

# Jewel Streets Neighborhood Plan

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## Draft Scope of Work for an Environmental Impact Statement

CEQR No. 26HPD019Y

LEAD AGENCY:



Department of  
Housing Preservation  
& Development

PREPARED BY:



November 14, 2025

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## JEWEL STREETS NEIGHBORHOOD PLAN AND RELATED ACTIONS

### A. INTRODUCTION

This Draft Scope of Work (DSOW) outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) of the Jewel Streets Neighborhood Plan (the “Plan”). The City of New York Department of Housing Preservation and Development (HPD), together with the New York City Department of Environmental Protection (DEP) and the Department of Citywide Administrative Services (DCAS) (collectively, the “Applicant”), proposes a series of land use actions including zoning map amendments, zoning text amendments (including designating a Mandatory Inclusionary Housing [MIH] Area), site selection, acquisition, Designation of Urban Development Action Areas (UDAA), project approval of Urban Development Action Area Projects (UDAAP), disposition, and a City Map change, as well as improvements to the Project Area's stormwater and sewer systems (the “Proposed Actions”) to facilitate the implementation of the Jewel Streets Neighborhood Plan in partnership with elected officials, City agencies, community boards, and local stakeholders.

The Proposed Actions would affect an approximately 46-block, 142-acre area (the “Project Area”) along the southern border of Queens Community District (CD) 10 and the northern border of Brooklyn CD 5 in the neighborhoods of Lindenwood and East New York. The Project Area is bounded by Holly Street to the west, Sutter Avenue and South Conduit Avenue to the north, South Conduit Avenue to the east, and Stanley Avenue/151<sup>st</sup> Avenue to the south. It also includes two additional areas: a HPD-owned site bounded by Euclid Avenue to the west, Pine Street to the east, and Dumont Avenue to the north; and another HPD and DCAS-owned five-block area bounded by Stanley Avenue/151<sup>st</sup> Avenue to the north, Cozine Avenue/155<sup>th</sup> Avenue and Wortman Avenue/153<sup>rd</sup> Avenue to the south, Forbell Street to the west, and Sapphire Street/78<sup>th</sup> Street to the east.

Within the boundaries of the Project Area is an area known as the “Jewel Streets Sub-Area” or simply “Jewel Streets,” a 15-block neighborhood straddling Brooklyn and Queens and generally bounded by South Conduit Avenue to the north, Stanley Avenue/151<sup>st</sup> Avenue to the south, Drew Street and Amber Street to the west and 78<sup>th</sup> Street and 79<sup>th</sup> Street to the east. The Jewel Streets Sub-Area faces persistent challenges including illegal dumping, industrial businesses operating in residential areas, and severe flooding due its low-lying nature and lack storm and sanitary sewers. Linden Boulevard runs through the Jewel Streets Sub-Area, creating a North and South Jewel Streets subdivision: “North Jewel Streets” is an 11-block area north of Linden Boulevard between Drew Street to the west and Sapphire Street and South Conduit Avenue to the north. “South Jewel Streets” is a four-block area south of Linden Boulevard between Amber Street and 79<sup>th</sup> Street and Stanley Avenue to the south.

In 2022, in response to a request from elected officials, local organizations, and Jewel Streets residents, HPD and agency partners began working with a coalition of community members to address the area's critical infrastructure and quality of life concerns. In 2023, HPD initiated a collaborative neighborhood planning process focused on long-term resiliency in the area, to ensure investments in infrastructure, transportation, housing, and economic development would be aligned with community priorities. Between 2023 through 2025, HPD led six public workshops, and met regularly with stakeholders to develop goals and strategies. The community goals reflect two years of community outreach and engagement with residents, local organizations, community boards, elected officials, and a strong stakeholder coalition.

The Proposed Actions, developed in collaboration with DEP, other partner agencies, and the public, would advance and support the goals of the Jewel Streets Neighborhood Plan released on October 21, 2025:

- Reduce flooding now and in the future;
- Ensure residents have access to safe, resilient, and affordable homes;
- Make streets safer and better connected;
- Encourage redevelopment of vacant land with new affordable housing, stores, and open space; and
- Increase access to essential businesses, jobs, and social services.

HPD released a Jewel Streets Neighborhood Plan Progress Report in February 2025 that included a land use framework and a set of strategies which built upon the goals developed during the community engagement phase of the planning process. In October 2025, HPD released the full Jewel Streets Neighborhood Plan that included a zoning proposal, conceptual drainage plan, and a vision for individual Sub-Areas.

The Proposed Actions would facilitate new DEP drainage infrastructure, including stormwater detention basins, a pump station complex, and a stormwater outfall, along with land use changes to facilitate resilient development of mixed-use buildings and affordable housing. The Proposed Actions are needed to overcome barriers that have limited growth, resilient development and quality of life in the Jewel Streets and surrounding Project Area for decades. Current zoning, unchanged since 1961, predominantly limits development to low-scale residential, even along wide corridors such as Linden Boulevard and on a 22-acre HPD and DCAS-owned site at Sapphire Street and Stanley Avenue. At the same time, the absence of storm and sanitary sewers and the persistence of flooding have restricted residential development in the Jewel Streets, leaving behind concentrations of vacant land, unauthorized uses, and unsafe conditions for residents.

Together, these coordinated land use and infrastructure actions are essential to increase the supply of affordable housing, reduce flooding, and improve quality of life for current and future residents.

## **B. REQUIRED APPROVALS**

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

- **Zoning Map Amendment to:**
  - Rezone portions of existing R4, R4/C1-2, R4/C2-2, R5, R5/C1-2, R6, R6/C1-2, and C4-1 districts within the Project Area to R4/C2-4, R5, R5/C2-4, R6, R6/C2-4, R6A, R6A/C2-4, R6D, R7D, C4-3, C4-5, C4-5D, and C4-5X.
- **Zoning Text Amendment to:**
  - Modify Appendix F: MIH Areas and Former Inclusionary Housing Designated Areas for the purpose of designating proposed R6, R6/C2-4, R6A, R6A/C2-4, R6D, R7D, C4-5X (R7X equivalent), C4-3 (R6 equivalent), C4-5D (R7D equivalent), and C4-5 (R7-2 equivalent) districts as MIH areas, requiring that a share of new housing be permanently affordable.
  - Amend the Zoning Resolution (ZR) with a new Section 24-182: to allow a floor area exemption for schools within MIH areas in Brooklyn CD 5 and Queens CD 10.
- **City Map Changes to:**
  - Linden Sub-Area (Brooklyn Block 4492, Lot 4):

- Map the extension of Forbell Street between Linden Boulevard and Loring Avenue at the former Cineplex site at Block 4492, Lot 4.
  - HPD and DCAS-owned Site (Brooklyn Block 4536, Lots 1, 5, 29; Block 4537, Lots 1, 6, 39; Block 4538, Lots 1, 10; Block 4539, Lots 1, 4, 12, 30; Block 4540, Lots 1, 5, 10; Block 4558, Lots 1, 71, 81, 110, 46, 48):
    - De-map portions of Ruby Street and Drew Street between Stanley Avenue and Wortman Avenue (mapped unbuilt streets).
    - De-map portion of Stanley Avenue between Drew Street and Ruby Street (mapped unbuilt streets).
    - De-map portions of Ruby Street and Emerald Street between Wortman Avenue and Cozine Avenue, and a portion of Amber Street between Wortman Avenue and Fairfield Place (mapped unbuilt streets).
    - De-map a portion of Cozine Avenue between Forbell Street and Amber Street (mapped unbuilt street).
  - City map change actions may be modified as analysis continues to best achieve a coordinated network of modern street, drainage infrastructure, and open spaces.
- **Designation of Urban Development Action Areas (UDAA), project approval of Urban Development Action Area Projects (UDAAP).**
- **Disposition of City-owned property** at the HPD and DCAS-owned site to a sponsor or sponsors to be selected by HPD.
- **Site Selection, Acquisition and/or Disposition**, related to:
  - Site selection of property in the North and South Jewel Streets to facilitate resiliency and capital improvement measures by DEP, which could include a combined stormwater and sanitary pump station and Bluebelt Stormwater Best Management Practices (BMPs) serving the Project Area.
  - Acquisition of tax lots in the North Jewel Streets for Bluebelt BMPs, portions of tax lots beyond the mapped right-of-way or private streets where DEP activities such as stormwater, sanitary, water main, or DOT street reconstruction would extend onto private adjacent parcels in the Project Area.
  - Acquisition and potential disposition of residential properties in the North and South Jewel Streets Sub-Areas in coordination with DEP, DCAS, NYC Mayor's Office of Housing Recovery Operations (HRO) and the Mayor's Office of Climate and Environmental Justice (MOCEJ), to support the implementation of drainage infrastructure and Resilient Acquisitions voluntary land acquisition program pilot in the Jewel Streets.
- In addition to these land use actions, potential disposition, tax exemption, and HPD financing for one or more sites to facilitate the development of affordable housing may be needed.

## CITY ENVIRONMENTAL QUALITY REVIEW (CEQR) AND SCOPING

The Proposed Actions are classified as Type 1, as defined under 6 New York Codes, Rules and Regulations (NYCRR) 617.4 and 43 Rules of the City of New York (RCNY) 6-15, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) was completed on November 13, 2025. A Positive Declaration, issued on November 13, 2025, established that the Proposed

Actions may have a significant adverse impact on the environment, thus warranting the preparation of an EIS. HPD will be acting as lead agency and will conduct a coordinated environmental review.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be used to prepare the EIS. During the period for scoping, those interested in reviewing this DSOW may do so and give their comments to the lead agency. The public, interested agencies, Brooklyn CB 5 and Queens CB 10, and elected officials, are invited to comment on this DSOW, either in writing or orally, at a public scoping meeting to be held on December 17, 2025, starting at 5:00 P.M. Instructions on how to view and participate, as well as materials relating to the meeting, will be available at CEQR Access (<https://a002-ceqraccess.nyc.gov/ceqr/>) and HPD's Environmental Review page (<https://www.nyc.gov/site/hpd/services-and-information/environmental-review.page>) in advance of the meeting. To allow for broad public participation options, HPD will hold the public scoping meeting remotely.

Comments received during the public meeting to discuss the DSOW and written comments received up to 30 days after the meeting until 5:00 PM on January 16, 2025, will be considered and incorporated as appropriate into the Final Scope of Work (FSOW). The lead agency will oversee preparation of the FSOW, which will incorporate all relevant comments on the DSOW and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the scoping. The Draft EIS (DEIS) will be prepared in accordance with the FSOW.

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

## **C. BACKGROUND TO THE PROPOSED ACTIONS**

### **COMMUNITY ENGAGEMENT AND INTERAGENCY COORDINATION**

In 2022, Jewel Streets residents and local leaders called on City agencies to begin a community-driven planning process to address longstanding infrastructure challenges and promote environmental justice. In response, a coalition of local organizations and City agencies, including HPD and DEP, was formed to guide the effort to address immediate quality of life needs and develop a long-term vision.

The City has made great strides to address immediate quality of life concerns through installing new catch basins, cleaning up vacant lots, ticketing and towing illegally parked cars, and issuing violations to non-conforming uses. Lasting change in the Jewel Streets, however, will require a holistic plan that addresses the root causes of the area's major challenges. In 2023, HPD launched a planning process to build on the ongoing collaboration between stakeholders, elected officials, and agencies to connect infrastructure

planning with other aspects of long-term resilient neighborhood design: land use planning, transportation improvements, economic development, and housing stability.

A broader Study Area beyond the Project Area was established for the Jewel Streets Neighborhood Plan to allow for a comprehensive approach. The Study Area, which extends from Sutter Avenue to the north, Conduit Avenue to the east, Belt Parkway to the south, and Fountain Avenue to the west, allows for a balanced approach to planning across the neighborhood with density channeled towards Linden Boulevard, a wide street and commercial corridor, and lower-scale residential maintained on side streets. Plan strategies related to transportation improvements, tenant and homeowner support, and economic and workforce development would also be implemented throughout the larger Study Area.

As the owner of a largely vacant 22-acre site with several nearby public and private affordable housing projects in its development pipeline, HPD convened a series of six public workshops beginning in 2023 to guide coordinated planning and investment. These workshops addressed topics such as quality of life, open space, resiliency, land use, and draft strategies, and were supplemented by outreach at block parties and community events. Since then, HPD and DEP have met regularly with local organizations and elected officials to coordinate agency efforts and ensure that the process reflected sustained community input.

The Jewel Streets Neighborhood Plan, released in 2025, builds on this extensive engagement and sets forth a vision for future land use actions, infrastructure investments, and services to improve quality of life and advance environmental justice in the neighborhood. The community objectives identified through this process and guiding the plan are:

- Reduce flooding now and in the future;
- Ensure residents have access to safe, resilient, and affordable homes;
- Make streets safer and better connected;
- Encourage redevelopment of vacant land with new affordable housing, stores, and open space; and
- Increase access to essential businesses, jobs, and social services.

## **D. THE JEWEL STREETS NEIGHBORHOOD PLAN AREA HISTORY**

### **PROJECT AREA HISTORY**

The Jewel Streets neighborhood takes its name from its four north-south streets named after various jewels: Ruby, Emerald, Amber, and Sapphire streets. The Jewel Streets area historically comprised sparsely populated farmland and undeveloped marshland. In the 1930s construction of the Shore Parkway and Belt Parkway cut the Jewel Streets area off from the waterfront. Spring Creek Park, a wetland nature preserve south of the Project Area, was developed during this era. Due to its remote location, the Jewel Streets area was also developed with several sanitation facilities in the 1930s, including the former South Shore Incinerator which was located on the HPD and DCAS-owned site. The area remained predominantly uninhabited until the urban renewal movement of the 1960s, when the Fresh Creek Urban Renewal Area and North Twin Pines Urban Renewal Area were established. Several major housing developments followed, including Spring Creek Gardens, directly north of the HPD and DCAS-owned site, and Starrett City, Nehemiah Spring Creek, and Gateway Elton, all west of the Project Area. While much of this land has been disposed of and redeveloped, the 22-acre HPD and DCAS-owned site and other smaller sites remain undeveloped.

## NEIGHBORHOOD CONTEXT

The Project Area encompasses a broad area crossing Brooklyn and Queens and includes parts of East New York, Brooklyn and Lindenwood, Queens. To the west, surrounding neighborhoods in Brooklyn include New Lots, City Line, and Cypress Hills. North of Linden Boulevard, the area is developed with low-rise residential buildings and commercial corridors such as Livonia Avenue to the west and Atlantic Avenue one mile to the north. The area south of Linden Boulevard is developed with industrial and manufacturing facilities with storage spaces; large residential New York City Housing Authority (NYCHA) campuses; and large-scale commercial developments such as Gateway Center. Toward the east on the Queens side, the Project Area is surrounded by low-rise residential neighborhoods such as Ozone Park, South Ozone Park and Howard Beach. John F. Kennedy International Airport, an employment hub for area residents, is four miles to the east of the Project Area. Commercial corridors in Queens include Cross Bay Boulevard to the south and Rockaway Boulevard to the north. Just south of the Project Area are Spring Creek Park, a 237-acre wetland nature reserve, Shirley Chisholm State Park, and Jamaica Bay.

No subway lines traverse the Project Area, and the southern portions, including the HPD and DCAS-owned site, are farther from transit and have limited access. While the neighborhood is served by the A express train, which provides quick access to Downtown Brooklyn and Lower Manhattan, pedestrians must cross Conduit Avenue, a wide and heavily trafficked street, to reach the nearest station, which presents challenges for accessibility and safety. The A and C subway lines run along Pitkin and Liberty avenues, two and three blocks north of the Project Area, with access at the Euclid Avenue, Grant Avenue and 80<sup>th</sup> Street stations. The New Lots Avenue station on the 3 subway line is located ten blocks to the west of the Project Area boundary. Several bus lines run within a quarter-mile of the Project Area, including the B13, B14, B15, B20, BM5, Q7, Q8, and Q112; many residents rely on bus service to get to transit stations and job centers such as John F. Kennedy International Airport and Lower Manhattan. Additional service will be available with ongoing bus network redesign in Brooklyn and Queens.

