPOSITION OF CITY-OWNED PROPERTY

Disposition to EDC of the City's interest in real property for Block 10209, Lot 115 is proposed to facilitate the development of this site. It is anticipated that EDC will issue an RFP (Request for Proposals) for development on this site pursuant to its proposed rezoning to C6-2.

The site is an approximately 45,000-square-foot City-owned lot developed with a dilapidated garage structure which is no longer in use. It is located on the east side of 168th Street between Jamaica and Archer Avenues. The property is currently zoned M1-5. Under the proposal it could accommodate new mixed use development at a maximum FAR of 6.

SUMMARY OF MODIFICATIONS TO PROPOSED ACTIONS

As noted previously in this document, changes have been made to the originally proposed project. Described below is a summary of the changes made since the May 20, 2005 Draft Scope of Work was issued.

The following changes in the Plan result in an increase in the proposed maximum FAR on certain properties:

- An increase in the maximum FAR from 8 to 12 on three parcels east of Sutphin Boulevard between Archer and 95th Avenues and a change in the proposed zoning district from C6-3 (original proposal) to C6-4 (current proposal) on these three parcels;

- A change in the proposed zoning on Block 9835, Lots 23, 26, 28, 28, 30, 32 and 33 and a portion of Block 9937, Lot 1 from R5 (original proposal) to R7X (current proposal); and
- A change in zoning on Block 10499, Lots 57 and 59 from R3-2 to R7X.

Other changes for the proposed SDJD would result in a decrease in FAR. These include:

- A change in the proposed zoning on blocks 9987 and 9994 from C6-3 (original proposal) to C6-2 (current proposal); and
- A change in the proposed zoning on blocks 9982, 9984, and 9986 from C6-2 (original proposal) to C4-4A (current proposal).

Additional refinements to the Plan as reflected in this final scope are intended to better reflect the existing build contexts and provide an improved transition between Downtown and the nearby lower density residential communities. The following provides a summary of modifications since the October 3, 2005 Revised Draft Scope of Work was issued. These modifications would result in a decrease in the proposed maximum FAR on certain properties, as follows:

- A change in the proposed zoning on Blocks 9991 and 9992, from C6-2 (original proposal) to C4-5X (current proposal);
- A change in the proposed zoning on Blocks 10027, 10030 and 10031 from C6-2 (original proposal) to C4-5X (current proposal);
- A change in the proposed zoning on Block 9794, Lots 20, 30, 36, 48, 114, Block 9795, Lots 12, 101, 98, 130, 30, 85, 65, 89, 94, Block 9796, Lots 22, 25, 47, 53, 58, 59, 60 ,61, 62 , 63, 100, Block 9799, Lots 1, 35, 18 and 27, and Block 9800, from C6-2 (original proposal) to C4-5X (current proposal);
- A change in the proposed zoning on Block 10088, Lots 16, 17 18, 19, 20, 22, 23, 24 and 117, Block 1089, Lots 1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, and 21, Block10090, Lots 15, 16, 17, 18, 19, 21, 23, 26, an 30, Block 10091, Lots 11 and 12, Block 10120, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 20, 23, 24, 25, 31, 39 and 40, Block 10121, Lots 58, 67, 68, 69, 70, 71, 73 and 74, Block 10121, Lot 1, Block 10123, Lots 1, 3, 4, 5, 7, 9, 12, 112 and 113, Block 10124, Lot 1, 3, 4, 5, 6, 7, 8, 10 and 52, Block 10130, Lot 1, 3, 5, 6, 7, 9 and 10, Block 10131, Lots 1, 2, 3, 5, 6, 7, 8, 9 and 10, Block 10132, Lots 21, 22, 23, 24 and 28, Block 11945, Lots 52, 61, 62, 65 and 67, from R6A (original proposal) to R5D (current proposal);
- A change in the proposed zoning on Block 10125, Lots 108, 109, 112, 113, 114, 116, 117, 118, 119, 120, 122, 125, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134 and 135, Block 10135, Block 10135, and 9992, from R5 (original proposal) to R4-1 (current proposal); and
- A change in the proposed zoning on Block 10035, Lots 27, 28, 29, 30, 31, 32, 34, 36 and 40 from R6A and R6A/C2-4 (original proposal) to R3-2/C2-4 (current proposal); no change would result on lots 37 and 39.

The following modifications would also result in the removal of certain properties from the proposed zoning action:

- A change in the proposed zoning on Blocks 9991, Lots 1, 2 ,3, 4, 5, 6, 10, 11, 101, 103 and 111, and Block 9984, Lots 1, 3, 5, 7, 8 and 10 , from C4-4A (original proposal) to no proposed change.

The following modifications would result in a decrease in the proposed building envelope on certain properties:

- A change in the proposed zoning on the following from R6B (original proposal) to R5D (current proposal): Block 10128, Lots 6, 10 ,12, 13, 14, 15, 16, 4, 77, 78, and 110; Block 10129, Lots 1, 3, 4, 6, 7, 9, 10, 11, 13, 16, 17, 18, 20, 21, 23, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, and 37; Block 10140, Lots 1, 2, 6, 7, 8, 9, 18, 19, 20, 22, 23, 26 and 7501; Block 10150, Lots 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48, 49, 51, 52, 53, 54, 55, 57, 58, 59, 60, 61and 64; Block 10161, Lot 1, 3, 6, 8, 9, 10, 11, 12, 42, 43, 44, 45, 46, 48, 49, 50, 51, 52, 53, 54, 56, 58, 60, 61, 62, 63, 64, 65, 67, 68 and 69; Block 10163, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 51, 60, 106, 114, 115, 116, 117, 118 and 119; Block 10164, Lots 32, 34, 38, 39 and 42; Block 10166, Lots 1, 5, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 20, 21, 23, 25, 26, 27, 28, 29 and 30; Block 10171, Lots 1, 2, 3, 4, 5, 6, 7, 8, 13, 14, 17, 18, 20, 21, 23, 24, 25, 26, 27, 28, 29 and 30.

The following modifications would result in a change to the allowed uses on certain properties:

- A change in the proposed zoning on Block 10124, Lots 25, 21, 20, 19, 18, 15, 11, and 10 from R6A (original proposal) to M1-4 (current proposal).

As state above, the original proposed action was also modified to accommodate new development on two sites. These actions included:

- **An amendment to the City Map** involving the elimination of 148th Street between 94th and 95th Avenues and acquisition and disposition of real property to facilitate the development of an approximately 1.26 million-square-foot commercial building consisting of approximately 250,000 square feet (three floors) of retail, 1 million square feet (10 floors) of showrooms and offices, and three levels of below-grade parking with approximately 700 accessory parking spaces. The project site, which would be part of the proposed SDJD, would be rezoned to allow this development and would also be designated as an urban renewal site in the proposed JGURA.
- **Disposition to EDC of the City's interest in real property** for Block 10209, Lot 115 is proposed to facilitate new development on this site. Approximately 270,000 gross square feet could be developed under the proposed rezoning (M1-5 to C6-2), which would allow a maximum FAR of 6. For analysis purposes, a mixed-use building is assumed on this site, including 45,000 square feet of office space, 88,000 square feet of retail, 2,000 square feet for a New York Police Department (NYPD) training center, 135 residential units, and 223 accessory parking spaces.

In addition, a review of the RWCDS included in the May 20, 2005 Draft Scope of Work revealed minor inaccuracies for the expected development in a few of the areas which would be rezoned under the proposed action. Accordingly, corrections were made, yielding a very small number of additional projected and potential development sites. Estimates of the projected or potential development on a very small number of previously identified development sites were also corrected.

PROJECTED DEVELOPMENT SCENARIO/LIKELY EFFECTS

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

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

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

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

GENERAL CRITERIA FOR DEVELOPMENT SITES

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

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

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

Lots in the JGURA which are not likely to be developed in the foreseeable future are considered potential development sites. In the event that the City has a specific development plan for these sites, they will be subject to a further discretionary action pursuant to Sections 197-c and

Table 4
Area-Specific Criteria for Potential and Projected Sites

Subarea	Potential	Projected
A	Commercial lots greater than 5,000sf and residential lots greater than 2500 sf	Residential greater than 5,000 sf
D, T	Lots greater than 2,500 sf	Existing Conditions/Location
E, O	Lots greater than 2,500 sf	Vacant, parking, 1-story buildings underbuilt under current zoning>5000 sf
Q, R, P	Lots greater than 2,500 sf	Vacant, parking, 1-story buildings underbuilt under current zoning>2500sf
U, V	Lots greater than 2,500 sf	Gas Stations/Vacant Underbuilt Under Existing lots greater than 8,000 sf
J	Lots greater than 2,500 sf	Existing Conditions/Location
X	Vacant or Garage/Auto Use greater than 5,000 sf	Existing Conditions/Location
S, SC, JC3	Lots greater than 5,000 sf	Existing Conditions/Location
AT1, AT2, AT3, AT4, AT5	Lots greater than 10,000 sf	Existing Conditions/Location
JC1, JC2	Lots greater than 10,000 sf	Conversions, Existing Conditions/Location
B	Underbuilt pre-existing residential & all non-residential sites	Underbuilt Non-Residential
LC, Y	Vacant/Parking greater than 5,000 sf	Existing Conditions/Location
F	Lots greater than 4,000 sf	Lots greater than 4,000 sf
M	Non-Residential lots greater than 2,500 sf	Non-Residential lots greater than 2,500 sf

384(b)(4) of the New York City Charter, which, among other things, governs the disposal of City-owned property. Potential additional environmental impacts will be analyzed at that time.

The following uses and type of buildings that met these criteria are excluded from the RWCDS because they are very unlikely to be redeveloped as a result of the proposed rezoning. These sites were excluded because current conditions, such as landmark status, mapped parkland, or irregularly shaped lots, either do not allow for redevelopment or make redevelopment unlikely. City-owned sites that would require additional discretionary actions, community facilities, parks, public utilities, designated landmarks, irregularly-shaped lots, sites with known No Build development plans, and sites where there was evidence of recent investment are also not included.

Additional assumptions that were made in developing the RWCDS include:

- An average dwelling unit size of 1,000 square feet, reflecting typical unit size currently being constructed in this area;
- Ground- and second-floor commercial floor area totals assume that 15 percent of each floor is comprised of circulation and mechanical space; and
- An average dwelling unit size of 1,200 square feet for buildings with residential conversions.

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

In the future without the proposed actions, or No Build condition, given the current zoning and commercial and residential housing trends in the area, it is anticipated that the proposed project area would experience modest growth in commercial, manufacturing, and residential uses. Most of the project growth is expected to include further development of local retail space and residential development in existing low-density residential communities.

THE FUTURE WITH THE PROPOSED ACTIONS CONDITION (BUILD SCENARIO)

In the future with the proposed actions, or Build condition, higher-density commercial and residential development is expected to occur in Jamaica's downtown areas and along major thoroughfares, shifting away from the lower-density communities. The reinforcement of certain industrial areas would allow for further industrial growth within the industrial core. The proposed actions are expected to result in new development, including approximately 4.5 million square feet of commercial space; 120,000 square feet of industrial space; 5.2 million square feet of residential space (5,198 dwelling units); and 460,000 square feet of community facility space. This estimate is based on the development criteria described above and the large number of available sites within the rezoning area. In addition, most uses on the project development sites that are expected in the No Build condition would be redeveloped, although in a few cases, such No Build uses would remain.

DCP identified 187 projected development sites likely to be developed by 2015 (see Figure 6). In addition, there are 424 potential development sites that are considered less likely than the projected sites to be developed over the same 10-year analysis period (see Figure 7).

The 187 projected development sites currently have approximately 240 dwelling units, 1.1 million square feet of commercial uses (including retail and office space), 425,000 square feet of industrial/manufacturing uses, 70,000 square feet of community facility space, and 250,000 square feet of vacant space. In the future without the proposed action (No Build), some of the as-of-right development is expected to occur on these sites. The No Build program is expected to consist of approximately 1,816 dwelling units, 1.5 million square feet of commercial uses (including retail and office space), 715,000 square feet of industrial space, and 214,000 square feet of community facility space.

As stated above, the total development expected to occur on the 187 projected development sites under the Build condition would consist of approximately 5,200 dwelling units, 4.5 million square feet of commercial space, 460,000 square feet of new community facility space (e.g., educational facilities, day care, houses of worship), and 120,000 square feet of industrial space. The projected incremental (net) change between the No Build and the Build scenarios that would result from the proposed action would be approximately 3,400 dwelling units, 2.9 million square feet of commercial space, 245,000 square feet of community facility space, and a loss of 594,000 square feet of industrial space.

Community facility uses are projected to amount to approximately 460,000 square feet in 25 to 30 facilities in the Build scenario. These facilities would include a museum or art gallery, a nursing home, houses of worship, a club, community centers, medical offices, and not-for-profit institutions.

Office growth is projected to occur primarily in the proposed JGURA as well as on second floors of buildings in the downtown area. Regional retail is anticipated in the downtown and the

immediate area to the south within the proposed SDJD. A new hotel is projected in the JGURA and new local retail is projected in South Jamaica and along Hillside Avenue.

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

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

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

The development projections are grouped by subareas (see Figure 5 and Table 5) that reflect various zoning strategies and development densities. The development projected in the Build and the No Build scenarios in these subareas is described below. Development is not projected in several subareas (C, G, H, I, K, L, M, N1, N2, N3, and W) where the proposed rezoning constitutes a downzoning and no additional development potential is provided. Although there are no projected development sites in subareas AT2, AT3, AT4, and AT5, potential development sites in these subareas will be analyzed in the EIS for site-specific impacts.

ENVIRONMENTAL IMPACT STATEMENT

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, and noise.

D. SCOPE OF WORK FOR AN EIS

TASK 1. PROJECT DESCRIPTION (INCLUDING PROJECTED DEVELOPMENT SCENARIO)

The first chapter of the EIS introduces the reader to the proposed 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

Table 5

Summary of No Build and Build Development on Projected Development Sites

		No Build				Build				Incremental			
Subarea	Proposed Zoning District	Commercial (sf)	Industrial (sf)	Community Facilities (sf)	Dwelling Units	Commercial (sf)	Industrial (sf)	Community Facilities (sf)	Dwelling Units	Commercial (sf)	Industrial (sf)	Community Facilities (sf)	Dwelling Units
		41,118	236,498	-	-	2,113,904	-	-	206	2,072,786	(236,498)	-	206
Jamaica Center 1 (JC1)	C6-3	494,209	-	21,067	101	251,960	-	44,988	682	(242,249)	-	23,921	580
Jamaica Center 2 (JC2)	C6-2	36,495	224,420	-	61	183,490	-	2,000	250	146,995	(224,420)	2,000	188
Jamaica Center 3 (JC3)	C4-5X	285,466	-	64,725	567	776,637	-	55,952	640	491,171	-	*8,773)	72
Liberty Center (LC)	M1-4	57,492	90,953	-	13	291,448	-	23,800	-	233,956	(90,953)	23,800	(13)
Sutphin Corridor (SC)	C4-4A	13,788	-	-	39	13,788	-	-	51	-	-	-	12
A	R5 or C1-4/R5	-	-	-	16	13,430	-	-	9	13,430	-	-	(7)
B	R5	7,000	10,500	-	-	-	-	-	22	(7,000)	(10,500)	-	22
D	R7A, C1-2/R7A, or C2-4/R7A	5,234	-	-	444	21,860	-	-	718	16,626	-	-	273
E	C2-4/R6A	19,821	13,120	-	3	30,357	-	-	77	10,536	(13,120)	-	74
F	R4-1	-	-	-	15	-	-	-	36	-	-	-	21
J	R5	10,911	25,365	-	4	-	-	-	55	(10,911)	(25,365)	-	51
O	C2-3/R6A or C2-4/R6A	3,800	38,895	-	76	122,277	-	44,007	286	118,477	(38,895)	44,007	210
Q	R5D or C1-4/R5D	64,353	-	-	68	118,191	-	24,000	170	53,838	-	24,000	101
R	C1-3/R6A or C2-4/R6A	95,013	-	6,150	26	115,276	-	36,900	293	20,263	-	30,750	267
S	C2-4/R6A	59,100	30,000	-	26	53,100	-	81,000	135	(6,000)	(30,000)	81,000	109
T	C4-3A	50,870	-	29,923	1	52,570	-	30,923	102	1,700	-	1,000	101
U	C2-3/R7X or C2-4/R7X	205,762	-	92,479	314	226,611	-	104,104	1,064	20,849	-	11,625	750
V	C2-4/R7A	92,141	-	-	41	102,309	-	11,850	404	10,168	-	11,850	363
X	M1-2	27,224	40,835	-	-	27,224	108,894	-	-	-	68,059	-	-
Y	M1-4	2,250	4,480	-	-	3,000	12,000	-	-	750	7,520	-	-
Total		**1,572,047**	**715,066**	**214,344**	**1,816**	**4,517,432**	**120,894**	**459,524**	**5,198**	**2,945,385**	**(594,172)**	**245,180**	**3,382**

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 including the proposed urban renewal area; 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 and Urban Renewal Area designation. In addition, the chapter will summarize the reasonable worst-case development scenario (RWCDS) for analysis in the EIS and present its rationale (refer to "Projected Development Scenario" in Section C of this document).

