Atlantic Avenue Mixed-Use Plan

City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT

New York City Department of City Planning
CEQR No. 24DCP019K
ULURP No. Pending

Prepared by:

One Penn Plaza, 4th Floor
250 West 34th Street
New York, NY 10119
212-465-5000

September 15, 2023

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME Atlantic Avenue Mixed-Use Plan

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
24DCP019K	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
Pending	

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning (DCP)			NAME OF APPLICANT New York City Department of City Planning (DCP), Brooklyn Borough Office		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, Director, Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Alex Sommer, Director, DCP Brooklyn Borough Office		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 120 Broadway, 31st Floor		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10271
TELEPHONE (212) 720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE (718) 780-8290	EMAIL ASommer@planning.nyc.gov	

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):

Action Type (refer to CEQR Technical Manual Chapter 2, "Establishing the Analysis Framework" for guidance)

☐ LOCALIZED ACTION, SITE SPECIFIC ☒ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description*

The New York City Department of City Planning, together with New York City Department of Housing Preservation and Development (HPD) and other partner agencies, is proposing a series of land use actions, including zoning map amendments and zoning text amendments (including mapping a special zoning district and Mandatory Inclusionary Housing (the "Proposed Actions") that would facilitate the implementation of a multi-year planning process conducted along Atlantic Avenue in Prospect Heights, northwestern Crown Heights, and southern Bedford Stuyvesant. The Proposed Actions would affect an approximately 20-block area, primarily along Atlantic Avenue and generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south. In addition, the proposed actions would affect a separate, non-contiguous area located on a portion of two blocks in Prospect Heights bounded by 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 3 & 8	STREET ADDRESS NA
TAX BLOCK(S) AND LOT(S) Refer to Appendix 1.		ZIP CODE 11216, 11238

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Along Atlantic Avenue, generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY Refer to Figure A-1.	ZONING SECTIONAL MAP NUMBER 16C, 17A

5. *Required Actions or Approvals* (check all that apply)

City Planning Commission: ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☒ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Board of Standards and Appeals*:** ☐ YES ☒ NO
☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO ☐ Cogeneration Facility ☐ Title V Permit

Other City Approvals Subject to CEQR (check all that apply)
☐ LEGISLATION
☐ RULEMAKING
☐ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:
☐ FUNDING OF CONSTRUCTION, specify:
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)
☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☒ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

6. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☐ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP
☐ TAX MAP ☒ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☐ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)
Total directly affected area (sq. ft.): 72.5 acres (3.15 million sf)
Waterbody area (sq. ft.) and type: NA
Roads, buildings, and other paved surfaces (sq. ft.): To be described in the EIS.
Other, describe (sq. ft.): To be described in the EIS.

7. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)
SIZE OF PROJECT TO BE DEVELOPED (gross square feet): Refer to table on Page 3 for RWCDS Summary
NUMBER OF BUILDINGS:
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):
HEIGHT OF EACH BUILDING (ft.):
NUMBER OF STORIES OF EACH BUILDING:

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: TBD
The total square feet not owned or controlled by the applicant: TBD

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☐ YES ☒ NO
If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: Not known sq. ft. (width x length)
VOLUME OF DISTURBANCE: Not known cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: Not known sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2034
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: NA
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO | IF MULTIPLE PHASES, HOW MANY? NA
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: NA

9. *Predominant Land Use in the Vicinity of the Project* (check all that apply)
☒ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Public facilities & institutions

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures				
No. of dwelling units	6	175	4,283	4,108
No. of low- to moderate-income units		45 - 50	1,358 - 1,535	1,316 - 1,485
Gross floor area (sq. ft.)	5,789	165,973	4,382,630	4,216,657
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Local retail, office, auto-related and other	Local retail, office, Auto-related and other	Local retail, destination retail and office	
Gross floor area (sq. ft.)	149,455	170,585	959,636	789,051
Manufacturing/Industrial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type of use	Warehouse and other	Warehouse and other	Other	
Gross floor area (sq. ft.)	246,178	237,371	48,114	-189,257
Open storage area (sq. ft.)	0	0	0	0
If any unenclosed activities, specify:				
Community Facility	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
Type		Other	Medical office and Other	
Gross floor area (sq. ft.)	23,586	23,586	121,393	97,807
Vacant Land	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," describe:	89,471 SF	89,471 SF	0	-89,471
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
PARKING				
Garages	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	339	319	0	-319
No. of accessory spaces				
Operating hours				
Attended or non-attended				
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
POPULATION				
Residents	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify number:	14	420	10,279	9,859
Briefly explain how the number of residents				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
was calculated:				
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	TBD	TBD	TBD	
No. and type of workers by business	TBD	TBD	TBD	
No. and type of non-residents who are not workers	TBD	TBD	TBD	
Briefly explain how the number of businesses was calculated:				
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	M1-1, C6-3A, M1-4/R7A, R7A/C2-4, R7D/C2-4, C6-2A, R6B, and R6A	M1-1, C6-3A, M1-4/R7A, R7A/C2-4, R7D/C2-4, C6-2A, R6B, and R6A	R7A, R7D, C6-3A, M1-4/R6B, M1-4/R6A, M1-4/R7D, M1-5/R9A, C4-3A, C4-5D, and M1-4	
Maximum amount of floor area that can be developed	TBD	TBD	TBD	TBD
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	R6A, R6B, R7D, C6-3A, and C4-5D	R6A, R6B, R7D, C6-3A, and C4-5D	R6A, R6B, R7D, C6-3A, and C4-5D	
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☒	☐
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. **See Attachement B.**		
(e) Is the project a large, publicly sponsored project?	☒	☐
○ If "yes," complete a PlaNYC assessment and attach. **See Attachment B.**		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☒	☐
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☒	☐
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☒	☐
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population? **To be assessed in the EIS.**	☐	☒
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population? **To be assessed in the EIS.**	☐	☐
ii. ○ **Indirect Residential Displacement**		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☒	☐
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent? **To be assessed in the EIS.**	☐	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☐
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☒	☐
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☒
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,	☐	☒

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☒	☐
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☒
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☒	☐
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Early Childhood Programs		
○ Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent? **To be assessed in the EIS.**	☐	☐
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent? **To be assessed in the EIS.**	☐	☐
○ If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate?	☐	☐
○ If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
iii. Libraries		
○ Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
○ If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☒	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. **See Attachement B.**		

	YES	NO
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☒	☐
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. **See Attachment B. To be assessed as part of the EIS.**		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☐
(c) If "yes" to either of the above, please provide the information requested in Chapter 10. **See Attachment B. To be assessed as part of the EIS.**		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☒	☐
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☐	☒
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: To be assessed as part of the EIS.	☐	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed?	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day? **1,236,738 gallons per day**	☒	☐
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☒	☐
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☐
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek,	☐	☒

	YES	NO
would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?		
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. **See Attachement B.**		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): TBD		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☒	☐
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): **634,537.2 Million BTU net increase.**		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☒	☐
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☒	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☒	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	☒	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☒	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) **To be assessed in EIS.**	☒	☐
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. **See Attachment B.**		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☒	☐
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☒	☐
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation. **See Attachment B.**	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		

	YES	NO
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. **See Attachment B.**		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. **See Attachment B. To be assessed as part of the EIS.**		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. **See Attachment B. To be assessed as part of the EIS.**		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☒	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☒	☐
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☒	☐
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☒	☐
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. **See Attachment B. To be assessed as part of the EIS.**		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
Alex Sommer		09/15/2023

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact: YES	NO
Land Use, Zoning, and Public Policy	☒	☐
Socioeconomic Conditions	☒	☐
Community Facilities and Services	☒	☐
Open Space	☒	☐
Shadows	☒	☐
Historic and Cultural Resources	☒	☐
Urban Design/Visual Resources	☒	☐
Natural Resources	☐	☒
Hazardous Materials	☒	☐
Water and Sewer Infrastructure	☒	☐
Solid Waste and Sanitation Services	☒	☐
Energy	☒	☐
Transportation	☒	☐
Air Quality	☒	☐
Greenhouse Gas Emissions	☒	☐
Noise	☒	☐
Public Health	☒	☐
Neighborhood Character	☒	☐
Construction	☒	☐

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☒ YES ☐ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☒ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☐ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	New York City Department of City Planning (DCP)
NAME: Stephanie Shellooe	DATE: September 15, 2023

SIGNATURE

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Attachment A. Project Description

A. INTRODUCTION

The New York City Department of City Planning (DCP), together with New York City Department of Housing Preservation and Development (HPD) and other partner agencies, is proposing a series of land use actions, including zoning map amendments and zoning text amendments (including establishing a new Special District and Mandatory Inclusionary Housing [MIH]) (the "Proposed Actions") that would facilitate the implementation of a multi-year planning process conducted along Atlantic Avenue in Prospect Heights, northwestern Crown Heights, and southern Bedford Stuyvesant in partnership with elected officials, City agencies, community boards, and local stakeholders.

The Proposed Actions would affect an approximately 20-block area, primarily along Atlantic Avenue in Brooklyn Community Districts 3 and 8, and generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south. In addition, the Proposed Actions would affect a separate, non-contiguous area located on a portion of two blocks in Prospect Heights bounded by 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.

The Proposed Actions are intended to reinvigorate portions of the 120-foot wide Atlantic Avenue thoroughfare and surrounding blocks and help mitigate the regional housing crisis by allowing the development of new housing, including affordable housing, and facilitating economic opportunity and the growth of local services and jobs in an area that has excellent public transit access and is near the major employment hubs of Downtown Brooklyn and Lower Manhattan. These actions will also be reinforced by investments into local community resources and the public realm to improve sustainability, safety, mobility, and neighborhood connectivity. The Proposed Actions seek to accomplish the following land use objectives:

- Implement community-identified priorities for housing, services, and job growth, and reinforce proposed investments into community amenities and the streetscape.
- Allow for new housing where appropriate and require permanently affordable housing in new residential developments.
- Reinforce the area as a local job hub that serves surrounding neighborhoods and new residents, and promotes a walk-to-work environment.
- Ensure the area evolves into a mixed-use neighborhood that supports new housing and space for local retail, community facilities and services, and commercial and light industrial uses.
- Encourage the investment in, and expansion of, loft-style buildings to help the growth of job-dense uses in appropriate locations.
- Strengthen the quality of the Atlantic Avenue streetscape, improve safety along the corridor and at key intersections, enhance the pedestrian experience along the sidewalk, and find opportunities for publicly accessible open space for existing and future residents.

- Support active ground floor uses along key corridors, including Atlantic Avenue, Grand Avenue, Classon Avenue, and Bedford Avenue.
- Create special zoning rules to improve urban design and accommodate unique development conditions.

Atlantic Avenue serves as one of the City's major thoroughfares, spanning across several neighborhoods from Brooklyn's waterfront to Jamaica, Queens. During the late 19th century, a freight and passenger rail line ran at-grade along Atlantic Avenue, leading to many industrial, distribution-based businesses flourishing along the corridor and surrounding blocks, intermingling with the existing rowhouses and apartment buildings. In the early 1900s, the rail line was moved below grade and began operating as passenger-only service for the Long Island Rail Road (LIRR). Concurrently with the rapid growth of the automobile and suburbanization of Long Island, portions of Atlantic Avenue in Central Brooklyn evolved into an auto-centric corridor with gas stations, vehicle repair shops, warehouses, and distribution centers. In 1961, the area was mapped with an M1-1 zoning district, codifying the area as a low-rise, auto-oriented corridor into law. Due to the M1-1's low allowable densities and heights, high off-street parking and loading requirements, and use limitations, this zoning contributed to disinvestment in the area by encouraging the devaluation and demolition of pre-zoning rowhouses and apartment buildings, banning development of any new housing, and significantly constraining the growth of commercial and industrial businesses. Today, the area consists of vacant and underutilized lots, as well as single-story warehouses and auto-related uses.

In contrast, the areas immediately surrounding the M1-1 zoning district are mainly built up and thriving with residential and other types of uses. Housing demand has soared in Crown Heights, Prospect Heights, Clinton Hill, Bedford Stuyvesant, and other neighborhoods surrounding Atlantic Avenue, which benefit from strong access to public transit and major employment hubs, such as Downtown Brooklyn and Lower Manhattan. To prevent new, potentially out-of-context development, large swaths of these neighborhoods have been mapped with contextual zoning districts and designated as historic districts by the Landmarks Preservation Commission (LPC), limiting capacity for new housing and placing increasing pressure on industrial-zoned parts of Atlantic Avenue to accommodate growth. In response to growing development interest following the approval of the 2013 Crown Heights West Rezoning, Community Board 8 spearheaded a planning process for an M1-1 zoned area in northwestern Crown Heights called M-Crown ("Manufacturing, Commercial, Residential Opportunities for a Working Neighborhood") with a vision for new affordable housing and job-generating uses.

Since 2016, DCP has been engaged with Community Board 8 and began a study in collaboration with board members, residents and property owners, and other stakeholders. In 2018, DCP released a land use framework, which built upon Community Board 8's goals and set forth a vision with individual sub-areas that has subsequently been used as a tool to guide private rezoning applications. In spring 2022, DCP began work to advance an area-wide plan for Atlantic Avenue in response to a request from elected officials, local organization and community board leaders, and various stakeholders. In October 2022, an outreach and engagement process was launched by elected officials, DCP, and partnering agencies, known as the Atlantic Avenue Mixed-Use Plan, culminating in a community priorities report in July 2023 which included recommendations for land use changes, public realm improvements, and other community-based priorities.

An overview of the area subject to the Proposed Actions (also referred to as the Project Area or Rezoning Area), the purpose and need for the Proposed Actions, and their specific components are discussed below. Appendix 1 includes a full list of the blocks and lots that would be affected by the Proposed Actions.

B. REQUIRED APPROVALS

The Proposed Actions include discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and City Environmental Quality Review (CEQR) process, as follows:

- **Zoning Map Amendment** to:
  - Rezone portions of existing M1-1, C6-3A, M1-4/R7A, R7A/C2-4, R7D/C2-4, C6-2A, R6B, and R6A districts to R7A, R7D, C6-3A, M1-4/R6B, M1-4/R6A, M1-4/R7D, M1-5/R9A, C4-3A, C4-5D, and M1-4 districts and C2-4 commercial overlays.
- **Zoning Text Amendments** to:
  - Establish the Special Atlantic Avenue Mixed-Use District largely coterminous with the Rezoning Area. The proposed special purpose district will include modifications to underlying use, bulk, parking and loading, and streetscape regulations. The proposed special district will include requirements and incentives related to active ground floor uses and job-generating uses and establish controls for building articulation and streetscape improvements along key corridors.
  - Modify Appendix F for the purpose of establishing proposed R7A, R7D, C6-3A, M1-4/R6B, M1-4/R6A, M1-4/R7D, M1-5/R9A, C4-3A, and C4-5D as MIH areas, applying the MIH program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.
- **Designation of an Urban Development Action Area ("UDAA")**, project approval of an Urban Development Action Area Project ("UDAAP"), and acquisition and/or disposition of the City-owned property within the Project Area.
- **Site Selection and/or Acquisition**, related to the potential acquisition of land by the City for the purpose of establishing publicly accessible open space.

CITY ENVIRONMENTAL QUALITY REVIEW AND SCOPING

The Proposed Actions are classified as Type 1, as defined under 6 New York Codes, Rules and Regulations (NYCRR) 617.4 and 43 Rules of the City of New York (RCNY) 6-15, subject to environmental review in accordance with CEQR guidelines. This Environmental Assessment Statement (EAS) was completed on September 15, 2023. A Positive Declaration, issued on September 15, 2023, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an Environmental Impact Statement (EIS). DCP will be acting as lead agency on behalf of the City Planning Commission (CPC) and will conduct a coordinated environmental review.

The City Environmental Quality Review (CEQR) scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be used to prepare the EIS. During the period for scoping, those interested in reviewing the Draft

Scope may do so and give their comments to the lead agency. The public, interested agencies, Brooklyn Community Boards (CB) 3 and 8, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting to be held on October 17, 2023, starting at 2:00 PM. Instructions on how to view and participate, as well as materials relating to the meeting, will be available at the DCP Scoping Documents webpage (https://www.nyc.gov/site/planning/applicants/scoping-documents.page) and NYC Engage website (https://www1.nyc.gov/site/nycengage/index.page) in advance of the meeting. To continue to allow for broad public participation options, DCP will hold the public scoping meeting remotely.

Comments received during the Draft Scope's public meeting and written comments received up to 10 days after the meeting until 5:00 PM on October 27, 2023, will be considered and incorporated as appropriate into the Final Scope of Work (Final Scope). The lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the scoping. The Draft EIS (DEIS) will be prepared in accordance with the Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision-makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

C. BACKGROUND TO THE PROPOSED ACTIONS

COMMUNITY ENGAGEMENT AND INTERAGENCY PARTICIPATION

Following the 2013 area-wide rezoning of Crown Heights West, Brooklyn CB 8 formed a land use sub-committee called M-CROWN (an acronym for "Manufacturing, Commercial, Residential Opportunities for a Working Neighborhood") with the aim of establishing a shared vision for housing and job growth along a section of Atlantic Avenue. In 2015, CB 8 adopted a Resolution to rezone the M-CROWN geography with a vision of mixed-income housing and job-generating industrial uses with use limitations on retail and eating and drinking establishments.

In 2016, DCP began engaging with CB 8 on a land use study, encompassing the M1-1 zoning district that extends from Vanderbilt Avenue on the west to Nostrand Avenue on the east. Due to the similar conditions across both sides of the corridor, DCP added an M1-1 area on the north side of Atlantic Avenue within Community District (CD) 3 to this study. In 2018, DCP released a land use framework as part of its study with the goal of reaching consensus on a shared vision for growth and to help guide private rezoning applications. As part of the framework, the following three sub-areas were identified:

- Atlantic Avenue Mixed-Use Sub-Area: Support growth of a major corridor with a high-density mix of commercial and residential uses.

- Western Mid-Block Mixed-Use Sub-Area: Encourage moderate density, mixed-use development with greater density along the north/south avenues.
- Eastern Mid-Block Commercial and Industrial Sub-Areas: Maintain and support clusters of industrial and commercial uses.

Since the release of the land use framework, seven land use applications have been approved within the Project Area, which are summarized in Section D. Following additional outreach between DCP and CB 8, in 2019 CB 8 adopted a revised Resolution, building on the 2018 DCP framework with recommendations to incentivize a mix of light-industrial and community facility uses. In 2020 and 2021, DCP continued to engage with CB 8, holding discussions on urban design and demographic and population trends. Additionally, starting in 2019, DCP shared the framework with CD 3 leadership with a focus on the portions within their district. In 2020, DCP continued to engage with CB 3 on urban design discussions.

In April 2022, in response to a letter requesting a City-sponsored neighborhood plan from elected officials, CBs 3 and 8, and local organizations, the City began efforts to advance a neighborhood plan. During the summer and fall of 2022, DCP worked with key stakeholders to formulate an outreach plan to better understand priorities for land use, affordable housing, and capital investments among residents and businesses, many of whom had not been engaged with past M-CROWN planning efforts. As part of the outreach planning, an engagement consultant was selected and on-boarded through a request for proposals (RFP) process. To distinguish the current process from past M-CROWN engagement, the new outreach and planning process was renamed the Atlantic Avenue Mixed-Use Plan (AAMUP).

In December 2022, a steering committee, consisting of local council members, community boards, and representatives from community-based organizations and advocacy groups, was formed to provide oversight and guidance of the outreach process. In January 2023, the new outreach process kicked off with a virtual workshop to introduce the new engagement process and hear initial feedback from community members. During winter and spring 2023, a series of public engagement meetings were convened to develop a detailed set of goals and priorities for the plan, including two open-house-style community planning workshops, nine topic-based working groups meetings, and monthly steering committee meetings.

In an effort to allow community members to engage with City agencies on specific planning topics and generate community-driven priorities for the plan, three working groups were formed on the topics of (1) Streetscape, Physical Infrastructure, and Open Space, (2) Economic Development, Human Capital, and Services, and (3) Land Use, Density, and Housing – each of which met three times for a total of nine working group meetings. Every working group meeting consisted of a mix of presentations, interactive activities, and break-out group discussions led by the engagement consultant and in close coordination with the steering committee, DCP, Council Member Crystal Hudson, and the City Council's Planning and Land Use Division. Several City agencies also participated in and supported the engagement process, including the Department of Housing, Preservation, and Development (HPD), Department of Transportation (NYCDOT), Department of Parks and Recreation (DPR), Department of Small Business Services (SBS), and the New York City Economic Development Corporation (EDC).

Following the public community planning workshops and working group meetings, opportunity statements, goals, and priorities that emerged from the outreach process were compiled into a final engagement report, the AAMUP Community Vision and Priorities report, which was released in August 2023. As part of the AAMUP Community Vision and Priorities report, six community-based priorities were identified, which

will inform future land use actions and actions taken by the City to provide services and undertake capital investment projects that support the plan's goals.

D. ATLANTIC AVENUE MIXED-USE PLAN AREA HISTORY

PROJECT AREA HISTORY

Early inhabitants of the Project Area included the Lenape indigenous people. The area was mostly forested, hilly, and unpopulated until the establishment of the Village of New Bedford in the 17th century as part of a grant from New Amsterdam Governor Pieter Stuyvesant. The area would later become part of the Village of Brooklyn and in 1674 was transferred from Dutch to British rule. During European colonization, many areas were de-forested and became farmland. In the 19th century, the area experienced rapid urbanization due to the layout of a new street grid, technological advances in rail transportation and construction, and the development of Prospect Park.

During the late 19th century, Atlantic Avenue had an at-grade freight and passenger rail connecting Brooklyn's industrial waterfront with the farms of Long Island, fueling Brooklyn's rapid development, and leading to industrial, distribution-based businesses concentrating along the corridor and surrounding blocks. In the early 1900s, the rail line was moved below grade and began operating as passenger-only service for the LIRR. As Long Island suburbanized amidst the rapid growth of the automobile, Atlantic Avenue evolved into an auto-centric corridor with gas stations, vehicle repair shops, warehouses, and distribution centers. In 1961, M1-1 zoning was mapped along the corridor to limit new housing and promote suburban-style industrial and commercial uses, reinforcing the character of low-rise, auto-oriented uses, devaluing the existing rowhouses and apartment buildings by designating their use as non-conforming with zoning, and precluding any new residential development, conversions, or expansions.

Due to the M1-1 zoning's stringent restrictions on use, limitations on density and height, and high parking requirements, coupled with periods of disinvestment, portions of Atlantic Avenue have experienced minimal new development. The area is presently characterized by a mix of vacant lots, open storage, self-storage, auto-oriented uses, and high lot coverage, loft-style industrial buildings, some of which have been adaptively reused for offices, art studios, and retail uses. Meanwhile, much of the residential neighborhoods surrounding Atlantic Avenue – Crown Heights, Prospect Heights, Clinton Hill, and Bedford Stuyvesant – have undergone rapid socioeconomic changes. Though rich in public transit and located near major job centers like Downtown Brooklyn and Lower Manhattan, these neighborhoods were "contextually" rezoned and mapped with historic districts, preserving their existing built character and limiting new housing development. As housing demand in these inner-ring neighborhoods grew and attracted higher-income residents, many low- and moderate-income residents have faced rising rents and displacement pressure. Simultaneously, the population of Black residents within the surrounding neighborhoods have declined, while the population of White and Asian residents has grown substantially.

NEIGHBORHOOD CONTEXT

The Project Area is located primarily in northwestern Crown Heights and situated at the nexus of Crown Heights, Bedford Stuyvesant, Clinton Hill, and Prospect Heights. Surrounding neighborhoods consist mainly of low-rise residential areas with retail and services concentrated on Fulton Street to the north and several north-south corridors that overlap with the Project Area. Following the establishment of Prospect

Park and the expansion of the subway station during the late 19th century and early 20th century, these neighborhoods experienced a rapid population boom with the construction of row-house style homes and small- and medium-sized apartment buildings.

The area surrounding the Project Area is well-served by public transit. The A and C subway lines run along Fulton Street, two blocks north of the Project Area, with access at the Clinton-Washington, Franklin Avenue, and Nostrand Avenue stations. The Franklin Avenue shuttle, a two-car subway connecting the neighborhoods of Bedford Stuyvesant with Prospect Lefferts Gardens in Central Brooklyn, runs north-south directly through the Project Area with stations two blocks from the Project Area at Franklin Avenue and Park Place. Within the Project Area the elevated train runs over Atlantic Avenue, Pacific Street, Dean Street and Bergen Street. Additionally, three blocks to the west of the Project Area is Atlantic Terminal, a multi-modal transit hub with access to ten subway lines and the LIRR, and less than a half mile to the south of the Project Area is the Franklin Avenue station at Eastern Parkway, which provides access to the 2, 3, 4, and 5 subway lines. Less than one block outside the Project Area, at the intersection of Atlantic Avenue and Nostrand Avenue, is a newly renovated LIRR station, which provides regional access to Atlantic Terminal, East New York, and various stations in Queens and Long Island. Several bus lines run within a quarter mile of the Project Area, including the B25, B26, B45, B44, B48, and B65, as well as the B44 Select Bus Service.

The surrounding area has been subject to a few DCP-sponsored area-wide rezonings, which were mapped with the primary goal of preserving the neighborhood character and encouraging growth along key corridors. These include a 53-block rezoning of Prospect Heights in 1993 (C 930430 ZMK), a 99-block rezoning of Fort-Greene-Clinton Hill in 2007 (C 070430 ZMK, N 070431 ZRY), and 206-block rezoning of Bedford Stuyvesant South in 2007 (C 070447 ZMK, N 070448 ZRY), and a 55-block rezoning of Crown Heights West in 2013 (C 130213 ZMK, N 130212 ZRK). In connection with these rezonings, R6B districts were extensively mapped along mid-blocks to maintain the low-rise, row-house-style character, while orienting moderate density growth along corridors, some of which were mapped and designated as voluntary Inclusionary Housing areas to incentivize affordable housing within new developments. Within a few blocks surrounding the Project Area, area-wide rezonings have encouraged modest growth in certain geographies. The Fort-Greene-Clinton Hill Rezoning changed the zoning on the northern frontage of Atlantic Avenue between Vanderbilt Avenue and Classon Avenue from M1-1 to R7A/C2-4, while the Crown Heights West Rezoning changed the zoning from R6 to R7A along blocks to the south of the Project Area between Classon Avenue and Franklin Avenue. Further, the Fort-Greene-Clinton Hill and Bedford Stuyvesant South rezonings mapped R7A/C2-4, R7D/C2-4, and C4-5D districts along Fulton Street.