The surrounding area is developed with a mix of residential, commercial, community facility, and industrial uses. It is predominantly mapped with low-density, non-contextual residential zoning districts (R4 and R5), with moderate density non-contextual districts (R6) mapped across the Linden Plaza and Spring Creek Gardens sites. A higher-density contextual residential district (R8A) is mapped on Linden Boulevard on the site containing the HPD-financed Linden Terrace development. Districts with varying densities and inconsistent mapping of commercial overlays have resulted in a built context on Linden Boulevard ranging from low density two-story family homes up to 17-story apartment buildings with intermittent commercial uses.

## PROJECT AREA

The Proposed Actions would affect an approximately 46-block, 142-acre area (see Figure 1, “Project Boundaries”) in the southern border of East New York, Brooklyn and Lindenwood, Queens within Brooklyn CD 5 and Queens CD 10. The Project Area is bounded by Holly Street to the west, Sutter Avenue and South Conduit Avenue to the north, South Conduit Avenue to the east, and Stanley Avenue/151<sup>st</sup> Avenue to the south. It also includes two non-contiguous areas: one bounded by Euclid Avenue to the west, Pine Street to the east, Dumont Avenue to the north, and Linden Boulevard to the south; and another five-block area bounded by Stanley Avenue/151<sup>st</sup> Avenue to the north, Cozine Avenue/155<sup>th</sup> Avenue and Wortman Avenue/153<sup>rd</sup> Avenue to the south, Forbell Street to the west, and Sapphire Street/78<sup>th</sup> Street to the east.

Linden Boulevard is a prominent east-west corridor that extends the entire length of the Project Area. At 170 feet wide, Linden Boulevard is the widest corridor in the neighborhood and is one of the main thoroughfares connecting Brooklyn and Queens. There are no north-south corridors that run through the

entirety of Project Area given the lack of continuous streets. Some secondary corridors running north-south in some sections within the Project Area are Euclid Avenue, Crescent Street, Eldert Lane, Autumn Avenue, and Drew Street. The Project Area consists of four distinct sub-areas (described below) (see Figure 2, “Project Sub-Areas”).

### **Jewel Streets Sub-Area**

The Jewel Streets Sub-Area was the impetus for the planning process due its persistent flooding and quality of life concerns related to widespread vacant lots, non-conforming industrial businesses, illegal dumping, and illegally parked vehicles. The Jewel Streets Sub-Area is the 15-block neighborhood straddling Brooklyn and Queens and generally bounded by South Conduit Avenue to the north, Stanley Avenue/151<sup>st</sup> Avenue to the south, Drew Street and Amber Street to the west and 78<sup>th</sup> Street and 79<sup>th</sup> Street to the east. The neighborhood was built on the path of a historic waterway: Spring Creek, which flows into Jamaica Bay, used to extend north beyond Conduit Avenue. These blocks lie 10-15 feet below the surrounding neighborhood and lack stormwater and sewer infrastructure, causing acute flooding and septic seepage. Due to the low elevation, high water table, and lack of sewers, it can take days to weeks for stormwater to drain.

This area is zoned R4. Land use in the area is characterized predominantly by vacant nonconforming industrial and storage uses and limited residential development in the form of detached houses and small apartment buildings of one to three stories.

The Jewel Streets Sub-Area is divided into two sub-districts: north and south of Linden Boulevard.

- *North Jewel Streets Sub-District:*

This is an 11-block area north of Linden Boulevard between Drew Street to the west and Sapphire Street and South Conduit Avenue to the north. The grade changes from Conduit Avenue act as a barrier for the neighborhood and Ruby Street is the last north-south connection between Conduit Avenue and Linden Boulevard. To the west, Drew Street is the last consolidated at-grade residential street and is predominantly developed with low-scale detached and semi-detached houses. To the east, the large commercial development of Linden Center along the low-lying 78<sup>th</sup> Street acts as the neighborhood’s barrier. This area is zoned R4. Land use in the area is characterized predominantly by vacant, nonconforming industrial and storage uses, and limited residential development in the form of detached houses and small one- to three-story apartment buildings.

- *South Jewel Streets Sub-District:*

This is a four-block area south of Linden Boulevard between Amber Street and 79<sup>th</sup> Street and Stanley Avenue to the south. 79<sup>th</sup> Street is the only at-grade street that connects the neighborhood beyond Loring Avenue/149<sup>th</sup> Avenue. Due to the steep grade changes of up to 10 feet, there are retaining walls that prevent Amber Street and Sapphire streets to connect north-south. This area is zoned R4. Land use in the area is characterized predominantly by vacant nonconforming industrial and storage uses, and limited residential development in the form of detached houses and small one- to three-story apartment buildings.

### **Linden Boulevard Sub-Area**

Linden Boulevard connects the neighborhood to other parts of borough and city, however, currently serves as a barrier between north and south Jewel Streets and East New York and Lindenwood. It is a wide street that serves as one of the area’s primary commercial corridors, with numerous vacant lots and limited recent development due restrictive zoning. Linden Boulevard is a 10-lane, 170-foot-wide street that serves as a local truck route and connector between Brooklyn and Queens. The zoning in the stretch

between Fountain Avenue and Conduit Boulevard has been largely unchanged since 1961, mapped with existing R4, R5, and R6 districts and disconnected C2-3 commercial overlays across the corridor. A 2018 rezoning changed the underlying zoning to R8A, R7A, and R6A districts for the development of the HPD-financed Linden Terrace project. There is also a private application currently in ULURP, 78-08 Linden Boulevard (C 170430 ZMK), which is proposing a rezoning from R4/C1-2 to R7D/C2-4 and R6A to facilitate the development of an 11-story, approximately 200-unit mixed-use building.

Due to the inconsistently mapped commercial overlays along the corridor, there is sparse commercial activity across much of Linden Boulevard. Most of the activity is located around the big shopping center on the east edge of the Project Area (Linden Center) and strip malls on the west edge by Fountain Avenue, with several large full- and multi-block vacant sites located along the corridor. Beyond the mostly low-density developments, there are several large affordable housing developments of different scales, including NYCHA's Louis H. Pink Houses, which consists of eight-story buildings; the seven-story NYCHA Cypress Hills development; Linden Plaza, an income-restricted, 17-story building; and the 12-story Linden Terrace.

### **HPD and DCAS-owned Site Sub-Area**

The HPD and DCAS-owned site (Brooklyn Block 4536, Lots 1, 5, 29; Block 4537, Lots 1, 6, 39; Block 4538, Lots 1, 10; Block 4539, Lots 1, 4, 12, 30; Block 4540, Lots 1, 5, 10; Block 4558, Lots 1, 71, 81, 110, 46, 48), a largely vacant 22 acre parcel directly south of the Linden Boulevard and Jewel Streets Sub-Areas, will play a central role in providing resilient infrastructure for the Jewel Streets, and realizing other community priorities around affordable housing and community amenities. The site is bounded by Stanley Avenue/151<sup>st</sup> Avenue to the north, Sapphire Street/78<sup>th</sup> Street to the east, Cozine Avenue/155<sup>th</sup> Avenue and Wortman Avenue/153<sup>rd</sup> Avenue to the south, and Ruby and Forbell streets to the west.

It is currently zoned R4. The site is predominantly vacant and unimproved, although portions are actively used as a clean soil bank. The site connects to Spring Creek Park to the south consisting of some additional HPD and DCAS-owned lots under the jurisdiction of NYC Parks. There are four mapped unbuilt streets within the site including extensions of Drew, Ruby, Emerald, and Amber streets. Unlike the other areas within the Jewel Streets Sub-Area, the HPD and DCAS-owned site is at-grade and above grade.

## **EXISTING INFRASTRUCTURE**

Flooding is a major concern for the Jewel Streets neighborhood residents. The lack of adequate storm and sanitary infrastructure, coupled with low-lying topography on top of historic creek channel and a high-water table, predispose the neighborhood to frequent flooding following storm events. Due to inadequate sanitary sewer systems, the residents of the Project Area rely on septic tank systems, which increase the risk of soil and groundwater contamination.

Existing storm sewers in the Project Area include an interim eight-inch storm sewer along portions of Dumont Avenue, Amber, Ruby, and Sapphire streets. There is a storm sewer on Loring Avenue that drains to the combined sewer at 79<sup>th</sup> Street. Additional interim catch basins were recently installed on Amber Street, Blake Avenue, and Loring Avenue to provide additional flood relief.

These storm sewers north of Linden Boulevard drain stormwater to the Sapphire Street pumping station which has a 1.6 million gallons per day (MGD) capacity and is located near the intersection of Dumont Avenue and Sapphire Street. The pumping station discharges stormwater flows to the combined sewer on Linden Boulevard. This combined sewer conveys stormwater and sanitary to a regulator located at the intersection of Flatlands Avenue and Autumn Avenue. Flows are primarily sent to the 26<sup>th</sup> Ward Wastewater Resource Recovery Facility (WRRF) for treatment; combined flows that overtop the weir at



the regulator during larger storm events are sent to the Spring Creek Auxiliary WRRF. Flows stored at the Spring Creek Auxiliary WRRF are ultimately sent to the 26<sup>th</sup> Ward WRRF after storm conditions subside. In the event that capacity of the Spring Creek Auxiliary WRRF is exceeded, these combined flows are discharged into Spring Creek as a combined sewer overflow (CSO).

The existing pump station in the Project Area was installed as an emergency measure in 1998, and interim sewer and catch basin installations were undertaken in 2022 and 2025 to provide temporary relief until a more comprehensive stormwater infrastructure system is installed. While this emergency system has been effective in reducing the time to drain after storm event, it does not completely prevent flooding, nor is it resilient enough or meet the City's design storm criteria.

## EXISTING ZONING

The Project Area includes an approximately 46-block, 142-acre area in the southern border of East New York, Brooklyn and Lindenwood, Queens generally bounded by Fountain Avenue to the west, Sutter Avenue and Conduit Avenue to the north and Belt Parkway to the south.

The Project Area is comprised of R4, R4/C1-2, R4/C2-2, R5, R5/C1-2, R6, R6/C1-2, and C4-1 districts (see Figure 3, "Existing Zoning," ). Additionally, the portion of the Project Area north of Linden Boulevard is located within the Outer Transit Zone, which generally allows higher residential densities and reduces parking requirements. Existing zoning districts are discussed below.

### R4, R4/C1-2, and R4/C2-2

- *A R4 zoning district is mapped within mid-block portions of a noncontiguous area within the Project Area generally bounded by Fountain Avenue to the west, South Conduit Avenue to the northeast, and Belt Parkway to the south.*

R4 districts are low-density districts that provide residences of all types and also permit most community facility uses. The maximum floor area ratio (FAR) for standard residences is generally 1.0, and 1.5 for lots that meet the criteria for qualifying residential sites. Community facilities are permitted at an FAR of 2.0. Front yards with a depth of 10 feet are required but may be modified depending on building type as well as specific contexts. The height and setback regulations for single-and-two family residences are governed by a pitched-roof envelope with a maximum perimeter wall height of 25 feet, and maximum overall height limit of 35 feet. Multifamily residences on standard lots are governed by a flat-roofed envelope where the maximum base and overall height limit is 35 feet, while those on qualifying residential sites have an envelope with a 35-foot maximum base height and, after setback, a 45-foot maximum overall height limit. In the Outer Transit Zone, parking is required for 35 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 50 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings.

- *A C1-2 commercial overlay is mapped in four noncontiguous areas in R4 districts within the Project Area along Linden Boulevard in between Crescent Street and Holly Street, along Linden Boulevard in between Amber Street and 79<sup>th</sup> Street, along Stanley Avenue in between Eldert Lane and Forbell Street, and along South Conduit Avenue with Eldert Lane to the west and Sutter Avenue to the south.*

C1-2 commercial overlays permit up to 1.0 FAR of local retail and service uses when developed in conjunction with residential or community facility buildings in R1 through R5 districts and a 2.0 FAR in R6 through R12 districts. They have a maximum base height of 30 feet or two stories, whichever is less, in R1 through R5 districts. The maximum base height is 60 feet or four stories, whichever is less, in R6 and R7 districts, and 85 feet or six stories, whichever is less, in R8 through R12 districts. C1-2 districts allow uses from Use Groups 1 through 8, which include small-scale, neighborhood-serving businesses such as grocery stores, pharmacies, laundromats, and restaurants. These overlays are mapped within residential districts and are designed to serve the immediate local community. For commercial uses listed in Parking Requirement Category (PRC) A, one off-street parking space is required for every 300 square feet of floor area. Parking may be waived for smaller developments or in locations near transit.

- *A C2-2 commercial overlay is mapped in one contiguous area in an R4 district within the Project Area generally bounded by Sapphire Street to the west, 80<sup>th</sup> Street to the east, South Conduit Avenue to the north, and Linden Boulevard to the south.*

C2-2 commercial overlays permit up to 1.0 FAR of local retail and service uses when developed in conjunction with residential or community facility buildings in R1 through R5 districts and a 2.0 FAR in R6 through R12 districts. They have a maximum base height of 30 feet or two stories, whichever is less, in R1 through R5 districts. The maximum base height is 60 feet or four stories, whichever is less, in R6 and R7 districts, and 85 feet or six stories, whichever is less, in R8 through R12 districts. C2-2 districts allow uses from Use Groups 1 through 8, which include small-scale, neighborhood-serving businesses such as grocery stores, pharmacies, laundromats, and restaurants; and larger business uses such as funeral homes and repair services. These overlays are mapped within residential districts and are designed to serve the immediate local community. For commercial uses listed in PRC A, one off-street parking space is required for every 300 square feet of floor area. Parking may be waived for smaller developments or in locations near transit.

### **R5 and R5/C1-2**

- *A R5 zoning district is mapped in two noncontiguous areas within the northwest and southeast portions of the Project Area. One area is generally bounded by 78<sup>th</sup> Street to the west, South Conduit Avenue to the east, 149<sup>th</sup> Avenue to the north and Shore Parkway to the south. The other area is generally bounded by Fountain Avenue to the west, Pitkin and North Conduit avenues to the north, Lincoln Avenue to the east, and Linden Boulevard to the south.*

R5 districts are low-density districts that provide residences of all types and also permit most community facility uses. The maximum FAR for standard residences is generally 1.5, and 2.0 for lots that meet the criteria for qualifying residential sites. Community facilities are permitted at an FAR of 2.0. Front yards with a depth of 10 feet are required but may be modified depending on specific contexts. The height and setback regulations for all residences are governed by a flat-roofed envelope. Residences on a standard lot have an envelope with a 35-foot maximum base height and, after setback, a 45-foot maximum overall height, while those on qualifying residential sites have an envelope with a 45-foot maximum base height and, after setback, a 55-foot maximum overall height limit. In the Outer Transit Zone, parking is required for 35 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings.

- *A C1-2 commercial overlay is mapped in three noncontiguous areas in R5 districts within the Project Area along Sutter Avenue in between Crescent Street and Logan Street, along both sides of Dumont Avenue in between Pine Street and Euclid Avenue, and in an area generally bounded by 82<sup>nd</sup> Street to the west, 84<sup>th</sup> Street to the east, 151<sup>st</sup> Avenue to the north and 153<sup>rd</sup> Avenue to the south.*

C1-2 commercial overlays permit up to 1.0 FAR of local retail and service uses when developed in conjunction with residential or community facility buildings in R1 through R5 districts and a 2.0 FAR in R6 through R12 districts. They have a maximum base height of 30 feet or two stories, whichever is less, in R1 through R5 districts. The maximum base height is 60 feet or four stories, whichever is less, in R6 and R7 districts, and 85 feet or six stories, whichever is less, in R8 through R12 districts. C1-2 districts allow uses from Use Groups 1 through 8, which include small-scale, neighborhood-serving businesses such as grocery stores, pharmacies, laundromats, and restaurants. These overlays are mapped within residential districts and are designed to serve the immediate local community. For commercial uses listed in PRC A, one off-street parking space is required for every 300 square feet of floor area. Parking may be waived for smaller developments or in locations near transit.

