A. INTRODUCTION

The Applicant, Forrest Lots, LLC, is requesting zoning map and zoning text amendments affecting five full blocks and a portion of one block and a change in the official City map to map two new street segments in the Bushwick neighborhood of Brooklyn Community District 4 (collectively, the "Proposed Action"). The proposed rezoning action affects the area bounded by Flushing Avenue on the north and Melrose Street and Forrest Street on the south, between Evergreen Avenue and Garden, Stanwix and Beaver Streets (see Figure 1-1). The Applicant is proposing a rezoning of its own properties within the rezoning area, which consists of all of Blocks 3140, 3141, and Block 3139 lots 18-21 and 23-36 and Block 3152 lots 1-3, 45, 48, 56, 58, 62-64, 66 and 100. In addition to the sites controlled by the Applicant, the rezoning would also affect all of Block 3138, the remainder of the lots on Blocks 3139 and 3152 and lots 26 (portion), 49 (portion), 51 and 56 on Block 3137. The block zoned M3-1 would be rezoned to an M1-2 district and the blocks zoned M1-1 would be rezoned to R6A and R7A residential districts with a C2-4 commercial overlay mapped along portions of the Stanwix Street, Bushwick, Flushing and Evergreen Avenue frontages to a depth of 100 feet. The Proposed Action also includes a zoning text amendment, which modifies Section 23-922 of the NYC Zoning Resolution to make the newly mapped R6A and R7A districts "Inclusionary Housing designated areas." This will establish an inclusionary floor area ratio (FAR) bonus, providing opportunity and incentive for the development of affordable housing.

The proposed mapping action would map and formally bestow to the City the unbuilt section of Stanwix Street between Montieth Street and Forrest Street and the unbuilt section of Noll Street between Evergreen Avenue and Stanwix Street, thereby creating network connectivity by opening them to public traffic. In conjunction with this expanded network, new signage and other traffic control devices would be installed by the Applicant and maintained by the New York City Department of Transportation.

The Proposed Action would facilitate a proposal by the Applicant to develop ten residential buildings with ground floor local retail uses. The Applicant intends to develop 54,182 sf of local retail space and 977 dwelling units (DUs), of which 242 DUs would be affordable to low-to-moderate-income households, per the Inclusionary Housing regulations, of which 47 units would be set aside for senior housing. However, for analysis purposes, this environmental review will consider that the Applicant would develop a maximum of 195 affordable dwelling units, and that the 47 senior units would be considered typical dwelling units. Therefore, under the RWCDS, the Applicant's sites would result in a net increase of 54,182 sf of local retail and 977 dwelling units, 195 of which are expected to be affordable to low-to-moderate-income households in accordance with the Inclusionary Housing Program. With the adoption of the Proposed Action, the proposed development is expected to be completed and occupied by 2016.

Four additional projected developments sites besides the Applicant's proposed development within the proposed rezoning area that could result in up to 99 DUs, of which 20 would be affordable, per the Inclusionary Housing regulations, and 27,609 sf of ground floor retail on Block 3152, Lots 36, 37, 38, 41, 43; Block 3138, Lots 20, 22, 32; Block 3137, Lot 56. There are also 3 potential development sites (sites that are also rezoned but which are less likely to be developed), which will be discussed in detail in this section. The other lots in the proposed rezoning area are not expected to be redeveloped as a result of the Proposed Action within the 2016 analysis timeframe. The area to be rezoned from M3-1 to the more restrictive M1-2 is also not expected to be redeveloped as a result of the Proposed Action. It should be

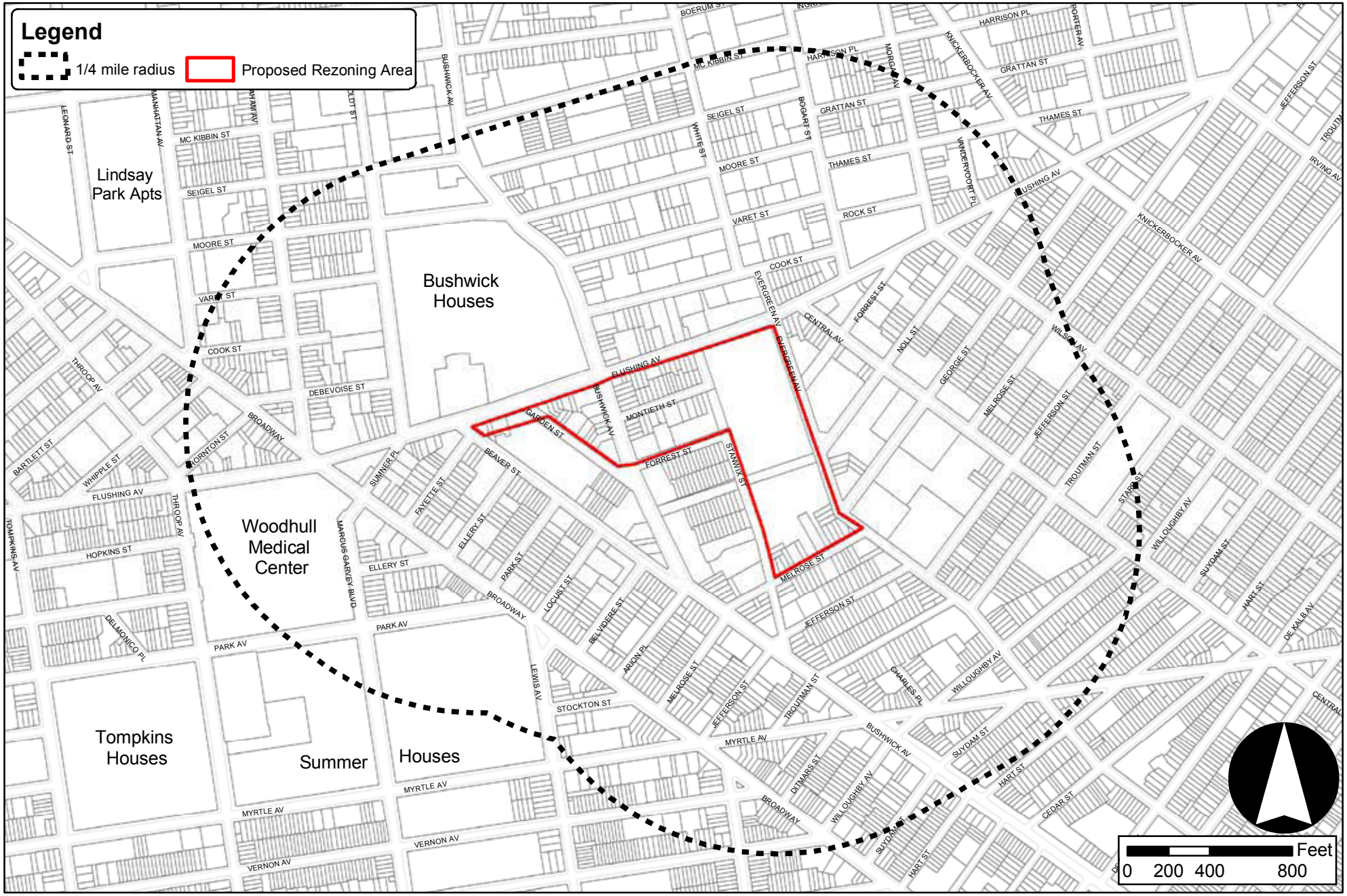

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Figure 1-1
Rezoning Area

noted that M1-2 districts permit applications for special permits, whereas M3-1 districts do not. Therefore, overall, the Proposed Action would result in an incremental increase of approximately 1,076 DUs, of which 215 would be affordable, per the Inclusionary Housing regulations, and approximately 74,194 sf of local retail by 2016. As part of the Proposed Action, the portion of Stanwix Street between Montieth Street and Forrest Street and the portion of Noll Street between Stanwix Street and Evergreen Avenue would become mapped streets to complete the street network around the project site and reconnect the existing neighborhoods with the proposed development sites.

B. EXISTING CONDITIONS

The decline of the New York City industrial/manufacturing sector during the past three decades has left many properties in this part of Brooklyn vacant or underutilized. While the industrial sector has declined, residential populations in adjacent communities have substantially increased, leading to greater housing demand.

These trends of previous growth and then subsequent decline of the industrial sector are evident in the historic uses of the proposed rezoning area. Historic Sanborn maps indicate that in 1898 a portion of projected development site 2 was occupied by the Claus Lipsius Brewery. The rest of the projected and potential development sites were occupied by residential buildings. Later, in 1908, a factory occupied projected development site 3 although the area remained dominated by breweries and residential uses. Also in the early 1900's, Block 3140, currently occupied by the warehouse, used to house the S. Liebmans Sons Brewery in three separate blocks. More recently, in 1995, the warehouse on Block 3152 was used for beer storage and shipping, this was the last brewery related use in the area, the warehouse has since been retrofitted for wholesale business use.

