A. INTRODUCTION

The New York City Department of City Planning (DCP) on behalf of the City Planning Commission (CPC) as lead agency, and in conjunction with the New York City Department of Housing Preservation and Development (HPD), is proposing a number of actions, including zoning map and text amendments and the disposition of a City property, that are collectively referred to in this Draft Environmental Impact Statement (DEIS) as the "proposed actions" or "proposed project." The area of the proposed actions (the "primary study area" or "rezoning area") is within Manhattan Community District 3 and is generally bounded by East 13th Street on the north; Avenue D to the east; East Houston Street, Delancey Street and Grand Street on the south; and the Bowery and Third Avenue on the west (see Figure 1-1). Under the proposed actions, the current zoning designations would be amended. In addition, HPD is proposing disposition of a City-owned property for the purposes of development, to facilitate the development of a residential project with ground-floor retail. It is the purpose of the proposed actions to preserve the low- to mid-rise character of the East Village and Lower East Side neighborhoods while focusing new development towards specific areas that are more suitable for new residential construction with incentives for affordable housing. Specifically, it is the objective of this proposal to:

- Protect the low- to mid-rise streetwall that characterizes much of the study area;
- Address the community's request for contextual rezoning;
- Reinforce use of several avenues as corridors for mixed retail/residential buildings;
- Provide opportunities for housing development and incentives for affordable housing along selected wide streets and major corridors; and
- Protect existing commercial uses in proposed R8B districts.

In order to assess the environmental impacts of the development that could occur under the proposed actions, DCP has developed a reasonable worst-case development scenario (RWCDS). This RWCDS identifies both projected and potential development sites that, for EIS analysis purposes, are assumed to be developed under the proposed actions. As defined by DCP, projected development sites are sites that are more likely to develop as a result of the proposed actions. DCP has also defined potential development sites, which are sites that could be developed but are assumed to have less development potential than the projected development sites. The RWCDS projects that the proposed actions could result in a net increase of 1,383 residential units (including 23 enlargements), 348 of which would be affordable, and a net decrease of 74,439 gross square feet of commercial space compared to conditions in the future without the proposed actions. With this proposal, development would be concentrated along the wider avenues and streets of the study area, such as Delancey Street and East Houston Street.

The RWCDS projects future conditions with the proposed zoning through an analysis year of 2017 and this EIS assesses the incremental differences between the future with and without the

proposed actions. This EIS will analyze the RWCDS on the projected development sites as a whole and assess development on the potential development sites for site-specific impacts. As the proposed actions would rezone a large area, development would be expected to occur over a number of years. Therefore, this EIS has an impact analysis year of 2017.

This EIS has been prepared in conformance with applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, and follows the guidance of the 2001 *CEQR Technical Manual.* It contains this description of the proposed actions and their environmental setting; the short- and long-term environmental impacts of the proposed actions; the identification of any significant adverse environmental impacts; a discussion of alternatives to the proposed actions; any irreversible and irretrievable commitments of resources as a result of the proposed actions; and a description of any mitigation measures necessary to minimize significant adverse environmental impacts that could occur under the proposed actions. This set of proposed actions is also subject to the City's Uniform Land Use Review Procedure (ULURP). The CPC is the lead agency in this environmental review and ULURP process. The DEIS and ULURP applications were certified as complete on May 5, 2008. Public hearings will be held by Manhattan Community Board 3, the Manhattan Borough President, CPC, and the City Council during the seven-month ULURP review process.

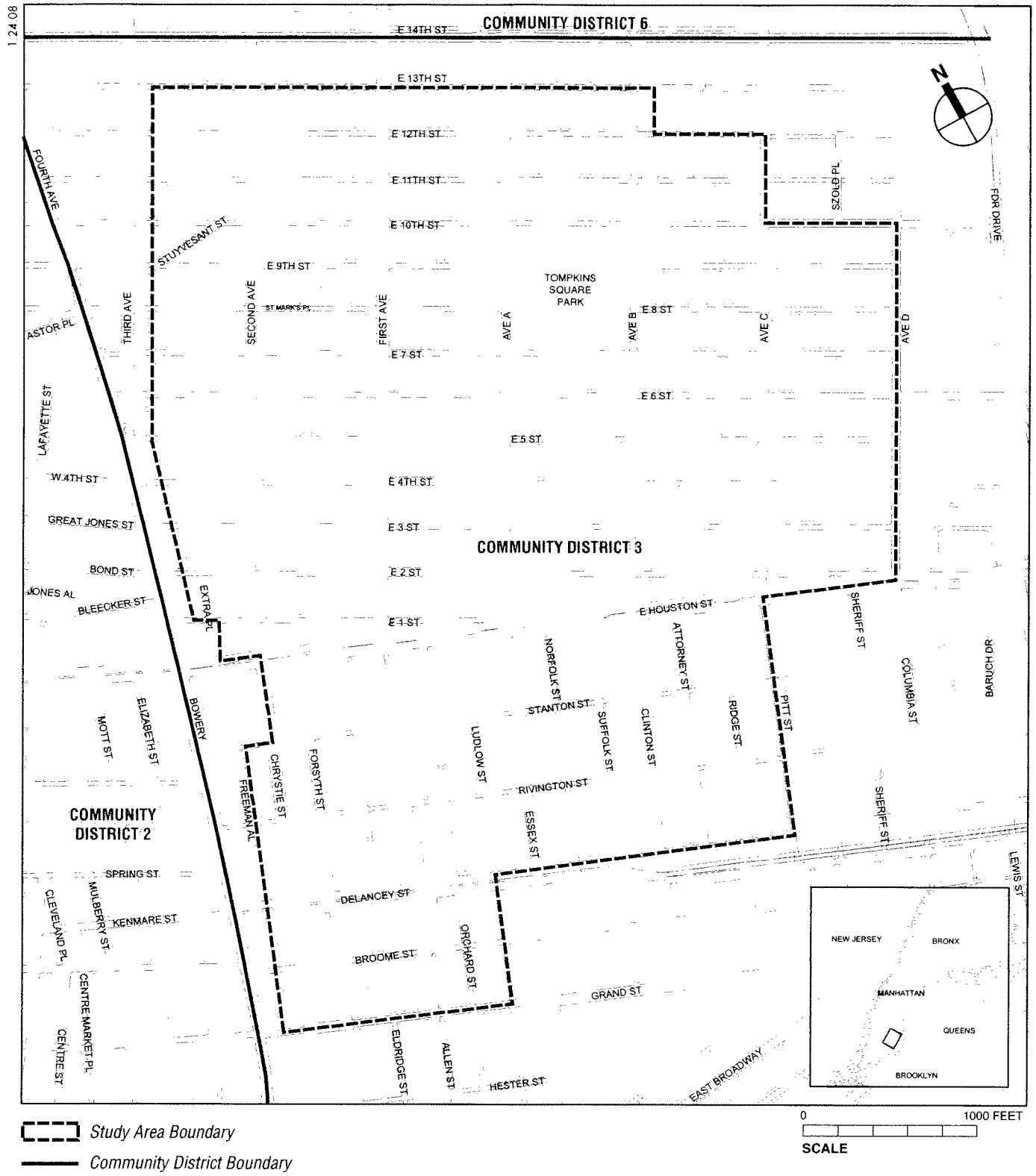
B. BACKGROUND TO THE PROPOSED ACTIONS

STUDY AREA HISTORY

The Lower East Side and the East Village—the latter of which originally grew as part of the Lower East Side's Eastern European community that expanded northward from the overcrowded streets south of Houston Street during the late 1800s—are longstanding residential communities comprised mostly of 19th century tenements with supporting institutional uses. At the turn of the 20th century, the Lower East Side was widely considered the most famous immigrant neighborhood in the United States, known for its bustling street-level commercial activity and its overcrowded and unsanitary tenement buildings. Attempts to improve living conditions included the introduction of "dumbbell" and "new law" tenements in 1878 and 1901, respectively, and the establishment of a number of settlement houses.

In the 1960s and 1970s, HPD and CPC deemed large tracts of land on the Lower East Side as appropriate for urban renewal under the City's Urban Renewal Law. Development in these urban renewal areas has typically taken the form of multi-tower residential buildings on large superblocks along the East River from East 14th Street to as far south as the Manhattan Bridge.

Most buildings in the East Village, generally identified as the primary study area north of East Houston Street, date from the turn of the 20th century and originally housed churches, settlement houses, social clubs, and other institutional uses serving the immigrant community and have remained virtually unchanged through much of the 20th century. While many of these institutional uses evolved to meet the changing needs of the neighborhood population, overall, the character of the East Village east of Third Avenue remained unchanged until the mid-1970s. Although much of the East Village outwardly appears much as it did a hundred years ago, interior uses, particularly along Broadway, Lafayette Street, and Bowery, have changed considerably as former manufacturing loft buildings in this area were converted to both residential and commercial uses during the 1970s and into the early 1980s.



Study Area and Community District Boundaries

Figure 1-1

Recent development in the East Village and the Lower East Side neighborhoods has been primarily residential in nature, including construction of new buildings and renovations of existing structures. Other types of development include the expansion of the area's academic institutions and the construction of a number of new, large-scale hotels on the Lower East Side south of East Houston Street. Much of the area of the proposed rezoning retains its low- to mid-rise character.

Current zoning in much of the primary study is outdated and does not contain mechanisms to ensure new development reflects the existing neighborhood character. Post-1961 amendments to the *Zoning Resolution* have provided new planning tools to address longstanding issues of harmonizing new development to existing context, most notably the use of contextual districts to restrict development to the appropriate scale and character in the surrounding neighborhoods.

EXISTING ZONING

The area of the proposed rezoning covers about 111 blocks of the East Village and Lower East Side neighborhoods in Manhattan Community District 3 (see Figure 1-2). Overall, the area is currently zoned for low- to medium-density residential and commercial uses. With the exception of a very small portion its northeast corner, the primary study area is currently zoned as it was in the 1961 *Zoning Resolution.*

Existing zoning in the area is predominately R7-2, which allows a maximum floor area ratio (FAR) of 3.44 for residential uses and 6.5 for community facilities. and no maximum building heights (only sky exposure plane restrictions). The southwestern portion of the study area is zoned C6-1, which has a maximum commercial FAR of 6. This zoning district also permits residential and community facility development up to 3.44 and 6.5 FAR, respectively (the same as R7-2 districts). Building heights in both R7-2 and C6-1 districts are governed by sky exposure planes and are thus dependent on zoning lot dimensions as opposed to maximum building height regulations. C1 and C2 overlays are mapped in the R7-2 district along the major north-south avenues and major east-west streets and permit commercial uses up to 2 FAR.

Under the existing R7-2 and C6-1 zoning, construction of non-contextual tower development is allowed without height limitation and has resulted in buildings that are inconsistent with the typical low- to mid-rise character of the neighborhood. Several out-of-scale 10- to 20-story tower developments are proposed or have been recently constructed in the primary study area, a stark contrast to the existing neighborhood character. At the same time, there is a need for new housing and affordable housing in both the East Village and the Lower East Side neighborhoods. As described in greater detail below, the proposed actions seek to balance this housing need with the need to preserve the area's unique neighborhood character.

C. DESCRIPTION OF THE PROPOSED ACTIONS

OVERVIEW

As stated above, DCP is proposing zoning map amendments affecting all or portions of 111 blocks of the East Village and Lower East Side neighborhoods in Manhattan Community District 3. The proposed contextual zoning would provide for appropriately scaled development in these low- to mid-rise mixed-use neighborhoods. DCP is also proposing zoning text amendments to establishing incentives for the creation and preservation of affordable housing and to protect current ground-floor non-conforming—but legal—uses in existing R7-2 districts.

In addition, HPD is proposing disposition of a City-owned property to facilitate the construction of a mixed-use development.

The rezoning area is generally bounded by East 13th Street on the north; Avenue D to the east; East Houston Street, Delancey Street and Grand Street on the south; and the Bowery and Third Avenue on the west. The proposed zoning map amendments would map contextual districts at densities appropriate to the existing land uses and built character of the area. Under the proposed actions, approximately 111 blocks of the East Village and Lower East Side neighborhoods currently zoned R7-2 and C6-1 would be rezoned to R7A, R7B, R8A, R8B, C4-4A, and C6-2A (see Figure 1-3). A new C2-5 commercial overlay would be mapped along Second Avenue between East 3rd Street and East 7th Street and would be consistent with the location of existing overlay districts along First Avenue, Avenue A, and Avenue C.

PROPOSED ZONING MAP AMENDMENTS

Described below are details for each of the existing and proposed zoning districts for the primary study area. Table 1-1 summarizes the City's zoning regulations under the existing and proposed conditions for the entire rezoning area. Because the primary study area is located within the Manhattan Core (as defined by the *Zoning Resolution*), off-street parking is not required.

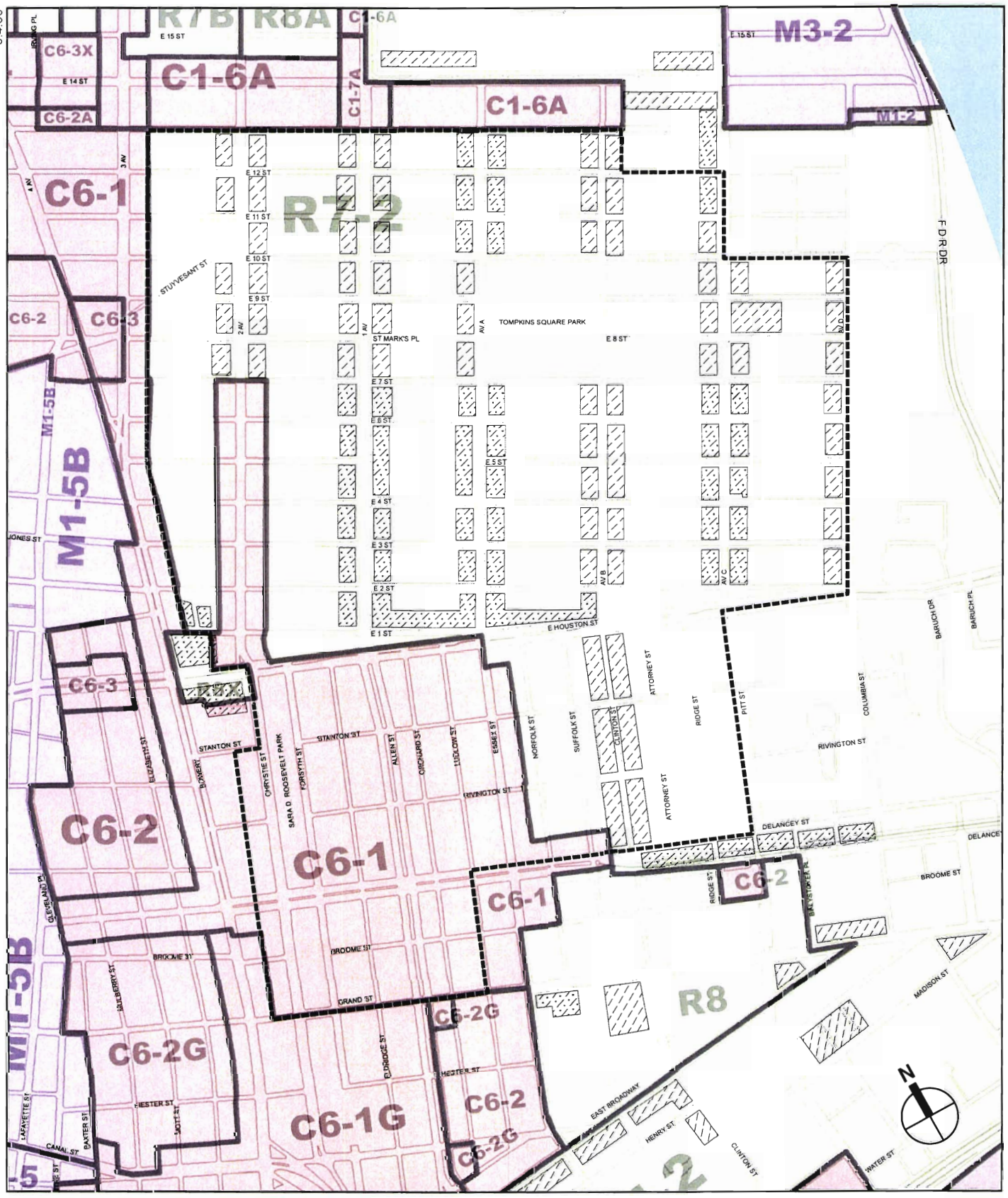
Table 1-1
Zoning Comparison

Zoning District	Maximum FAR			Base Height (min/max)[1]	Building Height (max)[1]
	Residential	Commercial	Community Facilities		
Existing R7-2	3.44	--	6.5	Not required/60	N/A[2]
Proposed R7A	4	--	4	40/65	80
Proposed R7B	3	--	3	40/60	75
Proposed R8A	5.4/7.2[3]	--	6.5	60/85	120
Proposed R8B	4	--	4	55/60	75
Proposed C2-5 overlay	N/A	2	N/A	N/A	N/A
Existing C6-1	3.44	6	6.5	Not required/85	N/A[2]
Proposed C4-4A[4]	4	4	4	40/65	80
Proposed C6-2A[5]	5.4/7.2[3]	6	6.5	60/85	120

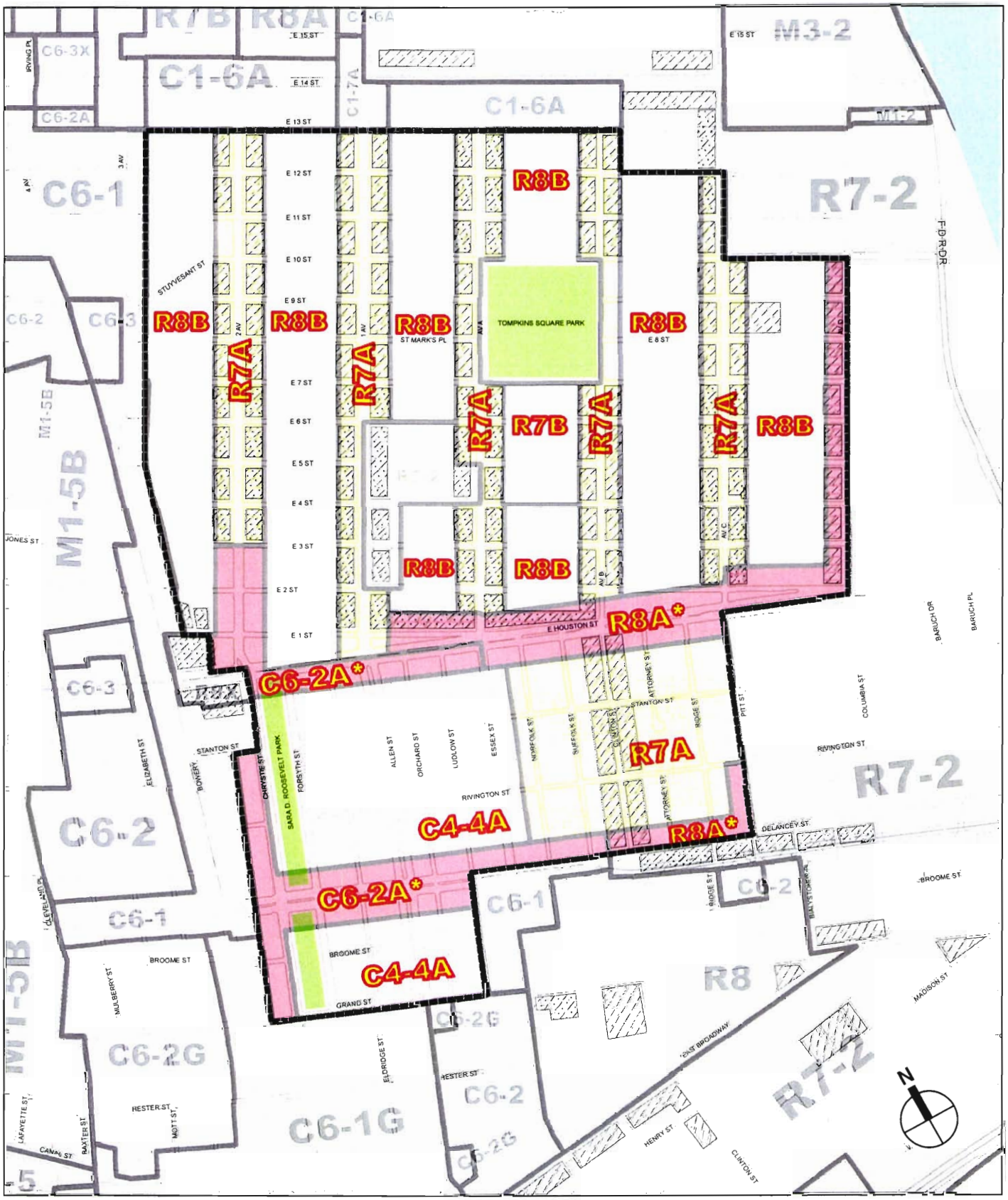
Notes:
[1] In feet.
[2] Governed by sky exposure plane regulations.
[3] The proposed text amendments would allow residential use to a maximum FAR of 5.4 without an affordable housing component; this maximum FAR would be increased to 7.2 with an affordable housing component.
[4] R7A residential district equivalent.
[5] R8A residential district equivalent.
Source: DCP, October 2007.

RESIDENTIAL AVENUES NORTH OF AND MIDBLOCKS SOUTH OF EAST HOUSTON STREET – R7A

Under the proposed actions, approximately 23 percent of the rezoning area would be rezoned from R7-2 to R7A. About 90 blockfronts, along the avenues and north of East Houston Street, as well as portions of 17 blocks south of East Houston Street currently zoned R7-2 would be rezoned to an R7A district to reflect the prevailing mid-rise character of these areas. The Second Avenue blockfronts between East 3rd and East 7th Streets, currently C6-1, would also be



Existing Zoning
Figure 1-2



Proposed Zoning
Figure 1-3

rezoned to R7A. The R7A district designation permits residential and community facility uses up to 4 FAR and limits overall building height to 80 feet and street wall heights to 65 feet; base heights are required to be a minimum of 40 feet. New construction within the proposed R7A district would be required to line up with adjacent structures to maintain existing street wall characteristics.

RESIDENTIAL MIDBLOCKS BETWEEN EAST 4TH STREET AND EAST 7TH STREET – R7B

Under the proposed actions, approximately 2 percent of the rezoning area would be rezoned from R7-2 to R7B. The midblock portions of three blocks south of Tompkins Square Park currently zoned R7-2 would be rezoned to an R7B district to reflect the prevailing low-scale character of these areas. The R7B district designation permits residential and community facility uses up to 3 FAR and limits overall building height to 75 feet and street wall heights to 60 feet; base heights are required to be a minimum of 40 feet. New construction within the proposed R7B district would be required to line up with adjacent structures to maintain existing street wall characteristics.

BLOCKFRONTS ON EAST HOUSTON STREET, AVENUE D, DELANCEY STREET, AND PITT STREET – R8A

Under the proposed actions, approximately 5 percent of the rezoning area would be rezoned from R7-2 to R8A. Portions of approximately 23 blockfronts, primarily along wide streets such as East Houston Street, Delancey Street, Avenue D, and Pitt Street, currently zoned R7-2 would be rezoned to an R8A district with inclusionary housing provisions. Under existing regulations, R8A districts allow a maximum residential FAR of 6.02. The proposed inclusionary housing amendment would reduce the maximum FAR for residential use in these districts to 5.4 for residential buildings that do not provide affordable units; however, the maximum residential FAR would increase to 7.2 FAR provided that 20 percent of residential floor area is used for units affordable to those earning up to 80 percent of the area median income (see discussion in "Inclusionary Housing Program" below). Community facility uses would be permitted up to 6.5 FAR (unaffected by the proposed zoning text amendment). The overall building heights would be limited to 120 feet and street wall heights to 85 feet; base heights are required to be a minimum of 60 feet. New construction within the proposed R8A districts would be required to line up with adjacent structures to maintain existing street wall characteristics.

RESIDENTIAL MIDBLOCKS NORTH OF EAST HOUSTON STREET – R8B

Under the proposed actions, approximately 43 percent of the rezoning area would be rezoned from R7-2 to R8B. The midblock portions of approximately 59 blocks currently zoned R7-2 would be rezoned to an R8B district to reflect the prevailing mid-rise character of these areas. The R8B district designation permits residential and community facility uses up to 4 FAR and limits overall building height to 75 feet and street wall heights to 60 feet; base heights are required to be a minimum of 40 feet. New construction within the proposed R8B district would be required to line up with adjacent structures to maintain existing street wall characteristics.

MIDBLOCKS FROM EAST HOUSTON STREET TO GRAND STREET, WEST OF ESSEX STREET – C4-4A

Under the proposed actions, approximately 11 percent of the rezoning area would be rezoned from C6-1 to C4-4A. Portions of approximately 26 blocks currently zoned C6-1 would be

rezoned to a C4-4A district to reflect the prevailing mid-rise character of these areas. The C4-4A district designation permits residential, commercial, and community facility uses up to 4 FAR and limits overall building height to 80 feet and street wall heights to 65 feet; base heights are required to be a minimum of 40 feet. New construction within the proposed C4-4A district would be required to line up with adjacent structures to maintain existing street wall characteristics.

BLOCKFRONTS ON EAST HOUSTON STREET, SECOND AVENUE, DELANCEY STREET, AND CHRYSTIE STREET – C6-2A

Under the proposed actions, approximately 5 percent of the rezoning area would be rezoned from C6-1 to C6-2A. Portions of approximately 27 blockfronts, primarily along wide streets such as East Houston Street, Delancey Street, Chrystie Street and Second Avenue, currently zoned C6-1 would be rezoned to a C6-2A district. Under existing regulations, C6-2A districts allow a maximum residential FAR of 6.02. The proposed inclusionary housing amendment would reduce the maximum FAR for residential use in these districts to 5.4 for residential buildings that do not provide affordable units; however, the maximum residential FAR would increase to 7.2 FAR provided that 20 percent of residential floor area is used for units affordable to those earning up to 80 percent of the area median income (see discussion in "Inclusionary Housing Program" below). Commercial and community facility uses would be unaffected by the proposed text amendment and would continue to be permitted up to 6 and 6.5 FAR, respectively. Overall building heights would be limited to 120 feet and street wall heights to 85 feet; base heights are required to be a minimum of 60 feet. New construction within the proposed C6-2A districts would be required to line up with adjacent structures to maintain existing street wall characteristics.

C2-5 COMMERCIAL OVERLAY

Under the proposed actions, a C2-5 commercial overlay would be mapped over the rezoned blockfronts—from C6-1 to R7A—along Second Avenue between East 3rd and East 7th Streets. When mapped in R7A districts, C2-5 overlays permit commercial use up to 2 FAR and would be consistent with the location of existing overlay districts along Second Avenue to the north.

ZONING TEXT AMENDMENTS

INCLUSIONARY HOUSING PROGRAM

The proposed actions would apply the Inclusionary Housing program to the proposed R8A and C6-2A districts along the major transportation corridors throughout the primary study area, establishing incentives for the creation and preservation of affordable housing in conjunction with new development. Under the proposed Inclusionary Housing program, developments providing affordable housing are eligible for a floor area bonus, within contextual height and bulk regulations tailored to these areas.

R8A and C6-2A districts permit residential development up to 6.02 FAR. The proposed inclusionary housing amendment would reduce the maximum FAR for residential use in these districts to 5.4 for residential buildings that do not provide affordable units; however, the maximum residential FAR would increase to 7.2 FAR provided that 20 percent of residential floor area is used for units affordable to those earning up to 80 percent of the area median income. Affordable units can be provided either on the same site as the development earning the bonus, or off-site either through new construction or preservation of existing affordable units.

Off-site affordable units must be located within Manhattan Community District 3 or within ½ mile of the compensated development.

NON-CONFORMING USES AND NON-COMPLYING BUILDINGS

To protect existing street-level commercial uses that currently exist as legal non-conforming uses in the R7-2 zoning districts, the proposed actions would include an additional text amendment to the *Zoning Resolution*, in Article V, Chapter 2, Non-Conforming Uses. Section 52-61, General Provisions, of that chapter excludes otherwise prohibited new ground-floor retail uses in R5, R6, and R7 zoning districts in Manhattan Community District 3, permitting such uses to be re-activated beyond the two-year discontinuance period described in the text. The proposed text change would extend the currently established regulations for qualifying uses in existing R7-2 districts to those same uses to R8B districts in Manhattan Community District 3; as such, existing non-conforming uses and spaces in the affected areas would be granted the same protections as they are today. There are currently no R8B districts in Manhattan Community District 3; R8B would be introduced to the primary study area as a result of the proposed actions.

Existing R7-2 districts, extensively mapped within the rezoning area, are among those cited in Section 52-61 of the *Zoning Resolution*. The proposed change, limited to the inclusion of "R8B districts in Manhattan Community District 3" in the full list of excluded districts, is consistent with the requirements as currently written. In the designated districts, "R5, R6, R7 and R8B districts in Manhattan Community District 3," as proposed in the amendment, non-conforming ground-floor or basement-level store uses in Use Group 6A, 6B, 6C, or 6F (excluding post offices, veterinary medicine for small animals, automobile supply stores, electrolysis studios and drive-in banks), in buildings designed for residential use, would be permitted to be re-activated or changed beyond the two-year discontinuance period. The proposed text amendment would maintain non-conforming use requirements and permissions as currently established for all sites rezoned to R8B.

PROPOSED HPD PROJECT

As part of the proposed actions, HPD is proposing disposition of a City-owned property located at 302 East 2nd Street (Block 372, Lot 49) within the primary study area. The proposed actions would facilitate the development of a residential building with ground-floor retail. The City-owned site would be assembled with neighboring tax lots located at 5 Avenue D and 306-310 East 2nd Street (Block 372, Lots 43, 44, 47, and 48) and is listed in the RWCDS as Projected Development Site 167. The City-owned site is currently zoned R7-2 for residential use. The neighboring sites are zoned R7-2 (306 East 2nd Street) for residential use and R7-2/C1-5 (308 and 310 East 2nd Street and 5 Avenue D) for residential and commercial use. The proposed HPD-sponsored development would include 116 dwelling units, 23 of which would be affordable to low- to moderate-income households, and 7,844 square feet of ground-floor retail space.[1] This development is expected to be complete in 2010 and analyzed in the 2017 build year.

[1] Information obtained directly prior to the issuance of the DEIS indicates that the HPD proposal may be revised to include several additional tax lots than originally proposed, and could involve the transfer of air rights from adjacent lots. Consequently, the assumptions for the HPD proposal and the associated analysis will be updated as needed to reflect HPD's final development plans between the Draft and Final EIS, however it is not anticipated to alter the conclusions in this DEIS.

D. REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

OVERVIEW

As stated above, the proposed actions are subject to CEQR, which requires the analysis of impacts from both the long- and short-term effects of proposed actions. For area-wide rezonings not associated with a specific development, the foreseeable future is generally considered to be a 10-year build-out period. This is assumed to be the length of time over which developers would act on the change in zoning and the effects of the proposed actions would be felt. Therefore for this EIS, the "Build" scenario identifies the amount, type, and location of development that is expected to occur by 2017 as a result of the above-described proposed actions. The future without the proposed actions, or "No Build" scenario, identifies development projections for 2017 absent the proposed actions. The incremental difference between the Build and No Build conditions serves as the basis for the environmental impact analyses presented in this EIS.

GENERAL CRITERIA FOR DETERMINING DEVELOPMENT SITES

To determine the RWCDS under the proposed actions, methodologies were employed following the 2001 *CEQR Technical Manual* guidelines, using reasonable build-out assumptions. These methodologies have been used to identify the amount and location of projected and potential future residential, commercial, and community facility growth. In determining the amount and location of new development, several factors were considered, including known development proposals, current market demands, past development trends, and DCP's "soft site" criteria (described below), for identifying likely development sites. Generally, for area-wide rezonings, which create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within a rezoning area. The first step in establishing the RWCDS for the proposed actions was to identify those sites where new development is reasonably be expected to occur.

Development sites selected based on the assumptions identified below were organized into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the foreseeable future because they are larger sites or are built to a relatively lower density. Potential development sites are less likely to be developed within a 10-year period because they are not as easily assembled into single ownership, have an irregular shape, are in active use, reflect a significant amount of relatively recent renovation or alteration, or have some combination of these features.

In identifying the RWCDS, a general set of criteria was established used in determining development sites in the primary study area:

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

In addition to general criteria, area-specific criteria were used to identify projected development sites. Numerous factors were considered, including current and past development trends. The specific development site criteria are discussed below.

DEVELOPMENT SITE CRITERIA—NEW CONSTRUCTION

Under the RWCDS, development sites suitable for new construction were selected based on the following:

- Vacant lots;
- Auto-related uses including: parking lots, open junk yards, auto repair shops and gas stations. These uses are located on sites which do not contain previous investment in building or infrastructure, and are therefore less onerous to assemble and redevelop;
- Industrial or commercial buildings (including storage facilities) with three or fewer stories, or constructed to half or less of the proposed maximum residential FAR. The proposed R7A and C4-4A districts would permit a maximum FAR of 4, and the proposed R8A and C6-2A districts would permit a maximum FAR of 7.2 (with the full inclusionary housing bonus);
- Commercial or industrial loft buildings convertible to residential use. Many buildings of this type have been converted to residential uses throughout the city;
- Vacant residential buildings which could be reactivated under the proposed actions;
- Residential buildings constructed to half or less of the proposed residential FAR. In cases where the proposed actions created potential development on a site that is currently residential, the number of existing residential units is listed in the No Build scenario as "continued residential";
- Selected sites under ownership of the Roman Catholic Church. In the past year, the Roman Catholic Archdiocese of New York has closed, or signaled its intentions to close, a number of church, school and/or accessory parking sites throughout the city. Some of these properties within the primary study area could provide sites for new construction, redevelopment, or conversion to residential uses; and
- Board of Standards and Appeals (BSA) applications granted in the primary study area. For analysis purposes, it is assumed that residential development of these sites would proceed as-of-right under the proposed actions.

The following uses and types of buildings that meet these criteria were excluded from the development scenario because they are unlikely to be redeveloped as a result of the proposed actions:

- The sites of schools (public and private). All schools that meet the development criteria are built to near half the permitted FAR under the current zoning designation. They have not been rebuilt or expanded despite the ability to do so, and it is unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these substantial community structures;
- The Delancey and Essex Municipal Parking Garage located just north of Delancey Street between Ludlow and Essex Streets and the municipal surface parking lot at the northwest corner of Eldridge and Stanton Streets;
- Buildings with six or more residential units that were built before 1974. These buildings are likely to be rent-stabilized and difficult to legally demolish due to tenant re-location requirements;
- Individual landmark buildings or buildings located within a historic district (and not calendared for designation as such by the New York City Landmarks Preservation Commission [LPC]);

- The sites of churches under ownership of the Roman Catholic Church (except as noted above) and other houses of worship;
- Community gardens;
- Condominium sites;
- Known development sites (of any size, currently under construction);
- Sites occupied by subsidized housing development and properties under the jurisdiction of the New York City Housing Authority (NYCHA);
- Sites occupied by U.S. Post Office facilities; and
- Sites occupied by New York Public Library (NYPL) facilities.