#### **R6 and R6/C1-2**

- *A R6 zoning district is mapped within two noncontiguous areas within the Project Area. One area is generally bounded by Forbell Street to the west, Emerald Street to the east, Loring Avenue to the north and Stanley Avenue to the south and the second area is generally bounded by Lincoln Avenue to the west, Eldert Lane and Drew Street at the intersection of Dumont Avenue to the east, Sutter Avenue to the north and Linden Boulevard to the south.*

R6 districts are medium-density, non-contextual residential districts that allow residential uses of all types and community facility uses. Land uses within the R6 district are generally residential with some community facilities located throughout. Residential uses include single-and-two family buildings and larger multi-family apartment buildings. The maximum residential FAR is 3.0 for standard residences for properties located within 100 feet of a wide street and 2.2 for all other properties. Qualifying affordable or senior housing has a maximum FAR of 3.9. Community facility uses are permitted at a maximum FAR of 4.8. For standard residences, buildings have a minimum base height of 40 feet along a wide street and 30 feet along a narrow street and a maximum base height of 65 feet along a wide street and 45 feet along a narrow street. The maximum permitted height for standard residences is 75 feet along a wide street and 55 feet along a narrow street after a 10 to 15 feet setback. For qualifying affordable or senior housing sites, buildings have a maximum base height of 65 feet above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Buildings may rise to a maximum height of 95 feet along a wide street and 85 feet along a narrow street. For larger or irregular sites, this maximum height can be increased to 125 feet. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings.

- *A C1-2 commercial overlay is mapped in one noncontiguous area in an R6 district within the Project Area, at the intersection of Linden Boulevard and Lincoln Avenue.*

C1-2 commercial overlays permit up to 1.0 FAR of local retail and service uses when developed in conjunction with residential or community facility buildings in R1 through R5 districts and a 2.0 FAR in R6 through R12 districts. They have a maximum base height of 30 feet or two stories, whichever is less, in R1 through R5 districts. The maximum base height is 60 feet or four stories, whichever is less, in R6 and R7 districts, and 85 feet or six stories, whichever is less, in R8 through R12 districts. C1-2 districts allow uses from Use Groups 1 through 8, which include small-scale, neighborhood-serving businesses such as grocery stores, pharmacies, laundromats, and restaurants. These overlays are mapped within residential districts and are designed to serve the immediate local community. For commercial uses listed in PRC A, one off-street parking space is required for every 300 square feet of floor area. Parking may be waived for smaller developments or in locations near transit.

#### **C4-1**

- *A C4-1 zoning district is mapped within the Project Area along Linden Boulevard in between Eldert Lane and Ruby Street, and along Loring Avenue in between Eldert Lane and Forbell Street.*

C4-1 is a regional commercial district mapped outside the City's core in lower-density areas such as waterfronts or major arterial corridors. It permits up to 1.0 FAR for commercial uses, 1.5 FAR for standard residential uses, and 2.0 FAR for qualifying affordable and senior housing under the R5 residential equivalent. They have a maximum base height of 30 feet or two stories, whichever is less. Use Groups 1-10 are allowed, enabling a wide variety of uses such as department stores, theaters, hotels, and local retail, alongside housing. C4-1 districts are typically found in transit-accessible areas that serve as commercial hubs for surrounding neighborhoods. Commercial parking requirements vary by use but generally fall under PRC-A, with one off-street parking space required for every 100, 150, or 400 square feet of retail use, depending on use. Parking may be modified based on site size or transit proximity.

## **PREVIOUS PLANNING EFFORTS AND PAST ACTIONS**

### **Recent Infrastructure Improvements**

In fall 2022, DEP installed small, shallow pipes to gradually drain away standing water at the intersections along Dumont Avenue and Loring Avenue, addressing immediate quality of life concerns. In 2023 and 2024, DEP installed two additional catch basins in the north and south Jewel Streets to continue mitigating flooding. To date, DEP has invested \$1,000,000 in drainage infrastructure in the area. Regular tag and tow operations led by DSNY began in 2022 to address and remove abandoned and derelict vehicles, clean up illegal dumping, and issue violations. In 2023, New York City Department of Social Services (DSS), New York City Department of Homeless Services (DHS), New York City Department of Buildings (DOB), New York Police Department (NYPD), and New York City Mayor's Community Affairs Unit (CAU) began coordinating enforcement operations to provide support and relocation services to squatters and unhoused individuals living in abandoned vehicles, illegally parked RVs, and overgrown lots.

### **Rezoning Applications Within the Project Area**

- *Linden Boulevard Rezoning (Linden Terrace I-III)*  
Located within the Project Area at the southeastern corner of Linden Boulevard and Emerald Street, this was a private application by Canyon Sterling Emerald LLC for a zoning map amendment from R4 to R6A/R7A/R8A (C 170430 ZMK) and a zoning text amendment to establish an MIH area (N 170431 ZRK). The application facilitated the development of three buildings between 12 and 8 stories, containing 551 affordable housing units. City Council approved these actions on October 31, 2017.

- *78-08 Linden Boulevard Rezoning (Linden Terrace IV)*

Located within the Project Area at the southeastern corner of Linden Boulevard and Sapphire Street, this is a private application by Linden Canyon LLC for a zoning map amendment from R4/C1-2 to R7D/C2-4 and R6A (C 240145 ZMQ) a zoning text amendment to establish an MIH area (N 240146 ZRQ), and the cancellation of an existing Restrictive Declaration (N 240147 LDQ). The application is to facilitate the development of a new 11-story, 224,341 square foot residential building with 273 DUs, ground floor retail uses, and 154 accessory parking spaces at 78-08 Linden Boulevard in Lindenwood, CD 10, Queens. This application certified on July 14, 2025 and is currently under public review.

- *Lincoln Wortman*

Located four blocks west of the Project Area, this was an application by HPD a requesting an amendment to a previously approved UDAAP Project Summary (Resolution No. 877) by the Council. The Amended Project was approved by the Council on October 29, 2025 (Resolution No. 1114) and consists of the new construction of approximately 12 three-family homes containing a total of approximately 36 cooperative units on previously City-owned land (Brooklyn Block 4531, Lots 20, 26, 29, 38) in Brooklyn CD 5. The Amended Project is part of a larger clustered project that includes a total of approximately 21 new three-family buildings with 62 affordable cooperative units, and one unit for a superintendent.

- *2749 Linden Boulevard RD Mod*

Located within the Project Area, this is a private application (ULURP Number 250322 LDK) by Linden 1 Realty, LLC for a modification to an existing Restrictive Declaration to facilitate the development of a new 8-story, approximately 343-unit residential development (including approximately 88 AIRS units) with below grade parking at 2749 Linden Boulevard in East New York, CD 5, Brooklyn. This application has been filed with the Department of City Planning but has not been Certified.

## **E. PURPOSE AND NEED FOR THE PROPOSED ACTIONS**

### **INTRODUCTION**

The Proposed Actions would support the community-based goals driven by approximately three years of outreach with residents, a strong community stakeholder coalition, local community boards, elected officials, and various stakeholders. Over the past decades, the demand for housing across the City has skyrocketed, with a historically low 1.4 percent vacancy rate as of 2023. Yet, even as housing demand has increased citywide, the Project Area's existing zoning, unchanged since 1961, restricts density in areas that could support new housing development, such as wide corridors like Linden Boulevard and a large vacant HPD and DCAS-owned site elevated above the floodplain.

In the Jewel Streets, very little development has occurred due to the absence of storm and sanitary sewers, persistent flooding (see Figure 4, Flood Zones and Coastal Zones"), and other infrastructure challenges. These conditions have left the area with concentrations of vacant lots, illegal industrial activity, and persistent environmental justice issues. The Proposed Actions would address these long-standing barriers by introducing new drainage infrastructure and sanitary sewers, which would make residential development feasible for the first time on City-owned land and surrounding blocks.

The Proposed Actions would implement the objectives heard throughout the community engagement process and respond to the call to action from Jewel Streets residents, local stakeholders, and elected

officials to resolve quality of life and environmental issues in the neighborhood and chart a comprehensive long-term vision for the neighborhood. The Proposed Actions align with the five main objectives of the Neighborhood Plan:

- Reduce flooding now and in the future;
- Ensure residents have access to safe, resilient, and affordable homes;
- Make streets safer and better connected;
- Encourage redevelopment of vacant land with new affordable housing, stores, and open space; and
- Increase access to essential business, job, and social services.

Higher-density development would be focused along Linden Boulevard, the area's main corridor, in two key nodes close to transit. The first is the Cineplex node, located between Eldert Lane and Ruby Street and extending south to Loring Avenue, where there are existing assemblages and active development interest. The second is the west node, located between Fountain and Crescent streets and extending south to Loring Avenue. Together with new resilient drainage and Bluebelt infrastructure in the Jewel Streets, these actions would unlock long-stalled development opportunities of new affordable homes, retail, community facilities, and open spaces and advance a coordinated vision for the neighborhood's future.

## RESILIENCY AND ENVIRONMENTAL JUSTICE

- The infrastructure investments in the Jewel Streets neighborhood are intended to improve the quality of life of residents and bring historically missing investments to address environmental justice issues.
- DEP plans to build new drainage systems in the Jewel Streets north and south of Linden Boulevard to address chronic flooding and long-standing infrastructure gaps. The drainage system would be designed to manage up to 2.3 inches of rainwater per hour, the City's highest standard. It would combine green and gray infrastructure, including a Bluebelt to store and filter stormwater with new publicly accessible open space.
- The planned infrastructure investments would directly address these inequities by providing reliable drainage, modern streets, and new open space. For residents, this means less flooding, cleaner and safer streets, and homes that are resilient to climate impacts. On the HPD and DCAS-owned site, improvements would include a storm and sanitary sewer pump, Bluebelt systems, and other hydraulic structures that reduce flooding, enhance resiliency, and establish the foundation for new housing, community services, and open space.
- To support these infrastructure upgrades, the City would also undertake necessary property acquisitions to acquire the land for the Bluebelts in the North Jewel Streets.
- The Proposed Actions would facilitate the following DEP proposed infrastructure improvements:
  - **Stormwater Conveyance:** Storm sewers are proposed to be installed below-grade with the Project Area street beds to match the City's design criteria. Catch basins with sumps would be installed along the curbs of the street to direct stormwater to flow to the storm sewers.
  - **Bluebelt Stormwater BMPs:** Two Bluebelt BMPs are proposed to be constructed in the North Jewels Street Sub-Areas on property to be acquired by the City. An additional two Bluebelt BMPs are proposed to be constructed in the HPD and DCAS-owned Site and would discharge into Spring Creek.

- **Sanitary Flow Conveyance:** Sanitary sewer lines are proposed to be installed concurrently with the proposed stormwater conveyances lines described above to collect sanitary waste discharges throughout the Project Area. Once installed property owners within the Project Area could connect to the sanitary lines and remove existing septic systems.
- **Pumping Station:** The proposed pumping station would be constructed in the HPD and DCAS-owned Site to direct two MGD of sanitary flow from the Project Area to the 26<sup>th</sup> Ward WRRF. The pumping station is proposed to be designed to a capacity of 10 MGD to convey stormwater into the Bluebelt BMP's located on the HPD and DCAS-owned Site prior to discharging into Spring Creek.
- **Water Main Replacement:** Alongside the sanitary and storm sewer installation, watermains are proposed to be replaced below the streets to address aging infrastructure issues.
- **Street Regrading and Improvements:** Streets within the Project Area are proposed to be reconstructed and regraded to meet DOT street design standards including the addition of curbs and sidewalks. In order to facilitate street regradings and related improvements, work within adjacent properties may be required which could include: fence relocation that extend beyond the property line, steps or ramps from the sidewalks to the adjacent property, construction of a fence behind the sidewalk for pedestrian safety due to grade differences, grading to provide driveway access, or installation of a drainage mechanism to address new low points in front of property access points. Street elevation is proposed for the North Jewel Streets Sub-District (up to four feet but typically ranging from one to two feet) and the South Jewel Streets Sub-District (up to 10 feet). Exact level of street raising to be determined during design and more details will be disclosed in DEIS.
- **Resilient Acquisitions Program:** Resilient Acquisitions is the City's voluntary home acquisition program for New Yorkers interested in selling their one-to-four-family high-flood-risk homes and moving to less flood prone areas. The program would be piloted in the Jewel Streets to ensure that residents have City support to navigate options to relocate to a less flood-prone area. Participating homeowners and tenants in homes that are acquired would be paired with case managers and offered relocation support services. As part of the pilot, the City would also work with homeowners to navigate options to retrofit their homes. Retrofits could include a range of flood resilience activities designed to allow residents to remain in place.

## HOUSING/MIXED-USE DEVELOPMENT

- To date, housing development in the area along Linden Boulevard has been facilitated by a few rezonings advanced through rezoning applications to allow for additional density including the Linden Terrace and 78-08 Linden projects. There is existing interest from property owners and assemblages to develop six vacant lots along the corridor. The Proposed Actions outline a coherent vision for the corridor that could foster mixed-use development aligned with the community's vision of a mixed-use, medium-density corridor with new opportunities for affordable housing, retail, community facilities, and public space.
- The Proposed Actions aim to support resilient housing development across the Project Area, primarily along Linden Boulevard and on the 22-acre HPD and DCAS-owned site, while allowing for infill development to strengthen the residential character of Jewel Streets neighborhood north and south of Linden.
- The current zoning on Linden Boulevard does not allow for medium and moderate density housing development or continuous commercial development, even though the street width could allow for higher mixed-use density and there is already interest in developing existing vacant lots and

assemblages. Allowing for moderate density across much of the corridor would build off the development interest and help increase the number of housing units built in the area.

- The Proposed Actions were developed in coordination with the planned infrastructure investments by the DEP for the North and South Jewel Streets. Infrastructure investments in the Jewel Streets are essential to enable new residential development and zoning changes. Without new storm and sanitary sewers, the area will continue to experience persistent flooding and disinvestment, and new housing development will remain infeasible. In the North Jewel Streets, the installation of sewers would create the conditions for new homes and community amenities on surrounding blocks. In the South Jewel Streets, the HPD and DCAS-owned site, which is currently vacant but at lower flood risk, could be transformed into new housing, community facilities, and open space once infrastructure is provided. Planned street raising and drainage improvements in the surrounding South Jewel Streets would further support opportunities for residential growth and ensure improved safety, stability, and quality of life in this area. The Proposed Actions work in tandem with the infrastructure investments, allowing for medium density infill residential development.
- The Proposed Actions would facilitate the disposition of a vacant and underutilized City-owned land. The HPD and DCAS-owned site located at-grade can support the development of resilient 100 percent affordable housing, community facilities, new streets, and improved flood protections.
- The Proposed Actions would support the development of a mix of densities, including affordable small homes and affordable apartment buildings with retail and community spaces.
- With the Proposed Actions, more new housing with permanently affordable housing would be created, which would increase the supply of housing overall.

## ACCESSIBILITY AND URBAN DESIGN

- Today, the main corridors in the Project Area, Linden Boulevard and Conduit Avenue are barriers between neighborhoods and are auto centric with narrow to no sidewalks, crosswalks and unsafe conditions for pedestrians and bicyclists.
- The Proposed Actions would complement broader studies being advanced by New York City Department of Transportation (NYCDOT) for both corridors. For Linden Boulevard, these public realm improvements may include, but are not limited to:
  - Dedicated bus lanes to keep speed up bus service,
  - New Americans with Disabilities Act (ADA)-accessible boarding areas along the median, and
  - Painted markings and concrete features to shorten crossings and improve visibility at selected intersections.
- The Proposed Actions would de-map unbuilt mapped streets and map new streets to enhance connectivity for existing and future mixed-use development, activate streetscapes, and improve circulation. The proposed new streets on the HPD and DCAS-owned site could support increased connections across the neighborhood with additional north-south and east-west streets mapped across the site.
- For Conduit Avenue, possible improvements may include a redesigned roadway and intersections, accessible public space, and additional drainage infrastructure along the median.



## F. DESCRIPTION OF PROPOSED ACTIONS

The Proposed Actions would facilitate development consistent with the comprehensive vision for the Project Area and support the goals of the Jewel Streets Neighborhood Plan.