As shown in Figure 1-1, the proposed rezoning area is bounded by Flushing Avenue, Evergreen Avenue, Melrose Avenue, Stanwix Street, Forrest Street, Garden Street, and Beaver Street. It includes approximately 6 blocks, which encompass a total of approximately 623,080 sf. Table 1-1 provides a list of all the blocks and lots included within the proposed rezoning area. The 8 projected and 3 potential development sites are shown in Figure 1-1. Table 1-2 shows the existing use of the projected and potential development sites. The majority of the projected development sites are vacant or utilized as vehicle storage. There are 8 businesses located on the projected development sites with a total of 46 employees. These businesses include industrial/warehouse uses, vehicle storage, auto repair, a gas station, and food market. As shown in the table, projected development sites 1-4 are owned by the Applicant.

TABLE 1-1
List of Block and Lots Included Within the Proposed Rezoning Area

Block	Lots
3137	26 (portion), 49 (portion), 51, 56
3138	1, 7, 9, 10, 11, 13, 17, 18, 20, 22, 23, 24, 25, 27, 32, 36, 38, 40, 41
3139	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 15, 16, 17, 18*, 19*, 20*, 21*, 23*, 24*, 25*, 26*, 27*, 28*, 29*, 30*, 31*, 32*, 33*, 34*, 35*, 36*
3140*	1, 50
3141*	1, 5, 6, 7, 8, 10, 11, 12, 14, 15, 18, 20, 21, 22, 23, 36
3152	1*, 2*, 3*, 35, 36, 37, 38, 41, 43, 44, 45*, 48*, 56*, 58*, 62*, 63*, 64*, 66*, 100*

Notes:
* Lots owned by the Applicant

Besides the projected and potential development sites and the large warehouse occupying Block 3140, the remainder of the proposed rezoning area includes mostly 3 to 5 story apartment buildings, some with ground floor retail. It also contains a school playground and a few restaurant establishments in a concentration of 1-story buildings on Block 3137 adjacent to the C-town market on Flushing Avenue.

TABLE 1-2
Projected and Potential Development Sites Existing Land Use and Zoning

Site No.	Block	Lot	Address	Land Use Category	Zoning	Lot Area (sf)	Gross Floor Area	No. Bldg.	No. Stories	Residential (sf)	Dwelling Units	Commercial (sf)	Industrial/ Warehouse (sf)	Vacant Land	Build FAR
Applicant Owned Projected Development Sites															
Projected 1	3139	18	902 Flushing Ave.	Vehicle Storage/Parking Lot	M1-1	1,452	0	0	0	0	0	0	0	0	0.00
		19	904 Flushing Ave.	Vehicle Storage/Parking Lot	M1-1	2,065	0	0	0	0	0	0	0	0	0.00
		20	906 Flushing Ave.	Vehicle Storage/Parking Lot	M1-1	2,053	0	0	0	0	0	0	0	0	0.00
		21	908 Flushing Ave.	Vehicle Storage/Parking Lot	M1-1	2,041	0	0	0	0	0	0	0	0	0.00
		23	Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,875	0	0	0	0	0	0	0	0	0.00
		24	35 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,875	0	0	0	0	0	0	0	0	0.00
		25	Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,875	0	0	0	0	0	0	0	0	0.00
		26	31 Montieth St.	Vehicle Storage/Parking Lot	M1-1	2,500	0	0	0	0	0	0	0	0	0.00
		27	29 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,600	0	0	0	0	0	0	0	0	0.00
		28	27 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,833	0	0	0	0	0	0	0	0	0.00
		29	25 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,833	0	0	0	0	0	0	0	0	0.00
		30	23 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,833	0	0	0	0	0	0	0	0	0.00
		31	21 Montieth St.	Vehicle Storage/Parking Lot	M1-1	2,500	0	0	0	0	0	0	0	0	0.00
		32	19 Montieth St.	Vehicle Storage/Parking Lot	M1-1	2,500	0	0	0	0	0	0	0	0	0.00
		33	17 Montieth St.	Vehicle Storage/Parking Lot	M1-1	2,500	0	0	0	0	0	0	0	0	0.00
		34	15 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,875	0	0	0	0	0	0	0	0	0.00
		35	13 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,875	0	0	0	0	0	0	0	0	0.00
		36	11 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,875	0	0	0	0	0	0	0	0	0.00
					Total	*35,960*	*0*	*0*	*N.A.*	*0*	*0*	*0*	*0*	*0*	*0.00*
Projected 2	3141	1	501 Bushwick Ave.	Vacant Land	M1-1	12,204	0	0	0	0	0	0	0	12,252	0.00
		5	489 Bushwick Ave.	Vacant Land	M1-1	1,782	0	0	0	0	0	0	0	1,775	0.00
		6	485 Bushwick Ave.	Vehicle Storage/Parking Lot	M1-1	1,768	0	0	0	0	0	0	0	0	0.00
		7	483 Bushwick Ave.	Vacant Land	M1-1	1,753	0	0	0	0	0	0	0	1,760	0.00
		8	479 Bushwick Ave.	Industrial	M1-1	1,739	1,235	1	0	0	0	0	1,235	0	0.71
		10	10 Montieth St.	Vacant Land	M1-1	2,500	0	0	0	0	0	0	0	2,500	0.00
		11	12 Montieth St.	Vacant Land	M1-1	2,500	0	0	0	0	0	0	0	2,500	0.00
		12	14 Montieth St.	Vacant Land	M1-1	2,815	0	0	0	0	0	0	0	2,810	0.00
		14	18 Montieth St.	Vacant Land	M1-1	2,646	0	0	0	0	0	0	0	2,620	0.00
		15	20-24 Montieth St.	Vacant Land	M1-1	7,500	0	0	0	0	0	0	0	7,500	0.00
		18	Montieth St.	Vacant Land	M1-1	3,750	0	0	0	0	0	0	0	3,750	0.00
		20	Montieth St.	Vacant Land	M1-1	3,750	0	0	0	0	0	0	0	3,750	0.00
		21	32 Montieth St.	Vacant Land	M1-1	2,500	0	0	0	0	0	0	0	2,500	0.00
		22	34 Montieth St.	Vacant Land	M1-1	2,500	0	0	0	0	0	0	0	2,500	0.00
		23	36 Montieth St.	Vacant Land	M1-1	24,409	0	0	0	0	0	0	0	24,300	0.00
		36	15 Forrest St.	Vacant Land	M1-1	10,168	0	0	0	0	0	0	0	10,200	0.00
					Total	*84,284*	*1,235*	*1*	*N.A.*	*0*	*0*	*0*	*1,235*	*80,717*	*0.71*
Projected 3	3152	3 [1]	80 Evergreen Ave	Industrial/Warehouse	M1-1	*74,639*	77,680	2	1	0	0	0	77,680	0	1.04
		48 [1]	123 Melrose St	Vacant Land	M1-1	*632*	0	0	0	0	0	0	0	632	0.00
						75,271	*77,680*	*2*	*1*	*0*	*0*	*0*	*77,680*	*632*	*1.04*
Projected 4	3152	1	28-32 Stanwix St	Vacant Land	M1-1	1,348	0	0	0	0	0	0	0	1,348	0.00
		2	Stanwix St	Vacant Land	M1-1	2,068	0	0	0	0	0	0	0	2,068	0.00
		3 [1]	80 Evergreen Ave	Vacant Land	M1-1	29,223	0	0	0	0	0	0	0	23,115	0.00
		45	127 Melrose St	Vacant Land	M1-1	2,500	0	0	0	0	0	0	0	2,500	0.00
		48	123 Melrose St	Vacant Land	M1-1	9,378	0	0	0	0	0	0	0	9,378	0.00
		56	109 Melrose St	Vehicle Storage/Parking Lot	M1-1	2,500	0	0	0	0	0	0	0	0	0.00
		58	107 Melrose St	Vehicle Storage/Parking Lot	M1-1	5,000	0	0	0	0	0	0	0	0	0.00
		62	Melrose St	Vehicle Storage/Parking Lot	M1-1	2,500	0	0	0	0	0	0	0	0	0.00
		63	97 Melrose St	Vehicle Storage/Parking Lot	M1-1	1,975	0	0	0	0	0	0	0	0	0.00
		64	95 Melrose St	Vehicle Storage/Parking Lot	M1-1	2,163	0	0	0	0	0	0	0	0	0.00
		66	Melrose St	Vehicle Storage/Parking Lot	M1-1	2,061	0	0	0	0	0	0	0	0	0.00
					Total	*60,716*	*0*	*0*	*N.A.*	*0*	*0*	*0*	*0*	*38,409*	*0.00*
Projected Development Sites															
Projected 5	3152	36	96 Evergreen Ave	Vacant Land	M1-1	1,865	0	0	0	0	0	0	0	1,865	0.00
		37	98 Evergreen Ave	Vacant Land	M1-1	2,200	0	0	0	0	0	0	0	2,200	0.00
		38	-108 Evergreen Ave	Vacant Land	M1-1	2,400	0	0	0	0	0	0	0	2,400	0.00
		41	Evergreen Ave	Vacant Land	M1-1	790	0	0	0	0	0	0	0	790	0.00
		43	Melrose St	Vacant Land	M1-1	2,500	0	0	0	0	0	0	0	2,500	0.00
					Total	*9,755*	*0*	*0*	*N.A.*	*0*	*0*	*0*	*0*	*9,755*	*0.00*
Projected 6	3138	20	846 Flushing Ave	Automotive Repair	M1-1	3,300	1,000	1	1	0	0	0	1,000	0	0.00
		22	848 Flushing Ave	Automotive Repair	M1-1	2,275	0	0	0	0	0	0	0	0	0.00
					Total	*5,575*	*1,000*	*1*	*N.A.*	*0*	*0*	*0*	*1,000*	*0*	*0.00*
Projected 7	3138	32	860 Flushing Ave	Gas Station	M1-1	*10,600*	1,596	1	1	0	0	1,596	0	0	0.15
Projected 8	3137	56	832 Flushing Ave	Commercial	M1-1	*6,550*	6,000	1	1	0	0	6,000	0	0	0.92
				Projected Sites Total		***288,711***	***87,511***	***6***	***N.A.***	***0***	***0***	***7,596***	***79,915***	***129,513***	***2.82***
Potential Development Sites															
Potential 9	3152	44	131 Melrose St.	Industrial	M1-1	2,500	3,400	1	2	0	0	0	3,400	0	1.36
Potential 10	3138	11	31 Garden St.	Residential	M1-1	4,000	2,475	1	3	2,475	9	0	0	0	0.62
Potential 11	3137	51	818 Flushing Ave.	Commercial	M1-1	2,880	2,880	1	1	0	0	2,880	0	0	1.00