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

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

This chapter will analyze the potential impacts of the proposed 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 straightforward and direct (reflecting the development scenario), and neighboring areas within a ½-mile radius that could experience indirect impacts (refer to Figure 8). For the purpose of environmental analysis, the study area will extend approximately a ½-mile from the borders of the proposed project area. Subtasks will:

- Provide a detailed description of land use, zoning, and public policy in the study area discussed above. A more detailed analysis will be conducted for the project area. This task will be closely coordinated with Task 3, "Socioeconomic Conditions," which will provide a qualitative analysis of the proposed project's effect on businesses and employment in the study area. Recent trends in the proposed project area will be noted;
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the land use study area. Describe recent land use trends in the study area and identify major factors influencing land use trends;
- Describe and map existing zoning and recent zoning actions in the study area, and describe any recent BSA actions;
- Prepare a list of future development projects in the study area that would be expected to influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area. Based on these changes, assess future land use and zoning conditions without the proposed 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 action on ongoing development trends and conditions in the 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 proposed project area. The analysis will provide a qualitative assessment of potential socioeconomic changes associated with the proposed action, including: direct displacement of residential population, businesses, or employees; new development that is markedly different from existing uses and activities within the neighborhood; an adverse effect on conditions in the real estate market in the area; or an adverse effect on socioeconomic conditions in a specific industry.

Screening analyses will be conducted pursuant to the *CEQR Technical Manual* methodology. The analysis will present sufficient information regarding the effects of the proposed action to make a preliminary assessment either to rule out the possibility of significant impacts or to

determine that more detailed analysis is required to make a determination as to impacts. The preliminary assessment will examine 5 areas of concern including: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. For each area of concern, if it has been determined that a socioeconomic impact is likely or cannot be ruled out based on the preliminary screening assessment, then a detailed analysis will be conducted.

The socioeconomic conditions study area is shown in Figures 9A and 9B. The *CEQR Technical Manual* recommends that up to a ½-mile radius be used for a socioeconomic study area boundary. As shown in Figures 9A and 9B, in addition to the proposed project area, a primary study area (approximate ¼-mile radius from action area boundary) and a secondary study area (approximate ½-mile radius) will be delineated for the assessment of socioeconomic conditions. The study areas will be further adjusted to reflect boundaries of census tracts or data for labor and industry. Subtasks for detailed analysis, if determined to be necessary, include:

POPULATION CHARACTERISTICS

- Based on the U.S. Census of Population and Housing, describe the 2000 population characteristics of the study area and the primary and secondary study areas;
- Discuss population trends in the No Build condition; and
- Estimate 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.

ECONOMIC CHARACTERISTICS

- Describe existing economic activity in the study area (using most recently available data), including the number and types of businesses and employment by key sectors;
- Describe the physical characteristics of the existing manufacturing and commercial buildings in the study area and surrounding areas, including the general size of the structures, configurations, and condition. Determine the approximate vacancy rate and rent levels for buildings in the study area. This will be based on visual inspections, discussions with the Queens Office of DCP, and discussions with real estate brokers;
- Describe trends in commercial and manufacturing use in the No Build condition;
- Describe current economic policies for the area, including the Mayor's Industrial Policy;

9.29.05



Primary Study Area Boundary

Study Area Boundary (1/2-Mile Perimeter)

0 4000 FEET

SCALE

Downtown Jamaica Redevelopment Plan

Land Use Study Area

Figure 8

8.11.06



Project Area
1/4-Mile Perimeter
Primary Study Area

Downtown Jamaica Redevelopment Plan

Socioeconomic Conditions Primary Study Area
Figure 9A

8.11.06



Project Area
1/2-Mile Perimeter
Secondary Study Area

Socioeconomic Conditions Secondary Study Area
Figure 9B

Downtown Jamaica Redevelopment Plan

- 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, specifically in the urban renewal area. Identify likely relocation areas nearby.

TASK 4: COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from the proposed 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.

In accordance with thresholds established in the *CEQR Technical Manual*, the number and type of new residential units likely to be developed as a result of the proposed actions would trigger detailed analyses of potential impacts on public schools, libraries, out-patient health care facilities and publicly funded day care centers. In addition, the proposed actions are expected to result in 459,524 feet of community facility space (an incremental increase of 245,180 square feet).

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

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

- Identify and locate/map community facilities within the defined study area for general informational purposes, including public schools, libraries, health care facilities, police precincts, fire houses and publicly funded day care centers;

- Identify and locate public schools serving the proposed project area. Assess conditions in the area, and for each affected school district (Community School Districts [CSD] 28 and 29) as a whole, in terms of enrollment and utilization during the current school year, noting any specific shortages of school capacity. Identify conditions that will exist in the No Build condition, taking into consideration projected changes in future enrollment (estimated number of students generated in the future without the proposed action added to Department of Education [DOE] or DCP enrollment projections for total enrollment projections for the future without the proposed actions) and plans to alter school capacity either through administrative actions on the part of the New York City Department of Education or as a result of the construction of new school space. Analyze Build conditions, 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 2015;
- Identify the local public library branch(es) serving the area. Describe existing population served by the branch(es), using information gathered for socioeconomic conditions assessment, information services provided by branch(es), circulation, level of utilization, and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with library officials (documentation will be provided). For the No Build condition, projections of population change in the area and information on any planned changes in library services or facilities will be described and the effects of these changes on library services will be assessed qualitatively. The effects of the addition of the population resulting from the projected developments induced by the RWCDS Build condition will be qualitatively assessed in terms of special programs, facilities, and collections, with input from library branch management staff (documentation will be provided);
- Health Care Facilities. Identify hospital emergency room services and outpatient ambulatory care facilities (regulated by the New York State Department of Health and Office of Mental Health) within approximately 1 mile of the rezoning area. Describe each facility in terms of its address, the type of service provided, an indicator of its size, capacity or utilization, and any other relevant existing conditions based on publicly available information and/or consultation with health care officials (documentation will be provided). For the No Build conditions, projected change in the area's low/moderate-income population and any planned changes in health care facilities or services will be described and the effects of these changes on the operating capacity of the facilities will be assessed. The potential effects on outpatient facilities of the additional population resulting from projected developments will be assessed in comparison to the effects projected under the No Build conditions;
- Day Care Facilities. Identify existing public day care and head start facilities within approximately 1 mile of the rezoning area. Describe each facility in terms of its location, ages served, number of slots (capacity), existing enrollment and length of waiting list. Information will be based on publicly available information and/or consultation with the Division for Child Care and Head Start (CCHS) (documentation will be provided). For the future No Build condition, information will be obtained on any changes planned for day care programs or facilities in the area, including closing or expansion of existing

facilities and establishment of new facilities. Any expected increase in the population of children under 12, based on CEQR methodology, will be discussed as potential additional demand; and the potential effect of any population increases on demand for day care services in the study area will be assessed. The potential effects of the additional eligible children resulting from projected developments will be assessed by comparing the estimated net demand over capacity to the net demand over capacity estimated in the No Build analysis;

- Fire Protection Services. Identify and locate existing fire stations serving the area. In consultation with the Fire Department (FDNY), describe the equipment and staffing levels at each facility as appropriate. For the No Build condition, describe anticipated changes in population and land use in the project area as well as any planned changes in FDNY facilities, equipment or personnel. For the Build condition, assess with FDNY the incremental effects on fire protection services of the additional population and projected developments as compared to the No Build condition; and
- Police Protection Services. Identify existing facilities serving the area and describe their functions and staffing levels as appropriate. In consultation with the Police Department (NYPD), assess the incremental effects on police protection services of projected development in the Build as compared to the No Build condition.

TASK 5. OPEN SPACE

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

- Using 2000 Census data and other data where applicable, calculate the total residential population of the open space study area, which, as per CEQR guidelines, would be defined as the area within a ½-mile radius from the proposed project area, with the study area boundary adjusted to include all census tracts with at least 50 percent of their area within the ½-mile radius (see Figures 10A and 10B). The population will be indicated pursuant to Table 3D-1 of the *CEQR Technical Manual*;
- Inventory existing active and passive open spaces within the study area boundary. The condition and usage of existing facilities will be described based on the inventory and field visits. Jurisdiction, features, user groups, quality/condition, factors affecting usage, hours of operation, and access will be included in the description of facilities. Also, the potential for facilities to be affected by direct impacts, such as from shadows cast by the action induced development, will also be assessed. Acreage of these facilities will be determined and total study area acreage calculated. The percentage of active and passive open space will also be calculated;
- Based on the inventory of facilities and study area residential and worker population, calculate the open space ratio for the residential population in the study area, and compare to City guidelines to assess adequacy. This is expressed as the amount of open space acreage per 1,000 user population. Open space ratios will be calculated for active and passive open space, as well as the ratio for the aggregate open space;

- Assess expected changes in future levels of open space supply and demand in the analysis year, based on other planned development projects within the study area. Also take account of any new open space and recreational facilities expected in the study area. Open space ratios will be developed for future conditions without the action and compared with existing ratios to determine changes in future levels of adequacy;
- Based on the residential and worker population added by the proposed project, assess its effects on open space supply and demand. The assessment of proposed actions' impacts will be based on a comparison of open space ratios with the proposed actions and open space ratios under No Build and Build conditions in the ½-mile study area. In addition to the quantitative analysis, qualitative analysis will be performed to determine if the changes resulting from the proposed actions will result in a substantial change (positive or negative) or 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

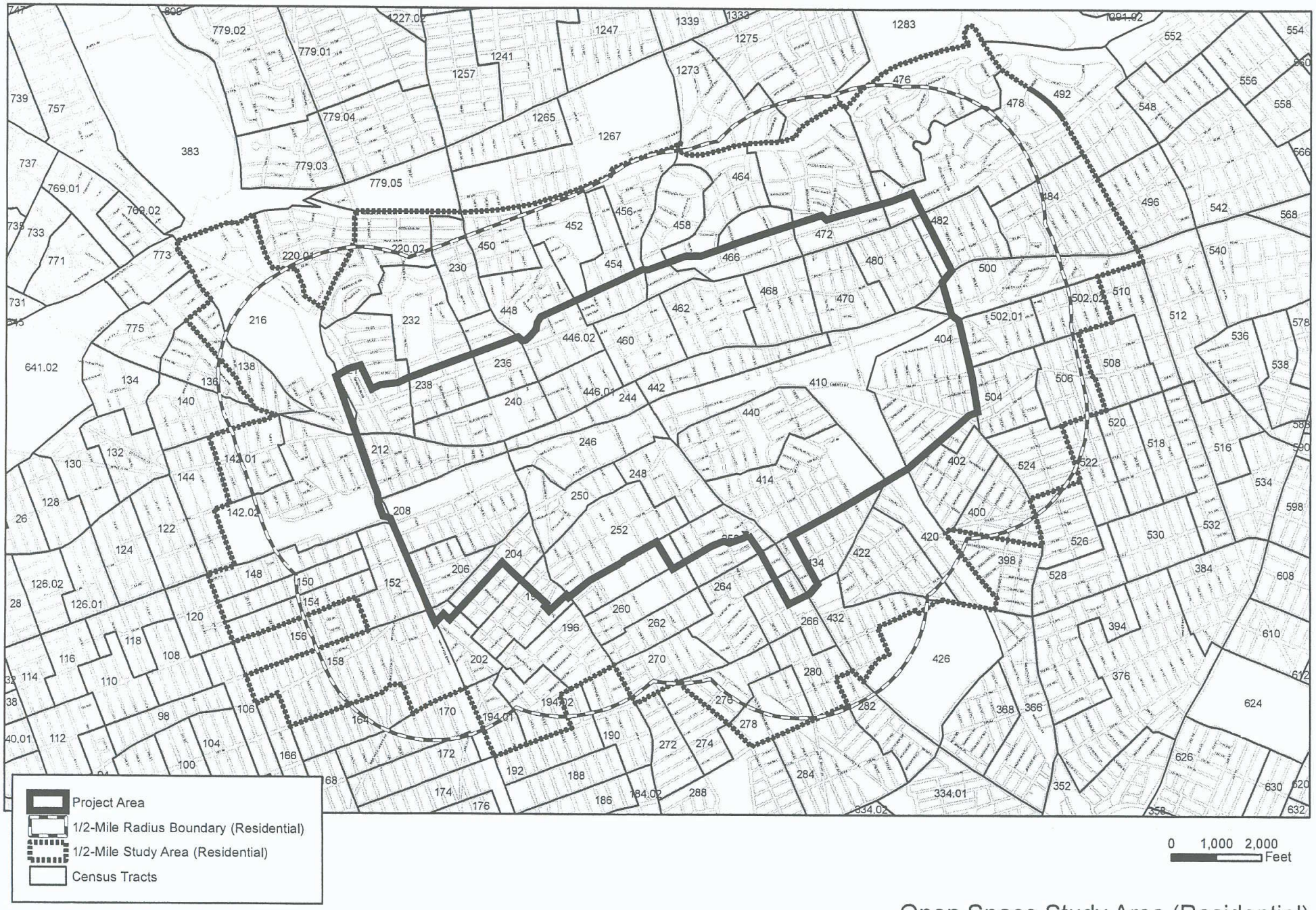
This chapter will examine the proposed actions' potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. Generally, shadow impacts could occur if an action would result in new structures, or additions to buildings resulting in structures over 50 feet in height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

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

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

TASK 7. HISTORIC RESOURCES

The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the New York State Board for listing on



Downtown Jamaica Redevelopment Plan

Open Space Study Area (Residential)
Figure 10A



Downtown Jamaica Redevelopment Plan

Open Space Study Area (Worker)
Figure 10B

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. There are landmark buildings located within and adjacent to the rezoning area.