The Proposed Actions would affect an approximately 41-block area in Brooklyn CD 5 and Queens CD 10, including several frontages along Linden Boulevard generally bounded by Fountain Avenue to the west, Sutter Avenue and South Conduit Avenue to the north, South Conduit Avenue to the east, and Belt Parkway to the south.

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

- **Zoning Map Amendment to:**
  - Rezone portions of existing R4, R4/C1-2, R4/C2-2, R5, R5/C1-2, R6, R6/C1-2, and C4-1 districts within the Project Area to R4/C2-4, R5, R5/C2-4, R6, R6/C2-4, R6A, R6A/C2-4, R6D, R7D, C4-3, C4-5, C4-5D, and C4-5X.
- **Zoning Text Amendment to:**
  - Modify Appendix F: MIH Areas and Former Inclusionary Housing Designated Areas for the purpose of designating proposed R6, R6/C2-4, R6A, R6A/C2-4, R6D, R7D, C4-5X (R7X equivalent), C4-3 (R6 equivalent), C4-5D (R7D equivalent), and C4-5 (R7-2 equivalent) districts as MIH areas, requiring that a share of new housing be permanently affordable.
  - Amend the Zoning Resolution (ZR) with a new Section 24-182: to allow a floor area exemption for schools within MIH areas in Brooklyn CD 5 and Queens CD 10.
- **City Map Changes to:**
  - Linden Sub-Area (Brooklyn Block 4492, Lot 4):
    - Map the extension of Forbell Street between Linden Boulevard and Loring Avenue at the former Cineplex site at Block 4492, Lot 4.
  - HPD and DCAS-owned Site (Brooklyn Block 4536, Lots 1, 5, 29; Block 4537, Lots 1, 6, 39; Block 4538, Lots 1, 10; Block 4539, Lots 1, 4, 12, 30; Block 4540, Lots 1, 5, 10; Block 4558, Lots 1, 71, 81, 110, 46, 48):
    - De-map portions of Ruby Street and Drew Street between Stanley Avenue and Wortman Avenue (mapped unbuilt streets).
    - De-map portion of Stanley Avenue between Drew Street and Ruby Street (mapped unbuilt streets).
    - De-map portions of Ruby Street and Emerald Street between Wortman Avenue and Cozine Avenue, and a portion of Amber Street between Wortman Avenue and Fairfield Place (mapped unbuilt streets).
    - De-map a portion of Cozine Avenue between Forbell Street and Amber Street (mapped unbuilt street).
  - City map change actions may be modified as analysis continues to best achieve a coordinated network of modern street, drainage infrastructure, and open spaces.
- **Designation of Urban Development Action Areas (UDAA), project approval of Urban Development Action Area Projects (UDAAP).**

- **Disposition** of City-owned property at the HPD and DCAS-owned site to a sponsor or sponsors to be selected by HPD.
- **Site Selection, Acquisition and/or Disposition**, related to:
  - Site selection of property in the North and South Jewel Streets to facilitate resiliency and capital improvement measures by DEP, which could include a combined stormwater and sanitary pump station and Bluebelt Stormwater Best Management Practices (BMPs) serving the Project Area.
  - Acquisition of tax lots in the North Jewel Streets for Bluebelt BMPs, portions of tax lots beyond the mapped right-of-way or private streets where DEP activities such as stormwater, sanitary, water main, or DOT street reconstruction would extend onto private adjacent parcels in the Project Area.
  - Acquisition and potential disposition of residential properties in the North and South Jewel Streets Sub-Areas in coordination with DEP, DCAS, NYC Mayor's Office of Housing Recovery Operations (HRO) and the Mayor's Office of Climate and Environmental Justice (MOCEJ), to support the implementation of drainage infrastructure and Resilient Acquisitions voluntary land acquisition program pilot in the Jewel Streets.
- In addition to these land use actions, potential disposition, tax exemption, and HPD financing for one or more sites to facilitate the development of affordable housing may be needed.

## PROPOSED ZONING MAP AMENDMENTS

### Proposed R5 (Existing R4 District)

R5 zoning district is proposed to cover sixteen partial blocks in two areas:

- *An area roughly bounded by Sutter Avenue to the north, the midblock between Emerald and Ruby streets to the east, approximately 100 feet north of Linden Boulevard to the south, and Eldert Lane to the west.*
- *An area roughly bounded by approximately 100 feet south of Linden Boulevard to the north, the midblock between Sapphire Street and 79<sup>th</sup> Street to the east, the midblock between Loring Avenue and 151<sup>st</sup> Street to the south, and Amber Street to the west.*

R5 districts are low density districts that provide residences of all types and also permit most community facility uses. The maximum FAR for standard residences is generally 1.5, and 2.0 for lots that meet the criteria for qualifying residential sites. Community facilities are permitted at an FAR of 2.0. Front yards with a depth of 10 feet are required but may be modified depending on specific contexts. The height and setback regulations for all residences are governed by a flat-roofed envelope. Residences on a standard lot have an envelope with a 35-foot maximum base height and, after setback, a 45-foot maximum overall height, while those on qualifying residential sites have an envelope with a 45-foot maximum base height and, after setback, a 55-foot maximum overall height limit. In the Outer Transit Zone, parking is required for 35 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. Parks and other open space uses are permitted.

**Proposed R5/C2-4 (Existing R4 Districts)**

R5/C2-4 zoning district is proposed to cover three blocks in one area:

- *An area roughly bounded by Stanley Avenue to the north, Emerald Street to the east, Wortman Avenue to the south, and Forbell Street to the west.*

R5 is a low-density district that, when mapped concurrently with a C2-4 commercial overlay, allows a mix of residential, community facility, and local retail and service uses. The maximum residential FAR is 1.5 for standard residences and 2.0 for qualifying residential sites, while community facilities are permitted up to 2.0 FAR and commercial uses up to 1.0 FAR. Front yards with a minimum depth of 10 feet are required but may be modified based on specific site conditions. The height and setback regulations for residences are governed by a flat-roofed envelope. For standard residences, the maximum base height is 35 feet, and after a setback, the maximum building height is 45 feet. For qualifying residential sites, the maximum base height is 45 feet, and after a setback, the maximum building height is 55 feet. In the Outer Transit Zone, parking is required for 35 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. A C2-4 commercial overlay paired with the R5 district allows a range of neighborhood-serving retail and service-based uses, such as restaurants, salons, grocery stores, and repair shops. Parks and other open space uses are permitted.

**Proposed R6 (Existing R4, and R5 Districts)**

R6 zoning district is proposed to cover three blocks in one area:

- *An area roughly bounded by approximately 100 feet south of Blake Avenue to the north, Drew Street and Forbell Street to the east, approximately 100 feet north of Linden Boulevard to the south, and Eldert Lane to the west.*

R6 districts are medium density, non-contextual residential districts that allow residential uses of all types and community facility uses. Land uses within the R6 district are generally residential with some community facilities located throughout. Residential uses include single and two family buildings and larger multi-family apartment buildings. The maximum residential FAR is 3.0 for standard residences for properties located within 100 feet of a wide street and 2.2 for all other properties. Qualifying affordable or senior housing has a maximum FAR of 3.9. Community facility uses are permitted at a maximum FAR of 4.8. For standard residences, buildings have a minimum base height of 40 feet along a wide street and 30 feet along a narrow street and a maximum base height of 65 feet along a wide street and 45 feet along a narrow street. The maximum permitted height for standard residences is 75 feet along a wide street and 55 feet along a narrow street after a 10 to 15 feet setback. For qualifying affordable or senior housing sites, buildings have a maximum base height of 65 feet and may rise to a maximum height of 95 feet along a wide street and 85 feet along a narrow street, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. For larger or irregular sites, this maximum height can be increased to 125 feet. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. Parks and other open space uses are permitted.

**Proposed R6/C2-4 (Existing R4 District)**

R6/C2-4 zoning district is proposed to cover two blocks in one area:

- *An area roughly bounded by Stanley Avenue to the north, Sapphire Street to the east, Wortman Avenue to the south, and Emerald Street to the west.*

R6 is a medium-density, non-contextual district that, when mapped concurrently with a C2-4 commercial overlay, allows residential uses of all types and community facility uses, with local retail and service uses permitted up to 2.0 FAR. Land uses within R6 districts are generally residential with some community facilities located throughout, including single- and two-family buildings as well as larger multi-family apartment buildings. The maximum residential FAR is 3.0 for standard residences on properties located within 100 feet of a wide street and 2.2 for all other properties. Qualifying affordable or senior housing has a maximum FAR of 3.9, and community facility uses are permitted up to 4.8 FAR. For standard residences, buildings have a minimum base height of 40 feet along a wide street and 30 feet along a narrow street, and a maximum base height of 65 feet along a wide street and 45 feet along a narrow street. The maximum permitted height for standard residences is 75 feet along a wide street and 55 feet along a narrow street after a 10- to 15-foot setback. For qualifying affordable or senior housing sites, buildings have a maximum base height of 65 feet and may rise to a maximum height of 95 feet along a wide street and 85 feet along a narrow street, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. For larger or irregular sites, this maximum height can increase to 125 feet. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. A C2-4 commercial overlay paired with the R6 district allows a range of neighborhood-serving retail and service-based uses, such as restaurants, grocery stores, salons, and repair shops. Parks and other open space uses are permitted.

**Proposed R6A (Existing R4/C1-2, R5, and R5/C1-2 Districts)**

R6A zoning district is proposed to cover six partial blocks in four areas:

- *An area roughly bounded by Dumont Avenue to the north, Pine Street to the east, approximately 125 feet south of Dumont Avenue to the south, and Euclid Avenue to the west.*
- *An area roughly bounded by approximately 100 feet south of Dumont Avenue to the north, Autumn Avenue to the east, approximately 100 feet north of Linden Boulevard to the south, and the midblock between Hemlock Street and Crescent Street to the west.*
- *An area roughly bounded by approximately 100 feet south of Linden Boulevard to the north, the midblock between Pine Street and Euclid Avenue to the east, Loring Avenue to the south, and the midblock between Euclid Avenue and Holly Street to the west.*
- *An area roughly bounded by approximately 100 feet south of Linden Boulevard to the north, 79<sup>th</sup> Street to the east, the midblock between Linden Boulevard and Loring Avenue to the south, and Sapphire Street to the west.*

R6A is a medium-density contextual district that allows residential and community facility uses up to 3.0 FAR for standard residences and 3.9 FAR for qualifying affordable or senior housing. Base heights are permitted to be between 40 and 65 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 75 feet for standard residences

or 95 feet for qualifying affordable or senior housing. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. Parks and other open space uses are permitted.

**Proposed R6A/C2-4 (Existing C4-1 District)**

R6A/C2-4 zoning district is proposed to cover one partial block in one area:

- *An area roughly bounded by Loring Avenue to the north, Forbell Street to the east, the midblock between Loring Avenue and Stanley Avenue to the south, and Eldert Lane to the west.*

R6A is a medium density contextual district that, when mapped concurrently with a C2-4 commercial overlay, allows residential uses up to 3.0 FAR for standard residences, 3.9 FAR for qualifying affordable or senior housing, and commercial uses up to 2.0 FAR. Community facility uses are permitted up to 3.0 FAR. Base heights are permitted to be between 40 and 65 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 75 feet for standard residences or 95 feet for qualifying affordable or senior housing. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. A C2-4 commercial overlay paired with the R6A district allows a range of local retail and service-based uses, such as restaurants, salons, grocery stores, and repair shops. Parks and other open space uses are permitted.

**Proposed R6D (Existing R4, and R4/C1-2 Districts)**

R6D zoning district is proposed to cover three partial blocks in three areas:

- *An area roughly bounded by approximately 100 feet south of Linden Boulevard to the north, Pine Street to the east, Loring Avenue to the south, and the midblock between Pine Street and Euclid Avenue to the west.*
- *An area roughly bounded by the midblock between Dumont Avenue and Linden Boulevard to the north, Sapphire Street to the east, approximately 100 feet north of Linden Boulevard to the south, and Amber Street to the west.*
- *An area roughly bounded by the midblock between Linden Boulevard and Loring Avenue to the north, 79<sup>th</sup> Street to the east, Loring Avenue to the south, and the midblock between Sapphire Street and 79<sup>th</sup> Street to the west.*

R6D is a medium density contextual district that allows residential and community facility uses up to 2.5 FAR for standard residences and 3.0 FAR for qualifying affordable or senior housing. Base heights are permitted to be between 30 and 45 feet, above which a 10-foot setback is required along a wide street or 15 feet along a narrow street. Building height may reach a maximum of 65 feet for standard residences or 75 feet for qualifying affordable or senior housing. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. Parks and other open space uses are permitted.

**Proposed R7D (Existing R4/C1-2 District)**

An R7D zoning district is proposed to cover one partial block in one area:

- *An area roughly bounded by Linden Boulevard to the north, 79<sup>th</sup> Street to the east, approximately 100 feet south of Linden Boulevard to the south, and Sapphire Street to the west.*

R7D is a medium to high density contextual district that allows residential and community facility uses up to 4.66 FAR for standard residences and 5.6 FAR for qualifying affordable or senior housing. Base heights are permitted to be between 60 and 85 feet for standard residences, and maximum 95 feet for qualifying affordable housing, above which a 10-foot setback is required along a wide street and 15 feet along a narrow street. Building height may reach a maximum of 105 feet for standard residences or 125 feet for qualifying affordable or senior housing. In the Outer Transit Zone, parking is required for 15 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 12 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. Parks and other open space uses are permitted.

**Proposed C4-3 (Existing C4-1 District)**

C4-3 zoning district is proposed to cover three partial blocks in one area:

- *An area roughly bounded by the midblock between Linden Boulevard and Loring Avenue to the north, Ruby Street to the east, Loring Avenue to the south, and Eldert Lane to the north.*

C4-3 is a medium density commercial district that allows a range of commercial, residential, and community facility uses. C4-3 districts permit a maximum commercial FAR of 3.40 and a community facility FAR of 4.8. C4-3 districts permit retail and commercial uses in Use Groups 1 through 10. These use groups include local and regional retail stores, offices, business services, and entertainment uses. For C4-3 districts, the residential district equivalent is an R6 district. As a result, any residences within the C4-3 district must comply with the R6 bulk regulations and, where applicable, with the requirements for qualifying affordable or senior housing. C4-3 districts permit a maximum residential FAR of 3.0 for standard residences on properties located within 100 feet of a wide street and 2.20 for all other properties, and 3.9 for qualifying affordable or senior housing. Consistent with the R6 residential equivalent, buildings may have a base height between 30 and 65 feet, above which a setback of 10 feet is required on wide streets and 15 feet on narrow streets. Beyond 100 feet of a wide street, the maximum building height is 55 feet for standard residences and 85 feet for qualifying affordable or senior housing. Within 100 feet of a wide street, the maximum building height is 75 feet for standard residences and 95 feet for qualifying affordable or senior housing. Off-street parking is generally required for residential uses, with reductions or waivers available for small lots or transit-accessible areas. Parks and other open space uses are permitted.

**Proposed C4-5 (Existing C4-1 District)**

C4-5 zoning district is proposed to cover three partial blocks in one area:

- *An area roughly bounded by Linden Boulevard to the north, Ruby Street to the east, the midblock between Linden Boulevard and Loring Avenue to the south, and Eldert Lane to the west.*

C4-5 is a medium density commercial district that allows a range of commercial, residential, and community facility uses. C4-5 districts permit a maximum commercial FAR of 3.4 and a community facility

FAR of 6.5. C4-5 districts permit retail and commercial uses in Use Groups 1 through 10. These use groups include local and regional retail stores, offices, business services, and entertainment uses. For C4-5 districts, the residential district equivalent is an R7-2 district. As a result, any residences within the C4-5 district must comply with the R7-2 bulk regulations and, where applicable, with the requirements for qualifying affordable or senior housing. C4-5 districts permit a maximum residential FAR of 3.44 for standard residences and 4.0 for qualifying affordable or senior housing. Consistent with the R7-2 residential equivalent, buildings in C4-5 districts may have a base height between 60 and 85 feet, above which a setback of 10 feet is required on wide streets and 15 feet on narrow streets. The maximum building height is 100 feet for standard residences and 115 feet for qualifying affordable or senior housing. Off-street parking is generally not required for residential uses in transit-accessible locations, though waivers and reductions may apply based on lot size or access to public transit. Parks and other open space uses are permitted.