Notes:

[1] Portion

The proposed rezoning area is currently zoned for high performance and low-performing manufacturing and industrial uses (see Figure 1-2). West of Stanwix Street, the rezoning area is zoned M1-1. Another M1-1 district is mapped on the southern portion of the rezoning area to the south of Noll Street (which is to be mapped as a result of the Proposed Action). East of Stanwix Street and to the north of Noll Street, the rezoning area is zoned M3-1.

M1-1 districts allow commercial and low-density light manufacturing uses, as well as certain community facility uses such as houses of worship and schools. M1-1 districts permit a maximum FAR of 1.0. However, residential uses are not permitted. In the M1-1 district, buildings may rise to a maximum base height of 30 feet, before they must set back 15 feet from a wide street and 20 feet from a narrow street and follow a sky exposure plane of 1 to 1. M3-1 districts allow heavy industries that generate noise, traffic, or pollutants that meet low performance standards. Typical uses include power plants, solid waste transfer facilities, and fuel supply depots. M3-1 districts permit a maximum FAR of 2.0. In the M3-1 district, buildings may rise to a maximum base height of 60 feet, after which they must set back 15 feet from a wide street and 20 feet from a narrow street and follow a sky exposure plane of 5.6 to 1. Residential and community facility uses are not permitted in M3-1 districts.

The rezoning area currently contains a mix of land uses, including commercial, residential, parking and vehicle storage, automotive, transportation-related and industrial uses. It also includes a significant amount of vacant land. The northern tip of the P.S. 120 playground, which extends along Flushing Avenue between Garden and Beaver Streets, is also included within the boundaries of the rezoning area.

Commercial uses are generally concentrated near Flushing Avenue and along Bushwick Avenue in the western portion of the rezoning area, and include local retail, restaurant, and office uses. Residential uses are also largely concentrated in the western portion of the rezoning area, and generally include low-rise 3- to 5-story walkup residential tenement buildings, some of which include ground floor retail. Industrial, vehicle storage, parking, automotive and transportation-related uses are largely located to the east of Bushwick Avenue. A large two-story warehouse at 930 Flushing Avenue, which occupies most of the M3-1 zoning district within the rezoning area, extends along the west side of Evergreen Avenue between Flushing Avenue and Noll Street.

This area of Bushwick has been undergoing a transformation in recent years as a number of former industrial, commercial, and vacant properties have been redeveloped with residential uses. These include the former Rheingold Brewery site, located directly south and west of the proposed rezoning area, on which new townhouses and apartments have been constructed. These housing units on the former Rheingold property were developed under the New York City Housing Partnership program and many of the units are affordable housing for low and moderate income households. Other new infill residential development in the area includes the Melrose Apartments, a 6-story residential building recently constructed on Central Avenue between George and Noll streets at 51 Central Avenue.

C. PURPOSE AND NEED FOR THE PROPOSED ACTION

The proposed rezoning area contains mostly underutilized lots used for vehicle/open storage, which have not been available for residential redevelopment since such use is not permitted under the existing zoning. The Proposed Action would facilitate a proposal by the Applicant to develop new affordable and market rate residential development on underutilized lots, currently zoned for manufacturing, where there is no longer a concentration of industrial activity.

The existing low-density M1-1 zoning designations in the rezoning area would be replaced with contextual medium-density R6A and R7A residential zoning districts, which would allow residential development.