Impacts on historic resources are considered on the affected sites and in a 400-foot radius area surrounding the identified development sites. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur; these are limited to sites that may be developed under the proposed 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 action on architectural resources on, adjacent to, and in the study area of 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 as a result of the proposed actions 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. The proposed actions could result in the construction of structures, building uses, size, and types not currently permitted in the affected area, and therefore has the potential to result in impacts related to urban design and visual resources. A detailed list of tasks follows:

- Describe the urban design and visual resources of the proposed project area and adjacent areas, using photographs and other graphic material as necessary to identify critical features, use, bulk, form, and scale;
- Discuss specific relationships between the proposed project area and adjacent areas regarding light, air, and views;
- An assessment of the modifications to the use and bulk regulations through the zoning map and text amendments and the urban renewal designation and plan will be included in the analysis, as these affect height, dimensions, and scale of the development in the study area;
- Describe the changes expected in the urban design and visual character of the proposed project area resulting from the various developments in the study area in the future without the action;
- Describe the potential changes that could occur in the urban design character of the study area in the 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, and could affect historic resources. An amalgam of impact categories, a neighborhood character analysis considers the combined impacts of land use, urban design, visual resources, historic resources, socioeconomics, traffic and noise. As suggested in the *CEQR Technical Manual*, the study area for neighborhood character will be coterminous with the ½-mile land use study area. The EIS will:

- Describe the predominant factors that contribute to defining the character of the neighborhood, drawing on the related EIS sections; and
- Summarize changes that can be expected in the character of the neighborhood in the future without the action based on planned development projects, public policy initiatives, and planned public improvements.

TASK 10. NATURAL RESOURCES

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

In addition, the potential for changes in Jamaica Bay water quality as a result of the proposed actions will be assessed in the DEIS. The analysis will consist of an assessment of carbon, nitrogen, and pathogen loadings to Jamaica Bay from the Jamaica Bay Water Pollution Control Plant (WPCP). The changes in these loadings associated with the proposed actions will be assessed, and the related impacts on water quality will be presented.

TASK 11. HAZARDOUS MATERIALS

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

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

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

In addition to the environmental database search, readily available public records will be requested and reviewed, where applicable. Freedom of Information Law (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 or any other environmental concerns at the subject sites. A database search will be conducted for each Site on the New York City Department of Buildings (DOB) website.

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

- Review United States Geological Society (USGS) topographical maps to ascertain the topography. Available USGS and New York State Geological Survey documents will be reviewed for surface and subsurface geological conditions in addition to the groundwater conditions in the area of the subject properties;
- Review Sanborn Fire Insurance Maps to develop a profile on the historical uses of properties; and
- Perform field reconnaissance. The majority of the properties in the area are owned privately and are not accessible for field inspection. Therefore, the field reconnaissance will consist of observing the sites from public access ways (i.e., sidewalks and streets) and noting the general uses of the buildings (i.e., industrial, manufacturing, residential, commercial, etc.). Field reconnaissance will include the following:
  - Characterization of the range of industrial uses and activities performed in the rezoning action area;
  - Description of constituents most commonly associated with the industrial activity;
  - Notation of surrounding properties to assess potential impacts on the subject property;
  - Observation of illegal dumping of domestic refuse, hazardous waste, and/or construction debris on the site or in the area;
  - Evidence of electrical transformers or large capacitors on the subject property; and
  - Review of data for underground storage tanks or aboveground storage tanks (USTs and/or ASTs) in the area.

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

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 *ZR* Section 11-15

[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.

[Environmental Requirements]). The (E) designation also includes mandatory construction-related health and safety plans which must be approved by DEP.

TASK 12. WATERFRONT REVITALIZATION PROGRAM

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

TASK 13. INFRASTRUCTURE

This chapter will describe the existing infrastructure in the proposed project area. According to the *CEQR Technical Manual*, the City's infrastructure comprises the physical systems supporting its population, including water supply, wastewater treatment and storm water management. The proposed 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 affect the City's infrastructure, including:

WATER SUPPLY

- The existing water distribution system serving the proposed project area will be described based on information obtained from the 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 future No Build conditions, and the effects on the system will be described;
- Water demand for the projected developments induced by the proposed actions will be projected; 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 proposed project area will be described from information obtained from DEP. Existing and future flows to the Jamaica 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 will also be provided;
- Discuss recent problems with combined sewer overflows and back-ups during storm events;
- Discuss any expected changes in sewer conditions to occur under No Build conditions;

- 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 assessed; and
- The effects of the incremental demand on the system will be assessed to determine if there will be any impact on the WPCP, or on its State Pollution Discharge Elimination System (SPDES) permit conditions.

TASK 14. SOLID WASTE AND SANITATION SERVICES

The proposed 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 existing and future No Build solid waste generation;
- Forecast solid waste generation by the projected developments induced by the proposed actions based on CEQR guidelines; and
- Assess the impacts of the proposed action's solid waste generation (projected developments) on the City's collection needs and disposal capacity.

TASK 15. ENERGY

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

TASK 16. TRAFFIC AND PARKING

TASK 16A. TRAFFIC

Based on preliminary estimates, including the credits that can be applied from land uses under No Build conditions to be replaced in the proposed project area, the proposed action is expected to generate an aggregate of more than 50 additional (net) vehicular trips in the weekday AM, midday, PM, and Saturday midday peak hours. As the aggregate net vehicle trips would trigger the 50 vehicle per hour (vph) CEQR threshold for detailed analysis in the weekday AM, midday, PM, and Saturday midday peak periods, the EIS will analyze all four peak periods. Moreover, the projected development sites would be spread out over a large geographic area, and the proposed actions would result in changing traffic patterns in the study area.

The EIS will provide a detailed traffic analysis for the weekday AM, midday, PM, and Saturday midday peak hours, focusing on those intersections handling the highest concentrations of action-generated demand. Based on the preliminary travel demand forecast made for the proposed action, it is anticipated that up to 56 intersections would be analyzed in detail for potential traffic impacts (see Figure 11), however, based on travel demand forecasts and assignments, the number of intersections analyzed could be adjusted as warranted. The EIS will:

- Define a traffic study area consisting of intersections to be analyzed within the proposed action area (i.e., the primary traffic study area) and along major routes leading to and from the area, i.e., the secondary traffic study area;
- Conduct traffic counts at traffic analysis locations via a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts. ATRs will provide 24-hour traffic volumes for a full week at selected arterial locations. Traffic counts will be conducted during the AM, midday, and PM peak periods on a typical weekday(s), as well as a Saturday peak hour analysis. Collect traffic data at major existing sites likely to be displaced by the proposed actions. Where applicable, compile available information from both the recent and current studies of the area;
- Conduct travel speed and delay runs and vehicle classification counts along key routes in the study area as support data for air quality and noise analyses. These speed-and-delay runs and vehicle classification counts will be conducted in conjunction with the traffic volume counts;
- Inventory physical data at each of the analysis intersections needed for capacity analyses, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, typical parking regulations, and NYCDOT signal phasing and timing data;
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. The latest version of the *Highway Capacity Manual* procedures will be used. Allowances for any on-going construction or temporary road closures will be made;
- Based on available sources, U.S. Census data, and standard references, estimate the travel demand characteristics of the existing/future without the proposed action uses on the projected development sites as well as the planned developments at other sites in the study area. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes (refer to discussion of transit and pedestrians for more discussion of other modes). A truck trip generation will be also be conducted. Any changes to the roadway system will also be included in the future without the proposed action condition;
- Compute the future No Build traffic volumes based on an approved background traffic growth rate (one percent per year) for the study area and the volume of traffic expected to be generated for significant development projects anticipated to be in place by the proposed analysis year for the proposed actions. Intersection volume-to-capacity (v/c) ratios, delays, and LOS will also be determined;

- Using the same transportation planning assumptions as for the future No Build conditions, estimate the travel demand characteristics of the projected developments associated with the proposed action and for the net change in uses as defined in the proposed action development scenario;
- Determine the volume of vehicle traffic expected to be generated by the proposed action, assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future No Build and Build condition for each analysis period. It is assumed that this traffic assignment process will be completed for the projected development sites in the study area;
- Determine the resulting v/c ratios, delays, and LOS for the future No Build and Build condition, and identify significant traffic impacts in accordance with *CEQR Technical Manual* criteria;
- Identify and evaluate traffic improvements needed to mitigate significant traffic impacts. The mitigation analysis will frame the full set of measures required in the EIS development scenario built by 2015; and
- Construction period traffic impacts will be assessed qualitatively by considering any losses in lanes, walkways, and other above and below grade transportation services, and increases in vehicles from construction workers, and potential temporary impacts to these transportation systems will be assessed. The effect of the development construction when roadway and bridge construction is planned by DOT, the New York State Department of Transportation (NYSDOT), and DOT (Bridges) in the primary and secondary study areas will also be considered.

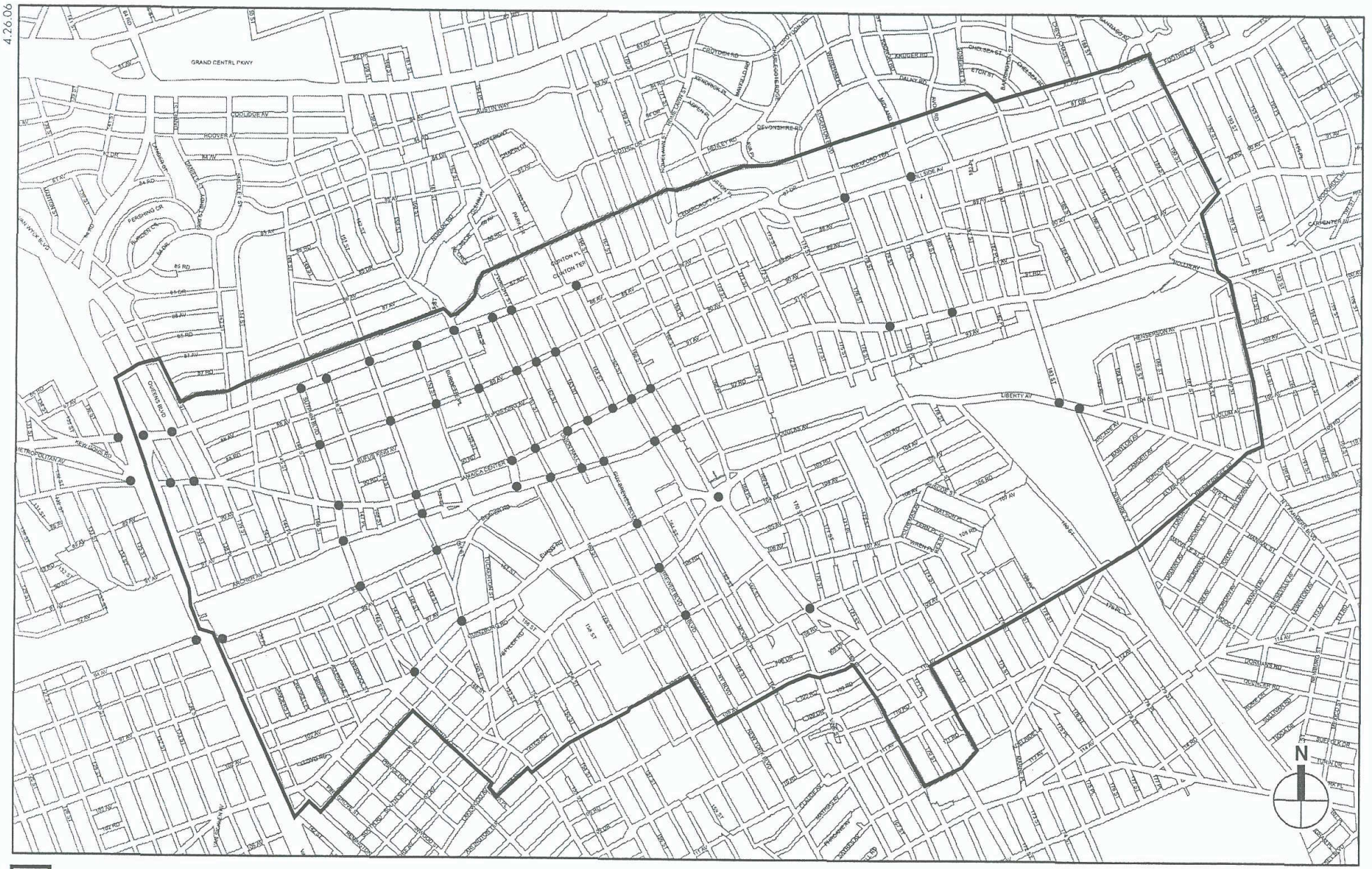
Attachment B, "Transportation Planning Assumptions," provides additional data on the proposed traffic analyses.

TASK 16B. PARKING

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

- Conduct an inventory of the public parking lots and garages in the study area, noting their locations, capacities, and peak weekday AM, midday and overnight utilization levels. Conduct an inventory of the number of legal on-street parking spaces within the proposed project area and their general utilization levels on a typical weekday. This information will be used as the basis for determining the ability of existing parking resources to accommodate increased demands in the future;
- Describe on-street parking regulations for the study area;

4.26.06



Project Site

Traffic Study Locations

0 2000 FEET

SCALE

Downtown Jamaica Redevelopment Plan

Traffic Study Locations

Figure 11

- Project future parking availability based on an annual background growth rate of one (1) percent per year. Any existing parking facilities expected to be removed or relocated or other changes to parking conditions in the Build condition will be factored into this assessment; and
- Develop parking accumulation profiles for the projected development sites expected to occur as a result of the proposed actions by the analysis year of 2015. It will be assumed that each identified new development would provide parking in accordance with applicable zoning requirements. Based on these assumptions, an assessment will be provided to determine whether there would be excess parking demand, and whether there are a sufficient number of other parking spaces available in each area to accommodate that excess demand.

TASK 17. TRANSIT AND PEDESTRIANS

The proposed actions are expected to generate a net increase of more than 200 subway and bus trips, the *CEQR Technical Manual* threshold for detailed transit analysis, in the weekday AM and PM peak hours. Subway and bus modes will be examined to determine existing, No Build, and Build conditions. The subway analyses will focus on four stations; the bus studies will evaluate local and express bus service within the proposed project area. Additionally, the EIS will describe the street system, including all pedestrian and bicycle facilities. Locations with high rates of accidents involving pedestrians and/or bicycles will be highlighted and assessed for potential impacts.

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

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

Station Descriptions

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

144th Street FCA
2 entry/exit high turnstiles
2 exit only high turnstiles
2 stairs from street to FCA

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

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

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

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

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

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

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

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

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

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

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

The EIS will also:

- Perform a line haul analysis for subway lines F, E, J, and Z;
- Determine the existing capacities and LOS along or through critical elements of these four stations according to *CEQR Technical Manual* and/or New York City Transit (NYCT) design criteria;
- Determine future with and without the proposed action volumes at these analysis locations using background ridership growth rates of one (1) percent per year for the stations and project-generated subway riders. Significant impacts will be identified and mitigation measures identified where necessary in coordination with NYCT;
- Identify the local and express bus routes serving the area detailing existing, No Build, and Build conditions (i.e., bus load levels) for routes expected to attract demand from the projected development sites. The bus lines to be analyzed include:

  —New York City Transit Lines: Q1, Q2, Q3, Q4, Q5, Q17, Q20A, Q20B, Q24, Q30, Q31, Q36, Q42, Q43, Q44, Q54, Q56, Q75, Q76, Q77, Q83, Q84, Q85, X32, X63, X64, X68;

  —Green Bus Lines, Inc.: Q6, Q8, Q9, Q9A, Q40, Q41, Q60;

  —Jamaica Buses, Inc.: Q110, Q111, Q112, Q113;

  —Queens Surface Corporation Lines: Q25, Q34, Q65; and

  —Long Island Bus Lines: N1, N2, N3, N4, N6, N22, N22A, N24, N26.