Three blocks west of the Project Area is Atlantic Terminal, a multi-modal transit hub and gateway to Downtown Brooklyn, a high-density neighborhood that serves as a Central Business District serving the entire City and was subject to an area-wide rezoning in 2004 (C 040171 ZMK) to promote commercial and residential growth. Several LPC-designated historic districts are located within a few blocks from the Project Area, including the Prospect Heights District, Crown Heights North I and II Historic Districts, Clinton Hill Districts, and Bedford Historic Districts. Individual LPC landmarks within the Project Area include the Bedford Atlantic Armory (23rd Regiment Armory) and St. Bartholomew's Church.

To the west of the Project Area is Pacific Park, a multi-phased development project led by the Empire State Development Corporation (ESD) that spans five blocks and 22 acres with over six thousand units, new

publicly accessible open space, community facilities, offices, and retail space, including the 18,000 seat Barclays Center arena. Pacific Park, formerly known as Atlantic Yards, is subject to a General Project Plan (GPP) that was approved in 2006 and has since been amended to accommodate updates to the proposal. As of June 2023, the approximately 18,000 seat Barclays Center Arena and eight mixed-use residential buildings have been completed, totaling approximately 3,000,000 square feet and 3,212 units, of which 1,374 are affordable.

Over the past few decades, the surrounding neighborhoods have experienced major demographic and population changes. Within Census Tracts overlapping within a quarter mile of the Project Area, from 2000 to 2020 the Black population declined from 71,930 to 39,342, while the White Non-Hispanic increased from 14,534 to 49,349. During this period, the population increased by 15% from 103,138 to 119,021, which also coincided with a rise in median household incomes, educational attainment, and households with non-family members or roommates. Underscoring these demographic shifts are broader local and citywide trends and issues. Demand to live in the surrounding neighborhoods remains consistently strong, while existing zoning, historic districts, and a limited number of development sites has constrained the ability to accommodate growth and placed increasing pressure on the existing housing stock. Due to the rise in demand, many owners decided to sell their homes and move, while many renters, particularly low-income populations living in unregulated housing, struggle to afford to live in the neighborhood and relocate when faced with the rising cost of living, tenant harassment, and a lack of nearby affordable housing opportunities.

PROJECT AREA

The Proposed Actions would affect an approximately 20-block, 72.5-acre area in northwest Crown Heights and southern Bedford Stuyvesant of Brooklyn, Community District's 3 and 8. The Project Area is generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south. In addition, the Proposed Actions would affect a separate, non-contiguous area located on a portion of two blocks in Prospect Heights bounded by 6th Avenue to the west, Clinton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.

Atlantic Avenue is a prominent east-west corridor that extends the entire length of the Project Area. Other secondary corridors running north-south within the Project Area are Vanderbilt Avenue, Grand Avenue, Classon Avenue, Franklin Avenue, and Nostrand Avenue. The Project Area consists of distinct commercial, mixed-use, and non-residential sub-areas with varying building typologies. The Bedford Atlantic Armory (23rd Regiment Armory) and St. Bartholomew's Church, two LPC-designated Landmarks, are located within the Project Area, while a portion of the Project Area is adjacent to the Prospect Heights Historic District.

Atlantic Avenue

Atlantic Avenue is a 120-foot-wide corridor that runs east-west and traverses several neighborhoods, connecting Brooklyn's waterfront with Jamaica, Queens. Within the Project Area, Atlantic Avenue is a DOT-designated through truck route with four to six lanes of traffic and narrow sidewalks, which contributes to an auto-oriented character with unsafe conditions for pedestrians and bicyclists, especially those crossing the avenue to access nearby subway stations two blocks to the north along Fulton Street.

Historically, a freight rail line ran above-grade, leading to the growth and concentration of industrial uses along Atlantic Avenue that benefitted from the movement of goods and materials. In the early 1900s, the freight rail line was discontinued and passenger-only service was moved below-grade west of Bedford Avenue in what continues to operate as the LIRR. As automobile usage became prominent, gas stations, auto-body repair shops, garages, and showrooms proliferated along Atlantic Avenue. Currently, the corridor is primarily characterized by a mix of uses including building supply, open storage, warehouse, self-storage, vehicle parking, and non-conforming residential uses, which existed prior to the mapping of M1-1 zoning in 1961. Between Franklin Avenue and Classon Avenue are two lots owned and operated by the Metropolitan Transportation Authority (MTA), which are occupied by a cable storage and repair facility (Block 1126, Lot 32) and open vehicle storage (Block 1126, Lot 57).

Lowry Triangle, located south of Atlantic Avenue, bounded by Underhill Avenue to the west, Pacific Street to the south, and Washington Avenue to the east, is the only public open space (owned and operated by New York City Department of Parks and Recreation) in the Project Area.

North-South Corridors

There are several corridors running north-south that overlap with the Project Area. Within the Project Area, these corridors contain a mix of automotive repair shops, gas stations, warehouses, eating and drinking establishments, open storage and parking, and vacant lots. On the westernmost portion of the Project Area is Vanderbilt Avenue, a 100-foot-wide street that serves as a local retail and service-based corridor for the Prospect Heights neighborhood. One block to the east is Underhill Avenue, which terminates at Atlantic Avenue, and Washington Avenue, an 80-foot-wide street with retail uses that serves as a connection to the Clinton-Washington Avenue subway station, providing access to the C subway line. Further to the east are Grand Avenue and Classon Avenue, both 70 feet in width, which are primarily residential with pockets of commercial and community facility uses. Franklin Avenue, a 70-foot-wide corridor, and Nostrand Avenue, an 80-foot-wide corridor, serve as neighborhood-based commercial thoroughfares and in close proximity to subway stations two blocks to the north along Fulton Street. Bedford Avenue, an 80-foot-wide street, serves as another important connection with a bicycle lane and the B44 Select Bus Service.

Interior Blocks

The interior mid-blocks located north and south of Atlantic Avenue cover the streets running east-west—Bergen Street, Dean Street, Pacific Street, and Herkimer Place—and are categorized under three sub-areas: the western mid-blocks between Grand Avenue and Classon Avenue, the eastern mid-blocks between Classon Avenue and Franklin Avenue, and Herkimer Place further to the east between Atlantic Avenue and Nostrand Avenue. Bergen Street, Dean Street, and Pacific Street are 70 feet in width, while Herkimer Place is 50 feet wide.

The western mid-blocks are characterized by a large swath of underutilized lots that are either vacant or used for warehousing, open storage, and vehicular or truck parking, along with clusters of pre-existing, non-conforming residential uses. The eastern mid-blocks are characterized by one- and two-story warehouses, along with multi-story, loft-style buildings, some of which have been adaptively reused and converted to office, art studios, community facilities, and light industrial uses, such as the former Studebaker automotive showroom at 1000 Dean Street or the facility operated by the Greenpoint Manufacturing Design Center (GMDC) at 1102 Atlantic Avenue. Herkimer Place is characterized by a

cluster of one- to two-story warehouse buildings that are used for storage or occupied by building contractors.

HPD-owned Parcels on Dean and Bergen Streets and Surrounding Blocks

In addition to the areas described above, the Project Area encompasses portions of two blocks located approximately three blocks to the southwest in Prospect Heights. This area consists primarily of two parcels of land owned by the City of New York and under the jurisdiction of the Department of Housing Preservation, and Development (HPD) within a block of each other that comprise two non-contiguous development sites, as well as adjacent lots that would also be subject to a proposed zoning map amendment and zoning text amendment related to the mapping of MIH.

The first site under HPD jurisdiction is 542 Dean Street (HPD Site 1), an approximately 17,144-square-foot site located on the south side of Dean Street between 6th Avenue and Carlton Avenue. Land uses near Site 1 include the Dean Playground, three to five-story residential and mixed-use buildings with ground floor commercial uses, and a City-owned fire station (Engine 219, Ladder 105) operated by the Fire Department of New York City (FDNY).The second site under HPD jurisdiction is 512 Bergen Street (HPD Site 2), an approximately 17,050 square-foot lot improved with a two-story garage located on the south side of Bergen Street between 6th Avenue and Carlton Avenue. Land uses near Site 2 consist of two-story commercial buildings, a church and parking lot, a nine-story warehouse, a three-story, multi-family walk-up building, and a two- story, two-family home across the street from the Dean Playground.

In 2020, HPD announced plans to redevelop the sites for new affordable housing and community amenities including publicly accessible open space as part of a Request for Proposals (RFP) process for Minority/Women-Owned Business Enterprises (M/WBE) certified developers. Following a public engagement process to better understand community priorities for future development, on April 22, 2021, HPD released a Community Visioning Report and issued an RFP to begin soliciting proposals. In August 2023, HPD announced the designation of a development team for a city-owned site at 542 Dean Street (HPD Site 1), while proposals to develop the second site at 512 Bergen Street (HPD Site 2) are currently under review.

PREVIOUS PLANNING EFFORTS AND PAST ACTIONS

Over the last ten years, Community Boards 3 and 8 have engaged with DCP to develop a vision for housing and job growth for the AAMUP Study Area, which was a process spearheaded by Community Board 8 as part of M-CROWN. Furthermore, several past actions have been taken by DCP and others within the Project Area and its immediate surroundings.

Pacific Park (formerly known as Atlantic Yards)

Directly to the west of the Project Area is Pacific Park, a multi-phased development project led by the Empire State Development Corporation (ESD) that spans five blocks and 22 acres with over six thousand units, new publicly accessible open space, community facilities, offices, and retail space, including the 18,000 seat Barclays Center arena. Pacific Park, formerly known as Atlantic Yards, is subject to a General Project Plan (GPP) that was approved in 2006 and has since been amended to accommodate updates to the proposal. Located directly southwest of the Project Area is the Pacific Park site known as 550 Vanderbilt

Avenue, a 17-story mixed-use building with 278 condominium units constructed in 2017. Pacific Park sites directly to the west of the Project Area along Atlantic Avenue are slated for a future development phase.

Historic Districts and Landmarks

Immediately surrounding the Project Area are two Historic Districts designated by LPC. In 1977, LPC designated the 23rd Regiment Armory as a New York City Landmark. Referred to as the Bedford Atlantic Armory, the building was constructed in 1895 to store arms and military equipment, train soldiers, and provide services to veterans of the Civil War. Resembling a brick fortress, a prominent feature is the round crenellated tower, which rises to a height of 136 feet. Currently, the building is occupied by a homeless shelter for men operated by the Department of Homeless Services (DHS) and used for temporary storage. In 1974, LPC designated St. Bartholomew's Church as a New York City Landmark, located partially within the Project Area at 1227 Pacific Street. Built in 1890, St. Bartholomew's Church is a Queen Anne-style structure featuring a square tower and belfry, as well as a stained-glass window by Tiffany Studios, dating from 1932. In 1986, the Imperial Apartments as a New York City Landmark, located approximately one block to the south of the Project Area at 1198 Pacific Street. Built in 1892 and inspired by French Renaissance chateaux, the Imperial Apartments are clad with Roman brick and terra-cotta.

In 2007, LPC designated the Crown Heights North Historic District, located directly south and southwest of the Project Area running along Dean Street east of Bedford Avenue. It includes approximately 470 buildings that were constructed between the 1850s and the 1930s and designed in styles ranging from the Romanesque Revival and Queen Anne to Georgian and Renaissance Revival. In 2009, LPC designated the Prospect Heights Historic District, which is located directly south of the Project Area along Vanderbilt Avenue and east of the Project Area along Dean Street, adjacent to the HPD-owned parcel at 542 Dean Street. The Prospect Heights Historic District includes 850 buildings designed in the Italianate, neo-Grec, Queen Anne, Romanesque and Renaissance Revivals styles.

Area-Wide Rezonings

Much of the area surrounding the Project Area has been subject to area-wide rezonings sponsored by DCP at the request of local Community Boards, including a include a 53-block rezoning of Prospect Heights in 1993 (C 930430 ZMK), a 99-block rezoning of Fort-Greene-Clinton Hill in 2077 (C 070430 ZMK, N 070431 ZRY), and 206-block rezoning of Bedford Stuyvesant South in 2007 (C 070447 ZMK, N 070448 ZRY), and a 55-block rezoning of Crown Heights West in 2013 (C 130213 ZMK, N 130212 ZRK). The primary objective of these rezonings was to protect and maintain the low-rise, row-house-style neighborhood character from out-of-context development. Specific corridors, such as Fulton Street, Atlantic Avenue, and Franklin Avenue, were mapped with R7A or R7D residential districts to encourage moderate growth and incentivize affordable housing within new developments in conjunction with the mapping of voluntary Inclusionary Housing areas. Specifically, the Fort-Greene-Clinton Hill Rezoning changed the zoning on the northern frontage of Atlantic Avenue between Vanderbilt Avenue and Classon Avenue from M1-1 to R7A/C2-4, while the Crown Heights West Rezoning changed the zoning from R6 to R7A along blocks to the south of the Project Area between Classon Avenue and Franklin Avenue. Along Fulton Street, one block to the north of the Project Area, the Fort-Greene-Clinton Hill and Bedford Stuyvesant South Rezonings mapped R7A/C2-4, R7D/C2-4, and C4-5D.

470 Vanderbilt Avenue (2009)

Located across the street from the Project Area, 470 Vanderbilt Avenue was an application (C 090441 ZMK, N 090442 ZRK, C 090443 ZSK) by Atara Vanderbilt, LLC for a CPC special permit related to a Large Scale General Development (LSGD), a zoning text amendment to map an Inclusionary Housing area, and zoning map amendment from an M1-1 district and an R6/C2-3 district to a C6-3A district located on an entire block bounded by Atlantic Avenue to the south, Fulton Street to the north, Clermont Avenue to the west, and Vanderbilt Avenue to the east. The application sought to facilitate the development of a new mixed-use building containing 376 dwelling units (DU), 32,358 square feet of ground floor retail space, and the reuse and expansion of an existing 565,700 square foot loft building for commercial uses. The application was approved by the New York City Council on September 30, 2009.

1350 Bedford Avenue Rezoning (2017)

Located approximately one block from the Project Area, 1350 Bedford Avenue Rezoning was an application (C 170070 ZMK, N 170071 ZRK) by Bedford Arms, LLC for a zoning map amendment from R6A to R7D and a zoning text amendment to map an MIH area. The application sought to facilitate the development of a nine-story residential development with 94 affordable DU. The application was approved by the New York City Council on July 20, 2017. Additionally, this development was granted a special permit by the New York City Board of Standards and Appeals (BSA) in 2016 (2016-4333-BZ) to permit the reduction of 35 accessory off-street parking spaces.

809 Atlantic Avenue Rezoning (2019)

Located across the street from the Project Area, 809 Atlantic Avenue Rezoning was an application (C 190071 ZMK, C 190072 ZSK, C 190073 ZSK, N 190074 ZRK) by y 550 Clinton Partners LLC and 539 Vanderbilt Partners LLC for two CPC special permits to modify bulk regulations in relation to a nearby LPC-designated Landmark and waive off-street residential parking requirements, a zoning text amendment to map an MIH area, and a zoning map amendment to change R7A/C2-4, R7A and R6A districts to an R9/C2-5 district and to change an R7A/C2-4 district to an R6A district along the northern frontage of Atlantic Avenue between Vanderbilt Avenue and Clinton Avenue. The application sought to facilitate the development of a 29-story, 237,000-square-foot mixed-use development with retail, office and 286 residential units. The application was approved by the New York City Council on April 9, 2019.

M-Crown

Following the 2013 area-wide rezoning of Crown Heights West, Brooklyn CB 8 formed a land use sub-committee called M-CROWN (an acronym for "Manufacturing, Commercial, Residential Opportunities for a Working Neighborhood") to shape a vision for mixed income housing and job growth along Atlantic Avenue and neighboring blocks zoned M1-1. In 2015, CB 8 adopted a Resolution to rezone M-CROWN with a set of proposed use and bulk regulations that included mandates for affordable housing and certain light industrial and community facility uses, as well as use limitations on retail and eating and drinking establishments.

In 2016, DCP began engaging with CB 8 to undertake a land use study, which would include the M1-1 zoning district that extends from Vanderbilt Avenue on the west to Nostrand Avenue on the east. Due to the similar conditions across both sides of the corridor, DCP added a contiguous M1-1 area located on the northern side of Atlantic Avenue within Community District 3 and subsequently began holding meetings

with Community Board 3 to understand their priorities. After an existing conditions analysis, in 2018 DCP released a land use framework and held additional meetings with the Community Boards to develop consensus around future growth within the Study Area and serve as a guide for owners and developers wishing to advance private rezoning applications. Since the release of the framework, seven private rezoning applications have approved by the CPC and City Council, which are summarized below.

1010 Pacific Street (2019)

1010 Pacific Street (C 180042 ZMK, N 180043 ZRK) was an application by 1010 Pacific Street LLC to rezone the southeastern frontage of Pacific Street between Grand Avenue and Classon Avenue from M1-1 to R7D/C2-4, which was modified by the CPC to R7A/C2-4. The applicant also sought a zoning text amendment to designate an MIH area. The application sought to facilitate the development of an 11-story mixed-use building with approximately 154 units and ground floor retail and art studio space, however after approval the property was sold to a new owner and was recently developed as a residential building with 175 units. The application was approved by the NYC City Council on November 8, 2019.

1050 Pacific Street (2019)

1050 Pacific Street (C 160175 ZMK, N 160176 ZRK) was an application by 1050 Pacific Street LLC to rezone the eastern frontage of Classon Avenue between Pacific Street and Dean Street, along with mid-block portions further to the west, from M1-1 to M1-4/R7A. The applicant also sought a zoning text amendment to designate an MX and MIH area. The application sought to facilitate the development of an eight-story mixed-use building with approximately 103 units and ground floor commercial spaces. The application was approved by the NYC City Council on November 8, 2019.

Grand Avenue and Pacific Street (2020)

Grand Avenue and Pacific Street (C 190256 ZMK, N 190257 ZRK) was an application by EMP Capital LLC to rezone the northeastern and southeastern corners of Grand Avenue and Pacific Street from M1-1 to R7D/C2-4. The applicant also sought a zoning text amendment to designate an MIH area. The application sought to facilitate the development of a nine-story mixed-use building with approximately 68 units and ground floor commercial and community facility spaces. The application was approved by the NYC City Council on August 27, 2020, which modified the rezoning in a portion of the Project Area, located on the southeastern corner of Grand Avenue and Pacific Street, from R7D/C2-4 to R7A/C2-4.

840 Atlantic Avenue (2021)

840 Atlantic Avenue (C 210249 ZMK, N 210250 ZRK) was an application by Vanderbilt Atlantic Holdings LLC to rezone the western frontage of Vanderbilt Avenue between Atlantic Avenue and Pacific Street from M1-1 and R6B to C6-3X. The applicant also sought a zoning text amendment to designate an MIH area and provide street wall flexibility along Atlantic Avenue. The application sought to facilitate the development of an 18-story mixed-use building with approximately 316 units and two floors of commercial and community facility spaces. The application was approved by the NYC City Council on September 23, 2021, which modified the rezoning in a portion of the Project Area from C6-3X to C6-3A and C6-2A.

1045 Atlantic Avenue (2021)

1045 Atlantic Avenue Rezoning (C 210276 ZMK, N 210277 ZRK) was an application by Atlantic Brooklyn LLC to rezone a mid-block frontage of Atlantic Avenue between Classon Avenue and Franklin Avenue from M1-1 to C6-3A. The applicant also sought a zoning text amendment to designate an MIH area and provide street wall flexibility along Atlantic Avenue. The application sought to facilitate the development of a 17-story mixed-use building with approximately 426 units and two floors of commercial and community facility spaces. The application was approved by the NYC City Council on November 23, 2021.

870-888 Atlantic Avenue Rezoning (2022)

870-888 Atlantic Avenue Rezoning (C 210335 ZMK, N 210336 ZRK C 210260 ZSK) was an application by Y & T Development LLC to rezone a mid-block frontage of Atlantic Avenue between Vanderbilt Avenue and Underhill Avenue from M1-1 to C6-3A. The applicant also sought a zoning text amendment to designate an MIH area and provide street wall flexibility along Atlantic Avenue, as well as a CPC special permit to reduce the number of required off-street parking spaces accessory to the residential units. The application sought to facilitate the development of a 17-story mixed-use building with approximately 228 units and ground floor and cellar commercial and community facility spaces. The application was approved by the NYC City Council on April 28, 2022.

1034-1042 Atlantic Avenue Rezoning (2022)

1034-1042 Atlantic Avenue (C 210386 ZMK, C 210379 ZSK, N 210387 ZRK) was an application by EMP Capital Group to rezone the eastern side of Classon Avenue between Atlantic Avenue and Pacific Street, consisting of rezoning the Atlantic Avenue frontage from M1-1 to C6-3A and the Pacific Street frontage from M1-1 to R7A/C2-4. The applicant also sought a zoning text amendment to designate an MIH area and provide street wall flexibility along Atlantic Avenue, as well as a CPC special permit to reduce the number of required off-street parking spaces accessory to the residential units. The application sought to facilitate the development of a 17-story mixed-use building with approximately 210 units and ground floor and cellar commercial and community facility spaces. The application was approved by the NYC City Council on April 28, 2022, which modified the rezoning to remove the eastern portion of the Project Area fronting Classon Avenue.

962 Pacific Street Rezoning (2023)

962 Pacific Street Rezoning is an application (C 230157 ZMK, N 230158 ZRK, C_230159 ZSK) by HSN Realty Corp to rezone a mid-block frontage of Pacific Street from M1-1 to M1-4/R7A. The applicant also seeks a zoning text amendment to designate an MIH and MX area, as well as a CPC special permit to reduce the number of required off-street parking spaces accessory to the residential units. The application seeks to facilitate the development of a nine-story mixed-use building with approximately 150 units with ground floor commercial and community facility spaces. The project was certified on July 24, 2023, by the CPC and is in public review.

BSA Applications

In the past 20 years, there have been several applications approved by the BSA within the Project Area, consisting primarily of variances to allow residential use within the M1-1 zoning district. These include variances to permit a four-story residential building with 31 DU at 799-805 Bergen Street (165-05-BZ), a

four-story residential building at 871 Bergen Street (278-06-BZ), a five-story residential building at 887 Bergen Street (79-06-BZ), a four-story residential building at 583 Franklin Avenue (98-08-BZ), the residential conversion of an existing factory building at 964 Dean Street (311-12-BZ), and two three-story single-family residences at 10 Underhill Avenue (221-14-BZ).

In addition, the BSA granted a special permit to allow a reduction in required parking in connection with change of use from Use Group (UG) 16 to UG 6 in an existing building at 915 Dean Street in 2010 (112-10-BZ). Further, a Common Law Vesting application was filed in 2022 requesting that the BSA determine that the property owner at 35 Herkimer Place secured a vested right to complete construction of a development of a hotel prior to the adoption of a citywide zoning text amendment (2022-60-A).

E. EXISTING ZONING

The Project Area includes the northwest portion of Community District 8 and a southern portion of Community District 3, bordering Community District 2 to the north and west. Much of the area's zoning has not been modified since 1961; however, there have been private applications have changed the zoning within the area, as described in the previous section.

The Project Area is comprised of M1-1, C6-2A, C6-3X, C6-3A, M1-4/R7A, R7D/C2-4, R7A/C2-4, R6B, and R6A districts. Commercial districts mapped as overlays include C2-4 (see **Figure A-1**). Existing zoning districts are discussed below.

M1-1

M1-1 zoning districts are mapped across most of the Project Area in an area generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Atlantic Avenue to the north, and Bergen Street to the south.

The M1-1 zoning district has a floor area ratio (FAR) of 1.0 for industrial and commercial uses and 2.4 for community facility uses. M1-1 districts also permit community facility uses at a maximum FAR of 2.4. M1-1 districts have a base height limit of 30 feet, above which a structure must fit within a sloping sky exposure plane. One parking space is generally required for every 300 square feet of commercial and for every 1,000 square feet of industrial. No new residential uses are permitted.

Land uses permitted to be located within the M1-1 districts include vacant land, open storage, parking garages, warehousing and distribution, building supply and various light industrial uses, gas stations and automotive repair businesses, self-storage, commercial offices, hotels, retail, non-conforming residential uses, and fitness facilities. A few community facility uses such as medical office and houses of worship are also located within the M1-1 district.

C6-3X

A C6-3X zoning district is mapped at the southwestern corner of Vanderbilt Avenue and Atlantic Avenue, which was mapped in connection with the 840 Atlantic Avenue private application approved in 2021 and described in the prior section.

C6-3X is a high density contextual commercial zoning district with an R9X residential district equivalent. When mapped in conjunction with Inclusionary Housing areas, C6-3X zoning districts allow residential uses up to 9.7 FAR, community facility uses up to 9.0 FAR, and commercial uses up to 6.0 FAR. Base heights are permitted to be between 60 and 145 feet on narrow streets and between 105 and 145 feet on, or within 100 feet of, wide streets. Above the base heights, a 15-foot setback is required along narrow streets and a 10-foot setback is required along wide streets. Building heights are allowed up to a maximum of 190 feet (19 stories) along a narrow street or 200 feet (20 stories) along a wide street, which may increase by 5 feet if a Qualifying Ground Floor is provided.

The C6-3X zoning district permits a range of non-residential uses and allows multiple stories of commercial uses, including retail, offices, and service-based uses. Off-street parking is generally required for 40 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone.

C6-3A

A C6-3A zoning district is mapped in three non-contiguous areas at the northeastern corner of Vanderbilt Avenue and Pacific Street, along Atlantic Avenue between Vanderbilt Avenue and Underhill Avenue, and along Atlantic Avenue between Classon Avenue and Grand Avenue. The C6-3A districts were mapped in connection with the 840 Atlantic Avenue (2021), 870-888 Atlantic Avenue (2022), and 1034-1042 Atlantic Avenue (2022) private applications, as described in the prior section.

C6-3A is a high density contextual commercial zoning district with an R9A residential district equivalent. When mapped in conjunction with Inclusionary Housing areas, C6-3A zoning districts allow residential uses up to 8.5 FAR, community facility uses up to 7.5 FAR, and commercial uses up to 6.0 FAR. Base heights are permitted to be between 60 and 125 feet. Above the base height, a 15-foot setback is required along narrow streets and a 10-foot setback is required along wide streets. Building heights are allowed up to a maximum of 160 feet (16 stories) along a narrow street or 170 feet (17 stories) along a wide street, which may be increased by 5 feet if a Qualifying Ground Floor is provided.