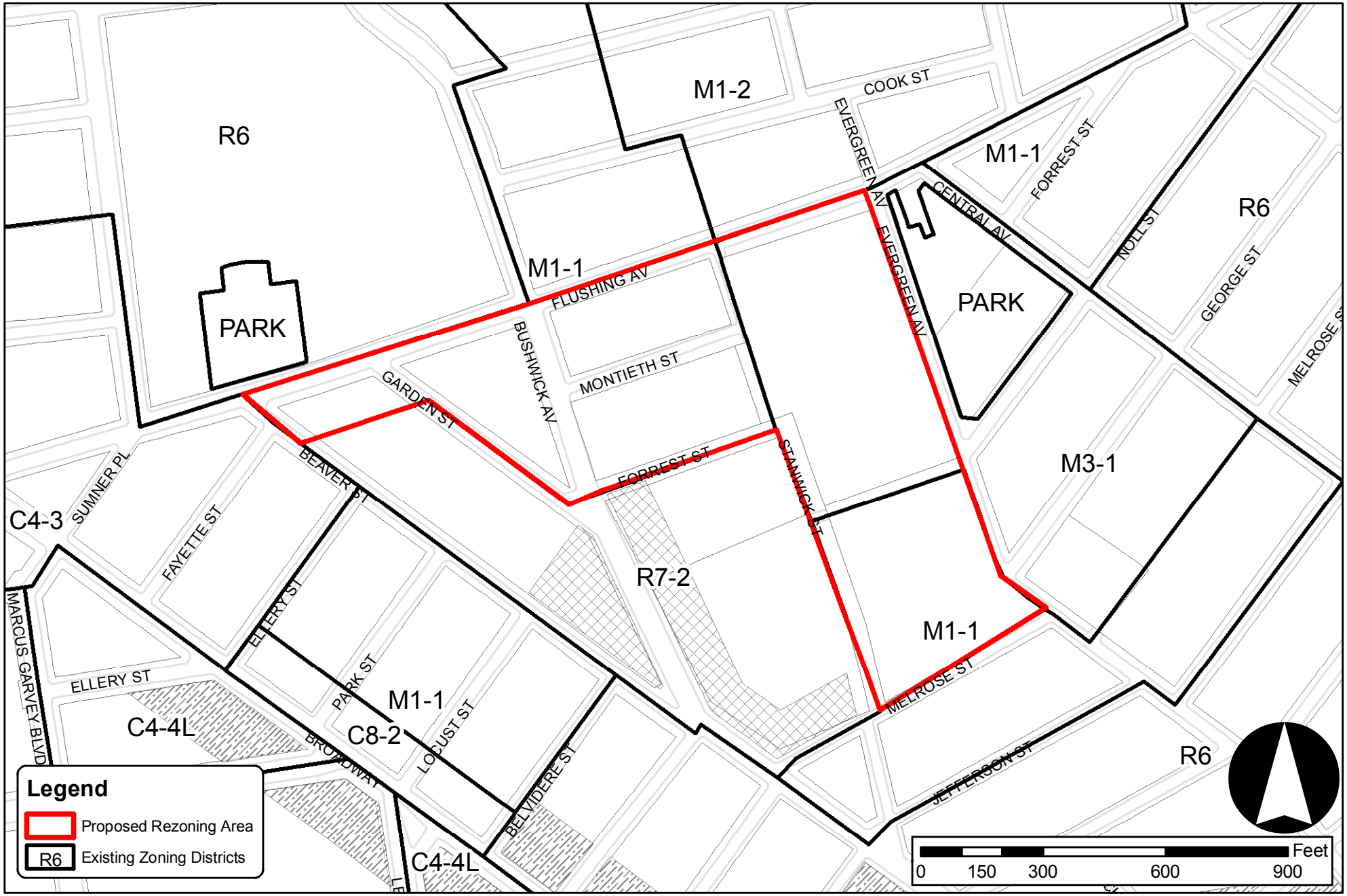

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Figure 1-2
Existing Zoning

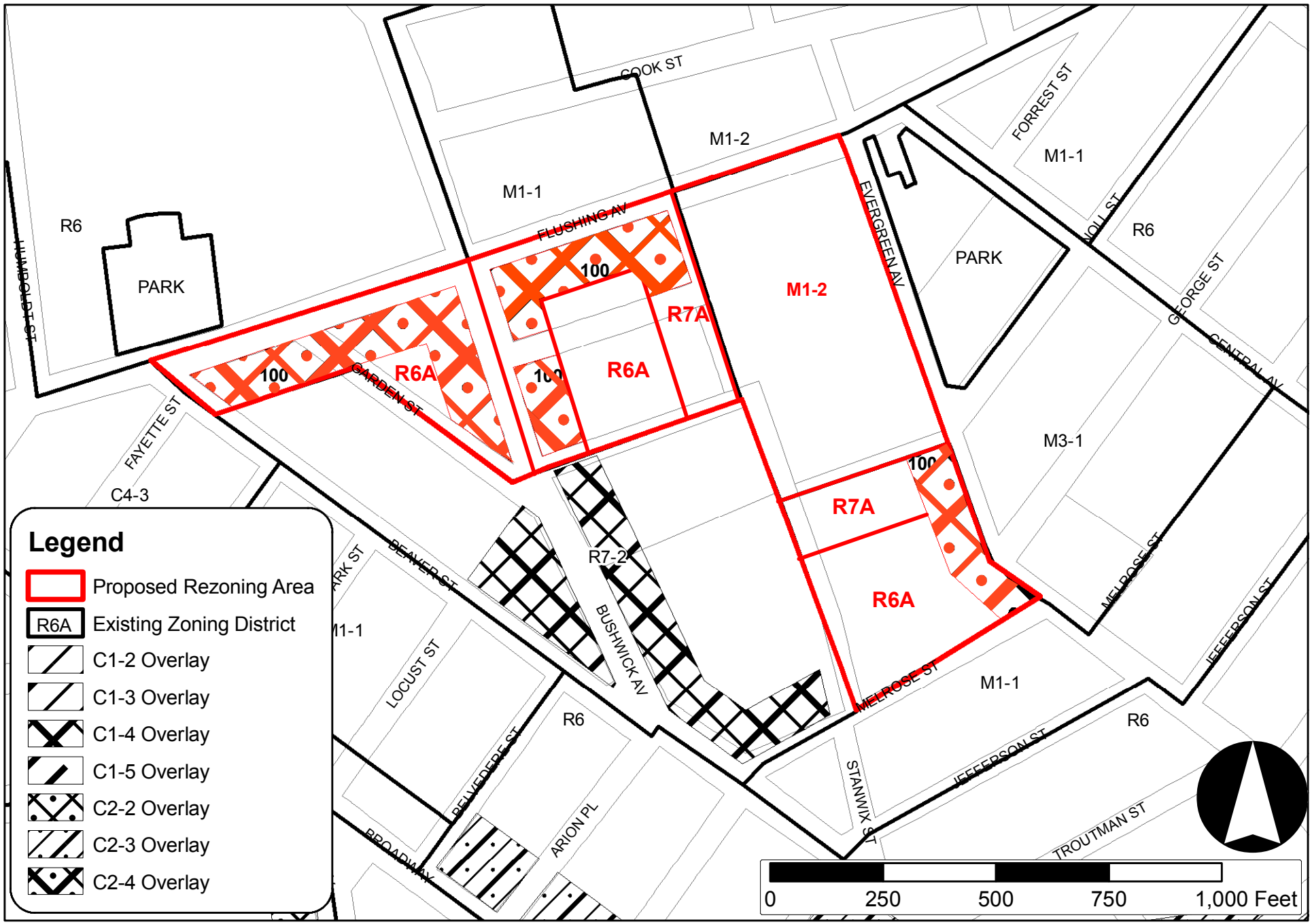

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Figure 1-3
Proposed Zoning

The proposed rezoning area is located adjacent to an existing R7-2 zoning district to west of Stanwix Street and an existing R6 zoning district to north of Flushing Avenue The Proposed Action would bring into compliance 23 noncompliant existing residential uses with approximately 172 DUs, located within the M1-2 manufacturing district along Evergreen Avenue, Flushing Avenue, Garden Street, and Bushwick Avenue within the rezoning area. In order to incentivize the creation of affordable housing, the Proposed Action would designate the proposed zoning districts as Inclusionary Housing designated areas.

With the rezoning to residential in most of the M1-1 zone, the mapping of the M1-2 district in place of the M3-1 district on Block 3140 would provide a more appropriate zoning designation for an area adjacent to residential zoning districts where existing uses are expected to remain. M1 districts often function as buffer zones between residential and heavy manufacturing uses such as those found in M3 zones. M3 zones permit heavy manufacturing uses while M1-2 zones permit light manufacturing and commercial uses. In addition, the proposed M1-2 district would be an extension of the existing M1-2 zoning district located just north of the rezoning area, across Flushing Avenue. Uses on Block 3140 (warehousing) would conform to the M1 designation.

The proposed mapping action would connect the neighborhoods to the east and west of the project site. New access to the existing and proposed housing on Stanwix Street, Forrest Street, Montieth Street, and Noll Street would be provided through the proposed Stanwix Street and Noll Street extensions. New sidewalks and streets would connect the proposed new neighborhood with neighborhoods to the east and allow for pedestrian and vehicle use. In addition, new infrastructure to support the existing and proposed developments can be placed in the newly mapped public streets.

D. DESCRIPTION OF THE PROPOSED ACTION

In the Proposed Action area, the existing light manufacturing zoning designation would be changed to permit residential uses and the existing heavy manufacturing zoning would be changed to light manufacturing zoning. The existing M3-1 zoning is a heavy manufacturing use district, which permits use groups 5-18 as-of-right and has a maximum floor area ratio (FAR) of 2.0. The existing M1-1 zoning is a light manufacturing use district, which permits use groups 5-14, 16 and 17 as-of-right and has a maximum FAR of 1.0. M1-1 districts do not have height limits; however, the maximum base height is 30 feet. This light manufacturing district usually acts as a buffer between M2 and M3 heavy manufacturing districts and adjacent residential or commercial districts.

Figure 1-3 illustrates the proposed zoning designations, and the following provides a more detailed discussion of the zoning changes. Table 1-3 below summarizes the key bulk controls regulations for the proposed zoning districts.

A section of the M1-1 zoning would be replaced with R6A zoning on Blocks 3137 and 3138 as well as on the midblock of Block 3141 and the western portion of Block 3152. R6A is a contextual residential district, which permits use groups 1-4 as-of-right and has a maximum FAR of 3.0 (2.7 to 3.6 with an Inclusionary Housing bonus). This zoning restricts building height to a maximum of 70 feet.

TABLE 1-3
Summary of Proposed Zoning Districts and Regulations

District	Maximum FAR	Streetwall (Min. base height/ Max. base Height	Maximum Building Height
Proposed R6A	Residential: 3.0 (2.7 to 3.6 FAR with Inclusionary Housing) Community Facility: 3.0 Commercial (when mapped with C2-4 overlay): up to 2.0	40 feet min. 60 feet max.	70 feet
Proposed R7A	Residential: 4.0 (3.45 to 4.6 FAR with Inclusionary Housing) Community Facility: 4.0 Commercial (when mapped with C2-4 overlay): up to 2.0	40 feet min. 65 feet max.	80 feet
Proposed M1-2	Community Facility: 4.8 Commercial/manufacturing: 2.0	Max. base height of 60 feet or four stories, whichever is less.	Controlled by sky exposure plane.

The M1-1 zoning on Block 3139 would be replaced by an R7A district along the Flushing Avenue, Bushwick Avenue, Stanwix Street, and a portion of the Montieth Street frontages. An R6A district would also be mapped on Block 3139 along Montieth Street at a depth of 100 feet. Another part of the M1-1 zoning would be replaced with R7A zoning on the majority of Block 3139. An R7A district would replace the M1-1 zoning along the Evergreen Avenue, Stanwix Street, and Noll Street frontages of Block 3152 and the Stanwix Street and Bushwick Avenue frontages of Block 3141, all to a depth of 100 feet. R7A is also a contextual residential district, which also permits use groups 1-4 as-of-right but has a higher FAR than the R6A district with a maximum FAR of 4.0 (3.45 to 4.6 with an Inclusionary Housing bonus). This zoning district restricts building height to a maximum of 80 feet.

A C2-4 commercial overlay would be mapped on the Proposed Action area blocks that have frontage on Flushing Avenue, Bushwick Avenue and a portion of Garden Street and Evergreen Avenue to a depth of 100 feet. The C2-4 commercial overlay permits certain commercial uses with a maximum FAR of 2.0, when mapped in R6 and R7 districts. C2-4 commercial districts are mapped close to the Proposed Action area on Bushwick Avenue, Melrose Street and Beaver Street.

The M3-1 zoning on Block 3140 would be replaced with an M1-2 light manufacturing district, which, allows use groups 5-14, 16 and 17 as-of-right and has a maximum FAR of 2.0. The M1-2 zoning light manufacturing district would be an appropriate buffer zoning district between the heavier industrial M3-1 zoning district to the east and the proposed R6A and R7A residential districts to the west and south.