DEVELOPMENT SITE CRITERIA—ENLARGEMENTS

To address the possibility of building enlargements (including the expansion of rooftop or penthouse units) in the R7A and R8B districts, where maximum permitted FARs would increase slightly as a result of the proposed actions, this analysis examined a separate subset of sites with the capacity for such enlargement. Based on recent observed trends both within the rezoning area and in other, similarly-scaled areas of Manhattan, and due to the geographic size of the area being proposed for rezoning, it is reasonable to assume projected units on sites not already determined to be development sites as described above. Criteria were developed to identify sites where enlargements could reasonably be expected to occur as a result of the proposed actions and to conservatively estimate the number of additional dwelling units that could be added through enlargements, and include:

- Sites not designated as New York City Landmarks and not located within Historic Districts (as designated by the LPC);
- Sites not owned by the City of New York and not occupied by NYCHA;
- Selected house of worship sites;
- Sites built between 50 and 90 percent of the maximum residential FAR under the proposed zoning;
- Sites that have a lot width greater than 18 feet, with a 30-foot rear yard and where buildings have fewer than 5 stories and could be enlarged to 5 stories; the resulting enlargement would be 300 square feet;
- For sites in proposed R7A districts, an existing 6-story building with a 30-foot rear yard would be required to have a 10-foot setback to realize a 7th floor enlargement of 300 square feet; and
- For sites in proposed R8B districts, an existing 5-story building with a 30-foot rear yard would be required to have a 15-foot setback to realize a 6th floor enlargement of 300 square feet.

To achieve a reasonable estimate of future growth in the proposed R7A and R8B districts, past enlargement trends in areas of Manhattan where similar zoning changes were made were analyzed. In identifying these trends, it was estimated that 5 percent of sites meeting the above criteria were considered to be projected enlargement sites. Because it was considered less likely that enlargements would occur on the remaining 95 percent of the sites, these are considered to be potential enlargement sites. Using these ratios, 25 sites were determined to be projected enlargements.

NEW CONSTRUCTION DEVELOPMENT ASSUMPTIONS

To produce a reasonable conservative estimate of growth in the future with and without the proposed actions (Build and No Build conditions, respectively) and based on recent development trends, the RWCDS assumes that sites currently zoned to permit residential use would develop pursuant to current zoning in the future without the proposed actions. For sites zoned R7-2 with commercial overlays in the future without the proposed actions, it is assumed that developments would be constructed to 3.44 FAR, incorporating 0.85 FAR of commercial uses and 2.59 FAR of residential uses (see Table 1-2). Commercial uses would be located on a full-lot-coverage ground floor (with 0.15 FAR deducted from commercial use for residential lobbies and mechanical space). Setbacks of 60 or 85 feet are required, depending on whether sites front on narrow or wide streets. Sites currently zoned R7-2 and without commercial overlays would develop with residential uses only to 3.44 FAR. Sites currently zoned C6-1 are generally assumed to be developed to 3.44 FAR, incorporating 0.85 FAR of commercial uses at the ground floor, as in the R7-2 districts. It is estimated that one projected development site (4) and two potential development sites (199 and 206) in the C6-1 districts would be developed for commercial uses only to 6 FAR, as hotels. The new construction development assumptions for the No Build and Build Conditions are summarized in Table 1-2.

In the future without the proposed actions, sites that would be rezoned R7A or R8B with a C1-5 or C2-5 overlay, as well as those to be rezoned C4-4A, would develop to the maximum allowable 4 FAR with retail located on a full-lot-coverage ground floor (with 0.15 FAR deducted from commercial use for residential lobbies and mechanical space). Sites proposed R7A or R8B without an overlay would be developed to the maximum 4 FAR for residential uses only. Sites to be rezoned R8A with a C1-5 or C2-5 overlay, as well as those to be rezoned C6-2A, are assumed to develop to the maximum allowable 7.2 FAR (including the required affordable housing floor area), incorporating 0.85 FAR of commercial retail uses at the ground floor (with 0.15 FAR deducted from commercial use for residential lobbies and mechanical space). It is estimated that sites in the proposed R8A districts would be developed with residential use to the maximum allowable 7.2 FAR.

New buildings in both the future with and without the proposed actions would be configured with a 10- or 15-foot setback at the required height. Because of the rezoning area's location within the Manhattan Core, off-street parking spaces are not required, and with the exception of 17 sites (selected on the basis of a 100-unit count threshold), parking is not considered as part of the build-out analysis in either scenario. An average dwelling unit size of 1,000 square feet is assumed for each site in both scenarios.

THE FUTURE WITHOUT THE PROPOSED ACTIONS CONDITION

In the future without the proposed actions (No Build), given the existing zoning and residential and commercial trends in the area, it is anticipated that the primary study area would experience rapid residential growth and modest commercial growth. Anticipated development on all of the projected and potential sites identified in the RWCDS in the future without the proposed actions is presented on Tables 1-3 and 1-4, respectively.

As discussed above, the RWCDS assumes that development would occur on sites that are underbuilt as per current zoning. It is anticipated that, in the future without the proposed actions, there would be approximately 2,290 residential units and 450,928 square feet of commercial space on projected development sites. This represents a net increase of approximately 2,234 residential units and an increase of 1,809,780 square feet of total floor area over the existing conditions.

Table 1-2
New Construction Development Assumptions—No Build and Build Conditions

Location	Existing Zoning	No Build Development Assumption[1]	Proposed Zoning	Build Development Assumption[1]	Increment
Delancey to East Houston Streets between Essex and Pitt Streets	R7-2	3.44 residential	R7A	4 residential	0.56 residential
Second Avenue, First Avenue, Avenue A, Avenue B, Avenue C, Clinton Street	R7-2/C1-5 R7-2/C2-5	2.59 residential 0.85 commercial	R7A/C1-5 R7A/C2-5	3.15 residential 0.85 commercial	0.56 residential
Midblocks from East 4th to East 7th Streets between Avenues A and B	R7-2	3.44 residential	R7B	3 residential	-0.44 residential
East Houston, Delancey, and Pitt Streets	R7-2	3.44 residential	R8A	7.2 residential	3.76 residential
East Houston Street, Avenue D, Delancey Street	R7-2/C1-5 R7-2/C2-5	2.59 residential 0.85 commercial	R8A/C1-5 R8A/C2-5	6.35 residential 0.85 commercial	3.76 residential
Midblocks north of East Houston Street between Avenues A and B, excluding blocks from East 4th to East 7th Streets	R7-2	3.44 residential	R8B	4 residential	0.56 residential
Midblock between Avenues C and D and East 8th and East 9th Streets	R7-2/C1-5	2.59 residential 0.85 commercial	R8B/C1-5	3.15 residential 0.85 commercial	0.56 residential
Second Avenue between East 3rd and East 7th Streets	C6-1	0.85 commercial 2.59 residential	R7A/C2-5	0.85 commercial 3.15 residential	0.56 residential
East Houston Street to Grand Street, excluding frontage on East Houston, Delancey, and Pitt Streets	C6-1	0.85 commercial 2.59 residential or 6 commercial for selected hotel sites[2]	C4-4A	0.85 commercial 3.15 residential	0.56 residential or -5.15 commercial and (+)3.15 residential for selected hotel sites[2]
East Houston Street, Second Avenue south of East 3rd Street, Delancey Street, and Chrystie Street	C6-1	0.85 commercial 2.59 residential or 6 commercial for selected hotel sites[2]	C6-2A	0.85 commercial 6.35 residential	3.76 residential or -5.15 commercial and (+)6.35 residential for selected hotel sites[2]

Notes:
[1] Development expressed as FAR.
[2] Projected Development Site 4 and Potential Development Sites 199 and 206.
Source: DCP, October 2007.

THE FUTURE WITH THE PROPOSED ACTIONS CONDITION

The new land uses that are expected to result from the proposed actions would represent a continuation of current land use trends in a manner compatible with surrounding land uses. The proposed actions would allow for increased density of residential use along East Houston Street and Avenue D; the permitted density of residential use in the remainder of the study area would be similar to what is allowed currently but new development would be more restricted to be contextual with existing established medium-density residential neighborhoods. Similarly, the proposed actions would permit increased commercial density along the major transportation corridors—East Houston Street, Delancey Street, Chrystie Street, and Second Avenue—but would enforce contextual restrictions elsewhere within the existing commercial areas. The new development that is projected to result from the proposed actions would occur on underutilized sites. Overall, the development sites are fairly evenly distributed among the proposed new zoning districts, allowing new housing to be built along major corridors and wide streets and relieving the development pressure along the midblocks.

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
214	458	25	36 EAST 3 STREET	1,311	1	residential	3,680	2	3	C6-1	6	60	0	3,680	3,680	2	C6-2A*	7.20	120	1,114	8,325	10,554	8	2	6	2	0	0	0
214 Total				1,311	1		3,680	2					0	3,680	3,680	2				1,114	8,325	10,554	8	2	6	2	0	0	0
215	458	35	28 EAST 2 STREET	1,526	1	residential	3,888	2	3	C6-1	6	60	0	3,888	3,888	2	C6-2A*	7.20	120	1,297	9,690	12,284	10	2	8	2	0	0	0
215 Total				1,526	1		3,888	2					0	3,888	3,888	2				1,297	9,690	12,284	10	2	8	2	0	0	0
216	344	139	66 CLINTON STREET	4,087	1	commercial	4,340	0	1	R7-2	3	50	3,474	10,585	14,059	11	R7A	4.00	80	3,474	12,874	19,822	13	0	2	0	0	0	0
216 Total				4,087	1		4,340	0					3,474	10,585	14,059	11				3,474	12,874	19,822	13	0	2	0	0	0	0
217	345	35	188 STANTON STREET	1,715	1	commercial	3,000	0	2	R7-2	3	50	0	5,900	5,900	6	R7A	4.00	80	0	6,860	6,860	7	0	1	0	0	0	0
217 Total				1,715	1		3,000	0					0	5,900	5,900	6				0	6,860	6,860	7	0	1	0	0	0	0
218	350	21	9 CLINTON STREET	1,600	1	mixed-use	3,000	2	2	R7-2	3	50	1,450	1,550	3,000	2	R7A	4.00	80	1,360	5,040	7,760	5	0	3	0	0	0	0
218 Total				1,600	1		3,000	2					1,450	1,550	3,000	2				1,360	5,040	7,760	5	0	3	0	0	0	0
219	355	45	182 NORFOLK STREET	2,558	1	residential	4,375	3	2	R7-2	3	50	0	8,800	8,800	9	R7A	4.00	80	0	10,232	10,232	10	0	1	0	0	0	0
219 Total				2,558	1		4,375	3					0	8,800	8,800	9				0	10,232	10,232	10	0	1	0	0	0	0
220	355	61	169 SUFFOLK STREET	2,400	1	residential	2,880	5	1	R7-2	3	50	0	8,256	8,256	8	R7A	4.00	80	0	9,600	9,600	10	0	1	0	0	0	0
220 Total				2,400	1		2,880	5					0	8,256	8,256	8				0	9,600	9,600	10	0	1	0	0	0	0
221	377	1	110 AVENUE C	1,503	1	mixed-use	2,790	2	2	R7-2	3	60	1,278	3,893	5,170	4	R7A	4.00	80	1,278	4,734	7,290	5	0	1	0	0	0	0
221 Total				1,503	1		2,790	2					1,278	3,893	5,170	4				1,278	4,734	7,290	5	0	1	0	0	0	0
222	386	5	45 AVENUE B	3,225	2	mixed-use	5,523	5	2	R7-2	3	60	2,741	8,353	11,094	8	R7A	4.00	80	2,741	10,159	15,641	10	0	2	0	0	0	0
222	386	7	49 AVENUE B	1,725	2	mixed-use	2,304	2	1	R7-2	3	60	0	5,934	5,934	6	R7A	4.00	80	0	6,900	6,900	7	0	1	0	0	0	0
222	386	8	51 AVENUE B	1,530	2	mixed-use	1,920	2	1	R7-2	3	60	0	5,263	5,263	5	R7A	4.00	80	0	6,120	6,120	6	0	1	0	0	0	0
222 Total				6,480	6		9,747	9					2,741	19,550	22,291	20				2,741	23,179	28,661	23	0	4	0	0	0	0
223	387	35	65 AVENUE C	4,320	1	public facility or ins	8,656	0	2	R7-2	3	60	3,672	11,189	14,861	11	R7A	4.00	80	3,672	13,608	20,952	14	0	2	0	0	0	0
223 Total				4,320	1		8,656	0					3,672	11,189	14,861	11				3,672	13,608	20,952	14	0	2	0	0	0	0
224	392	35	151 AVENUE C	1,909	1	transportation- or u	3,657	0	2	R7-2	3	60	1,623	4,944	6,567	5	R7A	4.00	80	1,623	6,013	9,259	6	0	1	0	0	0	0
224 Total				1,909	1		3,657	0					1,623	4,944	6,567	5				1,623	6,013	9,259	6	0	1	0	0	0	0
225	398	29	34 AVENUE B	1,906	1	commercial	3,800	2	2	R7-2	3	60	1,620	4,937	6,557	5	R7A	4.00	80	1,620	6,004	9,244	6	0	1	0	0	0	0
225 Total				1,906	1		3,800	2					1,620	4,937	6,557	5				1,620	6,004	9,244	6	0	1	0	0	0	0
226	402	41	98 AVENUE B	1,844	1	commercial	3,168	1	2	R7-2	3	60	1,584	1,584	3,168	1	R7A	4.00	80	1,567	5,809	8,943	6	0	5	0	0	0	0
226 Total				1,844	1		3,168	1					1,584	1,584	3,168	1				1,567	5,809	8,943	6	0	5	0	0	0	0
227	402	42	96 AVENUE B	1,400	1	mixed-use	1,839	1	1	R7-2	3	60	1,190	3,626	4,816	4	R7A	4.00	80	1,190	4,410	6,790	4	0	1	0	0	0	0
227 Total				1,400	1		1,839	1					1,190	3,626	4,816	4				1,190	4,410	6,790	4	0	1	0	0	0	0
228	404	56	299 EAST 10 STREET	2,610	1	residential	4,530	5	2	R7-2	3	60	2,219	6,760	8,978	7	R7A	4.00	80	2,219	8,222	12,659	8	0	1	0	0	0	0
228 Total				2,610	1		4,530	5					2,219	6,760	8,978	7				2,219	8,222	12,659	8	0	1	0	0	0	0
229	437	25	155 AVENUE A	5,980	1	public facility or ins	10,608	0	2	R7-2	3	60	5,083	15,488	20,571	15	R7A	4.00	80	5,083	18,837	29,003	19	0	3	0	0	0	0
229 Total				5,980	1		10,608	0					5,083	15,488	20,571	15				5,083	18,837	29,003	19	0	3	0	0	0	0
230	448	4	110 2 AVENUE	3,250	1	public facility or ins	5,476	0	2	C6-1	6	60	0	19,500	19,500	20	R7A	4.00	80	0	13,000	13,000	13	0	-7	0	0	0	0
230 Total				3,250	1		5,476	0					0	19,500	19,500	20				0	13,000	13,000	13	0	-7	0	0	0	0
231	449	30	131 1 AVENUE	1,375	1	commercial	1,350	0	1	R7-2	3	60	1,169	3,561	4,730	4	R7A	4.00	80	1,169	4,331	6,669	4	0	1	0	0	0	0
231 Total				1,375	1		1,350	0					1,169	3,561	4,730	4				1,169	4,331	6,669	4	0	1	0	0	0	0
232	454	40	207 1 AVENUE	1,720	1	public facility or ins	2,640	0	2	R7-2	3	60	1,462	4,455	5,917	4	R7A	4.00	80	1,462	5,418	8,342	5	0	1	0	0	0	0
232 Total				1,720	1		2,640	0					1,462	4,455	5,917	4				1,462	5,418	8,342	5	0	1	0	0	0	0
233	436	8	404 EAST 9 STREET	1,500	1	residential	2,868	3	2	R7-2	3	60	1,275	3,885	5,160	4	R7A	4.00	80	1,275	4,725	7,275	5	0	1	0	0	0	0
233 Total				1,500	1		2,868	3					1,275	3,885	5,160	4				1,275	4,725	7,275	5	0	1	0	0	0	0
234	344	56	213 STANTON STREET	3,837	1	public facility or ins	9,380	0	2	R7-2	3	50	0	13,199	13,199	13	R7A	4.00	80	0	15,348	15,348	15	0	2	0	0	0	0
234	344	60	99 PITT STREET	19,263	3	public facility or ins	57,574	0	3	R7-2	3	50	0	66,265	66,265	66	R7A	4.00	80	0	77,052	77,052	77	0	11	0	0	0	0
234 Total				23,100	4		66,954	0					0	79,464	79,464	79				0	92,400	92,400	92	0	13	0	0	0	0
235	372	30	314 EAST 3 STREET	2,401	1	residential	3,520	3	1	R7-2	3	60	0	8,259	8,259	8	R8B	4.00	60	0	9,604	9,604	10	0	1	0	0	0	0
235 Total				2,401	1		3,520	3					0	8,259	8,259	8				0	9,604	9,604	10	0	1	0	0	0	0
236	372	33	320 EAST 3 STREET	1,425	1	residential	2,823	4	2	R7-2	3	60	0	2,823	2,823	4	R8B	4.00	60	1,211	4,489	6,911	4	0	0	0	0	0	0
236 Total				1,425	1		2,823	4					0	2,823	2,823	4				1,211	4,489	6,911	4	0	0	0	0	0	0
237	373	13	320 EAST 4 STREET	1,803	1	residential	2,592	3	1	R7-2	3	60	0	6,202	6,202	6	R8B	4.00	60	0	7,212	7,212	7	0	1	0	0	0	0
237 Total				1,803	1		2,592	3					0	6,202	6,202	6				0	7,212	7,212	7	0	1	0	0	0	0
238	373	61	289 EAST 3 STREET	1,988	1	public facility or ins	3,611	0	2	R7-2	3	60	3,611	0	3,611	0	R8B	4.00	60	0	7,952	7,952	8	0	8	0	0	0	0
238 Total				1,988	1		3,611	0					3,611	0	3,611	0				0	7,952	7,952	8	0	8	0	0	0	0
239	373	62	287 EAST 3 STREET	2,052	1	residential	2,870	4	1	R7-2	3	60	0	7,059	7,059	7	R8B	4.00	60	0	8,208	8,208	8	0	1	0	0	0	0
239 Total				2,052	1		2,870	4					0	7,059	7,059	7				0	8,208	8,208	8	0	1	0	0	0	0
240	373	63	285 EAST 3 STREET	2,084	1	residential	2,917	4	1	R7-2	3	60	0	7,169	7,169	7	R8B	4.00	60	0	8,336	8,336	8	0	1	0	0	0	0
240 Total				2,084	1		2,917	4					0	7,169	7,169	7				0	8,336	8,336	8	0	1	0	0	0	0
241	375	29	740 EAST 6 STREET	2,135	1	public facility or ins	3,877	0	2	R7-2	3	60	3,877	0	3,877	0	R8B	4.00	60	0	8,540	8,540	9	0	9	0	0	0	0
241 Total				2,135	1		3,877	0					3,877	0	3,877	0				0	8,540	8,540	9	0	9	0	0	0	0
242	375	32	746 EAST 6 STREET	2,134	1	residential	3,542	2	2	R7-2	3	60	0	7,341	7,341	7	R8B	4.00	60	0	8,536	8,536	9	0	1	0	0	0	0
242 Total				2,134	1		3,542	2					0	7,341	7,341	7				0	8,536	8,536	9	0	1	0	0	0	0
243	376	21	258 EAST 7 STREET	2,059	1	residential	3,578	4	2	R7-2	3	60	0	3,578	3,578	4	R8B	4.00	60	0	8,236	8,236	8	0	4	0	0	0	0
243 Total				2,059	1		3,578	4					0	3,578	3,578	4				0	8,236	8,236	8	0	4	0	0	0	0
244	376	24	264 EAST 7 STREET	2,059	1	residential	3,696	3	2	R7-2	3	60	0	3,696	3,696	3	R8B	4.00	60	0	8,236	8,236	8	0	5	0	0	0	0
244 Total				2,059	1		3,696	3					0	3,696	3,696	3				0	8,236	8,236	8	0	5	0	0	0	0
245	376	25	266 EAST 7 STREET	2,059	1	residential	3,764	4	2	R7-2	3	60	0	3,764	3,764	4	R8B	4.00	60	0	8,236	8,236	8	0	4	0	0	0	0
245 Total				2,059	1		3,764	4					0	3,764	3,764	4				0	8,236	8,236	8	0	4	0	0	0	0

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions								Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
246	376	26	268 EAST 7 STREET	2,065	1	residential	3,491	4	2	R7-2	3	60	0	7,104	7,104	7	R8B	4.00	60	0	8,260	8,260	8	0	1	0	0	0	0
246 Total				2,065	1		3,491	4					0	7,104	7,104	7				0	8,260	8,260	8	0	1	0	0	0	0
247	376	43	743 EAST 6 STREET	2,090	1	mixed-use	3,680	1	2	R7-2	3	60	0	7,190	7,190	7	R8B	4.00	60	0	8,360	8,360	8	0	1	0	0	0	0
247 Total				2,090	1		3,680	1					0	7,190	7,190	7				0	8,360	8,360	8	0	1	0	0	0	0
248	376	22	260 EAST 7 STREET	2,059	1	residential	4,316	3	2	R7-2	3	60	0	4,316	4,316	3	R8B	4.00	60	0	8,236	8,236	8	0	5	0	0	0	0
248 Total				2,059	1		4,316	3					0	4,316	4,316	3				0	8,236	8,236	8	0	5	0	0	0	0
249	376	23	262 EAST 7 STREET	2,059	1	residential	4,154	4	2	R7-2	3	60	0	4,154	4,154	4	R8B	4.00	60	0	8,236	8,236	8	0	4	0	0	0	0
249 Total				2,059	1		4,154	4					0	4,154	4,154	4				0	8,236	8,236	8	0	4	0	0	0	0
250	377	10	356 EAST 8 STREET	1,804	1	residential	2,928	3	2	R7-2	3	60	1,533	4,672	6,206	5	R8B	4.00	60	1,533	5,683	8,749	6	0	1	0	0	0	0
250 Total				1,804	1		2,928	3					1,533	4,672	6,206	5				1,533	5,683	8,749	6	0	1	0	0	0	0
251	377	52	271 EAST 7 STREET	2,169	1	residential	3,728	5	2	R7-2	3	60	0	3,728	3,728	5	R8B	4.00	60	0	8,676	8,676	9	0	4	0	0	0	0
251 Total				2,169	1		3,728	5					0	3,728	3,728	5				0	8,676	8,676	9	0	4	0	0	0	0
252	377	53	269 EAST 7 STREET	2,169	1	residential	3,657	5	2	R7-2	3	60	0	7,461	7,461	7	R8B	4.00	60	0	8,676	8,676	9	0	1	0	0	0	0
252 Total				2,169	1		3,657	5					0	7,461	7,461	7				0	8,676	8,676	9	0	1	0	0	0	0
253	377	61	253 EAST 7 STREET	2,413	1	residential	3,155	5	1	R7-2	3	60	0	8,301	8,301	8	R8B	4.00	60	0	9,652	9,652	10	0	1	0	0	0	0
253 Total				2,413	1		3,155	5					0	8,301	8,301	8				0	9,652	9,652	10	0	1	0	0	0	0
254	377	64	247 EAST 7 STREET	2,332	1	public facility or ins	5,825	0	3	R7-2	3	60	0	0	0	0	R8B	4.00	60	0	9,328	9,328	9	0	9	0	0	0	0
254	377	65	EAST 7 STREET	2,381	0	parking-related	0	0	0	R7-2	3	60	0	8,191	8,191	8	R8B	4.00	60	0	9,524	9,524	10	0	1	0	0	0	0
254	377	66	243 EAST 7 STREET	2,381	1	residential	3,084	3	1	R7-2	3	60	0	8,191	8,191	8	R8B	4.00	60	0	9,524	9,524	10	0	1	0	0	0	0
254 Total				7,094	2		8,909	3					0	16,381	16,381	16				0	28,376	28,376	28	0	12	0	0	0	0
255	378	43	393 EAST 8 STREET	6,574	1	public facility or ins	10,350	0	2	R7-2	3	60	0	22,615	22,615	23	R8B	4.00	60	0	26,296	26,296	26	0	4	0	0	0	0
255 Total				6,574	1		10,350	0					0	22,615	22,615	23				0	26,296	26,296	26	0	4	0	0	0	0
256	385	30	250 EAST 3 STREET	4,671	1	public facility or ins	4,865	0	1	R7-2	3	60	0	16,068	16,068	16	R8B	4.00	60	0	18,684	18,684	19	0	3	0	0	0	0
256 Total				4,671	1		4,865	0					0	16,068	16,068	16				0	18,684	18,684	19	0	3	0	0	0	0
257	387	42	289 EAST 4 STREET	2,645	1	public facility or ins	2,878	0	1	R7-2	3	60	0	9,099	9,099	9	R8B	4.00	60	0	10,580	10,580	11	0	1	0	0	0	0
257 Total				2,645	1		2,878	0					0	9,099	9,099	9				0	10,580	10,580	11	0	1	0	0	0	0
258	390	52	207 EAST 7 STREET	3,880	1	public facility or ins	6,983	22	2	R7-2	3	60	0	6,983	6,983	22	R8B	4.00	60	0	15,520	15,520	16	0	-6	0	0	0	0
258 Total				3,880	1		6,983	22					0	6,983	6,983	22				0	15,520	15,520	16	0	-6	0	0	0	0
259	393	61	349 EAST 10 STREET	2,369	1	mixed-use	4,115	3	2	R7-2	3	60	600	3,515	4,115	3	R8B	4.00	60	2,014	7,462	11,490	7	0	4	0	0	0	0
259 Total				2,369	1		4,115	3					600	3,515	4,115	3				2,014	7,462	11,490	7	0	4	0	0	0	0
260	399	11	206 EAST 4 STREET	32,246	1	public facility or ins	39,246	0	1	R7-2	3	60	0	110,926	110,926	111	R8B	4.00	60	0	128,984	128,984	129	0	18	0	0	0	0
260	399	51	173 EAST 3 STREET	3,408	1	public facility or ins	13,632	0	4	R7-2	3	60	0	11,724	11,724	12	R8B	4.00	60	0	13,632	13,632	14	0	2	0	0	0	0
260 Total				35,654	2		52,878	0					0	122,650	122,650	123				0	142,616	142,616	143	0	20	0	0	0	0
261	404	46	319 EAST 10 STREET	2,369	1	residential	4,181	5	2	R7-2	3	60	0	8,149	8,149	8	R8B	4.00	60	0	9,476	9,476	9	0	1	0	0	0	0
261 Total				2,369	1		4,181	5					0	8,149	8,149	8				0	9,476	9,476	9	0	1	0	0	0	0
262	404	47	317 EAST 10 STREET	2,369	1	residential	4,100	4	2	R7-2	3	60	0	8,149	8,149	8	R8B	4.00	60	0	9,476	9,476	9	0	1	0	0	0	0
262 Total				2,369	1		4,100	4					0	8,149	8,149	8				0	9,476	9,476	9	0	1	0	0	0	0
263	404	52	307 EAST 10 STREET	2,863	1	residential	5,500	5	2	R7-2	3	60	0	9,849	9,849	10	R8B	4.00	60	0	11,452	11,452	11	0	2	0	0	0	0
263 Total				2,863	1		5,500	5					0	9,849	9,849	10				0	11,452	11,452	11	0	2	0	0	0	0
264	404	53	305 EAST 10 STREET	2,795	1	residential	5,556	5	2	R7-2	3	60	0	9,615	9,615	10	R8B	4.00	60	0	11,180	11,180	11	0	2	0	0	0	0
264 Total				2,795	1		5,556	5					0	9,615	9,615	10				0	11,180	11,180	11	0	2	0	0	0	0
265	405	39	545 EAST 11 STREET	4,130	1	public facility or ins	4,962	0	1	R7-2	3	60	3,511	10,697	14,207	11	R8B	4.00	60	3,511	13,010	20,031	13	0	2	0	0	0	0
265	405	41	543 EAST 11 STREET	2,065	1	public facility or ins	4,805	0	2	R7-2	3	60	0	0	0	0	R8B	4.00	60	0	8,260	8,260	8	0	8	0	0	0	0
265 Total				6,195	2		9,767	0					3,511	10,697	14,207	11				3,511	21,270	28,291	21	0	11	0	0	0	0
266	406	52	525 EAST 12 STREET	2,272	1	residential	3,650	2	2	R7-2	3	60	0	7,816	7,816	8	R8B	4.00	60	0	9,088	9,088	9	0	1	0	0	0	0
266 Total				2,272	1		3,650	2					0	7,816	7,816	8				0	9,088	9,088	9	0	1	0	0	0	0
267	429	12	99 EAST 2 STREET	2,950	3	mixed-use	4,648	0	2	R7-2	3	60	2,508	7,641	10,148	8	R8B	4.00	60	2,508	9,293	14,308	9	0	2	0	0	0	0
267 Total				2,950	3		4,648	0					2,508	7,641	10,148	8				2,508	9,293	14,308	9	0	2	0	0	0	0
268	429	28	135 EAST 2 STREET	3,010	1	residential	4,200	2	1	R7-2	3	60	0	10,354	10,354	10	R8B	4.00	60	0	12,040	12,040	12	0	2	0	0	0	0
268 Total				3,010	1		4,200	2					0	10,354	10,354	10				0	12,040	12,040	12	0	2	0	0	0	0
269	434	50	415 EAST 6 STREET	1,998	1	public facility or ins	3,734	0	2	R7-2	3	60	0	0	0	0	R8B	4.00	60	0	7,992	7,992	8	0	8	0	0	0	0
269 Total				1,998	1		3,734	0					0	0	0	0				0	7,992	7,992	8	0	8	0	0	0	0
270	435	16	104 ST MARK'S PLACE	7,751	1	public facility or ins	12,882	0	2	R7-2	3	60	0	26,663	26,663	27	R8B	4.00	60	0	31,004	31,004	31	0	4	0	0	0	0
270	435	48	109 EAST 7 STREET	1,912	1	public facility or ins	4,000	0	2	R7-2	3	60	0	0	0	0	R8B	4.00	60	0	7,648	7,648	8	0	8	0	0	0	0
270	435	49	107 EAST 7 STREET	5,655	1	public facility or ins	5,626	0	1	R7-2	3	60	0	19,453	19,453	19	R8B	4.00	60	0	22,620	22,620	23	0	3	0	0	0	0
270	435	52	101 EAST 7 STREET	1,966	1	public facility or ins	4,772	0	2	R7-2	3	60	0	0	0	0	R8B	4.00	60	0	7,864	7,864	8	0	8	0	0	0	0
270 Total				17,284	4		27,280	0					0	46,117	46,117	46				0	69,136	69,136	69	0	23	0	0	0	0
271	440	44	429 EAST 12 STREET	1,701	1	public facility or ins	0	0	0	R7-2	3	60	0	5,851	5,851	6	R8B	4.00	60	0	6,804	6,804	7	0	1	0	0	0	0
271 Total				1,701	1		0	0					0	5,851	5,851	6				0	6,804	6,804	7	0	1	0	0	0	0
272	444	20	62 EAST 3 STREET	1,900	1	residential	2,748	4	1	R7-2	3	60	0	6,536	6,536	7	R8B	4.00	60	0	7,600	7,600	8	0	1	0	0	0	0
272	444	21	64 EAST 3 STREET	1,890	1	residential	3,488	4	2	R7-2	3	60	0	3,488	3,488	4	R8B	4.00	60	0	7,560	7,560	8	0	4	0	0	0	0
272 Total				3,790	2		6,236	8					0	10,024	10,024	11				0	15,160	15,160	15	0	5	0	0	0	0
273	445	16	100 EAST 4 STREET	1,803	1	commercial	3,400	0	2	R7-2	3	60	3,400	0	3,400	0	R8B	4.00	60	0	7,212	7,212	7	0	7	0	0	0	0
273 Total				1,803	1		3,400	0					3,400	0	3,400	0				0	7,212	7,212	7	0	7	0	0	0	0
274	448	18	68 EAST 7 STREET	2,271	1	residential	4,016	4	2	R7-2	3	60	0	4,016	4,016	4	R8B	4.00	60	0	9,084	9,084	9	0	5	0	0	0	0
274 Total				2,271	1		4,016	4					0	4,016	4,016	4				0	9,084	9,084	9	0	5	0	0	0	0
275	449	20	62 ST MARK'S PLACE	2,563	1	public facility or ins	4,589	0	2	R7-2	3	60	0	0	0	0	R8B	4.00	60	0	10,252	10,252	10	0	10	0	0	0	0
275 Total				2,563	1		4,589	0					0	0	0	0				0	10,252	10,252	10	0	10	0	0	0	0