The C6-3A zoning district permits a range of non-residential uses and allows multiple stories of commercial uses, including retail, offices, and service-based uses. Off-street parking is generally required for 40 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone.

C6-2A

C6-2A is mapped on a 50-foot-wide sliver portion of Atlantic Avenue from a distance of 150 feet to 200 feet east of Vanderbilt Avenue. The C6-2A district was mapped in connection with the 840 Atlantic Avenue private application approved in 2021, as described in the prior section.

C6-2A is a high density contextual commercial zoning district with an R8A residential district equivalent. When mapped in conjunction with Inclusionary Housing areas, C6-2A zoning districts allow residential uses up to 7.2 FAR, community facility uses up to 6.5 FAR, and commercial uses up to 6.0 FAR. Base heights are permitted to be between 60 and 105 feet. Above the base heights, a 15-foot setback is required along narrow streets and a 10-foot setback is required along wide streets. Building heights are allowed up to a maximum of 140 feet (14 stories), which may increase by 5 feet if a Qualifying Ground Floor is provided.

The C6-2A zoning district permits a range of non-residential uses and allows multiple stories of commercial uses, including retail, offices, and service-based uses. Off-street parking is generally required for 40 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone.

R7D/C2-4

R7D/C2-4 is mapped at the northeastern corner of Grand Avenue and Pacific Street. The R7D/C2-4 district contains a mixed-use building under construction. This district was mapped in connection with the Grand Avenue and Pacific Street private application approved in 2020, as described in the prior section.

R7D is a medium-density contextual district that, when mapped concurrently with an Inclusionary Housing area and C2-4 overlay, allows residential uses up to 5.6 FAR, community facility uses up to 4.2 FAR, and commercial use up to 2.0 FAR. Base heights are permitted to be between 60 and 95 feet, above which a 15-foot setback is required along a narrow street. Building height can reach a maximum of 110 feet (11 stories) or 115 feet with a Qualifying Ground Floor. Off-street parking is generally required for 50 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone. A C2-4 commercial overlay is paired with the R7D zoning district, allowing a range of local retail and service-based uses, such as grocery stores, beauty salons, offices, and repair shops.

R7A/C2-4

R7A/C2-4 is mapped in two non-contiguous areas, including at the southeastern corner of Grand Avenue and Pacific Street and along the north and south block frontages along Pacific Street between Grand Avenue and Classon Avenue. The R7A/C2-4 districts contain a residential building under construction, a self-storage facility, a warehouse, and non-conforming residential uses. These districts were mapped in connection with the Grand Avenue and Pacific Street and 1034-1042 Atlantic Avenue private applications, which were approved in 2020 and 2021, respectively, as described in the prior section.

R7A is a medium-density contextual district that, when mapped concurrently with an Inclusionary Housing area and C2-4 overlay, allows residential uses up to 4.6 FAR, community facility uses up to 4.0 FAR, and commercial use up to 2.0 FAR. Base heights are permitted to be between 40 and 75 feet, above which a 15-foot setback is required along a narrow street. Building height can reach a maximum of 90 feet (nine stories) or 95 feet with a Qualifying Ground Floor. Off-street parking is generally required for 50 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone. A C2-4 commercial overlay is paired with the R7A zoning district, allowing a range of local retail and service-based uses, such as grocery stores, beauty salons, offices, and repair shops.

M1-4/R7A

M1-4/R7A is mapped along the western portion of a block bounded by Classon Avenue to the west, Franklin Avenue to the east, Pacific Street to the north, and Dean Street to the south. M1-4/R7A was mapped in connection with the 1050 Pacific Street private application approved in 2019, as described in the prior section.

M1-4/R7A is a Mixed Use (MX) zoning district that pairs M1-4, a manufacturing district that supports a mix of low-rise commercial and industrial uses, with R7A, a medium density contextual residential district. Mixed Use zoning districts also have special regulations that enable residential and certain industrial uses

to be located either side by side or within the same building. When mapped jointly with Inclusionary Housing areas, M1-4/R7A zoning districts allow industrial uses up to a maximum of 2.0 FAR, community facility uses up to a maximum of 4.0 FAR, and residential uses up to a maximum of 4.6 FAR. Base heights are permitted to be between 40 and 85 feet, after which buildings must setback either 10 feet on a wide street or 15 feet on a narrow street. The maximum height of buildings is 90 feet (9 stories), which may increase by 5 feet with a Qualifying Ground Floor. Off-street parking is generally required for 50 percent of the dwelling units and optional for income-restricted units in the Transit Zone.

R6B

R6B is mapped on mid-blocks portions of an area bounded by 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south. This area is primarily characterized by two- to five-story one-and two-family homes and walk-up apartment buildings, as well as a parking lot and storage facility owned and operated by the New York City Department of Housing Preservation and Development (HPD).

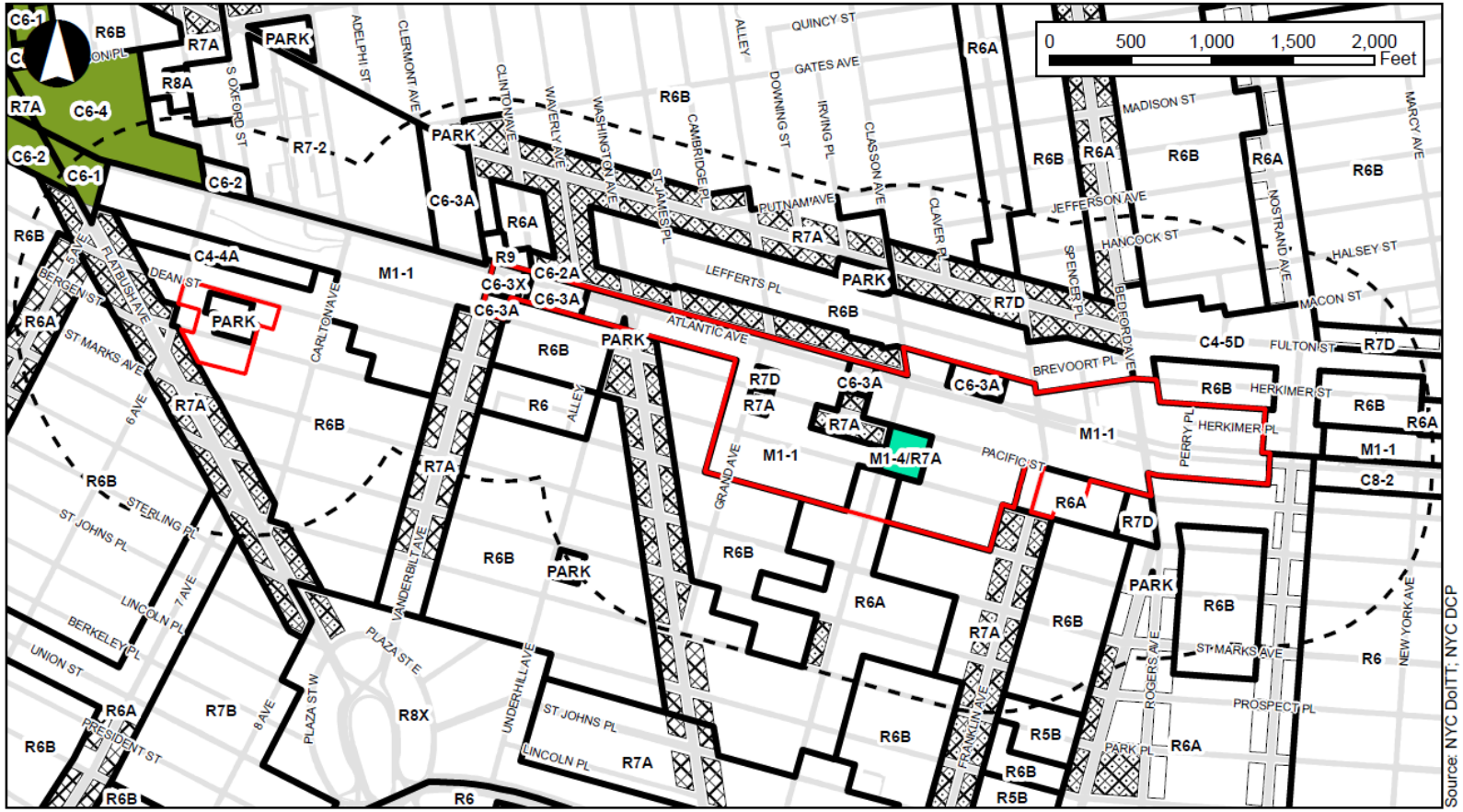
R6B is a medium-density contextual district that allows residential and community facility uses up to 2.0 FAR outside of Inclusionary Housing areas. Base heights are permitted to be between 30 and 40 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 55 feet (five stories) when providing a Qualifying Ground Floor. Off-street parking is generally required for 50 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone.

R6A

R6A is mapped along the frontages of Classon Avenue between Bergen Street and Dean Street within an area characterized by three- to five-story walk-up apartment buildings, some of which are occupied by ground floor retail uses.

R6A is a medium-density contextual district that allows residential and community facility uses up to 3.0 FAR. Base heights are permitted to be between 40 and 60 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 85 feet (eight stories) when providing a Qualifying Ground Floor. Off-street parking is generally required for 50 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone.

FIGURE A-1: EXISTING ZONING



Atlantic Avenue Mixed-Use Plan

Figure A-1
Existing Zoning

F. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

GENERAL

- The Proposed Actions would support the community-based goals of re-envisioning an industrially zoned area to spur the growth of jobs and housing, driven by approximately ten years of outreach and engagement with local Community Boards, elected officials, nonprofits, advocacy groups, residents, businesses, property owners, and various stakeholders.
- The existing M1-1 zoning has not been changed in 1961 and reflects eras when Atlantic Avenue served as a freight rail line during the 19th century and later as a suburban-style, auto-centric corridor with repair shops, gas stations, garages, and other low density uses. M1-1 zoning permits an FAR of only 1.0, requires substantial amounts of off-street parking, and does not allow new residential, all of which inhibit growth within the area. Since 1961, few if any new development has occurred, with the exception of single-story warehouses and automotive uses. Meanwhile many non-conforming residential buildings have been demolished due to the restrictive nature of the zoning and prolonged disinvestment.
- Over the past two decades, the demand for housing has skyrocketed within the surrounding neighborhoods, occurring in tandem with population and demographic shifts, such as a large reduction in the Black non-Hispanic population and simultaneous rise in the White non-Hispanic and Asian populations, as well as sharp increases in household income and educational attainment, according to Census-based data.
- Within the neighborhoods Crown Heights, Prospect Heights, Clinton Hill, and Bedford Stuyvesant, the ability to accommodate new housing, especially affordable housing for a range of incomes, has not kept pace with demand, leading to tremendous pressure on the existing housing stock with tenants particularly vulnerable to landlord harassment, rising rents, and involuntary displacement. These neighborhoods have also been subject to area-wide rezonings – Prospect Heights in 1993, Fort Greene/Clinton Hill and Bedford Stuyvesant South in 2007, and Crown Heights West in 2013—that largely preserved the neighborhood character and limiting growth to modest levels along specific corridors, such as Fulton Street, Atlantic Avenue, and Franklin Avenue. Moreover, the presence of LPC-designated historic districts in Prospect Heights, Fort Greene/Clinton Hill, Crown Heights North, and Bedford Stuyvesant have further hampered growth.
- Although certain long-term development projects, such as the nearby Pacific Park (formerly known as Atlantic Yards) development, have produced a few thousand units with forthcoming phases at varying construction timelines, the need for new housing continues unabated. The Proposed Actions would help address the severe shortage of both market-rate and affordable housing, ushering in both housing and a mix of local services and job-generating uses.
- The Proposed Actions would implement the objectives set forth in the M-CROWN planning effort, spearheaded by Community Board 8 and culminating in multiple CB Resolutions and a 2018 DCP framework, which has been used as a tool to guide the review and approval of seven subsequent private applications.
- During the winter and spring of 2023, DCP, local Council Members, and a facilitation consultant jointly led an outreach process as part of the Atlantic Avenue Mixed-Use Plan, involving nine topic-based working group meetings, three community planning workshops, and steering committee

meetings. The Proposed Actions would advance the vision and priorities established in the AAMUP Community Vision and Priorities report, released in the summer of 2023.

- The Proposed Actions would update the zoning in an approximately 20-block area primarily along Atlantic Avenue and neighboring blocks, allowing for growth and development in appropriate locations. Also, although not part of the proposed land use and zoning actions, a coordinated plan would call for strategic improvements to infrastructure and services, such as streetscape and pedestrian safety improvements along Atlantic Avenue, and investments in parks, affordable housing and various services and programs, among other elements.
- The Proposed Actions would facilitate an area-wide rezoning that would increase density in a transit-rich area accessible to both the local subway system and regional rail (LIRR) within a short commuting distance from Central Business Districts, such as Downtown Brooklyn and Lower Manhattan. In light of the combined goals of encouraging the growth of housing and jobs, density would be provided to facilitate both new housing and allow multiple floors of non-residential uses.
- The Proposed Actions would orient density in a manner that directs the highest density along Atlantic Avenue, a 120-foot-wide corridor providing access to light and air, while medium density zoning districts would be mapped on portions beyond 100 feet of Atlantic Avenue based on the narrower width of streets and mid-block, side street conditions.
- The Proposed Actions would implement zoning districts with height limits, requiring new developments to be developed under Quality Housing regulations resulting in better urban design while providing much needed housing and non-residential spaces. Building heights and setbacks would be higher along Atlantic Avenue, based on the wide nature of the street, while building height would step down along the north-south avenues – Grand Avenue, Bedford Avenue, and Classon Avenue—and then lower further on the mid-block, side streets.
- The Proposed Actions would foster a vibrant mix of uses with active ground floors along Atlantic Avenue, Bedford Avenue, Classon Avenue, and Grand Avenue, in tandem with incentives for non-residential uses in mid-block areas and the pairing of residential with manufacturing districts that encourages the creation of new space for jobs through the adaptive reuse of existing buildings and new, loft-style buildings.
- The Proposed Actions would apply the MIH program, which would require the inclusion of permanently affordable housing in new developments, expansions, or conversions.
- Without an area-wide rezoning, it is likely that some property owners would continue to seek private applications that updates the zoning in a piecemeal, incremental manner, lacking the depth of a holistic plan or the ability to apply special zoning regulations. New development and conversions would occur and shaped by the 2018 framework, but without the benefit of a coordinated, overarching plan with infrastructure improvements and other investments.
- Without an area-wide rezoning, limited change would occur in the industrially zoned areas, exacerbating the lack of housing within the surrounding neighborhoods, especially for lower incomes populations.

HOUSING

- The Project Area is well-situated to accommodate housing growth, located a few blocks from multiple transit lines and the regional LIRR rail that provide access to the City's central

employment hubs of Downtown Brooklyn and Lower Manhattan. Additionally, the area is close to schools, major parks, and institutions – including Prospect Park, the Brooklyn Museum, and the Brooklyn Botanic Garden – as well as local commercial corridors – such as Fulton Street, Vanderbilt Avenue, Washington Avenue, Franklin Avenue, and Nostrand Avenue – that can help meet retail and service needs of new residents.

- Despite the strong access to public transit and services, both the Project Area and surrounding neighborhoods have experienced limited growth due to a combination the current M1-1 zoning prohibiting new residential, the mapping of several area-wide rezonings in the immediate neighborhoods that protected the neighborhood character with limited opportunities for growth, and the designation of Historic Districts that added further barriers for new, as-of-right development and expansions.
- New development within the surrounding area has been concentrated along certain corridors, such as Franklin Avenue, Atlantic Avenue, and Fulton Street, in addition to sites that were part of recently approved private applications. The most prominent development project within the surrounding area is Pacific Park (formerly Atlantic Yards), a state-led, multi-phased development that was approved as part of a General Project Plan (GPP) in 2006 and subsequent amendments and will consist of more than 6,000 dwelling units when fully built out. Although Pacific Park and surrounding developments have been an integral source of housing production, these developments are not enough to meet the urgent demand for housing and increase the overall supply of both market-rate and affordable housing.
- With the Proposed Actions, a substantial amount of new housing will be built, oriented along a major corridor in close proximity to services and jobs, while providing permanent affordable housing through the mapping of MIH areas and the disposition of City-owned sites that can be developed with 100% affordable housing for families, older adults, and the formerly homeless.
- The Proposed Actions will facilitate the disposition of two City-owned sites on Dean Street and Bergen Streets currently owned by the Department of Housing Preservation and Development (HPD). These sites were subject to an RFP process and community visioning process, resulting in the selection and designation of two development proposals for fully affordable projects that serve older adults and families, in conjunction with on-site services and community facilities on the ground floor that complement the housing above.
- Specifically, the Proposed Actions would create opportunities for new housing along major corridors including Atlantic Avenue, a 120-foot-wide street; north-south avenues of Grand Avenue, Bedford Avenue, and Classon Avenue; and mid-block side streets of Bergen Street, Dean Street, and Herkimer Place.
- With the Proposed Actions, more new housing with permanently affordable housing would be created, which would increase the supply of housing overall and lessen the already high pressure on rents.

INDUSTRIALLY- AND COMMERCIALLY ZONED AREAS

- The areas zoned M1-1 – a low density Manufacturing District that allows commercial and industrial uses and no new residential uses – has been in place since 1961. Prior to 1961, these areas contained a greater presence of residential uses, many of which have been demolished due to disinvestment.

- The areas zoned for industrial and commercial uses cover many blocks that contain a mix of industrial and commercial buildings but also residential homes that predate the zoning. The combination of outdated zoning—with its tight restrictions on uses, floor area, and parking—coupled with broader economic conditions, has resulted in few new buildings constructed within the proposed Project Area.
- Except for a few automotive related and building supply businesses, few properties have been redeveloped since 1961. Large swaths of land sit vacant or underutilized, serving as open storage, garages, or warehouses that contain few jobs. Over the past two decades, a handful of multi-story, loft-style buildings, which are currently non-complying with zoning, have been repurposed for offices, artist studios, medical offices, and light industrial uses.
- The existing zoning has not kept up with economic changes. Industrial areas, including the proposed Project Area, do not have zoning in place that matches the needs of existing businesses and has discouraged new development and the creation of residential and commercial spaces that would complement and support the growth of surrounding institutions.
- Without the Proposed Actions, underutilized sites in industrially and commercially zone areas will remain underdeveloped and underutilized, resulting in a lost opportunity for creation of new housing and space for jobs in the context of a housing shortage and rising housing prices.
- Absent the Proposed Actions, it is likely that a few property owners would seek discretionary actions to alleviate zoning challenges that exist today. Therefore, it is likely that limited new development may occur, albeit in a piecemeal fashion and without the benefit of a holistic plan.

JOBS AND NON-RESIDENTIAL USES

- The Proposed Actions would help foster a new vision of housing and job growth. Specifically, they would support new space for jobs in various geographies of the Project Area and promote existing clusters of businesses, reinforcing the area's characteristics as a local job hub where residents in the surrounding neighborhoods can walk or bike to work.
- By increasing density of all types of non-residential uses – commercial, industrial, and community facilities – the Proposed Actions would allow multiple floors of space for jobs with a range of options, such as ground floor retail or light industrial with either residential or offices above. Moreover, residential districts would be paired with manufacturing districts, allowing for flexibility to locate a diverse mix of uses either in the same building or side by side. A new contextual envelope to help match the loft-style building form that can accommodate high floor to ceiling heights and large floor plates.
- Along Atlantic Avenue and the north-south corridors of Bedford Avenue, Classon Avenue, and Grand Avenue where additional activity and foot traffic is anticipated due to its higher level of density, the Proposed Actions would require active ground floors guaranteeing that the spaces provide a source of jobs, while mandating glazing and transparency of frontages, which would enhance the streetscape for residents, businesses, visitors, and shoppers.
- The Proposed Actions would also include an area for only non-residential uses by mapping a manufacturing district that permits increased density, eliminates the off-street parking and modifies loading requirements, and creates flexibility in the bulk envelope to permit loft-style buildings with high floor to ceiling heights that maximize opportunities for light and air.

URBAN DESIGN

- Today, Atlantic Avenue functions as an auto-centric corridor with a harsh, uninviting streetscape with few trees, narrow sidewalks, and unsafe conditions for pedestrians and bicyclists that, in combination of these characteristics, acts as a physical barrier between the neighborhoods to the north (Clinton Hill and Bedford Stuyvesant) and south (Prospect Heights and Crown Heights).
- As a designated through truck route with three lanes of traffic in both directions and inadequate pedestrian islands or bulb outs, walking along and crossing Atlantic Avenue is often difficult and unsafe, detracting from the pedestrian-friendly streets nearby.
- The Proposed Actions would support the redevelopment of lots along Atlantic Avenue and nearby corridors within the Project Area with new housing and space for jobs, bringing new vibrancy and activity along the corridors, coupled with special zoning regulations along Atlantic Avenue that would require active ground floors and wider sidewalks by setting back buildings.
- The Proposed Actions would map zoning districts with appropriate height and setback regulations based with the tallest buildings concentrated along Atlantic Avenue due its 120-foot-wide width, which provides more opportunity for light and air. Mid-blocks and side streets would have lower buildings and base heights in response to the narrower street width of 70 feet.
- The Proposed Actions would complement a broader redesign of Atlantic Avenue being explored by the New York City Department of Transportation (DOT). These public realm improvements may include, but are not limited to, sidewalk widenings, landscaped medians, bulb-outs and pedestrian islands at key intersections, lighting, rain gardens or bioswales, and other road-based improvements.
- In the absence of the Proposed Actions, the Atlantic Avenue corridor would remain an auto-oriented thoroughfare and private applications would continue piecemeal, lacking special zoning regulations to enhance the streetscape that would take place under an area-wide rezoning and a holistic plan in coordination with agency partners.

G. DESCRIPTION OF PROPOSED ACTIONS

The Proposed Actions would facilitate development consistent with the vision and goals of a multi-year planning process conducted along Atlantic Avenue in northwestern Crown Heights and southern Bedford Stuyvesant in partnership with elected officials, city agencies, community boards, and local stakeholders by allowing for housing growth with permanently affordable housing, strengthening corridors with active ground floor uses and streetscape improvements, and promoting job growth in existing clusters of non-residential uses.

The Proposed Actions would affect an approximately 20-block area in Community Districts 3 and 8, including several frontages along Atlantic Avenue generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south. In addition, the Proposed Actions would affect a separate, non-contiguous area located on a portion of two blocks in Prospect Heights bounded by 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.

As discussed in detail below, the Proposed Actions consist of:

- **Zoning Map Amendment** to:
  - Rezone portions of existing M1-1, C6-3A, M1-4/R7A, R7A/C2-4, R7D/C2-4, C6-2A, R6B, and R6A districts to R7A, R7D, C6-3A, M1-4/R6B, M1-4/R6A, M1-4/R7D, M1-5/R9A, C4-3A, C4-5D, and M1-4 districts and C2-4 commercial overlays.
  - Map the Special Atlantic Avenue Mixed Use District, largely coterminous with the Rezoning Area
- **Zoning Text Amendment** to:
  - Establish the Special Atlantic Avenue Mixed Use District largely coterminous with the Rezoning Area. The proposed special purpose district will include modifications to underlying use, bulk, parking and loading, and streetscape regulations. The proposed special district will include requirements and incentives related to active ground floor uses and job-generating uses and establish controls for building articulation and streetscape improvements along key corridors.
  - Modify Appendix F for the purpose of establishing proposed R7A, R7D, C6-3A, M1-5/R9A, M1-4/R6B, M1-4/R6A, M1-4/R7D, C4-4A, and C4-5D as MIH areas, applying the MIH program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.
- **Designation of an Urban Development Action Area ("UDAA")**, project approval of an Urban Development Action Area Project ("UDAAP"), and acquisition and/or disposition of the City-owned property within the Project Area.

- **Site Selection and/or Acquisition**, related to the potential acquisition of land by the City for the purpose of establishing publicly accessible open space.

PROPOSED ZONING MAP CHANGES

Proposed M1-4/R6B (Existing M1-1 District)

M1-4/R6B zoning districts are proposed to cover one partial block in one area:

- *An area roughly bounded by Herkimer Place to the south, Herkimer Street to the north, Bedford Avenue to the west, and Nostrand Avenue to the east, and generally with frontage on Herkimer Place.*

M1-4/R6B is a mixed-use district that pairs M1-4, a manufacturing district that supports a mix of low-rise commercial and industrial uses, with R6B, a medium-density contextual residential district that would allow residential uses and community facility uses and is designed to produce Quality Housing buildings. Mixed Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. R6B districts permit a maximum residential FAR of 2.4, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 3.0, and an FAR for community facility up to 3.0. Where inclusionary housing is mapped and on narrow streets, R6B districts permit maximum street wall height of 45 feet, above which the building must be set back, may rise to a maximum height of 65 feet, and have a maximum of 6 stories. All buildings would be allowed a more flexible envelope with a maximum street wall height of 65 feet and a maximum building height of 95 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other

residential districts, the R6B district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed M1-4/R6A (Existing M1-1, M1-4/R7A, and R7A/C2-4 Districts)

M1-4/R6A zoning districts are proposed to cover seven partial blocks in two areas:

- *An area roughly bounded by Bergen Street to the south, Atlantic Avenue to the north, Grand Avenue to the west, and Classon Avenue to the east, and generally within the mid-blocks beyond 100 feet of the avenues.*
- *An area roughly bounded by Bergen Street to the south, Atlantic Avenue to the north, Classon Avenue to the west, and Bedford Avenue to the east, and generally on mid-blocks beyond 100 feet of Classon Avenue and with frontage on Franklin Avenue between Atlantic Avenue and Pacific Street.*

M1-4/R6A is a mixed-use district that pairs M1-4, a manufacturing district that supports a mix of commercial and industrial uses, with R6A, a medium-density contextual residential district that would allow residential uses and community facility uses and is designed to produce Quality Housing buildings. Mixed Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. R6A districts permit a maximum residential FAR of 3.9, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 4.0, and an FAR for community facility up to 4.0. For mixed-use buildings combining residential and non-residential uses, the total FAR would be 5.0. Buildings within the M1-4/R6A areas would be allowed a bulk envelope with a maximum street wall height of 95 feet and a maximum building height of 125 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R6A district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed R7A (Existing R6A District)

R7A districts are proposed for approximately one partial block in one area:

- *An area roughly bounded by Dean Street to the south, Pacific Street to the north, Franklin Avenue to the west, and Bedford Avenue to the east, and generally on the northeast frontage of the block.*

R7A is a medium-density contextual residential district that would allow residential uses of all types and community facility uses and is designed to produce Quality Housing buildings. R7A districts permit a maximum residential FAR of 5.0, when mapped with inclusionary housing, and an FAR for community facility up to 4.0. Where inclusionary housing is mapped and on narrow streets, R7A districts permit a maximum street wall height of 85 feet, above which the building must be set back, may rise to a maximum height of 115 feet, and have a maximum of 11 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R7A district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed C4-3A (Existing M1-1 District)

C4-3A districts are proposed for approximately two partial blocks in one area:

- *An area roughly bounded by Brevoort Place to the north, Atlantic Avenue to the south, Franklin Avenue to the west, and Bedford Avenue to the east, and with frontage generally along Bedford Place beyond 100 feet of Atlantic Avenue.*

C4-3A is a medium-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-3A districts permit a maximum commercial FAR of 3.0 and a community facility FAR of 3.0. C4-3A districts permit, as-of-right, retail and commercial uses in Use Groups 5, 6, 8, 9, 10, and 12. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For C4-3A districts, the residential district equivalent is an R6A district. As a result, any residences within the C4-3A district must comply with the R6A bulk regulations and, where inclusionary housing is mapped, with the mandatory affordable housing requirements pursuant to the MIH program. C4-3A districts permit a maximum residential FAR of 3.9, when mapped with inclusionary housing. Where inclusionary housing is mapped and on narrow streets, C4-3A districts permit a maximum street wall height of 65 feet, above which the building must be set back, may rise to a maximum height of 95 feet, and have a maximum of nine stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Off-street parking would be optional for residential uses.