As shown in Figure 1-3, the proposed rezoning area is adjacent to an existing R7-2 district located west of Stanwix Street and an R6 district south of Jefferson Street, one block from the project site; therefore, the proposed rezoning would extend residential zoning with a similar district (R7A, R6A) onto an additional four and a quarter block area. As also shown in the zoning figures, the proposed C2-4 commercial overlay district along the Stanwix Street, Bushwick, Flushing and Evergreen Avenue frontages of Blocks 3137, 3138, 3139, 3141 and 3152 would extend the existing C2-4 overlay districts along Bushwick Avenue, immediately to the south of the rezoning area, and be similar to C1-3 overlay districts mapped along Central Avenue on the west side, between Troutman Street and Willoughby Avenue and on the east side between Starr Street and Dekalb Avenue.

E. REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the possible effects of the Proposed Action, a reasonable worst-case development scenario was established for both the current zoning (Future No-Action) and proposed zoning (Future With-Action) conditions projected to the build year of 2016. The incremental difference between the Future No-Action and Future With-Action conditions are the basis of the impact category analyses of this Environmental Assessment Statement.

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

Development Site Criteria

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

Development sites were identified based on the following criteria:

- Lots located in areas where an increase in permitted Floor Area Ratio (FAR) is proposed; AND
- with a total lot size greater than or equal to approximately 2,500 square feet (including potential assemblages totaling 2,500 square feet or more if assemblage seems probable); AND
- constructed to less than half of the FAR allowed by the proposed zoning.
- Vacant, partially vacant and underutilized buildings that have not been recently improved.
- Auto-related uses including: parking lots, auto repair shops and gas stations.

The development scenario's universe of sites was further refined by eliminating sites with the following conditions:

- Schools (public and private), municipal libraries, government offices, community gardens, and houses of worship.
- Recent major investment, including new construction, conversion, or renovation.
- Buildings with six or more residential units, due to required relocation of tenants in rent-stabilized units.
- Buildings within the historic district which, under advisement from the Landmarks Preservation Commission (LPC), could not be demolished or receive significant enlargements.

Definition of Projected and Potential Development

To produce a reasonable, conservative estimate of future growth, the development sites were further divided into two categories - projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the analysis period (build year 2016) because of known development plans for such sites, their relatively low FAR and current utilization, and relatively large size. Potential sites are considered less likely to be developed over the same period because of their relatively higher FARs, existing utilization, and generally more cumbersome means of development.

This Environmental Impact Statement assesses both density-related and site specific potential impacts from the development on all projected development sites. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impact on traffic, air quality, community facilities, and open space. Site specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site specific impacts include potential noise impacts from development, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites by the build year; therefore, these sites have not been included in the density-related impact assessments. However, specific review of site specific impacts for these sites has been conducted in order to ensure a conservative analysis.

Eleven development sites (8 projected and 3 potential) have been identified in the rezoning area. Figure 1-4 shows these projected and potential development sites, and Table 1-4 at the end of this attachment identify the uses expected to occur on each of those sites under future No-Action and future With-Action conditions. Table 1-5 below provides a summary of the RWCDS for each analysis scenario.

The Future Without the Proposed Action (No-Action Conditions)

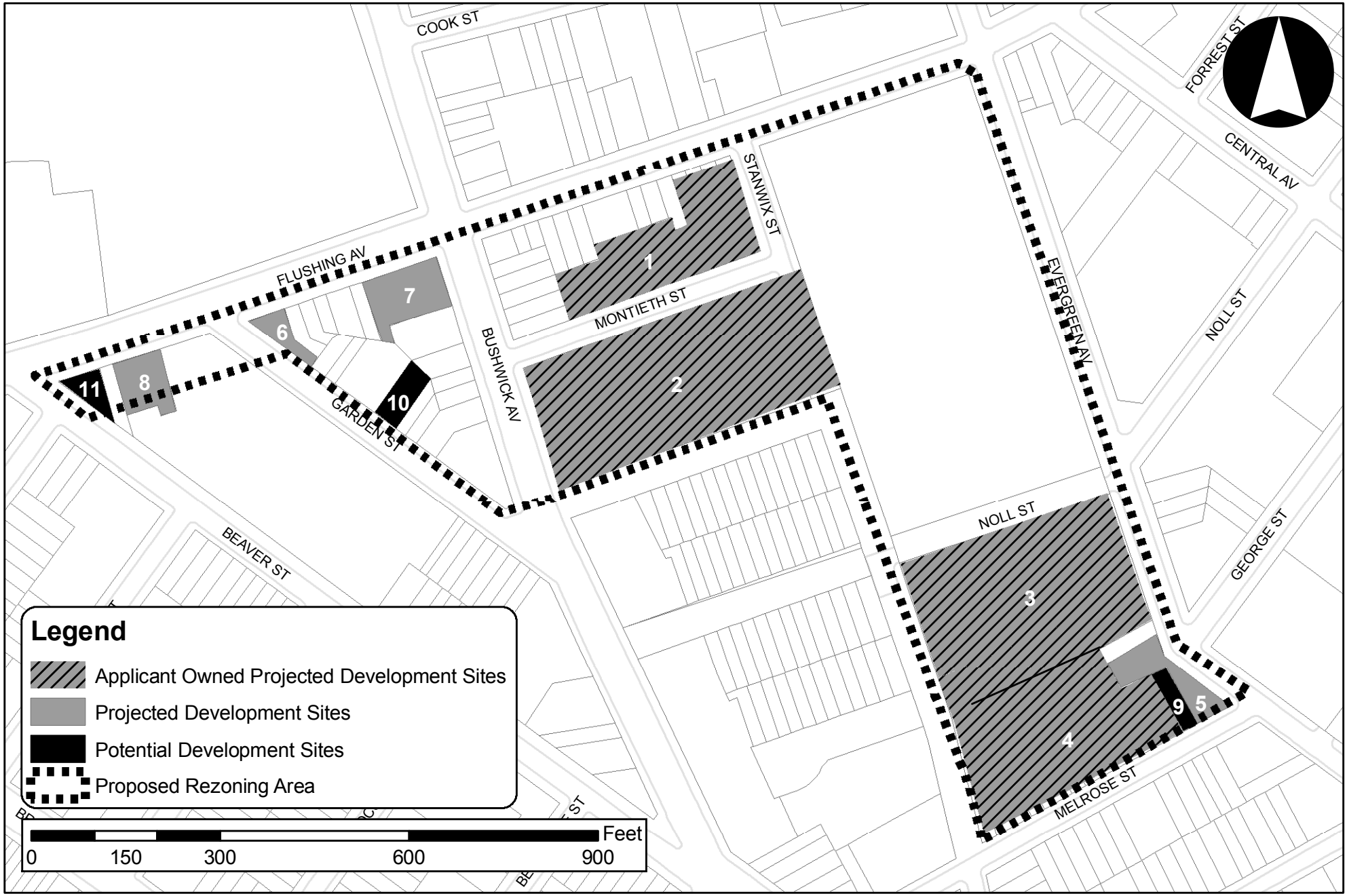
Within the proposed rezoning area, little change in manufacturing development has occurred over the last two decades, even with the presence of available vacant sites. Absent the Proposed Action, it is projected that no new development would occur on the projected and potential development sites and existing uses are expected to remain.

The Future With the Proposed Action (With-Action Conditions)

Defining the Reasonable Worst Case Development Scenario for Environmental Analysis

The Proposed Action would allow for the development of new uses and higher densities at the projected and potential development sites. In the future with the Proposed Action, it is expected that a total of approximately 1,076 dwelling units and 74,194 sf (net) of local retail

Table 1-5 below provides a summary of the RWCDS (increment) for projected development sites. Detailed information on the RWCDS for each of the 8 projected development sites, as well as the 3 potential development sites, is provided in Table 1-4 at the end of this chapter.



Rheingold Development Rezoning EIS **Figure 1-4**

RWCDS Projected & Potential Development Sites

Table 1-5: Summary of RWCDS (Increment)

Site	Residential (sf)	DUs	Inclusionary DUs	Retail (sf)	Accessory Parking Spaces
1*	132,290	132	26	16,058	76
2*	326,426	326	65	17,010	167
3*	299,149	300	60	17,960	155
4*	219,134	219	44	3,154	106
5	36,581	37	7	8,292	25
6	15,331	15	3	4,739	12
7	29,150	29	6	7,414	23
8	18,013	18	4	-433	14
TOTAL	**1,076,074**	**1,076**	**215**	**74,194**	**578**

*Applicant's site

The reasonable worst-case development scenarios defined above represent the upper bounds of residential, retail, and parking uses for the purposes of impact analysis.

A total of 3 other sites were considered less likely to be developed within the foreseeable future, and were thus considered potential development sites (Table 1-4). The potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognizes that a number of potential sites could be developed under the Proposed Action in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDS. The potential sites are therefore also addressed in the EIS for site-specific effects.