**Proposed C4-5D (Existing R4, R4/C1-2, R4/C2-2, R5, and R6 Districts)**

C4-5D zoning district is proposed for a depth of 100 feet for a portion of 13 blocks in two areas:

- *An area along Linden Boulevard between Crescent Street and Lincoln Avenue.*
- *An area along Linden Boulevard between Eldert Lane and South Conduit Avenue, and on South Conduit Avenue between Linden Boulevard and Sapphire Street.*

C4-5D is a medium density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-5D districts permit a maximum commercial FAR of 4.2 and a community facility FAR of 4.2. C4-5D districts permit retail and commercial uses in Use Groups 1 through 10. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For C4-5D districts, the residential district equivalent is an R7D district. As a result, any residences within the C4-5D district must comply with the R7D bulk regulations and, where applicable, with the requirements for qualifying affordable or senior housing. C4-5D districts permit a maximum residential FAR of 4.66 for standard residences and 5.6 for qualifying affordable or senior housing. Where qualifying affordable or senior housing is mapped and on narrow streets, and consistent with the R7D residential equivalent, C4-5D districts permit a maximum base height of 95 feet, above which the building must be set back, may rise to a maximum height of 125 feet, and have a maximum of 12 stories. For standard residences, and consistent with the R7D residential equivalent, the maximum base height is 85 feet, above which the building must be set back, and the maximum building height is 105 feet. A building setback of 10 feet is required on wide streets and 15 feet on a narrow street. Off-street parking would be optional for residential uses. Parks and other open space uses are permitted.

**Proposed C4-5X (Existing R4/C1-2, and R5 Districts)**

C4-5X zoning district is proposed for a depth of 100 feet for a portion of five blocks in one area:

- *An area along Linden Boulevard between Holly Street and Crescent Street.*

C4-5X is a medium density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-5X districts permit a maximum commercial FAR of 4.0 and a community facility FAR of 5.0. C4-5X districts permit retail and commercial uses in Use Groups 1 through 10. These use groups include a range of local and regional commercial uses, such as shops, offices, and entertainment venues. For C4-5X districts, the residential district equivalent is an R7X district. As a result, any residences within the C4-5X district must comply with the R7X bulk regulations and, where applicable, with the requirements for qualifying affordable or senior housing. C4-5X districts permit a maximum

residential FAR of 5.0 for standard residences and 6.0 for qualifying affordable or senior housing. Consistent with the R7X residential equivalent, buildings in C4-5X districts may have a base height between 60 and 95 feet for standard residences and a maximum base height of 105 feet for qualifying affordable and senior housing, above which a setback of 10 feet is required on wide streets and 15 feet on narrow streets. The maximum building height is 125 feet for standard residences and 145 feet for qualifying affordable or senior housing. Off-street parking is generally not required for residential uses in these transit-accessible areas. Parks and other open space uses are permitted.

### **Proposed C2-4 Commercial Overlay (Existing R4, R6, and R6/C1-2 Districts)**

C2-4 commercial overlay is proposed for a depth of 100 feet for a portion of eleven blocks in three areas:

- *An area along Linden Boulevard between Lincoln Avenue and Eldert Lane.*
- *An area along Linden Boulevard between Crescent Street and Eldert Lane.*
- *An area along Sapphire Street between the midblock between Blake Avenue and Dumont Avenue, and the midblock between Dumont Avenue and Linden Boulevard.*

C2-4 commercial overlays allow for up to 1.0 FAR of local retail and service uses in either stand-alone commercial buildings or on the ground floor of mixed-use buildings in R1 through R5 districts and a 2.0 FAR in R6 through R10 districts. They have a maximum base height of 30 feet or two stories, whichever is less, in R1 through R5 districts. The maximum base height is 60 feet or four stories, whichever is less, in R6 and R7 districts, and 85 feet or six stories, whichever is less, in R8 through R10 districts. C2-4 districts permit uses in Use Groups 1 through 10, including a broad mix of neighborhood serving retail, restaurants, salons, repair shops, and limited entertainment uses. These overlays are often mapped in medium to higher density residential areas or along active commercial corridors. For general commercial uses classified under PRC-A, one off-street parking space is required for every 1,000 square feet of floor area. Parking may be reduced or waived based on proximity to transit or if the number of required spaces falls below a certain threshold. Parks and other open space uses are permitted.

## **PROPOSED ZONING TEXT AMENDMENTS**

### **Mandatory Inclusionary Housing (MIH)**

HPD is proposing a zoning text amendment to designate portions of the Rezoning Area as MIH areas by amending Appendix F to add the proposed R6, R6/C2-4, R6A, R6A/C2-4, R6D, and R7D districts to the list and maps of MIH Areas (see Figure 6, “Proposed MIH Areas”).

The proposed R6, R6/C2-4, R6A, R6A/C2-4, R6D, and R7D zoning districts would be mapped as MIH Areas setting mandatory affordable housing requirements pursuant to the MIH program to require a share of new housing to be permanently affordable where significant new housing capacity would be created. The proposed MIH areas would also consolidate maps from previously approved private applications within the Project Area.

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

The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff



inherent between income levels and size of the affordable set-aside. Option 1 requires 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be for affordable to households with an average of 80 percent of AMI. Additionally, an Option 3, also known as the “Deep Affordability” option, could be applied, which requires that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. The City Council and CPC could apply an additional Option 4, known as the “Workforce” option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy. This requires a 30 percent set-aside at AMIs averaging 115 percent and does not allow public funding.

### **Amend ZR with New Section 24-182**

HPD is proposing a zoning text amendment to establish a new provision in Section 24-182 of the ZR to allow a floor area exemption for schools within MIH areas located in Brooklyn CD 5 and Queens CD 10 that are established after the adoption of the Jewel Streets MIH zoning text amendment.

To incentivize the creation of new schools in the Project Area, the proposed text would establish special floor area provisions for zoning lots containing schools, stating that zoning lots with a lot area of at least 20,000 square feet, and with up to 150,000 square feet of floor space within a public school constructed in whole or in part pursuant to a written agreement with the New York City School Construction Authority (SCA) and subject to the jurisdiction of the New York City Department of Education (DOE), shall be exempt from the definition of *floor area*.

### **PROPOSED CITY MAP CHANGE**

HPD anticipates a range of street mapping, de-mapping and acquisition actions that may be modified as analysis continues, with the overall goal of creating a coordinated network of modern streets, drainage infrastructure, and open spaces that advance environmental justice, resiliency and the community planning objectives in the Jewel Streets Neighborhood Plan.

#### **Linden Sub-Area**

The Proposed Actions at the former Cineplex site within the Linden Sub-Area (Brooklyn Block 4492, Lot 4) include the following changes to the City Map:

- Map the extension of Forbell Street between Linden Boulevard and Loring Avenue. The right-of-way is assumed to be consistent with surrounding local streets (approximately 60 feet), subject to final determination.

This mapping action is intended to restore continuity in the street network and eliminate dead end conditions. Extending Forbell Street would reestablish a north south connection between Linden Boulevard and Loring Avenue, supporting vehicular, pedestrian, and emergency access. This change would also support stormwater management planning and coordination with the Jewel Streets drainage system.

#### **HPD and DCAS-owned Site Sub-Area**

The Proposed Actions on the HPD and DCAS-owned site (Block 4536, Lots 1, 5, 29; Block 4537, Lots 1, 6, 39; Block 4538, Lots 1, 10; Block 4539, Lots 1, 4, 12, 30; Block 4540, Lots 1, 5, 10; Block 4558, Lots 1, 71, 81, 110, 46, 48) include changes to the City Map:

- De-map portions of Ruby Street and Drew Street between Stanley Avenue and Wortman Avenue (mapped unbuilt streets).
- De-map portion of Stanley Avenue between Drew Street and Ruby Street (mapped unbuilt streets).
- De-map portions of Ruby Street and Emerald Street between Wortman Avenue and Cozine Avenue, and a portion of Amber Street between Wortman Avenue and Fairfield Place (mapped unbuilt streets).
- De-map a portion of Cozine Avenue between Forbell Street and Amber Street (mapped unbuilt street).

The HPD and DCAS-owned site currently lacks effective circulation due to discontinuous mapped streets, dead-end conditions, and mapped unbuilt streets. The proposed actions would de-map portions of Ruby Street and Drew Street between Stanley Avenue and Wortman Avenue, and a portion of Stanley Avenue between Drew Street and Ruby Street, to remove nonfunctional mapped streets that impede coordinated infrastructure planning. Additional de-mappings include portions of Ruby Street and Emerald Street between Wortman Avenue and Cozine Avenue, a portion of Amber Street between Wortman Avenue and Fairfield Place, and a portion of Cozine Avenue between Forbell Street and Amber Street. These de-mappings would allow for future coordination of infrastructure and drainage improvements, support long-term resiliency, and establish a clearer framework for ongoing and future public investments.

## **DESIGNATION OF URBAN DEVELOPMENT ACTION AREAS (UDAA) AND PROJECT APPROVAL OF URBAN DEVELOPMENT ACTION PROJECTS (UDAAP)**

The Proposed Actions include Designation of UDAA and project approval of UDAAP to facilitate affordable housing and community facility uses consistent with HPD's mission and the goals of the Jewel Streets Neighborhood Plan.

## **DISPOSITION OF CITY OWNED LAND**

The Proposed Actions include the disposition of City-owned property at the HPD and DCAS-owned site to a sponsor or sponsors to be selected by HPD.

## **SITE SELECTION, ACQUISITION AND/OR DISPOSITION**

The Proposed Actions would include site selection of property in the North and South Jewel Streets to facilitate resiliency and capital improvement measures by DEP, which could include a combined stormwater and sanitary pump station and Bluebelt Stormwater Best Management Practices (BMPs) serving the Project Area. The pump station would convey stormwater from the Project Area to Bluebelt BMPs located on the HPD and DCAS-owned site before discharging to Spring Creek, and would also convey sanitary flows from the Project Area to the 26<sup>th</sup> Ward WRRF. The pump station is a critical component of the drainage system, providing the necessary hydraulic capacity to manage both storm events and wastewater flows in areas where gravity-based systems are not feasible due to low topography. DEP's Bluebelts consist of created or augmented waterbodies including stream channels, wetlands and ponds as well as infrastructure such as culverts, weirs, and piping. Bluebelts are intended to preserve, restore, or create a natural drainage corridor and/or storage pond within a watershed and augmented or customize its storage and flow capacity to allow for the collection and conveyance of stormwater during and after heavy rainfall. Bluebelts are designed to receive, store, and convey urban stormwater to mitigate flooding while also improving water quality in receiving waterbodies. These improvements would advance

the goals of the Jewel Streets Neighborhood Plan by reducing chronic flooding, improving public health and environmental conditions, and supporting long-term climate resilience for the community.

The Proposed Actions may include acquisition of tax lots in the North Jewel Streets for Bluebelt BMPs, portions of tax lots beyond the mapped right-of-way or private mapped streets where DEP activities such as stormwater, sanitary, water main, or street reconstruction would extend onto private adjacent parcels in the Project Area.

This work would involve the installation of new storm sewers below grade within Project Area streets in accordance with City design criteria, as well as catch basins with sumps along curbs to direct stormwater into the system. Sanitary sewer lines would be installed concurrently beneath Project Area streets to collect wastewater and allow for the removal of existing septic systems. Water mains would be replaced during this work to address aging infrastructure, and streets would be regraded and reconstructed to meet NYCDOT standards, including the restoration of damaged pavement, curbs, and sidewalks. These improvements would support the goals of the Jewel Streets Neighborhood Plan by addressing chronic flooding, modernizing utility infrastructure, and creating a more resilient and functional street network for residents.

The Proposed Actions may include the acquisition and potential disposition of residential properties within the North and South Jewel Streets Sub-Area in coordination with DEP, DCAS, and MOCEJ to support the implementation of the drainage infrastructure plan and voluntary land acquisition program administered by MOCEJ that would provide acquisition and relocation assistance to affected homeowners and tenants.

In addition to these land use actions, potential disposition, tax exemption, and HPD financing for one or more sites to facilitate the development of affordable housing.

## **G. FRAMEWORK FOR ENVIRONMENTAL REVIEW**

### **REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDs)**

In order to assess the possible impacts of the Proposed Actions, a reasonable worst-case development scenario (RWCDs) was developed for both the current (Future No-Action) and proposed zoning (Future With-Action) conditions for a fifteen-year period (build year 2040). The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the EIS. While neighborhood plans are typically analyzed across a 10-year period, the Jewel Streets' analysis framework utilizes a fifteen-year period to provide a more comprehensive picture of how the proposed infrastructure work will impact long-term development conditions.

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

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

development scenario for the Proposed Actions was to identify those sites where new development could be reasonably expected to occur.

### Development Site Criteria

The selection of development sites began with the baseline criteria suggested in the *CEQR Technical Manual*. The development site criteria were further honed based on the unique characteristics of the various Sub-Areas and Sub-Districts.

Areas with regular development patterns, legal-grade streets, drainage infrastructure, and a built-up context were assessed in accordance with the recommended *CEQR Technical Manual* criteria. These areas include:

- The Linden Boulevard Sub-Area;
- The blocks between Drew Street to the east and Eldert Lane to the west, Sutter Avenue to the north and Linden Boulevard to the south;
- The South Jewel Streets Sub-District: The proposed actions would facilitate legal grade streets and drainage infrastructure, allowing for regular development patterns in a with-action condition in the South Jewel Streets Sub-District. The South Jewel Streets sites are therefore being assessed in accordance with the recommended *CEQR Technical Manual* criteria.

The criteria used to assess these sites include:

- Lots located in areas where a substantial increase in permitted FAR is proposed; and lots with a total size of 5,000 sf or larger (may include potential single-owner assemblages totaling 5,000 sf, respectively, if assemblage seems probable).
- Lots constructed to less than or equal to half of the maximum allowable FAR under the relevant zoning.

More conservative development site criteria were developed for the North Jewel Streets Sub-District which will continue to remain below grade under the with-action condition. The North Jewel Streets Sub-District includes the blocks between Ruby Street and Drew Street, extending east towards 78<sup>th</sup> Street, bounded by Dumont Avenue to the south, and South Conduit Avenue to the north. This area lies below grade and lacks storm and sanitary sewers. The proposed actions would facilitate a new drainage and sanitary sewer system, along with nominal street raising. However, as the area will remain largely below-grade, ongoing development constraints are anticipated, necessitating more conservative site criteria.

- Lots located in areas where a substantial increase in permitted FAR is proposed; And lots with a total size of 15,000 sf or larger (may include potential two-owner assemblages totaling 15,000 sf, respectively, if assemblage seems probable).
- Lots constructed to less than or equal to half of the maximum allowable FAR under the relevant zoning. Certain lots that meet these criteria have been excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed rezoning.
- Lots where construction activity is occurring or has recently been completed (within the last ten years).
  - With the exception of Potential Development Site C which was built in 2018. This site was included due to the large parking lot which could be redeveloped with infill development in the future.

- Long-standing institutional uses, such as schools (public and private), municipal libraries, government offices, and large medical centers in control of their sites, with no known development plans. These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under the current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency.
- Multi-unit buildings (i.e., existing individual buildings with six or more residential units) built before 1974 are unlikely to be redeveloped as they may contain rent-stabilized units. Buildings with rent-stabilized units are difficult to legally demolish due to tenant re-location requirements. Unless there are known redevelopment plans (throughout the public review process or otherwise), these buildings are generally excluded from the analysis framework.
- Lots whose location, highly irregular shape, or highly irregular topography would preclude or greatly limit future as of right development. Generally, development on highly irregular lots does not produce marketable floor space.
- Lots utilized for public transportation and/or public utilities.