Proposed R7D (Existing R6B District)

R7D districts are proposed for approximately two partial blocks in one area:

- *An area roughly bounded by 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.*

R7D is a medium-density contextual residential district that would allow residential uses of all types and community facility uses and is designed to produce Quality Housing buildings. R7D districts permit a maximum residential FAR of 5.6, when mapped with inclusionary housing, and an FAR for community facility up to 4.2. Where inclusionary housing is mapped and on narrow streets, R7D districts permit a maximum street wall height of 95 feet, above which the building must be set back, may rise to a maximum height of 125 feet, and have a maximum of 12 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R7D district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed C4-5D (Existing M1-1 District)

C4-5D districts are proposed for approximately two partial blocks in one area:

- *An area roughly bounded by Brevoort Place and Herkimer Street to the north, Atlantic Avenue to the south, Bedford Place to the west, and Perry Place and Nostrand Avenue to the east, and with frontage generally along Bedford Avenue 100 feet north of Atlantic Avenue.*

C4-5D is a medium-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-5D districts permit a maximum commercial FAR of 4.2 and a community facility FAR of 4.2. C4-5D districts permit, as-of-right, retail and commercial uses in Use Groups 5, 6, 8, 9, 10, and 12. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For C4-5D districts, the residential district equivalent is an R7D district. As a result, any residences within the C4-5D district must comply with the R7D bulk

regulations and, where inclusionary housing is mapped, with the mandatory affordable housing requirements pursuant to the MIH program. C4-5D districts permit a maximum residential FAR of 5.6, when mapped with inclusionary housing. Where inclusionary housing is mapped and on narrow streets, C4-5D districts permit a maximum street wall height of 95 feet, above which the building must be set back, may rise to a maximum height of 125 feet, and have a maximum of 12 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Off-street parking would be optional for residential uses.

Proposed M1-4/R7D (Existing M1-1 and R7A/C2-4 Districts)

M1-4/R7D districts are proposed for approximately nine partial blocks in two areas:

- *An area roughly bounded by Washington Avenue to the west, Classon Avenue to the east, Atlantic Avenue to the north, and Bergen Street to the south, generally located along the frontage of Grand Avenue between Atlantic Avenue and Bergen Street to a depth of 100 feet from Grand Avenue.*
- *An area roughly bounded by Grand Avenue to the west, Franklin Avenue to the east, Atlantic Avenue to the north, and Bergen Street to the south, generally located along the frontage of Classon Avenue between Atlantic Avenue and Bergen Street to a depth of 100 feet from Classon Avenue.*

R7D/M1-4 is a mixed-use district that pairs M1-4, a manufacturing district that supports a mix of commercial and industrial uses, with R7D, a medium-density contextual residential district that would allow residential uses and community facility uses and is designed to produce Quality Housing buildings. Mixed Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. R7D districts permit a maximum residential FAR of 5.6, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 4.0, and an FAR for community facility up to 4.2. Where inclusionary housing is mapped and on narrow streets, R7D districts permit maximum street wall height of 95 feet, above which the building must be set back, may rise to a maximum height of 125 feet, and have a maximum of 12 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R7D district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed M1-5/R9A (Existing M1-1 District)

M1-5/R9A districts are proposed for approximately one partial block in one area:

- *An area roughly bounded by Classon Avenue to the west, Franklin Avenue to the east, Atlantic Avenue to the north, and Pacific Street to the south, generally located along the southern frontage of Atlantic Avenue to a depth of 100 feet.*

M1-5/R9A is a mixed-use district that pairs M1-5, a manufacturing district that supports a mix of commercial and industrial uses, with R9A, a high-density contextual residential district that would allow residential uses and community facility uses and is designed to produce Quality Housing buildings. Mixed Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. M1-5/R9A districts permit a maximum residential FAR of 9.0, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 5.0, and an FAR for community facility up to 7.5. Where inclusionary housing is mapped, R9A districts permit

maximum street wall height of 135 feet, above which the building must be set back, may rise to a maximum height of 185 feet, and have a maximum of 18 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R9A district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed C6-3A (Existing M1-1 and C6-2A Districts)

C6-3A districts are proposed for approximately 10 partial blocks in one area:

- *An area roughly bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Atlantic Avenue, Brevoort Place, and Herkimer Street to the north, and Pacific Street to the south, and with frontage generally along Atlantic to a depth of 100 feet.*

C6-3A is a high-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C6-3A districts permit a maximum commercial FAR of 6.0 and a community facility FAR of 7.5. C6-3A districts permit, as-of-right, retail, and commercial uses in Use Groups 5, 6, 8, 9, 10, and 12. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For C6-3A districts, the residential district equivalent is an R9A district. As a result, any residences within the C6-3A district must comply with the R9A bulk regulations and, where inclusionary housing is mapped, with the mandatory affordable housing requirements pursuant to the MIH program. C6-3A districts permit a maximum residential FAR of 9.0, when mapped with inclusionary housing. Where inclusionary housing is mapped and on narrow streets, C6-3A districts permit a maximum street wall height of 135 feet, above which the building must be set back, may rise to a maximum height of 185 feet, and have a maximum of 18 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Off-street parking would be optional for residential uses.

Proposed M1-4 (Existing M1-1 District)

M1-4 districts are proposed for approximately one partial blocks in one area:

- *An area roughly bounded by Franklin Avenue to the west, Bedford Avenue to the east, Atlantic Avenue, to the north, and Pacific Street to the south.*

M1-4 is a manufacturing districts that allows a range of commercial, industrial, and community facility uses. M1-4 districts permit a maximum FAR of 4.0 for commercial and industrial uses and a maximum FAR of 4.8 for community facility uses. Buildings may rise to a maximum base height of 95 feet and a maximum building height of 125 feet.

Proposed C2-4 Commercial Overlay

C2-4 commercial overlays are proposed to be mapped over portions of an existing R6A district and proposed R7A district. The proposed rezoning would establish a new C2-4 overlay along the east and west frontages of Classon Avenue between Dean Street and Bergen Street where a C1-3 overlay was mapped prior to the approval of the 2013 Crown Heights West Rezoning. In addition, a C2-4 overlay would be established in a proposed R7A district on the eastern frontage of Franklin Avenue between Dean Street and Pacific Street. A C2-4 overlay will be paired with the R6A and R7A districts in order to bring existing

ground floor commercial uses into conformance with zoning and allow additional commercial uses to occupy space and expand. The affected areas are as follows:

- *Portions of two blocks bounded by Dean Street to the north, Bergen Street to the south, Grand Avenue to the west, and Franklin Avenue to the east, along the east and west frontages of Classon Avenue between Bergen Street and Dean Street to a depth of 100 feet.*
- *Portion of one block bounded by Pacific Street to the north, Dean Street to the south, Franklin Avenue to the west, and Bedford Avenue to the east*.

C2-4 commercial overlays allow for up to 2.0 FAR of local retail uses in stand-alone commercial buildings or on the ground-floor of mixed-use buildings. C2-4 allows uses listed in Use Groups 1-9 and 14, which include a range of conventional retail and services, along with some repair and entertainment uses. For general commercial uses, as listed in PRC-B, one off-street parking space is required for every 1,000 square feet of floor area.

Special Atlantic Avenue Mixed Use District

A special purpose district known as the Special Atlantic Avenue Mixed Use District would be mapped largely coterminous with the Project Area. The proposed special purpose district is described in more detail below as part of the related action to amend the zoning text and establish the proposed special purpose district.

PROPOSED ZONING TEXT AMENDMENTS

The Department of City Planning proposes a series of text amendments to facilitate the land use objectives and the Atlantic Avenue Mixed-Use Plan. The following is a list and description of the proposes text amendments:

Special Atlantic Avenue Mixed Use District

A special purpose district known as the Special Atlantic Avenue Mixed Use District would be mapped largely coterminous with the Project Area. The proposed special purpose district would establish a framework around Atlantic Avenue and neighboring blocks, to

- promote the growth of housing and employment centers around transit and foster an adequate range of services and amenities for residents, workers, and visitors;
- ensure a lively and attractive streetscape along Atlantic Avenue and other major corridors; and
- support a mix of residential, commercial, community facility, and light industrial uses.

To achieve this, a series of modifications to a range of underlying zoning provisions are proposed, as follows:

Use Regulations

To create an attractive and pedestrian-friendly environment, provide space for jobs, and enhance activity along major corridors, the special purpose district would require non-residential uses along the ground floors to a depth of 30 feet. This requirement would serve to foster an active street frontage with glazing and transparency for businesses that occupy space in new developments. Absent the modification,

residential uses could be located at the ground floor, which would be an undesirable location for those living on such a busy thoroughfare. Further, the modification would also prevent blank wall conditions for non-residential uses, which can result in an unattractive streetscape condition.

As part of the special purpose district, manufacturing districts would be paired with residential districts in a few locations. Such a pairing of zoning districts typically necessitates a designation of a Special Mixed Use (MX) District. Rather than being a separate, individually designated MX district, these districts and their mixed-use regulations would be incorporated into the proposed special purpose district. In addition, M1-4/R6A districts would include a floor area incentive of approximately 1.1 FAR to encourage the development of mixed-use buildings with non-residential ground floors, as well as greater flexibility in the bulk envelope. The special purpose district would also update previously approved MX districts that overlap with the Project Area.

Streetscape and Bulk Regulations

To enhance the streetscape experience for pedestrians and ensure there is sufficient space for various users of the sidewalk, the special purpose district would require the street wall of new developments to setback approximately five feet from the property line along major corridors, such as Atlantic Avenue and Bedford Avenue. As such, the width of sidewalks would increase to widths of between 15 to 20 feet. Without the special purpose district, the underlying zoning would require a development's street wall to locate at the street line. The special purpose district would also update previously approved street wall location regulations that apply along the portion of Atlantic Avenue and surrounding streets overlapping with the Project Area.

In addition, due to block frontages along Atlantic Avenue being 800 feet in length, new developments with more than 100 feet of frontage will be required to provide recesses, projections or other features that articulate the façade. In the absence of the special purpose district, larger developments with frontage along Atlantic Avenue would have a sheer, continuous wall up to the minimum base height with minimal articulation, resulting in a poor streetscape condition.

With the special purpose district, certain manufacturing districts paired with residential districts would modify underlying bulk regulations to allow for taller mixed-use buildings or standalone non-residential buildings, as well as allow more flexibility for rear yard obstructions to better support two floors of non-residential uses. Additionally, to accommodate the future development near the Franklin Avenue shuttle, including on a parcel of land (Block 1126, Lots 32 and 57) owned and operated by the Metropolitan Transportation Authority (MTA), the special purpose district would modify bulk regulations to allow greater flexibility in the bulk envelope on these irregular and uniquely dimensioned sites.

Additionally, with the special purpose district, certain commercial districts would modify underlying bulk regulations on lots with no rear yards. To accommodate the unique conditions along Herkimer Place and Atlantic Avenue, the special purpose district would modify bulk regulations to ensure a majority of the bulk on future developments be anchored towards Atlantic Avenue, allowing a transition in height to the North. In the absence of the special purpose district, the bulk could be shifted to Herkimer Place creating a stark difference in height and density transitions to the North.

Parking and Loading Requirements

With the special purpose district, off-street parking required for residential uses would be waived based on the area's excellent access to public transit, as well as to support a vision of a growth where residents and workers walk, bicycle, or use public transit as their primary modes of transportation. Moreover, off-street parking can pose constraints on development, expansions, and conversions, both financially and physically, as parking spaces compete for non-residential space on the ground floor and greatly add to the costs of a development, especially if parking is built below grade in cellar levels. Additionally, loading requirements will be modified to allow additional flexibility for non-residential uses.

MANDATORY INCLUSIONARY HOUSING

Amendment to Appendix F adding the proposed R7A, R7D, C6-3A, M1-4/R6B, M1-4/R6A, M1-4/R7D, M1-5/R9A, C4-3A, and C4-5D districts to the list and maps of Mandatory Inclusionary Housing Areas.

The proposed R6A, R7A, R7D, C6-3A, M1-4/R6A, M1-4/R7D, M1-5/R9A, C4-3A, and C4-5D zoning districts would be mapped as Mandatory Inclusionary Housing Areas setting mandatory affordable housing requirements pursuant to the MIH program to require a share of new housing to be permanently affordable where significant new housing capacity would be created. The proposed MIH areas would also consolidate maps from previously approved private applications within the Project Area.

The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped "Mandatory Inclusionary Housing Areas" (MIH Areas). The program requires permanently affordable housing set asides for all developments over 10 units or 12,500 zoning square feet within the MIH Areas or, as an additional option for developments below 25 units and 25,000 sf, a payment into an Affordable Housing Fund.

The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff inherent between income levels and size of the affordable set-aside. Option 1 requires 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be for affordable to households with an average of 80 percent of AMI. Additionally, an Option 3 could also be applied in conjunction with Options 1 or 2. Option 3, also known as the "Deep Affordability" option, requires that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. The City Council and CPC could apply an additional Option 4, known as the "Workforce" option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy. This requires a 30% set-aside at AMIs averaging 115% and does not allow public funding.

DESIGNATION OF AN URBAN DEVELOPMENT ACTION AREA (UDAA) AND URBAN DEVELOPMENT ACTION PROJECT (UDAAP) AND DISPOSITION OF CITY OWNED LAND

The Proposed Actions include a Designation of an Urban Development Action Area ("UDAA"), project approval of an Urban Development Action Area Project ("UDAAP"), and disposition of the City-owned property for two parcels owned and managed by the New York City Department of Housing, Preservation

and Development (HPD) on Block 1136 (Lots 29, 32, 33, 34, and 35) and Block 1143 (Lot 25). These sites were subject to an RFP process and community visioning process, as described in a prior section. HPD seeks to rezone and designate a UDAAP for the purpose of disposition and development of affordable housing for older adults and families, as well as to provide on-site services and amenities for residents and other community facility uses.

The Proposed Actions also include acquisition, UDAA, UDAAP, and disposition of the City-owned property for Block 1205, Lots 11, 14, and 111. In addition to these land use actions, the proposed project for Block 1205, Lots 11, 14, and 111 could seek an Article XI to facilitate the development of affordable housing.

DISPOSITION OF CITY-OWNED LAND, SITE SELECTION AND/OR ACQUISITION

The Proposed Actions may include a disposition of City-owned property within the Project Area. Redevelopment of the property could include renovation and/or development of housing and/or commercial use.

The Proposed Actions may include a site selection and/or acquisition of private property, greater than 5,000 sf, within the 1/2 mile radius of the Project Area (as shown in **Figure A-2** for use as publicly accessible open space or recreation.

H. FRAMEWORK FOR ENVIRONMENTAL REVIEW

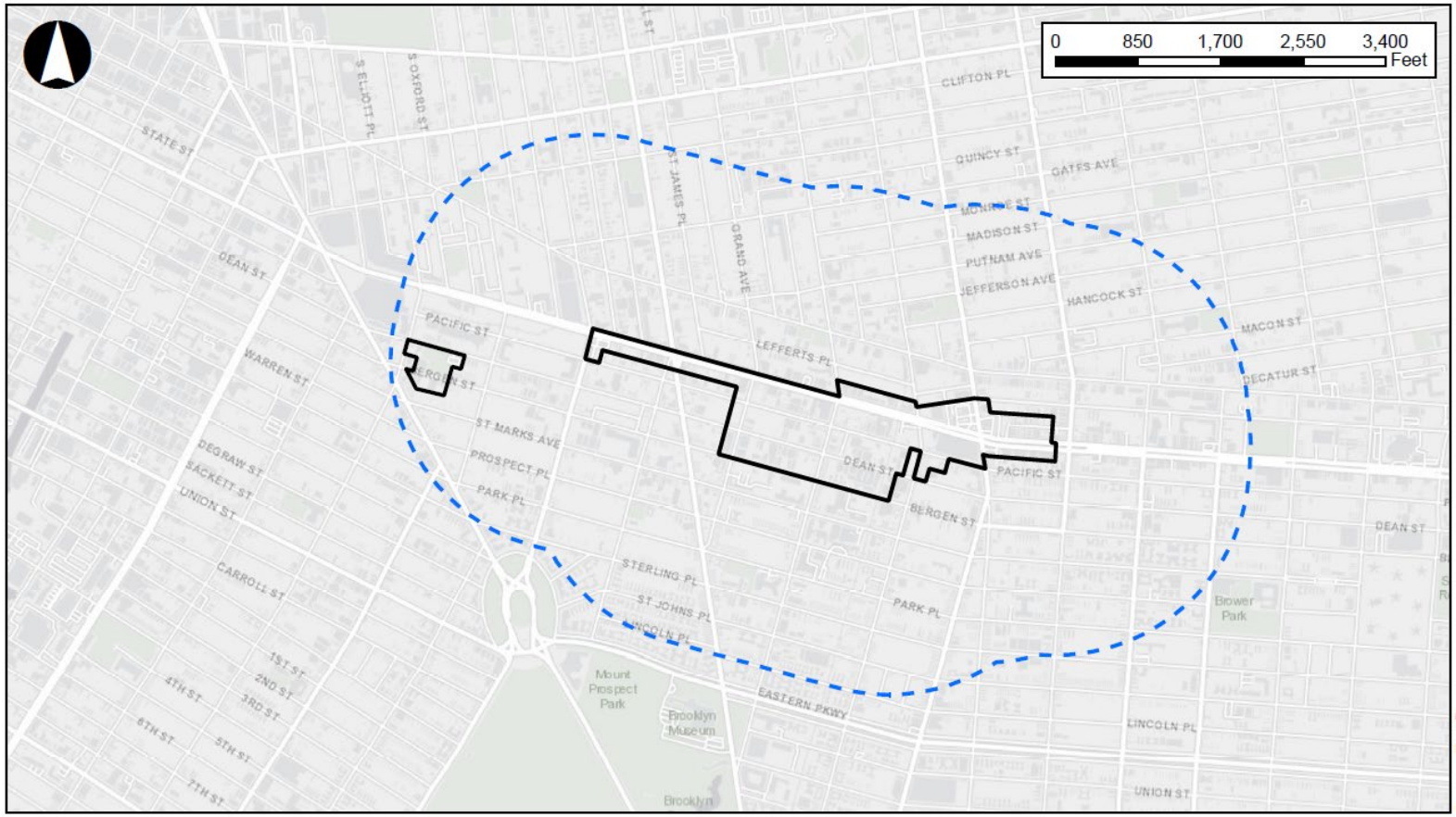
REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the possible impacts of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was developed for both the current (Future No-Action) and proposed zoning (Future With-Action) conditions for a ten-year period (build year 2034). The incremental difference between the Future No-Action and Future With-Action Conditions will serve as the basis for the impact analyses of the Environmental Impact Statement (EIS). A ten-year period typically represents the amount of time developers would act on the proposed action for an area-wide rezoning not associated with a specific development.

To determine the Future 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.

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites; including known development proposals, past and current development trends, and the development site criteria described below. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the Rezoning Area. The first step in establishing the development scenario for the Proposed Actions was to identify those sites where new development could be reasonably expected to occur.

FIGURE A-2: STUDY AREA



Atlantic Avenue Mixed-Use Plan

Figure A-2
0.5 Mile Study Area

DEVELOPMENT SITE CRITERIA

Development sites were initially identified based on the following criteria:

- Lots located in areas where changes in use would be permitted.
- Lots located in areas where a substantial increase in permitted FAR is proposed; And lots with a total size of 5,000 sf or larger (may include potential assemblages totaling 5,000 sf, respectively, if assemblage seems probable); unless the site is underutilized, per the definition below; or
- Lots constructed to less than or equal to half of the maximum allowable FAR under the relevant zoning (see **Table A-1** for more information), or occupied by a vacant building; and
    - Lots between 2,000 to 5,000 sf if considered underutilized; and
    - Underutilized lots which are defined as vacant, occupied by a vacant building, a building with only a single occupied floor, or lots constructed to less than or equal to half of the maximum allowable FAR under the relevant zoning; Lots located in areas where changes in use would be permitted.

Certain lots that meet these criteria have been excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed rezoning.

- Lots where construction activity is occurring or has recently been completed.
- Long-standing institutional uses, such as schools (public and private), municipal libraries, government offices, and large medical centers in control of their sites, with no known development plans. These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under the current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency.
- Multi-unit buildings (i.e., existing individual buildings with six or more residential units) built before 1974 are unlikely to be redeveloped as they may contain rent stabilized units. Buildings with rent-stabilized units are difficult to legally demolish due to tenant re-location requirements. Unless there are known redevelopment plans (throughout the public review process or otherwise), these buildings are generally excluded from the analysis framework.
- Certain large commercial or industrial structures, such as multi-story non-residential buildings, sites owned and operated by major national corporations. Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, some of them are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Certain active uses which would have difficulty relocating to other areas because of citywide restrictions on the location of said uses, such as heavily used gas stations with critical locations.

- Lots whose location, highly irregular shape, or highly irregular topography would preclude or greatly limit future as of right development, including lots split by disparate zoning districts. Generally, development on highly irregular lots does not produce marketable floor space.
- Lots utilized for public transportation and/or public utilities.

PROJECTED AND POTENTIAL DEVELOPMENT SITES

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the ten-year analysis period for the Proposed Actions (i.e., by the analysis year 2034) while potential sites are considered less likely to be developed over the approximately ten-year analysis period. Potential development sites were identified based on the following criteria:

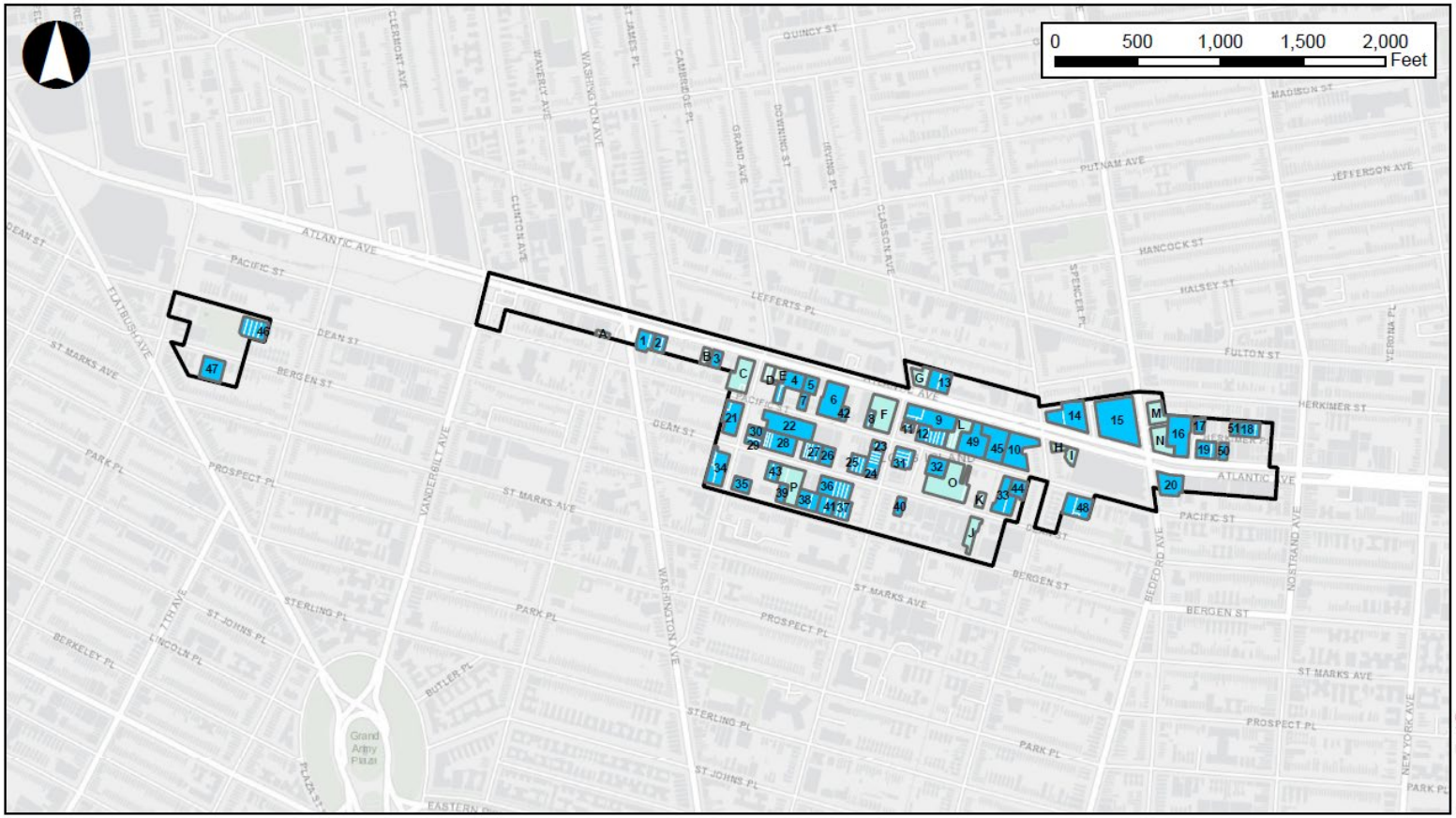
- Lots whose slightly irregular shapes, topographies, or encumbrances would make development more difficult.
- Lots with 4 or more commercial tenants, which are less likely to redevelop in the foreseeable future.
- Active businesses, which may provide unique services or are prominent, successful neighborhood businesses or organizations unlikely to move.