As such, the environmental impact statement document will analyze the projected developments for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as shadows, hazardous materials, air quality, and noise.

Project Site

The proposal by the Applicant consists of approximately 977 units of which 242 DUs would be affordable to low-to-moderate-income households, per the Inclusionary Housing regulations, of which 47 units would be set aside for senior housing and 54,182 sf of retail contained in ten residential and mixed-use buildings. However, for analysis purposes, this environmental review will consider that the Applicant would develop a maximum of 195 affordable dwelling units, and that the 47 senior units would be considered typical dwelling units. Therefore, under the RWCDS, the Applicant's sites would result in a net increase of 54,182 sf of local retail and 977 dwelling units, 195 of which are expected to be affordable to low-to-moderate-income households in accordance with the Inclusionary Housing Program. The height of the Applicant's proposed developments is expected to be 4 stories for the low rise building facing Forrest Street, 5-7 stories for the buildings facing local streets (Montieth St., Stanwix St., Noll St. and Melrose St.) and 7-8 stories for the apartment buildings facing major avenues (Bushwick Av. and Evergreen Av.). However, for conservative analysis purposes, it is assumed that all buildings on the Applicant's property would be built to the maximum permitted height of 70 to 80 feet. The proposed project would also include a total of 504 accessory parking spaces (see Figure 1-5).

Projected Development Sites

In addition to the Applicant owned sites, it is anticipated that the proposed action would result in the development of sites 5-8. Sites 5-8 are projected to be developed with 99 DUs (of which 20 will be affordable). This development would be required to provide 74 accessory parking spaces. Sites 5-8 would be mapped with a C2-4 commercial overlay and would result in approximately 20,013 sf (net) of



Figure 1-5

Proposed Site Plan for Applicant's Sites
For Illustrative Purposes Only

local retail. It is assumed for analysis purposes that these buildings would be developed pursuant to the maximum permitted FAR and height of the R6A and R7A zoning regulations.

The incremental difference between the future with-action and future no-action development scenarios (build year 2016) for all projected development sites is an increase of 1,076 DUs (of which 215 would be considered affordable), 74,194 sf of local retail, and a decrease of 129,513 of vacant lot area, 53,895 sf of vehicle/open storage/parking, and 79,915 of industrial/manufacturing (mainly accessory manufacturing uses and a vacant manufacturing building) (see Table 1-4). Based on 2010 Census Data for a half mile radius around the rezoning area, it is projected that the average household size for the projected residential development would be approximately 2.95 persons per dwelling unit. With the projected developments combined, the Proposed Action would add approximately 3,174 new residents. In addition, applying space occupancy rates typically used in CEQR documents (3 employees/1,000 sf of retail), the Proposed Action would generate approximately 223 new employees. Also using typical rates, the Proposed Action would remove 46 employees from the projected development sites. This would result in a net increase of 177 employees in the proposed rezoning area.

Street Mapping

As part of the proposed project, in the future with the Proposed Action, portions of Stanwix Street and Noll Street would be remapped and opened to through traffic (see Figure 1-6). The mapping would allow better access to the proposed mixed use development and restore the street grid at this location. The Applicant proposes to map and formally bestow to the City the unbuilt section of Stanwix Street between Montieth Street and Forrest Street and the unbuilt section of Noll Street between Evergreen Avenue and Stanwix Street. At present, these portions of the unmapped Stanwix and Noll Streets are inaccessible to the public and to public traffic.

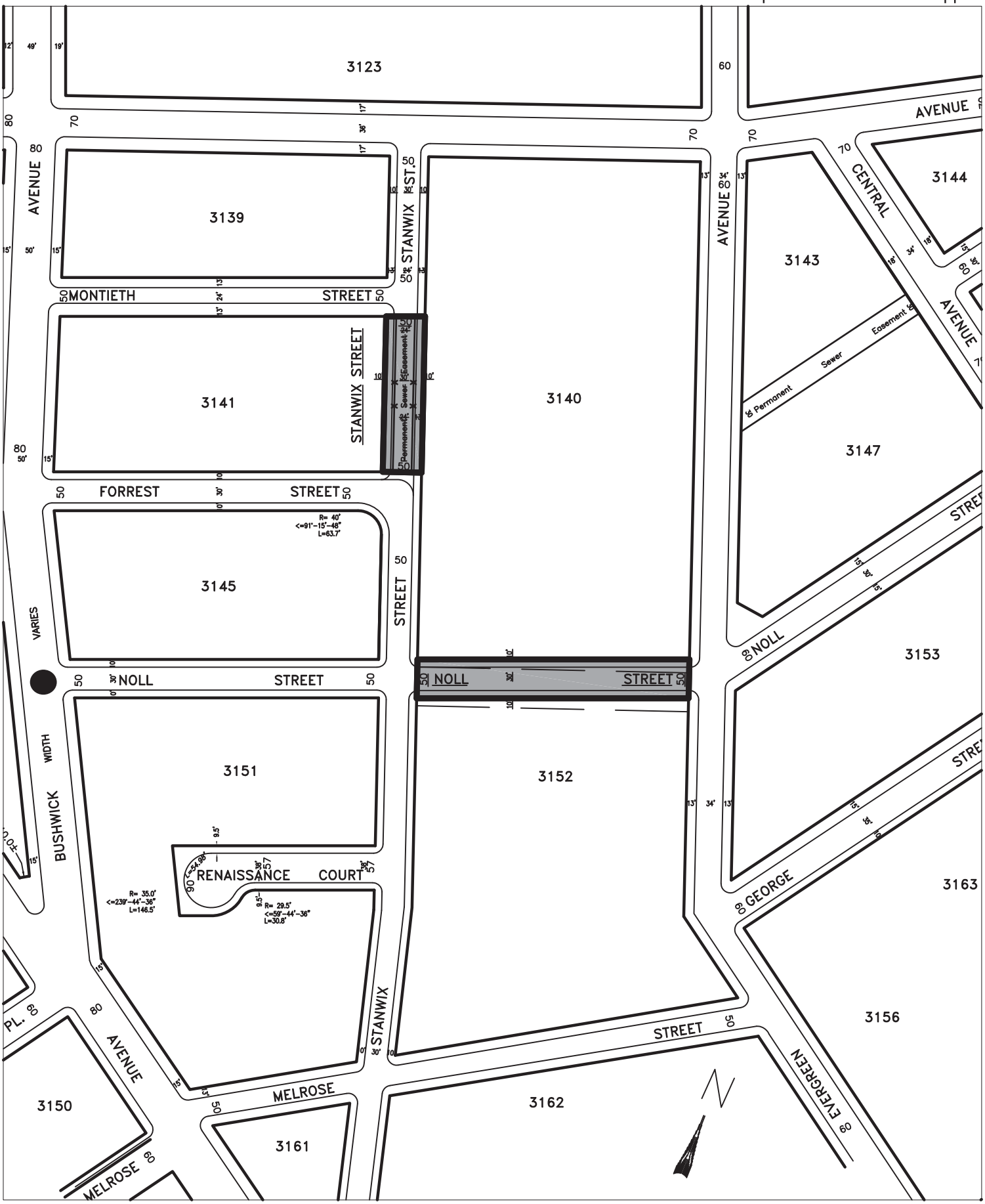
Stanwix Street would have a mapped width of 50 feet, including a 30-foot travel way and two 10-foot sidewalks. Noll Street would also have a width of 50 feet, including a 30-foot travel way and two 10-foot sidewalks. These widths are consistent with the adjacent streets connecting to these newly mapped street segments. The NYCDCP and NYCDOT have consulted on the area's circulation plan and recommended the opening of these newly mapped streets. In conjunction with this mapping, selected one-way streets within the study area would change in direction. Montieth Street would change from eastbound operation to westbound operation, Forrest Street would change from westbound operation to eastbound operation, Stanwix Street would change from northbound operation to southbound operation, and Noll Street would be changed from eastbound operation to westbound operation in the vicinity of the rezoning area.

As discussed above, the street mapping would achieve a number of benefits: the neighborhoods to the east and west of the project site would be visually connected. New access to the existing and proposed housing on Stanwix Street, Forrest Street and Noll Street would be provided through the proposed Stanwix Street. New sidewalks and streets would connect the proposed new neighborhood with neighborhoods to the east and allow for pedestrian and vehicle use. In addition, new infrastructure to support the proposed developments can be placed in the newly mapped public streets.

F. REQUIRED APPROVALS AND REVIEW PROCEDURES

The proposed actions require City Planning Commission (CPC) and City Council approvals through the Uniform Land Use Review Procedure (ULURP), and include the following:

Proposed Streets to be Mapped



Streets Proposed to be Mapped

Proposed Traffic Signal Location

- A zoning map amendment to change the zoning in an approximately 6 block area from M3-1 and M1-1 to M1-2, R6A and R7A with a C2-4 commercial overlay district mapped along the Stanwix Street, Bushwick, Flushing and Evergreen Avenue frontages of Blocks 3137, 3138, 3139, 3141 and 3152 to a depth of 100 feet. Refer to Figure 1-3.
- A change to the official City Map to establish the section of Stanwix Street from Montieth Street to Forrest Street and the section of Noll Street between Evergreen Avenue and Stanwix Street as mapped streets.
- A zoning text amendment, which modifies Section 23-922 of the NYC Zoning Resolution to make the newly mapped R6A and R7A districts "inclusionary housing designated areas."