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions								Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
276	450	38	73 ST MARK'S PLACE	2,348	1	residential	4,142	4	2	R7-2	3	60	0	4,142	4,142	4	R8B	4.00	60	0	9,392	9,392	9	0	5	0	0	0	0
276 Total				2,348	1		4,142	4					0	4,142	4,142	4				0	9,392	9,392	9	0	5	0	0	0	0
277	454	65	311 EAST 12 STREET	2,065	1	residential	4,000	4	2	R7-2	3	60	0	4,000	4,000	4	R8B	4.00	60	0	8,260	8,260	8	0	4	0	0	0	0
277 Total				2,065	1		4,000	4					0	4,000	4,000	4				0	8,260	8,260	8	0	4	0	0	0	0
278	458	44	10 EAST 2 STREET	1,600	1	residential	3,052	1	2	R7-2	3	60	0	3,052	3,052	1	R8B	4.00	60	0	6,400	6,400	6	0	5	0	0	0	0
278 Total				1,600	1		3,052	1					0	3,052	3,052	1				0	6,400	6,400	6	0	5	0	0	0	0
279	460	23	224 EAST 5 STREET	3,824	1	public facility or ins	5,956	0	2	R7-2	3	60	0	13,155	13,155	13	R8B	4.00	60	0	15,296	15,296	15	0	2	0	0	0	0
279 Total				3,824	1		5,956	0					0	13,155	13,155	13				0	15,296	15,296	15	0	2	0	0	0	0
280	464	27	234 EAST 9 STREET	1,192	1	transportation- or u	2,384	0	2	R7-2	3	60	2,384	0	2,384	0	R8B	4.00	60	0	4,768	4,768	5	0	5	0	0	0	0
280	464	31	236 EAST 9 STREET	1,160	0	vacant	0	0	0	R7-2	3	60	0	3,990	3,990	4	R8B	4.00	60	0	4,640	4,640	5	0	1	0	0	0	0
280	464	132	238A EAST 9 STREET	112	1	commercial	220	0	2	R7-2	3	60	0	385	385	0	R8B	4.00	60	0	448	448	0	0	0	0	0	0	0
280 Total				2,464	2		2,604	0					2,384	4,376	6,760	4				0	9,856	9,856	10	0	5	0	0	0	0
281	460	26	230 EAST 5 STREET	1,939	1	residential	2,832	3	1	R7-2	3	60	0	6,670	6,670	7	R8B	4.00	60	0	7,756	7,756	8	0	1	0	0	0	0
281 Total				1,939	1		2,832	3					0	6,670	6,670	7				0	7,756	7,756	8	0	1	0	0	0	0
282	465	58	231 EAST 9 STREET	1,633	1	commercial	3,083	1	2	R7-2	3	60	0	5,618	5,618	6	R8B	4.00	60	0	6,532	6,532	7	0	1	0	0	0	0
282	465	59	229 EAST 9 STREET	1,450	1	commercial	2,836	0	2	R7-2	3	60	0	4,988	4,988	5	R8B	4.00	60	0	5,800	5,800	6	0	1	0	0	0	0
282 Total				3,083	2		5,919	1					0	10,606	10,606	11				0	12,332	12,332	12	0	2	0	0	0	0
283	468	26	234 EAST 13 STREET	2,211	1	residential	3,299	4	1	R7-2	3	60	0	7,606	7,606	8	R8B	4.00	60	0	8,844	8,844	9	0	1	0	0	0	0
283 Total				2,211	1		3,299	4					0	7,606	7,606	8				0	8,844	8,844	9	0	1	0	0	0	0
284	468	54	215 EAST 12 STREET	2,581	1	residential	5,024	5	2	R7-2	3	60	0	5,024	5,024	5	R8B	4.00	60	0	10,324	10,324	10	0	5	0	0	0	0
284 Total				2,581	1		5,024	5					0	5,024	5,024	5				0	10,324	10,324	10	0	5	0	0	0	0
285	397	27	191 EAST 2 STREET	2,038	1	residential	2,272	1	1	R7-2	3	60	1,732	5,278	7,011	5	R8B	4.00	60	1,732	6,420	9,884	6	0	1	0	0	0	0
285 Total				2,038	1		2,272	1					1,732	5,278	7,011	5				1,732	6,420	9,884	6	0	1	0	0	0	0
286	343	66	55 PITT STREET	2,118	1	commercial	2,106	0	1	R7-2	3	60	0	7,286	7,286	7	R8A*	7.20	120	0	15,250	15,250	15	3	8	3	0	0	0
286 Total				2,118	1		2,106	0					0	7,286	7,286	7				0	15,250	15,250	15	3	8	3	0	0	0
287	348	38	100 CLINTON STREET	1,000	1	mixed-use	2,500	2	3	R7-2	3	60	1,000	1,500	2,500	2	R8A*	7.20	120	850	6,350	8,050	6	1	4	1	0	0	0
287 Total				1,000	1		2,500	2					1,000	1,500	2,500	2				850	6,350	8,050	6	1	4	1	0	0	0
288	348	71	176 DELANCEY STREET	2,500	1	residential	5,250	4	2	R7-2	3	60	0	8,600	8,600	9	R8A*	7.20	120	0	18,000	18,000	18	4	9	4	0	0	0
288 Total				2,500	1		5,250	4					0	8,600	8,600	9				0	18,000	18,000	18	4	9	4	0	0	0
289	350	54	301 EAST HOUSTON STREET	936	1	mixed-use	2,988	3	3	R7-2	3	60	400	2,588	2,988	3	R8A*	7.20	120	796	5,944	7,535	6	1	3	1	0	0	0
289 Total				936	1		2,988	3					400	2,588	2,988	3				796	5,944	7,535	6	1	3	1	0	0	0
290	350	60	313 EAST HOUSTON STREET	1,080	1	residential	3,540	3	3	R7-2	3	60	0	3,715	3,715	4	R8A*	7.20	120	0	7,776	7,776	8	2	4	2	0	0	0
290 Total				1,080	1		3,540	3					0	3,715	3,715	4				0	7,776	7,776	8	2	4	2	0	0	0
291	350	61	315 EAST HOUSTON STREET	1,080	1	residential	2,800	4	3	R7-2	3	60	0	3,715	3,715	4	R8A*	7.20	120	0	7,776	7,776	8	2	4	2	0	0	0
291 Total				1,080	1		2,800	4					0	3,715	3,715	4				0	7,776	7,776	8	2	4	2	0	0	0
292	355	51	249 EAST HOUSTON STREET	1,406	1	residential	2,799	4	2	R7-2	3	60	0	4,837	4,837	5	R8A*	7.20	120	0	10,123	10,123	10	2	5	2	0	0	0
292 Total				1,406	1		2,799	4					0	4,837	4,837	5				0	10,123	10,123	10	2	5	2	0	0	0
293	355	52	251 EAST HOUSTON STREET	1,406	1	mixed-use	2,450	3	2	R7-2	3	60	0	4,837	4,837	5	R8A*	7.20	120	0	10,123	10,123	10	2	5	2	0	0	0
293 Total				1,406	1		2,450	3					0	4,837	4,837	5				0	10,123	10,123	10	2	5	2	0	0	0
294	355	53	253 EAST HOUSTON STREET	2,260	1	commercial	6,780	0	3	R7-2	3	60	0	7,774	7,774	8	R8A*	7.20	120	0	16,272	16,272	16	3	8	3	0	0	0
294 Total				2,260	1		6,780	0					0	7,774	7,774	8				0	16,272	16,272	16	3	8	3	0	0	0
295	372	3	18 AVENUE C	1,080	1	residential	3,420	4	3	R7-2	3	60	0	3,420	3,420	4	R8A*	7.20	120	918	6,858	8,694	7	1	3	1	0	0	0
295	372	4	20 AVENUE C	1,592	1	residential	4,320	8	3	R7-2	3	60	0	4,320	4,320	8	R8A*	7.20	120	1,353	10,109	12,816	10	2	2	2	0	0	0
295	372	5	22 AVENUE C	1,620	1	residential	4,320	8	3	R7-2	3	60	0	4,320	4,320	8	R8A*	7.20	120	1,377	10,287	13,041	10	2	2	2	0	0	0
295 Total				4,292	3		12,060	20					0	12,060	12,060	20				3,648	27,254	34,551	27	5	7	5	0	0	0
296	375	41	65 AVENUE D	1,614	1	mixed-use	3,040	2	2	R7-2	3	60	1,372	4,180	5,552	4	R8A*	7.20	120	1,372	10,249	12,993	10	2	6	2	0	0	0
296 Total				1,614	1		3,040	2					1,372	4,180	5,552	4				1,372	10,249	12,993	10	2	6	2	0	0	0
297	429	39	11 AVENUE A	1,500	1	commercial	3,918	0	3	R7-2	3	60	1,275	3,885	5,160	4	R8A*	7.20	120	1,275	9,525	12,075	10	2	6	2	0	0	0
297 Total				1,500	1		3,918	0					1,275	3,885	5,160	4				1,275	9,525	12,075	10	2	6	2	0	0	0
298	429	40	9 AVENUE A	1,507	1	mixed-use	4,558	3	3	R7-2	3	60	1,281	3,903	5,184	4	R8A*	7.20	120	1,281	9,569	12,131	10	2	6	2	0	0	0
298 Total				1,507	1		4,558	3					1,281	3,903	5,184	4				1,281	9,569	12,131	10	2	6	2	0	0	0
299	429	41	7 AVENUE A	1,258	1	mixed-use	3,765	2	3	R7-2	3	60	1,242	2,523	3,765	2	R8A*	7.20	120	1,069	7,988	10,127	8	2	6	2	0	0	0
299	429	43	118 EAST 1 STREET	2,116	1	residential	3,900	4	2	R7-2	3	60	0	3,900	3,900	4	R8A*	7.20	120	1,799	13,437	17,034	13	3	9	3	0	0	0
299 Total				3,374	2		7,665	6					1,242	6,423	7,665	6				2,868	21,425	27,161	21	4	15	4	0	0	0
300	429	49	108 EAST 1 STREET	2,118	1	residential	5,040	2	2	R7-2	3	60	0	5,040	5,040	2	R8A*	7.20	120	1,800	13,449	17,050	13	3	11	3	0	0	0
300 Total				2,118	1		5,040	2					0	5,040	5,040	2				1,800	13,449	17,050	13	3	11	3	0	0	0
301	372	36	19 AVENUE D	826	1	mixed-use	2,481	2	3	R7-2	3	60	702	2,139	2,841	2	R8A*	7.20	120	702	5,245	6,649	5	1	3	1	0	0	0
301	372	37	17 AVENUE D	826	1	mixed-use	2,075	2	3	R7-2	3	60	702	2,139	2,841	2	R8A*	7.20	120	702	5,245	6,649	5	1	3	1	0	0	0
301 Total				1,652	2		4,556	4					1,404	4,279	5,683	4				1,404	10,490	13,299	10	2	6	2	0	0	0
302	374	37	45 AVENUE D	7,040	2	public facility or ins	16,386	35	2	R7-2	3	60	5,984	18,234	24,218	18	R8A*	7.20	120	5,984	44,704	56,672	45	9	26	9	0	0	0
302 Total				7,040	2		16,386	35					5,984	18,234	24,218	18				5,984	44,704	56,672	45	9	26	9	0	0	0
303	375	44	59 AVENUE D	2,201	1	residential	7,567	8	3	R7-2	3	60	0	7,567	7,567	8	R8A*	7.20	120	1,871	13,976	17,718	14	3	6	3	0	0	0
303 Total				2,201	1		7,567	8					0	7,567	7,567	8				1,871	13,976	17,718	14	3	6	3	0	0	0
Grand Total				**393,273**	**154**		**735,414**	**323**					**215,209**	**1,039,476**	**1,254,686**	**1,053**				**186,090**	**1,725,149**	**2,097,330**	**1,725**	**136**	**672**	**136**	**0**	**0**	**0**

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
POTENTIAL ENLARGEMENTS																													
E-26	344	44	120 RIDGE STREET	4,375	1			22	3.42	R7-2	3.44	60	0	14,960	14,960	22	R7A	4.00	80	0	16,960	16,960	24	0	2	0			
E-27	344	63	97 PITT STREET	2,810	1			18	3.49	R7-2	3.44	50	800	9,005	9,805	18	R7A	4.00	60	800	10,305	11,105	18	0	0	0			
E-28	344	64	95 PITT STREET	2,814	1			18	3.55	R7-2	3.44	50	1,000	8,990	9,990	18	R7A	4.00	60	1,000	10,256	11,256	18	0	0	0			
E-29	344	138	68 CLINTON STREET	1,637	1			7	3.45	R7-2	3.44	50	800	4,855	5,655	7	R7A	4.00	60	800	5,251	6,051	7	0	0	0			
E-30	344	145	48 CLINTON STREET	2,500	1			2	2.61	R7-2	3.44	25	6,525	0	6,525	2	R7A	4.00	50	6,525	3,475	10,000	5	0	3	0			
E-31	344	149	173 STANTON STREET	2,500	1			5	2.75	R7-2	3.44	50	0	6,875	6,875	5	R7A	4.00	60	0	7,425	7,425	5	0	0	0			
E-32	344	150	175 STANTON STREET	2,500	1			8	2.75	R7-2	3.44	50	1,200	5,675	6,875	8	R7A	4.00	60	1,200	6,275	7,475	8	0	0	0			
E-33	344	151	177 STANTON STREET	2,500	1			5	2.91	R7-2	3.44	50	0	7,267	7,267	5	R7A	4.00	60	0	8,617	8,617	5	0	0	0			
E-34	345	24	153 RIDGE STREET	2,500	1			12	2.80	R7-2	3.44	50	500	6,500	7,000	12	R7A	4.00	60	500	7,100	7,600	12	0	0	0			
E-35	345	25	151 RIDGE STREET	2,500	1			10	2.80	R7-2	3.44	50	500	6,500	7,000	10	R7A	4.00	60	500	7,100	7,600	10	0	0	0			
E-36	345	34	190 STANTON STREET	2,500	1			12	3.48	R7-2	3.44	50	0	8,710	8,710	12	R7A	4.00	60	0	9,460	9,460	12	0	0	0			
E-37	345	48	115 PITT STREET	66,919	1			172	2.54	R7-2	3.44	60	0	170,100	170,100	172	R7A	4.00	80	0	210,100	210,100	212	0	40	0			
E-38	348	9	114 SUFFOLK STREET	2,500	1			15	3.50	R7-2	3.44	50	600	8,150	8,750	15	R7A	4.00	60	600	9,075	9,675	15	0	0	0			
E-39	348	10	116 SUFFOLK STREET	2,500	1			8	3.60	R7-2	3.44	50	1,800	7,200	9,000	8	R7A	4.00	60	1,800	8,200	10,000	8	0	0	0			
E-40	348	14	149 RIVINGTON STREET	971	1			2	3.60	R7-2	3.44	30	1,750	1,750	3,500	2	R7A	4.00	50	1,750	2,134	3,884	2	0	0	0			
E-41	348	15	151 RIVINGTON STREET	958	1			3	2.75	R7-2	3.44	30	950	1,681	2,631	3	R7A	4.00	50	950	2,251	3,201	4	0	1	0			
E-42	348	16	153 RIVINGTON STREET	988	1			2	3.54	R7-2	3.44	30	1,190	2,310	3,500	2	R7A	4.00	50	1,190	2,762	3,952	2	0	0	0			
E-43	348	20	161 RIVINGTON STREET	2,500	1			16	3.55	R7-2	3.44	50	1,200	7,675	8,875	16	R7A	4.00	60	1,200	8,800	10,000	16	0	0	0			
E-44	348	22	87 CLINTON STREET	2,500	1			13	3.38	R7-2	3.44	50	1,400	7,040	8,440	13	R7A	4.00	60	1,400	8,290	9,690	13	0	0	0			
E-45	348	23	89 CLINTON STREET	2,500	1			16	2.75	R7-2	3.44	40	1,200	5,675	6,875	16	R7A	4.00	50	1,200	6,275	7,475	17	0	1	0			
E-46	348	25	93 CLINTON STREET	2,500	1			18	3.00	R7-2	3.44	40	1,000	6,500	7,500	18	R7A	4.00	50	1,000	7,225	8,225	19	0	1	0			
E-47	348	43	88 CLINTON STREET	2,500	1			2	2.80	R7-2	3.44	30	2,200	4,800	7,000	2	R7A	4.00	50	2,200	7,800	10,000	5	0	3	0			
E-48	348	44	86 CLINTON STREET	2,500	1			18	2.80	R7-2	3.44	40	1,200	5,800	7,000	18	R7A	4.00	50	1,200	6,450	7,650	19	0	1	0			
E-49	348	45	84 CLINTON STREET	2,500	1			9	2.90	R7-2	3.44	50	1,300	5,950	7,250	9	R7A	4.00	60	1,300	6,600	7,900	9	0	0	0			
E-50	348	48	78 CLINTON STREET	2,330	1			8	3.29	R7-2	3.44	50	1,300	6,363	7,663	8	R7A	4.00	60	1,300	7,584	8,884	8	0	0	0			
E-51	348	49	165 RIVINGTON STREET	1,675	1			2	2.82	R7-2	3.44	20	1,000	3,729	4,729	2	R7A	4.00	50	1,000	5,700	6,700	4	0	2	0			
E-52	348	50	167 RIVINGTON STREET	1,638	1			8	3.32	R7-2	3.44	40	800	4,642	5,442	8	R7A	4.00	50	800	5,217	6,017	9	0	1	0			
E-53	348	55	177 RIVINGTON STREET	1,600	1			0	2.25	R7-2	3.44	10	3,600	0	3,600	0	R7A	4.00	50	3,600	2,800	6,400	3	0	3	0			
E-54	348	56	RIVINGTON STREET	2,027	1			7	3.47	R7-2	3.44	40	0	7,032	7,032	7	R7A	4.00	50	0	7,532	7,532	8	0	1	0			
E-55	348	69	85 ATTORNEY STREET	2,500	1			0	3.14	R7-2	3.44	40	7,860	0	7,860	0	R7A	4.00	50	7,860	1,450	9,310	1	0	1	0			
E-56	349	14	153 STANTON STREET	2,504	1			10	3.23	R7-2	3.44	50	1,200	6,885	8,085	10	R7A	4.00	60	1,200	7,685	8,885	10	0	0	0			
E-57	349	15	157 STANTON STREET	2,504	1			20	3.30	R7-2	3.44	50	0	8,255	8,255	20	R7A	4.00	60	0	9,055	9,055	20	0	0	0			
E-58	349	16	159 STANTON STREET	2,504	1			20	3.28	R7-2	3.44	50	0	8,201	8,201	20	R7A	4.00	60	0	9,001	9,001	20	0	0	0			
E-59	349	17	161 STANTON STREET	2,504	1			8	3.20	R7-2	3.44	50	1,200	6,821	8,021	8	R7A	4.00	60	1,200	8,421	9,621	8	0	0	0			
E-60	349	24	55 CLINTON STREET	2,500	1			16	3.32	R7-2	3.44	50	800	7,511	8,311	16	R7A	4.00	60	800	8,361	9,161	16	0	0	0			
E-61	349	25	57 CLINTON STREET	2,500	1			18	3.34	R7-2	3.44	50	800	7,550	8,350	18	R7A	4.00	60	800	8,400	9,200	18	0	0	0			
E-62	349	33	156 RIVINGTON STREET	2,300	1			3	3.22	R7-2	3.44	40	2,000	5,415	7,415	3	R7A	4.00	50	2,000	5,829	7,829	3	0	0	0			
E-63	350	2	168 SUFFOLK STREET	2,500	1			8	3.20	R7-2	3.44	50	1,200	6,794	7,994	8	R7A	4.00	60	1,200	7,694	8,894	8	0	0	0			
E-64	350	25	17 CLINTON STREET	2,500	1			8	2.50	R7-2	3.44	50	1,250	5,000	6,250	8	R7A	4.00	60	1,250	5,500	6,750	8	0	0	0			
E-65	350	28	23 CLINTON STREET	2,500	1			16	2.75	R7-2	3.44	50	700	6,175	6,875	16	R7A	4.00	60	700	6,725	7,425	16	0	0	0			
E-66	350	33	162 STANTON STREET	2,500	1			20	3.34	R7-2	3.44	50	0	8,340	8,340	20	R7A	4.00	60	0	9,140	9,140	20	0	0	0			
E-67	350	34	160 STANTON STREET	2,500	1			6	2.75	R7-2	3.44	50	0	6,875	6,875	6	R7A	4.00	60	0	7,425	7,425	6	0	0	0			
E-68	350	35	158 STANTON STREET	2,500	1			16	3.23	R7-2	3.44	50	0	8,063	8,063	16	R7A	4.00	60	0	8,813	8,813	16	0	0	0			
E-69	350	37	154 STANTON STREET	1,675	1			1	2.15	R7-2	3.44	20	1,800	1,800	3,600	1	R7A	4.00	50	1,800	3,825	5,625	3	0	2	0			
E-70	350	39	30 CLINTON STREET	3,450	1			10	3.60	R7-2	3.44	50	2,484	9,936	12,420	10	R7A	4.00	60	2,484	11,040	13,524	10	0	0	0			
E-71	350	46	16 CLINTON STREET	2,500	1			8	2.23	R7-2	3.44	50	800	4,766	5,566	8	R7A	4.00	60	800	5,116	5,916	8	0	0	0			
E-72	350	66	163 ATTORNEY STREET	2,500	1			18	2.70	R7-2	3.44	50	0	6,750	6,750	18	R7A	4.00	60	0	7,300	7,300	18	0	0	0			
E-73	350	67	161 ATTORNEY STREET	2,500	1			18	2.70	R7-2	3.44	50	0	6,750	6,750	18	R7A	4.00	60	0	7,350	7,350	18	0	0	0			
E-74	350	78	180 STANTON STREET	1,990	1			0	2.01	R7-2	3.44	20	4,000	0	4,000	0	R7A	4.00	50	4,000	3,540	7,540	4	0	4	0			
E-75	350	79	178 STANTON STREET	1,990	1			0	3.49	R7-2	3.44	50	6,945	0	6,945	0	R7A	4.00	60	6,945	1,015	7,960	0	0	0	0			
E-76	353	23	127 RIVINGTON STREET	2,530	1			16	3.52	R7-2	3.44	50	1,000	7,910	8,910	16	R7A	4.00	60	1,000	8,927	9,927	16	0	0	0			
E-77	353	27	121 NORFOLK STREET	1,000	1			4	2.94	R7-2	3.44	40	0	2,935	2,935	4	R7A	4.00	50	0	3,335	3,335	4	0	0	0			
E-78	353	54	114 NORFOLK STREET	27,617	1			0	3.27	R7-2	3.44	50	90,300	0	90,300	0	R7A	4.00	60	90,300	13,396	103,696	0	0	0	0			
E-79	354	7501	133 NORFOLK STREET	2,500	1			2	3.27	R7-2	3.44	40	5,386	2,787	8,173	2	R7A	4.00	50	5,386	4,537	9,923	4	0	2	0			

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
E-80	355	39	168 NORFOLK STREET	2,500	1			20	2.92	R7-2	3.44	50	800	6,500	7,300	20	R7A	4.00	60	800	6,950	7,750	20	0	0	0			
E-81	355	70	152 STANTON STREET	2,710	1			8	3.37	R7-2	3.44	40	800	8,333	9,133	8	R7A	4.00	50	800	8,641	9,441	8	0	0	0			
E-82	355	71	150 STANTON STREET	1,075	1			3	3.28	R7-2	3.44	40	800	2,724	3,524	3	R7A	4.00	50	800	3,032	3,832	3	0	0	0			
E-83	355	72	148 STANTON STREET	1,238	1			3	2.91	R7-2	3.44	40	800	2,808	3,608	3	R7A	4.00	50	800	3,130	3,930	3	0	0	0			
E-84	355	73	146 STANTON STREET	1,617	1			4	2.23	R7-2	3.44	40	0	3,608	3,608	4	R7A	4.00	50	0	3,916	3,916	4	0	0	0			
E-85	355	74	144 STANTON STREET	1,584	1			4	2.92	R7-2	3.44	40	0	4,632	4,632	4	R7A	4.00	50	0	5,248	5,248	5	0	1	0			
E-86	372	6	24 AVENUE C	2,325	1			9	2.31	R7-2	3.44	40	1,000	4,381	5,381	9	R7A	4.00	50	1,000	4,861	5,861	9	0	0	0			
E-87	372	9	272 EAST 3 STREET	2,021	1			8	3.53	R7-2	3.44	50	1,400	5,729	7,129	8	R7A	4.00	60	1,400	6,684	8,084	8	0	0	0			
E-88	372	10	274 EAST 3 STREET	2,021	1			9	3.19	R7-2	3.44	50	0	6,445	6,445	9	R7A	4.00	60	0	6,973	6,973	9	0	0	0			
E-89	372	19	292 EAST 3 STREET	2,401	1			9	2.88	R7-2	3.44	50	500	6,420	6,920	9	R8B	4.00	60	500	6,720	7,220	9	0	0	0			
E-90	373	1	40 AVENUE C	1,923	1			2	2.50	R7-2	3.44	30	1,500	3,300	4,800	2	R7A	4.00	50	1,500	3,684	5,184	2	0	0	0			
E-91	373	14	322 EAST 4 STREET	2,212	1			4	2.05	R7-2	3.44	30	0	4,530	4,530	4	R8B	4.00	50	0	8,327	8,327	8	0	4	0			
E-92	373	15	324 EAST 4 STREET	2,212	1			4	2.22	R7-2	3.44	30	0	4,921	4,921	4	R8B	4.00	50	0	6,898	6,898	6	0	2	0			
E-93	374	5	62 AVENUE C	1,992	1			3	2.52	R7-2	3.44	40	1,000	4,022	5,022	3	R7A	4.00	50	1,000	5,222	6,222	4	0	1	0			
E-94	374	7501	305 EAST 4 STREET	1,298	1			5	3.59	R7-2	3.44	50	0	4,664	4,664	5	R7A	4.00	60	0	5,168	5,168	5	0	0	0			
E-95	376	4	96 AVENUE C	1,881	1			3	3.21	R7-2	3.44	40	1,000	5,030	6,030	3	R7A	4.00	50	1,000	5,881	6,881	4	0	1	0			
E-96	376	9	234 EAST 7 STREET	2,059	1			20	3.15	R7-2	3.44	50	0	6,490	6,490	20	R7A	4.00	60	0	7,226	7,226	20	0	0	0			
E-97	376	10	236 EAST 7 STREET	2,065	1			18	3.14	R7-2	3.44	50	800	5,690	6,490	18	R8B	4.00	60	800	6,081	6,881	18	0	0	0			
E-98	376	13	242 EAST 7 STREET	2,065	1			5	2.87	R7-2	3.44	30	0	5,922	5,922	5	R8B	4.00	50	0	8,260	8,260	7	0	2	0			
E-99	376	54	719 EAST 6 STREET	3,437	1			16	2.67	R7-2	3.44	50	0	9,180	9,180	16	R8B	4.00	60	0	9,955	9,955	16	0	0	0			
E-100	376	62	703 EAST 6 STREET	2,002	1			0	3.59	R7-2	3.44	40	7,180	0	7,180	0	R7A	4.00	50	7,180	828	8,008	1	0	1	0			
E-101	377	5	118 AVENUE C	1,266	1			3	3.02	R7-2	3.44	40	800	3,018	3,818	3	R7A	4.00	50	800	3,522	4,322	4	0	1	0			
E-102	377	50	275 EAST 7 STREET	2,169	1			5	2.28	R7-2	3.44	40	0	4,950	4,950	5	R8B	4.00	50	0	8,676	8,676	9	0	4	0			
E-103	377	51	273 EAST 7 STREET	2,169	1			8	2.54	R7-2	3.44	30	0	5,500	5,500	8	R8B	4.00	50	0	8,577	8,577	11	0	3	0			
E-104	377	54	267 EAST 7 STREET	2,169	1			5	2.99	R7-2	3.44	40	0	6,490	6,490	5	R8B	4.00	50	0	8,676	8,676	7	0	2	0			
E-105	377	55	265 EAST 7 STREET	2,413	1			5	2.83	R7-2	3.44	50	0	6,840	6,840	5	R8B	4.00	60	0	7,340	7,340	5	0	0	0			
E-106	377	59	257 EAST 7 STREET	2,413	1			12	3.59	R7-2	3.44	50	0	8,655	8,655	12	R8B	4.00	60	0	9,580	9,580	12	0	0	0			
E-107	377	72	106 AVENUE C	1,718	1			2	3.00	R7-2	3.44	30	0	5,154	5,154	2	R7A	4.00	50	0	5,672	5,672	3	0	1	0			
E-108	385	1	19 AVENUE B	2,093	1			7	2.80	R7-2	3.44	40	704	5,148	5,852	7	R7A	4.00	50	704	6,401	7,105	8	0	1	0			
E-109	385	2	21 AVENUE B	4,186	1			12	2.53	R7-2	3.44	40	1,500	9,088	10,588	12	R7A	4.00	50	1,500	10,068	11,568	13	0	1	0			
E-110	385	53	234 EAST 2 STREET	2,542	1			15	3.56	R7-2	3.44	50	0	9,062	9,062	15	R8B	4.00	60	0	9,782	9,782	15	0	0	0			
E-111	386	62	217 EAST 3 STREET	2,212	1			4	2.97	R7-2	3.44	40	1,500	5,060	6,560	4	R8B	4.00	50	1,500	7,348	8,848	6	0	2	0			
E-112	387	37	55 AVENUE C	6,491	1			24	3.27	R7-2	3.44	50	2,500	18,755	21,255	24	R7A	4.00	60	2,500	21,779	24,279	24	0	0	0			
E-113	387	133	650 EAST 6 STREET	1,940	1			3	2.13	R7-2	3.44	40	800	3,340	4,140	3	R7A	4.00	50	800	3,740	4,540	3	0	0	0			
E-114	387	135	79 AVENUE C	8,730	1			6	2.03	R7-2	3.44	40	10,970	6,720	17,690	6	R7A	4.00	50	10,970	9,824	20,794	9	0	3	0			
E-115	389	53	615 EAST 6 STREET	2,271	1			10	3.46	R7-2	3.44	50	0	7,860	7,860	10	R8B	4.00	60	0	8,285	8,285	10	0	0	0			
E-116	390	23	330 EAST 8 STREET	2,153	1			2	2.44	R7-2	3.44	25	2,134	3,124	5,258	2	R8B	4.00	50	2,134	6,478	8,612	5	0	3	0			
E-117	390	34	115 AVENUE C	1,218	1			2	2.37	R7-2	3.44	30	1,444	1,444	2,888	2	R7A	4.00	50	1,444	2,024	3,468	3	0	1	0			
E-118	390	57	197 EAST 7 STREET	1,600	1			10	3.33	R7-2	3.44	50	700	4,620	5,320	10	R8B	4.00	60	700	5,100	5,800	10	0	0	0			
E-119	390	58	195 EAST 7 STREET	1,380	1			0	2.78	R7-2	3.44	40	3,836	0	3,836	0	R8B	4.00	50	3,836	1,684	5,520	2	0	2	0			
E-120	390	59	193 EAST 7 STREET	1,220	1			4	3.39	R7-2	3.44	40	0	4,140	4,140	4	R8B	4.00	50	0	4,880	4,880	5	0	1	0			
E-121	390	60	191 EAST 7 STREET	1,080	1			5	3.08	R7-2	3.44	40	0	3,328	3,328	5	R8B	4.00	50	0	4,320	4,320	6	0	1	0			
E-122	390	61	189 EAST 7 STREET	987	1			1	3.14	R7-2	3.44	40	0	3,103	3,103	1	R8B	4.00	50	0	3,948	3,948	2	0	1	0			
E-123	391	3	131 AVENUE B	6,541	1			18	3.38	R7-2	3.44	60	0	22,117	22,117	18	R7A	4.00	80	0	23,517	23,517	19	0	1	0			
E-124	391	10	606 EAST 9 STREET	2,113	1			0	2.15	R7-2	3.44	40	4,548	0	4,548	0	R8B	4.00	50	4,548	2,526	7,074	3	0	3	0			
E-125	391	13	612 EAST 9 STREET	1,878	1			4	2.90	R7-2	3.44	40	0	5,452	5,452	4	R8B	4.00	50	0	7,512	7,512	6	0	2	0			
E-126	391	14	614 EAST 9 STREET	9,750	1			31	3.38	R7-2	3.44	50	2,000	31,000	33,000	31	R8B	4.00	60	2,000	31,475	33,475	31	0	0	0			
E-127	391	19	624 EAST 9 STREET	1,520	1			3	2.21	R7-2	3.44	40	600	2,760	3,360	3	R8B	4.00	50	600	3,856	4,456	4	0	1	0			
E-128	391	33	137 AVENUE C	1,500	1			4	2.36	R7-2	3.44	40	600	2,940	3,540	4	R7A	4.00	50	600	3,420	4,020	4	0	0	0			
E-129	391	52	315 EAST 8 STREET	1,437	1			4	2.37	R7-2	3.44	40	0	3,412	3,412	4	R8B	4.00	50	0	4,358	4,358	5	0	1	0			
E-130	392	4	149 AVENUE B	2,139	1			2	3.01	R7-2	3.44	50	6,440	0	6,440	2	R7A	4.00	60	6,440	1,449	7,889	2	0	0	0			
E-131	392	16	362 EAST 10 STREET	2,306	1			8	2.34	R7-2	3.44	40	0	5,394	5,394	8	R8B	4.00	50	0	7,640	7,640	10	0	2	0			
E-132	392	34	153 AVENUE C	1,909	1			8	3.27	R7-2	3.44	50	1,000	5,245	6,245	8	R7A	4.00	60	1,000	5,797	6,797	8	0	0	0			
E-133	392	39	647 EAST 9 STREET	2,307	1			2	2.43	R7-2	3.44	30	3,306	2,306	5,612	2	R7A	4.00	50	3,306	5,406	8,712	5	0	3	0			
E-134	393	4	165 AVENUE B	2,201	1			4	2.55	R7-2	3.44	50	1,000	4,608	5,608	4	R7A	4.00	60	1,000	5,400	6,400	4	0	0	0			