### **Projected and Potential Development Sites**

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the fifteen-year analysis period for the Proposed Actions (i.e., by the analysis year 2040) while potential sites are considered less likely to be developed over the approximately fifteen-year analysis period. Sites were further excluded from the list of potential development sites based on the following criteria:

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

Based on the above criteria, 38 development sites (33 projected and 5 potential) have been identified in the Rezoning Area. These projected and potential development sites are depicted on Figure 7, "Projected and Potential Development Sites," and the detailed RWCDs tables provided in Appendix 1 identify the uses expected to occur on each of these sites under No-Action and With-Action conditions.

The EIS will assess both density-related and site-specific potential impacts from development on all projected development sites. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impacts on traffic, air quality, community facilities, and open space.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the foreseeable future. Therefore, these sites have not been included

in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted to ensure a conservative analysis.

### **Development Scenario Parameters**

#### ***Dwelling Unit (DU) Factor***

The number of projected DUs in most residential buildings is determined by dividing the total amount of residential floor area by 850 and rounding to the nearest whole number. However, at the HPD and DCAS-owned site, the projected number of DUs is determined based on a DU factor of 1,010, which accounts for a mix of units intended for homeownership.

#### ***Future without the Proposed Actions (No-Action Condition)***

In the future without the Proposed Actions (No-Action condition), the identified projected development sites are assumed to either remain unchanged from existing conditions or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses. Table 1, “2040 RWCDS No-Action and With-Action Land Uses on Projected Development Sites,” shows the No-Action Conditions for the projected development sites.

As shown in Table 1 below, it is anticipated that, in the future without the Proposed Actions, there would be a total of approximately 238,369 gross-square-foot (gsf) of built floor area on the 33 projected development sites. Under the RWCDS, the total No-Action development would comprise approximately 12,158 gsf of residential floor area (approximately 17 dwelling units (DUs)), 28,428 gsf of local retail uses, 76,122 gsf of office uses, 49,188 gsf of community facility uses, and 1,150 accessory parking spaces. The estimated population under the No-Action condition would include a total of approximately 51 residents and workers on these projected development sites.

#### ***Future with the Proposed Actions (With-Action Condition)***

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. As shown in Table 1, under the RWCDS, the total development expected to occur on the 33 projected development sites under the With-Action condition would consist of approximately 5,839,248 gsf of floor area, including 5,207,180 gsf of residential floor area (approximately 5,167 DUs), a substantial proportion of which are expected to be affordable pursuant to MIH and City-based programs, 191,068 gsf of local retail uses, 104,300 gsf of office uses, and 305,647 gsf of community facility uses, as well as 1,894 accessory parking spaces. The estimated population under the With-Action condition would include a total of approximately 15,397 residents and 2,460 workers on these projected development sites.

The projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be an increase of 5,195,022 gsf of residential floor area (5,150 DUs), 162,640 gsf of local retail space, 28,178 gsf of office space, 256,459 gsf of community facility space, and a net increase of 744 accessory parking spaces.

Based on 2020 Census data, the average household size for residential units in Brooklyn CD 5 and Queens CD 10 is 2.98. Based on this ratio and standard ratios for estimating employment for commercial, community facility and industrial uses, Table 1 also provides an estimate of the number of residents and

workers on the 33 project development sites in the No-Action and With-Action conditions. As indicated in the table, under the RWCDs, the Proposed Actions would result in a net increment of 15,346 residents and 1,502 workers.

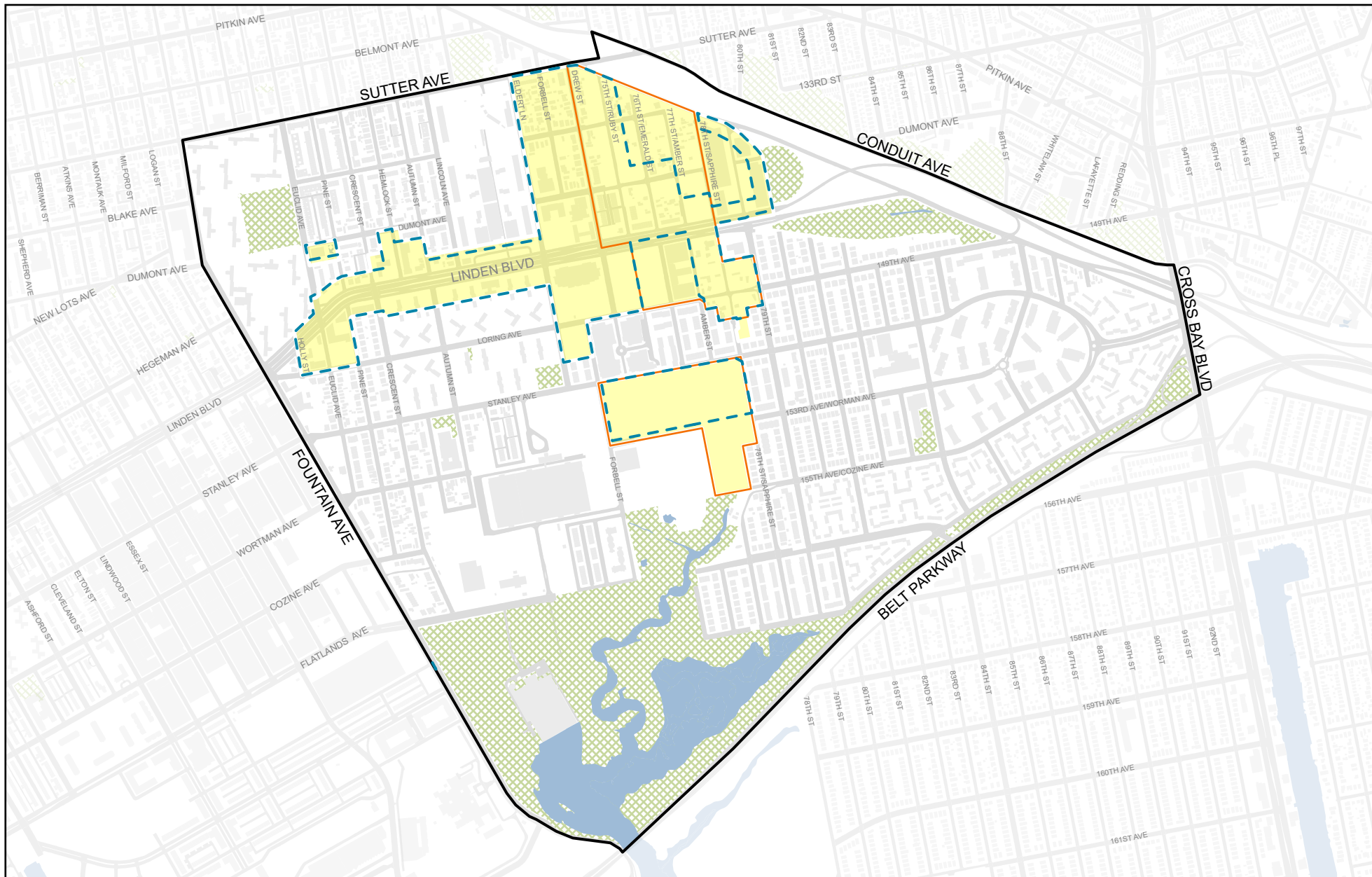
A total of five sites were considered less likely to be developed within the foreseeable future and were thus considered potential development sites (see Appendix 1). As noted earlier, the potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognized that several potential development sites could be developed under the Proposed Actions in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDs. The potential development sites are therefore also analyzed in the EIS for site-specific effects.

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

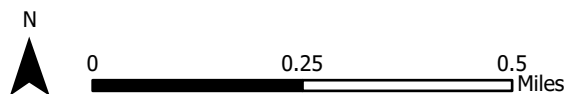
**Table 1: 2040 RWCDs No-Action and With-Action Land Uses on Projected Development Sites**

Land Use	No-Action Condition	With-Action Condition	Increment
<b>Residential</b>			
<b>Total Residential</b>	<b>17 DUs</b>	<b>5,167 DUs</b>	<b>5,150 DUs</b>
	<b>10,577 sf (ZFA)</b>	<b>4,640,760 sf (ZFA)</b>	<b>4,630,183 sf (ZFA)</b>
	<b>12,158 sf (GFA)</b>	<b>5,207,180 sf (GFA)</b>	<b>5,195,022 sf (GFA)</b>
<b>Community Facility</b>			
Medical Office	33,150 sf (ZFA)	185,847 sf (ZFA)	152,697 sf (ZFA)
	39,000 sf (GFA)	215,374 sf (GFA)	176,374 sf (GFA)
Worship	9,067 sf (ZFA)	0 sf (ZFA)	-9,067 sf (ZFA)
	10,188 sf (GFA)	0 sf (GFA)	-10,188 (GFA)
Community Facility Other	0 sf (ZFA)	76,732 sf (ZFA)	76,732 sf (ZFA)
	0 sf (GFA)	90,273 sf (GFA)	90,273 sf (GFA)
<b>Total Community Facility</b>	<b>42,217 sf (ZFA)</b>	<b>262,579 sf (ZFA)</b>	<b>220,362 sf (ZFA)</b>
	<b>49,188 sf (GFA)</b>	<b>305,647 sf (GFA)</b>	<b>256,459 sf (GFA)</b>
<b>Commercial</b>			
Local Retail	25,300 sf (ZFA)	164,810 sf (ZFA)	139,510 sf (ZFA)
	28,428 sf (GFA)	191,068 sf (GFA)	162,640 sf (GFA)
Supermarket	61,568 sf (ZFA)	22,360 sf (ZFA)	-39,208 sf (ZFA)
	69,178 sf (GFA)	26,306 sf (GFA)	-42,872 sf (GFA)
Office	67,748 sf (ZFA)	89,444 sf (ZFA)	21,696 sf (ZFA)
	76,122 sf (GFA)	104,300 sf (GFA)	28,178 sf (GFA)
<b>Total Commercial</b>	<b>154,616 sf (ZFA)</b>	<b>276,615 sf (ZFA)</b>	<b>121,999 sf (ZFA)</b>
	<b>173,728 sf (GFA)</b>	<b>321,676 sf (GFA)</b>	<b>147,948 sf (GFA)</b>
<b>Manufacturing</b>			
Auto Related	2,932 sf (ZFA)	0 sf (ZFA)	-2,932 sf (ZFA)
	3,295 sf (GFA)	0 sf (GFA)	-3,295 sf (GFA)
Industrial	0 sf (ZFA)	4,200 sf (ZFA)	4,200 sf (ZFA)
	0 sf (GFA)	4,746 sf (GFA)	4,746 sf (GFA)
<b>Total Manufacturing</b>	<b>2,932 sf (ZFA)</b>	<b>4,200 sf (ZFA)</b>	<b>1,268 sf (ZFA)</b>
	<b>3,295 sf (GFA)</b>	<b>4,746 sf (GFA)</b>	<b>1,451 sf (GFA)</b>
<b>Parking</b>			
<b>Parking Spaces</b>	<b>1,150 spaces</b>	<b>1,894 spaces</b>	<b>744 spaces</b>
<b>TOTAL</b>			
<b>Total ZFA</b>	<b>210,342 sf (ZFA)</b>	<b>5,184,155 sf (ZFA)</b>	<b>4,973,813 sf (ZFA)</b>
<b>Total GFA</b>	<b>238,369 sf (GFA)</b>	<b>5,839,248 sf (GFA)</b>	<b>5,600,879 sf (GFA)</b>
<b>Population</b>			
<b>Residents</b>	<b>51</b>	<b>15,397</b>	<b>15,346</b>
<b>Workers</b>	<b>958</b>	<b>2,460</b>	<b>1,502</b>





Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



**Jewel Streets Neighborhood Plan**

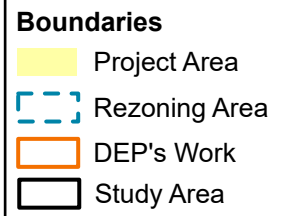
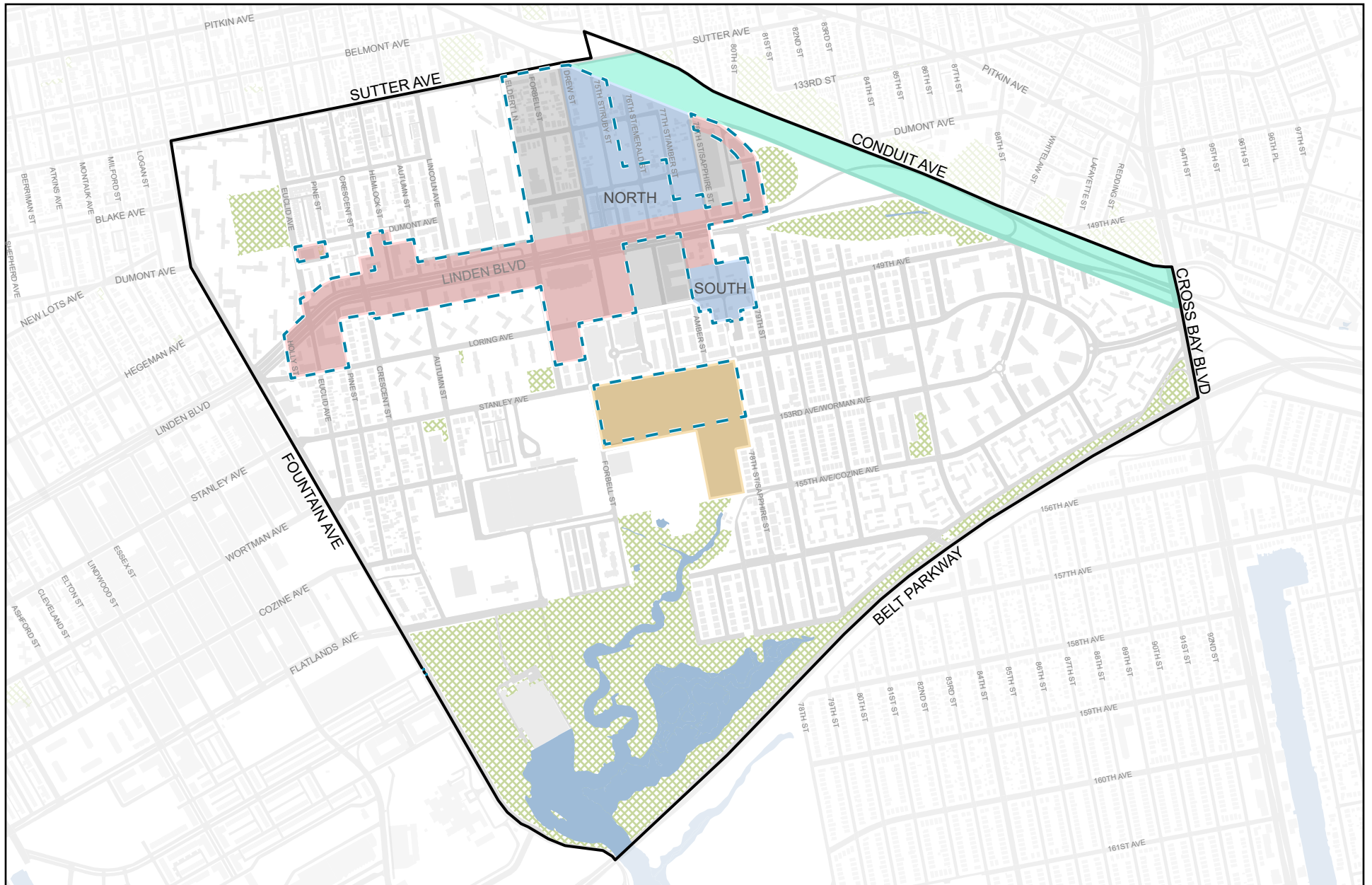


Figure 1

**PROJECT BOUNDARIES**



Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.