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

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

TASK 18. AIR QUALITY

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 to be affected by air pollutants emitted from existing nearby industrial, commercial, institutional, or large-scale residential uses. The potential for impacts from mobile and stationary sources, including manufacturing emissions and boilers, will therefore be assessed in the EIS following the procedures outlined in the *CEQR Technical Manual.*

MOBILE SOURCE ANALYSES

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

- Update existing air quality data. Collect and summarize existing ambient air quality data for the study area;
- Determine receptor locations for the carbon monoxide (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. However, if warranted, up to a maximum of nine intersections will be included in the analysis. Based on a preliminary review of the study area roadway configuration and traffic patterns, the following corridors are expected to be analyzed for mobile source air quality:

  —2 to 3 intersections along Hillside Avenue corridor between the Van Wyck Expressway on the west and 188th Street on the east;

  —2 to 3 intersections along the Jamaica Avenue corridor between the Van Wyck Expressway on the west and 188th Street on the east; and

  —2 to 3 intersections in the Jamaica Center area (e.g., along Sutphin Boulevard on the west, 150th Street on the east, and Liberty Avenue on the south).

  Final selection of specific intersections for analysis will depend on the baseline and No Build traffic conditions along with the vehicular trip generation and distribution under the proposed action;
- At each intersection selected for analysis, multiple receptor sites will be simulated in accordance with CEQR guidelines and EPA-454/R-92-005 *Guideline for Modeling CO from Roadway Intersections*;
- Select dispersion model for microscale carbon monoxide analysis. At the receptor sites, it is anticipated that the U.S. Environmental Protection Agency's (EPA) mobile source CAL3QHC dispersion model will be used for the carbon monoxide microscale analysis. The CAL3QHCR modeling will be performed to determine impacts at intersections where significant impacts are predicted with the CAL3QHC model;
- Emissions from any on-site parking facilities will be modeled using the procedures outlined in the *CEQR Technical Manual*;
- Select meteorological conditions. For refined mobile source modeling with CAL3QHCR, actual meteorological data will be employed instead of worst-case assumptions concerning wind speeds, wind direction frequencies, and atmospheric stabilities. The latest available meteorological data with surface data from John F. Kennedy Airport and 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 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 10 microns $\mu g/m^3$ (PM_{10}) and less than 2.5 microns ($PM_{2.5}$) will be determined using available modeling tools. The $PM_{2.5}$ analysis would follow the DEP "Interim Guidelines for $PM_{2.5}$ Analysis," dated July 14, 2004. It is assumed that a refined mobile source modeling with CAL3QHCR, using actual meteorological data will be employed, along with vehicle emissions computed with EPA's MOBILE6 emissions model. Future pollutant levels with the project will be assessed to determine the potential for significant impacts from PM_{10} and $PM_{2.5}$. This analysis will be performed for PM_{10} and $PM_{2.5}$ at three locations in the area where the greatest particulate emissions would be expected. However, if after further assessment there is the need for more intersections, this will be investigated; 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 an 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. 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: NO_2, PM_{10}, and SO_2.
- In the event that significant impacts are predicted using screening analyses, examine the use of fuel restrictions which would be applied as (E) designations to avoid significant adverse air quality impacts.
- In the event of predicted exceedances associated with individual development sites, a detailed dispersion modeling analysis using the EPA Industrial Source Complex dispersion model (ISC3) 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.

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 EPA's Industrial Source Complex (ISC3) refined dispersion model for each of the pollutants in the permits to calculate cumulative impacts. In the event that potential violations of standards are estimated, measures to reduce pollutant levels to within standards will be examined for these sources.
- Guidelines values, developed by EPA and NYSDEC (as described in the *CEQR Technical Manual*) will be used for determining potential air toxics impacts. These are short-term (1-hr) SGC and long-term (annual) AGC guideline concentration values (NYSDEC Air Guide-1, Guidelines for the Control of Toxic Air Contaminants), and EPA's unit risks factors for inhalation (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 1 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 19. NOISE

This chapter will examine potential noise impacts due to mobile and stationary sources. As the proposed actions would place sensitive receptors in a manufacturing zone, the future vehicular traffic-induced dBA noise levels in $L_{10(1)}$ would be compared to the values contained in the Noise Exposure Guidelines for residential land uses (*CEQR Technical Manual* Table 3R-3). As the RWCDS includes public open space, the open space will be included as a sensitive receptor for noise analysis purposes. In addition, high ambient noise levels may affect the new sensitive uses introduced by the proposed action. The traffic noise model (TNM) version 2.5 will be utilized at selected intersections. The noise analysis will contain the following:

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

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

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

Tasks:

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

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

  — 2 to 3 intersections along Hillside Avenue corridor between the Van Wyck Expressway on the west and 188th Street on the east;

  — 2 to 3 intersections along the Jamaica Avenue corridor between the Van Wyck Expressway on the west and 188th Street on the east (this would include a site in the Kings Park); and

  — 2-3 intersections in the Jamaica Center area (e.g., along Sutphin Boulevard on the west, 150th Street on the east, and Liberty Avenue on the south).

  Final selection of specific locations for analysis will depend on the baseline and No Build traffic conditions along with the vehicular trip generation and distribution under the proposed actions. It is expected that up to 30 intersections would be analyzed for mobile source noise.

  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 LIRR.

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

  — Residential development sites in the vicinity of the Jamaica Train Station;

  — Residential development sites in the vicinity of the AirTrain structure;

  — Residential development sites along the corridor of the Long Island Railroad; and

  — Residential sites near manufacturing zones that would remain in place.

- Data Collection: At the identified locations, existing noise readings will be determined by performing one-hour equivalent (20 minutes readings as per *CEQR Technical Manual* guidelines) continuous noise levels (L_{eq}) and statistical percentile noise levels. The noise levels will be measured in units of "A" weighted decibels (dBA). The monitoring periods will coincide with the peak traffic noise periods. 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, and sites that are used to determine the building attenuation to comply with noise regulations. In addition to the above data, additional existing data from 14 other locations will be used in the analysis.

- 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 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 future sensitive land uses in the area.
- Analysis Year Noise Impacts: Noise impacts will be determined by comparing future with action project noise levels with 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. Both methodologies will be used in impact determination. Noise from nearby stationary sources will also be assessed.
- Noise Abatement Analysis: At locations where noise abatement may be required, appropriate mitigation measures will be considered in accordance with the CEQR guidelines and recommendations for their implementation will be made (*CEQR Technical Manual*, Table 3R-4). Future residential buildings, where mitigation may be required as a result of proposed actions, may receive (E) designation to ensure that noise attenuation is provided to comply with acceptable interior noise requirements.

TASK 20. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. Because there are no specific plans for individual buildings, the construction assessment for the proposed 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 10-year period (analysis year 2015), thereby minimizing potential impacts.

TASK 21. PUBLIC HEALTH

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality,

hazardous materials, construction and natural resources. A public health assessment may be warranted if a proposed action results in a) increased vehicular traffic or emissions from stationary sources resulting in significant air quality impacts; b) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect 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 22. 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, DOT, and DEP. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 23. ALTERNATIVES

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

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

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

- Unavoidable Adverse Impacts—which summarizes any significant adverse impacts that are unavoidable if the proposed actions are implemented regardless of the mitigation employed (or if mitigation is impossible);
- Growth-Inducing Aspects of the proposed action—which generally refers to "secondary" impacts of a proposed action that trigger further development; and

- Irreversible and Irretrievable Commitments of Resources—which summarizes the proposed action and their impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 24. EXECUTIVE SUMMARY

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

ATTACHMENT A
PROPOSED ZONING TEXT AMENDMENT
ESTABLISHING THE SPECIAL DOWNTOWN JAMAICA DISTRICT

Proposed Zoning Text Amendment Establishing the Special Downtown Jamaica District
September 12, 2006

Matter in Graytone or Underlined is new, to be added;
Matter in ~~Strikeout~~ is old, to be deleted;
Matter within # # is defined in Section 12-10;`
* * * indicate where unchanged text appears in the Zoning Resolution
#38

11-12
Establishment of Districts

* * *

Establishment of the Special Downtown Brooklyn District

In order to carry out the special purposes of this Resolution as set forth in Article X, Chapter 1, the #Special Downtown Brooklyn District# is hereby established.

Establishment of the Special Downtown Jamaica District

In order to carry out the special purposes of this Resolution as set forth in Article XI, Chapter 5, the #Special Downtown Jamaica District# is hereby established.

* * *

12-10
Definitions

* * *

Special Downtown Brooklyn District

* * *

Special Downtown Jamaica District

The "Special Downtown Jamaica District" is a Special Purpose District designated with the letters "DJ" in which regulations set forth in Article XI, Chapter 5, apply. The #Special Downtown Jamaica District# and its regulations supplement, modify and supersede those of the districts on which it is superimposed.

* * *

14-44
Special Zoning Districts Where Certain Sidewalk Cafes are Permitted

* * *

The Bronx	#Enclosed Sidewalk Cafe#	#Unenclosed Sidewalk Cafe#
City Island District	No	Yes

Queens	#Enclosed Sidewalk Cafe#	#Unenclosed Sidewalk Cafe#
Downtown Jamaica District	No	Yes

Staten Island	#Enclosed Sidewalk Cafe#	#Unenclosed Sidewalk Cafe#
South Richmond Development District	Yes	Yes

* * *

15-011
Applicability within Special Districts

The provisions of this Chapter shall apply in any #Special Mixed Use District# as modified by Article XII, Chapter 3 (Special Mixed Use District).

The provisions of this Chapter shall apply in the #Special Downtown Jamaica District# as modified by Article XI, Chapter 5 (Special Downtown Jamaica District).

* * *

23-011

Quality Housing Program

* * *

(c) The Quality Housing Program shall not apply to:

(1) Article VII, Chapter 8 (Large Scale Residential Developments);

(2) Special Purpose Districts, except the following:

* * *

(vii) the #Special Long Island City Mixed Use District#; ~~and~~

(viii) the #Special Downtown Brooklyn District#; ~~or~~ and

(ix) the #Special Downtown Jamaica District#; or

* * *

73-16
Public Transit, Railroad or Electric Utility Substations

In all #Residence Districts# or #Commercial Districts#, and in M1 Districts in the #Special Downtown Jamaica District#, the Board of Standard and Appeals may permit electric utility substations (including transformers, switches, or auxiliary apparatus) or public transit or railroad electric substations, limited in each case to a site of not more than 40,000 square feet, and in the case of electric utility substations to a site of not less than 10,000 square feet, provided that the following findings are made:

* * *

74-61
Public Transit, Railroad or Electric Utility Substations

In all #Residence# and #Commercial Districts#, and in M1 Districts in the #Special Downtown Jamaica District#, the City Planning Commission may permit electric utility substations (including transformers, switches, or auxiliary apparatus) or public transit or railroad electric substations, limited in each case to a site of not less than 40,000 square feet nor more than

10 acres, provided that the following findings are made:

* * *

Note: All text is new in Article XI, Chapter 5 - No underlining will be used.

Article XI - Special Purpose Districts

Chapter 5
Special Downtown Jamaica District

115-00
GENERAL PURPOSES

The "Special Downtown Jamaica District" established in this Resolution is designed to promote and protect the public health, safety and general welfare of the Downtown Jamaica community. These general goals include, among others, the following specific purposes, to:

(a) strengthen the business core of Downtown Jamaica by improving the working and living environments;

(b) foster development in Downtown Jamaica and provide direction and incentives for further growth where appropriate;

(c) expand the retail, entertainment and commercial character of the area around the transit center and to enhance the area's role as a major transportation hub in the City;

(d) provide transitions between the downtown commercial core, the lower-scale residential communities and the transportation hub;

(e) improve the quality of new development in Downtown Jamaica by requiring the provision of specified public amenities in appropriate locations;

(f) encourage the design of new development that is in character with the area;

(g) enhance the pedestrian environment by relieving sidewalk congestion and providing pedestrian amenities; and

(h) 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.

115-01
General Provisions

In harmony with the general purposes and content of this Resolution and the general purposes of the #Special Downtown Jamaica District#, the regulations of the #Special Downtown Jamaica District# shall apply to all #developments#, #enlargements#, alterations and changes of #use# within the #Special Downtown Jamaica District#, except as otherwise provided in this Chapter. The regulations of all other Chapters of this Resolution are applicable except as modified, supplemented or superseded by the provisions of this Chapter. In the event of a conflict between the provisions of this Chapter and other regulations of this Resolution, the provisions of this Chapter shall control.

Any special permit granted by the City Planning Commission before (the effective date of this amendment), may be started or continued, in accordance with the terms thereof, or as such terms may be subsequently modified, pursuant to the regulations in effect at the time such special permit was granted, subject to the provisions of Sections 11-42 (Lapse of Authorization or Special Permit Granted by the City Planning Commission Pursuant to the 1961 Zoning Resolution) and 11-43 (Renewal of Authorization or Special Permit).

115-02
District Plan and Maps

The regulations of this Chapter implement the #Special Downtown Jamaica District# Plan.

The District Plan includes the following maps in the Appendix to this Chapter:

Map 1	Special Downtown Jamaica District
Map 2	Ground Floor Use and Transparency and Curb Cut Restrictions
Map 3	Street Wall Location
Map 4	Street Wall Height
Map 5	Maximum Building Height
Map 6	Sidewalk Widening

The maps are hereby incorporated and made part of this Resolution for the purpose of specifying locations where the special regulations and requirements set forth in the text of this Chapter apply.

115-10
SPECIAL USE REGULATIONS

In the #Special Downtown Jamaica District#, the #use# regulations of the underlying district shall apply except as modified in this Section. The #use# regulations of the underlying C4-5X, C6 and M1-4 Districts relating to #public parking garages# are modified in Section 115-11 (Public Parking Garages). The #use# regulations of the underlying C6-4 District relating to Use Group 11B, are modified in Section 115-12 (Use Group 11B in C6-4 Districts). Special ground floor #use# and transparency regulations shall apply in the C4-5X and C6 Districts pursuant to Sections 115-13 (Ground Floor Use, Frontage and Major Building Entrance Regulations in C4-5X and C6 Districts) and 115-14(Transparency Requirement in C4-5X and C6 Districts). The #use# regulations of the underlying M1-4 District, including Use Groups 3, 4, 6, 10, 16, 17 and 18, are modified as specified in Section 115-15(Modification of Use Regulations in M1-4 Districts).

115-11
Public Parking Garages

In the #Special Downtown Jamaica District#, the #use# regulations of the underlying C4-5X, C6-2, C6-3, C6-4 and M1-4 Districts shall be modified to permit #public parking garages# with a capacity of 150 spaces or less, as-of-right, subject to the provisions set forth for #accessory# off-street parking spaces in Sections 36-53 (Location of Access to the Street), 36-55 (Surfacing) and 36-56 (Screening). #Public parking garages# may be open or enclosed, provided that no portion of such #use# shall be located on a roof other than a roof which is immediately above a #cellar# or #basement#, except as provided by the special permit provisions of Section 74-52 (Parking Garages or Public Parking Lots in High Density Central Areas).

115-12
Use Group 11B in C6-4 Districts

In C6-4 Districts, the provisions of Section 32-20 (Use Group 11), paragraph B. (Wholesale or Similar Establishments), shall be modified to allow wholesale establishments with no limitation on #accessory# storage.

115-13
Ground Floor Use, Frontage and Major Building Entrance

Regulations in C4-5X and C6 Districts

On designated #streets#, as shown on Map 2 (Ground Floor Use and Transparency and Curb Cut Restrictions) in the Appendix to this Chapter, the special ground floor #use#, frontage and major building entrance regulations of this Section shall apply to any #building or other structure# fronting on such #streets#.