All of the above actions are also subject to the City Environmental Quality Review (CEQR) procedures. The ULURP and CEQR review processes are described below.

Uniform Land Use Review Procedure (ULURP)

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

The ULURP process begins with a certification by the DCP that the ULURP application is complete, which includes satisfying CEQR requirements (see the discussion below). The application is then forwarded to Brooklyn Community Board 4, which has 60 days in which to review and discuss the approval, hold public hearings, and adopt recommendations regarding the application. Once this step is complete, the Borough President reviews the application for up to 30 days. CPC then has 60 days to review the application, during which time a ULURP/CEQR public hearing is held. Comments made at the Draft EIS public hearing and subsequent comment period (the record for commenting remains open for ten days after the hearing to receive written comments) are incorporated into a Final EIS. The Final EIS must be completed at least ten days before CPC makes its decision on the application. CPC may approve, approve with modifications or deny the application. If the ULURP application is approved, or approved with modifications, it moves forward to the City Council for review. The City Council has 50 days to review the application and during this time will hold a public hearing on the Proposed Action, through its Land Use Subcommittee. The Council may approve, approve with modifications or deny the application. If the Council proposes a modification to the Proposed Action, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the proposed modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the actions as approved by the CPC. Following the Council's vote, the Mayor has five days in which to veto the Council's actions. The City Council may override the mayoral veto within 10 days.

Environmental Review (CEQR)

Pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations, New York City has established rules for its own environmental quality review, abbreviated as CEQR. The environmental review process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to propose reasonable alternatives, and to identify, and when practicable, mitigate, significant adverse environmental effects. CEQR rules guide environmental review, as follows.

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

Determination of Significance: The lead agency's first charge is to determine whether the Proposed Action may have a significant adverse impact on the environment. To do so, DCP, in this case, evaluated an Environmental Assessment Statement (EAS) for the proposed Rheingold Development Rezoning project, which is dated July 27, 2012. Based on the information contained in the EAS, DCP determined that the Proposed Action may have a significant adverse impact on the environment and issued a Positive Declaration on July 27, 2012.

Scoping: Along with its issuance of a Positive Declaration, DCP issued a Draft Scope of Work for the EIS on July 27, 2012. "Scoping" or creating the scope of work, is the process of identifying the environmental impact analyses, the methodologies to be used, the key issues to be studied, and creating an opportunity for others to comment on the intended effort. CEQR requires a public scoping meeting as part of the process. A public scoping meeting was held on September 10, 2012. The public review period for agencies and the public to review and comment on the Draft Scope of Work was open through September 24, 2012. Modifications to the Draft Scope of Work for the project's EIS were made as a result of public and interested agency input during the scoping process. A Final Scope of Work document for the Proposed Action was issued on May 31, 2013.

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

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

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

Findings: To document that the responsible public decision-makers have taken a hard look at the environmental consequences of a proposed action, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts of the project, potential alternatives, and potential mitigation measures. The

findings may not be adopted until ten (10) days after the Notice of Completion has been issued for the FEIS. Once findings are adopted, the lead and involved agencies may take their actions (or take "no action"). This means that in the ULURP process, CPC must wait at least 10 days after the FEIS is complete to take action on a given application.

Table 1-4
RWCDS for Projected and Potential Development Sites

Site Data									Existing Condition								
Site Number	Block	Lot	Address	Lot Area	Bldg Area	FAR	Land Use Description	Zoning	Industrial/ Manufacturing/ Warehouse (SF)	Vacant Land	Wholesale	Commercial (Office)	Commercial (Retail/ Other)(SF)	Public / Community Use	Residential (SF)	DUs	Vehicle/Open Storage
	3139	18	902 Flushing Ave	1,452	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,452
1		19	904 Flushing Ave	2,065	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,065
		20	906 Flushing Ave	2,053	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,053
		21	908 Flushing Ave	2,041	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,041
		23	Montieth St	1,875	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,875
		24	35 Montieth St	1,875	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,875
		25	Montieth St	1,875	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,875
		26	31 Montieth St	2,500	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,500
		27	29 Montieth St	1,600	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,600
		28	27 Montieth St	1,833	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,833
		29	25 Montieth St	1,833	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,833
		30	23 Montieth St	1,833	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,833
		31	21 Montieth St	2,500	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,500
		32	19 Montieth St	2,500	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,500
		33	17 Montieth St	2,500	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,500
		34	15 Montieth St	1,875	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,875
		35	13 Montieth St	1,875	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,875
		36	11 Montieth St	1,875	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,875
				35,960													**35,960**
2	3141	1	501 Bushwick Ave	12,204	0	0.00	Vacant Land	M1-1		12,252							
		5	489 Bushwick Ave	1,782	0	0.00	Vacant Land	M1-1		1,775							
		6	485 Bushwick Ave	1,768	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,775
		7	483 Bushwick Ave	1,753	0	0.00	Vacant Land	M1-1		1,760							
		8	479 Bushwick Ave	1,739	1,235	0.71	Industrial	M1-1	1,235								
		10	10 Montieth St	2,500	0	0.00	Vacant Land	M1-1		2,500							
		11	12 Montieth St	2,500	0	0.00	Vacant Land	M1-1		2,500							
		12	14 Montieth St	2,815	0	0.00	Vacant Land	M1-1		2,810							
		14	18 Montieth St	2,646	0	0.00	Vacant Land	M1-1		2,620							
		15	20-24 Montieth St	7,500	0	0.00	Vacant Land	M1-1		7,500							
		18	Montieth St	3,750	0	0.00	Vacant Land	M1-1		3,750							
		20	Montieth St	3,750	0	0.00	Vacant Land	M1-1		3,750							
		21	32 Montieth St	2,500	0	0.00	Vacant Land	M1-1		2,500							
		22	34 Montieth St	2,500	0	0.00	Vacant Land	M1-1		2,500							
		23	36 Montieth St	24,409	0	0.00	Vacant Land	M1-1		24,300							
		36	15 Forrest St	10,168	0	0.00	Vacant Land	M1-1		10,200							
				84,284	**1,235**				**1,235**	**80,717**							**1775**
3	3152	3 [1]	80 Evergreen Ave	74,639	77,680	1.04	Industrial	M1-1	77,680								
		48 [1]	123 Melrose St	632	0	0.00	Vacant Land	M1-1		632							
				75,271	**77,680**				**77,680**	**632**							
4	3152	1	28-32 Stanwix St	1,348	0	0.00	Vacant Land	M1-1		1,348							
		2	Stanwix St	2,068	0	0.00	Vacant Land	M1-1		2,068							
		3 [1]	80 Evergreen Ave	29,223	0	0.00	Vacant Land	M1-1		23,115							
		45	127 Melrose St	2,500	0	0.00	Vacant Land	M1-1		2,500							
		48 [1]	123 Melrose St	9,378	0	0.00	Vacant Land	M1-1		9,378							
		56	109 Melrose St	2,500	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,500
		58	107 Melrose St	5,000	0	0.00	Vehicle Storage/Parking Lot	M1-1									5,000
		62	Melrose St	2,500	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,500
		63	97 Melrose St	1,975	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,975
		64	95 Melrose St	2,163	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,135
		66	Melrose St	2,061	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,050
				60,716						**38,409**							**16,160**
5	3152	36	96 Evergreen Ave	1,865	0	0.00	Vacant Land	M1-1		1,865							
		37	98 Evergreen Ave	2,200	0	0.00	Vacant Land	M1-1		2,200							
		38	100-108 Evergreen Ave	2,400	0	0.00	Vacant Land	M1-1		2,400							
		41	Evergreen Ave	790	0	0.00	Vacant Land	M1-1		790							
		43	Melrose St	2,500	0	0.00	Vacant Land	M1-1		2,500							
				9,755						**9,755**							
6	3138	20	846 Flushing Ave	3,300	1,000	0.30	Auto Repair	M1-1	1,000								
		22	848 Flushing Ave	2,275	0	0.00	Auto Repair	M1-1									
				5,575	**1,000**				**1,000**								
7	3138	32	860 Flushing Ave	10,600	1,596	0.15	Gas Station	M1-1					1,596				
8	3137	56	832 Flushing Ave	6,550	6,000	0.92	Commercial/Supermarket	M1-1					6,000				
			Projected Sites Total	**288,711**	**87,511**				**79,915**	**129,513**	**0**	**0**	**7,596**	**0**	**0**	**0**	**53,895**