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
E-135	393	9	604 EAST 11 STREET	2,375	1			3	2.15	R7-2	3.44	30	0	5,110	5,110	3	R8B	4.00	50	0	9,500	9,500	7	0	4	0			
E-136	393	10	606 EAST 11 STREET	2,370	1			7	3.42	R7-2	3.44	50	0	8,099	8,099	7	R8B	4.00	60	0	8,549	8,549	7	0	0	0			
E-137	393	48	375 EAST 10 STREET	1,895	1			9	3.12	R7-2	3.44	40	0	5,915	5,915	9	R8B	4.00	50	0	7,580	7,580	11	0	2	0			
E-138	394	28	638 EAST 12 STREET	2,237	1			0	2.03	R7-2	3.44	20	4,532	0	4,532	0	R8B	4.00	50	4,532	4,416	8,948	4	0	4	0			
E-139	394	48	641 EAST 11 STREET	5,162	1			9	2.14	R7-2	3.44	40	0	11,072	11,072	9	R8B	4.00	50	0	13,500	13,500	11	0	2	0			
E-140	395	3	199 AVENUE B	7,347	1			23	2.00	R7-2	3.44	60	2,000	12,696	14,696	23	R7A	4.00	80	2,000	15,619	17,619	26	0	3	0			
E-141	397	11	155 EAST 2 STREET	3,584	1			20	3.44	R7-2	3.44	50	1,200	11,130	12,330	20	R7A	4.00	60	1,200	12,592	13,792	20	0	0	0			
E-142	397	12	157 EAST 2 STREET	7,788	1			40	3.53	R7-2	3.44	50	0	27,500	27,500	40	R8B	4.00	60	0	30,978	30,978	40	0	0	0			
E-143	397	15	165 EAST 2 STREET	7,844	1			0	2.55	R7-2	3.44	50	20,000	0	20,000	0	R8B	4.00	60	20,000	350	20,350	0	0	0	0			
E-144	397	26	189 EAST 2 STREET	2,048	1			9	3.14	R7-2	3.44	50	0	6,439	6,439	9	R8B	4.00	60	0	6,800	6,800	9	0	0	0			
E-145	398	4	32 AVENUE A	1,672	1			3	2.82	R7-2	3.44	40	1,000	3,708	4,708	3	R7A	4.00	50	1,000	4,720	5,720	4	0	1	0			
E-146	398	15	170 EAST 3 STREET	7,865	1			54	2.62	R7-2	3.44	40	0	20,642	20,642	54	R8B	4.00	50	0	26,558	26,558	60	0	6	0			
E-147	398	24	188 EAST 3 STREET	2,542	1			10	3.52	R7-2	3.44	50	600	8,340	8,940	10	R8B	4.00	60	600	9,060	9,660	10	0	0	0			
E-148	399	39	197 EAST 3 STREET	2,212	1			16	3.53	R7-2	3.44	50	600	7,203	7,803	16	R7A	4.00	60	600	8,031	8,631	16	0	0	0			
E-149	399	58	157 EAST 3 STREET	4,328	1			18	2.50	R7-2	3.44	40	0	10,827	10,827	18	R8B	4.00	50	0	15,548	15,548	23	0	5	0			
E-150	402	1	94 AVENUE A	2,763	1			24	2.86	R7-2	3.44	40	1,500	6,396	7,896	24	R7A	4.00	50	1,500	6,738	8,238	24	0	0	0			
E-151	402	3	98 AVENUE A	8,100	1			0	3.00	R7-2	3.44	20	24,318	0	24,318	0	R7A	4.00	50	24,318	8,082	32,400	8	0	8	0			
E-152	404	1	166 AVENUE A	1,510	1			2	3.09	R7-2	3.44	40	0	4,670	4,670	2	R7A	4.00	50	0	5,590	5,590	3	0	1	0			
E-153	404	5	502 EAST 11 STREET	1,520	1			5	2.49	R7-2	3.44	40	0	3,779	3,779	5	R7A	4.00	50	0	4,159	4,159	5	0	0	0			
E-154	404	9	510 EAST 11 STREET	1,576	1			4	2.85	R7-2	3.44	40	800	3,684	4,484	4	R8B	4.00	50	800	5,504	6,304	6	0	2	0			
E-155	404	11	514 EAST 11 STREET	1,939	1			8	2.77	R7-2	3.44	40	0	5,375	5,375	8	R8B	4.00	50	0	7,756	7,756	10	0	2	0			
E-156	404	17	526 EAST 11 STREET	2,614	1			18	3.50	R7-2	3.44	50	500	8,640	9,140	18	R8B	4.00	60	500	9,665	10,165	18	0	0	0			
E-157	404	26	544 EAST 11 STREET	2,370	1			10	3.38	R7-2	3.44	50	0	8,010	8,010	10	R8B	4.00	60	0	8,835	8,835	10	0	0	0			
E-158	404	27	546 EAST 11 STREET	2,370	1			10	3.43	R7-2	3.44	50	0	8,135	8,135	10	R7A	4.00	60	0	9,335	9,335	10	0	0	0			
E-159	404	28	174 AVENUE B	1,750	1			8	3.51	R7-2	3.44	50	1,000	5,150	6,150	8	R7A	4.00	60	1,000	6,000	7,000	8	0	0	0			
E-160	404	30	170 AVENUE B	1,750	1			8	3.56	R7-2	3.44	50	1,000	5,230	6,230	8	R7A	4.00	60	1,000	6,000	7,000	8	0	0	0			
E-161	404	31	168 AVENUE B	1,750	1			7	3.57	R7-2	3.44	50	1,000	5,255	6,255	7	R7A	4.00	60	1,000	5,755	6,755	7	0	0	0			
E-162	404	37	337 EAST 10 STREET	2,369	1			8	2.91	R7-2	3.44	50	1,200	5,690	6,890	8	R8B	4.00	60	1,200	6,515	7,715	8	0	0	0			
E-163	404	38	335 EAST 10 STREET	2,369	1			9	3.36	R7-2	3.44	50	1,200	6,770	7,970	9	R8B	4.00	60	1,200	7,395	8,595	9	0	0	0			
E-164	404	41	329 EAST 10 STREET	2,369	1			10	3.00	R7-2	3.44	50	0	7,100	7,100	10	R8B	4.00	60	0	7,475	7,475	10	0	0	0			
E-165	404	48	315 EAST 10 STREET	2,369	1			0	2.84	R7-2	3.44	40	6,725	0	6,725	0	R8B	4.00	50	6,725	2,751	9,476	3	0	3	0			
E-166	404	50	311 EAST 10 STREET	2,370	1			10	3.35	R7-2	3.44	40	0	7,950	7,950	10	R8B	4.00	50	0	9,480	9,480	12	0	2	0			
E-167	404	51	309 EAST 10 STREET	2,801	1			10	3.60	R7-2	3.44	40	0	10,080	10,080	10	R8B	4.00	50	0	11,204	11,204	11	0	1	0			
E-168	404	57	297 EAST 10 STREET	2,539	1			7	3.04	R7-2	3.44	40	3,566	4,158	7,724	7	R7A	4.00	50	3,566	5,550	9,116	8	0	1	0			
E-169	404	58	295 EAST 10 STREET	2,610	1			5	2.14	R7-2	3.44	40	0	5,598	5,598	5	R7A	4.00	50	0	5,955	5,955	5	0	0	0			
E-170	405	5	182 AVENUE A	4,918	1			32	3.13	R7-2	3.44	40	0	15,392	15,392	32	R7A	4.00	50	0	15,782	15,782	32	0	0	0			
E-171	405	7	186 AVENUE A	1,738	1			8	3.48	R7-2	3.44	50	1,000	5,050	6,050	8	R7A	4.00	60	1,000	5,440	6,440	8	0	0	0			
E-172	405	13	510 EAST 12 STREET	2,581	1			20	3.60	R7-2	3.44	50	0	9,290	9,290	20	R8B	4.00	60	0	10,324	10,324	20	0	0	0			
E-173	405	33	188 AVENUE B	1,810	1			4	2.36	R7-2	3.44	50	800	3,480	4,280	4	R7A	4.00	60	800	3,960	4,760	4	0	0	0			
E-174	405	34	186 AVENUE B	2,715	1			8	2.70	R7-2	3.44	50	1,200	6,140	7,340	8	R7A	4.00	60	1,200	6,920	8,120	8	0	0	0			
E-175	405	35	182 AVENUE B	2,715	1			15	3.03	R7-2	3.44	50	1,200	7,020	8,220	15	R7A	4.00	60	1,200	8,220	9,420	15	0	0	0			
E-176	405	47	531 EAST 11 STREET	2,581	1			8	3.37	R7-2	3.44	50	0	8,710	8,710	8	R8B	4.00	60	0	9,135	9,135	8	0	0	0			
E-177	405	51	519 EAST 11 STREET	5,163	1			12	2.05	R7-2	3.44	50	0	10,585	10,585	12	R8B	4.00	60	0	11,710	11,710	12	0	0	0			
E-178	406	4	200 AVENUE A	2,472	1			15	3.44	R7-2	3.44	60	1,000	7,495	8,495	15	R7A	4.00	80	1,000	8,691	9,691	16	0	1	0			
E-179	406	5	202 AVENUE A	2,472	1			6	2.18	R7-2	3.44	40	1,000	4,399	5,399	6	R7A	4.00	50	1,000	5,595	6,595	7	0	1	0			
E-180	406	15	518 EAST 13 STREET	2,581	1			8	3.41	R7-2	3.44	50	1,200	7,610	8,810	8	R8B	4.00	60	1,200	8,285	9,485	8	0	0	0			
E-181	406	35	204 AVENUE B	1,110	1			3	2.91	R7-2	3.44	40	800	2,428	3,228	3	R7A	4.00	50	800	2,998	3,798	4	0	1	0			
E-182	406	42	543 EAST 12 STREET	3,622	1			18	3.30	R7-2	3.44	50	500	11,451	11,951	18	R8B	4.00	60	500	12,186	12,686	18	0	0	0			
E-183	406	55	519 EAST 12 STREET	2,581	1			12	2.89	R7-2	3.44	40	800	6,659	7,459	12	R8B	4.00	50	800	9,155	9,955	14	0	2	0			
E-184	429	7	22 1 AVENUE	2,200	1			3	2.38	R7-2	3.44	40	2,700	2,528	5,228	3	R7A	4.00	50	2,700	3,760	6,460	4	0	1	0			
E-185	429	8	24 1 AVENUE	2,287	1			2	3.02	R7-2	3.44	30	4,900	2,000	6,900	2	R7A	4.00	50	4,900	4,248	9,148	4	0	2	0			
E-186	429	14	103 EAST 2 STREET	3,416	1			16	2.87	R7-2	3.44	50	1,958	7,834	9,792	16	R8B	4.00	60	1,958	8,506	10,464	16	0	0	0			
E-187	429	15	105 EAST 2 STREET	2,118	1			10	3.35	R7-2	3.44	50	0	7,105	7,105	10	R8B	4.00	60	0	7,825	7,825	10	0	0	0			
E-188	429	16	107 EAST 2 STREET	2,648	1			20	3.37	R7-2	3.44	50	0	8,924	8,924	20	R8B	4.00	60	0	9,449	9,449	20	0	0	0			
E-189	429	17	109 EAST 2 STREET	2,648	1			9	3.37	R7-2	3.44	50	1,785	7,139	8,924	9	R8B	4.00	60	1,785	7,664	9,449	9	0	0	0			

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
E-190	429	18	111 EAST 2 STREET	2,648	1			8	2.33	R7-2	3.44	40	0	6,173	6,173	8	R8B	4.00	50	0	9,419	9,419	11	0	3	0			
E-191	429	20	115 EAST 2 STREET	2,118	1			5	2.41	R7-2	3.44	40	0	5,096	5,096	5	R8B	4.00	50	0	8,472	8,472	8	0	3	0			
E-192	429	34	23 AVENUE A	1,230	1			3	3.57	R7-2	3.44	40	1,232	3,156	4,388	3	R7A	4.00	50	1,232	3,669	4,901	4	0	1	0			
E-193	429	35	17 AVENUE A	3,312	1			0	3.53	R7-2	3.44	40	11,688	0	11,688	0	R7A	4.00	50	11,688	1,560	13,248	2	0	2	0			
E-194	429	37	15 AVENUE A	1,580	1			3	3.42	R7-2	3.44	40	3,120	2,280	5,400	3	R7A	4.00	50	3,120	3,200	6,320	4	0	1	0			
E-195	429	38	13 AVENUE A	1,488	1			2	2.63	R7-2	3.44	30	1,306	2,612	3,918	2	R7A	4.00	50	1,306	3,570	4,876	3	0	1	0			
E-196	432	34	81 AVENUE A	2,480	1			4	3.04	R7-2	3.44	40	2,480	5,064	7,544	4	R7A	4.00	50	2,480	6,714	9,194	6	0	2	0			
E-197	432	35	79 AVENUE A	2,030	1			6	2.68	R7-2	3.44	40	1,050	4,393	5,443	6	R7A	4.00	50	1,050	5,311	6,361	7	0	1	0			
E-198	434	13	98 EAST 7 STREET	2,271	1			12	3.28	R7-2	3.44	50	0	7,460	7,460	12	R8B	4.00	60	0	7,860	7,860	12	0	0	0			
E-199	434	15	102 EAST 7 STREET	2,271	1			8	3.57	R7-2	3.44	50	1,622	6,488	8,110	8	R8B	4.00	60	1,622	6,988	8,610	8	0	0	0			
E-200	434	26	126 EAST 7 STREET	2,241	1			6	3.39	R7-2	3.44	50	1,520	6,080	7,600	6	R8B	4.00	60	1,520	6,705	8,225	6	0	0	0			
E-201	434	33	101 AVENUE A	2,267	1			3	3.00	R7-2	3.44	40	2,267	4,535	6,802	3	R7A	4.00	50	2,267	6,145	8,412	5	0	2	0			
E-202	434	34	99 AVENUE A	2,267	1			3	2.35	R7-2	3.44	40	2,267	3,061	5,328	3	R7A	4.00	50	2,267	4,671	6,938	5	0	2	0			
E-203	434	35	97 AVENUE A	2,300	1			3	2.32	R7-2	3.44	40	2,267	3,061	5,328	3	R7A	4.00	50	2,267	4,671	6,938	5	0	2	0			
E-204	434	36	95 AVENUE A	2,283	1			2	2.66	R7-2	3.44	40	1,518	4,554	6,072	2	R7A	4.00	50	1,518	5,336	6,854	3	0	1	0			
E-205	434	37	441 EAST 6 STREET	2,271	1			8	2.80	R7-2	3.44	50	1,000	5,360	6,360	8	R7A	4.00	60	1,000	5,810	6,810	8	0	0	0			
E-206	434	42	431 EAST 6 STREET	2,271	1			4	2.77	R7-2	3.44	40	1,188	5,100	6,288	4	R8B	4.00	50	1,188	7,896	9,084	7	0	3	0			
E-207	434	43	429 EAST 6 STREET	4,163	1			20	2.21	R7-2	3.44	50	0	9,187	9,187	20	R8B	4.00	60	0	9,812	9,812	20	0	0	0			
E-208	434	44	427 EAST 6 STREET	2,270	1			15	3.52	R7-2	3.44	50	0	7,980	7,980	15	R8B	4.00	60	0	8,755	8,755	15	0	0	0			
E-209	434	54	407 EAST 6 STREET	1,945	1			4	2.09	R7-2	3.44	40	800	3,260	4,060	4	R8B	4.00	50	800	5,566	6,366	6	0	2	0			
E-210	435	4	122 1 AVENUE	2,287	1			8	2.68	R7-2	3.44	50	1,228	4,909	6,137	8	R7A	4.00	60	1,228	5,389	6,617	8	0	0	0			
E-211	435	5	124 1 AVENUE	2,287	1			7	3.07	R7-2	3.44	50	1,402	5,608	7,010	7	R7A	4.00	60	1,402	7,144	8,546	7	0	0	0			
E-212	435	10	92 ST MARK'S PLACE	1,542	1			5	3.21	R7-2	3.44	50	991	3,964	4,955	5	R7A	4.00	60	991	4,342	5,333	5	0	0	0			
E-213	435	15	102 ST MARK'S PLACE	2,518	1			17	3.50	R7-2	3.44	50	1,773	7,052	8,825	17	R8B	4.00	60	1,773	7,390	9,163	17	0	0	0			
E-214	435	22	116 ST MARK'S PLACE	1,729	1			8	3.17	R7-2	3.44	50	1,200	4,279	5,479	8	R8B	4.00	60	1,200	4,819	6,019	8	0	0	0			
E-215	435	29	130 ST MARK'S PLACE	2,195	1			8	3.51	R7-2	3.44	50	1,100	6,600	7,700	8	R7A	4.00	60	1,100	7,320	8,420	8	0	0	0			
E-216	435	31	123 AVENUE A	1,686	1			4	3.11	R7-2	3.44	40	1,312	3,936	5,248	4	R7A	4.00	50	1,312	4,464	5,776	5	0	1	0			
E-217	435	32	121 AVENUE A	1,709	1			4	3.08	R7-2	3.44	40	1,315	3,945	5,260	4	R7A	4.00	50	1,315	4,473	5,788	5	0	1	0			
E-218	435	33	119 AVENUE A	2,425	1			6	3.07	R7-2	3.44	40	3,600	3,850	7,450	6	R7A	4.00	50	3,600	4,335	7,935	6	0	0	0			
E-219	435	34	117 AVENUE A	2,433	1			3	2.40	R7-2	3.44	40	1,500	4,340	5,840	3	R7A	4.00	50	1,500	4,827	6,327	3	0	0	0			
E-220	435	36	113 AVENUE A	2,433	1			8	2.75	R7-2	3.44	50	1,000	5,700	6,700	8	R7A	4.00	60	1,000	6,228	7,228	8	0	0	0			
E-221	435	38	129 EAST 7 STREET	2,437	1			7	3.04	R7-2	3.44	50	1,100	6,320	7,420	7	R8B	4.00	60	1,100	7,595	8,695	7	0	0	0			
E-222	435	39	127 EAST 7 STREET	2,437	1			12	3.57	R7-2	3.44	50	1,742	6,968	8,710	12	R8B	4.00	60	1,742	7,943	9,685	12	0	0	0			
E-223	435	42	121 EAST 7 STREET	2,145	1			1	2.13	R7-2	3.44	30	4,579	0	4,579	1	R8B	4.00	50	4,579	4,001	8,580	5	0	4	0			
E-224	436	1	138 1 AVENUE	1,200	1			2	2.80	R7-2	3.44	30	1,109	2,251	3,360	2	R7A	4.00	50	1,109	3,291	4,400	3	0	1	0			
E-225	436	2	140 1 AVENUE	1,520	1			3	2.81	R7-2	3.44	40	1,064	3,203	4,267	3	R7A	4.00	50	1,064	3,773	4,837	4	0	1	0			
E-226	436	3	142 1 AVENUE	2,000	1			5	2.48	R7-2	3.44	40	1,000	3,965	4,965	5	R7A	4.00	50	1,000	4,740	5,740	6	0	1	0			
E-227	436	5	146 1 AVENUE	2,000	1			11	3.31	R7-2	3.44	40	1,653	4,962	6,615	11	R7A	4.00	50	1,653	5,952	7,605	12	0	1	0			
E-228	436	7	402 EAST 9 STREET	1,000	1			4	2.44	R7-2	3.44	30	0	2,442	2,442	4	R7A	4.00	50	0	3,162	3,162	5	0	1	0			
E-229	436	11	410 EAST 9 STREET	1,556	1			2	2.06	R7-2	3.44	30	0	3,200	3,200	2	R8B	4.00	50	0	4,667	4,667	3	0	1	0			
E-230	436	16	418 EAST 9 STREET	2,254	1			13	3.53	R7-2	3.44	50	0	7,955	7,955	13	R8B	4.00	60	0	8,459	8,459	13	0	0	0			
E-231	436	20	424 EAST 9 STREET	3,384	1			18	3.06	R7-2	3.44	50	2,025	8,315	10,340	18	R8B	4.00	60	2,025	8,657	10,682	18	0	0	0			
E-232	436	25	432 EAST 9 STREET	2,348	1			6	2.15	R7-2	3.44	40	842	4,210	5,052	6	R8B	4.00	50	842	6,706	7,548	8	0	2	0			
E-233	436	30	135 AVENUE A	9,068	1			31	3.06	R7-2	3.44	50	6,356	21,425	27,781	31	R7A	4.00	60	6,356	23,585	29,941	31	0	0	0			
E-234	436	52	95 ST MARK'S PLACE	10,437	1			72	2.90	R7-2	3.44	50	6,051	24,204	30,255	72	R8B	4.00	60	6,051	25,351	31,402	72	0	0	0			
E-235	436	56	93 ST MARK'S PLACE	3,103	1			1	2.47	R7-2	3.44	40	7,658	0	7,658	1	R7A	4.00	50	7,658	2,072	9,730	3	0	2	0			
E-236	436	57	87 ST MARK'S PLACE	5,630	1			25	2.66	R7-2	3.44	40	0	15,000	15,000	25	R7A	4.00	50	0	18,360	18,360	28	0	3	0			
E-237	437	1	150 1 AVENUE	11,530	1			17	2.99	R7-2	3.44	50	34,463	0	34,463	17	R7A	4.00	60	34,463	7,488	41,951	17	0	0	0			
E-238	437	8	162 1 AVENUE	1,266	1			7	3.54	R7-2	3.44	40	1,120	3,358	4,478	7	R7A	4.00	50	1,120	3,818	4,938	7	0	0	0			
E-239	437	15	268 EAST 10 STREET	2,300	1			2	2.35	R7-2	3.44	40	5,403	0	5,403	2	R8B	4.00	50	5,403	3,797	9,200	6	0	4	0			
E-240	437	16	270 EAST 10 STREET	2,400	1			13	3.56	R7-2	3.44	50	0	8,553	8,553	13	R8B	4.00	60	0	9,078	9,078	13	0	0	0			
E-241	437	27	153 AVENUE A	2,976	1			30	2.73	R7-2	3.44	40	1,000	7,122	8,122	30	R7A	4.00	50	1,000	7,616	8,616	30	0	0	0			
E-242	437	28	151 AVENUE A	2,975	1			8	3.24	R7-2	3.44	50	1,872	7,762	9,634	8	R7A	4.00	60	1,872	8,854	10,726	8	0	0	0			
E-243	437	29	149 AVENUE A	2,975	1			14	3.47	R7-2	3.44	50	2,065	8,261	10,326	14	R7A	4.00	60	2,065	8,807	10,872	14	0	0	0			
E-244	437	30	147 AVENUE A	2,975	1			13	3.57	R7-2	3.44	50	2,127	8,508	10,635	13	R7A	4.00	60	2,127	9,054	11,181	13	0	0	0			

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
E-245	437	33	439 EAST 9 STREET	2,306	1			7	2.42	R7-2	3.44	40	1,394	4,183	5,577	7	R8B	4.00	50	1,394	6,679	8,073	9	0	2	0			
E-246	437	35	435 EAST 9 STREET	2,306	1			14	3.21	R7-2	3.44	40	1,853	5,559	7,412	14	R8B	4.00	50	1,853	7,055	8,908	15	0	1	0			
E-247	437	38	429 EAST 9 STREET	2,306	1			8	2.22	R7-2	3.44	40	0	5,112	5,112	8	R8B	4.00	50	0	7,608	7,608	10	0	2	0			
E-248	437	43	419 EAST 9 STREET	2,306	1			8	2.31	R7-2	3.44	40	0	5,323	5,323	8	R8B	4.00	50	0	7,819	7,819	10	0	2	0			
E-249	438	2	166 1 AVENUE	2,225	1			4	3.01	R7-2	3.44	50	1,050	5,647	6,697	4	R7A	4.00	60	1,050	6,559	7,609	4	0	0	0			
E-250	438	3	168 1 AVENUE	2,225	1			4	2.94	R7-2	3.44	50	1,500	5,050	6,550	4	R7A	4.00	60	1,500	6,178	7,678	4	0	0	0			
E-251	438	6	174 1 AVENUE	3,384	1			5	2.77	R7-2	3.44	50	3,500	5,884	9,384	5	R7A	4.00	60	3,500	7,588	11,088	5	0	0	0			
E-252	438	15	414 EAST 11 STREET	2,370	1			24	3.13	R7-2	3.44	40	0	7,420	7,420	24	R8B	4.00	50	0	9,480	9,480	26	0	2	0			
E-253	438	25	434 EAST 11 STREET	2,553	1			13	2.81	R7-2	3.44	40	1,795	5,385	7,180	13	R8B	4.00	50	1,795	8,181	9,976	16	0	3	0			
E-254	438	38	279 EAST 10 STREET	2,369	1			16	3.27	R7-2	3.44	50	1,551	6,204	7,755	16	R8B	4.00	60	1,551	6,529	8,080	16	0	0	0			
E-255	438	39	277 EAST 10 STREET	2,369	1			8	3.47	R7-2	3.44	50	1,645	6,581	8,226	8	R8B	4.00	60	1,645	7,006	8,651	8	0	0	0			
E-256	438	40	275 EAST 10 STREET	2,369	1			20	3.46	R7-2	3.44	50	0	8,190	8,190	20	R8B	4.00	60	0	8,615	8,615	20	0	0	0			
E-257	438	43	269 EAST 10 STREET	2,369	1			20	3.46	R7-2	3.44	50	0	8,205	8,205	20	R8B	4.00	60	0	8,680	8,680	20	0	0	0			
E-258	438	44	267 EAST 10 STREET	2,369	1			20	3.42	R7-2	3.44	50	0	8,100	8,100	20	R8B	4.00	60	0	8,575	8,575	20	0	0	0			
E-259	438	49	257 EAST 10 STREET	2,369	1			0	2.33	R7-2	3.44	50	5,520	0	5,520	0	R8B	4.00	60	5,520	1,125	6,645	0	0	0	0			
E-260	439	2	184 1 AVENUE	2,500	1			8	2.70	R7-2	3.44	50	1,350	5,400	6,750	8	R7A	4.00	60	1,350	5,900	7,250	8	0	0	0			
E-261	439	3	186 1 AVENUE	2,500	1			8	2.77	R7-2	3.44	50	1,384	5,536	6,920	8	R7A	4.00	60	1,384	6,836	8,220	8	0	0	0			
E-262	439	4	188 1 AVENUE	2,500	1			8	3.01	R7-2	3.44	50	1,505	6,020	7,525	8	R7A	4.00	60	1,505	7,770	9,275	8	0	0	0			
E-263	439	5	190 1 AVENUE	2,500	1			8	2.70	R7-2	3.44	50	1,350	5,400	6,750	8	R7A	4.00	60	1,350	5,900	7,250	8	0	0	0			
E-264	439	6	192 1 AVENUE	2,500	1			8	2.58	R7-2	3.44	50	1,291	5,161	6,452	8	R7A	4.00	60	1,291	6,161	7,452	8	0	0	0			
E-265	439	28	191 AVENUE A	2,695	1			9	2.95	R7-2	3.44	40	1,987	5,961	7,948	9	R7A	4.00	50	1,987	7,521	9,508	11	0	2	0			
E-266	439	30	189 AVENUE A	1,260	1			3	2.93	R7-2	3.44	40	923	2,767	3,690	3	R7A	4.00	50	923	3,487	4,410	4	0	1	0			
E-267	440	6	208 1 AVENUE	1,764	1			5	2.24	R7-2	3.44	40	945	3,000	3,945	5	R7A	4.00	50	945	3,714	4,659	6	0	1	0			
E-268	440	7	210 1 AVENUE	2,960	1			20	2.30	R7-2	3.44	60	1,137	5,683	6,820	20	R7A	4.00	80	1,137	6,608	7,745	21	0	1	0			
E-269	440	11	406 EAST 13 STREET	1,140	1			1	3.46	R7-2	3.44	30	1,300	2,640	3,940	1	R7A	4.00	50	1,300	3,260	4,560	2	0	1	0			
E-270	440	12	408 EAST 13 STREET	1,448	1			2	2.61	R7-2	3.44	20	603	3,175	3,778	2	R8B	4.00	50	603	5,189	5,792	4	0	2	0			
E-271	440	22	428 EAST 13 STREET	2,512	1			2	2.85	R7-2	3.44	40	2,000	5,152	7,152	2	R8B	4.00	50	2,000	6,608	8,608	3	0	1	0			
E-272	440	29	442 EAST 13 STREET	2,504	1			0	2.02	R7-2	3.44	20	5,068	0	5,068	0	R8B	4.00	50	5,068	4,948	10,016	5	0	5	0			
E-273	440	32	207 AVENUE A	2,575	1			2	2.35	R7-2	3.44	40	3,735	2,311	6,046	2	R7A	4.00	50	3,735	4,079	7,814	4	0	2	0			
E-274	440	33	205 AVENUE A	2,575	1			6	3.00	R7-2	3.44	40	1,450	6,272	7,722	6	R7A	4.00	50	1,450	7,052	8,502	7	0	1	0			
E-275	440	34	203 AVENUE A	2,575	1			13	3.60	R7-2	3.44	50	1,050	8,220	9,270	13	R7A	4.00	60	1,050	8,740	9,790	13	0	0	0			
E-276	440	35	201 AVENUE A	2,575	1			6	2.34	R7-2	3.44	40	1,200	4,824	6,024	6	R7A	4.00	50	1,200	5,500	6,700	7	0	1	0			
E-277	440	36	199 AVENUE A	2,575	1			9	2.22	R7-2	3.44	40	1,100	4,606	5,706	9	R7A	4.00	50	1,100	5,070	6,170	9	0	0	0			
E-278	440	47	425 EAST 12 STREET	2,504	1			12	2.71	R7-2	3.44	40	0	6,792	6,792	12	R8B	4.00	50	0	8,243	8,243	13	0	1	0			
E-279	443	16	59 EAST 2 STREET	9,667	1			0	2.72	R7-2	3.44	30	26,282	0	26,282	0	R8B	4.00	50	26,282	12,386	38,668	12	0	12	0			
E-280	443	19	65 EAST 2 STREET	1,407	1			3	2.02	R7-2	3.44	30	0	2,848	2,848	3	R8B	4.00	50	0	5,628	5,628	6	0	3	0			
E-281	443	28	83 EAST 2 STREET	2,083	1			4	3.37	R7-2	3.44	40	0	7,018	7,018	4	R8B	4.00	50	0	8,264	8,264	5	0	1	0			
E-282	443	47	60 EAST 1 STREET	2,500	1			8	2.85	R7-2	3.44	50	0	7,125	7,125	8	R8B	4.00	60	0	7,625	7,625	8	0	0	0			
E-283	443	49	56 EAST 1 STREET	2,340	1			2	2.60	R7-2	3.44	40	1,600	4,490	6,090	2	R8B	4.00	50	1,600	7,760	9,360	5	0	3	0			
E-284	443	51	52 EAST 1 STREET	2,444	1			8	3.46	R7-2	3.44	50	0	8,466	8,466	8	R8B	4.00	60	0	9,018	9,018	8	0	0	0			
E-285	443	52	50 EAST 1 STREET	2,423	1			20	3.52	R7-2	3.44	50	2,000	6,536	8,536	20	R8B	4.00	60	2,000	7,088	9,088	20	0	0	0			
E-286	443	54	46 EAST 1 STREET	2,424	1			24	3.53	R7-2	3.44	50	0	8,556	8,556	24	R8B	4.00	60	0	9,108	9,108	24	0	0	0			
E-287	443	56	38 EAST 1 STREET	19,281	1			13	2.14	R7-2	3.44	50	4,000	37,236	41,236	13	R8B	4.00	60	4,000	46,436	50,436	13	0	0	0			
E-288	443	7501	79 EAST 2 STREET	3,844	1			4	3.60	R7-2	3.44	50	2,953	10,892	13,845	4	R8B	4.00	60	2,953	12,423	15,376	4	0	0	0			
E-289	444	28	78 EAST 3 STREET	2,517	1			20	2.79	R7-2	3.44	40	0	7,018	7,018	20	R8B	4.00	50	0	8,764	8,764	22	0	2	0			
E-290	444	30	82 EAST 3 STREET	2,512	1			22	3.54	R7-2	3.44	50	0	8,880	8,880	22	R8B	4.00	60	0	9,505	9,505	22	0	0	0			
E-291	444	32	86 EAST 3 STREET	2,508	1			20	3.53	R7-2	3.44	50	1,000	7,855	8,855	20	R8B	4.00	60	1,000	8,480	9,480	20	0	0	0			
E-292	444	33	88 EAST 3 STREET	2,506	1			22	3.53	R7-2	3.44	50	0	8,845	8,845	22	R8B	4.00	60	0	9,470	9,470	22	0	0	0			
E-293	444	34	43 1 AVENUE	10,200	1			77	3.26	R7-2	3.44	50	3,500	29,775	33,275	77	R7A	4.00	60	3,500	33,345	36,845	77	0	0	0			
E-294	444	38	41 1 AVENUE	2,429	1			16	3.33	R7-2	3.44	50	1,620	6,480	8,100	16	R7A	4.00	60	1,620	7,380	9,000	16	0	0	0			
E-295	444	39	39 1 AVENUE	2,500	1			14	3.25	R7-2	3.44	50	1,625	6,500	8,125	14	R7A	4.00	60	1,625	7,400	9,025	14	0	0	0			
E-296	445	2	56 2 AVENUE	1,440	1			0	2.71	R7-2	3.44	30	3,897	0	3,897	0	R7A	4.00	50	3,897	1,392	5,289	1	0	1	0			
E-297	445	3	58 2 AVENUE	2,100	1			3	2.25	R7-2	3.44	50	945	3,780	4,725	3	R7A	4.00	60	945	5,187	6,132	3	0	0	0			
E-298	445	6	64 2 AVENUE	1,698	1			4	3.54	R7-2	3.44	50	1,600	4,404	6,004	4	R7A	4.00	60	1,600	5,192	6,792	4	0	0	0			
E-299	445	17	102 EAST 4 STREET	1,803	1			4	2.17	R7-2	3.44	30	0	3,921	3,921	4	R8B	4.00	50	0	7,212	7,212	7	0	3	0			