Based on the above criteria, 67 development sites (51 projected and 16 potential) have been identified in the Rezoning Area. These projected and potential development sites are depicted in **Figure A-3** and the detailed RWCDS tables provided in Appendix 2 identify the uses expected to occur on each of these sites under No-Action and With-Action Conditions.

The EIS will assess both density-related and site-specific potential impacts from 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 impacts on traffic, air quality, community facilities, and open space.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the foreseeable future. Therefore, these sites have not been included in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted to ensure a conservative analysis.

FIGURE A-3: PROJECTED AND POTENTIAL DEVELOPMENT SITES



Atlantic Avenue Mixed-Use Plan

Figure A-3
RWCDS Projected and Potential Development Sites

DEVELOPMENT SCENARIO PARAMETERS

Dwelling Unit Factor

The number of projected dwelling units in residential use buildings is determined by dividing the total amount of residential floor area by 850 and rounding to the nearest whole number.

Future without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions (No-Action condition), the identified projected development sites are assumed to either remain unchanged from existing conditions or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses. **Table A-1** shows the No-Action condition for the projected development sites.

As shown in **Table A-1** below, it is anticipated that, in the future without the Proposed Actions, there would be a total of approximately 597,515 sf of built floor area on the 51 projected development sites. Under the RWCDS, the total No-Action development would comprise approximately 165,973 sf of residential floor area (approximately 175 DU), 66,937 sf of local retail uses, 22,648 sf of office uses, 81,000 sf of automotive related uses, 237,371 sf of industrial uses, 23,586 sf of community facility uses, and 64,944 sf of parking (319 accessory parking spaces). The estimated population under the No-Action condition would include a total of approximately 420 residents and 527 workers on these projected development sites.

Future with the Proposed Actions (With-Action Condition)

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. As shown in **Table A-1**, under the RWCDS, the total development expected to occur on the 51 projected development sites under the With-Action condition which would consist of approximately 5,511,773 sf of floor area, including 4,382,630 sf of residential floor area (approximately 4,283 DU, a substantial proportion of which are expected to be affordable pursuant to MIH and City-based programs), 368,408 sf of local retail uses, 56,686 sf of destination retail uses, 534,542 sf of office uses, 48,114 sf of industrial uses, and 121,393 sf of community facility uses, as well as no accessory parking spaces. The estimated population under the With-Action condition would include a total of approximately 10,279 residents and 3,524 workers on these projected development sites. The projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be an increase of 4,216,657 sf of residential floor area (4,108 DU), 301,471 sf of local retail space, 56,686 sf of destination retail space, 511,894 sf of office space, 97,807 sf of community facility space, a net reduction of 319 accessory parking spaces, and a net decrease of 189,257 sf of industrial and 81,000 sf of automotive related uses on the projected development sites.

Based on 2020 Census data, the average household size for residential units in Brooklyn Community District 3 and Brooklyn Community District 8 is 2.4. Based on these ratios and standard ratios for estimating employment for commercial, community facility and industrial uses, **Table A-1** also provides an estimate of the number of residents and workers on the 51 project development sites in the No-Action and With-Action Conditions. As indicated in the table, under the RWCDS, the Proposed Actions would result in a net increment of 9,859 residents and 2,998 workers.

A total of 16 sites were considered less likely to be developed within the foreseeable future and were thus considered potential development sites (see Appendix 2). As noted earlier, the potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognized that several potential development sites could be developed under the Proposed Actions in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDS. The potential development sites are therefore also analyzed in the EIS for site-specific effects.

As such, the EIS will analyze the projected development sites for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, stationary air quality, and noise.

TABLE A-1: 2034 RWCDS NO-ACTION AND WITH-ACTION LAND USES

Land Use	No-Action Condition	With-Action Condition	Increment
Residential			
Total Residential	**165,973 sf 175 DUs**	**4,382,630 sf 4,283 DUs**	**4,216,657 sf 4,108 DUs**
Commercial			
Local Retail	66,937 sf	368,408 sf	301,471 sf
Destination Retail	0 sf	56,686 sf	56,686 sf
Office & Other Commercial	22,648 sf	534,542 sf	511,894 sf
Automotive Related	81,000 sf	0 sf	(81,000 sf)
Total Commercial	**170,585 sf**	**959,636 sf**	**789,051 sf**
Industrial			
Warehouse	92,583 sf	0 sf	(92,583 sf)
Other Industrial	144,788 sf	48,114 sf	(96,674 sf)
Total Industrial	**237,371 sf**	**48,114 sf**	**(189,257 sf)**
Community Facility			
Medical Office	0 sf	48,763 sf	48,763 sf
Other	23,586 sf	72,630 sf	49,044 sf
Total Community Facility	**23,586 sf**	**121,393 sf**	**97,807 sf**
Total Floor Area	**597,515 sf**	**5,511,773 sf**	**4,914,258 sf**
Parking	**64,944 sf**	0 sf	**(64,944 sf)**
Parking Spaces	**319**	**0**	**(319)**
Population			
Residents [1]	420	10,279	9,859
Workers [2]	527	3,524	2,998

Notes:

[1] Assuming an average occupancy of 2.40 persons per household based on the average household size within both Community District 3 and Community District 8 (2020 Decennial Census).

[2] Estimate of workers based as follows: 1 employee per 250 sf of office; 1 employee per 875 sf destination retail; 1 employee per 400 sf of local retail; 1 employee per 25 DU; 1 employee per 1,000 sf of industrial/auto; 1 employee per 15,000 sf of warehouse; 1 employee per 400 sf medical office space; 1 employee per 1,000 sf of other community facility space; and 1 employee per 50 parking spaces.

Attachment B.Additional Technical Information for EAS Part II: Technical Analysis

LAND USE, ZONING, AND PUBLIC POLICY

Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action. The analysis also considers the action's compliance with and effect on the area's zoning and other applicable public policies. Even when there is little potential for an action to be inconsistent or affect land use, zoning, or public policy, a description of these issues is appropriate to establish conditions and provide information for use in other technical areas. A detailed assessment of land use is appropriate if an action would result in a significant change in land use or would substantially affect regulation or policies governing land use. A detailed assessment of land use conditions is necessary if a detailed assessment has been deemed appropriate for other technical areas or in a generic or area-wide zoning map amendment.

The Proposed Actions include zoning map and zoning text amendments (including mapping a special zoning district and Mandatory Inclusionary Housing [MIH]) that would affect an approximately 20-block area (72.5 acres) primarily along the Atlantic Avenue corridor in the Prospect Heights, northwestern Crown Heights, and the southern Bedford Stuyvesant neighborhoods of Brooklyn. The Proposed Actions would also affect a separate, non-contiguous area located on a portion of two blocks in Prospect Heights bounded by 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south. In addition, the Proposed Actions involve an Urban Development Action Area (UDAA) designation and Urban Development Action Area Project (UDAAP) approval and disposition of City-owned property on Block 1136 (Lots 29, 32, 33, 34, and 35) and Block 1143 (Lot 25) to a developer selected by HPD.

Several public policies are applicable to the Project Area and surrounding area, including Housing New York, Vision Zero, the Food Retail Expansion to Support Health (FRESH) Program, applicable business improvement districts (BIDS), historic resources and the City's sustainability/OneNYC policies. The Project Area is not located within the City's Coastal Zone boundary, and therefore would not require an assessment of its consistency with the policies of the City's Waterfront Revitalization Program (WRP).

As such, the Proposed Actions have the potential to significantly affect land use, zoning, and public policy and therefore, consistent with *CEQR Technical Manual* guidance, an assessment of land use, zoning and public policy will be provided in the EIS, as described in the Draft Scope of Work.

SOCIOECONOMIC CONDITIONS

According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (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. According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action is reasonably expected to create substantial socioeconomic changes in an area. This

can occur if an action would directly displace a residential population or substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can also occur if an action would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore could lead to indirect displacement of businesses or residents from the area.

As detailed in in the Draft Scope of Work, the following describes the level of assessment that is warranted and the scope of analysis for the five principal socioeconomic issues of concern.

DIRECT RESIDENTIAL DISPLACEMENT

According to the *CEQR Technical Manual*, if a project would directly displace more than 500 residents, it may have the potential to alter the socioeconomic character of a neighborhood, and a preliminary assessment of direct residential displacement is appropriate. The Proposed Actions have the potential to result in the direct displacement of existing residents from projected development sites identified as part of the RWCDS. Therefore, the Proposed Actions could result in significant adverse impacts due to direct residential displacement. As described in the Draft Scope of Work, the EIS will disclose the number of residents to be directly displaced by the Proposed Actions and determine the amount of displacement relative to Study Area population.

DIRECT BUSINESS DISPLACEMENT

According to the *CEQR Technical Manual*, if a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate. The Proposed Actions have the potential to exceed the *CEQR Technical Manual* analysis threshold of 100 displaced employees; therefore, a preliminary assessment of direct business displacement will be conducted pursuant to CEQR guidelines, as described in the Draft Scope of Work.

INDIRECT RESIDENTIAL DISPLACEMENT

The Proposed Actions are expected to increase the number of residential units in the area, including affordable units, and would result in a net increment of more than 200 new residential units, which is the *CEQR Technical Manual* threshold for assessing the potential indirect effects of an action. Therefore, an assessment of indirect residential displacement will be provided in the EIS, as described in the Draft Scope of Work.

INDIRECT BUSINESS DISPLACEMENT

The concern with respect to indirect business and institutional displacement is whether a proposed project could lead to increases in property values, and thus rents, making it difficult for some businesses or institutions to remain in the area. The Proposed Actions would introduce more than 200,000 square feet (sf) of new commercial uses to the proposed Rezoning Area, which is the CEQR threshold for "substantial" new development warranting assessment. Therefore, as described in the Draft Scope of Work, an assessment of indirect business and institutional displacement will be provided in the EIS.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

Based on the guidelines in the *CEQR Technical Manual*, a preliminary assessment of effects on specific industries will be conducted to determine whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the Study Area, or whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses.

COMMUNITY FACILITIES

Community facilities are public or publicly funded schools, libraries, early childhood programs, health care facilities and fire and police protection. An analysis examines an action's potential effect on the services provided by these facilities. An action can affect facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility.

The Proposed Actions would not result in the direct displacement of any existing community facilities, nor would they affect the physical operations of or access to and from any police stations or firehouses. Therefore, the Proposed Actions would not have any significant adverse direct impacts on existing community facilities or services.

New population added to an area as a result of an action would use existing services, which may result in potential indirect effects on service delivery. The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from a proposed action. Per the *CEQR Technical Manual*, depending on the size, income characteristics and age distribution of the new population, an action may have indirect effects on public schools, libraries, or early childhood programs. The RWCDS associated with the Proposed Actions indicates a net increase of approximately 4,108 DU in the area. Assuming an average occupancy of 2.40 persons per household based on the average household size within both Community District 3 and Community District 8 (2020 Decennial Census), the population anticipated to be introduced as a result of the Proposed Actions would be approximately 9,859 residents. A discussion of the Proposed Actions' potential effects on community facilities is provided below.

PUBLIC SCHOOLS

If an action introduces less than 50 elementary and middle school age children, or 150 high school students, an assessment of school facilities is not required.

Using the *Projected Public School Ratios* published by the New York City School Construction Authority (SCA), implementation of the Proposed Actions is projected to introduce approximately 340 elementary and middle school students, and 174 high school students. Because the Proposed Actions would exceed the analysis threshold of 50 elementary/middle school students and 150 high school students noted in Table 6-1 of the *CEQR Technical Manual*, the Proposed Actions warrant an analysis of public elementary, middle and high schools. In Community School District (CSD) 13, the Proposed Actions are projected to introduce approximately 1,747 DUs, introducing 104 combined elementary and middle school students. In CSD 17, the Proposed Actions are projected to introduce approximately 2,360 DUs, introducing 236 combined elementary and middle school students. Both CSD 13 and 17 exceed the screening threshold for elementary

and middle school analysis, and a detailed analysis is warranted for both school districts. A public schools assessment will be provided in the EIS as described in the Draft Scope of Work.

LIBRARIES

According to the guidelines established in the *CEQR Technical Manual*, if a proposed action increases the number of residential units served by the local library branch by more than five percent, then an analysis of library services is necessary. In Brooklyn, the introduction of 834 residential units would represent a five percent increase in DU per branch. Implementation of the Proposed Actions would result in the addition of approximately 4,108 DU to the study area compared to No-Action conditions, which exceeds the CEQR threshold for a detailed analysis. As such, an analysis will be provided in the EIS, as described in the Draft Scope of Work.

EARLY CHILDHOOD PROGRAMS

The *CEQR Technical Manual* requires a detailed analysis of day care centers when a proposed action would produce substantial numbers of subsidized, low-to moderate-income family housing units that could therefore generate a sufficient number of eligible children to affect the availability of slots at public day care centers. Typically, proposed actions that generate 20 or more eligible children under age five require further analysis. According to Table 6-1 of the *CEQR Technical Manual*, the number of affordable housing units needed to yield 20 or more eligible children in Brooklyn would be 110 DU. Implementation of the Proposed Actions would result in a net increment of approximately 4,108 DU, of which up to approximately 1,316 DU would be set aside as affordable. As such, the Proposed Actions exceeds the threshold for an analysis of early childhood programs and an analysis will be provided in the EIS, as described in the Draft Scope of Work.

POLICE/FIRE PROTECTION AND HEALTH CARE FACILITIES

According to the *CEQR Technical Manual*, a detailed analysis of police and fire protection and health care facilities is required if a proposed action would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a hospital or public health clinic, fire protection services facility, or police station. As implementation of the Proposed Actions would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police/fire protection and health care facilities is not warranted; however, for informational purposes, a description of existing police, fire, and health care facilities serving the study area will be proved in the EIS.

OPEN SPACE

The *CEQR Technical Manual* defines Open Space as publicly accessible, publicly or privately owned land that is available for leisure, play, or sport or is set aside for the protection or enhancement of the natural environment. Open space may be public or private and may include areas used for sports, exercise, or play (active open space) and/or areas used for sitting, strolling, or relaxing (passive open space). The *CEQR Technical Manual* guidelines indicate that an open space analysis should be conducted if an action would result in a direct effect, such as the physical loss or alteration of public open space, or an indirect effect, such as when a substantial new population could place added demand on an area's open spaces. An open space analysis focuses on officially designated existing or planned public open space. The *CEQR Technical*

Manual indicates that if a project would result in an increase of more than 200 residents or 500 employees, then an analysis of open space would be appropriate.

As discussed in Attachment A, "Project Description," development that could result from the Proposed Actions is expected to add approximately 9,859 residents and 2,998 workers to the Study Area.

Because both the residential and nonresidential populations expected to result from the Proposed Actions exceed the CEQR analysis thresholds (an increase of more than 200 residents or 500 employees), an open space assessment is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

SHADOWS

The *CEQR Technical Manual* requires a shadow assessment for a proposed action that would result in a new structure(s) or addition(s) to existing structure(s) that are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. The Proposed Actions would permit development of buildings greater than 50 feet in height, some of which would be located in the vicinity of sunlight-sensitive resources (e.g., Lowry Triangle, Crispus Attucks Playground, Dean Playground, St. Bartholomew's Church). Therefore, the Proposed Actions have the potential to result in new structures that would cast shadows on sunlight-sensitive resources. As such, an analysis of the Proposed Actions' potential to result in significant adverse shadow impacts is warranted and will be included in the EIS, as described in the Draft Scope of Work.

HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include archaeological (buried) resources and architectural (historic standing structure) resources. The *CEQR Technical Manual* identifies historic and cultural resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. Historic and cultural resources include designated New York City Landmarks (NYCLs) and Historic Districts; properties scheduled for consideration as NYCLs by the New York City LPC or determined eligible for NYCL designation (NYCL-eligible); properties listed in the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR- eligible), or properties contained within a S/NR-listed or eligible district; properties recommended by the New York State Board for listing in the S/NR; National Historic Landmarks (NHLs); and potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements). According to the *CEQR Technical Manual*, a historic and cultural resources assessment is warranted if there is the potential to affect either archaeological or architectural resources.

The Project Area includes a portion of the Bedford Hill Historic District to the southeast and is adjacent to the Clinton Hill Historic District to the northwest and Clinton Hill South Historic District to the north. There are a few historic buildings withing the Project Area that are listed or eligible for listing in the S/NR, and one NYCL in the Project Area and several NYCL and S/NR historic buildings within 400-feet of the Project Area. Therefore, it is necessary to analyze the potential impacts of the Proposed Actions on historic architectural resources, and this assessment will be provided in the EIS, as described in the Draft Scope of Work.

The eastern and western parts of the Project Area are within the designated Archaeological Buffer Area. The Proposed Actions would also result in additional in-ground disturbance on many of the projected and potential development sites identified in the RWCDS, and therefore have the potential to affect archaeological resources that may be present on those sites. Therefore, an assessment of archaeological resources will be provided in the EIS, as described in the Draft Scope of Work.

URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual*, an assessment of urban design is warranted when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, and wind. A preliminary analysis of urban design and visual resources is considered appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: (1) projects that permit the modification of yard, height, and setback requirements; and (2) projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed action. The *CEQR Technical Manual* stipulates a detailed analysis is required for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

The Proposed Actions do not have the potential to result in the development of multiple tall buildings at or near waterfront sites that would exacerbate wind conditions due to channelization or downwash effects. Therefore, the Proposed Actions are not expected to affect pedestrian wind conditions, and an assessment is not warranted. However, the Proposed Actions would result in development beyond the bulk and form currently permitted as-of-right. These changes would affect a pedestrian's experience of public space and would require an urban design assessment per *CEQR Technical Manual* guidance. Therefore, a preliminary assessment of urban design and visual resources will be provided in the EIS, as described in the Draft Scope of Work.

NATURAL RESOURCES

Under CEQR, a natural resource is defined as the City's biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Such resources include ground water; soils and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife.

According to the *CEQR Technical Manual*, a natural resources assessment may be appropriate if a natural resource is present on or near the site of a project, and the project would, either directly or indirectly, cause a disturbance of that resource. The Project Area is located in a fully developed area of Brooklyn, and the affected area and immediately adjacent areas are substantially devoid of natural resources. Therefore, the Proposed Actions would not have a significant adverse impact on natural resources, and no further analysis is warranted. Accordingly, an analysis of natural resources will not be provided in the EIS.

HAZARDOUS MATERIALS

According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: (a) hazardous materials exist on a site and (b) an action would increase pathways to their exposure; or (c) an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for any site with the potential to contain hazardous materials or if any future redevelopment is anticipated. Therefore, the EIS will include an assessment of hazardous materials on the projected and potential development sites identified in the RWCDS, as described in the Draft Scope of Work.

WATER AND SEWER INFRASTRUCTURE

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. A preliminary analysis of a project's effects on the water supply system is warranted if a project would result in an exceptionally large demand for water (e.g., those that would use more than 1 million gallons per day [gpd]) or would be in an area that experiences low water pressure (e.g., Rockaway Peninsula or Coney Island). A preliminary analysis of a project's effects on wastewater or stormwater infrastructure is warranted depending on a project's proposed density, its location, and its potential to increase impervious surfaces.

For the Proposed Actions, an analysis of water supply is warranted because the RWCDS would result in a demand of more than 1 million gpd compared to the No-Action condition (see **Table B-1**). As shown in **Table B-1**, based on the average daily water use rates provided in Table 13-2 of the *CEQR Technical Manual*, it is estimated that the RWCDS associated with the Proposed Actions would result in an incremental use of more than 1 million gpd compared to the No-Action condition. Further detail is provided in the Draft Scope of Work.

For wastewater and stormwater conveyance and treatment, the *CEQR Technical Manual* indicates that a preliminary assessment would be needed if a project is located in a combined sewer area and would exceed the following incremental development of residential units or commercial space above the predicted No-Action scenario: (a) 1,000 residential units or 250,000 sf of commercial space or more in Manhattan; or (b) 400 residential units or 150,000 sf of commercial space or more in the Bronx, Brooklyn, Staten Island, or Queens. Because the Proposed Actions would result in a net increase 4,108 residential units and 697,601 sf of non-residential space compared to the No-Action condition, a preliminary assessment of wastewater and stormwater infrastructure is warranted and will be provided in the EIS. Further detail is provided in the Draft Scope of Work.

TABLE B-1: EXPECTED WATER DEMAND AND WASTEWATER GENERATION ON PROJECT DEVELOPMENT SITES 2034 NO-ACTION VS. 2034 WITH-ACTION CONDITIONS[1]

	Land Use	Gross Square Feet	DUs	Gallons Per Day (gpd)		
				Air Conditioning (AC Only)	Water/ Wastewater Generation (Domestic Only)	Total (AC + Domestic)
No-Action Condition[2]	Residential	165,973	175	0	42,000	42,000
	Community Facility	23,586		4,010	2,359	6,368
	Commercial	170,585		28,999	26,430	55,429
	Industrial	237,371		40,353	23,737	64,090
No-Action Total				***73,362***	***95.050***	***167,887***
With-Action Condition[3]	Residential	4,382,630	4,283	0	1,027,920	1,027,920
	Community Facility	121,393		20,637	12,139	32,776
	Commercial	959,636		163,138	155,477	318,615
	Industrial	48,114		8,179	4,811	12,991
With-Action Total				***191,954***	***1,213,196***	***1,392,302***
Net Difference: No-Action vs. With-Action Condition						**1,224,415**

Notes:

[1]Uses *CEQR Technical Manual* water demand rates from Table 13-2 "Water Usage and Sewer Generation rates for Use in Impact Assessment"

Residential – 100 gpd/person, assuming 2.4 persons per household, and 1 household per unit;

Commercial (Retail) – domestic - 0.24 gpd/sf and A/C- 0.17 gpd/sf Commercial (non-retail/office): domestic - 0.10 gpd/sf and A/C - 0.17 gpd/sf

Community Facility: domestic - 0.1 gpd/sf and A/C - 0.17 gpd/sf

Industrial: domestic - 0.1 gpd/sf and A/C - 0.17 gpd/sf

[2]No-Action condition: Community facility includes houses of worship and community centers, and commercial uses include retail, office, and auto-related uses.

[3]With-Action condition: Community facility includes medical offices; commercial uses include local retail and destination retail.

SOLID WASTE AND SANITATION SERVICES

A solid waste assessment is warranted if a proposed action would cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the City's *Solid Waste Management Plan* (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons [100,000 pounds] per week or more),

thereby resulting in a significant adverse impact. As shown in **Table B-2** based on the average daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual*, it is estimated that the RWCDS associated with the Proposed Actions would result in a net increase of approximately 248,340 pounds of solid waste per week (124 tons), compared to the No-Action condition. Therefore, an analysis of solid waste and sanitation services is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work.

TABLE B-2: EXPECTED SOLID WASTE GENERATION ON PROJECTED DEVELOPMENT SITES: 2034 NO-ACTION VS. 2034 WITH-ACTION CONDITIONS

Use	Incremental Floor Area (sf)	Population	Solid Waste Generation Rate (lbs/wk)	Solid Waste Generation	
				(lbs/wk)	(tons/wk)
Residential	4,216,657	4,108 DUs	41 per household	168,428	84.2
Retail	358,157	1,074 employees	79 per employee	84,846	42.4
Office	511,894	2,048 employees	13 per employee	26,624	13.3
Industrial	-189,257	-189 employees	182.5 per employee	-34,493	-17.2
Community Facility	97,807	--	0.03 per sf	2,934	1.5
Total Solid Waste Generation				248,340	124.2
Solid Waste Handled by DSNY (includes residential and all CF uses)				171,362	85.7
Solid Waste Handled by Private Carters				76,978	38.5

Notes:

Solid waste generation is based on citywide average waste generation rates presented in Table 14-1 of the *CEQR Technical Manual*, and estimates of workers by use as follows:

Residential use: 41 lbs/wk. per dwelling unit

General retail: 79 lbs/wk. per employee; assume 3 employees per 1,000 sf

Office: 13 lbs/wk. per employee; assume 1 employee per 250 sf

Industrial use: use average of apparel/textile and printing/publishing rate - 182.5 lbs/wk per employee; assume 1 employee per 1,000 sf

All community facility uses: 0.03 lbs/wk per sf

ENERGY

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). Although significant adverse energy impacts are not anticipated for the Proposed Actions, the EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions because this information is required for the

assessment of greenhouse gas (GHG) emissions (see below). Further detail is provided in the Draft Scope of Work.

Based on the rates presented in Table 15-1 of the *CEQR Technical Manual* and as shown in **Table B-3**, it is estimated that the RWCDS associated with the Proposed Actions would result in an annual energy consumption of approximately 819,951 million BTUs, an increment of 624,537 million BTUs more than the No-Action condition. As noted in the Draft Scope of Work, an analysis of the anticipated additional demand from the Proposed Actions' RWCDS will be provided in the EIS.

TABLE B-3: 2034 NO-ACTION CONDITION AND 2034 WITH-ACTION CONDITION ESTIMATED ENERGY CONSUMPTION[1]

	Land Use	Size (GSF)	Consumption Rates (thousand BTU (MBTU)/sf	Annual Energy Use (million BTUs)
No-Action Condition[2]	Residential	165,973	126.7	21,028.8
	Community Facility	23,586	250.7	5,913.0
	Commercial	170,585	216.3	36,897.5
	Industrial	237,371	554.3	131,574.7
			No-Action Total	***195,414.1***
With-Action Condition[3]	Residential	4,382,630	126.7	555,279.2
	Community Facility	121,393	250.7	30,433.2
	Commercial	959,636	216.3	207,569.3
	Industrial	48,114	554.3	26,669.6
			With-Action Total	***819,951.3***
			Net Difference: No-Action vs. With-Action Condition	***624,537.2***

Notes:

[1]Consumption rates are from the *CEQR Technical Manual* Table 15-1, "Average Annual Whole-Building Energy Use in New York City."

[2]No-Action condition: Community facility includes houses of worship and community centers, and commercial uses include retail, office, and auto-related uses.

[3]With-Action condition: Community facility includes medical offices; commercial uses include local retail and destination retail.