POTENTIAL SITES **EXISTING CONDITION**

Site Number	Block	Lot	Address	Lot Area	Bldg Area	FAR	Land Use Description	Zoning	Industrial/ Manufacturing/ Warehouse (SF)	Vacant Space in Bldg	Commercial (Wholesale)	Commercial (Office)	Commercial (Retail/ Other)(SF)	Public / Community Use	Residential (SF)	DUs	Public Parking Spaces
9	3152	44	131 Melrose St	2,500	3,400	1.36	Industrial	M1-1	3,400								
10	3138	11	31 Garden St	4,000	2,475	0.62	Residential	M1-1							2,475	9	
11	3137	51	818 Flushing Ave	2,880	2,880	1.00	Commercial	M1-1					2,880				
			Potential Sites Total	**9,380**	**8,755**				**3,400**				**2,880**		**2,475**	**9**	

Table 1-4a
RWCDS for Projected and Potential Development Sites

Future Without -Action Condition

Site Number	MAX Allowable FAR	Built FAR	Sites with Change from Existing to No-Action	Building Area (SF)	Industrial/ Manufacturing/ Warehouse	Vacant Land	Wholesale	Commercial (Office)	Commercial (Retail/ Other)	Public/ Community Use	Residential (SF)	DUs	Vehicle/Open Storage	AccessoryParking Spaces
	1.0	0.00		0									1,452	
1	1.0	0.00		0									2,065	
	1.0	0.00		0									2,053	
	1.0	0.00		0					0				2,041	
	1.0	0.00		0									1,875	
	1.0	0.00		0									1,875	
	1.0	0.00		0									1,875	
	1.0	0.00		0									2,500	
	1.0	0.00		0									1,600	
	1.0	0.00		0									1,833	
	1.0	0.00		0									1,833	
	1.0	0.00		0									1,833	
	1.0	0.00		0									2,500	
	1.0	0.00		0									2,500	
	1.0	0.00		0									2,500	
	1.0	0.00		0									1,875	
	1.0	0.00		0									1,875	
	1.0	0.00		0									1,875	
													35,960	
2	1.0	0.00		0		12,252								
	1.0	0.00		0		1,775								
	1.0	0.00		0									1,775	
	1.0	0.00		0		1,760								
	1.0	0.71		1,235	1235									
	1.0	0.00		0		2,500								
	1.0	0.00		0		2,500								
	1.0	0.00		0		2,810								
	1.0	0.00		0		2,620								
	1.0	0.00		0		7,500								
	1.0	0.00		0		3,750								
	1.0	0.00		0		3,750								
	1.0	0.00		0		2,500								
	1.0	0.00		0		2,500								
	1.0	0.00		0		24,300								
	1.0	0.00		0		10,200								
					1235	**80,717**							**1,775**	
3	1.0	1.04		77,680	77,680									
	1.0	0.00		0		632								
					77,680	632								
4	1.0	0.00		0		1,348								
	1.0	0.00		0		2,068								
	1.0	0.00		0		23,115								
	1.0	0.00		0		2,500								
	1.0	0.00		0		9,378								
	1.0	0.00		0									2,500	
	1.0	0.00		0									5,000	
	1.0	0.00		0									2,500	
	1.0	0.00		0									1,975	
	1.0	0.00		0									2,135	
	1.0	0.00		0									2,050	
	1.0	0.00		0										
						38,409							**16,160**	
5	1.0	0.00		0		1,865								
	1.0	0.00		0		2,200								
	1.0	0.00		0		2,400								
	1.0	0.00		0		790								
	1.0	0.00		0		2,500								
						9,755								
6	1.0	0.30		1,000	1,000									
	1.0	0.00		0										
				1,000	**1,000**									
7	1.0	0.15		1,596					1596					
8	1.0	0.92		6,000					6,000					
				88,511	**79,915**	**129,513**	**0**	**0**	**7,596**	**0**	**0**	**0**	**53,895**	**0**

POTENTIAL SITES

Site Number	MAX Allowable FAR	Built FAR	Sites with Change from Existing to No-Action	Building Area (SF)	Industrial/ Manufacturing/ Warehouse	Vacant Land	Wholesale	Commercial (Office)	Commercial (Retail/ Other)	Public/ Community Use	Residential (SF)	DUs	Public Parking Spaces	AccessoryParking Spaces
9	1	0.11		3,400	3,400									
10	1	0.10		2,475							2,475	9		
11	1	0.09		2,880					2,880					
			Potential Sites Total	**8,755**	**3,400**				**2,880**		**2,475**	**9**		

Table 1-4b
RWCDS for Projected and Potential Development Sites

Future With-Action Condition

PROJECTED SITES

Site Number	Development Type	Proposed Zoning	Proposed Built FAR	Lot Area	Industrial/ Manufacturing/ Warehouse	Wholesale	Commercial (Office)	Commercial (Retail) (SF) [2]	Public/ Community Facility	Residential (SF)	Total DUs [3]	Inclusionary DUs [4]	Comm. Parking	Public Parking Spaces	AccessoryParking Spaces
	New construction	R7A/C2-4	4.6/2.0	18,892				16,058		70,845	71	14			48
1		R6A	3.6	17,068						61,445	61	10			29
				35,960				16,058		132,290	132	26			77
2	New construction	R7A/C2-4	4.6/2.0	20,012				17,010		75,045	75	15			51
		R7A	4.6	20,002						92,009	92	18			41
		R6A	3.6	44,270						159,372	159	32			75
				84,284				17,010		326,426	326	65			167
3	New construction	R7A/C2-4	4.6/2.0	21,129				17,960		79,234	79	16			54
		R7A	4.6	25,004						115,018	115	23			52
		R6A	3.6	29,138						104,897	105	21			49
				75,271				17,960		299,149	299	60			155
4	New construction	R7A/C2-4	4.6/2.0	3,710				3,154		13,913	14	3			9
		R6A	3.6	57,006						205,222	205	41			96
				60,716				3,154		219,134	219	44			106
5	New construction	R7A/C2-4	4.6/2.0	9,755				8,292		36,581	37	7			25
6	New construction	R6A/C2-4	3.6/2.0	5,575				4,739		15,331	15	3			12
7	New construction	R6A/C2-4	3.6/2.0	10,600				9,010		29,150	29	6			23
8	New construction	R6A/C2-4	3.6/2.0	6,550				5,568		18,013	18	4			14
					0	**0**	**0**	**81,790**	**0**	**1,076,074**	**1,076**	**215**			**578**

[1] Portion of Lot 3

[2] Assuming 1.0 FAR with 15% of floor area designated to residential uses (lobbies, etc.)

[3] Assuming 1,000 sf/DU

[4] Assuming 20% of Proposed Max. Floor Area

POTENTIAL SITES

Site Number	Development Type	Proposed Zoning	Proposed Built FAR	Lot Area	Industrial/ Manufacturing/ Warehouse	Wholesale	Commercial (Office)	Commercial (Retail)(SF)	Public/ Community Facility	Residential (SF)	Total DUs	Inclusionary DUs	Comm. Parking	Public Parking Spaces	AccessoryParking Spaces
9	New construction	R7A/C2-4	4.6/2.0	2,500				2,125		9,375	9	2			6
10	New construction	R6A	3.6	4,000				0		18,400	18	4			9
11	New construction	R6A/C2-4	3.6/2.0	2,880				2,448		10,800	11	2			3
				9,380				**4,573**		**38,575**	**39**	**8**			**18**

Table 1-4c
RWCDS Projected and Potential Development Sites

Increment												
PROJECTED SITES												
Site Number	**Industrial/ Manufacturing/ Warehouse**	**Vacant Land**	**Vehicle/Open Storage**	**Wholesale**	**Commercial (Office)**	**Commercial (Retail)**	**Community Facility**	**Residential (SF)**	**DUs**	**Inclusionary DUs [4]**	**Public Parking Spaces**	**AccessoryParking Spaces**
1			-35,960			16,058		132,290	132	26	0	77
2	-1,235	-80,717	-1775			17,010		326,426	326	65	0	167
3	-77,680	-632				17,960		299,149	299	60	0	155
4		-38,409	-16,160			3,154		219,134	219	44	0	106
5		-9,755				8,292		36,581	37	7	0	25
6	-1,000					4,739		15,331	15	3	0	12
7						7,414		29,150	29	6	0	23
8						-433		18,013	18	4	0	14
Projected Sites Total	**-79,915**	**-129,513**	**-53,895**	**0**	**0**	**74,194**	**0**	**1,076,074**	**1,076**	**215**	**0**	**578**

[1] Portion of Lot 3

[2] Assuming 1.0 FAR with 15% of floor area designated to residential uses (lobbies, etc.)

[3] Assuming 1,000 sf/DU

[4] Assuming 20% of Proposed Max. Floor Area

POTENTIAL SITES

Site Number	Industrial/ Manufacturing/ Warehouse	Vacant Land	Vehicle/Open Storage	Commercial (Wholesale)	Commercial (Office)	Commercial (Retail/ Other)	Community Facility	Residential (SF)	DUs	Inclusionary DUs	Public Parking Spaces	AccessoryParking Spaces
9	-3,400					2,125		9,375	9	2		6
10								15,925	9	4		9
11						-432		10,800	11	2		3
Potential Sites Total	**-3,400**					**1,693**		**36,100**	**30**	**8**		**18**