#Uses# located on the ground floor level or within five feet of the level of the adjoining sidewalk, and within 30 feet of the #street line#, shall be limited to #community facility uses# without sleeping accommodations, as listed in Section 115-15 (Modification of Use Regulations in M1-4 Districts), and #uses# listed in Use Groups 5, 6A, 6B, 6C, 6D, 7A, 7B, 8A, 8B, 8D, 9, 10, 11, 12A, 12B and 12C. A building's #street# frontage shall be allocated exclusively to such #uses#, except for lobby space, entryways or entrances to subway stations.

In no event shall the length of #street# frontage occupied by lobby space, entrance space and/or a building entrance recess exceed, in total, 30 feet or 50 percent of the building's total #street# frontage, whichever is less.

Any #development# or any #enlarged# portion of a #building# located on a #zoning lot# with frontage on such designated #street# shall provide a major building entrance onto such #street#. However, #developments# or #enlargements# on #zoning lots# with frontage on more than one designated #street#, may provide a major building entrance on only one designated #street#.

115-14
Transparency Requirement in C4-5X and C6 Districts

For any #development#, or for the #enlarged# portion of a #building#, on designated #streets# as shown on Map 2 (Ground Floor Use and Transparency and Curb Cut Restrictions) in the Appendix to this Chapter, each ground floor #street wall# shall be glazed with transparent materials which may include #show windows#, glazed transoms or glazed portions of doors. Such glazed area shall occupy at least 50 percent of the area of each such ground floor #street wall# measured to a height of 10 feet above the level of the adjoining sidewalk.

115-15
Modification of Use Regulations in M1-4 Districts

The #use# regulations of the underlying M1-4 District shall apply, except as modified as follows:

Use Groups 3A and 4A

The following #community facility uses# as listed in Sections 22-13 (Use Group 3) and 22-14 (Use Group 4) shall be permitted as-of-right provided that such #uses# are without sleeping accommodations:

From Use Group 3A:

College or universities, including professional schools but excluding business colleges or trade schools

Libraries, museums or non-commercial art galleries, without limitation

#Schools#;

From Use Group 4A:

Ambulatory diagnostic or treatment health care facilities, limited to public, private, for-profit or not-for-profit medical, health and mental health care facilities in which patients are diagnosed or treated by health care professionals, licensed by the New York State Department of Education or successor agency for medical, health or mental health conditions, and where such patients are ambulatory rather than admitted. Such facilities shall not include the practice of veterinary medicine, #physical culture or health establishments# or ophthalmic dispensing

Clubs, except:

(a) clubs, the chief activity of which is a service predominantly carried on as a business;

(b) non-commercial outdoor swimming pool clubs;

(c) any other non-commercial clubs with outdoor swimming pools located less than 500 feet from any #lot line#; or

(d) any activity or #use# listed within the definitions of either #adult physical culture establishments# or #physical culture or health establishments# in Section

Community centers or settlement houses

Rectories and parish houses

Non-commercial recreation centers

Philanthropic or non-profit institutions, without limitation on central office functions

Seminaries

Welfare centers

Use Groups 6 and 10

All #uses# listed in Sections 32-15 (Use Group 6) and 32-19 (Use Group 10), shall be permitted and shall not be subject to the limitations specified in Section 42-12 (Use Groups 3A, 6A, 6B,6D,6F,7B,7C,7D,7E,8,9B, 9C, 10A, 10B, 10C, 11, 12A, 12C, 12D, 12E, 13, 14, and 16).

Use Groups 16, 17 and 18

The following #uses# from Sections 32-25 (Use Group 16), 42-14 (Use Group 17) and 42-15 (Use Group 18) shall be permitted, provided that such #uses# are in completely enclosed #buildings#, except as specifically modified in this Section:

From Use Group 16A (Retail or Service Establishments):

Animal hospitals or kennels

Automobile, motorcycle, trailer or boat sales

Building materials sales, limited to 10,000 square feet of #lot area# per establishment

Carpentry, custom woodworking or custom furniture making shops

Electrical, glazing, heating, painting, paper hanging, plumbing, roofing or ventilating contractors' establishments

Fuel, ice, oil, coal or wood sales, limited to 5,000 square

feet of #lot area# per establishment

Household or office equipment or machinery repair shops, such as refrigerators, washing machines, stoves, deep freezers or air conditioning units

Machinery rental or sales establishments

Mirror silvering or glass cutting shops

Motorcycle or motor scooter rental establishments

Sign painting shops, with no limitation on #floor area# per establishment

Silver plating shops, custom

Soldering or welding shops

Tool, die or pattern making establishments, or similar small machine shops

Trade schools for adults

From Use Group 16B (Automotive Service Establishments):

#Automotive service stations#, open or enclosed, provided that facilities for lubrication, minor repairs or washing are permitted only if located within a #completely enclosed building#

From Use Group 16C (Vehicle Storage Establishments):

Commercial or public utility vehicle storage, including #accessory# motor fuel pumps

From Use Group 16D (Heavy Service, Wholesale, or Storage Establishments):

Carpet cleaning establishments

Dry cleaning or cleaning and dyeing establishments, with no limitation on type of operation, solvents, #floor area# or capacity per establishment

Laundries, with no limitation on type of operation

Linen, towel or diaper supply establishments

Moving or storage offices, with no limitation as to storage or #floor area# per establishment

Packing or crating establishments

Photographic developing or printing with no limitation on #floor area# per establishment

Warehouses

Wholesale establishments, with no limitation on #accessory# storage

From Use Group 17A (Service or Wholesale Establishments):

Building materials or contractors' yards, including sales, storage, or handling of building materials, with no limitation on #lot area# per establishment, except that lumber yards shall be limited to 20,000 square feet of #lot area# per establishment

Produce or meat markets, wholesale

From Use Group 17B (Manufacturing Establishments):

Advertising displays

Aircraft, including parts

Apparel or other textile products from textiles or other materials, including hat bodies, or similar products

Beverages, non-alcoholic

Bottling work, for all beverages

Brushes or brooms

Cameras or other photographic equipment, except film

Canvas or canvas products

Carpets

Ceramic products, including pottery, small glazed tile, or similar products

Chemicals, compounding or packaging

Cork products

Cosmetics or toiletries

Cotton ginning, or cotton wadding or linters

Electrical appliances, including lighting fixtures, irons, fans, toasters, electric toys, or similar appliances

Electrical equipment assembly, including home radio or television receivers, home movie equipment, or similar products, but not including electrical machinery

Electrical supplies, including wire or cable assembly, switches, lamps, insulation, dry cell batteries, or similar supplies

Film, photographic

Food products, except slaughtering of meat or preparation of fish for packing

Fur goods, not including tanning or dyeing

Glass products from previously manufactured glass

Hair, felt or feather products, except washing, curing or dyeing

Hosiery

Ice, dry or natural

Ink or inked ribbon

Jute, hemp, sisal or oakum products

Laboratories, research, experimental or testing

Leather products, including shoes, machine belting, or

similar products

Luggage

Machines, business, including typewriters, accounting machines, calculators, card-counting equipment, or similar products

Machinery, miscellaneous, including washing machines, firearms, refrigerators, air-conditioning, commercial motion picture equipment, or similar products

Machine tools, including metal lathes, metal presses, metal stamping machines, woodworking machines, or similar products

Mattresses, including rebuilding or renovating

Metal finishing, plating, grinding, sharpening, polishing, cleaning, rust-proofing, heat treatment, or similar processes

Metal stamping or extrusion, including costume jewelry, pins and needles, razor blades, bottle caps, buttons, kitchen utensils, or similar products

Motorcycles, including parts

Musical instruments, including pianos or organs

Novelty products

Optical equipment, clocks or similar precision instruments
Orthopedic or medical appliances, including artificial limbs, braces, supports, stretchers, or similar appliances

Paper products, including envelopes, stationery, bags, boxes, shipping containers, bulk goods, tubes, wallpaper printing, or similar products

Perfumes or perfumed soaps, compounding only

Pharmaceutical products

Plastic products, including tableware, phonograph records, buttons, or similar products

Printing or publishing, with no limitation on #floor area# per establishment

Rubber products, such as washers, gloves, footwear, bathing caps, atomizers, or similar products, excluding manufacture of natural or synthetic rubber

Scenery construction

Silverware, plate or sterling

Soap or detergents, packaging only

Sporting or athletic equipment, including balls, baskets, cues, gloves, bats, racquets, rods, or similar products

Statuary, mannequins, figurines, or religious art goods, excluding foundry operations

Steel products, miscellaneous fabrication or assembly, including steel cabinets, doors, fencing, metal furniture, or similar products

Textiles, spinning, weaving, manufacturing, dyeing, printing, knit goods, yarn, thread or cordage

Tobacco, including curing or tobacco products

Tools or hardware, including bolts, nuts, screws, doorknobs, drills, hand tools or cutlery, hinges, house hardware, locks, non-ferrous metal castings, plumbing appliances, or similar products

Toys

Umbrellas

Upholstering, bulk, excluding upholstering shops dealing directly with consumers

Vehicles, children's, including bicycles, scooters, wagons, baby carriages, or similar vehicles

Venetian blinds, window shades, or awnings, with no limitation on production or on #floor area# per establishment

Wax products

Wood products, including furniture, boxes, crates, baskets, pencils, cooperage works, or similar products

From Use Group 17C (Miscellaneous #Uses#):

Public transit, railroad or electric utility substations, open or enclosed, subject to the special permit provisions of Section 73-16 (Public Transit, Railroad or Electric Utility Substations) or 74-61 (Public Transit, Railroad or Electric Utility Substations)

Railroads, including rights-of-way, freight terminals, yards or appurtenances, or facilities or services used or required in railroad operations, but not including passenger stations

From Use Group 18:

Breweries, limited to 10,000 square feet of #floor area# per establishment

#Uses accessory# to the preceding listed #uses#

115-20
SPECIAL BULK REGULATIONS

115-21
Floor Area Ratio, Open Space and Lot Coverage

In C6-2 and C6-3 Districts, the underlying #floor area ratio# and #open space# provisions shall not apply. In lieu thereof, the maximum #floor area ratio# permitted for #commercial#, #community facility# or #residential uses#, separately or in combination, shall not exceed 6.0 in C6-2 Districts and 8.0 in C6-3 Districts. No #floor area# bonuses shall be permitted.

In C6-4 Districts, the underlying #floor area ratio# provisions, including #floor area# bonus provisions, shall apply to #residential# and #community facility uses#. For #commercial uses#, the maximum #floor area ratio# shall be 12.0, and no #floor area# bonuses shall apply.

In M1-4 Districts, the maximum #floor area ratio# permitted for #commercial#, #community facility# or #manufacturing uses#,

separately or in combination, shall be 2.0.

In C4 and C6 Districts, for #residential buildings# or the #residential# portion of a #mixed building#, the maximum #lot coverage# shall be 80 percent on a #corner lot# and 70 percent on an #interior# or #through lot#. However, no #lot coverage# provisions shall apply to any #zoning lot# comprising an entire #block# or to any #zoning lot# comprising a #corner lot# of 5,000 square feet or less.

115-22
Height and Setback Regulations

In M1-4 Districts, the underlying height and setback regulations shall apply except as modified in Section 115-221 (Permitted obstructions).

In C4 and C6 Districts, the underlying height and setback regulations are modified as set forth in Sections 115-221 through 115-224 (Maximum building height), inclusive.

For #zoning lots# subject to the sidewalk widening requirements of Section 115-31, the boundary of the sidewalk widening furthest from the #street line# shall be considered the #street line# for the purposes of applying all height and setback regulations.

All heights shall be measured from the #base plane#.

115-221
Permitted obstructions

The provisions of Section 33-42 (Permitted Obstructions) shall apply to all #buildings# within the #Special Downtown Jamaica District#, except the provisions of paragraph (c) of section 33-42 shall not apply. In lieu thereof, the following regulations shall apply:

Elevator or stair bulkheads, roof water tanks, cooling towers or other mechanical equipment (including enclosures) may penetrate a maximum height limit or #sky exposure plane# provided that either:

(a) the product, in square feet, of the #aggregate width of street walls# of such obstructions facing each #street# frontage, times their average height, in feet, shall not

exceed a figure equal to eight times the width, in feet, of the #street wall# of the #building# facing such frontage; or,

(b) for #buildings# at least 120 feet in height, the #lot coverage# of all such obstructions does not exceed 20 percent of the #lot coverage# of the #building#, and the height of all such obstructions does not exceed 40 feet.

In addition, dormers may penetrate a maximum base height in accordance with the provisions of paragraph (c) of Section 23-621 (Permitted obstructions in certain districts).

115-222
Street wall location
C4 C6

In the districts indicated, #street walls# shall be provided in accordance with the provisions of this Section.

(a) For all locations, except as specified on Map 3 (Street Wall Location) in the Appendix to this Chapter, the #street wall# of a #building# shall be located on the #street line# and extend along at least 70 percent of the #street# frontage of the #zoning lot#. No #street wall# location rules shall apply to the remaining portion of the #street frontage# of the #zoning lot#; however, any #street walls# provided in such portion shall be located on the #street line# or recessed within an #outer court#. All required #street walls# shall rise without setback to at least the minimum base height specified in Section 115-223 (Street wall height), or the height of the #building#, whichever is less. For #zoning lots# bounded by more than one #street line#, these #street wall# location requirements shall apply on all such #street lines#.

(b) Map 3 specifies #street frontages# where the regulations set forth in this paragraph (b) apply.

(1) The #street wall# shall be located on the #street line# and extend along the entire #street# frontage as specified on Map 3, and shall rise without setback to at least the minimum base height specified in Section 115-223, or the height of the #building#, whichever is less. This requirement shall also apply along that portion of any #street line# that intersects such #street# frontage specified on Map 3 within 50 feet of

such intersection.

(2) To allow articulation of #street walls# at the intersection of two #street lines# with mandatory #street wall# requirements, up to 50 percent of the area bounded by the two #street lines# and lines parallel to and 20 feet from such #street lines# may be unoccupied by a #building#.

(3) Where corner articulation is specified on Map 3, the following regulations shall apply:

(i) Where base corner articulation is specified on Map 3, the #building# shall occupy, at every level up to the level of the setback provided pursuant to Section 115-223 (Street wall height), not less than 50 percent and not more than 75 percent of the area bounded by the two #street lines# and lines parallel to and 20 feet from such #street lines#.

(ii) Where tower corner articulation is specified on Map 3, no articulation is required where all portions of the #building# that exceed a height of 60 feet are located at least 10 feet from a #wide street line# and at least 15 feet from a #narrow street line#. Where a #building# rises without setback along those #street lines# where no setback is required as specified on Map 4b, the #building# shall cover, at every level above the setback provided pursuant to Section 115-223 (Street wall height), not less than 50 percent and not more than 75 percent of the area bounded by:

(a) the #street line# of the #street# where no setback is required;

(b) a line 10 feet from and parallel to a #wide street# with a setback requirement or 15 feet from and parallel to a #narrow street# with a setback requirement; and

(c) lines parallel to and 20 feet from such lines.

(4) No #street wall# location requirements shall apply to any open space fronting on Sutphin Boulevard between 94 and 95th Avenues #developed# pursuant to the Jamaica Gateway Urban Renewal Plan, as shown on Map 3.

(c) In all locations where #street walls# are required, recesses, not to exceed three feet in depth from the #street line#, shall be permitted on the ground floor where required to provide access to the #building#.

Above a height of 12 feet, up to 30 percent of the aggregate width of required street walls may be recessed beyond the #street line#, provided any such recesses deeper than 10 feet along a #wide street#, or 15 feet along a #narrow street#, are located within an #outer court#. Furthermore, no recesses shall be permitted within 30 feet of the intersection of two #street lines# except to articulate the #street walls# as set forth in this Section.