TRANSPORTATION

Consistent with *CEQR Technical Manual* guidance, the EIS will assess transportation. Based on preliminary estimates for the RWCDS, the Proposed Actions are expected to generate more than 50 incremental vehicular trips in one or more peak hours. The RWCDS is also expected to generate 50 or more vehicles through one or more intersections during one or more peak hours. Therefore, the Proposed Actions

have the potential to result in significant adverse traffic impacts, and a detailed traffic analysis will be provided in the EIS, as detailed in the Draft Scope of Work. Furthermore, as described in the Draft Scope of Work, the EIS will document changes in on- and off-street parking use in the future No-Action condition and With-Action condition and will include a parking assessment to determine whether the Proposed Actions and associated RWCDS would result in excess parking demand, and whether there are enough other parking spaces in the Study Area to accommodate that excess demand.

Based on preliminary estimates, the RWCDS is expected to generate more than 200 incremental subway trips at one or more stations and more than 50 incremental bus passenger trips in a single direction on one or more bus routes in one or more peak hours. Therefore, detailed subway and bus transit analyses are warranted and will be provided in the EIS, as detailed in the Draft Scope of Work. The transit analyses will focus on the weekday AM and PM peak commuter hours because overall demand on the subway and bus systems is usually highest during these periods.

Based on preliminary estimates, more than 200 incremental pedestrian trips are expected in one or more peak hours, which include walk-only trips as well as the pedestrian component associated with walking between projected development sites and other modes of travel, such as subway stations, bus stops, and parking facilities. Although these pedestrian trips would be dispersed throughout the Project Area, some concentrations of new pedestrian trips exceeding the 200-trip *CEQR Technical Manual* threshold may occur during one or more peak hours along corridors in the immediate vicinity of projected development sites and along corridors connecting these sites to area transit services. Therefore, a detailed pedestrian analysis and a pedestrian and vehicle safety assessment are warranted and will be provided in the EIS, as described in the Draft Scope of Work.

AIR QUALITY

Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality and considers the potential of existing sources of air pollution to affect the proposed uses. As discussed below, the Proposed Actions would require an air quality analysis that includes both mobile and stationary sources.

Mobile source impacts could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. Mobile source impacts also could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses. Additional stationary source impacts could occur with actions that add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks, or when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses.

The increased traffic associated with the RWCDS projected development sites would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections have the potential to significantly increase air quality levels at nearby sensitive land uses. Carbon monoxide (CO) and particulate matter (PM) are the primary pollutants of concern for microscale mobile source air quality

analyses, including assessments of roadways intersections and parking garages. Action-generated trips could exceed the *CEQR Technical Manual* CO analysis screening threshold of 170 vehicles in a peak hour at a number of locations throughout the Study Area. In addition, the projected number of heavy-duty trucks or equivalent vehicles will likely exceed the applicable fine particulate matter (PM2.5) screening thresholds in the *CEQR Technical Manual*. Therefore, a microscale analysis of CO and PM mobile source emissions at affected intersections is warranted and will be developed as part of the EIS.

In addition, the Proposed Actions and associated RWCDS would result in projected and potential developments that would use fossil fuels for heat and hot water systems. Therefore, consistent with the guidelines of the *CEQR Technical Manual*, an assessment of air quality will be provided in the EIS. As detailed in the Draft Scope of Work, the air quality assessment will consider the potential impacts on air quality from project-generated vehicle trips, as well as heat and hot water systems, and from existing industrial uses in the surrounding area on the new development resulting from the Proposed Actions.

GREENHOUSE GAS EMISSIONS

The *CEQR Technical Manual* notes that while the need for a GHG emissions assessment is highly dependent on the nature of the project and its potential impacts, the GHG consistency assessment currently focuses on City capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects being reviewed in an EIS that would result in development of 350,000 sf or more (or smaller projects that would result in the construction of a building that is particularly energy intense, such as a data processing center or health care facility). The proposed development associated with the RWCDS would exceed 350,000 sf; therefore, a GHG assessment will be provided in the EIS, as discussed in the Draft Scope of Work. Because a GHG emissions analysis will be provided in the EIS, pursuant to *CEQR Technical Manual* guidelines, the energy consumption of the Proposed Actions and the associated RWCDS will be calculated and provided in the EIS, as described in the Draft Scope of Work.

According to the *CEQR Technical Manual*, depending on a project's sensitivity, location, and useful life, it may be appropriate to provide a qualitative discussion of the potential effects of climate change on a proposed project in an environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for projects at sites located within the 100- or 500-year flood zone. However, based on the Federal Emergency Management Agency (FEMA) Preliminary Flood Insurance Rate Maps (FIRMs) issued in December 2013, the rezoning would be located beyond the 100- and 500-year flood zones and beyond the 100- and 500-year projection for 2020 and 2050. Therefore, the Rezoning Area is not susceptible to storm surge and coastal flooding, and an assessment of climate change is not warranted.

NOISE

For most sources of noise (except train noise), the initial impact screening noise analysis identifies whether the potential exists for the project to generate a significant noise impact at a receptor or be significantly affected by high ambient noise levels. If the basic analysis does not identify the potential for significant

impacts, no further noise analysis is necessary, and it may be stated that the proposed project would not result in a significant noise impact.

While exact levels are not known, high ambient noise levels currently exist in the Study Area. These existing sources include industrial facilities, the elevated Franklin Avenue Shuttle, the LIRR Atlantic Branch, and traffic on nearby roadways such as Atlantic Avenue and other high-volume local streets (e.g., Bedford Avenue, Franklin Avenue and Classon Avenue). As a result, the trip generation from the incremental development of the Proposed Actions would likely result in a low level of additional noise. Exceptions to this may occur on other less-traveled streets in the Project Area (e.g., Pacific Street, Dean Street, and Bergen Street). It is assumed that the greatest concern for project-generated noise impacts would be related to the impact of existing and future noise generators on existing residences and future residential development sites.

Typically, potential significant impacts on the newly created receptor relate to absolute noise limits. Lead agencies follow the Noise Exposure Guidelines shown in Table 19-2 of the *CEQR Technical Manual* for this purpose. If a proposed project is within an area where the project noise levels exceed the marginally acceptable limit shown in the Noise Exposure Guidelines (as measured at the proposed building line, or if that is not known, at the property line), a significant impact would occur.

Given the large number of units and the increased floor area, t area traffic and noise are expected to increase. Therefore, an analysis of noise is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work.

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. The *CEQR Technical Manual* indicates that for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in these other CEQR analysis areas, the lead agency may determine that a public health assessment is warranted for a specific technical area.

None of the relevant analyses have been completed yet; therefore, the potential for an impact in these analysis areas, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, then an assessment of public health will be provided in the EIS, as described in the Draft Scope of Work.

NEIGHBORHOOD CHARACTER

Per the *CEQR Technical Manual*, a neighborhood character assessment considers how elements of the built and natural environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. To determine a project's effects on neighborhood character, a neighborhood's contributing elements are considered together.

According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed action has the potential to result in significant adverse impacts in the areas of land use, socioeconomic conditions, community facilities, open space, shadows, urban design and visual resources, historic and cultural resources, transportation, and noise, or when the action may result in moderate effects on several of these elements that define a neighborhood's character. The Proposed Actions are expected to affect one or more of the constituent elements of the Project Area's neighborhood character, including land use patterns, urban design, and levels of traffic and noise. Therefore, an assessment of the Proposed Actions' potential to result in significant adverse impacts on neighborhood character will be provided in the EIS, as described in the Draft Scope of Work.

CONSTRUCTION

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and air quality conditions. In addition, because soils are disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the possible construction impacts that could result from contamination.

According to the *CEQR Technical Manual*, multi-sited projects with overall construction periods lasting longer than two years and which are near sensitive receptors should undergo a preliminary impact assessment. Therefore, construction impacts will be assessed in the EIS, following the guidelines in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessment indicates the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with guidelines contained in the *CEQR Technical Manual* (see Draft Scope of Work).

APPENDIX 1:
LIST OF BLOCKS AND LOTS INCLUDED IN PROPOSED REZONING AREA

Block	Lot
1122	1 (p/o), 9, 10, 11, 12, 14, 15, 16, 21, 26, 27, 28, 32, 37, 45 (p/o), 68 (p/o), 69, 70, 71
1124	4 (p/o), 10, 11, 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 33, 34, 35, 36, 37 (p/o), 46, 47, 116
1125	1, 2, 4, 5, 6, 7, 8, 9, 10, 16, 20, 25, 29, 33, 40, 52, 53, 57, 59, 61, 69, 70, 71, 72, 75, 76, 77, 78, 79, 80, 81
1126	1, 2, 3, 4, 6, 7, 8, 13, 29, 32, 48, 49, 50, 51, 52, 53, 54, 55, 57, 75, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 89, 105
1132	33 (p/o), 34, 37, 46, 50 (p/o)
1133	1, 3, 4, 7, 11, 12, 13, 32, 43, 44, 45, 46, 47, 48, 49, 51, 52, 53, 54, 55, 57, 60, 61, 62, 63, 64, 67, 71, 72, 74, 75, 76, 77, 78, 79, 80, 89, 90, 91
1134	4, 5, 7, 8, 9, 11, 17, 28, 29, 34, 35, 39, 44, 49, 62, 63, 64, 67, 73, 74, 75, 76, 77, 78, 81, 96, 130
1136	7, 8, 10, 11, 15, 29, 32, 33, 34, 35, 37 (p/o), 84, 71, 107
1140	30 (p/o), 31, 33, 35, 44, 46 (p/o)
1141	1, 5, 18, 19, 21, 28, 33, 37, 38, 39, 40, 41, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 55, 56, 57, 58, 59, 61, 62, 69, 73, 75, 76, 80, 81, 82, 128
1142	1, 2, 3, 6, 7, 8, 10, 12, 16, 34, 38, 40, 48 (p/o), 60, 82, 83, 84, 85, 87, 89, 92, 7501 (p/o), 7502
1143	3 (p/o), 4 (p/o), 5 (p/o), 8 (p/o), 13 (p/o), 14 (p/o), 15 (p/o), 16 (p/o), 17 (p/o), 18 (p/o) 20, 23, 24, 25, 32, 33, 35 (p/o)
1199	1, 2, 4, 5, 6, 7, 8, 12, 15, 106, 7501, 7502
1200	3 (p/o), 5 (p/o), 16 (p/o), 21, 27
1205	1, 3, 4, 5, 6, 8, 9, 11 (p/o), 14 (p/o), 111 (p/o)
1865	1, 3, 8, 10, 16, 18 (p/o), 20 (p/o), 28 (p/o), 29 (p/o), 30 (p/o), 31 (p/o), 34 (p/o), 35 (p/o), 36 (p/o), 37 (p/o), 38 (p/o), 40 (p/o), 41 (p/o), 42 (p/o), 43 (p/o), 47 (p/o), 48 (p/o), 49 (p/o), 70, 71, 72, 77, 79, 82, 84, 85, 87, 90, 95
1866	1, 7, 8, 9, 11, 13, 17, 19, 20, 21, 22 (p/o), 29, 36, 37
2020	1, 6 (p/o), 16 (p/o), 17 (p/o), 18 (p/o), 19 (p/o), 21 (p/o), 22 (p/o), 23 (p/o), 24 (p/o), 36 (p/o), 37 (p/o), 38 (p/o), 39 (p/o), 40 (p/o), 42 (p/o), 43 (p/o), 44 (p/o), 46 (p/o), 53 (p/o), 54 (p/o), 55 (p/o), 56, 58, 62, 68 (p/o), 86, 89, 92, 120 (p/o), 7503 (p/o), 7504 (p/o)
2021	1, 4, 17 (p/o), 18 (p/o), 20, 24
2022	1, 12 (p/o), 24

APPENDIX 2:
REASONABLE WORST CASE DEVELOPMENT SCENARIO TABLES

Projected Sites						Existing Conditions																				
						Residential Uses		CF Uses			Commerical Uses						Industrial Uses					Vacant	Parking			
Site Number	Site Letter	Block	Lot	Lot Area	ZoneDist1	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Office	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Vacant Area	Total Spaces	Total SF	Building Height
1		**1124**		**11371**		**1199**	**2**				**1300**			**7766**	**0**	**9066**				**0**	**0**	**0**	**10265**	
	a	1124	4	8706	M1-1	0	0				0			7766	0	7766		0	0	0	0	0	7766	
	b	1124	10	2665	M1-1	1199	2				1300				0	1300		0	0	0	0	0	2499	
2		**1124**		**7500**		**1890**	**2**				**1461**			**4000**		**5461**				**0**	**0**	**0**	**7351**	
	a	1124	11	5000	M1-1	0	0				0			4000	0	4000		0	0	0	0	0	4000	
	b	1124	14	2500	M1-1	1890	2				1461				0	1461		0	0	0	0	0	3351	
3		**1124**		**5978**							**12000**					**12000**				**0**	**0**	**0**	**12000**	
	a	1124	29	5978	M1-1	0	0				12000				0	12000		0	0	0	0	0	12000	
4		**1125**		**18485**							**6000**					**6000**			**15000**	**15000**	**0**	**0**	**21000**	
	a	1125	10	12610	M1-1	0	0				0				0	0		0	12500	12500	0	0	12500	
	b	1125	80	2640	M1-1	0	0				0				0	0		0	2500	2500	0	0	2500	
	c	1125	81	3235	M1-1	0	0				6000				0	6000		0	0	0	0	0	6000	
5		**1125**		**8329**										**2614**	**648**	**3262**				**0**	**0**	**0**	**3262**	
	a	1125	16	8329	M1-1	0	0				0			2614	648	3262		0	0	0	0	0	3262	
6		**1125**		**27447**												**0**	**20000**			**20000**	**0**	**0**	**20000**	
	a	1125	25	27447	M1-1	0	0				0				0	0	20000	0	0	20000	0	0	20000	
7		**1125**		**5457**												**0**				**0**	**0**	**20**	**5000**	
	a	1125	72	5457	M1-1	0	0				0				0	0		0	0	0	0	20	5000	
8		**1125**		**4370**		**2700**	**3**									**0**				**0**	**0**	**0**	**2700**	
	a	1125	52	2223	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	b	1125	53	2147	M1-1	2700	3				0				0	0		0	0	0	0	0	2700	
9		**1126**		**30775**										**2484**		**2484**				**0**	**0**	**0**	**2484**	
	a	1126	13	21858	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	b	1126	7	1846	M1-1	0	0				0			300	0	300		0	0	0	0	0	300	
	c	1126	8	7071	M1-1	0	0				0			2184	0	2184		0	0	0	0	0	2184	
10		**1126**		**29909**												**0**				**0**	**0**	**10**	**2550**	
	a	1126	57	29909	M1-1	0	0				0				0	0		0	0	0	0	10	2550	
11		**1126**		**3675**												**0**				**0**	**0**	**0**	**0**	
	a	1126	3	1131	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	b	1126	4	1236	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	c	1126	105	1308	M1-1	0	0				0				0	0		0	0	0	0	0	0	
12		**1126**		**17843**							**3500**			**3414**		**6914**				**0**	**0**	**28**	**13997**	
	a	1126	84	2251	M1-1	0	0				0			0	0	0		0	0	0	0	11	2848	
	b	1126	82	2995	M1-1	0	0				0			0	0	0		0	0	0	0	17	4235	
	c	1126	85	2167	M1-1	0	0				0			0	0	0		0	0	0	0	0	0	
	d	1126	81	2191	M1-1	0	0				0			2014	0	2014		0	0	0	0	0	2014	
	e	1126	83	1908	M1-1	0	0				0			1400	0	1400		0	0	0	0	0	1400	
	f	1126	86	6331	M1-1	0	0				3500			0	0	3500		0	0	0	0	0	3500	
13		**2020**		**15818**										**7735**		**7735**			**7800**	**7800**	**0**	**0**	**15535**	
	a	2020	86	7934	M1-1	0	0				0				0	0		0	7800	7800	0	0	7800	
	b	2020	89	7884	M1-1	0	0				0			7735	0	7735		0	0	0	0	0	7735	
14		**2021**		**30341**												**0**			**21580**	**21580**	**0**	**0**	**21580**	
	a	2021	1	8130	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	b	2021	20	22211	M1-1	0	0				0				0	0		0	21580	21580	0	0	21580	
15		**2022**		**59605**							**0**			**10300**		**10300**				**0**	**0**	**16**	**14400**	
	a	2022	1	59605	M1-1	0	0				0			10300	0	10300		0	0	0	0	16	14400	
16		**1865**		**30087**												**0**				**0**	**0**	**0**	**0**	
	a	1865	95	30087	M1-1	0	0				0				0	0		0	0	0	0	0	0	
17		**1865**		**5354**		**0**					**0**					**0**			**6300**	**6300**	**0**	**0**	**6300**	
	a	1865	87	5354	M1-1	0	0				0				0	0		0	6300	6300	0	0	6300	
18		**1865**		**10909**												**0**				**0**	**24900**	**51**	**37535**	
	a	1865	71	2297	M1-1	0	0				0				0	0		0	0	0	1900	32	9900	
	b	1865	72	8612	M1-1	0	0				0				0	0		0	0	0	23000	19	27635	
19		**1866**		**11845**											**5500**	**5500**	**17438**			**17438**	**0**	**47**	**34666**	
	a	1866	7	2710	M1-1	0	0				0				5500	5500		0	0	0	0	9	7728	
	b	1866	1	9135	M1-1	0	0				0				0	0	17438	0	0	17438	0	38	26938	
20		**1200**		**18140**					**23586**	**23586**					**0**	**0**				**0**	**0**	**38**	**33086**	
	a	1200	5	18140	M1-1	0	0		23586	23586	0				0	0		0	0	0	0	38	33086	
21		**1132**		**18631**												**0**				**0**	**0**	**38**	**9500**	
	a	1132	34	1557	M1-1	0	0				0				0	0		0	0	0	0	38	9500	
	b	1132	37	17074	M1-1	0	0				0				0	0		0	0	0	0	0	0	
22		**1133**		**34263**												**0**				**0**	**0**	**0**	**0**	
	a	1133	13	34263	M1-1	0	0				0				0	0		0	0	0	0	0	0	
23		**1133**		**3964**							**3890**					**3890**				**0**	**0**	**20**	**8890**	
	a	1133	49	2596	M1-4/R7A	0	0				2570				0	2570		0	0	0	0	20	7570	
	b	1133	48	1368	M1-4/R7A	0	0				1320				0	1320		0	0	0	0	0	1320	
24		**1133**		**13811**												**0**			**12082**	**12082**	**0**	**59**	**26958**	
	a	1133	51	1678	R7A	0	0				0				0	0		0	0	0	0	0	0	
	b	1133	52	1672	R7A	0	0				0				0	0		0	0	0	0	0	0	
	c	1133	54	1616	M1-1	0	0				0				0	0		0	1630	1630	0	44	12630	
	d	1133	55	3272	M1-1	0	0				0				0	0		0	3300	3300	0	0	3300	
	e	1133	57	3953	M1-1	0	0				0				0	0		0	3992	3992	0	0	3992	
	f	1133	53	1623	R7A	0	0				0				0	0		0	3162	3162	0	15	7036	
25		**1133**		**11069**										**2500**		**2500**				**0**	**0**	**0**	**2500**	
	a	1133	63	2802	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	b	1133	62	2741	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	c	1133	61	2744	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	d	1133	60	2782	M1-1	0	0				0			2500	0	2500		0	0	0	0	0	2500	
26		**1133**		**8446**												**0**				**0**	**0**	**0**	**0**	
	a	1133	67	8446	M1-1	0	0				0				0	0		0	0	0	0	0	0	
27		**1133**		**12816**												**0**			**4235**	**4235**	**0**	**11**	**7083**	
	a	1133	74	1918	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	b	1133	76	1837	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	c	1133	75	1837	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	d	1133	71	3040	M1-1	0	0				0				0	0		0	0	0	0	11	2848	

	e	1133	72	4184	M1-1	0	0				0				0	0		0	4235	4235	0	0	4235	
28		**1133**		**22352**												**0**				**0**		**0**	**0**	
	a	1133	91	1800	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	b	1133	89	1859	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	c	1133	80	16839	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	d	1133	90	1854	M1-1	0	0				0				0	0		0	0	0	0	0	0	
29		**1133**		**5640**									**3500**	**2000**		**5500**				**0**		**0**	**5500**	
	a	1133	1	3610	M1-1	0	0				0		3500		0	3500		0	0	0	0	0	3500	
	b	1133	3	2030	M1-1	0	0				0			2000	0	2000		0	0	0	0	0	2000	
30		**1133**		**5582**												**0**				**0**	**10224**	**0**	**10224**	
	a	1133	4	5582	M1-1	0	0				0				0	0		0	0	0	10224	0	10224	
31		**1134**		**13921**											**7726**	**7726**				**0**		**0**	**7726**	
	a	1134	8	2170	M1-4/R7A	0	0				0				0	0		0	0	0	0	0	0	
	b	1134	11	2807	M1-4/R7A	0	0				0				0	0		0	0	0	0	0	0	
	c	1134	9	2510	M1-4/R7A	0	0				0				0	0		0	0	0	0	0	0	
	d	1134	7	2113	M1-4/R7A	0	0				0				3443	3443		0	0	0	0	0	3443	
	e	1134	5	4321	M1-4/R7A	0	0				0				4283	4283		0	0	0	0	0	4283	
32		**1134**		**12959**												**0**			**12000**	**12000**		**0**	**12000**	
	a	1134	17	12959	M1-1	0	0				0				0	0		0	12000	12000	0	0	12000	
33		**1134**		**19945**												**0**	**6360**			**6360**	**0**	**0**	**6360**	
	a	1134	67	13441	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	b	1134	64	6504	M1-1	0	0				0				0	0	6360	0		6360	0	0	6360	
34		**1140**		**21648**										**14863**		**14863**				**0**	**0**	**0**	**14863**	
	a	1140	35	14154	M1-1	0	0				0			8000	0	8000		0	0	0	0	0	8000	
	b	1140	44	4999	M1-1	0	0				0			4635	0	4635		0	0	0	0	0	4635	
	c	1140	31	2495	M1-1	0	0				0			2228	0	2228		0	0	0	0	0	2228	
35		**1141**		**8469**										**9500**		**9500**				**0**	**0**	**0**	**9500**	
	a	1141	1	8496	M1-1	0	0				0			9500	0	9500		0	0	0	0	0	9500	
36		**1141**		**22157**												**0**	**28230**			**28230**	**0**	**0**	**28230**	
	a	1141	39	2781	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	b	1141	38	2782	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	c	1141	40	2781	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	d	1141	33	10962	M1-1	0	0				0				0	0	25480	0	0	25480	0	0	25480	
	e	1141	37	2853	M1-1	0	0				0				0	0	2750	0	0	2750	0	0	2750	
37		**1141**		**11250**												**0**				**0**	**0**	**0**	**0**	
	a	1141	55	2812	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	b	1141	57	2813	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	c	1141	58	2812	M1-1	0	0				0				0	0		0	0	0	0	0	0	
	d	1141	56	2813	M1-1	0	0				0				0	0		0	0	0	0	0	0	
38		**1141**		**14629**							**8030**					**8030**	**16280**			**16280**	**0**	**0**	**24310**	
	a	1141	62	5915	M1-1	0	0				4015				0	4015		0	0	0	0	0	4015	
	b	1141	128	8714	M1-1	0	0				4015				0	4015	16280	0	0	16280	0	0	20295	
39		**1141**		**5591**										**5000**		**5000**				**0**	**0**	**0**	**5000**	
	a	1141	73	5591	M1-1	0	0				0			5000	0	5000		0	0	0	0	0	5000	
40		**1142**		**5418**												**0**				**0**	**0**	**0**	**0**	
	a	1142	10	5418	M1-1	0	0				0				0	0		0	0	0	0	0	0	
41		**1141**		**10634**												**0**			**10450**	**10450**	**0**	**0**	**10450**	
	a	1141	59	5573	M1-1	0	0				0				0	0		0	5500	5500	0	0	5500	
	b	1141	61	5061	M1-1	0	0				0				0	0		0	4950	4950	0	0	4950	
42		**1125**		**3479**							**3200**					**3200**				**0**	**0**	**0**	**3200**	
	a	1125	61	3479	R7/C2-4	0	0				3200				0	3200		0	0	0	0	0	3200	
43		**1125**		**8402**										**8824**		**8824**				**0**	**0**	**0**	**8824**	
	a	1141	19	5084	M1-1	0	0				0			4950	0	4950		0	0	0	0	0	4950	
	b	1141	18	3318	M1-1	0	0				0			3874	0	3874		0	0	0	0	0	3874	
44		**1134**		**9949**							**0**					**0**				**0**	**20009**	**0**	**20009**	
	a	1134	44	9949	M1-1	0	0				0				0	0		0	0	0	20009	0	20009	
45		**1126**		**25749**											**13000**	**13000**			**11000**	**11000**	**0**	**0**	**24000**	
	a	1126	32	25749	M1-1	0	0				0				13000	13000		0	11000	11000	**0**	0	24000	
46			**29, 3**	**17144**												**0**				**0**	**0**	**0**	**0**	
	a	1136	29	3009	R6B	0	0				0				0	0	0		0	0	0	**0**	**0**	
	b	1136	32	3135	R6B	0	0				0				0	0	0		0	0	0	**0**	**0**	
	c	1136	33	3135	R6B	0	0				0				0	0	0		0	0	0	**0**	**0**	
	d	1136	34	3135	R6B	0	0				0				0	0	0		0	0	0	**0**	**0**	
	e	1136	35	4730	R6B	0	0				0				0	0	0		0	0	0	**0**	**0**	
47		**1143**	**25**	**17050**												**0**		**0**		**0**	**0**	**0**	**0**	
	a	1143	25	17050	R6B	0	0				0				0	0	0		0	0	0	0	0	
48		**1205**	**11, 1**	**19198**												**0**		**0**		**0**	**34338**	**0**	**34338**	
	a	1205	11	7799	R6A	0	0				0				0	0	0			0	7799	0	7799	
	b	1205	14	10699	R6A	0	0				0				0	0	0			0	25839	0	25839	
	c	1205	111	700	R6A	0	0				0				0	0	0			0	700	0	700	
49		**1126**	**29**	**26364**												**0**		**0**	**48923**	**48923**	**0**	**0**	**48923**	
	a	1126	75	4000	M1-1	0	0				0				0	0	0	0	4000	4000	0	0	4000	
	b	1126	29	22364	M1-1	0	0				0				0	0	0	0	44923	44923	0	0	44923	
50		**1866**	**9**	**5126**												**0**		**0**	**7500**	**7500**	**0**	**0**	**7500**	
	a	1866	29	5126	M1-1	0	0				0				0	0	0	0	7500	7500	0	0	7500	
51		**1126**	**77**	**4418**												**0**	**4275**	**0**		**4275**	**0**	**0**	**4275**	
	a	1126	77	4418	M1-1	0	0				0				0	0	4275	0		4275	0	0	4275	
						5789	**6**	**0**	**23586**	**23586**	**39381**	**0**	**3500**	**81000**	**26874**	**150755**	**92583**	**0**	**156871**	**249454**	**89471**	**339**	**603874**	