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions							Build Conditions							Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
E-300	445	22	112 EAST 4 STREET	7,213	1			18	2.75	R7-2	3.44	50	2,350	17,500	19,850	18	R8B	4.00	60	2,350	21,175	23,525	18	0	0	0			
E-301	445	33	57 1 AVENUE	2,400	1			14	3.23	R7-2	3.44	50	1,560	6,180	7,740	14	R7A	4.00	60	1,560	6,996	8,556	14	0	0	0			
E-302	445	34	55 1 AVENUE	2,400	1			15	3.31	R7-2	3.44	50	1,560	6,375	7,935	15	R7A	4.00	60	1,560	7,191	8,751	15	0	0	0			
E-303	445	36	51 1 AVENUE	2,400	1			12	3.47	R7-2	3.44	50	1,560	6,764	8,324	12	R7A	4.00	60	1,560	7,820	9,380	12	0	0	0			
E-304	445	58	57 EAST 3 STREET	1,923	1			13	2.86	R7-2	3.44	40	0	5,492	5,492	13	R8B	4.00	50	0	6,688	6,688	14	0	1	0			
E-305	445	59	51 EAST 3 STREET	4,752	1			0	2.49	R7-2	3.44	40	11,835	0	11,835	0	R8B	4.00	50	11,835	7,173	19,008	7	0	7	0			
E-306	445	62	47 EAST 3 STREET	3,080	1			15	3.29	R7-2	3.44	50	2,600	7,530	10,130	15	R7A	4.00	60	2,600	8,930	11,530	15	0	0	0			
E-307	445	64	45 EAST 3 STREET	962	1			2	2.48	R7-2	3.44	30	0	2,382	2,382	2	R7A	4.00	50	0	3,582	3,582	3	0	1	0			
E-308	446	2	74 2 AVENUE	2,400	1			5	3.01	R7-2	3.44	40	1,807	5,421	7,228	5	R7A	4.00	50	1,807	6,765	8,572	6	0	1	0			
E-309	446	3	76 2 AVENUE	2,400	1			0	2.80	R7-2	3.44	30	6,708	0	6,708	0	R7A	4.00	50	6,708	2,880	9,588	3	0	3	0			
E-310	446	4	78 2 AVENUE	2,400	1			6	3.28	R7-2	3.44	50	1,574	6,294	7,868	6	R7A	4.00	60	1,574	7,590	9,164	6	0	0	0			
E-311	446	5	80 2 AVENUE	2,466	1			5	3.54	R7-2	3.44	50	2,182	6,545	8,727	5	R7A	4.00	60	2,182	7,682	9,864	5	0	0	0			
E-312	446	6	82 2 AVENUE	2,400	1			4	2.07	R7-2	3.44	45	1,239	3,717	4,956	4	R7A	4.00	50	1,239	4,029	5,268	4	0	0	0			
E-313	447	6	98 2 AVENUE	2,425	1			6	3.38	R7-2	3.44	50	1,640	6,560	8,200	6	R7A	4.00	60	1,640	7,952	9,592	6	0	0	0			
E-314	447	7	100 2 AVENUE	2,425	1			6	2.71	R7-2	3.44	40	1,316	5,265	6,581	6	R7A	4.00	50	1,316	6,105	7,421	7	0	1	0			
E-315	447	9	306 EAST 6 STREET	4,850	1			32	2.05	R7-2	3.44	50	1,950	7,975	9,925	32	R8B	4.00	60	1,950	8,850	10,800	32	0	0	0			
E-316	447	11	310 EAST 6 STREET	2,425	1			25	3.40	R7-2	3.44	50	2,000	6,241	8,241	25	R8B	4.00	60	2,000	7,041	9,041	25	0	0	0			
E-317	447	19	326 EAST 6 STREET	2,425	1			19	2.87	R7-2	3.44	50	1,350	5,610	6,960	19	R8B	4.00	60	1,350	6,160	7,510	19	0	0	0			
E-318	447	28	95 1 AVENUE	4,850	1			20	3.60	R7-2	3.44	50	2,619	14,854	17,473	20	R7A	4.00	60	2,619	16,030	18,649	20	0	0	0			
E-319	447	30	93 1 AVENUE	2,425	1			16	2.73	R7-2	3.44	50	1,310	5,312	6,622	16	R7A	4.00	60	1,310	5,888	7,198	16	0	0	0			
E-320	447	31	91 1 AVENUE	2,425	1			8	2.73	R7-2	3.44	50	2,350	4,275	6,625	8	R7A	4.00	60	2,350	4,851	7,201	8	0	0	0			
E-321	448	13	58 EAST 7 STREET	2,498	1			6	2.72	R7-2	3.44	40	1,698	5,094	6,792	6	R8B	4.00	50	1,698	8,294	9,992	9	0	3	0			
E-322	448	14	60 EAST 7 STREET	2,498	1			10	3.09	R7-2	3.44	50	0	7,711	7,711	10	R8B	4.00	60	0	8,486	8,486	10	0	0	0			
E-323	448	16	64 EAST 7 STREET	2,271	1			1	2.24	R7-2	3.44	40	1,250	3,840	5,090	1	R8B	4.00	50	1,250	6,336	7,586	3	0	2	0			
E-324	448	29	109 1 AVENUE	1,746	1			8	3.27	R7-2	3.44	50	800	4,905	5,705	8	R7A	4.00	60	800	5,433	6,233	8	0	0	0			
E-325	448	31	105 1 AVENUE	2,208	1			3	2.86	R7-2	3.44	50	1,500	4,811	6,311	3	R7A	4.00	60	1,500	6,065	7,565	3	0	0	0			
E-326	448	32	103 1 AVENUE	2,208	1			4	2.92	R7-2	3.44	50	1,000	5,448	6,448	4	R7A	4.00	60	1,000	6,416	7,416	4	0	0	0			
E-327	448	33	101 1 AVENUE	2,208	1			4	2.73	R7-2	3.44	50	1,205	4,824	6,029	4	R7A	4.00	60	1,205	5,572	6,777	4	0	0	0			
E-328	448	40	331 EAST 6 STREET	2,271	1			4	2.48	R7-2	3.44	40	1,000	4,632	5,632	4	R8B	4.00	50	1,000	8,084	9,084	7	0	3	0			
E-329	448	45	321 EAST 6 STREET	1,635	1			5	2.13	R7-2	3.44	30	0	3,488	3,488	5	R8B	4.00	50	0	6,485	6,485	8	0	3	0			
E-330	448	46	319 EAST 6 STREET	1,635	1			3	2.90	R7-2	3.44	30	0	4,748	4,748	3	R8B	4.00	50	0	6,540	6,540	5	0	2	0			
E-331	448	47	317 EAST 6 STREET	1,635	1			4	2.45	R7-2	3.44	30	0	4,000	4,000	4	R8B	4.00	50	0	5,997	5,997	6	0	2	0			
E-332	448	48	315 EAST 6 STREET	1,635	1			8	2.14	R7-2	3.44	30	0	3,504	3,504	8	R8B	4.00	50	0	6,540	6,540	11	0	3	0			
E-333	448	49	313 EAST 6 STREET	1,676	1			3	3.27	R7-2	3.44	30	0	5,480	5,480	3	R8B	4.00	50	0	6,704	6,704	4	0	1	0			
E-334	448	50	311 EAST 6 STREET	2,044	1			0	2.68	R7-2	3.44	40	5,480	0	5,480	0	R8B	4.00	50	5,480	2,696	8,176	3	0	3	0			
E-335	448	51	309 EAST 6 STREET	2,044	1			0	2.68	R7-2	3.44	40	5,480	0	5,480	0	R8B	4.00	50	5,480	2,696	8,176	3	0	3	0			
E-336	448	52	307 EAST 6 STREET	2,271	1			10	3.21	R7-2	3.44	50	0	7,294	7,294	10	R8B	4.00	60	0	8,269	8,269	10	0	0	0			
E-337	449	7	130 2 AVENUE	2,380	1			0	2.94	R7-2	3.44	20	7,000	0	7,000	0	R7A	4.00	50	7,000	2,520	9,520	3	0	3	0			
E-338	449	11	44 ST MARK'S PLACE	2,538	1			4	2.58	R7-2	3.44	50	1,310	5,242	6,552	4	R8B	4.00	60	1,310	6,142	7,452	4	0	0	0			
E-339	449	12	46 ST MARK'S PLACE	2,438	1			8	2.73	R7-2	3.44	50	0	6,645	6,645	8	R8B	4.00	60	0	7,445	7,445	8	0	0	0			
E-340	449	13	48 ST MARK'S PLACE	2,438	1			0	2.37	R7-2	3.44	40	5,773	0	5,773	0	R8B	4.00	50	5,773	3,871	9,644	4	0	4	0			
E-341	449	14	50 ST MARK'S PLACE	2,438	1			6	2.41	R7-2	3.44	40	0	5,879	5,879	6	R8B	4.00	50	0	9,375	9,375	9	0	3	0			
E-342	449	23	68 ST MARK'S PLACE	2,438	1			6	2.47	R7-2	3.44	40	0	6,016	6,016	6	R8B	4.00	50	0	9,752	9,752	10	0	4	0			
E-343	449	24	70 ST MARK'S PLACE	2,438	1			8	3.12	R7-2	3.44	50	0	7,600	7,600	8	R8B	4.00	60	0	8,075	8,075	8	0	0	0			
E-344	449	28	78 ST MARK'S PLACE	4,875	1			0	3.07	R7-2	3.44	40	14,970	0	14,970	0	R7A	4.00	50	14,970	3,400	18,370	3	0	3	0			
E-345	449	36	119 1 AVENUE	1,000	1			3	3.28	R7-2	3.44	40	800	2,480	3,280	3	R7A	4.00	50	800	2,880	3,680	3	0	0	0			
E-346	449	37	117 1 AVENUE	1,000	1			3	3.28	R7-2	3.44	40	1,000	2,280	3,280	3	R7A	4.00	50	1,000	2,680	3,680	3	0	0	0			
E-347	449	40	83 EAST 7 STREET	2,438	1			10	2.44	R7-2	3.44	40	0	5,948	5,948	10	R7A	4.00	50	0	6,648	6,648	11	0	1	0			
E-348	449	41	81 EAST 7 STREET	2,438	1			7	2.51	R7-2	3.44	40	1,532	4,596	6,128	7	R8B	4.00	50	1,532	8,220	9,752	11	0	4	0			
E-349	449	42	79 EAST 7 STREET	2,438	1			5	2.56	R7-2	3.44	40	1,558	4,675	6,233	5	R8B	4.00	50	1,558	8,194	9,752	9	0	4	0			
E-350	449	46	71 EAST 7 STREET	2,438	1			7	2.48	R7-2	3.44	40	0	6,048	6,048	7	R8B	4.00	50	0	9,752	9,752	11	0	4	0			
E-351	449	47	69 EAST 7 STREET	2,338	1			11	3.60	R7-2	3.44	50	0	8,415	8,415	11	R8B	4.00	60	0	9,290	9,290	11	0	0	0			
E-352	449	48	67 EAST 7 STREET	2,313	1			9	2.61	R7-2	3.44	40	0	6,048	6,048	9	R8B	4.00	50	0	9,252	9,252	12	0	3	0			
E-353	449	53	57 EAST 7 STREET	2,438	1			28	3.02	R7-2	3.44	50	0	7,358	7,358	28	R8B	4.00	60	0	7,700	7,700	28	0	0	0			
E-354	449	56	51 EAST 7 STREET	2,438	1			6	2.68	R7-2	3.44	50	0	6,528	6,528	6	R8B	4.00	60	0	7,253	7,253	6	0	0	0			

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
E-355	449	57	49 EAST 7 STREET	2,338	1			5	2.92	R7-2	3.44	40	0	6,826	6,826	5	R8B	4.00	50	0	9,352	9,352	8	0	3	0			
E-356	450	5	138 2 AVENUE	3,353	1			5	2.57	R7-2	3.44	45	2,155	6,465	8,620	5	R7A	4.00	50	2,155	7,397	9,552	6	0	1	0			
E-357	450	6	140 2 AVENUE	6,709	1			0	3.32	R7-2	3.44	50	22,274	0	22,274	0	R7A	4.00	60	22,274	4,562	26,836	0	0	0	0			
E-358	450	8	144 2 AVENUE	3,354	1			0	3.00	R7-2	3.44	30	10,062	0	10,062	0	R7A	4.00	50	10,062	3,354	13,416	3	0	3	0			
E-359	450	10	310 EAST 9 STREET	2,013	1			3	3.42	R7-2	3.44	40	0	6,875	6,875	3	R8B	4.00	50	0	8,052	8,052	4	0	1	0			
E-360	450	24	340 EAST 9 STREET	2,348	1			10	3.11	R7-2	3.44	50	0	7,299	7,299	10	R8B	4.00	60	0	7,749	7,749	10	0	0	0			
E-361	450	30	143 1 AVENUE	2,342	1			8	2.55	R7-2	3.44	50	900	5,080	5,980	8	R7A	4.00	60	900	5,580	6,480	8	0	0	0			
E-362	450	31	141 1 AVENUE	2,342	1			8	2.59	R7-2	3.44	50	1,211	4,844	6,055	8	R7A	4.00	60	1,211	5,324	6,535	8	0	0	0			
E-363	450	32	139 1 AVENUE	2,350	1			9	3.44	R7-2	3.44	50	1,618	6,472	8,090	9	R7A	4.00	60	1,618	6,952	8,570	9	0	0	0			
E-364	450	36	77 ST MARK'S PLACE	2,348	1			5	2.13	R7-2	3.44	40	1,248	3,744	4,992	5	R7A	4.00	50	1,248	4,244	5,492	6	0	1	0			
E-365	450	37	75 ST MARK'S PLACE	2,398	1			4	2.08	R7-2	3.44	40	1,248	3,744	4,992	4	R8B	4.00	50	1,248	6,240	7,488	6	0	2	0			
E-366	450	39	71 ST MARK'S PLACE	2,348	1			10	2.21	R7-2	3.44	40	0	5,192	5,192	10	R8B	4.00	50	0	7,688	7,688	12	0	2	0			
E-367	450	43	63 ST MARK'S PLACE	2,348	1			13	2.66	R7-2	3.44	50	0	6,250	6,250	13	R8B	4.00	60	0	6,625	6,625	13	0	0	0			
E-368	450	44	61 ST MARK'S PLACE	2,348	1			5	2.97	R7-2	3.44	40	0	6,972	6,972	5	R8B	4.00	50	0	9,392	9,392	7	0	2	0			
E-369	450	45	59 ST MARK'S PLACE	2,348	1			9	2.80	R7-2	3.44	40	0	6,572	6,572	9	R8B	4.00	50	0	9,392	9,392	12	0	3	0			
E-370	450	46	57 ST MARK'S PLACE	2,471	1			0	2.49	R7-2	3.44	40	6,142	0	6,142	0	R8B	4.00	50	6,142	3,742	9,884	4	0	4	0			
E-371	450	48	53 ST MARK'S PLACE	2,348	1			5	2.60	R7-2	3.44	40	0	6,100	6,100	5	R8B	4.00	50	0	9,392	9,392	8	0	3	0			
E-372	450	50	49 ST MARK'S PLACE	2,348	1			5	3.51	R7-2	3.44	40	0	8,240	8,240	5	R8B	4.00	50	0	9,392	9,392	6	0	1	0			
E-373	450	54	41 ST MARK'S PLACE	1,211	1			6	3.17	R7-2	3.44	40	961	2,883	3,844	6	R8B	4.00	50	961	3,569	4,530	7	0	1	0			
E-374	450	55	39 ST MARK'S PLACE	1,211	1			5	3.21	R7-2	3.44	40	973	2,919	3,892	5	R7A	4.00	50	973	3,238	4,211	5	0	0	0			
E-375	451	4	152 2 AVENUE	5,521	1			3	2.83	R7-2	3.44	30	9,650	5,950	15,600	3	R7A	4.00	50	9,650	12,434	22,084	9	0	6	0			
E-376	451	15	208 EAST 10 STREET	2,306	1			5	2.31	R7-2	3.44	40	0	5,328	5,328	5	R8B	4.00	50	0	8,324	8,324	8	0	3	0			
E-377	451	16	210 EAST 10 STREET	2,306	1			11	3.30	R7-2	3.44	50	0	7,612	7,612	11	R8B	4.00	60	0	8,612	8,612	11	0	0	0			
E-378	451	22	222 EAST 10 STREET	2,306	1			9	2.59	R7-2	3.44	50	0	5,978	5,978	9	R8B	4.00	60	0	6,453	6,453	9	0	0	0			
E-379	451	24	226 EAST 10 STREET	2,300	1			8	2.49	R7-2	3.44	40	0	5,728	5,728	8	R8B	4.00	50	0	8,974	8,974	11	0	3	0			
E-380	451	25	228 EAST 10 STREET	2,300	1			9	3.01	R7-2	3.44	50	1,000	5,928	6,928	9	R8B	4.00	60	1,000	6,853	7,853	9	0	0	0			
E-381	451	36	151A 1 AVENUE	2,308	1			8	2.74	R7-2	3.44	50	1,100	5,233	6,333	8	R7A	4.00	60	1,100	5,762	6,862	8	0	0	0			
E-382	451	38	149 1 AVENUE	2,308	1			24	3.33	R7-2	3.44	50	2,308	5,385	7,693	24	R7A	4.00	60	2,308	5,776	8,084	24	0	0	0			
E-383	451	46	331 EAST 9 STREET	2,306	1			9	3.30	R7-2	3.44	50	1,140	6,479	7,619	9	R8B	4.00	60	1,140	6,854	7,994	9	0	0	0			
E-384	451	52	319 EAST 9 STREET	2,306	1			9	3.27	R7-2	3.44	40	1,500	6,036	7,536	9	R8B	4.00	50	1,500	7,724	9,224	11	0	2	0			
E-385	451	55	313 EAST 9 STREET	2,306	1			10	3.30	R7-2	3.44	50	0	7,615	7,615	10	R8B	4.00	60	0	8,115	8,115	10	0	0	0			
E-386	451	137	153 1 AVENUE	2,308	1			7	2.74	R7-2	3.44	50	1,267	5,066	6,333	7	R7A	4.00	60	1,267	6,676	7,943	7	0	0	0			
E-387	452	18	320 EAST 11 STREET	2,369	1			35	2.78	R7-2	3.44	40	700	5,885	6,585	35	R8B	4.00	50	700	6,506	7,206	36	0	1	0			
E-388	452	37	163 1 AVENUE	2,692	1			4	2.90	R7-2	3.44	30	2,600	5,200	7,800	4	R7A	4.00	50	2,600	8,168	10,768	7	0	3	0			
E-389	452	44	225 EAST 10 STREET	4,738	1			39	3.01	R7-2	3.44	50	0	14,265	14,265	39	R8B	4.00	60	0	15,265	15,265	39	0	0	0			
E-390	453	2	176 2 AVENUE	2,583	1			8	3.30	R7-2	3.44	50	3,000	5,518	8,518	8	R7A	4.00	60	3,000	6,948	9,948	8	0	0	0			
E-391	453	3	178 2 AVENUE	2,583	1			4	3.02	R7-2	3.44	50	1,300	6,509	7,809	4	R7A	4.00	60	1,300	8,173	9,473	4	0	0	0			
E-392	453	4	180 2 AVENUE	2,583	1			1	2.95	R7-2	3.44	50	6,200	1,421	7,621	1	R7A	4.00	60	6,200	2,253	8,453	1	0	0	0			
E-393	453	6	184 2 AVENUE	2,067	1			6	2.36	R7-2	3.44	50	1,476	3,405	4,881	6	R7A	4.00	60	1,476	4,035	5,511	6	0	0	0			
E-394	453	7	186 2 AVENUE	2,067	1			8	3.04	R7-2	3.44	40	1,571	4,713	6,284	8	R7A	4.00	50	1,571	5,742	7,313	9	0	1	0			
E-395	453	10	302 EAST 12 STREET	2,263	1			8	3.06	R7-2	3.44	50	1,386	5,546	6,932	8	R8B	4.00	60	1,386	6,250	7,636	8	0	0	0			
E-396	453	11	304 EAST 12 STREET	32,160	1			89	3.17	R7-2	3.44	50	0	101,800	101,800	89	R8B	4.00	60	0	106,000	106,000	89	0	0	0			
E-397	453	61	311 EAST 11 STREET	8,397	1			0	3.00	R7-2	3.44	30	25,194	0	25,194	0	R8B	4.00	50	25,194	8,394	33,588	8	0	8	0			
E-398	454	1	192 2 AVENUE	5,123	1			21	2.88	R7-2	3.44	40	3,687	11,061	14,748	21	R7A	4.00	50	3,687	12,303	15,990	22	0	1	0			
E-399	454	39	209 1 AVENUE	1,713	1			2	2.22	R7-2	3.44	40	951	2,853	3,804	2	R7A	4.00	50	951	3,153	4,104	2	0	0	0			
E-400	454	41	205 1 AVENUE	1,295	1			3	2.57	R7-2	3.44	40	675	2,657	3,332	3	R7A	4.00	50	675	3,257	3,932	4	0	1	0			
E-401	454	42	203 1 AVENUE	1,295	1			3	2.89	R7-2	3.44	40	935	2,805	3,740	3	R7A	4.00	50	935	3,505	4,440	4	0	1	0			
E-402	454	45	197 1 AVENUE	1,505	1			4	3.02	R7-2	3.44	40	1,505	3,041	4,546	4	R7A	4.00	50	1,505	3,846	5,351	5	0	1	0			
E-403	454	66	309 EAST 12 STREET	4,182	1			13	2.64	R7-2	3.44	40	0	11,054	11,054	13	R8B	4.00	50	0	16,728	16,728	19	0	6	0			
E-404	454	68	305 EAST 12 STREET	1,087	1			4	2.43	R7-2	3.44	30	0	2,646	2,646	4	R8B	4.00	50	0	3,588	3,588	5	0	1	0			
E-405	458	22	30 EAST 3 STREET	1,357	1			3	2.83	R7-2	3.44	30	0	3,840	3,840	3	R8B	4.00	50	0	5,428	5,428	5	0	2	0			
E-406	458	42	14 EAST 2 STREET	1,650	1			3	2.23	R7-2	3.44	30	0	3,680	3,680	3	R8B	4.00	50	0	6,600	6,600	6	0	3	0			
E-407	458	45	8 EAST 2 STREET	1,600	1			2	3.33	R7-2	3.44	40	0	5,325	5,325	2	R8B	4.00	50	0	6,400	6,400	3	0	1	0			
E-408	458	47	4 EAST 2 STREET	1,280	1			2	2.29	R7-2	3.44	30	976	1,953	2,929	2	R8B	4.00	50	976	2,967	3,943	3	0	1	0			
E-409	459	17	62 EAST 4 STREET	4,808	1			0	2.60	R7-2	3.44	50	12,500	0	12,500	0	R8B	4.00	60	12,500	1,375	13,875	0	0	0	0			

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
E-410	459	21	70 EAST 4 STREET	2,708	1			0	2.49	R7-2	3.44	30	6,750	0	6,750	0	R8B	4.00	50	6,750	4,082	10,832	4	0	4	0			
E-411	459	23	74 EAST 4 STREET	2,325	1			0	3.01	R7-2	3.44	40	7,000	0	7,000	0	R8B	4.00	50	7,000	2,300	9,300	2	0	2	0			
E-412	459	31	61 2 AVENUE	2,400	1			8	3.50	R7-2	3.44	50	2,678	5,713	8,391	8	R7A	4.00	60	2,678	6,922	9,600	8	0	0	0			
E-413	459	43	13 EAST 3 STREET	2,175	1			18	3.45	R7-2	3.44	50	0	7,500	7,500	18	R8B	4.00	60	0	7,875	7,875	18	0	0	0			
E-414	460	27	232 EAST 5 STREET	2,020	1			6	2.42	R7-2	3.44	40	0	4,884	4,884	6	R8B	4.00	50	0	7,715	7,715	9	0	3	0			
E-415	460	28	234 EAST 5 STREET	2,020	1			6	3.05	R7-2	3.44	40	0	6,155	6,155	6	R8B	4.00	50	0	8,080	8,080	8	0	2	0			
E-416	460	32	242 EAST 5 STREET	1,600	1			3	2.18	R7-2	3.44	30	0	3,486	3,486	3	R8B	4.00	50	0	4,683	4,683	4	0	1	0			
E-417	460	33	244 EAST 5 STREET	1,620	1			3	2.32	R7-2	3.44	30	0	3,760	3,760	3	R8B	4.00	50	0	4,957	4,957	4	0	1	0			
E-418	460	37	77 2 AVENUE	4,760	1			28	3.41	R7-2	3.44	60	2,705	13,525	16,230	28	R7A	4.00	80	2,705	16,125	18,830	31	0	3	0			
E-419	460	39	75 2 AVENUE	2,000	1			4	2.77	R7-2	3.44	40	1,600	3,942	5,542	4	R7A	4.00	50	1,600	4,802	6,402	5	0	1	0			
E-420	460	43	87 EAST 4 STREET	1,696	1			8	2.77	R7-2	3.44	40	1,000	3,700	4,700	8	R7A	4.00	50	1,000	4,180	5,180	8	0	0	0			
E-421	460	43	87 EAST 4 STREET	1,696	1			8	2.77	R7-2	3.44	40	1,000	3,700	4,700	8	R8B	4.00	50	1,000	5,784	6,784	10	0	2	0			
E-422	460	44	85 EAST 4 STREET	2,405	1			0	2.48	R7-2	3.44	40	5,958	0	5,958	0	R8B	4.00	50	5,958	3,662	9,620	4	0	4	0			
E-423	461	18	220 EAST 6 STREET	7,275	1			0	2.27	R7-2	3.44	30	16,479	0	16,479	0	R8B	4.00	50	16,479	12,597	29,076	13	0	13	0			
E-424	461	29	99 2 AVENUE	2,456	1			6	3.41	R7-2	3.44	50	1,676	6,703	8,379	6	R7A	4.00	60	1,676	8,148	9,824	6	0	0	0			
E-425	461	31	95 2 AVENUE	2,494	1			4	3.10	R7-2	3.44	50	1,544	6,175	7,719	4	R7A	4.00	60	1,544	7,375	8,919	4	0	0	0			
E-426	461	32	93 2 AVENUE	2,425	1			4	2.83	R7-2	3.44	40	1,718	5,155	6,873	4	R7A	4.00	50	1,718	6,835	8,553	6	0	2	0			
E-427	461	33	91 2 AVENUE	2,425	1			4	3.29	R7-2	3.44	50	1,455	6,527	7,982	4	R7A	4.00	60	1,455	8,207	9,662	4	0	0	0			
E-428	462	18	38 EAST 7 STREET	8,652	1			0	2.57	R7-2	3.44	30	22,224	0	22,224	0	R8B	4.00	50	22,224	12,384	34,608	12	0	12	0			
E-429	462	24	115 2 AVENUE	1,470	1			1	2.44	R7-2	3.44	30	2,388	1,203	3,591	1	R7A	4.00	50	2,388	1,623	4,011	1	0	0	0			
E-430	463	14	10 ST MARK'S PLACE	3,120	1			20	3.47	R7-2	3.44	50	0	10,840	10,840	20	R8B	4.00	60	0	12,114	12,114	20	0	0	0			
E-431	463	16	14 ST MARK'S PLACE	3,420	1			8	2.96	R7-2	3.44	50	2,028	8,112	10,140	8	R8B	4.00	60	2,028	9,906	11,934	8	0	0	0			
E-432	463	18	18 ST MARK'S PLACE	3,120	1			16	2.43	R7-2	3.44	40	1,892	5,674	7,566	16	R8B	4.00	50	1,892	10,588	12,480	21	0	5	0			
E-433	463	23	28 ST MARK'S PLACE	3,120	1			9	2.47	R7-2	3.44	40	1,200	6,500	7,700	9	R8B	4.00	50	1,200	11,280	12,480	14	0	5	0			
E-434	463	34	121 2 AVENUE	2,500	1			4	3.38	R7-2	3.44	50	1,692	6,768	8,460	4	R7A	4.00	60	1,692	8,308	10,000	4	0	0	0			
E-435	463	39	37 EAST 7 STREET	1,875	1			3	2.49	R7-2	3.44	35	1,558	3,117	4,675	3	R8B	4.00	50	1,558	5,942	7,500	6	0	3	0			
E-436	463	40	35 EAST 7 STREET	1,875	1			5	2.94	R7-2	3.44	40	700	4,820	5,520	5	R8B	4.00	50	700	6,800	7,500	7	0	2	0			
E-437	463	41	33 EAST 7 STREET	1,875	1			1	2.65	R7-2	3.44	40	4,977	0	4,977	1	R8B	4.00	50	4,977	2,523	7,500	4	0	3	0			
E-438	463	42	31 EAST 7 STREET	1,950	1			1	3.23	R7-2	3.44	40	6,292	0	6,292	1	R8B	4.00	50	6,292	1,508	7,800	3	0	2	0			
E-439	464	15	210 EAST 9 STREET	1,575	1			4	2.37	R7-2	3.44	30	1,575	2,154	3,729	4	R8B	4.00	50	1,575	4,725	6,300	7	0	3	0			
E-440	464	16	212 EAST 9 STREET	1,350	1			0	2.64	R7-2	3.44	30	3,564	0	3,564	0	R8B	4.00	50	3,564	1,836	5,400	2	0	2	0			
E-441	464	19	218 EAST 9 STREET	1,575	1			2	3.12	R7-2	3.44	40	1,575	3,339	4,914	2	R8B	4.00	50	1,575	4,725	6,300	3	0	1	0			
E-442	464	20	220 EAST 9 STREET	7,875	1			0	2.85	R7-2	3.44	30	22,460	0	22,460	0	R8B	4.00	50	22,460	9,040	31,500	9	0	9	0			
E-443	464	32	238 EAST 9 STREET	2,186	1			18	2.92	R7-2	3.44	40	1,597	4,791	6,388	18	R8B	4.00	50	1,597	6,947	8,544	20	0	2	0			
E-444	464	43	33 ST MARK'S PLACE	2,934	1			10	3.01	R7-2	3.44	50	1,767	7,068	8,835	10	R8B	4.00	60	1,767	7,614	9,381	10	0	0	0			
E-445	464	44	31 ST MARK'S PLACE	2,912	1			16	3.39	R7-2	3.44	40	1,972	7,888	9,860	16	R8B	4.00	50	1,972	9,676	11,648	18	0	2	0			
E-446	464	47	25 ST MARK'S PLACE	2,934	1			3	2.28	R7-2	3.44	40	1,800	4,886	6,686	3	R8B	4.00	50	1,800	9,936	11,736	8	0	5	0			
E-447	464	55	9 ST MARK'S PLACE	3,616	1			4	2.64	R7-2	3.44	40	3,616	5,928	9,544	4	R8B	4.00	50	3,616	10,848	14,464	9	0	5	0			
E-448	465	48	157 2 AVENUE	2,250	1			6	2.81	R7-2	3.44	50	2,100	4,220	6,320	6	R7A	4.00	60	2,100	4,910	7,010	6	0	0	0			
E-449	466	14	210 EAST 11 STREET	1,710	1			5	3.16	R7-2	3.44	40	0	5,400	5,400	5	R8B	4.00	50	0	6,840	6,840	6	0	1	0			
E-450	466	15	212 EAST 11 STREET	1,710	1			5	2.69	R7-2	3.44	40	0	4,608	4,608	5	R8B	4.00	50	0	6,840	6,840	7	0	2	0			
E-451	466	20	222 EAST 11 STREET	2,043	1			6	3.00	R7-2	3.44	40	0	6,129	6,129	6	R8B	4.00	50	0	8,172	8,172	8	0	2	0			
E-452	467	16	214 EAST 12 STREET	2,130	1			4	2.58	R7-2	3.44	40	0	5,500	5,500	4	R8B	4.00	50	0	7,996	7,996	6	0	2	0			
E-453	467	17	216 EAST 12 STREET	2,272	1			10	2.89	R7-2	3.44	50	0	6,560	6,560	10	R8B	4.00	60	0	6,896	6,896	10	0	0	0			
E-454	467	18	218 EAST 12 STREET	2,308	1			5	2.58	R7-2	3.44	40	0	5,958	5,958	5	R8B	4.00	50	0	8,704	8,704	8	0	3	0			
E-455	467	20	222 EAST 12 STREET	2,485	1			23	2.10	R7-2	3.44	40	0	5,226	5,226	23	R8B	4.00	50	0	8,097	8,097	26	0	3	0			
E-456	467	46	231 EAST 11 STREET	2,550	1			5	3.14	R7-2	3.44	40	0	7,996	7,996	5	R8B	4.00	50	0	10,200	10,200	7	0	2	0			
E-457	467	48	227 EAST 11 STREET	2,550	1			19	2.09	R7-2	3.44	40	0	5,332	5,332	19	R8B	4.00	50	0	10,138	10,138	24	0	5	0			
E-458	467	49	225 EAST 11 STREET	2,550	1			8	2.68	R7-2	3.44	40	0	6,830	6,830	8	R8B	4.00	50	0	10,200	10,200	11	0	3	0			
E-459	467	50	223 EAST 11 STREET	3,400	1			20	2.20	R7-2	3.44	40	0	7,480	7,480	20	R8B	4.00	50	0	9,516	9,516	22	0	2	0			
E-460	468	35	205 2 AVENUE	2,823	1			19	3.55	R7-2	3.44	60	0	10,008	10,008	19	R7A	4.00	80	0	10,450	10,450	19	0	0	0			
E-461	468	36	203 2 AVENUE	2,879	1			0	2.67	R7-2	3.44	50	7,682	0	7,682	0	R7A	4.00	60	7,682	1,404	9,086	0	0	0	0			
E-462	468	37	201 2 AVENUE	2,750	1			8	3.26	R7-2	3.44	50	1,500	7,475	8,975	8	R7A	4.00	60	1,500	9,100	10,600	8	0	0	0			
E-463	468	44	235 EAST 12 STREET	2,530	1			20	3.26	R7-2	3.44	50	0	8,240	8,240	20	R8B	4.00	60	0	8,765	8,765	20	0	0	0			
E-464	468	48	227 EAST 12 STREET	2,581	1			16	2.33	R7-2	3.44	40	0	6,024	6,024	16	R8B	4.00	50	0	9,520	9,520	19	0	3	0			

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions							Build Conditions							Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
E-465	468	49	225 EAST 12 STREET	2,581	1			9	2.32	R7-2	3.44	40	0	6,000	6,000	9	R8B	4.00	50	0	9,496	9,496	12	0	3	0			
E-466	468	50	223 EAST 12 STREET	2,581	1			5	2.32	R7-2	3.44	40	0	6,000	6,000	5	R8B	4.00	50	0	9,496	9,496	8	0	3	0			
E-467	468	51	221 EAST 12 STREET	2,581	1			13	2.92	R7-2	3.44	40	0	7,530	7,530	13	R8B	4.00	50	0	10,324	10,324	16	0	3	0			
SUBTOTAL ENLARGEMENTS				**1,291,814**				**4,155**					**938,270**	**2,788,610**	**3,726,880**	**4,155**				**938,270**	**3,560,886**	**4,499,156**	**4,715**	**0**	**560**	**0**			
GRAND TOTAL POTENTIAL SITES				**1,685,087**				**4,478**					**1,153,479**	**3,828,086**	**4,981,566**	**5,208**				**1,124,360**	**5,286,035**	**6,596,485**	**6,440**	**136**	**1,232**	**136**			