Existing #buildings# may be vertically #enlarged# by up to one #story# or 15 feet, without regard to the #street wall# location requirements of this Section.

115-223
Street wall height
C4 C6

In the districts indicated, except in the locations indicated on Maps 4A and 4B (Street Wall Height) in the Appendix to this Chapter, the minimum height, before setback, of a #streetwall# required pursuant to Section 115-222 (Street wall location) shall be 40 feet and the maximum height, before setback, shall be 60 feet. Any portion of a #building# that exceeds a height of 60 feet shall be set back at least 10 feet from a #wide street line# and at least 15 feet from a #narrow street line#.

In the locations indicated on Map 4A, required #street walls# shall rise without setback to the minimum height specified for that location on Map 4A or the height of the #building#, whichever is less. Any portion of a #building# that exceeds the maximum #street wall# height specified for that location shall be set back at least 10 feet from a #wide street line# and at least 15 feet from a #narrow street line#.

In the locations indicated on Map 4B, required #street walls# shall rise without setback to a minimum height of 40 feet or the height of the #building#, whichever is less. Above a height of

40 feet, no setbacks are required for any portion of the building.

115-224
Maximum building height
C4 C6

In C4-4A Districts, no #building or other structure# shall exceed a height of 80 feet.

In C4-5X Districts, no #building or other structure# shall exceed a height of 125 feet.

In C6-2, C6-3 and C6-4 Districts, no #building or other structure# shall exceed a height of 250 feet. However, no height limitations shall apply in those areas specified on Map 5 (Maximum Building Height)in the Appendix to this Chapter.

115-30
MANDATORY IMPROVEMENTS

115-31
Sidewalk Widenings

The provisions of this Section shall apply to all #developments# fronting upon locations requiring sidewalk widenings as shown on Map 6 (Sidewalk Widenings) in the Appendix to this Chapter. A sidewalk widening is a continuous, paved open area along the #street line# of a #zoning lot# having a depth of five feet or 10 feet, as set forth on Map 6. Such depth shall be measured perpendicular to the #street line#. Sidewalk widenings shall be improved as sidewalks to Department of Transportation standards, at the same level as the adjoining public sidewalk and directly accessible to the public at all times. No #enlargement# shall be permitted to decrease the depth of such sidewalk to less than such minimum required total sidewalk depth.

All mandatory sidewalk widenings must provide lighting in accordance with the requirements of paragraph (n) of Section 37-04 (Requirements for Urban Plazas), except that the minimum level of illumination shall be not less than two horizontal foot candles throughout the entire mandatory sidewalk widening.

Sidewalk widenings of 10 feet or more must provide one linear foot of seating for every 150 square feet of mandatory sidewalk

widening. In addition, the provisions of Section 62-672 (Seating) shall apply.

115-32
Street Tree Planting

All new #developments# or #enlargements# that increase the existing #floor area# by at least 20 percent shall provide and maintain trees of not less than three inch caliper at the time of planting in the sidewalk adjacent to the #zoning lot#. Such trees shall be provided for the entire length of the #street# frontage of the #zoning lot# at maximum intervals of 25 feet except where the Commissioner of Parks and Recreation determines that such tree planting would be infeasible.

Trees shall be planted with gratings flush to grade in at least 200 cubic feet of soil per tree, with a depth of soil of at least 3 feet, 6 inches. Species shall be selected, installed and maintained in accordance with the specifications established by the Department of Parks and Recreation.

115-33
Refuse Storage, Recreation Space and Planting Areas

All #residential buildings# shall provide refuse storage space, recreation space and planting areas in accordance with the provisions of Section 28-23 (Refuse Storage and Disposal) and Section 28-30 (RECREATION SPACE AND PLANTING AREAS), whether or not they are #developed# or #enlarged# pursuant to the Quality Housing Program.

115-40
RESIDENTIAL CONVERSIONS

In all #commercial districts#, the conversion to #dwelling units# of non-#residential buildings#, or portions thereof, erected prior to January 1, 1977, shall be permitted subject to Sections 15-11 (Bulk Regulations), 15-12 (Open Space Equivalent) and 15-30 (Minor Modifications), paragraph(b).

#Uses# in #buildings# erected prior to January 1, 1977, containing both #residential# and non-#residential# #uses# shall not be subject to the provisions of Section 32-42 (Location within Building).

115-50
SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS

115-51
Parking and Loading Requlations

Within the #Special Downtown Jamaica District#, the off-street parking and loading regulations shall be modified as follows:

In M1-4, C4-4A, C4-5X, C6-2, C6-3 and C6-4 Districts, the off-street parking and loading regulations of a C4-4 District shall apply, except as modified in this Section. However, for any #use# that is not allowed in a C4 District, the underlying off-street parking requirements of the applicable C6-2, C6-3, C6-4 or M1-4 District shall apply.

The provisions of Section 36-12 (Maximum Size of Accessory Group Parking Facilities) shall be modified as follows: An #accessory group parking facility# may contain up to 300 off-street parking spaces.

The provisions of Section 36-21 (General Provisions) pertaining to accessory off-street parking spaces for commercial or community facility uses shall be modified as follows: #Uses# in Use Groups 6B (Offices), 10B (Wholesale Establishments) and 11B (Wholesale Establishments), with parking requirement category B1, shall be required to provide one parking space per 2,000 square feet of #floor area#.

The provisions of Sections 36-342 (Reduced requirements in other C1 or C2 Districts or in C4, C5 or C6 Districts) and 36-344 (Waiver of requirements in other C1 or C2 Districts or in C4, C5 or C6 Districts) shall not apply in the #Special Downtown Jamaica District#.

115-51
Location of Access to the Street

Map 2 (Ground Floor Use and Transparency and Curb Cut Restrictions) in the Appendix to this Chapter specifies locations where curb cuts shall be prohibited within the #Special Downtown Jamaica District#.

However, where permitted or required #accessory# off-street parking and loading requirements apply in a location where such curb cuts are prohibited, a curb cut may be allowed, provided that the City Planning Commission certifies to the Commissioner

of Buildings that such #zoning lot# has access only to such prohibited location and that such curb cut shall be no greater than 20 feet in width.

An application to the City Planning Commission for certification respecting such curb cut shall be accompanied by a site plan drawn to a scale of at least one sixteenth inch to a foot, showing the size and location of the proposed curb cut.

The waiver provisions of Article III, Chapter 6 (Accessory Off-Street Parking and Loading Regulations) shall not apply to the special location of access requirements of this Section.

115-60
SPECIAL PERMIT TO MODIFY USE OR BULK REGULATIONS

For any #development#, #enlargement#, alteration or change of #use# on a #zoning lot# within the #Special Downtown Jamaica District#, the City Planning Commission may permit modification of the #use# or #bulk# regulations, except #floor area ratio# provisions, provided the Commission shall find that such:

(a) modification will aid in achieving the general purposes and intent of the Special District;

(b) #use# modification will encourage a lively pedestrian environment along the #street# or mandatory sidewalk widening, or is necessary for and the only practicable way to achieve the programmatic requirements of the #development#;

(c) #bulk# modifications will enhance the distribution of #bulk# on the #zoning lot#;

(d) #bulk# modifications will permit adequate access of light and air to surrounding #streets# and properties; and

(e) #development# or #enlargement# will relate harmoniously to the character of the surrounding area.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

APPENDIX

Map 1 - Special Downtown Jamaica District
Map 2 - Ground Floor Use and Transparency and Curb Cut Restrictions
Map 3 - Street Wall Location
Map 4 - Street Wall Height
Map 5 - Maximum Building Height
Map 6 - Sidewalk Widening

(END)



SPECIAL DOWNTOWN JAMAICA DISTRICT

MAP 1 - Special Downtown Jamaica District

Special Downtown Jamaica District

0 750 1,500 3,000 Feet

N



SPECIAL DOWNTOWN JAMAICA DISTRICT

MAP 2 - Ground Floor Use and Transparency and Curb Cut Restrictions

Special Downtown Jamaica District

Ground Floor Use Restrictions,
Minimum 50% Transparency Required,
Curb Cuts Restricted

0 700 1,400 2,800 Feet

N



SPECIAL DOWNTOWN JAMAICA DISTRICT

MAP 3 - Streetwall Location

Special Downtown Jamaica District

Streetwall Location

No street wall location requirement shall apply if developed pursuant to the Jamaica Gateway Urban Renewal Plan

Required Base Corner Articulation

Required Corner Articulation Above Setback

0 650 1,300 2,600 Feet

N



SPECIAL DOWNTOWN JAMAICA DISTRICT

MAP 4a - Streetwall Height

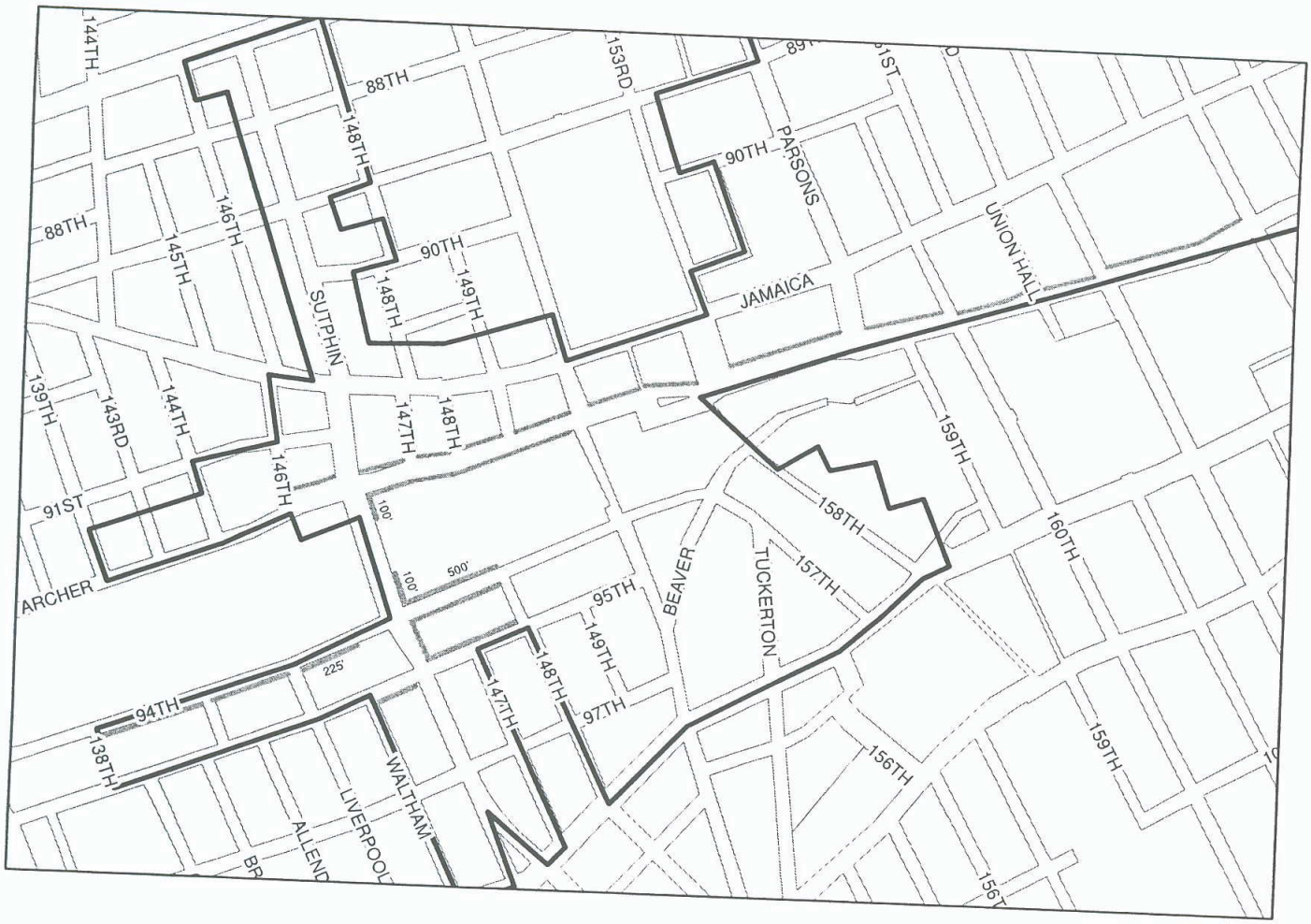
Special Downtown Jamaica District

30' Min. - 40' Max.

65' Min. - 80' Max.