Potential Sites		ted *				Existing Conditions																			
						Residential Uses		CF Uses			Commerical Uses						Industrial Uses				Vacant				
Site Number	Site Letter	Block	Lot	Lot Area	ZoneDist1	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Office	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Vacant Area	Total Spaces	Total SF	Building Height	
A		**1122**		**2392**												**100**				**0**	**0**	**0**	**100**		
	a	1122	37	2392	M1-1	0	0				0				0	100		0	0	0	0	0	100		
B		**1124**		**4108**		**3360**	**6**				**1680**					**1680**			**0**	**0**	**0**	**0**	**5040**		
	a	1124	26	2037	M1-1	1680	3				840				0	840		0	0	0	0	0	840		
	b	1124	27	2071	M1-1	1680	3				840				0	840		0	0	0	0	0	2520		
C		**1124**		**22886**							**0**				**0**	**0**				**0**	**68100**	**0**	**73400**		
	a	1124	46	900	M1-1	0	0				0				0	0		0	0	0	0	0	0		
	b	1124	47	1205	M1-1	0	0				0				0	0		0	0	0	0	0	0		
	c	1124	37	20781	M1-1	0	0				0				0	0		0	0	0	68100	0	73400		
D		**1125**		**7000**		**4784**	**6**				**4832**					**4832**		**1600**		**1600**	**0**	**0**	**11216**		
	a	1125	2	2023	M1-1	0	0				0				0	0		0	0	0	0	0	0		
	b	1125	4	1686	M1-1	1584	2				1632				0	1632		0	0	0	0	0	3216		
	c	1125	5	1639	M1-1	1600	2				1600				0	1600		800	0	800	0	0	4000		
	d	1125	6	1652	M1-1	1600	2				1600				0	1600		800	0	800	0	0	4000		
E		**1125**		**5356**		**5696**	**6**				**4080**					**4080**				**0**	**0**	**0**	**9776**		
	a	1125	7	1632	M1-1	1600	2				1000				0	1000		0	0	0	0	0	2600		
	b	1125	8	1656	M1-1	2096	2				1080				0	1080		0	0	0	0	0	3176		
	c	1125	9	2068	M1-1	2000	2				2000				0	2000		0	0	0	0	0	4000		
F		**1125**		**27707**												**50550**		**50550**		**50550**	**0**	**2**	**101500**		
	a	1125	40	27707	M1-1	0	0				0				0	50550		50550	0	50550	0	2	101500		
G		**2020**		**10361**												**11245**		**8270**		**8270**	**0**	**14**	**23015**		
	a	2020	1	7508	M1-1	0	0				0				0	8270		8270	0	8270	0	14	20040		
	b	2020	92	2853	M1-1	0	0				0				0	2975		0	0	0	0	0	2975		
H		**1199**		**3892**							**890**					**890**				**0**	**0**	**0**	**890**		
	a	1199	8	3892	M1-1	0	0				890				0	890		0	0	0	0	0	890		
I		**1199**		**5731**												**5300**				**0**	**0**	**0**	**5300**		
	a	1199	12	5731	M1-1	0	0				0				0	5300		0	0	0	0	0	5300		
J		**1142**		**11980**												**11000**				**0**	**0**	**0**	**11000**		
	a	1142	34	11980	M1-1	0	0				0				0	11000		0	0	0	0	0	11000		
K		**1134**		**4402**											**1470**	**1470**			**4230**	**4230**	**0**	**0**	**5700**		
	a	1134	73	2085	M1-1	0	0				0				765	765		0	2070	2070	0	0	2835		
	b	1134	74	2317	M1-1	0	0				0				705	705		0	2160	2160	0	0	2865		
L		**1126**		**16772**										**6820**	**0**	**2500**				**0**	**0**	**16**	**6600**		
	a	1126	80	2898	M1-1	0	0				0				0	0		0	0	0	0	6	1600		
	b	1126	79	10833	M1-1	0	0				0			6820	0	0		0	0	0	0	0	0		
	c	1126	78	3041	M1-1	0	0				0				0	2500		0	0	0	0	10	5000		
M		**1865**		**13257**											**15200**	**15200**				**0**	**0**	**0**	**15200**		
	a	1865	10	13257	M1-1	0	0				0				15200	15200		0	0	0	0	0	15200		
N		**1865**		**16548**							**8000**					**8000**				**0**	**0**	**0**	**8000**		
	a	1865	1	6947	M1-1	0	0				0				0	0		0	0	0	0	0	0		
	b	1865	3	9601	M1-1	0	0				8000				0	8000		0	0	0	0	0	8000		
O		**1134**		**43032**											**31145**	**31445**				**0**	**0**	**0**	**31445**		
	a	1134	78	2450	M1-1	0	0				0				0	0		0	0	0	0	0	0		
	b	1134	29	2158	M1-1	0	0				0				0	0		0	0	0	0	0	0		
	c	1134	81	38424	M1-1	0	0				0				31145	31145		0	0	0	0	0	31145		
P		**1141**		**25289**												**0**			**30800**	**30800**	**0**	**0**	**30800**		
	a	1141	21	5494	M1-1	0	0				0				0	0		0	0	0	0	0	0		
	b	1141	69	19794	M1-1	0	0				0				0	0		0	30800	30800	0	0	30800		

Projected Sites				With Action																		
					Residential Uses		CF Uses			Commercial Uses						Industrial Uses				Parking		
Site Number	Site Letter	Block	Lot	Lot Area	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Office	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
1		1124		11371	103273	109	0	0	0	10858				0	10858			0	0		114131	165
	a	1124	4	8706																		
	b	1124	10	2665																		
2		1124		7500	68264	72	0	0	0		7016			0	7016			0	0		75280	165
	a	1124	11	5000																		
	b	1124	14	2500																		
3		1124		5978	48718	52	11352	0	11352	0				0	0			0	0		60070	155
	a	1124	29	5978																		
4		1125		18485	26589	28	0	0	0	0				88033	88033			0	0		114622	119
	a	1125	10	12610																		
	b	1125	80	2640																		
	c	1125	81	3235																		
5		1125		8329	75687	80	0	0	0	7917				0	7917			0	0		83604	165
	a	1125	16	8329																		
6		1125		27447	116840	124	0	0	0	12205				68689	80894			0	0		197734	155
	a	1125	25	27447																		
7		1125		5457	23326	25	0	0	0	7104				0	7104			0	0		30430	100
	a	1125	72	5457																		
8		1125		4370	19103	20	0	0	0	0				0	0			0	0		19103	55
	a	1125	52	2223																		
	b	1125	53	2147																		
9		1126		30775	260319	276	0	0	0		49670			0	49670			0	0		309989	180
	a	1126	13	21858																		
	b	1126	7	1846																		
	c	1126	8	7071																		
10		1126		29909	182812	194	0	0	0	17603				0	17603			0	0		200415	185
	a	1126	57	29909																		
11		1126		3675	19299	20	0		0	3673				0	3673			0	0		22972	115
	a	1126	3	1131																		
	b	1126	4	1236																		
	c	1126	105	1308																		
12		1126		17843	76651	81	0	0	0	23289				0	23289			0	0		99940	100
	a	1126	84	2251																		
	b	1126	82	2995																		
	c	1126	85	2167																		
	d	1126	81	2191																		
	e	1126	83	1908																		
	f	1126	86	6331																		
13		2020		15818	141987	150	0	0	0	15154				0	15154			0	0		157141	185
	a	2020	86	7934																		
	b	2020	89	7884																		
14		2021		30341	599248	185	0		0	28765				67208	95973			0	0		695221	185
	a	2021	1	8130																		
	b	2021	20	22211																		
15		2022		59605	367144	389	0	39245	39245	56361				0	56361			0	0		462750	180
	a	2022	1	59605																		
16		1865		30087	115501	122	0		0	9030				0	9030			0	0		124531	125
	a	1865	95	30087																		
17		1865		5354	0	0	0		0	0				24984	24984			0	0		24984	75
	a	1865	87	5354																		
18		1865		10909	0	0	0		0	0				28233	28233			0	0		28233	45
	a	1865	71	2297																		
	b	1865	72	8612																		
19		1866		11845	106868	113	0		0	11261				0	11261			0	0		118129	165
	a	1866	7	2710																		
	b	1866	1	9135																		
20		1200		18140	154585	164	0	25856	25856	0				0	0			0	0		180441	155
	a	1200	5	18140																		
21		1132		18631	98375	104	0		0	18631				0	18631			0	0		117006	95
	a	1132	34	1557																		
	b	1132	37	17074																		
22		1133		34263	159767	169	14442	0	14442	17715				0	17715			0	0		191924	125
	a	1133	13	34263																		
23		1133		3964	20172	21	0		0	3964				0	3964			0	0		24136	75
	a	1133	49	2596																		
	b	1133	48	1368																		
24		1133		13811	72615	77	0		0	13811				0	13811			0	0		86426	95
	a	1133	51	1678																		
	b	1133	52	1672																		
	c	1133	54	1616																		
	d	1133	55	3272																		
	e	1133	57	3953																		

	f	1133	53	1623																			
25		**1133**		**11069**	**47152**	**50**	**0**		**0**	**0**					**15090**	**15090**			**0**	**0**		**62242**	**120**
	a	1133	63	2802																			
	b	1133	62	2741																			
	c	1133	61	2744																			
	d	1133	60	2782																			
26		**1133**		**8446**	**36492**	**39**	**0**		**0**	**9206**					**0**	**9206**			**0**	**0**		**45698**	**110**
	a	1133	67	8446																			
27		**1133**		**12816**	**55408**	**59**	**0**		**0**	**0**					**13977**	**13977**			**0**	**0**		**69385**	**110**
	a	1133	74	1918																			
	b	1133	76	1837																			
	c	1133	75	1837																			
	d	1133	71	3040																			
	e	1133	72	4184																			
28		**1133**		**22352**	**96367**	**102**	**0**		**0**	**0**					**25543**	**25543**			**0**	**0**		**121910**	**120**
	a	1133	91	1800																			
	b	1133	89	1859																			
	c	1133	80	16839																			
	d	1133	90	1854																			
29		**1133**		**5640**	**29477**	**31**	**0**		**0**	**5599**					**0**	**5599**			**0**	**0**		**35076**	**95**
	a	1133	1	3610																			
	b	1133	3	2030																			
30		**1133**		**5582**	**0**	**0**	**0**		**0**	**0**					**26236**	**26236**			**0**	**0**		**26236**	**60**
	a	1133	4	5582																			
31		**1134**		**13921**	**73487**	**78**	**0**		**0**	**13921**					**0**	**13921**			**0**	**0**		**87408**	**85**
	a	1134	8	2170																			
	b	1134	11	2807																			
	c	1134	9	2510																			
	d	1134	7	2113																			
	e	1134	5	4321																			
32		**1134**		**12959**	**54902**	**58**	**0**		**0**	**18170**					**0**	**18170**			**0**	**0**		**73072**	**110**
	a	1134	17	12959																			
33		**1134**		**19945**	**86026**	**91**	**0**		**0**	**0**					**25761**	**25761**			**0**	**0**		**111787**	**110**
	a	1134	67	13441																			
	b	1134	64	6504																			
34		**1140**		**21648**	**114135**	**121**	**9762**	**0**	**9762**	**11886**					**0**	**11886**			**0**	**0**		**135783**	**105**
	a	1140	35	14154																			
	b	1140	44	4999																			
	c	1140	31	2495																			
35		**1141**		**8469**	**43794**	**46**	**0**		**0**	**8469**					**0**	**8469**			**0**	**0**		**52263**	**65**
	a	1141	1	8496																			
36		**1141**		**22157**	**95714**	**101**	**0**		**0**	**0**					**27133**	**27133**			**0**	**0**		**122847**	**110**
	a	1141	39	2781																			
	b	1141	38	2782																			
	c	1141	40	2781																			
	d	1141	33	10962																			
	e	1141	37	2853																			
37		**1141**		**11250**	**48807**	**52**	**13207**	**0**	**13207**	**0**					**0**	**0**			**0**	**0**		**62014**	**120**
	a	1141	55	2812																			
	b	1141	57	2813																			
	c	1141	58	2812																			
	d	1141	56	2813																			
38		**1141**		**14629**	**29196**	**31**	**0**		**0**	**0**					**33916**	**33916**			**0**	**0**		**63112**	**95**
	a	1141	62	5915																			
	b	1141	128	8714																			
39		**1141**		**5591**	**24160**	**26**	**0**		**0**	**0**					**6524**	**6524**			**0**	**0**		**30684**	**110**
	a	1141	73	5591																			
40		**1142**		**5418**	**23418**	**25**	**0**		**0**	**5418**					**0**	**5418**			**0**	**0**		**28836**	**95**
	a	1142	10	5418																			
41		**1141**		**10634**	**45849**	**49**	**0**		**0**	**13636**					**0**	**13636**			**0**	**0**		**59485**	**120**
	a	1141	59	5573																			
	b	1141	61	5061																			
42		**1125**		**3479**	**15032**	**16**	**0**		**0**	**3479**					**0**	**3479**			**0**	**0**		**18511**	**95**
	a	1125	61	3479																			
43		**1125**		**8402**	**35956**	**38**	**0**		**0**	**10874**					**0**	**10874**			**0**	**0**		**46830**	**110**
	a	1141	19	5084																			
	b	1141	18	3318																			
44		**1134**		**9949**	**0**	**0**	**0**		**0**	**0**					**37624**	**37624**			**0**	**0**		**37624**	**56**
	a	1134	44	9949																			
45		**1126**		**25749**	**136188**	**144**	**0**		**0**	**0**					**45591**	**45591**			**13000**	**13000**		**194779**	**185**
	a	1126	32	25749																			
46			**29, 3**	**17144**	**90028**	**154**	**0**	**2925**	**2925**	**0**					**0**	**0**			**0**	**0**		**92953**	**115**
	a	1136	29	**3009**																			
	b	1136	32	**3135**																			
	c	1136	33	**3135**																			
	d	1136	34	**3135**																			
	e	1136	35	**4730**																			

47		1143	25	17050	78800	118	0	4604	4604	0				0	0			0	0		83404	110
	a	1143	25	17050																		
48		1205	11, 1	19198	105233	111	0		0	0				0	0			0	0		105233	115
	a	1205	11	7799																		
	b	1205	14	10699																		
	c	1205	111	700																		
49		1126	29	26364	101900	108	0		0	5537				0	5537			35114	35114		142551	195
	a	1126	75	4000																		
	b	1126	29	22364																		
50		1866	9	5126	46394	49	0		0	4873				0	4873			0	0		51267	165
	a	1866	29	5126																		
51		1126	77	4418	11572	12	0		0	0				0	0			0	0		11572	45
	a	1126	77	4418																		
				863953	4382630	4283	48763	72630	121393	368409	56686	0	0	534542	959637	0	0	48114	48114	0	5511774	
Potential Sites		ted *																				
					Residential Uses		CF Uses			Commercial Uses						Industrial Uses						
Site Number	Site Letter	Block	Lot	Lot Area	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Office	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
A		1122		2392	7565	8	0		0	2392				0	2392			0	0		9957	65
	a	1122	37	2392																		
B		1124		4108	37135	39	0		0	3984				0	3984			0	0		41119	165
	a	1124	26	2037																		
	b	1124	27	2071																		
C		1124		22886	0	0	0		0	0				128321	128321			0	0		128321	91
	a	1124	46	900																		
	b	1124	47	1205																		
	c	1124	37	20781																		
D		1125		7000	62323	66	0		0	5807				0	5807			0	0		68130	165
	a	1125	2	2023																		
	b	1125	4	1686																		
	c	1125	5	1639																		
	d	1125	6	1652																		
E		1125		5356	47706	51	0		0	5010				0	5010			0	0		52716	185
	a	1125	7	1632																		
	b	1125	8	1656																		
	c	1125	9	2068																		
F		1125		27707	0	0	0		0	0				218264	218264			0	0		218264	158
	a	1125	40	27707																		
G		2020		10361	93476	99	0		0	10031				0	10031			0	0		103507	165
	a	2020	1	7508																		
	b	2020	92	2853																		
H		1199		3892	12860	14	0		0	2820				0	2820			0	0		15680	65
	a	1199	8	3892																		
I		1199		5731	24564	26	0		0	0				0	0			0	0		24564	85
	a	1199	12	5731																		
J		1142		11980	0	0	0		0	11782				44074	55856			0	0		55856	90
	a	1142	34	11980																		
K		1134		4402	18804	20	0		0	0				3382	3382			0	0		22186	85
	a	1134	73	2085																		
	b	1134	74	2317																		
L		1126		16772	118742	126	0		0	14598				0	14598			0	0		133340	175
	a	1126	80	2898																		
	b	1126	79	10833																		
	c	1126	78	3041																		
M		1865		13257	71129	75	0		12240	0				0	0			0	0		83369	95
	a	1865	10	13257																		
N		1865		16548	129332	137	0		0	15233				0	15233			0	0		144565	135
	a	1865	1	6947																		
	b	1865	3	9601																		
O		1134		43032	183063	194	0		0	0				48459	48459			0	0		231522	120
	a	1134	78	2450																		
	b	1134	29	2158																		
	c	1134	81	38424																		
P		1141		25289	109708	116	0		0	0				32394	32394			0	0		142102	110
	a	1141	21	5494																		
	b	1141	69	19794																		

Projected Sites				No Action																				
					Residential Uses		CF Uses				Commerical Uses						Industrial Uses					Parking		
Site Number	Site Letter	Block	Lot	Lot Area	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Office	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total Gross SF	Building Height
1		**1124**		**11371**	**1199**	**2**	**0**	**0**	**0**	**1300**	**0**	**0**	**7766**	**0**	**9066**	**0**	**0**	**0**	**0**	**0**	**10265**	**0**
	a	1124	4	8706	0	0	0	0	0	0	0	0	7766	0	7766	0	0	0	0	0	7766	0
	b	1124	10	2665	1199	2	0	0	0	1300	0	0	0	0	1300	0	0	0	0	0	2499	0
2		**1124**		**7500**	**1890**	**2**	**0**	**0**	**0**	**1461**	**0**	**0**	**4000**	**0**	**5461**	**0**	**0**	**0**	**0**	**0**	**7351**	**0**
	a	1124	11	5000	0	0	0	0	0	1461	0	0	4000	0	4000	0	0	0	0	0	4000	0
	b	1124	14	2500	1890	2	0	0	0	0	0	0	0	0	1461	0	0	0	0	0	3351	0
3		**1124**		**5978**	**0**	**0**	**0**	**0**	**0**	**12000**	**0**	**0**	**0**	**0**	**12000**	**0**	**0**	**0**	**0**	**0**	**12000**	**0**
	a	1124	29	5978	0	0	0	0	0	12000	0	0	0	0	12000	0	0	0	0	0	12000	0
4		**1125**		**18485**	**0**	**0**	**0**	**0**	**0**	**6000**	**0**	**0**	**0**	**0**	**6000**	**0**	**0**	**15000**	**15000**	**0**	**21000**	**0**
	a	1125	10	12610	0	0	0	0	0	6000	0	0	0	0	0	0	0	12500	12500	0	12500	0
	b	1125	80	2640	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	2500	0	2500	0
	c	1125	81	3235	0	0	0	0	0	0	0	0	0	0	6000	0	0	0	0	0	6000	0
5		**1125**		**8329**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2614**	**648**	**3262**	**0**	**0**	**0**	**0**	**0**	**3262**	**0**
	a	1125	16	8329	0	0	0	0	0	0	0	0	2614	648	3262	0	0	0	0	0	3262	0
6		**1125**		**27447**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20000**	**0**	**0**	**20000**	**0**	**20000**	**0**
	a	1125	25	27447	0	0	0	0	0	0	0	0	0	0	0	20000	0	0	20000	0	20000	0
7		**1125**		**5457**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**5000**	**0**
	a	1125	72	5457	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	5000	0
8		**1125**		**4370**	**2700**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2700**	**0**
	a	1125	52	2223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1125	53	2147	2700	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2700	0
9		**1126**		**30775**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2484**	**0**	**2484**	**0**	**0**	**0**	**0**	**0**	**2484**	**0**
	a	1126	13	21858	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1126	7	1846	0	0	0	0	0	0	0	0	300	0	300	0	0	0	0	0	300	0
	c	1126	8	7071	0	0	0	0	0	0	0	0	2184	0	2184	0	0	0	0	0	2184	0
10		**1126**		**29909**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**2550**	**0**
	a	1126	57	29909	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2550	0
11		**1126**		**3675**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	a	1126	3	1131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1126	4	1236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	c	1126	105	1308	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12		**1126**		**17843**	**0**	**0**	**0**	**0**	**0**	**3500**	**0**	**0**	**3414**	**0**	**6914**	**0**	**0**	**0**	**0**	**28**	**13997**	**0**
	a	1126	84	2251	0	0	0	0	0	3500	0	0	0	0	0	0	0	0	0	11	2848	0
	b	1126	82	2995	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	4235	0
	c	1126	85	2167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	d	1126	81	2191	0	0	0	0	0	0	0	0	2014	0	2014	0	0	0	0	0	2014	0
	e	1126	83	1908	0	0	0	0	0	0	0	0	1400	0	1400	0	0	0	0	0	1400	0
	f	1126	86	6331	0	0	0	0	0	0	0	0	0	0	3500	0	0	0	0	0	3500	0
13		**2020**		**15818**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7735**	**0**	**7735**	**0**	**0**	**7800**	**7800**	**0**	**15535**	**0**
	a	2020	86	7934	0	0	0	0	0	0	0	0	0	0	0	0	0	7800	7800	0	7800	0
	b	2020	89	7884	0	0	0	0	0	0	0	0	7735	0	7735	0	0	0	0	0	7735	0
14		**2021**		**30341**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21580**	**21580**	**0**	**21580**	**0**
	a	2021	1	8130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	2021	20	22211	0	0	0	0	0	0	0	0	0	0	0	0	0	21580	21580	0	21580	0
15		**2022**		**59605**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10300**	**0**	**10300**	**0**	**0**	**0**	**0**	**16**	**14400**	**0**
	a	2022	1	59605	0	0	0	0	0	0	0	0	10300	0	10300	0	0	0	0	16	14400	0
16		**1865**		**30087**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	a	1865	95	30087	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17		**1865**		**5354**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6300**	**6300**	**0**	**6300**	**0**
	a	1865	87	5354	0	0	0	0	0	0	0	0	0	0	0	0	0	6300	6300	0	6300	0
18		**1865**		**10909**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**	**37535**	**0**
	a	1865	71	2297	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	9900	0
	b	1865	72	8612	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	27635	0
19		**1866**		**11845**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5500**	**5500**	**17438**	**0**	**0**	**17438**	**47**	**34666**	**0**
	a	1866	7	2710	0	0	0	0	0	0	0	0	0	5500	5500	0	0	0	0	9	7728	0
	b	1866	1	9135	0	0	0	0	0	0	0	0	0	0	0	17438	0	0	17438	38	26938	0
20		**1200**		**18140**	**0**	**0**	**0**	**23586**	**23586**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**33086**	**0**
	a	1200	5	18140	0	0	0	23586	23586	0	0	0	0	0	0	0	0	0	0	38	33086	0
21		**1132**		**18631**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**9500**	**0**
	a	1132	34	1557	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	9500	0
	b	1132	37	17074	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22		**1133**		**34263**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	a	1133	13	34263	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23		**1133**		**3964**	**16086**	**17**	**0**		**0**	**3964**				**0**	**0**	**3964**			**0**	**0**	**0**	**20050**	**0**
	a	1133	49	2596	16086	17	0	0	0	3964	0	0	0	0	0	3964	0	0	0	0	0	20050	0
	b	1133	48	1368	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24		**1133**		**13811**	**72615**	**77**	**0**		**0**	**13282**				**0**	**0**	**13282**	**0**	**0**	**0**	**0**	**59**	**85897**	**0**
	a	1133	51	1678	72615	77	0	0	0	13282	0	0	0	0	0	13282	0	0	0	0	59	85897	0
	b	1133	52	1672	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	c	1133	54	1616	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	d	1133	55	3272	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	e	1133	57	3953	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	f	1133	53	1623	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25		**1133**		**11069**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2500**	**0**	**2500**	**0**	**0**	**0**	**0**	**0**	**2500**	**0**
	a	1133	63	2802	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	b	1133	62	2741	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	c	1133	61	2744	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	d	1133	60	2782	0	0	0	0	0	0	0	0	2500	0	2500	0	0	0	0	0	2500	0
26		**1133**		**8446**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	a	1133	67	8446	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27		**1133**		**12816**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4235**	**4235**	**11**	**7083**	**0**
	a	1133	74	1918	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1133	76	1837	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	c	1133	75	1837	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	d	1133	71	3040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2848	0
	e	1133	72	4184	0	0	0	0	0	0	0	0	0	0	0	0	0	4235	4235	0	4235	0
28		**1133**		**22352**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	a	1133	91	1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1133	89	1859	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	c	1133	80	16839	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	d	1133	90	1854	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29		**1133**		**5640**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3500**	**2000**	**0**	**5500**	**0**	**0**	**0**	**0**	**0**	**5500**	**0**
	a	1133	1	3610	0	0	0	0	0	0	0	3500	0	0	3500	0	0	0	0	0	3500	0
	b	1133	3	2030	0	0	0	0	0	0	0	0	2000	0	2000	0	0	0	0	0	2000	0
30		**1133**		**5582**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10224**	**0**
	a	1133	4	5582	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10224	0
31		**1134**		**13921**	**57940**	**61**	**0**		**0**	**13921**	**0**	**0**	**0**	**0**	**13921**	**0**	**0**	**0**	**0**	**0**	**71861**	**0**
	a	1134	8	2170	57940	61	0	0	0	13921	0	0	0	0	13921	0	0	0	0	0	71861	0
	b	1134	11	2807	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	c	1134	9	2510	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	d	1134	7	2113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	e	1134	5	4321	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32		**1134**		**12959**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12000**	**12000**	**0**	**12000**	**0**
	a	1134	17	12959	0	0	0	0	0	0	0	0	0	0	0	0	0	12000	12000	0	12000	0
33		**1134**		**19945**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6360**	**0**	**0**	**6360**	**0**	**6360**	**0**
	a	1134	67	13441	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1134	64	6504	0	0	0	0	0	0	0	0	0	0	0	6360	0	0	6360	0	6360	0
34		**1140**		**21648**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14863**	**0**	**14863**	**0**	**0**	**0**	**0**	**0**	**14863**	**0**
	a	1140	35	14154	0	0	0	0	0	0	0	0	8000	0	8000	0	0	0	0	0	8000	0
	b	1140	44	4999	0	0	0	0	0	0	0	0	4635	0	4635	0	0	0	0	0	4635	0
	c	1140	31	2495	0	0	0	0	0	0	0	0	2228	0	2228	0	0	0	0	0	2228	0
35		**1141**		**8469**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9500**	**0**	**9500**	**0**	**0**	**0**	**0**	**0**	**9500**	**0**
	a	1141	1	8496	0	0	0	0	0	0	0	0	9500	0	9500	0	0	0	0	0	9500	0
36		**1141**		**22157**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28230**	**0**	**0**	**28230**	**0**	**28230**	**0**
	a	1141	39	2781	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1141	38	2782	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	c	1141	40	2781	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	d	1141	33	10962	0	0	0	0	0	0	0	0	0	0	0	25480	0	0	25480	0	25480	0
	e	1141	37	2853	0	0	0	0	0	0	0	0	0	0	0	2750	0	0	2750	0	2750	0
37		**1141**		**11250**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	a	1141	55	2812	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1141	57	2813	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	c	1141	58	2812	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	d	1141	56	2813	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38		**1141**		**14629**	**0**	**0**	**0**	**0**	**0**	**8030**	**0**	**0**	**0**	**0**	**8030**	**16280**	**0**	**0**	**16280**	**0**	**24310**	**0**
	a	1141	62	5915	0	0	0	0	0	8030	0	0	0	0	4015	0	0	0	0	0	4015	0
	b	1141	128	8714	0	0	0	0	0	0	0	0	0	0	4015	16280	0	0	16280	0	20295	0
39		**1141**		**5591**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5000**	**0**	**5000**	**0**	**0**	**0**	**0**	**0**	**5000**	**0**
	a	1141	73	5591	0	0	0	0	0	0	0	0	5000	0	5000	0	0	0	0	0	5000	0
40		**1142**		**5418**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	a	1142	10	5418	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41		**1141**		**10634**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10450**	**10450**	**0**	**10450**	**0**
	a	1141	59	5573	0	0	0	0	0	0	0	0	0	0	0	0	0	5500	5500	0	5500	0
	b	1141	61	5061	0	0	0	0	0	0	0	0	0	0	0	0	0	4950	4950	0	4950	0
42		**1125**		**3479**	**13543**	**14**	**0**	**0**	**0**	**3479**	**0**	**0**	**0**	**0**	**3479**	**0**	**0**	**0**	**0**	**0**	**17022**	**0**
	a	1125	61	3479	13543	14	0	0	0	3479	0	0	0	0	3479	0	0	0	0	0	17022	0
43		**1125**		**8402**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8824**	**0**	**8824**	**0**	**0**	**0**	**0**	**0**	**8824**	**0**
	a	1141	19	5084	0	0	0	0	0	0	0	0	4950	0	4950	0	0	0	0	0	4950	0
	b	1141	18	3318	0	0	0	0	0	0	0	0	3874	0	3874	0	0	0	0	0	3874	0
44		**1134**		**9949**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20009**	**0**
	a	1134	44	9949	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20009	0
45		**1126**		**25749**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13000**	**13000**	**0**	**0**	**11000**	**11000**	**0**	**24000**	**0**
	a	1126	32	25749	0	0	0	0	0	0	0	0	0	13000	13000	0	0	11000	11000	0	24000	0
46			**29, 3**	**17144**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	a	1136	29	**3009**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0
	b	1136	32	**3135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0
	c	1136	33	**3135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0
	d	1136	34	**3135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0
	e	1136	35	**4730**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0
47		**1143**	**25**	**17050**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	a	1143	25	17050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48		**1205**	**11, 1**	**19198**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34338**	**0**
	a	1205	11	7799	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34338	0
	b	1205	14	10699	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	c	1205	111	700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