Table 1-3
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

Site Description				Existing Conditions					No Build Conditions							Build Conditions							Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
1	354	37	120 RIVINGTON STREET	1,500	1	1,500	0	1	C6-1	6	60	1,275	3,885	5,160	4	C4-4A	4.00	80	1,275	4,725	7,275	5	0	1	0	0	0	0
1	354	38	118 RIVINGTON STREET	1,500	1	1,497	0	1	C6-1	6	60	1,275	3,885	5,160	4	C4-4A	4.00	80	1,275	4,725	7,275	5	0	1	0	0	0	0
1 Total				3,000		2,997	0					2,550	7,770	10,320	8				2,550	9,450	14,550	9	0	2	0	0	0	0
2	408	24	330 GRAND STREET	2,975	3	5,338	0	2	C6-1	6	60	2,529	7,705	10,234	8	C4-4A	4.00	80	2,529	9,371	14,429	9	0	2	0	0	0	0
2 Total				2,975		5,338	0					2,529	7,705	10,234	8				2,529	9,371	14,429	9	0	2	0	0	0	0
3	408	26	328 GRAND STREET	1,715	1	2,854	0	2	C6-1	6	60	1,458	4,442	5,900	4	C4-4A	4.00	80	1,458	5,402	8,318	5	0	1	0	0	0	0
3 Total				1,715		2,854	0					1,458	4,442	5,900	4				1,458	5,402	8,318	5	0	1	0	0	0	0
4	410	13	89 RIVINGTON STREET	7,653	1	0	0	1	C6-1	6	60	45,918	0	45,918	0	C4-4A	4.00	80	6,505	24,107	37,117	24	0	24	0	0	6	6
4	410	16	95 RIVINGTON STREET	2,500	2	5,352	1	2	C6-1	6	60	15,000	0	15,000	0	C4-4A	4.00	80	2,125	7,875	12,125	8	0	8	0	0	0	0
4 Total				10,153		5,352	1					60,918	0	60,918	0				8,630	31,982	49,242	32	0	32	0	0	6	6
5	410	52	115 RIVINGTON STREET	1,474	1	2,800	0	2	C6-1	6	60	1,253	3,818	5,071	4	C4-4A	4.00	80	1,253	4,643	7,149	5	0	1	0	0	0	0
5 Total				1,474		2,800	0					1,253	3,818	5,071	4				1,253	4,643	7,149	5	0	1	0	0	0	0
6	411	12	168 ORCHARD STREET	4,400	1	4,400	0	1	C6-1	6	60	3,740	11,396	15,136	11	C4-4A	4.00	80	3,740	13,860	21,340	14	0	2	0	0	0	0
6 Total				4,400		4,400	0					3,740	11,396	15,136	11				3,740	13,860	21,340	14	0	2	0	0	0	0
7	411	19	159 LUDLOW STREET	1,063	0	0	0	0	C6-1	6	60	904	2,753	3,657	3	C4-4A	4.00	80	904	3,348	5,156	3	0	1	0	0	0	0
7 Total				1,063		0	0					904	2,753	3,657	3				904	3,348	5,156	3	0	1	0	0	0	0
8	411	41	136 LUDLOW STREET	2,003	1	1,900	0	1	C6-1	6	60	1,703	5,188	6,890	5	C4-4A	4.00	80	1,703	6,309	9,715	6	0	1	0	0	0	0
8 Total				2,003		1,900	0					1,703	5,188	6,890	5				1,703	6,309	9,715	6	0	1	0	0	0	0
9	412	2	174 ORCHARD STREET	2,450	1	2,450	0	1	C6-1	6	60	2,083	6,346	8,428	6	C4-4A	4.00	80	2,083	7,718	11,883	8	0	1	0	0	0	0
9 Total				2,450		2,450	0					2,083	6,346	8,428	6				2,083	7,718	11,883	8	0	1	0	0	0	0
10	412	12	194 ORCHARD STREET	2,305	1	2,308	0	1	C6-1	6	60	1,959	5,970	7,929	6	C4-4A	4.00	80	1,959	7,261	11,179	7	0	1	0	0	0	0
10 Total				2,305		2,308	0					1,959	5,970	7,929	6				1,959	7,261	11,179	7	0	1	0	0	0	0
11	413	25	298 GRAND STREET	2,288	1	3,826	0	2	C6-1	6	60	1,945	5,926	7,871	6	C4-4A	4.00	80	1,945	7,207	11,097	7	0	1	0	0	0	0
11 Total				2,288		3,826	0					1,945	5,926	7,871	6				1,945	7,207	11,097	7	0	1	0	0	0	0
12	413	26	294 GRAND STREET	4,411	1	7,317	0	2	C6-1	6	60	3,749	11,424	15,174	11	C4-4A	4.00	80	3,749	13,895	21,393	14	0	2	0	0	0	0
12 Total				4,411		7,317	0					3,749	11,424	15,174	11				3,749	13,895	21,393	14	0	2	0	0	0	0
13	413	29	290 GRAND STREET	2,187	1	4,376	0	2	C6-1	6	60	1,859	5,664	7,523	6	C4-4A	4.00	80	1,859	6,889	10,607	7	0	1	0	0	0	0
13 Total				2,187		4,376	0					1,859	5,664	7,523	6				1,859	6,889	10,607	7	0	1	0	0	0	0
14	415	10	172 ELDRIDGE STREET	2,228	0	0	0	0	C6-1	6	60	1,894	5,771	7,664	6	C4-4A	4.00	80	1,894	7,018	10,806	7	0	1	0	0	0	0
14 Total				2,228		0	0					1,894	5,771	7,664	6				1,894	7,018	10,806	7	0	1	0	0	0	0
15	415	23	143 ALLEN STREET	1,400	1	2,880	1	2	C6-1	6	60	1,190	3,626	4,816	4	C4-4A	4.00	80	1,190	4,410	6,790	4	0	1	0	0	0	0
15 Total				1,400		2,880	1					1,190	3,626	4,816	4				1,190	4,410	6,790	4	0	1	0	0	0	0
16	415	27	135 ALLEN STREET	4,085	1	6,816	0	2	C6-1	6	60	3,472	10,580	14,052	11	C4-4A	4.00	80	3,472	12,868	19,812	13	0	2	0	0	0	0
16 Total				4,085		6,816	0					3,472	10,580	14,052	11				3,472	12,868	19,812	13	0	2	0	0	0	0
17	415	36	121 ALLEN STREET	2,204	0	0	0	0	C6-1	6	60	1,873	5,708	7,582	6	C4-4A	4.00	80	1,873	6,943	10,689	7	0	1	0	0	0	0
17 Total				2,204		0	0					1,873	5,708	7,582	6				1,873	6,943	10,689	7	0	1	0	0	0	0
18	416	23	165 ALLEN STREET	1,984	1	4,067	0	2	C6-1	6	60	1,686	5,139	6,825	5	C4-4A	4.00	80	1,686	6,250	9,622	6	0	1	0	0	0	0
18 Total				1,984		4,067	0					1,686	5,139	6,825	5				1,686	6,250	9,622	6	0	1	0	0	0	0
19	416	53	172 ALLEN STREET	2,644	1	5,294	0	2	C6-1	6	60	2,247	6,848	9,095	7	C4-4A	4.00	80	2,247	8,329	12,823	8	0	1	0	0	0	0
19 Total				2,644		5,294	0					2,247	6,848	9,095	7				2,247	8,329	12,823	8	0	1	0	0	0	0
20	416	56	167 ORCHARD STREET	1,988	1	2,000	0	1	C6-1	6	60	1,690	5,149	6,839	5	C4-4A	4.00	80	1,690	6,262	9,642	6	0	1	0	0	0	0
20 Total				1,988		2,000	0					1,690	5,149	6,839	5				1,690	6,262	9,642	6	0	1	0	0	0	0
21	416	58	163 ORCHARD STREET	2,319	1	4,600	0	2	C6-1	6	60	1,971	6,006	7,977	6	C4-4A	4.00	80	1,971	7,305	11,247	7	0	1	0	0	0	0
21 Total				2,319		4,600	0					1,971	6,006	7,977	6				1,971	7,305	11,247	7	0	1	0	0	0	0
22	417	64	181 ORCHARD STREET	2,221	1	1,900	0	1	C6-1	6	60	1,888	5,752	7,640	6	C4-4A	4.00	80	1,888	6,996	10,772	7	0	1	0	0	0	0
22 Total				2,221		1,900	0					1,888	5,752	7,640	6				1,888	6,996	10,772	7	0	1	0	0	0	0
23	418	39	301 BROOME STREET	1,918	1	1,827	0	1	C6-1	6	60	1,630	4,968	6,598	5	C4-4A	4.00	80	1,630	6,042	9,302	6	0	1	0	0	0	0
23 Total				1,918		1,827	0					1,630	4,968	6,598	5				1,630	6,042	9,302	6	0	1	0	0	0	0
24	418	51	286 GRAND STREET	1,461	1	2,922	0	2	C6-1	6	60	1,242	3,784	5,026	4	C4-4A	4.00	80	1,242	4,602	7,086	5	0	1	0	0	0	0
24	418	52	284 GRAND STREET	1,461	1	2,788	0	2	C6-1	6	60	1,242	3,784	5,026	4	C4-4A	4.00	80	1,242	4,602	7,086	5	0	1	0	0	0	0
24	418	53	282 GRAND STREET	1,461	1	1,990	0	1	C6-1	6	60	1,242	3,784	5,026	4	C4-4A	4.00	80	1,242	4,602	7,086	5	0	1	0	0	0	0
24 Total				4,383		7,700	0					3,726	11,352	15,078	11				3,726	13,806	21,258	14	0	2	0	0	0	0
25	419	73	296 BROOME STREET	5,087	1	6,050	0	1	C6-1	6	60	4,324	13,175	17,499	13	C4-4A	4.00	80	4,324	16,024	24,672	16	0	3	0	0	0	0
25 Total				5,087		6,050	0					4,324	13,175	17,499	13				4,324	16,024	24,672	16	0	3	0	0	0	0
26	419	75	300 BROOME STREET	2,495	1	2,450	1	1	C6-1	6	60	2,121	6,462	8,583	6	C4-4A	4.00	80	2,121	7,859	12,101	8	0	1	0	0	0	0
26 Total				2,495		2,450	1					2,121	6,462	8,583	6				2,121	7,859	12,101	8	0	1	0	0	0	0
27	421	60	57 STANTON STREET	2,112	2	2,311	2	1	C6-1	6	60	1,795	5,470	7,265	5	C4-4A	4.00	80	1,795	6,653	10,243	7	0	1	0	0	0	0
27 Total				2,112		2,311	2					1,795	5,470	7,265	5				1,795	6,653	10,243	7	0	1	0	0	0	0
28	422	42	204 FORSYTH STREET	2,467	1	6,540	0	3	C6-1	6	60	2,097	6,390	8,486	6	C4-4A	4.00	80	2,097	7,771	11,965	8	0	1	0	0	0	0
28	422	43	206 FORSYTH STREET	2,500	0	0	0	0	C6-1	6	60	2,125	6,475	8,600	6	C4-4A	4.00	80	2,125	7,875	12,125	8	0	1	0	0	0	0
28 Total				4,967		6,540	0					4,222	12,865	17,086	13				4,222	15,646	24,090	16	0	3	0	0	0	0
29	348	34	154 DELANCEY STREET	3,525	1	5,045	0	1	C6-1	6	60	2,996	9,130	12,126	9	C6-2A*	7.20	120	2,996	22,384	28,376	22	4	13	4	0	0	0
29 Total				3,525		5,045	0					2,996	9,130	12,126	9				2,996	22,384	28,376	22	4	13	4	0	0	0
30	348	36	150 DELANCEY STREET	2,200	1	4,400	0	2	C6-1	6	60	1,870	5,698	7,568	6	C6-2A*	7.20	120	1,870	13,970	17,710	14	3	8	3	0	0	0
30 Total				2,200		4,400	0					1,870	5,698	7,568	6				1,870	13,970	17,710	14	3	8	3	0	0	0
31	353	42	124 DELANCEY STREET	2,500	1	4,625	0	2	C6-1	6	60	2,125	6,475	8,600	6	C6-2A*	7.20	120	2,125	15,875	20,125	16	3	9	3	0	0	0
31 Total				2,500		4,625	0					2,125	6,475	8,600	6				2,125	15,875	20,125	16	3	9	3	0	0	0

Table 1-3
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

Site Description				Existing Conditions					No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
32	353	47	100 NORFOLK STREET	3,500	1	7,000	0	2	C6-1	6	60	2,975	35,941	38,916	36	C6-2A*	7.20	120	2,975	22,225	28,175	22	4	-14	4	0	0	0
32	353	75	140 DELANCEY STREET	12,520	2	20,000	0	2	C6-1	6	60	20,000	0	20,000	0	C6-2A*	7.20	120	10,642	79,502	100,786	80	16	80	16	6	16	10
32	353	79	138 DELANCEY STREET	2,508	1	5,682	0	2	C6-1	6	60	5,682	0	5,682	0	C6-2A*	7.20	120	2,132	15,926	20,189	16	3	16	3	0	0	0
32	353	80	136 DELANCEY STREET	1,595	1	5,558	0	3	C6-1	6	60	5,558	0	5,558	0	C6-2A*	7.20	120	1,356	10,128	12,840	10	2	10	2	0	0	0
32	353	82	132 DELANCEY STREET	1,153	1	4,700	0	4	C6-1	6	60	4,700	0	4,700	0	C6-2A*	7.20	120	980	7,322	9,282	7	1	7	1	0	0	0
32	353	83	134 DELANCEY STREET	1,153	1	2,300	0	2	C6-1	6	60	2,300	0	2,300	0	C6-2A*	7.20	120	980	7,322	9,282	7	1	7	1	0	0	0
32 Total				22,429		45,240	0					41,215	35,941	77,156	36				19,065	142,424	180,553	142	28	106	28	6	16	10
33	409	17	95 DELANCEY STREET	5,420	1	12,325	0	2	C6-1	6	60	4,607	14,038	18,645	14	C6-2A*	7.20	120	4,607	34,417	43,631	34	7	20	7	0	0	0
33 Total				5,420		12,325	0					4,607	14,038	18,645	14				4,607	34,417	43,631	34	7	20	7	0	0	0
34	409	20	91 LUDLOW STREET	4,437	2	6,000	0	1	C6-1	6	60	3,771	11,492	15,263	11	C6-2A*	7.20	120	3,771	28,175	35,718	28	6	17	6	0	0	0
34 Total				4,437		6,000	0					3,771	11,492	15,263	11				3,771	28,175	35,718	28	6	17	6	0	0	0
35	410	32	90 DELANCEY STREET	2,094	1	3,800	0	2	C6-1	6	60	1,780	5,423	7,203	5	C6-2A*	7.20	120	1,780	13,297	16,857	13	3	8	3	0	0	0
35 Total				2,094		3,800	0					1,780	5,423	7,203	5				1,780	13,297	16,857	13	3	8	3	0	0	0
36	410	33	88 DELANCEY STREET	2,062	1	3,900	0	2	C6-1	6	60	1,753	5,341	7,093	5	C6-2A*	7.20	120	1,753	13,094	16,599	13	3	8	3	0	0	0
36 Total				2,062		3,900	0					1,753	5,341	7,093	5				1,753	13,094	16,599	13	3	8	3	0	0	0
37	410	34	86 DELANCEY STREET	2,437	1	4,800	0	2	C6-1	6	60	2,071	6,312	8,383	6	C6-2A*	7.20	120	2,071	15,475	19,618	15	3	9	3	0	0	0
37 Total				2,437		4,800	0					2,071	6,312	8,383	6				2,071	15,475	19,618	15	3	9	3	0	0	0
38	410	64	114 DELANCEY STREET	6,510	1	23,000	0	4	C6-1	6	60	5,534	16,861	22,394	17	C6-2A*	7.20	120	5,534	41,339	52,406	41	8	24	8	0	0	0
38 Total				6,510		23,000	0					5,534	16,861	22,394	17				5,534	41,339	52,406	41	8	24	8	0	0	0
39	410	67	108 DELANCEY STREET	2,220	1	9,600	0	4	C6-1	6	60	1,887	5,750	7,637	6	C6-2A*	7.20	120	1,887	14,097	17,871	14	3	8	3	0	0	0
39	410	68	106 DELANCEY STREET	1,875	1	5,625	0	3	C6-1	6	60	1,594	4,856	6,450	5	C6-2A*	7.20	120	1,594	11,906	15,094	12	2	7	2	0	0	0
39	410	69	104 DELANCEY STREET	1,875	1	5,625	0	3	C6-1	6	60	1,594	4,856	6,450	5	C6-2A*	7.20	120	1,594	11,906	15,094	12	2	7	2	0	0	0
39 Total				5,970		20,850	0					5,075	15,462	20,537	15				5,075	37,910	48,059	38	8	22	8	0	0	0
40	412	13	196 ORCHARD STREET	2,181	1	2,108	0	1	C6-1	6	60	1,854	5,649	7,503	6	C6-2A*	7.20	120	1,854	13,849	17,557	14	3	8	3	0	0	0
40	412	14	198 ORCHARD STREET	3,805	1	3,780	0	1	C6-1	6	60	3,234	9,855	13,089	10	C6-2A*	7.20	120	3,234	24,162	30,630	24	5	14	5	0	0	0
40	412	16	187 EAST HOUSTON STREET	3,100	1	3,100	0	1	C6-1	6	60	2,635	8,029	10,664	8	C6-2A*	7.20	120	2,635	19,685	24,955	20	4	12	4	0	0	0
40 Total				9,086		8,988	0					7,723	23,533	31,256	24				7,723	57,696	73,142	58	12	34	12	0	0	0
41	412	21	201 EAST HOUSTON STREET	10,000	1	9,310	0	1	C6-1	6	60	8,500	25,900	34,400	26	C6-2A*	7.20	120	8,500	63,500	80,500	64	13	38	13	5	13	8
41 Total				10,000		9,310	0					8,500	25,900	34,400	26				8,500	63,500	80,500	64	13	38	13	5	13	8
42	417	12	153 EAST HOUSTON STREET	2,181	1	4,300	0	2	C6-1	6	60	1,854	5,649	7,503	6	C6-2A*	7.20	120	1,854	13,849	17,557	14	3	8	3	0	0	0
42 Total				2,181		4,300	0					1,854	5,649	7,503	6				1,854	13,849	17,557	14	3	8	3	0	0	0
43	417	13	157 EAST HOUSTON STREET	1,848	1	3,648	0	2	C6-1	6	60	1,571	4,786	6,357	5	C6-2A*	7.20	120	1,571	11,735	14,876	12	2	7	2	0	0	0
43 Total				1,848		3,648	0					1,571	4,786	6,357	5				1,571	11,735	14,876	12	2	7	2	0	0	0
44	423	21	119 CHRYSTIE STREET	2,512	1	7,224	0	3	C6-1	6	60	2,135	6,506	8,641	7	C6-2A*	7.20	120	2,135	15,951	20,222	16	3	9	3	0	0	0
44 Total				2,512		7,224	0					2,135	6,506	8,641	7				2,135	15,951	20,222	16	3	9	3	0	0	0
45	424	27	141 CHRYSTIE STREET	2,520	1	4,130	0	2	C6-1	6	60	2,142	6,527	8,669	7	C6-2A*	7.20	120	2,142	16,002	20,286	16	3	9	3	0	0	0
45 Total				2,520		4,130	0					2,142	6,527	8,669	7				2,142	16,002	20,286	16	3	9	3	0	0	0
46	424	35	324 BROOME STREET	4,309	1	12,920	0	3	C6-1	6	60	3,663	11,160	14,823	11	C6-2A*	7.20	120	3,663	27,362	34,687	27	5	16	5	0	0	0
46 Total				4,309		12,920	0					3,663	11,160	14,823	11				3,663	27,362	34,687	27	5	16	5	0	0	0
47	425	30	169 CHRYSTIE STREET	4,548	2	7,500	0	2	C6-1	6	60	3,866	11,779	15,645	12	C6-2A*	7.20	120	3,866	28,880	36,611	29	6	17	6	0	0	0
47 Total				4,548		7,500	0					3,866	11,779	15,645	12				3,866	28,880	36,611	29	6	17	6	0	0	0
48	425	31	167 CHRYSTIE STREET	2,742	1	5,250	0	2	C6-1	6	60	2,331	7,102	9,432	7	C6-2A*	7.20	120	2,331	17,412	22,073	17	3	10	3	0	0	0
48 Total				2,742		5,250	0					2,331	7,102	9,432	7				2,331	17,412	22,073	17	3	10	3	0	0	0
49	425	32	165 CHRYSTIE STREET	2,650	1	4,800	0	2	C6-1	6	60	2,253	6,864	9,116	7	C6-2A*	7.20	120	2,253	16,828	21,333	17	3	10	3	0	0	0
49 Total				2,650		4,800	0					2,253	6,864	9,116	7				2,253	16,828	21,333	17	3	10	3	0	0	0
50	426	27	201 CHRYSTIE STREET	2,500	1	5,000	0	2	C6-1	6	60	2,125	6,475	8,600	6	C6-2A*	7.20	120	2,125	15,875	20,125	16	3	9	3	0	0	0
50 Total				2,500		5,000	0					2,125	6,475	8,600	6				2,125	15,875	20,125	16	3	9	3	0	0	0
51	426	28	199 CHRYSTIE STREET	2,500	1	7,500	0	3	C6-1	6	60	2,125	6,475	8,600	6	C6-2A*	7.20	120	2,125	15,875	20,125	16	3	9	3	0	0	0
51 Total				2,500		7,500	0					2,125	6,475	8,600	6				2,125	15,875	20,125	16	3	9	3	0	0	0
52	426	33	189 CHRYSTIE STREET	2,499	1	4,230	0	2	C6-1	6	60	2,124	6,472	8,597	6	C6-2A*	7.20	120	2,124	15,869	20,117	16	3	9	3	0	0	0
52 Total				2,499		4,230	0					2,124	6,472	8,597	6				2,124	15,869	20,117	16	3	9	3	0	0	0
53	426	35	183 CHRYSTIE STREET	4,875	1	9,600	0	2	C6-1	6	60	4,144	12,626	16,770	13	C6-2A*	7.20	120	4,144	30,956	39,244	31	6	18	6	0	0	0
53 Total				4,875		9,600	0					4,144	12,626	16,770	13				4,144	30,956	39,244	31	6	18	6	0	0	0
54	426	38	16 RIVINGTON STREET	6,900	1	8,400	0	1	C6-1	6	60	5,865	17,871	23,736	18	C6-2A*	7.20	120	5,865	43,815	55,545	44	9	26	9	0	0	0
54 Total				6,900		8,400	0					5,865	17,871	23,736	18				5,865	43,815	55,545	44	9	26	9	0	0	0
55	443	1	24 2 AVENUE	7,498	2	1,512	0	0	C6-1	6	60	6,373	19,420	25,793	19	C6-2A*	7.20	120	6,373	47,612	60,359	48	10	28	10	0	0	0
55 Total				7,498		1,512	0					6,373	19,420	25,793	19				6,373	47,612	60,359	48	10	28	10	0	0	0
56	444	3	42 2 AVENUE	3,294	2	5,790	0	2	C6-1	6	60	2,800	8,531	11,331	9	C6-2A*	7.20	120	2,800	20,917	26,517	21	4	12	4	6	14	8
56	444	5	46 2 AVENUE	7,500	1	6,400	0	1	C6-1	6	60	6,375	19,425	25,800	19	C6-2A*	7.20	120	6,375	47,625	60,375	48	10	28	10	0	0	0
56 Total				10,794		12,190	0					9,175	27,956	37,131	28				9,175	68,542	86,892	69	14	41	14	6	14	8
57	456	27	11 2 AVENUE	4,947	1	13,009	0	3	NZS	6	60	4,205	12,813	17,018	13	C6-2A*	7.20	120	4,205	31,413	39,823	31	6	19	6	0	0	0
57 Total				4,947		13,009	0					4,205	12,813	17,018	13				4,205	31,413	39,823	31	6	19	6	0	0	0
58	457	33	23 2 AVENUE	3,504	1	7,014	0	2	C6-1	6	60	2,978	9,075	12,054	9	C6-2A*	7.20	120	2,978	22,250	28,207	22	4	13	4	0	0	0
58 Total				3,504		7,014	0					2,978	9,075	12,054	9				2,978	22,250	28,207	22	4	13	4	0	0	0
59	344	53	138 RIDGE STREET	6,720	0	0	0	0	R7-2	3	50	0	23,117	23,117	23	R7A	4.00	80	0	26,880	26,880	27	0	4	0	0	0	0
59	344	54	STANTON STREET	2,680	0	0	0	0	R7-2	3	50	0	9,219	9,219	9	R7A	4.00	80	0	10,720	10,720	11	0	2	0	0	0	0
59 Total				9,400		0	0					0	32,336	32,336	32				0	37,600	37,600	38	0	5	0	0	0	0

Table 1-3
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

Site Description				Existing Conditions					No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
60	344	141	52 CLINTON STREET	7,500	1	5,930	0	1	R7-2	3	50	6,375	19,425	25,800	19	R7A	4.00	80	6,375	23,625	36,375	24	0	4	0	5	6	1
60	344	144	50 CLINTON STREET	2,500	1	2,425	0	1	R7-2	3	50	2,125	6,475	8,600	6	R7A	4.00	80	2,125	7,875	12,125	8	0	1	0	0	0	0
60 Total				10,000		8,355	0					8,500	25,900	34,400	26				8,500	31,500	48,500	32	0	6	0	5	6	1
61	344	157	ATTORNEY STREET	1,390	0	0	0	0	R7-2	3	50	0	4,782	4,782	5	R7A	4.00	80	0	5,560	5,560	6	0	1	0	0	0	0
61 Total				1,390		0	0					0	4,782	4,782	5				0	5,560	5,560	6	0	1	0	0	0	0
62	345	1	148 ATTORNEY STREET	1,765	1	1,750	0	1	R7-2	3	50	0	6,072	6,072	6	R7A	4.00	80	0	7,060	7,060	7	0	1	0	0	0	0
62 Total				1,765		1,750	0					0	6,072	6,072	6				0	7,060	7,060	7	0	1	0	0	0	0
63	345	2	152 ATTORNEY STREET	2,500	1	2,500	0	1	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
63 Total				2,500		2,500	0					0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
64	345	6	162 ATTORNEY STREET	2,500	1	2,500	0	1	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
64 Total				2,500		2,500	0					0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
65	345	7	164 ATTORNEY STREET	2,500	1	2,500	0	1	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
65 Total				2,500		2,500	0					0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
66	345	8	166 ATTORNEY STREET	2,500	0	0	0	0	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
66 Total				2,500		0	0					0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
67	345	26	149 RIDGE STREET	2,500	1	2,500	0	1	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
67 Total				2,500		2,500	0					0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
68	345	27	147 RIDGE STREET	2,500	1	2,480	0	1	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
68 Total				2,500		2,480	0					0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
69	345	30	196 STANTON STREET	5,500	1	5,500	0	1	R7-2	3	50	0	18,920	18,920	19	R7A	4.00	80	0	22,000	22,000	22	0	3	0	7	8	1
69	345	32	192 STANTON STREET	2,500	1	1,250	0	1	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
69	345	33	194 STANTON STREET	2,500	1	1,250	0	1	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
69 Total				10,500		8,000	0					0	36,120	36,120	36				0	42,000	42,000	42	0	6	0	7	8	1
70	348	46	80 CLINTON STREET	15,262	1	23,814	0	2	R7-2	3	50	12,973	39,529	52,501	40	R7A	4.00	80	12,973	48,075	74,021	48	0	9	0	8	10	2
70 Total				15,262		23,814	0					12,973	39,529	52,501	40				12,973	48,075	74,021	48	0	9	0	8	10	2
71	348	64	95 ATTORNEY STREET	2,000	1	4,000	0	2	R7-2	3	50	0	6,880	6,880	7	R7A	4.00	80	0	8,000	8,000	8	0	1	0	0	0	0
71	348	66	91 ATTORNEY STREET	4,633	1	0	0	0	R7-2	3	50	0	15,938	15,938	16	R7A	4.00	80	0	18,532	18,532	19	0	3	0	0	0	0
71 Total				6,633		4,000	0					0	22,818	22,818	23				0	26,532	26,532	27	0	4	0	0	0	0
72	350	4	170 SUFFOLK STREET	5,000	1	7,500	0	2	R7-2	3	50	0	17,200	17,200	17	R7A	4.00	80	0	20,000	20,000	20	0	3	0	0	0	0
72 Total				5,000		7,500	0					0	17,200	17,200	17				0	20,000	20,000	20	0	3	0	0	0	0
73	350	38	32 CLINTON STREET	2,062	0	0	0	0	R7-2	3	50	1,753	5,341	7,093	5	R7A	4.00	80	1,753	6,495	10,001	6	0	1	0	0	0	0
73 Total				2,062		0	0					1,753	5,341	7,093	5				1,753	6,495	10,001	6	0	1	0	0	0	0
74	350	68	ATTORNEY STREET	2,500	0	0	0	0	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
74 Total				2,500		0	0					0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
75	350	69	155 ATTORNEY STREET	5,000	1	5,000	0	1	R7-2	3	50	0	17,200	17,200	17	R7A	4.00	80	0	20,000	20,000	20	0	3	0	0	0	0
75 Total				5,000		5,000	0					0	17,200	17,200	17				0	20,000	20,000	20	0	3	0	0	0	0
76	350	71	153 ATTORNEY STREET	5,050	1	6,250	0	1	R7-2	3	50	0	17,372	17,372	17	R7A	4.00	80	0	20,200	20,200	20	0	3	0	0	0	0
76 Total				5,050		6,250	0					0	17,372	17,372	17				0	20,200	20,200	20	0	3	0	0	0	0
77	350	73	147 ATTORNEY STREET	2,040	1	1,850	0	1	R7-2	3	50	0	7,018	7,018	7	R7A	4.00	80	0	8,160	8,160	8	0	1	0	0	0	0
77 Total				2,040		1,850	0					0	7,018	7,018	7				0	8,160	8,160	8	0	1	0	0	0	0
78	353	28	119 NORFOLK STREET	1,000	1	2,400	3	2	R7-2	3	50	0	3,440	3,440	3	R7A	4.00	80	0	4,000	4,000	4	0	1	0	0	0	0
78	353	29	NORFOLK STREET	2,514	0	0	0	0	R7-2	3	50	0	8,648	8,648	9	R7A	4.00	80	0	10,056	10,056	10	0	1	0	0	0	0
78	353	30	NORFOLK STREET	2,658	0	0	0	0	R7-2	3	50	0	9,144	9,144	9	R7A	4.00	80	0	10,632	10,632	11	0	1	0	0	0	0
78 Total				6,172		2,400	3					0	21,232	21,232	21				0	24,688	24,688	25	0	3	0	0	0	0
79	353	34	107 NORFOLK STREET	2,500	1	2,500	0	1	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
79 Total				2,500		2,500	0					0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
80	354	18	NORFOLK STREET	1,092	0	0	0	0	R7-2	3	50	0	3,756	3,756	4	R7A	4.00	80	0	4,368	4,368	4	0	1	0	0	0	0
80	354	19	NORFOLK STREET	2,066	0	0	0	0	R7-2	3	50	0	7,107	7,107	7	R7A	4.00	80	0	8,264	8,264	8	0	1	0	0	0	0
80 Total				3,158		0	0					0	10,864	10,864	11				0	12,632	12,632	13	0	2	0	0	0	0
81	354	25	NORFOLK STREET	2,500	0	0	0	0	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
81 Total				2,500		0	0					0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
82	355	65	161 SUFFOLK STREET	5,000	1	7,500	0	2	R7-2	3	50	0	17,200	17,200	17	R7A	4.00	80	0	20,000	20,000	20	0	3	0	0	0	0
82 Total				5,000		7,500	0					0	17,200	17,200	17				0	20,000	20,000	20	0	3	0	0	0	0
83	355	59	171 SUFFOLK STREET	4,600	0	0	0	0	R7-2	3	50	0	15,824	15,824	16	R7A	4.00	80	0	18,400	18,400	18	0	3	0	0	0	0
83 Total				4,600		0	0					0	15,824	15,824	16				0	18,400	18,400	18	0	3	0	0	0	0
84	373	2	42 AVENUE C	11,733	2	16,364	0	1	R7-2	3	60	9,973	30,388	40,362	30	R7A	4.00	80	9,973	36,959	56,905	37	0	7	0	6	7	1
84 Total				11,733		16,364	0					9,973	30,388	40,362	30				9,973	36,959	56,905	37	0	7	0	6	7	1
85	376	1	AVENUE C	1,179	0	0	0	0	R7-2	3	60	1,002	3,054	4,056	3	R7A	4.00	80	1,002	3,714	5,718	4	0	1	0	0	0	0
85	376	2	AVENUE C	1,181	0	0	0	0	R7-2	3	60	1,004	3,059	4,063	3	R7A	4.00	80	1,004	3,720	5,728	4	0	1	0	0	0	0
85 Total				2,360		0	0					2,006	6,112	8,118	6				2,006	7,434	11,446	7	0	1	0	0	0	0
86	376	63	701 EAST 6 STREET	2,108	1	4,185	0	2	R7-2	3	60	1,792	5,460	7,252	5	R7A	4.00	80	1,792	6,640	10,224	7	0	1	0	0	0	0
86 Total				2,108		4,185	0					1,792	5,460	7,252	5				1,792	6,640	10,224	7	0	1	0	0	0	0
87	385	4	25 AVENUE B	2,087	1	1,750	0	1	R7-2	3	60	1,774	5,405	7,179	5	R7A	4.00	80	1,774	6,574	10,122	7	0	1	0	0	0	0
87 Total				2,087		1,750	0					1,774	5,405	7,179	5				1,774	6,574	10,122	7	0	1	0	0	0	0
88	387	33	69 AVENUE C	2,160	1	3,840	2	2	R7-2	3	60	1,836	5,594	7,430	6	R7A	4.00	80	1,836	6,804	10,476	7	0	1	0	0	0	0
88 Total				2,160		3,840	2					1,836	5,594	7,430	6				1,836	6,804	10,476	7	0	1	0	0	0	0
89	387	34	67 AVENUE C	2,160	1	3,050	0	1	R7-2	3	60	1,836	5,594	7,430	6	R7A	4.00	80	1,836	6,804	10,476	7	0	1	0	0	0	0
89 Total				2,160		3,050	0					1,836	5,594	7,430	6				1,836	6,804	10,476	7	0	1	0	0	0	0