0 750 1,500 3,000 Feet

N



SPECIAL DOWNTOWN JAMAICA DISTRICT

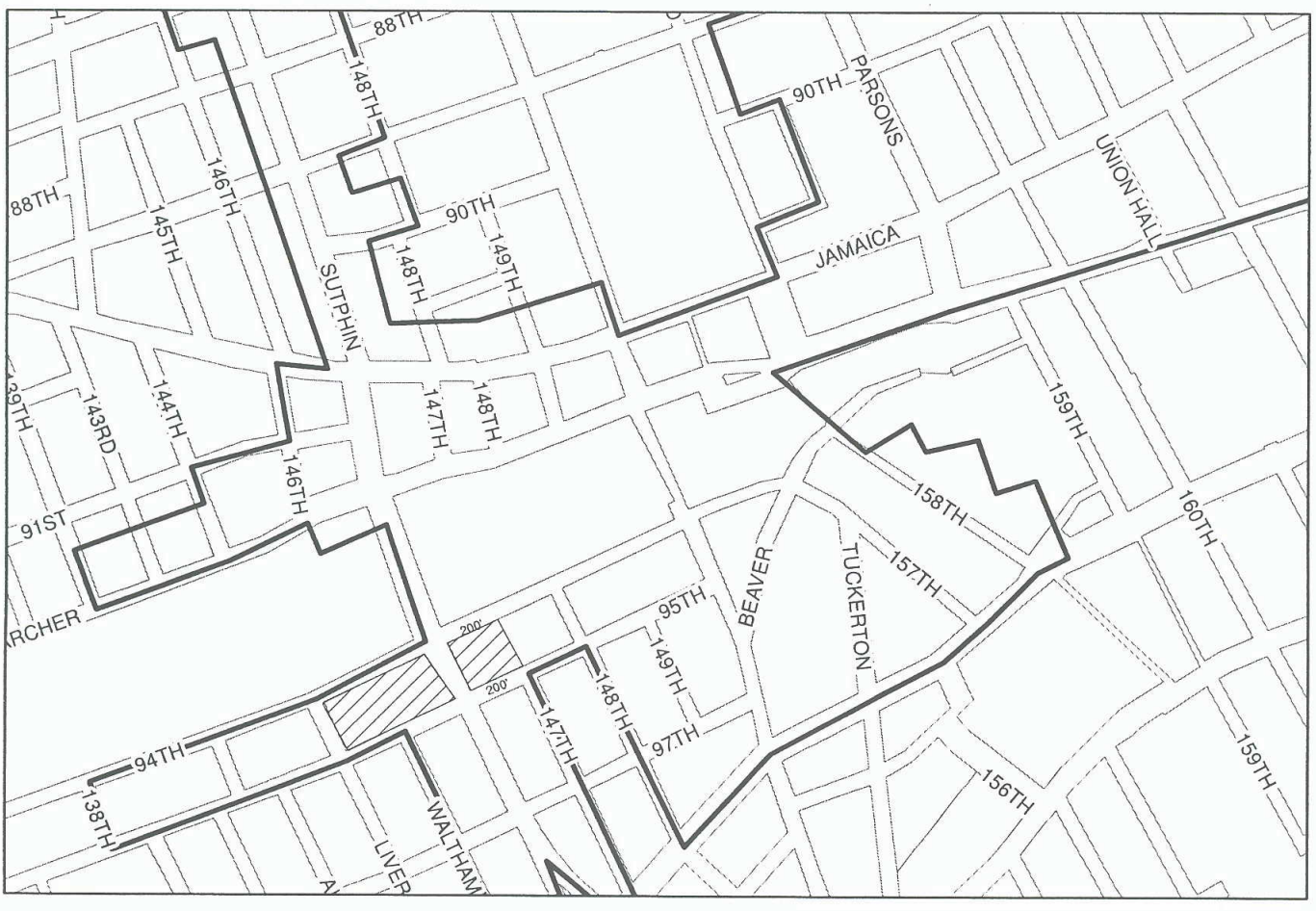
MAP 4b - Streetwall Height

Special Downtown Jamaica District

No Maximum Streetwall Height or Setback Required

0 500 1,000 2,000 Feet

N



SPECIAL DOWNTOWN JAMAICA DISTRICT

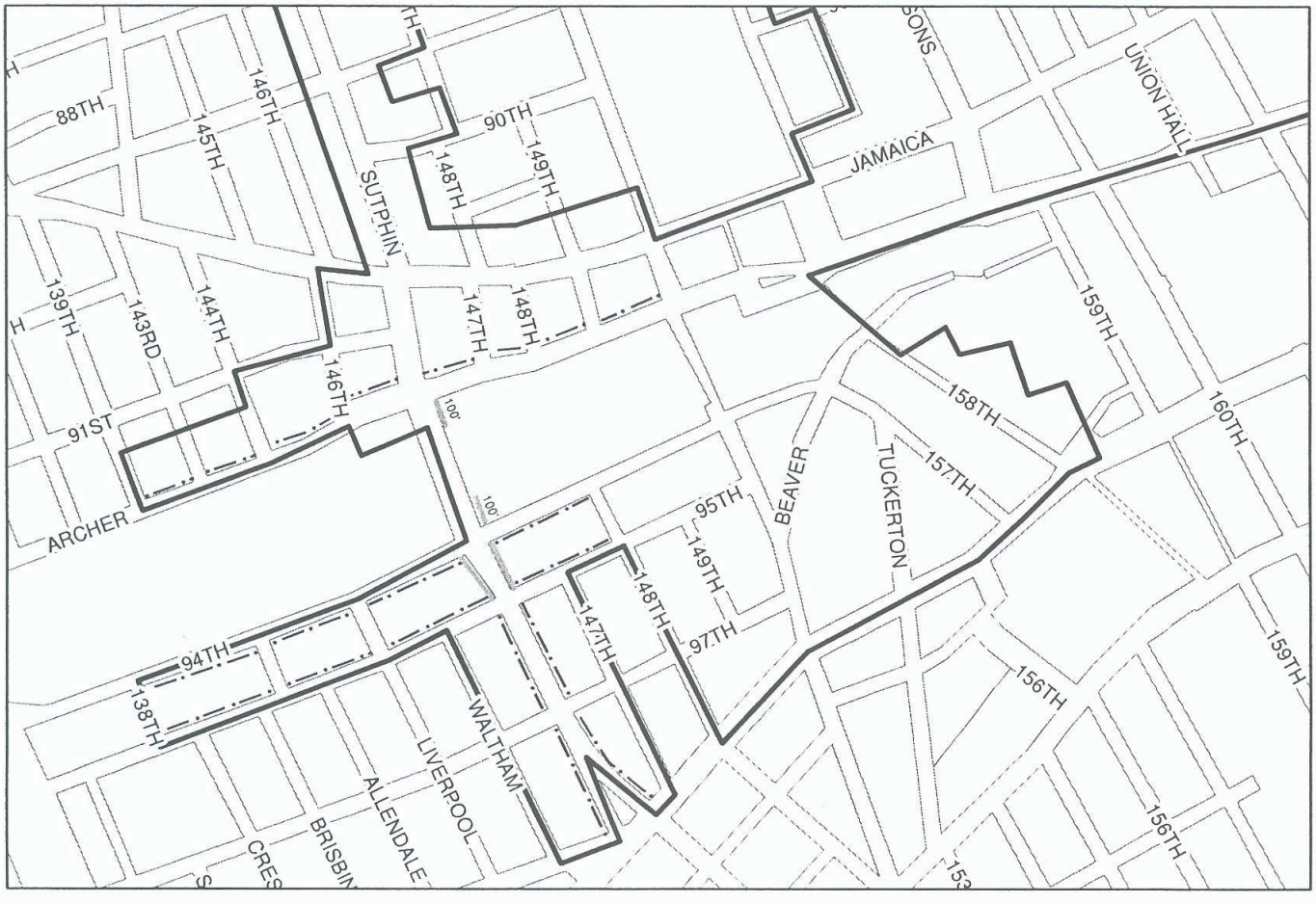
MAP 5 - Maximum Building Height

Special Downtown Jamaica District

No Building Height Limit

0 475 950 1,900 Feet

N



SPECIAL DOWNTOWN JAMAICA DISTRICT

MAP 6 - Sidewalk Widening

Special Downtown Jamaica District

5' Sidewalk Widening

10' Sidewalk Widening

0 480 960 1,920 Feet

N

ATTACHMENT B
TRANSPORTATION PLANNING ASSUMPTIONS

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Jamaica Rezoning
Transportation Planning Assumptions

The proposed rezoning project consists of projected development sites which would create approximately 1,685,551 sf of office, 3,861 dwelling units, 607,789 sf of destination retail, 352,072 sf of local retail, a 225-room hotel, and community facilities including 26,171 sf of social service office use, 35,599 sf of professional school, 57,841 sf of hospital, 13,358 sf of medical office, 98,757 sf of houses of worship, and 13,453 sf of community center uses. These development sites are distributed over a wide area of Jamaica with a concentration of office near Sutphin Boulevard/Archer Avenue, while the residential and retail uses are well distributed over the larger rezoning area. The proposed project would reduce industrial/manufacturing space by 614,752 sf. As such, the project's transportation demands would be the net difference between the proposed development and that which it replaces. This memo discusses the transportation planning assumptions that would be used in demand forecasting in the EIS.

Project-Generated Demand

Tables 1 and 1a show the preliminary transportation planning assumptions to be used in the forecast for the new development in the AM, midday, PM and Saturday midday peak hours. The table provides the daily generation rates, mode choice, as well as the hourly and directional patterns. Table 2 provides the overall net resulting trip generation and weekday and Saturday peak hour demands for each mode of transportation.

Net Transportation Demand

The net transportation demand would be the difference between future and baseline conditions. As indicated in Tables 2 and 2a, approximately 2,006 vehicle trips would be generated by new developments induced by the proposed action in the AM peak hour, 1,118 vph in the midday, 2,472 vph in the PM and 1,404 vph in the Saturday midday peak hour.

This net demand would then be assigned to the area roadways and transit facilities in order to assess any transportation impacts of the proposed rezoning. The trip distribution for residential and office uses will be based on Census travel patterns while retail and other uses will be based on population distribution within a 5 mile area. The preliminary traffic distribution is shown in Figure 1.

The net subway trips would be 1,911 in the AM and 2,720 in the PM peak hours, with the corresponding peak hour bus trips amounting to 1,515 trips and 2,419 trips, respectively. The vehicle trips would be assigned to the network and study area intersections identified in the scope and analyzed for impacts in the AM, midday, PM and Saturday midday peak hours. The transit and pedestrian trips would be

analyzed in the AM and PM peak hours. The subway trips would be assigned to the nearest stations and bus trips to the most direct routes. The analysis of subway stations will focus on those stations that are used by more than 200 persons per hour as per CEQR requirements.

Revised: December 13, 2005

Table 1 : Jamaica Urban Renewal Area - Transportation Planning Assumptions

Land Use:		Office	Residential	Destination Retail	Neigborhood Retail	Community Facility Miscellaneous	Hotel	Industrial
Size/Units:		1,685,551 gsf	3,861 DU	607,789 gsf	352,072 gsf	245,180 gsf	225 rooms	-614,752 GSF
Trip Generation:		(1)	(2)	(5)	(7)	(8)	(9)	(10)
	Weekday	18	8.075	75	205		5.82	9.54
	Saturday	0.9	7.678	100	205		8.61	1.81
		per 1,000 sf	per du	per 1,000 sf	per 1,000 sf		per room	per 1,000 sf
Temporal Distribution:		(1)	(2)	(5)	(7)		(9)	(10)
	AM	11.8%	9.1%	2.3%	3.1%		6.6%	13.2%
	MD	14.5%	4.7%	8.7%	19.0%		8.3%	11.0%
	PM	13.7%	10.7%	8.9%	9.6%		7.7%	14.2%
	SatMD	15.0%	8.2%	11.5%	9.5%		8.5%	10.7%
Modal Splits:		(3) AM/PM/Sat	(3) MD	(5)	(7)		(9)	(5) AM/PM/Sat. MD
	Auto	46.3%	2.0%	29.0%	20.0%	2.0%	30.1%	46.3% 2.0%
	Taxi	0.9%	1.0%	0.8%	1.0%	3.0%	12.3%	0.9% 1.0%
	Subway	16.5%	7.0%	39.2%	23.0%	6.0%	18.9%	16.5% 7.0%
	Bus	21.7%	7.0%	19.8%	33.0%	6.0%	5.5%	21.7% 7.0%
	Walk	8.2%	83.0%	9.0%	23.0%	83.0%	33.2%	8.2% 83.0%
	Rail	6.4%	0.0%	2.2%	0.0%	0.0%	0.0%	6.4% 0.0%
		100.0%	100%	100.0%	100.0%	100.0%	100.0%	100.0%
In/Out Splits:		(1) In	Out	(2) In	Out	(5) In Out	(7) In Out	(9) In Out	(4) In Out
	AM	96%	4%	16.0%	84.0%	61% 39%	50% 50%	41.0% 59.0%	88.0% 12.0%
	MD	39%	61%	50.0%	50.0%	55% 45%	50% 50%	68.0% 32.0%	50.0% 50.0%
	PM	5%	95%	67.0%	33.0%	47% 53%	50% 50%	59.0% 41.0%	24.0% 76.0%
	Sat MD	60%	40%	53.0%	47.0%	55% 45%	50% 50%	56.0% 44.0%	47.0% 53.0%
Vehicle Occupancy:		(1)	(3)	(6)	(7)		(9)	(10)
	Auto	1.42	1.15	2.30	2.00		1.6	1.30
	Taxi	1.42	1.40	2.30	2.00		1.4	1.30
Truck Trip Generation:		(4)	(4)	(4)	(4)		(4)	(4)
		0.29	0.06	0.35	0.35		0.10	0.67
		per 1000 SF	per du	per 1000 SF	per 1000 SF		per 1000 SF	per 1000 SF
		(4)	(4)	(4)	(4)		(4)	(4)
	AM	9.6%	12.2%	7.7%	7.7%		12.2%	14.0%
	MD	11.0%	8.7%	11.0%	11.0%		8.7%	8.6%
	PM	2.0%	1.0%	1.0%	1.0%		0.0%	1.0%
	Sat MD	-		-	-			
		In Out	In Out	In Out	In Out		In Out	In Out
	AM/MD/PM	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%		50.0% 50.0%	50.0% 50.0%

Notes :

(1) Pushkarev & Zupan, "Urban Space for Pedestrian," 1975. Saturday rate is based on Colisuem FEIS. Vehicle occupancy based on Downtown Brooklyn Development FEIS, April 2004.

(2) Pushkarev & Zupan, "Urban Space for Pedestrian," 1975. Saturday rate is based on ITE Land Use Code (220) apartment rate variation between weekday and Saturday.

(3) Residential modal split are based on 2000 census journey-to-work data. Office modal are based on 2000 census reverse journey-to-work. Midday office mode are based on Downtown Brooklyn FEIS

(4) Federal Highway Administration, "Curbside Pickup and Delivery and Arterial Traffic Impacts," 1981.

(5) Destination Retail Trip rate is based on ITE Land Use Code (820) shopping center. Mode split from One Jamaica Center EAS 1998. 40% linked trips are assumed in demand forecast summary based on planning factors derived from ITE Land Use Code 820 equations.

(6) Based on travel surveys, conducted by PHA in November 1994, for the Northern Boulevard Stores (FEIS) September 1995.

(7) 2001 CEQR Technical Manual. 70% linked trip are applied in the demand forecast summary based on survey within Bronxchester Retail Technical Memorandum, February 2004.

(8) See separate trip generation summary for different types of community facilities.

(9) Based on Marriot Hotel Transportation Survey, AKRF, August 1999. Use of JFK AirTrain is included in subway mode.

(10) ITE Trip Generation Handbook Land Use Code 110 (Light Industrial)

Table 1a : Jamaica Urban Renewal Area - Community Facilities Transportation Planning Assumptions

Land Use:		Social Service Office	Professional school	Hospital	Medical Office	House of Worship	Community Center
Size/Units:		26,171 gsf	35,599 gsf	57,841 gsf	13,358 gsf	98,757 gsf	13,453 GSF
		(1)	(4)	(5)	(6) Staff / Visitors	(7)	(9)
Trip Generation:	Weekday	18	26.60	36.99	10 / 33.6	19.18	48
	Saturday	0.9	10.87	24.69	4.3 / 14.5	21.83 (Sun = 77.12)	19
		per 1,000 sf	per 1000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf
Temporal Distribution:		(1)	(4)	(5)	(6)	(7)	(9)
	AM	11.8%	7.2%	6.8%	24.0% / 6.0%	7.9%	7.1%
	MD	14.5%	10.7%	8.4%	17.0% / 9.0%	4.0%	10.0%
	PM	13.7%	12.6%	6.7%	24.0% / 5.0%	7.2%	7.2%
	SatMD	15.0%	12.6%	19.3%	17.0% / 9.0%	15.8%	14.2%
		(2)	(4)	(5)	(6)	(8)	(2)
Modal Splits:		AM/PM/SAT / MD					
	Auto	46.3% / 2.0%	10.0%	47.0%	20.0% / 25.0%	29.0%	5.0%
	Taxi	0.9% / 1.0%	2.0%	24.0%	10.0% / 25.0%	0.8%	1.0%
	Subway	16.5% / 7.0%	57.0%	5.0%	30.0% / 29.0%	39.2%	3.0%
	Bus	21.7% / 7.0%	21.0%	13.0%	30.0% / 11.0%	19.8%	6.0%
	Walk	8.2% / 83.0%	10.0%	11.0%	10.0% / 10.0%	9.0%	85.0%
	Rail	6.4% / 0.0%	0.0%	0.0%	0.0% / 0.0%	2.2%	0.0%
		100.0% / 100%	100.0%	100.0%	100.0% / 100.0%	100.0%	100.0%
		(1)	(4)	(5)	(6)	(7)	(9)
In/Out Splits:		In / Out	In / Out	In / Out	In / Out	In / Out	In / Out
	AM	96% / 4%	94.0% / 6.0%	67% / 33%	94% / 6%	54% / 46%	61.0% / 39.0%
	MD	39% / 61%	46.0% / 54.0%	50% / 50%	50% / 50%	50% / 50%	55.0% / 45.0%
	PM	5% / 95%	44.0% / 56.0%	33% / 67%	12% / 88%	52% / 48%	29.0% / 71.0%
	Sat MD	60% / 40%	57.0% / 43.0%	50% / 50%	50% / 50%	71% / 29%	49.0% / 51.0%
Vehicle Occupancy:		(1)	(4)	(5)	(6)	(2)	(2)
	Auto	1.42	1.50	1.65	1.00 / 1.65	1.65	1.65
	Taxi	1.42	1.50	1.40	1.40 / 1.20	1.40	1.40
Truck Trip Generation:		(3)	(3)	(3)	(3)	(3)	(3)
		0.29 per 1000 SF	0.29 per du	0.67 per du	0.29 per 1000 SF	0.29 per du	0.29 per 1000 SF
		(3)	(3)	(3)	(3)	(3)	(3)
	AM	9.6%	9.6%	14.0%	9.6%	9.6%	9.6%
	MD	11.0%	11.0%	8.6%	11.0%	11.0%	11.0%
	PM	1.0%	1.0%	2.0%	1.0%	1.0%	1.0%
	Sat MD	-		-	-	-	
		In / Out	In / Out	In / Out	In / Out	In / Out	In / Out
	AM/MD/PM	50.0% / 50.0%	50.0% / 50.0%	50.0% / 50.0%	50.0% / 50.0%	50.0% / 50.0%	50.0% / 50.0%

Notes :

(1) Pushkarev & Zupan, "Urban Space for Pedestrian," 1975. Saturday rate is based on Colisuem FEIS. Vehicle occupancy based on DOT ECO survey for Downtown Brooklyn.