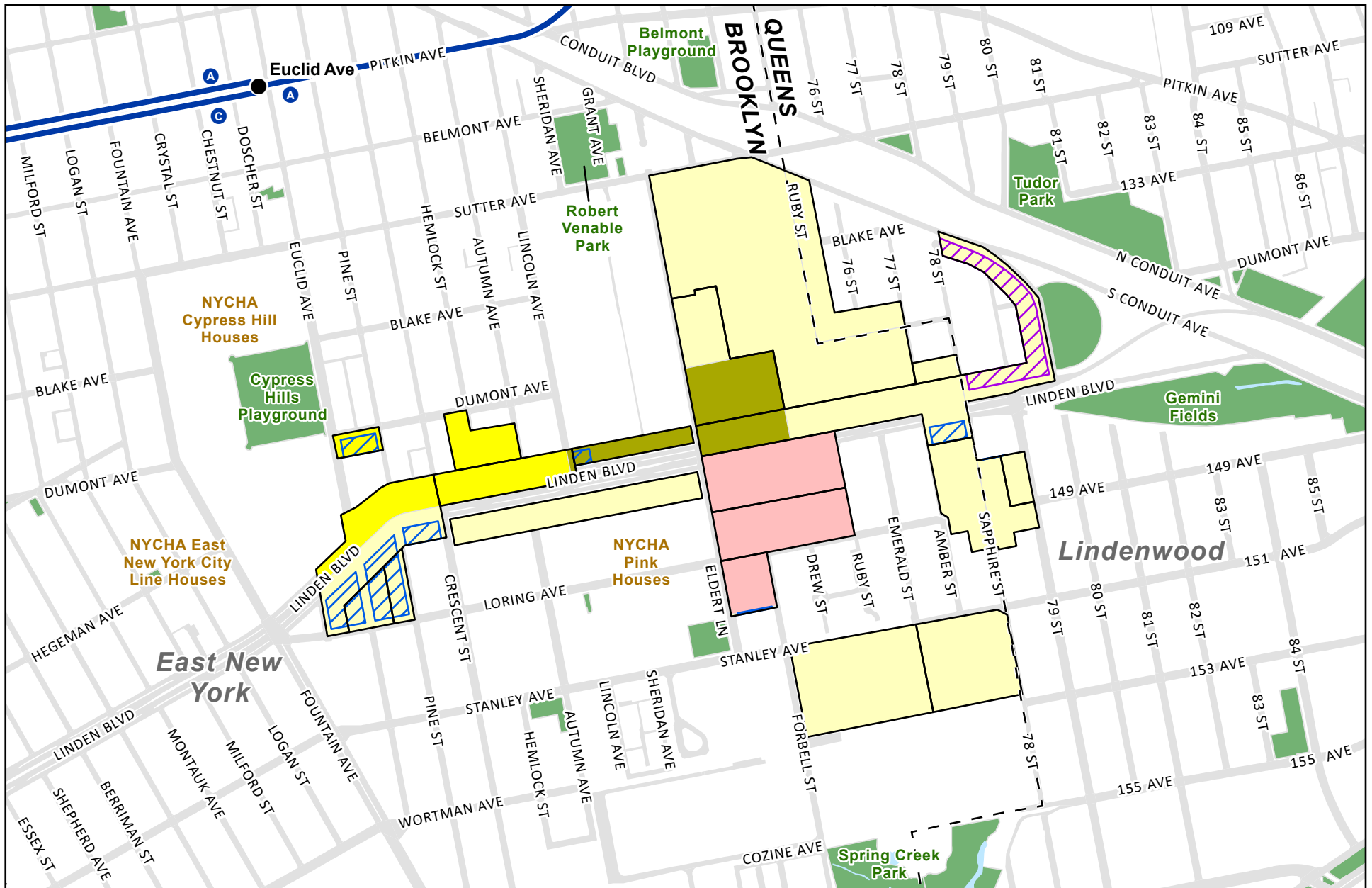


## Jewel Streets Neighborhood Plan

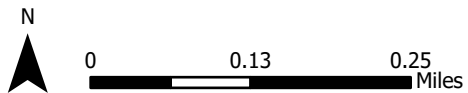
Boundaries		Sub-Areas	
	Project Area		Jewel Streets Sub-Area
	Rezoning Area		Linden Boulevard Sub-Area
	Study Area		City-Owned Site Sub-Area
			Conduit Avenue Sub-Area

Figure 2

## PROJECT SUB-AREAS



Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



Jewel Streets Neighborhood Plan

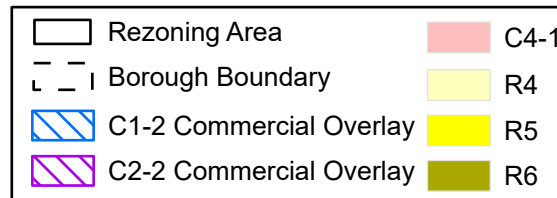


Figure 3

**EXISTING ZONING**



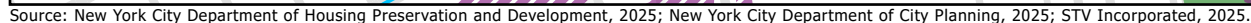
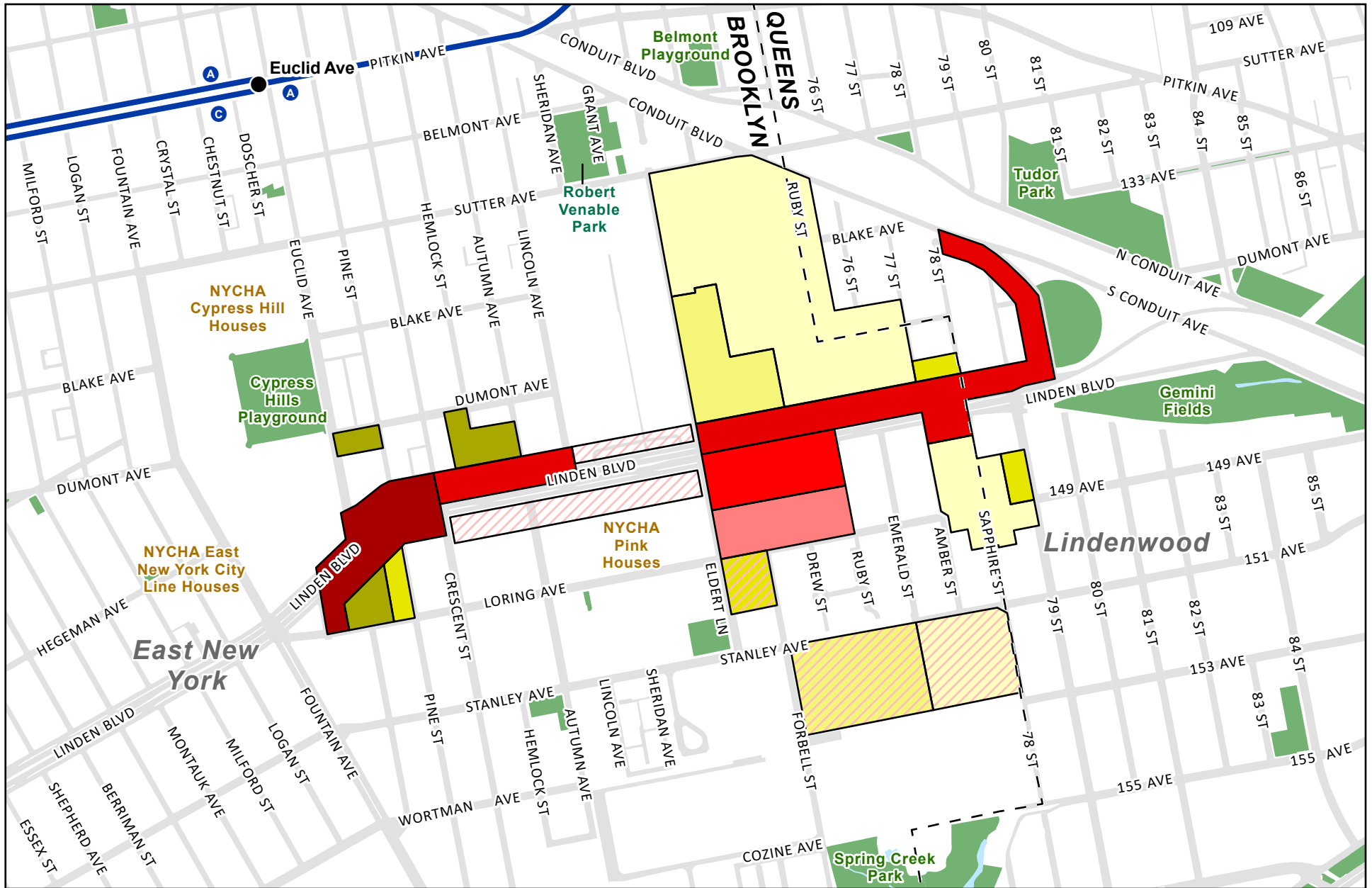


Figure 4

**FLOOD ZONES  
AND COASTAL ZONE**



Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



Jewel Streets Neighborhood Plan

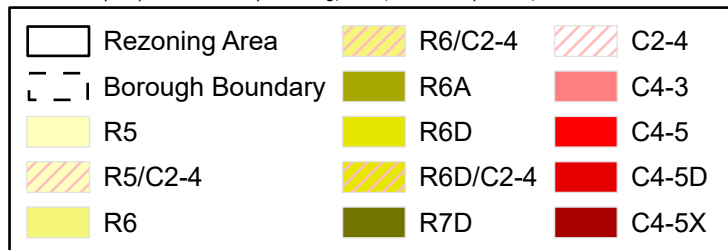
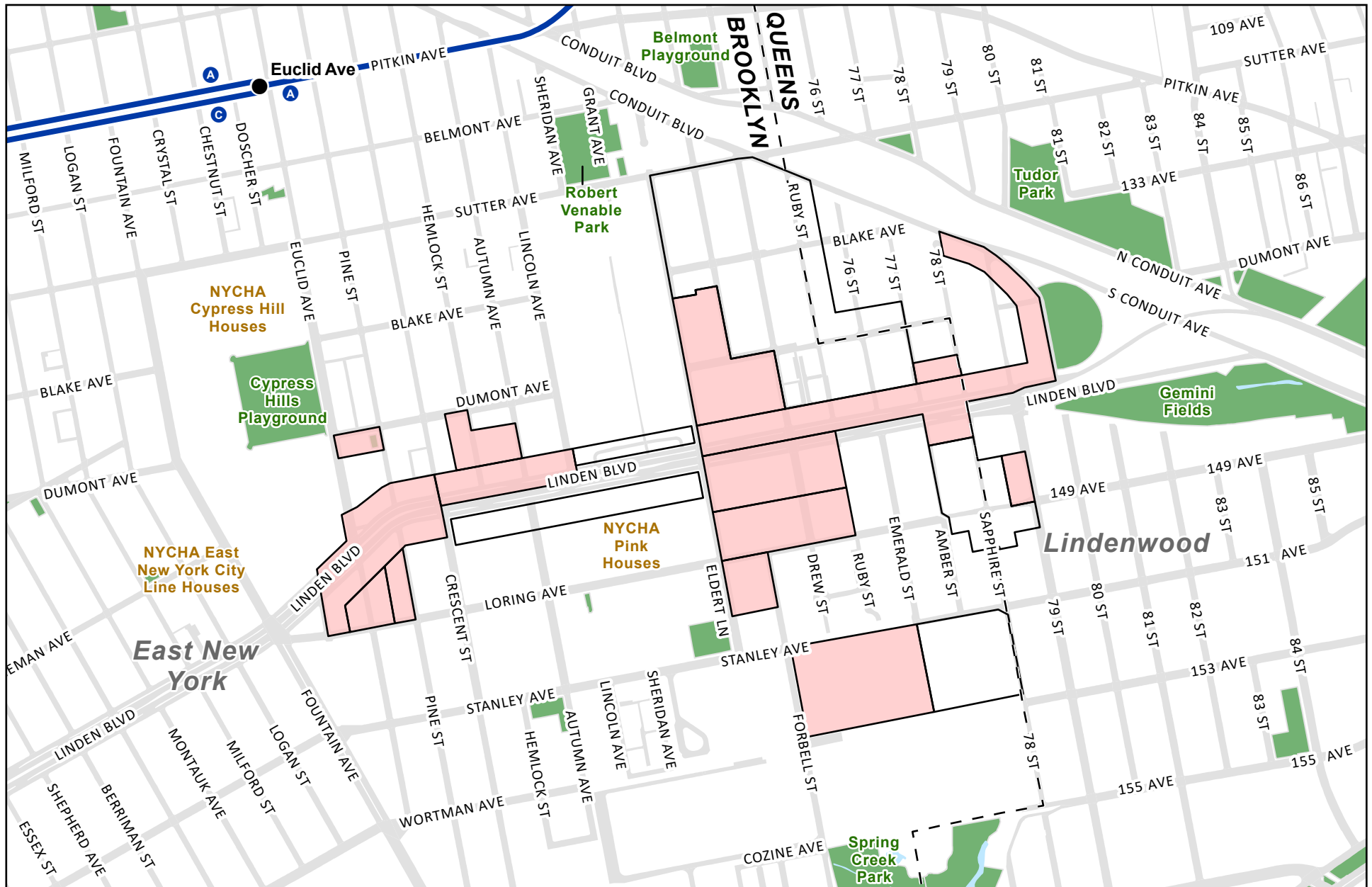
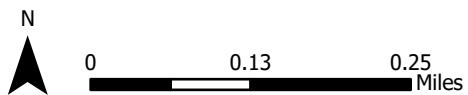


Figure 5

**PROPOSED ZONING**



Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



Jewel Streets Neighborhood Plan

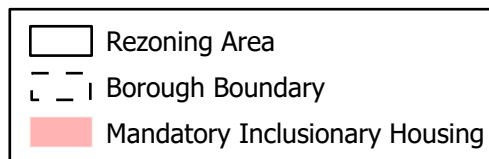
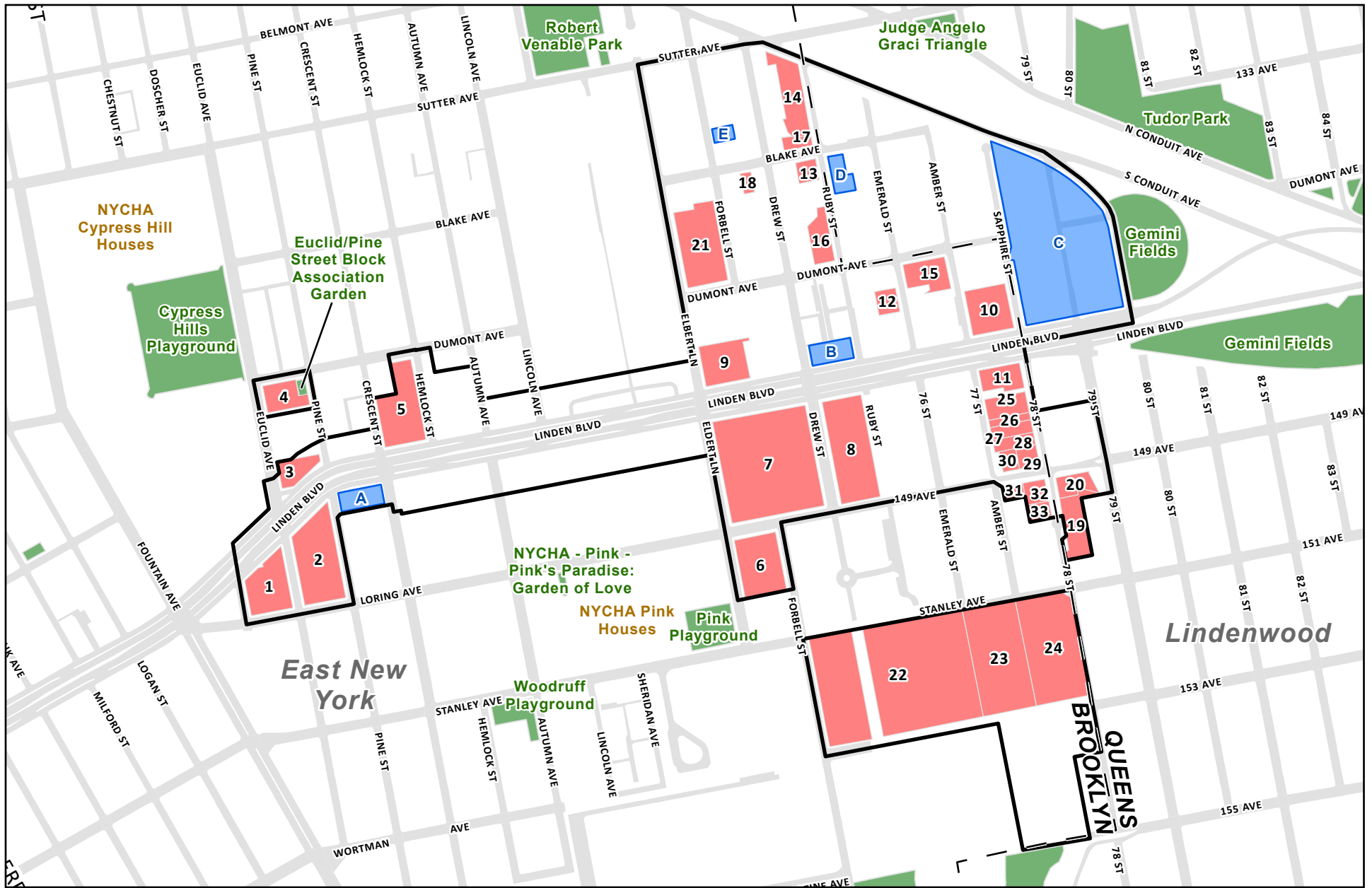
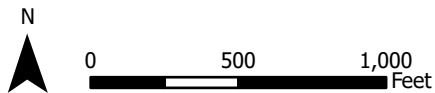


Figure 6  
**PROPOSED MANDATORY  
INCLUSIONARY HOUSING  
(MIH) AREA**



Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



Jewel Streets Neighborhood Plan

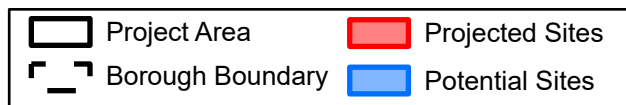


Figure 7

**PROJECTED AND POTENTIAL  
DEVELOPMENT SITES**

## H. PROPOSED SCOPE OF WORK FOR THE EIS

HPD will serve as the lead agency for the environmental review of the Proposed Actions. HPD previously prepared a CEQR EAS for the Proposed Actions. Based on those findings, HPD issued a Positive Declaration, determining that the Proposed Actions may result in significant adverse environmental impacts.