Table 1-3
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

Site Description				Existing Conditions					No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
90	390	1	111 AVENUE B	11,993	1	19,600	0	2	R7-2	3	60	0	41,256	41,256	41	R7A	4.00	80	0	47,972	47,972	48	0	7	0	9	11	2
90	390	105	119 AVENUE B	1,404	1	3,040	0	2	R7-2	3	60	0	4,830	4,830	5	R7A	4.00	80	0	5,616	5,616	6	0	1	0	0	0	0
90 Total				13,397		22,640	0					0	46,086	46,086	46				0	53,588	53,588	54	0	8	0	9	11	2
91	390	39	227 EAST 7 STREET	1,950	1	950	0	0	R7-2	3	60	1,658	5,051	6,708	5	R7A	4.00	80	1,658	6,143	9,458	6	0	1	0	0	0	0
91 Total				1,950		950	0					1,658	5,051	6,708	5				1,658	6,143	9,458	6	0	1	0	0	0	0
92	391	7	139 AVENUE B	5,057	1	8,307	0	2	R7-2	3	60	0	17,396	17,396	17	R7A	4.00	80	0	20,228	20,228	20	0	3	0	0	0	0
92 Total				5,057		8,307	0					0	17,396	17,396	17				0	20,228	20,228	20	0	3	0	0	0	0
93	394	10	185 AVENUE B	8,467	1	16,333	0	2	R7-2	3	60	7,197	21,930	29,126	22	R7A	4.00	80	7,197	26,671	41,065	27	0	5	0	0	0	0
93 Total				8,467		16,333	0					7,197	21,930	29,126	22				7,197	26,671	41,065	27	0	5	0	0	0	0
94	394	36	654 EAST 12 STREET	3,853	1	4,500	0	1	R7-2	3	60	3,275	9,979	13,254	10	R7A	4.00	80	3,275	12,137	18,687	12	0	2	0	0	0	0
94 Total				3,853		4,500	0					3,275	9,979	13,254	10				3,275	12,137	18,687	12	0	2	0	0	0	0
95	398	34	26 AVENUE B	1,934	0	0	0	0	R7-2	3	60	1,644	5,009	6,653	5	R7A	4.00	80	1,644	6,092	9,380	6	0	1	0	0	0	0
95 Total				1,934		0	0					1,644	5,009	6,653	5				1,644	6,092	9,380	6	0	1	0	0	0	0
96	399	8	52 AVENUE A	11,540	1	11,500	0	1	R7-2	3	60	9,809	29,889	39,698	30	R7A	4.00	80	9,809	36,351	55,969	36	0	6	0	6	7	1
96 Total				11,540		11,500	0					9,809	29,889	39,698	30				9,809	36,351	55,969	36	0	6	0	6	7	1
97	399	28	238 EAST 4 STREET	2,212	1	2,208	0	1	R7-2	3	60	1,880	5,729	7,609	6	R7A	4.00	80	1,880	6,968	10,728	7	0	1	0	0	0	0
97 Total				2,212		2,208	0					1,880	5,729	7,609	6				1,880	6,968	10,728	7	0	1	0	0	0	0
98	406	29	548 EAST 13 STREET	1,274	1	1,162	0	1	R7-2	3	60	1,083	3,300	4,383	3	R7A	4.00	80	1,083	4,013	6,179	4	0	1	0	0	0	0
98 Total				1,274		1,162	0					1,083	3,300	4,383	3				1,083	4,013	6,179	4	0	1	0	0	0	0
99	406	36	202 AVENUE B	1,100	1	1,778	0	2	R7-2	3	60	935	2,849	3,784	3	R7A	4.00	80	935	3,465	5,335	3	0	1	0	0	0	0
99 Total				1,100		1,778	0					935	2,849	3,784	3				935	3,465	5,335	3	0	1	0	0	0	0
100	434	3	104 1 AVENUE	2,975	1	2,970	0	1	R7-2	3	60	2,529	7,705	10,234	8	R7A	4.00	80	2,529	9,371	14,429	9	0	2	0	0	0	0
100 Total				2,975		2,970	0					2,529	7,705	10,234	8				2,529	9,371	14,429	9	0	2	0	0	0	0
101	434	10	92 EAST 7 STREET	1,953	0	0	0	0	R7-2	3	60	1,660	5,058	6,718	5	R7A	4.00	80	1,660	6,152	9,472	6	0	1	0	0	0	0
101 Total				1,953		0	0					1,660	5,058	6,718	5				1,660	6,152	9,472	6	0	1	0	0	0	0
102	438	10	404 EAST 11 STREET	2,369	2	5,704	1	2	R7-2	3	60	2,014	6,136	8,149	6	R7A	4.00	80	2,014	7,462	11,490	7	0	1	0	0	0	0
102 Total				2,369		5,704	1					2,014	6,136	8,149	6				2,014	7,462	11,490	7	0	1	0	0	0	0
103	439	27	440 EAST 12 STREET	1,695	1	5,520	0	3	R7-2	3	60	1,441	4,390	5,831	4	R7A	4.00	80	1,441	5,339	8,221	5	0	1	0	0	0	0
103	439	31	185 AVENUE A	5,000	0	0	0	0	R7-2	3	60	4,250	12,950	17,200	13	R7A	4.00	80	4,250	15,750	24,250	16	0	3	0	0	0	0
103	439	33	183 AVENUE A	2,500	0	0	0	0	R7-2	3	60	2,125	6,475	8,600	6	R7A	4.00	80	2,125	7,875	12,125	8	0	1	0	0	0	0
103	439	34	439 AVENUE A	7,500	0	0	0	0	R7-2	3	60	6,375	19,425	25,800	19	R7A	4.00	80	6,375	23,625	36,375	24	0	4	0	9	11	2
103 Total				16,695		5,520	0					14,191	43,240	57,431	43				14,191	52,589	80,971	53	0	9	0	9	11	2
104	444	42	33 1 AVENUE	2,900	1	5,120	0	2	R7-2	3	60	2,465	7,511	9,976	8	R7A	4.00	80	2,465	9,135	14,065	9	0	2	0	0	0	0
104 Total				2,900		5,120	0					2,465	7,511	9,976	8				2,465	9,135	14,065	9	0	2	0	0	0	0
105	446	29	79 1 AVENUE	7,200	1	7,200	0	1	R7-2	3	60	6,120	18,648	24,768	19	R7A	4.00	80	6,120	22,680	34,920	23	0	4	0	0	0	0
105 Total				7,200		7,200	0					6,120	18,648	24,768	19				6,120	22,680	34,920	23	0	4	0	0	0	0
106	447	32	89 1 AVENUE	2,425	0	0	0	0	R7-2	3	60	2,061	6,281	8,342	6	R7A	4.00	80	2,061	7,639	11,761	8	0	1	0	0	0	0
106 Total				2,425		0	0					2,061	6,281	8,342	6				2,061	7,639	11,761	8	0	1	0	0	0	0
107	449	5	126 2 AVENUE	3,334	1	6,588	0	2	R7-2	3	60	2,834	8,635	11,469	9	R7A	4.00	80	2,834	10,502	16,170	11	0	2	0	0	0	0
107 Total				3,334		6,588	0					2,834	8,635	11,469	9				2,834	10,502	16,170	11	0	2	0	0	0	0
108	452	33	171 1 AVENUE	2,317	1	10,425	4	5	R7-2	3	60	1,969	6,001	7,970	6	R7A	4.00	80	1,969	7,299	11,237	7	0	1	0	0	0	0
108	452	34	169 1 AVENUE	2,317	1	3,680	2	2	R7-2	3	60	1,969	6,001	7,970	6	R7A	4.00	80	1,969	7,299	11,237	7	0	1	0	0	0	0
108 Total				4,634		14,105	6					3,939	12,002	15,941	12				3,939	14,597	22,475	15	0	3	0	0	0	0
109	465	53	149 2 AVENUE	4,104	1	7,743	2	2	R7-2	3	60	3,488	10,629	14,118	11	R7A	4.00	80	3,488	12,928	19,904	13	0	2	0	0	0	0
109 Total				4,104		7,743	2					3,488	10,629	14,118	11				3,488	12,928	19,904	13	0	2	0	0	0	0
110	372	31	316 EAST 3 STREET	1,688	1	2,700	4	2	R7-2	3	60	0	5,807	5,807	6	R8B	4.00	60	0	6,752	6,752	7	0	1	0	0	0	0
110	372	32	EAST 3 STREET	4,058	0	0	0	0	R7-2	3	60	3,449	10,510	13,960	11	R8B	4.00	60	3,449	12,783	19,681	13	0	2	0	0	0	0
110 Total				5,746		2,700	4					3,449	16,317	19,766	16				3,449	19,535	26,433	20	0	3	0	0	0	0
111	373	16	326 EAST 4 STREET	2,204	1	3,921	3	2	R7-2	3	60	0	7,582	7,582	8	R8B	4.00	60	0	8,816	8,816	9	0	1	0	0	0	0
111	373	17	328 EAST 4 STREET	2,204	1	3,372	4	2	R7-2	3	60	0	7,582	7,582	8	R8B	4.00	60	0	8,816	8,816	9	0	1	0	0	0	0
111 Total				4,408		7,293	7					0	15,164	15,164	15				0	17,632	17,632	18	0	2	0	0	0	0
112	374	31	EAST 5 STREET	2,116	0	0	0	0	R7-2	3	60	0	7,279	7,279	7	R8B	4.00	60	0	8,464	8,464	8	0	1	0	0	0	0
112 Total				2,116		0	0					0	7,279	7,279	7				0	8,464	8,464	8	0	1	0	0	0	0
113	374	47	345 EAST 4 STREET	2,308	1	3,496	0	2	R7-2	3	60	0	7,940	7,940	8	R8B	4.00	60	0	9,232	9,232	9	0	1	0	0	0	0
113 Total				2,308		3,496	0					0	7,940	7,940	8				0	9,232	9,232	9	0	1	0	0	0	0
114	376	44	725 EAST 6 STREET	18,543	1	7,810	0	0	R7-2	3	60	0	63,788	63,788	64	R8B	4.00	60	0	74,172	74,172	74	0	10	0	13	15	2
114 Total				18,543		7,810	0					0	63,788	63,788	64				0	74,172	74,172	74	0	10	0	13	15	2
115	377	49	EAST 7 STREET	2,169	0	0	0	0	R7-2	3	60	0	7,461	7,461	7	R8B	4.00	60	0	8,676	8,676	9	0	1	0	0	0	0
115 Total				2,169		0	0					0	7,461	7,461	7				0	8,676	8,676	9	0	1	0	0	0	0
116	378	28	742 EAST 9 STREET	2,348	1	2,850	0	1	R7-2	3	60	0	8,077	8,077	8	R8B	4.00	60	0	9,392	9,392	9	0	1	0	0	0	0
116	378	29	744 EAST 9 STREET	2,348	1	2,850	0	1	R7-2	3	60	0	8,077	8,077	8	R8B	4.00	60	0	9,392	9,392	9	0	1	0	0	0	0
116	378	30	746 EAST 9 STREET	2,348	1	2,219	0	1	R7-2	3	60	1,996	6,081	8,077	6	R8B	4.00	60	1,996	7,396	11,388	7	0	1	0	0	0	0
116 Total				7,044		7,919	0					1,996	22,236	24,231	22				1,996	26,180	30,172	26	0	4	0	0	0	0
117	379	21	424 EAST 10 STREET	3,721	1	3,703	0	1	R7-2	3	60	0	12,800	12,800	13	R8B	4.00	60	0	14,884	14,884	15	0	2	0	0	0	0
117 Total				3,721		3,703	0					0	12,800	12,800	13				0	14,884	14,884	15	0	2	0	0	0	0
118	379	44	741 EAST 9 STREET	2,307	1	3,600	0	2	R7-2	3	60	0	7,936	7,936	8	R8B	4.00	60	0	9,228	9,228	9	0	1	0	0	0	0
118 Total				2,307		3,600	0					0	7,936	7,936	8				0	9,228	9,228	9	0	1	0	0	0	0

Table 1-3
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

Site Description				Existing Conditions					No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
119	385	24	238 EAST 3 STREET	5,253	1	4,300	0	1	R7-2	3	60	0	18,070	18,070	18	R8B	4.00	60	0	21,012	21,012	21	0	3	0	0	0	0
119 Total				5,253		4,300	0					0	18,070	18,070	18				0	21,012	21,012	21	0	3	0	0	0	0
120	386	61	219 EAST 3 STREET	2,251	2	775	1	0	R7-2	3	60	0	7,743	7,743	8	R8B	4.00	60	0	9,004	9,004	9	0	1	0	0	0	0
120 Total				2,251		775	1					0	7,743	7,743	8				0	9,004	9,004	9	0	1	0	0	0	0
121	389	51	619 EAST 6 STREET	2,366	1	4,500	0	2	R7-2	3	60	0	8,139	8,139	8	R8B	4.00	60	0	9,464	9,464	9	0	1	0	0	0	0
121 Total				2,366		4,500	0					0	8,139	8,139	8				0	9,464	9,464	9	0	1	0	0	0	0
122	389	52	617 EAST 6 STREET	2,256	1	2,258	0	1	R7-2	3	60	0	7,761	7,761	8	R8B	4.00	60	0	9,024	9,024	9	0	1	0	0	0	0
122 Total				2,256		2,258	0					0	7,761	7,761	8				0	9,024	9,024	9	0	1	0	0	0	0
123	390	5	121 AVENUE B	15,261	1	28,564	0	2	R7-2	3	60	0	52,498	52,498	52	R8B	4.00	60	0	61,044	61,044	61	0	9	0	10	12	2
123 Total				15,261		28,564	0					0	52,498	52,498	52				0	61,044	61,044	61	0	9	0	10	12	2
124	392	40	0	2,300	0	0	0	0	R7-2	3	60	0	7,912	7,912	8	R8B	4.00	60	0	9,200	9,200	9	0	1	0	0	0	0
124 Total				2,300		0	0					0	7,912	7,912	8				0	9,200	9,200	9	0	1	0	0	0	0
125	392	43	EAST 9 STREET	2,768	0	0	0	0	R7-2	3	60	0	9,522	9,522	10	R8B	4.00	60	0	11,072	11,072	11	0	2	0	0	0	0
125 Total				2,768		0	0					0	9,522	9,522	10				0	11,072	11,072	11	0	2	0	0	0	0
126	393	59	EAST 10 STREET	4,738	0	0	0	0	R7-2	3	60	0	16,299	16,299	16	R8B	4.00	60	0	18,952	18,952	19	0	3	0	0	0	0
126 Total				4,738		0	0					0	16,299	16,299	16				0	18,952	18,952	19	0	3	0	0	0	0
127	394	32	646 EAST 12 STREET	5,163	1	5,165	0	1	R7-2	3	60	0	17,761	17,761	18	R8B	4.00	60	0	20,652	20,652	21	0	3	0	6	7	1
127	394	34	650 EAST 12 STREET	5,163	1	6,415	0	1	R7-2	3	60	4,389	13,372	17,761	13	R8B	4.00	60	4,389	16,263	25,041	16	0	3	0	0	0	0
127 Total				10,326		11,580	0					4,389	31,133	35,521	31				4,389	36,915	45,693	37	0	6	0	6	7	1
128	397	19	173 EAST 2 STREET	2,650	1	2,600	0	1	R7-2	3	60	2,253	6,864	9,116	7	R8B	4.00	60	2,253	8,348	12,853	8	0	1	0	0	0	0
128 Total				2,650		2,600	0					2,253	6,864	9,116	7				2,253	8,348	12,853	8	0	1	0	0	0	0
129	398	45	188 EAST 2 STREET	2,544	1	2,544	0	1	R7-2	3	60	0	8,751	8,751	9	R8B	4.00	60	0	10,176	10,176	10	0	1	0	0	0	0
129 Total				2,544		2,544	0					0	8,751	8,751	9				0	10,176	10,176	10	0	1	0	0	0	0
130	399	40	195 EAST 3 STREET	2,308	1	4,224	0	2	R7-2	3	60	0	7,940	7,940	8	R8B	4.00	60	0	9,232	9,232	9	0	1	0	0	0	0
130 Total				2,308		4,224	0					0	7,940	7,940	8				0	9,232	9,232	9	0	1	0	0	0	0
131	404	23	538 EAST 11 STREET	4,845	1	7,312	1	2	R7-2	3	60	0	16,667	16,667	17	R8B	4.00	60	0	19,380	19,380	19	0	3	0	0	0	0
131 Total				4,845		7,312	1					0	16,667	16,667	17				0	19,380	19,380	19	0	3	0	0	0	0
132	405	19	EAST 12 STREET	2,581	0	0	0	0	R7-2	3	60	0	8,879	8,879	9	R8B	4.00	60	0	10,324	10,324	10	0	1	0	0	0	0
132 Total				2,581		0	0					0	8,879	8,879	9				0	10,324	10,324	10	0	1	0	0	0	0
133	406	19	526 EAST 13 STREET	2,581	1	1,875	0	1	R7-2	3	60	0	8,879	8,879	9	R8B	4.00	60	0	10,324	10,324	10	0	1	0	0	0	0
133 Total				2,581		1,875	0					0	8,879	8,879	9				0	10,324	10,324	10	0	1	0	0	0	0
134	406	23	536 EAST 13 STREET	2,581	0	0	0	0	R7-2	3	60	0	8,879	8,879	9	R8B	4.00	60	0	10,324	10,324	10	0	1	0	0	0	0
134	406	24	538 EAST 13 STREET	6,681	1	6,681	0	1	R7-2	3	60	0	22,983	22,983	23	R8B	4.00	60	0	26,724	26,724	27	0	4	0	0	0	0
134 Total				9,262		6,681	0					0	31,861	31,861	32				0	37,048	37,048	37	0	5	0	0	0	0
135	406	45	539 EAST 12 STREET	2,272	1	2,442	2	1	R7-2	3	60	0	7,816	7,816	8	R8B	4.00	60	0	9,088	9,088	9	0	1	0	0	0	0
135 Total				2,272		2,442	2					0	7,816	7,816	8				0	9,088	9,088	9	0	1	0	0	0	0
136	406	48	531 EAST 12 STREET	5,163	0	0	0	0	R7-2	3	60	0	17,761	17,761	18	R8B	4.00	60	0	20,652	20,652	21	0	3	0	0	0	0
136 Total				5,163		0	0					0	17,761	17,761	18				0	20,652	20,652	21	0	3	0	0	0	0
137	434	46	421 EAST 6 STREET	6,244	1	19,000	0	3	R7-2	3	60	0	21,479	21,479	21	R8B	4.00	60	0	24,976	24,976	25	0	3	0	0	0	0
137	434	48	419 EAST 6 STREET	1,703	0	0	0	0	R7-2	3	60	0	5,858	5,858	6	R8B	4.00	60	0	6,812	6,812	7	0	1	0	0	0	0
137 Total				7,947		19,000	0					0	27,338	27,338	27				0	31,788	31,788	32	0	4	0	0	0	0
138	438	11	406 EAST 11 STREET	2,369	0	0	0	0	R7-2	3	60	0	8,149	8,149	8	R8B	4.00	60	0	9,476	9,476	9	0	1	0	0	0	0
138	438	12	408 EAST 11 STREET	2,369	1	2,116	0	1	R7-2	3	60	0	8,149	8,149	8	R8B	4.00	60	0	9,476	9,476	9	0	1	0	0	0	0
138 Total				4,738		2,116	0					0	16,299	16,299	16				0	18,952	18,952	19	0	3	0	0	0	0
139	439	26	436 EAST 12 STREET	13,009	1	22,298	0	2	R7-2	3	60	0	44,751	44,751	45	R8B	4.00	60	0	52,036	52,036	52	0	7	0	9	10	1
139 Total				13,009		22,298	0					0	44,751	44,751	45				0	52,036	52,036	52	0	7	0	9	10	1
140	440	26	436 EAST 13 STREET	2,504	1	3,959	2	2	R7-2	3	60	0	8,614	8,614	9	R8B	4.00	60	0	10,016	10,016	10	0	1	0	0	0	0
140 Total				2,504		3,959	2					0	8,614	8,614	9				0	10,016	10,016	10	0	1	0	0	0	0
141	440	46	427 EAST 12 STREET	2,504	1	2,400	0	1	R7-2	3	60	0	8,614	8,614	9	R8B	4.00	60	0	10,016	10,016	10	0	1	0	0	0	0
141 Total				2,504		2,400	0					0	8,614	8,614	9				0	10,016	10,016	10	0	1	0	0	0	0
142	443	29	85 EAST 2 STREET	2,125	1	2,000	0	1	R7-2	3	60	0	7,310	7,310	7	R8B	4.00	60	0	8,500	8,500	9	0	1	0	0	0	0
142 Total				2,125		2,000	0					0	7,310	7,310	7				0	8,500	8,500	9	0	1	0	0	0	0
143	443	44	66 EAST 1 STREET	3,245	1	3,250	0	1	R7-2	3	60	0	11,163	11,163	11	R8B	4.00	60	0	12,980	12,980	13	0	2	0	0	0	0
143 Total				3,245		3,250	0					0	11,163	11,163	11				0	12,980	12,980	13	0	2	0	0	0	0
144	443	45	64 EAST 1 STREET	3,325	1	3,350	0	1	R7-2	3	60	0	11,438	11,438	11	R8B	4.00	60	0	13,300	13,300	13	0	2	0	0	0	0
144	443	46	62 EAST 1 STREET	3,414	1	3,400	0	1	R7-2	3	60	0	11,744	11,744	12	R8B	4.00	60	0	13,656	13,656	14	0	2	0	0	0	0
144 Total				6,739		6,750	0					0	23,182	23,182	23				0	26,956	26,956	27	0	4	0	0	0	0
145	448	42	323 EAST 6 STREET	6,813	1	4,719	0	1	R7-2	3	60	0	23,437	23,437	23	R8B	4.00	60	0	27,252	27,252	27	0	4	0	0	0	0
145 Total				6,813		4,719	0					0	23,437	23,437	23				0	27,252	27,252	27	0	4	0	0	0	0
146	450	22	336 EAST 9 STREET	2,348	1	4,500	1	2	R7-2	3	60	0	8,077	8,077	8	R8B	4.00	60	0	9,392	9,392	9	0	1	0	0	0	0
146 Total				2,348		4,500	1					0	8,077	8,077	8				0	9,392	9,392	9	0	1	0	0	0	0
147	450	23	338 EAST 9 STREET	2,125	1	1,000	0	0	R7-2	3	60	0	7,310	7,310	7	R8B	4.00	60	0	8,500	8,500	9	0	1	0	0	0	0
147 Total				2,125		1,000	0					0	7,310	7,310	7				0	8,500	8,500	9	0	1	0	0	0	0
148	451	47	329 EAST 9 STREET	1,476	1	3,024	5	2	R7-2	3	60	0	5,077	5,077	5	R8B	4.00	60	0	5,904	5,904	6	0	1	0	0	0	0
148	451	48	EAST 9 STREET	1,845	0	0	0	0	R7-2	3	60	0	6,347	6,347	6	R8B	4.00	60	0	7,380	7,380	7	0	1	0	0	0	0
148 Total				3,321		3,024	5					0	11,424	11,424	11				0	13,284	13,284	13	0	2	0	0	0	0
149	452	20	324 EAST 11 STREET	1,250	0	0	0	0	R7-2	3	60	0	4,300	4,300	4	R8B	4.00	60	0	5,000	5,000	5	0	1	0	0	0	0
149 Total				1,250		0	0					0	4,300	4,300	4				0	5,000	5,000	5	0	1	0	0	0	0

Table 1-3
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

Site Description				Existing Conditions					No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
150	458	43	12 EAST 2 STREET	1,536	1	2,831	3	2	R7-2	3	60	0	5,284	5,284	5	R8B	4.00	60	0	6,144	6,144	6	0	1	0	0	0	0
150 Total				1,536		2,831	3					0	5,284	5,284	5				0	6,144	6,144	6	0	1	0	0	0	0
151	460	45	83 EAST 4 STREET	2,404	1	7,800	2	3	R7-2	3	60	0	8,270	8,270	8	R8B	4.00	60	0	9,616	9,616	10	0	1	0	0	0	0
151	460	46	79 EAST 4 STREET	4,808	1	4,800	0	1	R7-2	3	60	0	16,540	16,540	17	R8B	4.00	60	0	19,232	19,232	19	0	3	0	0	0	0
151 Total				7,212		12,600	2					0	24,809	24,809	25				0	28,848	28,848	29	0	4	0	0	0	0
152	461	14	212 EAST 6 STREET	4,850	1	8,356	0	2	R7-2	3	60	0	16,684	16,684	17	R8B	4.00	60	0	19,400	19,400	19	0	3	0	0	0	0
152 Total				4,850		8,356	0					0	16,684	16,684	17				0	19,400	19,400	19	0	3	0	0	0	0
153	466	12	206 EAST 11 STREET	3,420	1	2,664	0	1	R7-2	3	60	0	11,765	11,765	12	R8B	4.00	60	0	13,680	13,680	14	0	2	0	0	0	0
153 Total				3,420		2,664	0					0	11,765	11,765	12				0	13,680	13,680	14	0	2	0	0	0	0
154	343	63	PITT STREET	2,487	0	0	0	0	R7-2	3	60	0	8,555	8,555	9	R8A*	7.20	120	0	17,906	17,906	18	4	9	4	0	0	0
154 Total				2,487		0	0					0	8,555	8,555	9				0	17,906	17,906	18	4	9	4	0	0	0
155	343	68	PITT STREET	2,100	0	0	0	0	R7-2	3	60	0	7,224	7,224	7	R8A*	7.20	120	0	15,120	15,120	15	3	8	3	8	16	8
155	343	69	49 PITT STREET	1,875	0	0	0	0	R7-2	3	60	0	6,450	6,450	6	R8A*	7.20	120	0	13,500	13,500	14	3	7	3	0	0	0
155	343	71	210 DELANCEY STREET	1,875	1	1,875	0	1	R7-2	3	60	0	6,450	6,450	6	R8A*	7.20	120	0	13,500	13,500	14	3	7	3	0	0	0
155	343	72	DELANCEY STREET	1,875	0	0	0	0	R7-2	3	60	0	6,450	6,450	6	R8A*	7.20	120	0	13,500	13,500	14	3	7	3	0	0	0
155	343	73	DELANCEY STREET	3,200	0	0	0	0	R7-2	3	60	0	11,008	11,008	11	R8A*	7.20	120	0	23,040	23,040	23	5	12	5	0	0	0
155 Total				10,925		1,875	0					0	37,582	37,582	38				0	78,660	78,660	79	16	41	16	8	16	8
156	345	15	EAST HOUSTON STREET	2,500	0	0	0	0	R7-2	3	60	0	8,600	8,600	9	R8A*	7.20	120	0	18,000	18,000	18	4	9	4	0	0	0
156 Total				2,500		0	0					0	8,600	8,600	9				0	18,000	18,000	18	4	9	4	0	0	0
157	345	16	EAST HOUSTON STREET	2,500	0	0	0	0	R7-2	3	60	0	8,600	8,600	9	R8A*	7.20	120	0	18,000	18,000	18	4	9	4	0	0	0
157 Total				2,500		0	0					0	8,600	8,600	9				0	18,000	18,000	18	4	9	4	0	0	0
158	345	17	331 EAST HOUSTON STREET	2,000	1	2,000	0	1	R7-2	3	60	0	6,880	6,880	7	R8A*	7.20	120	0	14,400	14,400	14	3	8	3	0	0	0
158	345	19	RIDGE STREET	1,000	0	0	0	0	R7-2	3	60	0	3,440	3,440	3	R8A*	7.20	120	0	7,200	7,200	7	1	4	1	0	0	0
158 Total				3,000		2,000	0					0	10,320	10,320	10				0	21,600	21,600	22	4	11	4	0	0	0
159	348	33	156 DELANCEY STREET	2,725	1	2,725	0	1	R7-2	3	60	2,316	7,058	9,374	7	R8A*	7.20	120	2,316	17,304	21,936	17	3	10	3	0	0	0
159 Total				2,725		2,725	0					2,316	7,058	9,374	7				2,316	17,304	21,936	17	3	10	3	0	0	0
160	348	70	178 DELANCEY STREET	2,500	1	2,499	0	1	R7-2	3	60	0	8,600	8,600	9	R8A*	7.20	120	0	18,000	18,000	18	4	9	4	0	0	0
160 Total				2,500		2,499	0					0	8,600	8,600	9				0	18,000	18,000	18	4	9	4	0	0	0
161	348	75	168 DELANCEY STREET	2,500	1	2,500	0	1	R7-2	3	60	2,125	6,475	8,600	6	R8A*	7.20	120	2,125	15,875	20,125	16	3	9	3	0	0	0
161 Total				2,500		2,500	0					2,125	6,475	8,600	6				2,125	15,875	20,125	16	3	9	3	0	0	0
162	350	18	287 EAST HOUSTON STREET	5,000	1	5,125	1	1	R7-2	3	60	4,250	12,950	17,200	13	R8A*	7.20	120	4,250	31,750	40,250	32	6	19	6	0	0	0
162 Total				5,000		5,125	1					4,250	12,950	17,200	13				4,250	31,750	40,250	32	6	19	6	0	0	0
163	350	62	317 EAST HOUSTON STREET	1,080	1	1,080	0	1	R7-2	3	60	0	3,715	3,715	4	R8A*	7.20	120	0	7,776	7,776	8	2	4	2	0	0	0
163	350	63	173 ATTORNEY STREET	1,080	1	1,062	0	1	R7-2	3	60	0	3,715	3,715	4	R8A*	7.20	120	0	7,776	7,776	8	2	4	2	0	0	0
163 Total				2,160		2,142	0					0	7,430	7,430	7				0	15,552	15,552	16	3	8	3	0	0	0
164	355	57	265 EAST HOUSTON STREET	2,000	1	3,100	0	2	R7-2	3	60	0	6,880	6,880	7	R8A*	7.20	120	0	14,400	14,400	14	3	8	3	0	0	0
164 Total				2,000		3,100	0					0	6,880	6,880	7				0	14,400	14,400	14	3	8	3	0	0	0
165	372	34	322 EAST 3 STREET	2,810	1	7,200	0	3	R7-2	3	60	2,389	7,278	9,666	7	R8A*	7.20	120	2,389	17,844	22,621	18	4	11	4	0	0	0
165 Total				2,810		7,200	0					2,389	7,278	9,666	7				2,389	17,844	22,621	18	4	11	4	0	0	0
166	372	41	9 AVENUE D	2,239	1	4,416	0	2	R7-2	3	60	1,903	5,799	7,702	6	R8A*	7.20	120	1,903	14,218	18,024	18	4	12	4	0	0	0
166	372	42	7 AVENUE D	2,155	1	4,416	0	2	R7-2	3	60	1,832	5,581	7,413	5	R8A*	7.20	120	1,832	13,684	17,348	17	3	12	3	0	0	0
166 Total				4,394		8,832	0					3,735	11,380	15,115	11				3,735	27,902	35,372	35	7	24	7	0	0	0
167	372	43	5 AVENUE D	2,241	0	0	0	0	R7-2	3	60	1,905	5,804	7,709	6	R8A*	7.20	120	1,905	14,230	18,040	17	3	11	3	8	22	14
167	372	44	310 EAST 2 STREET	3,325	1	8,394	4	3	R7-2	3	60	2,826	8,612	11,438	9	R8A*	7.20	120	2,826	21,114	26,766	25	5	16	5	0	0	0
167	372	47	308 EAST 2 STREET	1,014	1	2,870	2	3	R7-2	3	60	862	2,626	3,488	2	R8A*	7.20	120	862	6,439	8,163	7	1	5	1	0	0	0
167	372	48	306 EAST 2 STREET	2,648	0	0	0	0	R7-2	3	60	2,251	6,858	9,109	7	R8A*	7.20	120	2,251	16,815	21,316	21	4	14	4	0	0	0
167	372	49	302 EAST 2 STREET	5,298	0	0	0	0	R7-2	3	60	0	18,225	18,225	18	R8A*	7.20	120	0	38,146	38,146	46	9	28	9	0	0	0
167 Total				14,526		11,264	6					7,844	42,126	49,969	42				7,844	96,743	112,431	116	23	74	23	8	22	14
168	372	52	298 EAST 2 STREET	2,649	1	2,000	0	1	R7-2	3	60	0	9,113	9,113	9	R8A*	7.20	120	0	19,073	19,073	19	4	10	4	0	0	0
168 Total				2,649		2,000	0					0	9,113	9,113	9				0	19,073	19,073	19	4	10	4	0	0	0
169	373	36	AVENUE D	3,632	0	0	0	0	R7-2	3	60	3,087	9,407	12,494	9	R8A*	7.20	120	3,087	23,063	29,238	23	5	14	5	0	0	0
169	373	38	25 AVENUE D	4,975	1	14,800	0	3	R7-2	3	60	4,229	12,885	17,114	13	R8A*	7.20	120	4,229	31,591	40,049	32	6	19	6	0	0	0
169 Total				8,607		14,800	0					7,316	22,292	29,608	22				7,316	54,654	69,286	55	11	32	11	0	0	0
170	374	32	EAST 5 STREET	2,116	0	0	0	0	R7-2	3	60	1,799	5,480	7,279	5	R8A*	7.20	120	1,799	13,437	17,034	13	3	8	3	0	0	0
170 Total				2,116		0	0					1,799	5,480	7,279	5				1,799	13,437	17,034	13	3	8	3	0	0	0
171	374	34	55 AVENUE D	3,294	1	3,280	0	1	R7-2	3	60	2,800	8,531	11,331	9	R8A*	7.20	120	2,800	20,917	26,517	21	4	12	4	0	0	0
171 Total				3,294		3,280	0					2,800	8,531	11,331	9				2,800	20,917	26,517	21	4	12	4	0	0	0
172	374	36	53 AVENUE D	1,760	1	3,344	0	2	R7-2	3	60	1,496	4,558	6,054	5	R8A*	7.20	120	1,496	11,176	14,168	11	2	7	2	0	0	0
172 Total				1,760		3,344	0					1,496	4,558	6,054	5				1,496	11,176	14,168	11	2	7	2	0	0	0
173	376	32	91 AVENUE D	994	1	2,999	2	3	R7-2	3	60	845	2,574	3,419	3	R8A*	7.20	120	845	6,312	8,002	6	1	4	1	7	17	10
173	376	33	79 AVENUE D	12,462	1	12,462	0	1	R7-2	3	60	10,593	32,277	42,869	32	R8A*	7.20	120	10,593	79,134	100,319	79	16	47	16	0	0	0
173 Total				13,456		15,461	2					11,438	34,851	46,289	35				11,438	85,446	108,321	85	17	51	17	7	17	10
174	377	42	101 AVENUE D	2,818	0	0	0	0	R7-2	3	60	2,395	7,299	9,694	7	R8A*	7.20	120	2,395	17,894	22,685	18	4	11	4	0	0	0
174 Total				2,818		0	0					2,395	7,299	9,694	7				2,395	17,894	22,685	18	4	11	4	0	0	0
175	378	32	127 AVENUE D	2,186	1	2,186	0	1	R7-2	3	60	1,858	5,662	7,520	6	R8A*	7.20	120	1,858	13,881	17,597	14	3	8	3	0	0	0
175 Total				2,186		2,186	0					1,858	5,662	7,520	6				1,858	13,881	17,597	14	3	8	3	0	0	0
176	378	34	123 AVENUE D	2,186	1	2,186	0	1	R7-2	3	60	1,858	5,662	7,520	6	R8A*	7.20	120	1,858	13,881	17,597	14	3	8	3	0	0	0
176 Total				2,186		2,186	0					1,858	5,662	7,520	6				1,858	13,881	17,597	14	3	8	3	0	0	0

Table 1-3
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

Site Description				Existing Conditions					No Build Conditions								Build Conditions									Increment			Parking	
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
177	378	40	EAST 8 STREET	4,324	0	0	0	0	R7-2	3	60	3,675	11,199	14,875	11	R8A*	7.20	120	3,675	27,457	34,808	27	5	16	5	0	0	0
177 Total				4,324		0	0					3,675	11,199	14,875	11				3,675	27,457	34,808	27	5	16	5	0	0	0
178	384	19	229 EAST 2 STREET	2,075	1	2,050	0	1	R7-2	3	60	0	7,138	7,138	7	R8A*	7.20	120	0	14,940	14,940	15	3	8	3	0	0	0
178 Total				2,075		2,050	0					0	7,138	7,138	7				0	14,940	14,940	15	3	8	3	0	0	0
179	384	21	EAST 2 STREET	4,000	0	0	0	0	R7-2	3	60	0	13,760	13,760	14	R8A*	7.20	120	0	28,800	28,800	29	6	15	6	0	0	0
179 Total				4,000		0	0					0	13,760	13,760	14				0	28,800	28,800	29	6	15	6	0	0	0
180	384	33	11 EAST HOUSTON STREET	5,893	1	2,838	0	0	R7-2	3	60	0	20,272	20,272	20	R8A*	7.20	120	0	42,430	42,430	42	8	22	8	0	0	0
180 Total				5,893		2,838	0					0	20,272	20,272	20				0	42,430	42,430	42	8	22	8	0	0	0
Grand Total				**789,133**		**930,829**	**56**					**450,929**	**2,289,681**	**2,740,609**	**2,289**				**376,491**	**3,622,883**	**4,375,864**	**3,649**	**348**	**1,360**	**348**	**128**	**208**	**80**
PROPOSED ENLARGEMENTS																												
E-1	345	20	155 RIDGE STREET	10,000	1	35,045	56	3.5	R7-2	3.44	50	0	35,045	35,045	56	R7A	4.00	60	0	40,000	40,000	56	0	0	0			
E-2	348	51	169 RIVINGTON STREET	3,320	1	11,480	12	3.46	C1-5/R7-2	3.44	50	1,600	9,880	11,480	12	R7A	4.00	60	1,600	11,680	13,280	12	0	0	0			
E-3	350	65	165 ATTORNEY STREET	2,500	1	6,750	18	2.7	R7-2	3.44	50	0	6,750	6,750	18	R7A	4.00	60	0	7,350	7,350	18	0	0	0			
E-4	376	27	270 EAST 7 STREET	2,059	1	4,272	4	2.07	R7-2	3.44	40	0	4,272	4,272	4	R8B	4.00	50	0	5,993	5,993	6	0	2	0			
E-5	386	1	37 AVENUE B	4,664	1	9,617	6	2.06	C1-5/R7-2	3.44	40	2,000	7,617	9,617	6	R7A	4.00	50	2,000	10,833	12,833	9	0	3	0			
E-6	389	6	103 AVENUE B	1,876	1	5,798	5	3.09	C1-5/R7-2	3.44	40	1,000	4,798	5,798	5	R7A	4.00	50	1,000	5,504	6,504	6	0	1	0			
E-7	391	41	337 EAST 8 STREET	2,324	1	4,744	3	2.04	R7-2	3.44	30	1,000	3,744	4,744	3	R8B	4.00	50	1,000	8,296	9,296	8	0	5	0			
E-8	391	51	317 EAST 8 STREET	1,437	1	4,288	2	2.98	R7-2	3.44	40	0	4,288	4,288	2	R8B	4.00	50	0	5,748	5,748	3	0	1	0			
E-9	402	43	94 AVENUE B	1,552	1	5,016	6	3.23	C1-5/R7-2	3.44	50	1,000	4,016	5,016	6	R7A	4.00	60	1,000	4,896	5,896	6	0	0	0			
E-10	402	64	503 EAST 6 STREET	2,271	1	7,285	8	3.21	C2-5/R7-2	3.44	50	1,000	6,285	7,285	8	R7A	4.00	60	1,000	7,535	8,535	8	0	0	0			
E-11	404	42	327 EAST 10 STREET	2,369	1	6,990	10	2.95	R7-2	3.44	50	0	6,990	6,990	10	R8B	4.00	60	0	7,290	7,290	10	0	0	0			
E-12	406	14	516 EAST 13 STREET	2,581	1	8,810	8	3.41	R7-2	3.44	50	1,200	7,610	8,810	8	R8B	4.00	60	1,200	8,285	9,485	8	0	0	0			
E-13	406	34	206 AVENUE B	4,898	1	11,719	14	2.39	C1-5/R7-2	3.44	50	1,100	10,619	11,719	14	R7A	4.00	60	1,100	11,087	12,187	14	0	0	0			
E-14	434	12	96 EAST 7 STREET	2,271	1	7,676	7	3.38	R7-2	3.44	50	1,500	6,176	7,676	7	R8B	4.00	60	1,500	6,551	8,051	7	0	0	0			
E-15	435	11	94 ST MARK'S PLACE	1,829	1	5,895	10	3.22	C1-5/R7-2	3.44	50	1,000	4,895	5,895	10	R7A	4.00	60	1,000	5,345	6,345	10	0	0	0			
E-16	435	35	115 AVENUE A	2,442	1	5,450	4	2.23	C1-5/R7-2	3.44	40	1,100	4,350	5,450	4	R7A	4.00	50	1,100	4,878	5,978	5	0	1	0			
E-17	439	1	182 1 AVENUE	2,825	1	8,816	8	3.12	C1-5/R7-2	3.44	50	1,763	7,053	8,816	8	R7A	4.00	60	1,763	9,013	10,776	8	0	0	0			
E-18	440	48	423 EAST 12 STREET	2,512	1	7,039	12	2.8	R7-2	3.44	40	0	7,039	7,039	12	R8B	4.00	50	0	8,285	8,285	13	0	1	0			
E-19	445	25	118 EAST 4 STREET	2,404	1	8,270	24	3.44	R7-2	3.44	50	0	8,270	8,270	24	R8B	4.00	60	0	8,745	8,745	24	0	0	0			
E-20	447	5	96 2 AVENUE	2,425	1	5,796	5	2.39	C6-1	6.00	40	1,500	4,296	5,796	5	R7A	4.00	50	1,500	4,728	6,228	5	0	0	0			
E-21	450	52	45 ST MARK'S PLACE	2,500	1	7,376	4	2.95	R7-2	3.44	40	0	7,376	7,376	4	R8B	4.00	50	0	10,000	10,000	7	0	3	0			
E-22	453	5	182 2 AVENUE	2,058	1	5,555	4	2.7	C1-5/R7-2	3.44	50	1,111	4,444	5,555	4	R7A	4.00	60	1,111	4,885	5,996	4	0	0	0			
E-23	459	18	64 EAST 4 STREET	2,633	1	7,500	0	2.85	R7-2	3.44	40	7,500	0	7,500	0	R8B	4.00	50	7,500	3,032	10,532	3	0	3	0			
E-24	467	21	224 EAST 12 STREET	2,485	1	6,381	4	2.57	R7-2	3.44	40	0	6,381	6,381	4	R8B	4.00	50	0	9,827	9,827	7	0	3	0			
E-25	468	43	237 EAST 12 STREET	2,117	1	6,335	10	2.99	C1-5/R7-2	3.44	50	0	6,335	6,335	10	R8B	4.00	60	0	6,797	6,797	10	0	0	0			
SUBTOTAL PROJECTED ENLARGEMENTS				**70,352**		**203,903**	**244**					**25,374**	**178,529**	**203,903**	**244**				**25,374**	**216,583**	**241,957**	**267**	**0**	**23**	**0**			
GRAND TOTAL PROJECTED SITES				**859,485**		**1,134,732**	**300**					**476,303**	**2,468,210**	**2,944,512**	**2,533**				**401,865**	**3,839,466**	**4,617,821**	**3,916**	**348**	**1,383**	**348**			