(2) PHA transportation planning factors based on area mode splits for other uses.

(3) Federal Highway Administration, "Curbside Pickup and Delivery and Arterial Traffic Impacts," 1981.

(4) Trip rate and temporal distribution are based on MetroTech FEIS, 1987 (University). Saturday rate based on ratio of weekday to Saturday rate in ITE code(540) and multiple the weekday (26.6) PHA assumptions on modal split.

(5) Trip rates and temporal distribution based on the ITE Land Use code (610) hospital. Modal split and vehicle occupancy based Children's Hospital at Montefiore EAS.

(6) Based on 506 East 76th Street Rezoning DEIS. Saturday rate based on ITE trip ratio between weekday and Saturday.

(7) Based on the ITE Land Use code (560) church. Sunday rate is not used in the analysis

(8) Based on 2000 census journey-to-work data.

(9) Based on the ITE Land Use code (495) Recreational community Center .

Table 2 : Jamaica Urban Renewal Area - Demand Forecast Summary with Linked Trips

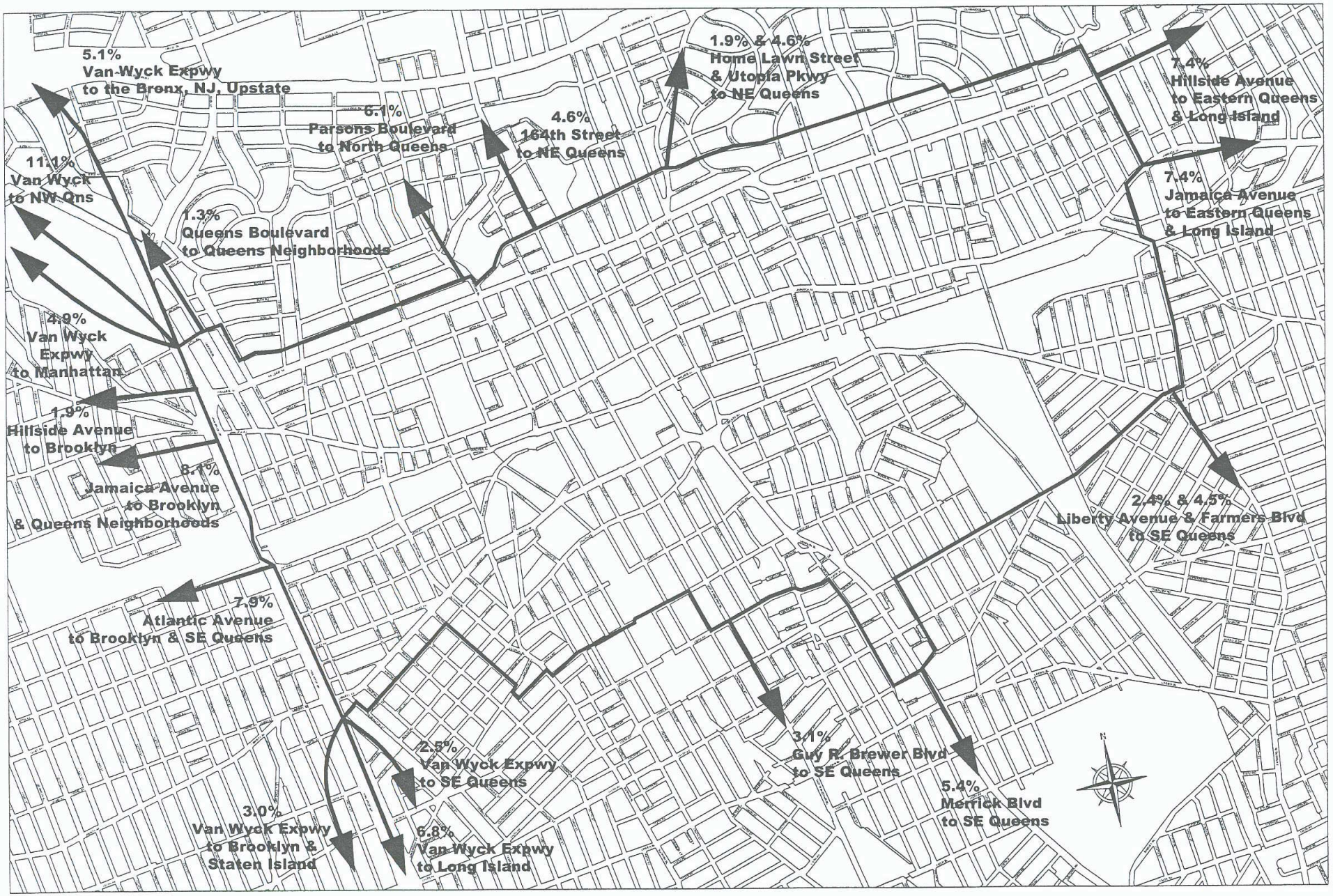
Land Use:		Office		Residential		Destination Retail		Neigborhood Retail		Community Facility Miscellaneous		Hotel		Industrial		Total Net Demand	
Peak Hour Trips:																	
	AM	3,580		2,837		632		671		524		86		-774		7,557	
	MD	4,399		1,465		2,391		4,114		552		109		-645		12,385	
	PM	4,157		3,336		2,446		2,079		566		101		-833		11,850	
	Sun MD	228		2,431		4,184		2,057		732		165		-119		9,677	
Person Trips:																	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	Auto	1,591	66	132	691	77	49	7	7	113	46	11	15	-315	-43	1,616	832
	Taxi	31	1	4	19	4	2	10	10	35	13	4	6	-6	-1	82	52
	Subway	568	24	178	934	89	57	20	20	99	34	7	10	-113	-15	848	1,063
	Bus	746	31	90	472	127	81	20	20	67	23	2	3	-148	-20	905	610
	Walk	282	12	41	214	89	57	279	279	59	27	12	17	-56	-8	704	598
	Railway/LIRR	220	9	10	52	0	0	0	0	5	2	0	0	-44	-6	192	57
	Total	3,438	143	454	2,383	386	246	335	335	378	146	36	51	-681	-93	4,347	3,212
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	Auto	34	54	212	212	263	215	41	41	67	67	22	10	-6	-6	634	594
	Taxi	17	27	6	6	13	11	62	62	29	29	9	4	-3	-3	133	135
	Subway	120	188	287	287	302	247	123	123	57	63	14	7	-23	-23	881	893
	Bus	120	188	145	145	434	355	123	123	40	42	4	2	-23	-23	843	833
	Walk	1,424	2,227	66	66	302	247	1,707	1,707	73	81	25	12	-268	-268	3,330	4,073
	Railway/LIRR	0	0	16	16	0	0	0	0	1	1	0	0	0	0	17	17
	Total	1716	2684	733	733	1315	1076	2057	2057	267	283	74	35	-323	-323	5,838	6,544
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	Auto	96	1,828	648	319	230	259	21	21	51	112	18	12	-93	-293	972	2,259
	Taxi	2	36	18	9	11	13	31	31	14	34	7	5	-2	-6	81	122
	Subway	34	653	876	432	265	298	62	62	62	94	11	8	-33	-105	1,278	1,442
	Bus	45	857	443	218	379	428	62	62	34	66	3	2	-43	-137	923	1,496
	Walk	17	324	201	99	265	298	862	863	29	61	20	14	-16	-52	1,378	1,607
	Railway/LIRR	13	253	49	24	0	0	0	0	2	5	0	0	-13	-41	52	242
	Total	208	3950	2235	1101	1150	1296	1039	1039	192	373	59	41	-200	-633	4,684	7,168
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Sat MD	Auto	63	42	374	331	460	377	21	21	142	100	28	22	-26	-29	1,062	863
	Taxi	1	1	10	9	23	19	31	31	39	37	11	9	-1	-1	115	105
	Subway	23	15	505	448	529	433	62	62	122	62	17	14	-9	-10	1,249	1,023
	Bus	30	20	255	226	759	621	62	62	75	45	5	4	-12	-14	1,174	965
	Walk	11	7	116	103	529	433	854	854	56	43	31	24	-5	-5	1,592	1,459
	Railway/LIRR	9	6	28	25	0	0	0	0	5	2	0	0	-4	-4	39	29
	Total	137	91	1288	1143	2301	1883	1028	1028	440	290	92	72	-56	-63	5,231	4,444
Vehicle Trips :																	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	Auto (Total)	1121	47	114	601	34	21	3	3	74	29	7	9	-242	-33	1,111	677
	Taxi	22	1	3	14	2	1	5	5	25	8	3	4	-5	-1	54	32
	Taxi (balanced)															59	59
	Truck	23	23	15	15	8	8	0	0	4	4	0	0	0	0	50	50
	Total	1166	71	132	630	44	31	8	8	103	40	10	13	-247	-34	1,220	786
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	Auto (Total)	24	38	185	185	114	94	21	21	42	42	14	6	-5	-5	395	380
	Taxi	12	19	4	4	6	5	31	31	21	21	6	3	-2	-2	78	80
	Taxi (balanced)															119	119
	Truck	27	27	11	11	12	12	0	0	3	3	0	0	0	0	52	52
	Total	63	83	200	200	132	110	51	51	66	66	20	9	-7	-7	566	552
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	Auto (Total)	68	1288	564	278	100	113	10	10	32	73	11	8	-71	-225	714	1,544
	Taxi	1	25	13	6	5	6	16	16	10	23	5	4	-2	-4	48	75
	Taxi (balanced)															99	99
	Truck	5	5	1	1	1	1	0	0	0	0	0	0	0	0	8	8
	Total	74	1317	578	285	106	119	26	26	43	97	16	11	-73	-230	821	1,651
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Sat MD	Auto (Total)	45	30	325	288	200	164	10	10	87	61	17	14	-20	-22	664	544
	Taxi	1	1	7	7	10	8	15	15	27	27	8	6	-0	-0	69	63
	Taxi (balanced)															98	98
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	45	30	332	295	210	172	26	26	114	88	25	20	-20	-23	762	642

	Total Vehicle	In	Out	Total
	AM	1220	786	2006
	MD	566	552	1118
	PM	821	1651	2472
	Sat MD	762	642	1404

Table 2a : Jamaica Urban Renewal Area - Community Facilities Demand Forecast Summary

Land Use:		Social Service Office		Professional school		Hospital		Medical Office		House of Worship		Community Center		Total Net Demand	
Size/Units:		26,171	gsf	35,599	gsf	57,841	gsf	13,358	gsf	98,757	gsf	13,453	GSF		
Peak Hour Trips:								Staff	Visitor						
	AM	56		68		146		32	27	150		46		524	
	MD	68		101		179		23	40	76		65		552	
	PM	65		119		144		32	22	137		46		566	
	Sun MD	4		49		275		10	17	341		36		732	
Person Trips:															
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	Auto	25	1	6	0	46	23	12	1	23	20	1	1	113	46
	Taxi	0	0	1	0	23	12	9	1	1	1	0	0	35	13
	Subway	9	0	37	2	5	2	16	1	32	27	1	1	99	34
	Bus	12	0	13	1	13	6	12	1	16	14	2	1	67	23
	Walk	4	0	6	0	11	5	6	0	7	6	24	15	59	27
	Railway/LIRR	3	0	0	0	0	0	0	0	2	2	0	0	5	2
	Total	53	2	64	4	98	49	55	4	80	69	28	18	378	146
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	Auto	1	1	5	5	42	42	7	7	11	11	2	1	67	67
	Taxi	0	0	1	1	21	21	6	6	0	0	0	0	29	29
	Subway	2	3	27	31	4	4	9	9	15	15	1	1	57	63
	Bus	2	3	10	11	12	12	6	6	8	8	2	2	40	42
	Walk	22	35	5	5	10	10	3	3	3	3	30	25	73	81
	Railway/LIRR	0	0	0	0	0	0	0	0	1	1	0	0	1	1
	Total	27	42	47	55	89	89	31	31	39	38	35	29	267	283
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	Auto	1	28	5	7	22	45	1	11	21	19	1	2	51	112
	Taxi	0	1	1	1	11	23	1	8	1	1	0	0	14	34
	Subway	1	10	30	38	2	5	2	14	28	26	0	1	62	94
	Bus	1	13	11	14	6	13	1	11	14	13	1	2	34	66
	Walk	0	5	5	7	5	11	1	5	6	6	11	28	29	61
	Railway/LIRR	0	4	0	0	0	0	0	0	2	1	0	0	2	5
	Total	3	61	52	67	46	97	6	49	72	66	13	33	192	373
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Sat MD	Auto	1	1	3	2	65	65	3	3	70	29	1	1	142	100
	Taxi	0	0	1	0	33	33	3	3	2	1	0	0	39	37
	Subway	0	0	16	12	7	7	4	4	95	39	1	1	122	62
	Bus	0	0	6	4	18	18	2	2	48	20	1	1	75	45
	Walk	0	0	3	2	15	15	1	1	22	9	15	16	56	43
	Railway/LIRR	0	0	0	0	0	0	0	0	5	2	0	0	5	2
	Total	2	1	28	21	138	138	13	13	242	99	18	18	440	290
Vehicle Trips :															
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	Auto (Total)	17	1	4	0	28	14	10	1	14	12	1	1	74	29
	Taxi	0	0	1	0	17	8	7	0	0	0	0	0	25	8
	Truck	0	0	0	0	3	3	0	0	0	0	0	0	4	4
	Total	18	1	6	1	48	25	17	1	14	12	1	1	103	40
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	Auto (Total)	0	1	3	4	25	25	5	5	7	7	1	1	42	42
	Taxi	0	0	1	1	15	15	5	5	0	0	0	0	21	21
	Truck	0	0	1	1	2	2	0	0	0	0	0	0	3	3
	Total	1	1	4	5	42	42	10	10	7	7	1	1	66	66
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	Auto (Total)	1	20	3	4	14	27	1	9	13	12	0	1	32	73
	Taxi	0	0	1	1	8	17	1	5	1	0	0	0	10	23
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	20	4	5	22	44	2	14	13	12	0	1	43	97
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Sun MD	Auto (Total)	1	0	2	1	39	39	2	2	43	17	1	1	87	61
	Taxi	0	0	0	0	24	24	2	2	1	1	0	0	27	27
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	0	2	2	63	63	4	4	44	18	1	1	114	88

	Total Vehicle	In	Out	Total
	AM	103	40	143
	MD	66	66	132
	PM	43	97	140
	Sat MD	114	88	202



Downtown Jamaica Redevelopment Plan

Preliminary Traffic Distribution
Figure 1