49		1126	29	26364	0	0	0	0	0	0	0	0	0	0	0	0	0	48923	48923	0	48923	0
	a	1126	75	4000	0	0	0	0	0	0	0	0	0	0	0	0	0	4000	4000	0	4000	0
	b	1126	29	22364	0	0	0	0	0	0	0	0	0	0	0	0	0	44923	44923	0	44923	0
50		1866	9	5126	0	0	0	0	0	0	0	0	0	0	0	0	0	7500	7500	0	7500	0
	a	1866	29	5126	0	0	0	0	0	0	0	0	0	0	0	0	0	7500	7500	0	7500	0
51		1126	77	4418	0	0	0	0	0	0	0	0	0	0	0	4275	0	0	4275	0	4275	0
	a	1126	77	4418	0	0	0	0	0	0	0	0	0	0	0	4275	0	0	4275	0	4275	0
				863953	165973	175	0	23586	23586	66937	0	3500	81000	19148	170585	92583	0	144788	237371	319	751930	
Potential Sites		ted *																				
					Residential Uses		CF Uses			Commerical Uses						Industrial Uses						
Site Number	Site Letter	Block	Lot	Lot Area	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Office	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total Gross SF	Building Height
A		1122		2392	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0
	a	1122	37	2392	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0
B		1124		4108	3360	6	0	0	0	1680	0	0	0	0	1680	0	0	0	0	0	5040	0
	a	1124	26	2037	1680	3	0	0	0	840	0	0	0		840	0	0	0	0	0	840	0
	b	1124	27	2071	1680	3	0	0	0	840	0	0	0		840	0	0	0	0	0	2520	0
C		1124		22886	0	0	0	0	0	0	0	0	0	73400	0	0	0	0	0	0	73400	0
	a	1124	46	900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1124	47	1205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	c	1124	37	20781	0	0	0	0	0	0	0	0	0	73400	0	0	0	0	0	0	73400	0
D		1125		7000	4784	6	0	0	0	4832	0	0	0	0	4832	0	1600	0	1600	0	11216	0
	a	1125	2	2023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1125	4	1686	1584	2	0	0	0	1632	0	0	0	0	1632	0	0	0	0	0	3216	0
	c	1125	5	1639	1600	2	0	0	0	1600	0	0	0	0	1600	0	800	0	800	0	4000	0
	d	1125	6	1652	1600	2	0	0	0	1600	0	0	0	0	1600	0	800	0	800	0	4000	0
E		1125		5356	5696	6	0	0	0	4080	0	0	0	0	4080	0	0	0	0	0	9776	0
	a	1125	7	1632	1600	2	0	0	0	1000	0	0	0	0	1000	0	0	0	0	0	2600	0
	b	1125	8	1656	2096	2	0	0	0	1080	0	0	0	0	1080	0	0	0	0	0	3176	0
	c	1125	9	2068	2000	2	0	0	0	2000	0	0	0	0	2000	0	0	0	0	0	4000	0
F		1125		27707	0	0	0	0	0	0	0	0	0	0	50550	0	50550	0	50550	2	101500	0
	a	1125	40	27707	0	0	0	0	0	0	0	0	0	0	50550	0	50550	0	50550	2	101500	0
G		2020		10361	0	0	0	0	0	0	0	0	0	0	11245	0	8270	0	8270	14	23015	0
	a	2020	1	7508	0	0	0	0	0	0	0	0	0	0	8270	0	8270	0	8270	14	20040	0
	b	2020	92	2853	0	0	0	0	0	0	0	0	0	0	2975	0	0	0	0	0	2975	0
H		1199		3892	0	0	0	0	0	890	0	0	0	0	890	0	0	0	0	0	890	0
	a	1199	8	3892	0	0	0	0	0	890	0	0	0	0	890	0	0	0	0	0	890	0
I		1199		5731	0	0	0	0	0	0	0	0	0	0	5300	0	0	0	0	0	5300	0
	a	1199	12	5731	0	0	0	0	0	0	0	0	0	0	5300	0	0	0	0	0	5300	0
J		1142		11980	0	0	0	0	0	0	0	0	0	0	11000	0	0	0	0	0	11000	0
	a	1142	34	11980	0	0	0	0	0	0	0	0	0	0	11000	0	0	0	0	0	11000	0
K		1134		4402	0	0	0	0	0	0	0	0	0	1470	1470	0	0	4230	4230	0	5700	0
	a	1134	73	2085	0	0	0	0	0	0	0	0	0	765	765	0	0	2070	2070	0	2835	0
	b	1134	74	2317	0	0	0	0	0	0	0	0	0	705	705	0	0	2160	2160	0	2865	0
L		1126		16772	0	0	0	0	0	0	0	0	6820	0	2500	0	0	0	0	16	6600	0
	a	1126	80	2898	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1600	0
	b	1126	79	10833	0	0	0	0	0	0	0	0	6820	0	0	0	0	0	0	0	0	0
	c	1126	78	3041	0	0	0	0	0	0	0	0	0	0	2500	0	0	0	0	10	5000	0
M		1865		13257	0	0	0	0	0	0	0	0	0	15200	15200	0	0	0	0	0	15200	0
	a	1865	10	13257	0	0	0	0	0	0	0	0	0	15200	15200	0	0	0	0	0	15200	0
N		1865		16548	0	0	0	0	0	8000	0	0	0	0	8000	0	0	0	0	0	8000	0
	a	1865	1	6947	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1865	3	9601	0	0	0	0	0	8000	0	0	0	0	8000	0	0	0	0	0	8000	0
O		1134		43032	0	0	0	0	0	0	0	0	0	31145	31445	0	0	0	0	0	31445	0
	a	1134	78	2450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1134	29	2158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	c	1134	81	38424	0	0	0	0	0	0	0	0	0	31145	31145	0	0	0	0	0	31145	0
P		1141		25289	0	0	0	0	0	0	0	0	0	0	0	0	0	30800	30800	0	30800	0
	a	1141	21	5494	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	1141	69	19794	0	0	0	0	0	0	0	0	0	0	0	0	0	30800	30800	0	30800	0

Projected Sites						Increment																
						Residential Uses		CF Uses			Commerical Uses						Industrial Uses				Parking	
Site Number	Site Letter	Block	Lot	Lot Area	ZoneDist1	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Office	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
1		1124		11371		102074	107	0	0	0	9558	0	0	-7766	0	1792	0	0	0	0	0	103866
	a	1124	4	8706	M1-1																	
	b	1124	10	2665	M1-1																	
2		1124		7500		66374	70	0	0	0	-1461	7016	0	-4000	0	1555	0	0	0	0	0	67929
	a	1124	11	5000	M1-1																	
	b	1124	14	2500	M1-1																	
3		1124		5978		48718	52	11352	0	11352	-12000	0	0	0	0	-12000	0	0	0	0	0	48070
	a	1124	29	5978	M1-1																	
4		1125		18485		26589	28	0	0	0	-6000	0	0	0	88033	82033	0	0	-15000	-15000	0	93622
	a	1125	10	12610	M1-1																	
	b	1125	80	2640	M1-1																	
	c	1125	81	3235	M1-1																	
5		1125		8329		75687	80	0	0	0	7917	0	0	-2614	-648	4655	0	0	0	0	0	80342
	a	1125	16	8329	M1-1																	
6		1125		27447		116840	124	0	0	0	12205	0	0	0	68689	80894	-20000	0	0	-20000	0	177734
	a	1125	25	27447	M1-1																	
7		1125		5457		23326	25	0	0	0	7104	0	0	0	0	7104	0	0	0	0	-20	25430
	a	1125	72	5457	M1-1																	
8		1125		4370		16403	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16403
	a	1125	52	2223	M1-1																	
	b	1125	53	2147	M1-1																	
9		1126		30775		260319	276	0	0	0	0	49670	0	-2484	0	47186	0	0	0	0	0	307505
	a	1126	13	21858	M1-1																	
	b	1126	7	1846	M1-1																	
	c	1126	8	7071	M1-1																	
10		1126		29909		182812	194	0	0	0	17603	0	0	0	0	17603	0	0	0	0	-10	197865
	a	1126	57	29909	M1-1																	
11		1126		3675		19299	20	0	0	0	3673	0	0	0	0	3673	0	0	0	0	0	22972
	a	1126	3	1131	M1-1																	
	b	1126	4	1236	M1-1																	
	c	1126	105	1308	M1-1																	
12		1126		17843		76651	81	0	0	0	19789	0	0	-3414	0	16375	0	0	0	0	-28	85943
	a	1126	84	2251	M1-1																	
	b	1126	82	2995	M1-1																	
	c	1126	85	2167	M1-1																	
	d	1126	81	2191	M1-1																	
	e	1126	83	1908	M1-1																	
	f	1126	86	6331	M1-1																	
13		2020		15818		141987	150	0	0	0	15154	0	0	-7735	0	7419	0	0	-7800	-7800	0	141606
	a	2020	86	7934	M1-1																	
	b	2020	89	7884	M1-1																	
14		2021		30341		599248	185	0	0	0	28765	0	0	0	67208	95973	0	0	-21580	-21580	0	673641
	a	2021	1	8130	M1-1																	
	b	2021	20	22211	M1-1																	
15		2022		59605		367144	389	0	39245	39245	56361	0	0	-10300	0	46061	0	0	0	0	-16	448350
	a	2022	1	59605	M1-1																	
16		1865		30087		115501	122	0	0	0	9030	0	0	0	0	9030	0	0	0	0	0	124531
	a	1865	95	30087	M1-1																	
17		1865		5354		0	0	0	0	0	0	0	0	0	24984	24984	0	0	-6300	-6300	0	18684
	a	1865	87	5354	M1-1																	
18		1865		10909		0	0	0	0	0	0	0	0	0	28233	28233	0	0	0	0	-51	-9302
	a	1865	71	2297	M1-1																	
	b	1865	72	8612	M1-1																	
19		1866		11845		106868	113	0	0	0	11261	0	0	0	-5500	5761	-17438	0	0	-17438	-47	83463
	a	1866	7	2710	M1-1																	
	b	1866	1	9135	M1-1																	
20		1200		18140		154585	164	0	2270	2270	0	0	0	0	0	0	0	0	0	0	-38	147355
	a	1200	5	18140	M1-1																	
21		1132		18631		98375	104	0	0	0	18631	0	0	0	0	18631	0	0	0	0	-38	107506
	a	1132	34	1557	M1-1																	
	b	1132	37	17074	M1-1																	
22		1133		34263		159767	169	14442	0	14442	17715	0	0	0	0	17715	0	0	0	0	0	191924
	a	1133	13	34263	M1-1																	
23		1133		3964		4086	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4086
	a	1133	49	2596	M1-4/R7A																	
	b	1133	48	1368	M1-4/R7A																	
24		1133		13811		0	0	0	0	0	529	0	0	0	0	529	0	0	0	0	-59	529
	a	1133	51	1678	R7A																	
	b	1133	52	1672	R7A																	
	c	1133	54	1616	M1-1																	
	d	1133	55	3272	M1-1																	
	e	1133	57	3953	M1-1																	
	f	1133	53	1623	R7A																	
25		1133		11069		47152	50	0	0	0	0	0	0	-2500	15090	12590	0	0	0	0	0	59742
	a	1133	63	2802	M1-1																	

	b	1133	62	2741	M1-1																	
	c	1133	61	2744	M1-1																	
	d	1133	60	2782	M1-1																	
26		**1133**		**8446**		**36492**	**39**	**0**	**0**	**0**	**9206**	**0**	**0**	**0**	**0**	**9206**	**0**	**0**	**0**	**0**	**0**	**45698**
	a	1133	67	8446	M1-1																	
27		**1133**		**12816**		**55408**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13977**	**13977**	**0**	**0**	**-4235**	**-4235**	**-11**	**62302**
	a	1133	74	1918	M1-1																	
	b	1133	76	1837	M1-1																	
	c	1133	75	1837	M1-1																	
	d	1133	71	3040	M1-1																	
	e	1133	72	4184	M1-1																	
28		**1133**		**22352**		**96367**	**102**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25543**	**25543**	**0**	**0**	**0**	**0**	**0**	**121910**
	a	1133	91	1800	M1-1																	
	b	1133	89	1859	M1-1																	
	c	1133	80	16839	M1-1																	
	d	1133	90	1854	M1-1																	
29		**1133**		**5640**		**29477**	**31**	**0**	**0**	**0**	**5599**	**0**	**-3500**	**-2000**	**0**	**99**	**0**	**0**	**0**	**0**	**0**	**29576**
	a	1133	1	3610	M1-1																	
	b	1133	3	2030	M1-1																	
30		**1133**		**5582**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26236**	**26236**	**0**	**0**	**0**	**0**	**0**	**16012**
	a	1133	4	5582	M1-1																	
31		**1134**		**13921**		**15547**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15547**
	a	1134	8	2170	M1-4/R7A																	
	b	1134	11	2807	M1-4/R7A																	
	c	1134	9	2510	M1-4/R7A																	
	d	1134	7	2113	M1-4/R7A																	
	e	1134	5	4321	M1-4/R7A																	
32		**1134**		**12959**		**54902**	**58**	**0**	**0**	**0**	**18170**	**0**	**0**	**0**	**0**	**18170**	**0**	**0**	**-12000**	**-12000**	**0**	**61072**
	a	1134	17	12959	M1-1																	
33		**1134**		**19945**		**86026**	**91**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25761**	**25761**	**-6360**	**0**	**0**	**-6360**	**0**	**105427**
	a	1134	67	13441	M1-1																	
	b	1134	64	6504	M1-1																	
34		**1140**		**21648**		**114135**	**121**	**9762**	**0**	**9762**	**11886**	**0**	**0**	**-14863**	**0**	**-2977**	**0**	**0**	**0**	**0**	**0**	**120920**
	a	1140	35	14154	M1-1																	
	b	1140	44	4999	M1-1																	
	c	1140	31	2495	M1-1																	
35		**1141**		**8469**		**43794**	**46**	**0**	**0**	**0**	**8469**	**0**	**0**	**-9500**	**0**	**-1031**	**0**	**0**	**0**	**0**	**0**	**42763**
	a	1141	1	8496	M1-1																	
36		**1141**		**22157**		**95714**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27133**	**27133**	**-28230**	**0**	**0**	**-28230**	**0**	**94617**
	a	1141	39	2781	M1-1																	
	b	1141	38	2782	M1-1																	
	c	1141	40	2781	M1-1																	
	d	1141	33	10962	M1-1																	
	e	1141	37	2853	M1-1																	
37		**1141**		**11250**		**48807**	**52**	**13207**	**0**	**13207**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62014**
	a	1141	55	2812	M1-1																	
	b	1141	57	2813	M1-1																	
	c	1141	58	2812	M1-1																	
	d	1141	56	2813	M1-1																	
38		**1141**		**14629**		**29196**	**31**	**0**	**0**	**0**	**-8030**	**0**	**0**	**0**	**33916**	**25886**	**-16280**	**0**	**0**	**-16280**	**0**	**38802**
	a	1141	62	5915	M1-1																	
	b	1141	128	8714	M1-1																	
39		**1141**		**5591**		**24160**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**-5000**	**6524**	**1524**	**0**	**0**	**0**	**0**	**0**	**25684**
	a	1141	73	5591	M1-1																	
40		**1142**		**5418**		**23418**	**25**	**0**	**0**	**0**	**5418**	**0**	**0**	**0**	**0**	**5418**	**0**	**0**	**0**	**0**	**0**	**28836**
	a	1142	10	5418	M1-1																	
41		**1141**		**10634**		**45849**	**49**	**0**	**0**	**0**	**13636**	**0**	**0**	**0**	**0**	**13636**	**0**	**0**	**-10450**	**-10450**	**0**	**49035**
	a	1141	59	5573	M1-1																	
	b	1141	61	5061	M1-1																	
42		**1125**		**3479**		**1489**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1489**
	a	1125	61	3479	R7/C2-4																	
43		**1125**		**8402**		**35956**	**38**	**0**	**0**	**0**	**10874**	**0**	**0**	**-8824**	**0**	**2050**	**0**	**0**	**0**	**0**	**0**	**38006**
	a	1141	19	5084	M1-1																	
	b	1141	18	3318	M1-1																	
44		**1134**		**9949**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37624**	**37624**	**0**	**0**	**0**	**0**	**0**	**17615**
	a	1134	44	9949	M1-1																	
45		**1126**		**25749**		**136188**	**144**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32591**	**32591**	**0**	**0**	**2000**	**2000**	**0**	**170779**
	a	1126	32	25749	M1-1																	
46			**29, 3**	**17144**		**90028**	**154**	**0**	**2925**	**2925**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92953**
	a	1136	29	3009	R6B																	
	b	1136	32	3135	R6B																	
	c	1136	33	3135	R6B																	
	d	1136	34	3135	R6B																	
	e	1136	35	4730	R6B																	
47		**1143**	**25**	**17050**		**78800**	**118**	**0**	**4604**	**4604**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**83404**
	a	1143	25	17050	R6B																	
48		**1205**	**11, 1**	**19198**		**105233**	**111**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70895**
	a	1205	11	7799	R6A																	
	b	1205	14	10699	R6A																	
	c	1205	111	700	R6A																	

49		1126	29	26364		101900	108	0	0	0	5537	0	0	0	0	5537	0	0	-13809	-13809	0	93628
	a	1126	75	4000	M1-1																	
	b	1126	29	22364	M1-1																	
50		1866	9	5126		46394	49	0	0	0	4873	0	0	0	0	4873	0	0	-7500	-7500	0	43767
	a	1866	29	5126	M1-1																	
51		1126	77	4418		11572	12	0	0	0	0	0	0	0	0	0	-4275	0	0	-4275	0	7297
	a	1126	77	4418	M1-1																	
						4216657	4107	48763	49044	97807	301472	56686	-3500	-81000	515394	789052	-92583	0	-96674	-189257	-318	4759844
Potential Sites		ted *				**Increment**																
						Residential Uses		CF Uses			Commerical Uses						Industrial Uses				Parking	
Site Number	Site Letter	Block	Lot	Lot Area	ZoneDist1	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Office	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
A		1122		2392		7565	8	0	0	0	2392	0	0	0	0	2292	0	0	0	0	0	9857
	a	1122	37	2392	M1-1	0																
B		1124		4108		33775	33	0	0	0	2304	0	0	0	0	2304	0	0	0	0	0	36079
	a	1124	26	2037	M1-1																	
	b	1124	27	2071	M1-1																	
C		1124		22886		0	0	0	0	0	0	0	0	0	54921	128321	0	0	0	0	0	54921
	a	1124	46	900	M1-1																	
	b	1124	47	1205	M1-1																	
	c	1124	37	20781	M1-1																	
D		1125		7000		57539	60	0	0	0	975	0	0	0	0	975	0	-1600	0	-1600	0	56914
	a	1125	2	2023	M1-1																	
	b	1125	4	1686	M1-1																	
	c	1125	5	1639	M1-1																	
	d	1125	6	1652	M1-1																	
E		1125		5356		42010	45	0	0	0	930	0	0	0	0	930	0	0	0	0	0	42940
	a	1125	7	1632	M1-1																	
	b	1125	8	1656	M1-1																	
	c	1125	9	2068	M1-1																	
F		1125		27707		0	0	0	0	0	0	0	0	0	218264	167714	0	-50550	0	-50550	-2	116764
	a	1125	40	27707	M1-1	0																
G		2020		10361		93476	99	0	0	0	10031	0	0	0	0	-1214	0	-8270	0	-8270	-14	80492
	a	2020	1	7508	M1-1	0																
	b	2020	92	2853	M1-1	0																
H		1199		3892		12860	14	0	0	0	1930	0	0	0	0	1930	0	0	0	0	0	14790
	a	1199	8	3892	M1-1	0																
I		1199		5731		24564	26	0	0	0	0	0	0	0	0	-5300	0	0	0	0	0	19264
	a	1199	12	5731	M1-1	0																
J		1142		11980		0	0	0	0	0	11782	0	0	0	44074	44856	0	0	0	0	0	44856
	a	1142	34	11980	M1-1	0																
K		1134		4402		18804	20	0	0	0	0	0	0	0	1912	1912	0	0	-4230	-4230	0	16486
	a	1134	73	2085	M1-1	0																
	b	1134	74	2317	M1-1	0																
L		1126		16772		118742	126	0	0	0	14598	0	0	-6820	0	12098	0	0	0	0	-16	126740
	a	1126	80	2898	M1-1																	
	b	1126	79	10833	M1-1																	
	c	1126	78	3041	M1-1																	
M		1865		13257		71129	75	0	0	12240	0	0	0	0	-15200	-15200	0	0	0	0	0	68169
	a	1865	10	13257	M1-1																	
N		1865		16548		129332	137	0	0	0	7233	0	0	0	0	7233	0	0	0	0	0	136565
	a	1865	1	6947	M1-1	0																
	b	1865	3	9601	M1-1	0																
O		1134		43032		183063	194	0	0	0	0	0	0	0	17314	17014	0	0	0	0	0	200077
	a	1134	78	2450	M1-1	0																
	b	1134	29	2158	M1-1	0																
	c	1134	81	38424	M1-1	0																
P		1141		25289		109708	116	0	0	0	0	0	0	0	32394	32394	0	0	-30800	-30800	0	111302
	a	1141	21	5494	M1-1																	
	b	1141	69	19794	M1-1																	

Summary Table

Projected Sites	Residential Uses				CF Uses			Commerical Uses					
	Residential SF	Residential Units	Affordable Units @ 25%	Affordable Units @ 30%	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Office	Total Com SF
Without-Action	165,973	175	42	50	0	23586	23586	66937	0	3500	81000	19148	170585
With-Action	4,382,630	4283	1358	1553	48763	72630	121393	368,409	56686	0	0	534542	959637
Increment	4,216,657	4107	1316	1503	48763	49044	97807	301,472	56686	-3500	-81000	515394	789052

Projected Sites	Industrial Uses				Vacant	Parking										
	Warehouse	Self-Storage	Other Industrial	Total Industrial SF	Vacant SF	Res Spaces	Res @ 25	Res @30	CF Spaces	Com Spaces	Ind Spaces	Total Spaces	Total @ 25	Total @ 30	Parking SF	Total Sf
Without-Action	92583	0	144788	237371	89471	0	0	0	0	0	0	319	0	0	64944	751930
With-Action	0	0	48114	48114	0	0	0	0	0	0	0	0	0	0	0	5511774
Increment	-92583	0	-96674	-189257	-89471	0	0	0	0	0	0	-318	0	0	-64944	4759844