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Site Description				Existing Conditions						No Build Conditions							Build Conditions								Increment		Parking		
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwelling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
181	354	1	140 ESSEX STREET	11,163	1	commercial	11,156	0	1	C6-1	6	60	9,489	28,912	38,401	29	C4-4A	4.00	80	44,652	0	89,304	0	0	-29	0	0	0	0
181 Total				11,163	1		11,156	0					9,489	28,912	38,401	29				44,652	0	89,304	0	0	-29	0	0	0	0
182	408	4	74 ORCHARD STREET	2,187	1	commercial	3,999	0	2	C6-1	6	60	1,859	5,664	7,523	6	C4-4A	4.00	80	1,859	6,889	10,607	7	0	1	0	0	0	0
182 Total				2,187	1		3,999	0					1,859	5,664	7,523	6				1,859	6,889	10,607	7	0	1	0	0	0	0
183	410	24	113 LUDLOW STREET	1,789	1	commercial	3,505	1	2	C6-1	6	60	1,521	4,634	6,154	5	C4-4A	4.00	80	1,521	5,635	8,677	6	0	1	0	0	0	0
183 Total				1,789	1		3,505	1					1,521	4,634	6,154	5				1,521	5,635	8,677	6	0	1	0	0	0	0
184	410	51	113 RIVINGTON STREET	1,348	1	commercial	2,700	0	2	C6-1	6	60	2,700	0	2,700	0	C4-4A	4.00	80	1,146	4,246	6,538	4	0	4	0	0	0	0
184 Total				1,348	1		2,700	0					2,700	0	2,700	0				1,146	4,246	6,538	4	0	4	0	0	0	0
185	411	15	97 STANTON STREET	1,725	1	commercial	1,975	0	1	C6-1	6	60	1,466	4,468	5,934	4	C4-4A	4.00	80	1,466	5,434	8,366	5	0	1	0	0	0	0
185 Total				1,725	1		1,975	0					1,466	4,468	5,934	4				1,466	5,434	8,366	5	0	1	0	0	0	0
186	411	16	99 STANTON STREET	1,650	1	commercial	2,438	0	1	C6-1	6	60	1,403	4,274	5,676	4	C4-4A	4.00	80	1,403	5,198	8,003	5	0	1	0	0	0	0
186 Total				1,650	1		2,438	0					1,403	4,274	5,676	4				1,403	5,198	8,003	5	0	1	0	0	0	0
187	412	72	161 ESSEX STREET	1,793	1	mixed-use	3,506	2	2	C6-1	6	60	1,524	4,644	6,168	5	C4-4A	4.00	80	1,524	5,648	8,696	6	0	1	0	0	0	0
187 Total				1,793	1		3,506	2					1,524	4,644	6,168	5				1,524	5,648	8,696	6	0	1	0	0	0	0
188	416	28	155 ALLEN STREET	1,884	1	residential	3,076	3	2	C6-1	6	60	1,601	4,880	6,481	5	C4-4A	4.00	80	1,601	5,935	9,137	6	0	1	0	0	0	0
188 Total				1,884	1		3,076	3					1,601	4,880	6,481	5				1,601	5,935	9,137	6	0	1	0	0	0	0
189	418	35	106 FORSYTH STREET	2,013	1	mixed-use	3,140	2	2	C6-1	6	60	1,711	5,214	6,925	5	C4-4A	4.00	80	1,711	6,341	9,763	6	0	1	0	0	0	0
189 Total				2,013	1		3,140	2					1,711	5,214	6,925	5				1,711	6,341	9,763	6	0	1	0	0	0	0
190	418	43	293 BROOME STREET	1,918	1	mixed-use	2,872	1	2	C6-1	6	60	1,630	4,968	6,598	5	C4-4A	4.00	80	1,630	6,042	9,302	6	0	1	0	0	0	0
190 Total				1,918	1		2,872	1					1,630	4,968	6,598	5				1,630	6,042	9,302	6	0	1	0	0	0	0
191	418	54	280 GRAND STREET	2,191	1	commercial	4,471	0	2	C6-1	6	60	1,862	5,675	7,537	6	C4-4A	4.00	80	1,862	6,902	10,626	7	0	1	0	0	0	0
191 Total				2,191	1		4,471	0					1,862	5,675	7,537	6				1,862	6,902	10,626	7	0	1	0	0	0	0
192	418	55	278 GRAND STREET	2,192	1	commercial	3,909	0	2	C6-1	6	60	1,863	5,677	7,540	6	C4-4A	4.00	80	1,863	6,905	10,631	7	0	1	0	0	0	0
192 Total				2,192	1		3,909	0					1,863	5,677	7,540	6				1,863	6,905	10,631	7	0	1	0	0	0	0
193	418	58	272 GRAND STREET	2,192	2	commercial	4,700	2	2	C6-1	6	60	1,863	5,677	7,540	6	C4-4A	4.00	80	1,863	6,905	10,631	7	0	1	0	0	0	0
193 Total				2,192	2		4,700	2					1,863	5,677	7,540	6				1,863	6,905	10,631	7	0	1	0	0	0	0
194	348	37	148 DELANCEY STREET	1,100	1	commercial	3,210	0	3	C6-1	6	60	935	2,849	3,784	3	C6-2A*	7.20	120	935	6,985	8,855	7	1	4	1	0	0	0
194 Total				1,100	1		3,210	0					935	2,849	3,784	3				935	6,985	8,855	7	1	4	1	0	0	0
195	412	61	223 EAST HOUSTON STREET	3,750	1	commercial	8,233	0	2	C6-1	6	60	3,188	9,713	12,900	10	C6-2A*	7.20	120	3,188	23,813	30,188	24	5	14	5	0	0	0
195 Total				3,750	1		8,233	0					3,188	9,713	12,900	10				3,188	23,813	30,188	24	5	14	5	0	0	0
196	415	3	158 ELDRIDGE STREET	10,055	1	public facility or ins	16,000	0	2	C6-1	6	60	8,547	26,042	34,589	26	C6-2A*	7.20	120	8,547	63,849	80,943	64	13	38	13	0	0	0
196 Total				10,055	1		16,000	0					8,547	26,042	34,589	26				8,547	63,849	80,943	64	13	38	13	0	0	0
197	415	77	119 ORCHARD STREET	1,824	1	commercial	6,300	0	3	C6-1	6	60	1,550	4,724	6,275	5	C6-2A*	7.20	120	1,550	11,582	14,683	12	2	7	2	0	0	0
197 Total				1,824	1		6,300	0					1,550	4,724	6,275	5				1,550	11,582	14,683	12	2	7	2	0	0	0
198	417	10	246 ELDRIDGE STREET	1,907	1	mixed-use	3,520	1	2	C6-1	6	60	1,621	4,939	6,560	5	C6-2A*	7.20	120	1,621	12,109	15,351	12	2	7	2	0	0	0
198 Total				1,907	1		3,520	1					1,621	4,939	6,560	5				1,621	12,109	15,351	12	2	7	2	0	0	0
199	419	49	43 DELANCEY STREET	5,000	1	public facility or ins	12,838	0	3	C6-1	6	60	30,000	0	30,000	0	C6-2A*	7.20	120	4,250	31,750	40,250	32	6	32	6	0	0	0
199 Total				5,000	1		12,838	0					30,000	0	30,000	0				4,250	31,750	40,250	32	6	32	6	0	0	0
200	422	49	139 EAST HOUSTON STREET	7,384	1	commercial	24,800	0	3	C6-1	6	60	24,800	0	24,800	0	C6-2A*	7.20	120	6,276	46,888	59,441	47	9	47	9	0	0	0
200 Total				7,384	1		24,800	0					24,800	0	24,800	0				6,276	46,888	59,441	47	9	47	9	0	0	0
201	422	53	145 EAST HOUSTON STREET	2,175	1	mixed-use	5,076	5	2	C6-1	6	60	1,849	5,633	7,482	6	C6-2A*	7.20	120	1,849	13,811	17,509	14	3	8	3	0	0	0
201 Total				2,175	1		5,076	5					1,849	5,633	7,482	6				1,849	13,811	17,509	14	3	8	3	0	0	0
202	423	16	329 BROOME STREET	2,225	1	mixed-use	6,130	2	3	C6-1	6	60	1,891	5,763	7,654	6	C6-2A*	7.20	120	1,891	14,129	17,911	14	3	8	3	0	0	0
202	423	17	327 BROOME STREET	1,902	1	commercial	3,750	0	2	C6-1	6	60	1,617	4,926	6,543	5	C6-2A*	7.20	120	1,617	12,078	15,311	12	2	7	2	0	0	0
202 Total				4,127	2		9,880	2					3,508	10,689	14,197	11				3,508	26,206	33,222	26	5	16	5	0	0	0
203	423	26	250 GRAND STREET	1,333	2	commercial	3,993	0	3	C6-1	6	60	1,133	3,452	4,586	3	C6-2A*	7.20	120	1,133	8,465	10,731	8	2	5	2	0	0	0
203 Total				1,333	2		3,993	0					1,133	3,452	4,586	3				1,133	8,465	10,731	8	2	5	2	0	0	0
204	423	29	244 GRAND STREET	1,875	1	commercial	4,751	0	3	C6-1	6	60	1,594	4,856	6,450	5	C6-2A*	7.20	120	1,594	11,906	15,094	12	2	7	2	0	0	0
204 Total				1,875	1		4,751	0					1,594	4,856	6,450	5				1,594	11,906	15,094	12	2	7	2	0	0	0
205	423	126	109 CHRYSTIE STREET	539	1	commercial	1,475	0	3	C6-1	6	60	458	1,396	1,854	1	C6-2A*	7.20	120	458	3,423	4,339	3	1	2	1	0	0	0
205 Total				539	1		1,475	0					458	1,396	1,854	1				458	3,423	4,339	3	1	2	1	0	0	0
206	425	28	173 CHRYSTIE STREET	4,346	3	mixed-use	5,242	3	1	C6-1	6	60	26,076	0	26,076	0	C6-2A*	7.20	120	3,694	27,597	34,985	28	6	28	6	0	0	0
206 Total				4,346	3		5,242	3					26,076	0	26,076	0				3,694	27,597	34,985	28	6	28	6	0	0	0
207	425	38	18 DELANCEY STREET	1,459	1	commercial	2,930	0	2	C6-1	6	60	1,240	3,779	5,019	4	C6-2A*	7.20	120	1,240	9,265	11,745	9	2	5	2	0	0	0
207	425	39	16 DELANCEY STREET	1,017	1	commercial	1,594	0	2	C6-1	6	60	864	2,634	3,498	3	C6-2A*	7.20	120	864	6,458	8,187	6	1	4	1	0	0	0
207 Total				2,476	2		4,524	0					2,105	6,413	8,517	6				2,105	15,723	19,932	16	3	9	3	0	0	0
208	443	8	32 2 AVENUE	5,450	1	commercial	8,900	0	2	C6-1	6	60	4,633	14,116	18,748	14	C6-2A*	7.20	120	4,633	34,608	43,873	35	7	20	7	0	0	0
208 Total				5,450	1		8,900	0					4,633	14,116	18,748	14				4,633	34,608	43,873	35	7	20	7	0	0	0
209	444	12	48 EAST 3 STREET	1,000	1	residential	2,800	3	3	C6-1	6	60	0	2,800	2,800	3	C6-2A*	7.20	120	850	6,350	8,050	6	1	3	1	0	0	0
209 Total				1,000	1		2,800	3					0	2,800	2,800	3				850	6,350	8,050	6	1	3	1	0	0	0
210	457	29	31 2 AVENUE	4,510	2	commercial	13,188	4	3	C6-1	6	60	3,834	11,681	15,514	12	C6-2A*	7.20	120	3,834	28,639	36,306	29	6	17	6	0	0	0
210 Total				4,510	2		13,188	4					3,834	11,681	15,514	12				3,834	28,639	36,306	29	6	17	6	0	0	0
211	457	32	29 2 AVENUE	2,277	1	commercial	5,794	2	3	C6-1	6	60	1,935	5,897	7,833	6	C6-2A*	7.20	120	1,935	14,459	18,330	14	3	9	3	0	0	0
211 Total				2,277	1		5,794	2					1,935	5,897	7,833	6				1,935	14,459	18,330	14	3	9	3	0	0	0
212	458	23	32 EAST 3 STREET	1,311	1	residential	3,680	3	3	C6-1	6	60	0	3,680	3,680	3	C6-2A*	7.20	120	1,114	8,325	10,554	8	2	5	2	0	0	0
212 Total				1,311	1		3,680	3					0	3,680	3,680	3				1,114	8,325	10,554	8	2	5	2	0	0	0
213	458	24	34 EAST 3 STREET	1,311	1	residential	3,680	2	3	C6-1	6	60	0	3,680	3,680	2	C6-2A*	7.20	120	1,114	8,325	10,554	8	2	6	2	0	0	0
213 Total				1,311	1		3,680	2					0	3,680	3,680	2				1,114	8,325	10,554	8	2	6	2	0	0	0

DCP has identified 180 projected development sites that are considered most likely to be developed in the future with the proposed actions (see Table 1-3 and Figure 1-4). In addition, there are 123 potential development sites that are considered less likely than the projected sites to be developed over the same 10-year analysis period (see Table 1-4 and Figure 1-5).

It is anticipated that new development occurring as a result of the proposed actions on the 180 projected development sites would consist of 3,650 residential units, including 348 affordable units, and 376,489 square feet of commercial space. The projected incremental change over conditions in the future without the proposed actions on the projected development sites is 1,360 residential units (including 348 affordable units) and a 74,439-square-foot reduction in the total amount of commercial space. Table 1-5 provides a summary of development projected in the future with the proposed actions by proposed rezoning district.

Projected Development Site 167 is the subject of a specific development proposal and requires the proposed rezoning and text amendments. Under the proposed actions, this site would be redeveloped as a residential building with 116 dwelling units, 23 of which would be affordable, and 7,844 square feet of ground-floor retail (see Figures 1-6 and 1-7). As one parcel comprising Projected Development Site 167 (Block 372, Lot 49) is owned by HPD, the project would be developed in partnership with HPD and a private developer. In addition to the proposed rezoning, this project would require additional discretionary actions including the disposition of City-owned property (a ULURP action), an Urban Development Action Area Program (UDAAP) designation, and project business approval (a non-ULURP action).[1]

In the future without the proposed actions, it is assumed that this site would be redeveloped with fewer units: the City-owned lot would be redeveloped with 18 market-rate units and the other lots would be developed individually with a total of 24 market-rate units and 7,844 square feet of ground-floor retail space.

In addition to new construction anticipated on the projected development sites, 25 parcels meet the criteria for inclusion as projected enlargement sites (see Table 1-3 and Figure 1-8). These projected development sites can be expected to be developed with 267 dwelling units, a net increment of 23 units over conditions in the future without the proposed actions . There are also 442 potential enlargement sites.

In total, the proposed actions would result in new 1,383 dwelling units and a reduction of 74,439 square feet of commercial use on the 205 projected development (new construction) and enlargement sites throughout the rezoning area. Overall, the proposed actions would reinforce the use of several avenues as corridors for mixed retail/residential buildings and provide opportunities for affordable housing along selected wide streets and major corridors while allowing for appropriately scaled development in the neighboring low- to mid-rise residential communities in the primary study area.

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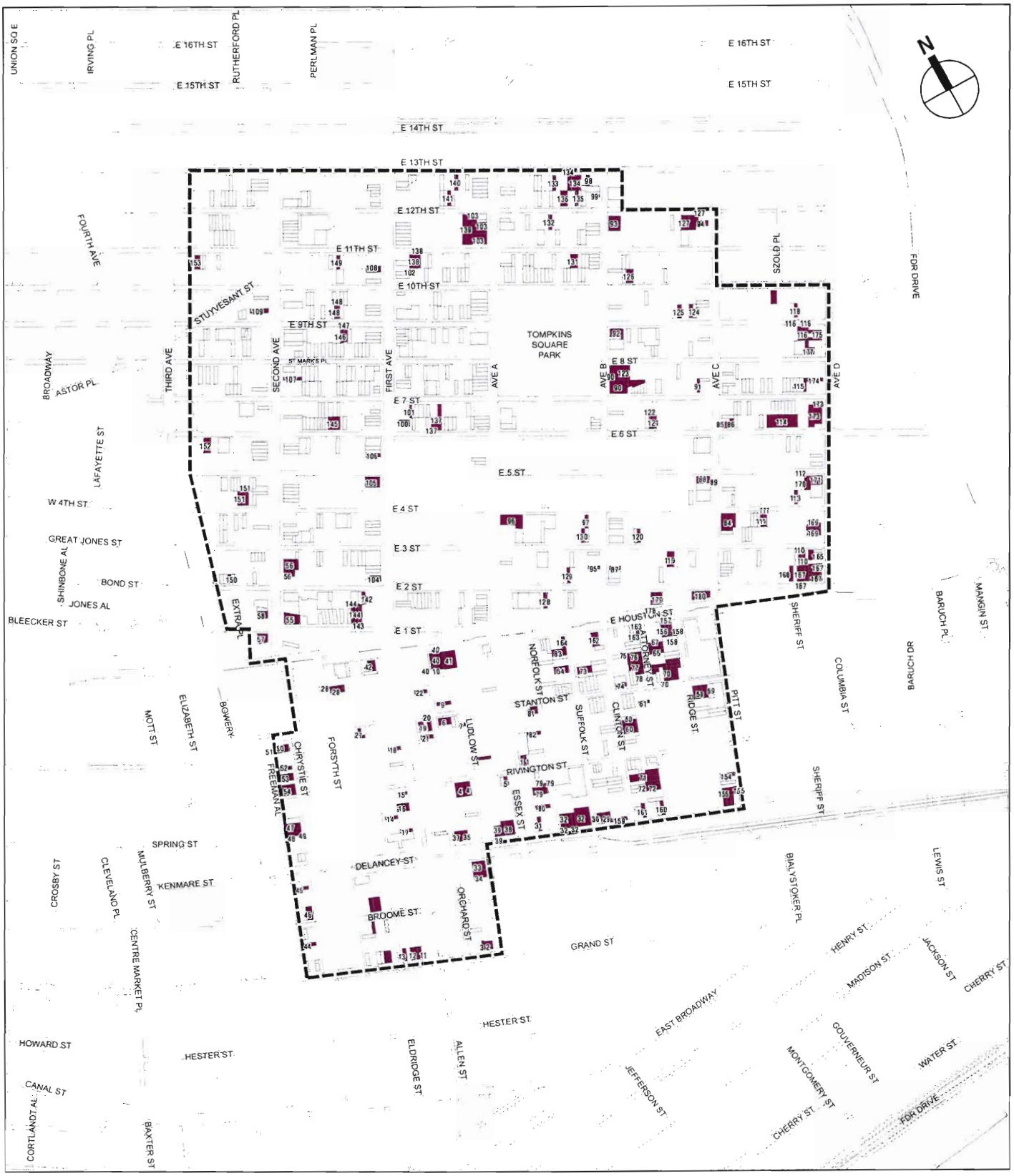
[1] Information obtained directly prior to the issuance of the DEIS indicates that the HPD proposal may be revised to include several additional tax lots than originally proposed, and could involve the transfer of air rights from adjacent lots. Consequently, the assumptions for the HPD proposal and the associated analysis will be updated as needed to reflect HPD's final development plans between the Draft and Final EIS, however it is not anticipated to alter the conclusions in this DEIS.

Table 1-5
Summary of No Build and Build Development

District Description	Sites (Count)	Build				No-Build				Increment			
		Commercial Floor Area	Residential Floor Area	Dwelling Units	Affordable Dwelling Units	Commercial Floor Area	Residential Floor Area	Dwelling Units	Affordable Dwelling Units	Commercial Floor Area	Residential Floor Area	Dwelling Units	Affordable Dwelling Units
PROJECTED SITES													
Proposed C4-4A	28	70,090	259,746	260	0	122,378	187,273	187	0	-52,288	72,473	73	0
Proposed C6-2A*	30	125,797	939,781	940	188	147,948	361,162	361	0	-22,151	578,619	579	188
Proposed R7A	51	111,223	838,829	839	0	111,223	705,821	706	0	0	133,008	133	0
Proposed R8B	44	12,086	811,006	811	0	12,086	695,773	696	0	0	115,233	115	0
Proposed R8A*	27	57,293	773,522	800	160	57,293	339,652	340	0	0	433,870	460	160
TOTAL PROJECTED	**180**	**376,489**	**3,622,884**	**3,650**	**348**	**450,928**	**2,289,681**	**2,290**	**0**	**-74,439**	**1,333,203**	**1,360**	**348**
POTENTIAL SITES													
Proposed C4-4A	13	64,102	72,078	72	0	30,448	84,685	85	0	33,654	-12,607	-13	0
Proposed C6-2A*	22	56,599	422,827	423	85	117,764	130,129	125	0	-61,165	292,698	298	85
Proposed R7A	19	29,732	255,296	255	0	29,839	217,926	218	0	-107	37,370	37	0
Proposed R8B	51	12,509	716,691	717	0	23,156	496,314	496	0	-10,647	220,377	221	0
Proposed R8A*	18	23,149	258,256	258	52	13,958	110,423	116	0	9,191	147,833	142	52
TOTAL POTENTIAL	**123**	**186,091**	**1,725,148**	**1,725**	**137**	**215,165**	**1,039,477**	**1,040**	**0**	**-29,074**	**685,671**	**685**	**137**
GRAND TOTAL	**303**	**562,580**	**5,348,032**	**5,375**	**485**	**666,093**	**3,329,158**	**3,330**	**0**	**-103,513**	**2,018,874**	**2,045**	**485**
ENLARGEMENTS													
PROJECTED													
Proposed R7A	13												
Proposed R8B	12												
TOTAL PROJECTED	**25**	**25,374**	**216,853**	**267**	**0**	**25,374**	**178,529**	**244**	**0**	**0**	**38,324**	**23**	**0**
POTENTIAL													
Proposed R7A	226												
Proposed R8B	216												
TOTAL POTENTIAL	**442**	**938,270**	**3,560,886**	**4,715**	**0**	**938,270**	**2,788,610**	**4,155**	**0**	**0**	**772,276**	**560**	**0**
TOTAL ENLARGEMENTS	**467**	**963,644**	**3,739,415**	**4,959**	**0**	**963,644**	**2,967,139**	**4,399**		**0**	**810,600**	**583**	**0**
TOTAL ALL SITES	**770**	**1,562,244**	**9,087,447**	**10,334**	**485**	**1,629,737**	**1,629,297**	**7,729**	**0**	**-103,513**	**2,829,474**	**2,628**	**485**

Sources: Department of City Planning, October 2007

3.4.08



Study Area Boundary

Projected Site

0 1000 FEET

SCALE

Projected Development Sites

Figure 1-4

3.4.08



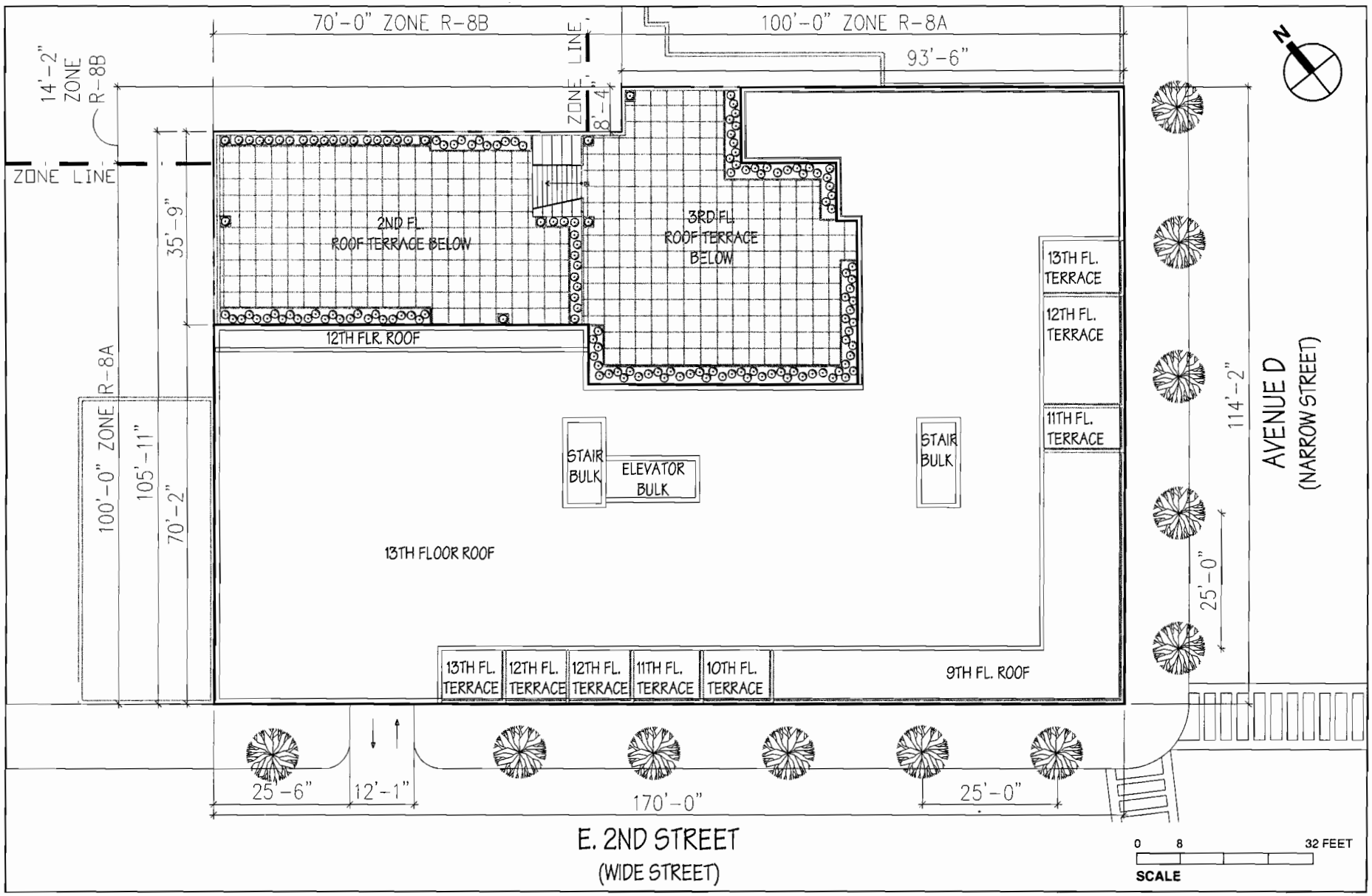
Potential Development Sites
Figure 1-5

4.30.08



Projected Development Site 167
Figure 1-6

4.30.08



Projected Development Site 167 Site Plan
Figure 1-7



Enlargements
Figure 1-8

E. PUBLIC REVIEW PROCESS FOR THE PROPOSED ACTIONS

SUMMARY OF PROPOSED ACTIONS

The proposed actions that are subject to public review are as follows:

- DCP is proposing a zoning map amendment that would affect approximately 111 blocks located within the East Village and Lower East Side neighborhoods of Manhattan Community District 3. The proposed rezoning would change an existing R7-2 zoning district to R7A, R7B, R8A and R8B zoning districts; an existing R7-2/C1-5 zoning district to R7A/C1-5, R8A/C1-5 and R8B/C1-5 zoning districts; an existing R7-2/C2-5 zoning district to R7A/C2-5, R8A/C2-5 and R8B/C2-5 zoning districts; and an existing C6-1 zoning district to C4-4A, C6-2A & R7A zoning districts.
- DCP is proposing a text amendment to *Zoning Resolution* Section 23-922, to allow the Inclusionary Housing bonus to be made applicable in R8A and C6-2A zoning districts within the rezoning area. These districts are proposed to be mapped along Houston Street, Delancey Street, Chrystie Street, Avenue D, Pitt Street, and Second Avenue.
- DCP is proposing a text amendment to *Zoning Resolution* Section 52-61 to make the provisions of this section applicable to R8B districts in Manhattan Community District 3. *Zoning Resolution* Section 52-34 allows vacant ground floor space designed for commercial use to be occupied with non-conforming Use Group 6 uses.
- HPD is proposing disposition of a city-owned property and related actions to facilitate the development of a residential project with ground floor retail. The project site is located at 5 Avenue D, and 302-310 East 2nd Street (Block 372, Lots 43, 44, 47, 48 and 49).[1]
- The proposed rezoning would change the zoning designation of the site from R7-2 and R7-2/C1-5 to R8A and R8A/C1-5.

PUBLIC REVIEW PROCESS

The above-described actions are subject to both the City's CEQR and ULURP procedures. These review processes are described below.

UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

The City's ULURP, mandated by Sections 197-c and 197-d of the City Charter, is a process specially designed to allow public review of proposed actions at four levels: the Community Board, the Borough President, and (if applicable) Borough Board, the City Planning Commission, and the City Council. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months. For a zoning text amendment, a non-ULURP public review process does not follow the same time limits as ULURP. However, it is expected that the non-ULURP text amendment would move through this process simultaneously with the ULURP zoning map amendment.

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[1] Information obtained directly prior to the issuance of the DEIS indicates that the HPD proposal may be revised to include several additional tax lots than originally proposed, and could involve the transfer of air rights from adjacent lots. Consequently, the assumptions for the HPD proposal and the associated analysis will be updated as needed to reflect HPD's final development plans between the Draft and Final EIS, however it is not anticipated to alter the conclusions in this DEIS.

The ULURP process begins with a certification by CPC that the ULURP application is complete, which includes satisfying CEQR requirements (see the discussion below). The application is then forwarded to Manhattan Community Board 3, which has 60 days in which to review and discuss the proposal, hold public hearings, and adopt recommendations regarding the application. Once this step is complete, the Borough President reviews the application for up to 30 days. CPC then has 60 days to review the application, during which time a ULURP/CEQR public hearing is held. Comments made at the DEIS public hearing (the record for commenting remains open for 10 days after the hearing to receive written comments) are incorporated into a Final Environmental Impact Statement (FEIS); the FEIS must be completed at least 10 days before CPC makes its decision on the application. CPC may approve, approve with modifications, or deny the application. If the ULURP application is approved, or approved with modifications, it moves to the City Council for review. The City Council has 50 days to review the application and during this time will hold a public hearing on the proposed actions, through its Land Use Subcommittee. The Council may approve, approve with modifications, or deny the application. If the Council proposes a modification to the proposed actions, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the actions as approved by CPC. Following the Council's vote, the Mayor has 5 days in which to veto the Council's actions. The City Council may override the mayoral veto within 10 days.

ENVIRONMENTAL REVIEW (CEQR)

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

Establishing a Lead Agency: Under CEQR, the "lead agency" is the public entity responsible for conducting environmental review. Usually, the lead agency is also the entity principally responsible for carrying out, funding, or approving the proposed actions. In accordance with CEQR rules (62 RCNY §5-03), the CPC is the lead agency for the proposed actions. The CPC is the lead agency for the proposed actions.

Determination of Significance: The lead agency's first charge is to determine whether the proposed actions may have a significant adverse impact on the environment. To do so, it must prepare an Environmental Assessment Statement (EAS). The proposed East Village/Lower East Side Rezoning Proposal was the subject of an EAS, which was completed on May 25, 2007. Based on that EAS, the CPC determined that the proposed actions may have a significant adverse impact on the environment and issued a Positive Declaration, requiring that an EIS be prepared.

Scoping: Once the lead agency issues a Positive Declaration, it must then issue a draft scope of work for the EIS. "Scoping" or creating the scope of work, is the process of identifying the environmental impact analyses, the methodologies to be used, and the key issues to be studied. CEQR requires a public scoping meeting as part of the process. A public scoping meeting was held on the proposed plan and DEIS Scope (June 25, 2007). Based on the comments received at that scoping meeting, DCP reissued a Final Scope of Work in February 2008.

Draft Environmental Impact Statement (DEIS): The DEIS is to be prepared in accordance with the Final Scope of Work. The lead agency reviews all aspects of the document, relying on other City agencies to assist, as appropriate. Once the lead agency is satisfied that the DEIS is complete for public review, it issues a Notice of Completion and circulates the DEIS for public review. When a DEIS is required, it must be deemed complete before the ULURP application can also be found complete. The Notice of Completion for this DEIS was issued on May 5, 2008.

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

Final Environmental Impact Statement (FEIS): After the close of the public comment period for the DEIS, the lead agency prepares an FEIS. This FEIS must incorporate relevant comments on the DEIS, either in a separate chapter or in changes to the body of the text, graphics, and tables. Once the lead agency determines the FEIS is complete, it issues a Notice of Completion and circulates the FEIS. As previously noted, the FEIS must be issued (with the notice of completion) at least 10 days before the decision-maker can make a decision on the proposed actions. ✷