This DSOW identifies the technical areas to be analyzed and the methodologies to be applied in preparing the DEIS for the Plan. Consistent with the EAS and Positive Declaration, the DEIS will evaluate all CEQR technical areas for potential significant adverse impacts.

The DEIS will comply with all applicable laws and regulations, including:

- The National Environmental Policy Act (24 CFR Part 58);
- The New York State Environmental Quality Review Act (SEQRA; Article 8 of the New York State Environmental Conservation Law) and its implementing regulations (6 NYCRR Part 617);
- New York City Executive Order No. 91 of 1977, as amended; and
- The Rules of Procedure for CEQR, set forth in Title 62, Chapter 5 of the RCNY.

Following *CEQR Technical Manual* guidance, the DEIS will:

- Describe the Proposed Actions and the environmental setting;
- Assess short- and long-term environmental effects;
- Identify unavoidable adverse effects;
- Discuss potential social and economic effects;
- Evaluate reasonable alternatives and their comparative impacts;
- Identify irreversible and irretrievable commitments of resources;
- Describe mitigation measures to reduce significant adverse impacts;
- Discuss any growth-inducing aspects of the Proposed Actions;
- Evaluate potential effects on energy use and conservation, if applicable and significant; and
- List all underlying studies, reports, and source relied upon.

The DEIS will follow *CEQR Technical Manual* methodologies unless otherwise noted in this DSOW. The analysis will assess:

- Projected development sites – for density and site-specific effects; and
- Potential development sites – for site-specific effects only.

All technical areas will be analyzed in the DEIS as no analysis area screened out in the EAS.

### TASK 1. PROJECT DESCRIPTION

The Project Description chapter will introduce the Proposed Actions and establish the context needed to evaluate their potential environmental impacts. This chapter will:

- Describe the Proposed Actions and the area(s) they would affect;
- Summarize the background and history of the proposal, including key planning considerations that shaped its development;
- State the purpose and need for the Proposed Actions; and
- Identify the required approvals and review procedures.



The chapter will also outline the RWCDs that provides the analysis framework for assessing environmental impacts.

The section on approvals will describe the proposed zoning map amendments, zoning text amendments (including establishing a Mandatory Inclusionary Housing [MIH] Area), site selection, acquisition, Designation of Urban Development Action Areas (UDAA), project approval of Urban Development Action Area Projects (UDAAP), disposition and a City Map change. It will also explain ULURP, including hearings before the relevant Community Boards, the Queens and Brooklyn Borough Presidents, the City Planning Commission, and the New York City Council.

Finally, the chapter will explain the role of the EIS as a full-disclosure document that supports informed decision-making.

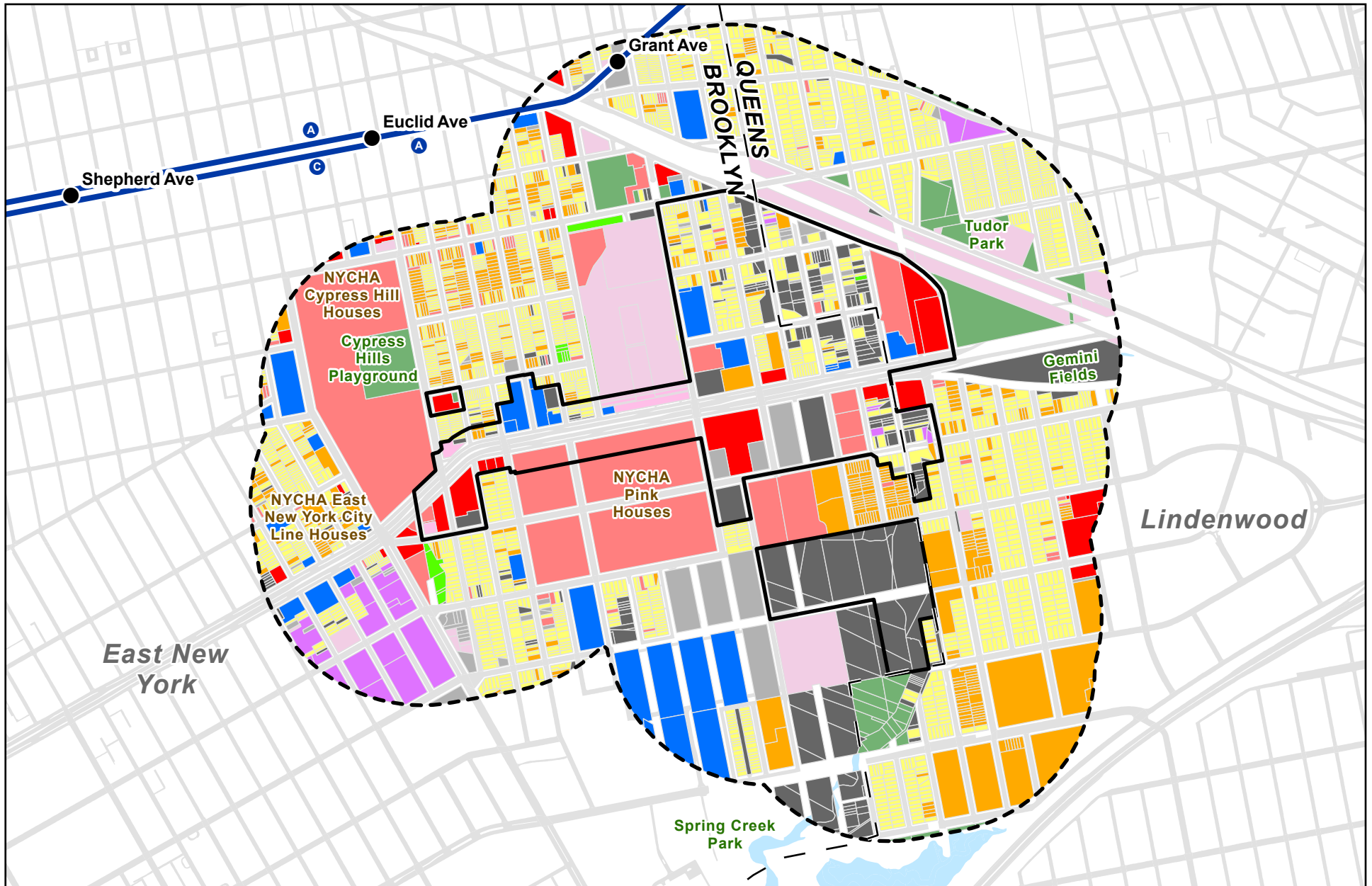
## **TASK 2. LAND USE, ZONING, AND PUBLIC POLICY**

The land use, zoning, and public policy analysis will describe existing conditions and development trends in the areas that could be affected by the Proposed Actions, identify applicable public policies, and assess whether the Proposed Actions are compatible with those conditions and policies. Even where the potential for inconsistency or significant effects is low, documenting these conditions establishes a baseline for use in other technical areas.

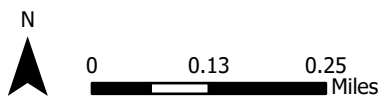
The primary study area will be the Project Area, where direct effects would occur. The secondary study area will include the area within a quarter-mile of the Project Area, where indirect effects could occur, as shown on Figure 8, “Land Use, Study Area.”

The analysis will:

- Summarize the development history of the primary and secondary study areas.
- Describe existing land use, zoning, and applicable public policies, with a detailed assessment of the Project Area. This assessment will consider recent development and relevant City policies and initiatives such as Housing New York, Vision Zero, the Food Retail Expansion to Support Health (FRESH) program, applicable Business Improvement Districts (BIDs), and OneNYC/PlaNYC: Getting Sustainability Done, New York City’s current sustainability and climate action plans.
- Identify, describe, and map predominant land use patterns and trends and discuss factors influencing these trends, based on field surveys and prior studies.
- Map existing zoning and recent zoning changes within the study areas.
- Compile a list of known developments expected to be complete by the 2040 analysis year and identify pending zoning actions or policy initiatives that could influence land use conditions. These will be used to characterize the No-Action condition.
- Describe the Proposed Actions and assess the compatibility and potential impacts of the With-Action condition, based on the Reasonable Worst Case Development (RWCDs), for land use, zoning, and public policy.



Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



## Jewel Streets Neighborhood Plan

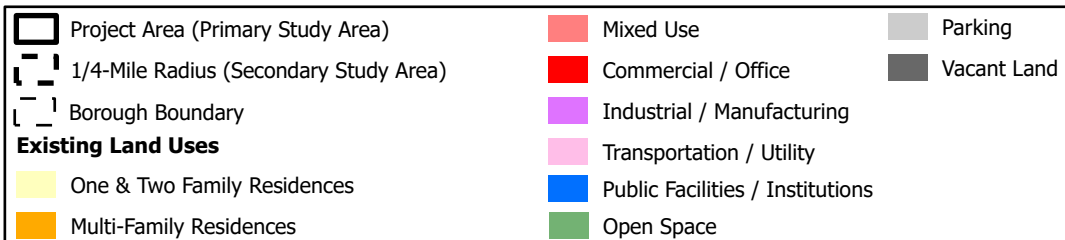


Figure 8  
**LAND USE  
STUDY AREA**

- Assess the Proposed Actions' conformity with City goals. For portions of the Project Area within the City's Coastal Zone, evaluate consistency with the New York City Waterfront Revitalization Program (WRP).

Identify mitigation measures, if needed, to avoid or reduce potential significant adverse impacts.

### **TASK 3. SOCIOECONOMIC CONDITIONS**

The socioeconomic character of an area includes its population, housing, and economic activity. A project can directly or indirectly introduce changes that affect these elements, potentially altering land use patterns, displacing vulnerable populations, changing the availability of goods and services, or influencing economic investment. While not all socioeconomic changes constitute significant adverse impacts per the *CEQR Technical Manual*, such changes are disclosed if they could alter the socioeconomic character of a study area.

The socioeconomic study area will generally match the quarter-mile land use study area described in Task 2, "Land Use, Zoning, and Public Policy." If the Proposed Actions would increase the population within that area by five percent or more compared with the No-Action condition, the study area will be expanded to a half-mile radius. Sub-areas may be defined if effects are expected to vary across distinct neighborhoods or communities. Consistent with the *CEQR Technical Manual*, the analysis will consider the five principal socioeconomic issue areas: direct residential displacement, direct business and institutional displacement, indirect residential displacement, indirect business and institutional displacement, and adverse effects on specific industries.

#### **Direct Residential Displacement**

Per the *CEQR Technical Manual*, a significant adverse impact may occur if a project would directly displace 500 or more residents. Based on the EAS, the Proposed Actions would displace fewer than 500 residents. Further, existing residents within Projected and Potential Development Sites in the North and South Jewel Street Sub-Areas would be able to utilize New York City's Resilient Acquisitions Voluntary Land Acquisition Program, which allows homeowners in high-flood-risk areas to sell their properties to the City. Therefore, a detailed analysis is not warranted. The EIS will, however, disclose the number of residential units and the estimated number of residents displaced, and compare this displacement to the overall population of the study area.

#### **Direct Business and Institutional Displacement**

The *CEQR Technical Manual* requires a preliminary assessment if an action would directly displace more than 100 employees. The analysis will estimate the number and types of businesses and employees displaced by the Proposed Actions using New York State Department of Labor data, U.S. Census Bureau data, and field surveys. It will also consider whether displaced businesses provide essential goods or services not easily replaced in their trade areas or fall into categories subject to preservation policies. If the displacement of more than 100 employees is identified, the EIS will include a detailed analysis addressing operational characteristics, relocation feasibility, and changes in space availability and rents under the No-Action and With-Action conditions.

#### **Indirect Residential Displacement**

The *CEQR Technical Manual* indicates that a preliminary assessment is warranted if an action would introduce more than 200 incremental DUs. The Proposed Actions would exceed this threshold. The analysis will evaluate whether the Proposed Actions could introduce or accelerate trends leading to the

involuntary displacement of vulnerable populations. Using U.S. Census data, NYC Department of Finance Real Property Assessment Data (RPAD), and market data, the analysis will: (1) determine whether the Proposed Actions would introduce a higher-income population relative to the study area, (2) assess whether the size of this increment could affect real estate market conditions, and (3) evaluate whether the study area already exhibits rent increases and contains populations at risk. If warranted, a detailed analysis will include demographic profiles, tenure and vacancy data, income distribution, and indicators of vulnerable populations.

### **Indirect Business Displacement**

Per the *CEQR Technical Manual*, a preliminary assessment is warranted if an action would introduce more than 200,000 square feet of new commercial uses. The Proposed Actions would not exceed this threshold; therefore, no indirect business displacement analysis is required for the DEIS. However, the DEIS will discuss the proposed incremental 147,948 gsf of commercial uses that would be introduced with the Proposed Actions as a means to qualitatively assess the effect on businesses in the study area.

### **Adverse Effects on Specific Industries**

The *CEQR Technical Manual* indicates that a preliminary assessment is warranted if an action could significantly affect business conditions in a particular industry, or substantially reduce employment or impair the viability of an industry within or near the study area. Based on the EAS, the Proposed Actions would result in the redevelopment of office, local retail, and supermarket dispersed across the Project Area. However, these uses are not concentrated in a single industry. The existing office supply provides space for a wide variety of business types. Further, the Proposed Actions would result in a 28,178-gsf incremental increase in office space. The inventory of existing local retail is similarly varied, and the Proposed Actions would result in an incremental increase of 162,640 gsf of local retail. Supermarket space would be incrementally reduced with the Proposed Actions, but the With-Action condition would maintain 26,306 gsf of supermarket space. The Proposed Actions do not include regulatory changes that target any industry. Accordingly, the Proposed Actions would not significantly affect business conditions in any specific industry, and a detailed assessment of adverse effects on specific industries is not warranted.

## **TASK 4. COMMUNITY FACILITIES AND SERVICES**

The community facilities and services analysis will assess how the additional population generated by the RWCDs could affect schools, libraries, and publicly funded early childhood program. Based on the EAS, the Proposed Actions would add 5,150 new residential units, including 2,177 to 2,477 affordable units, triggering detailed analyses for elementary, intermediate, and high schools; libraries; and early childhood programs. The EIS will also describe and assess existing police, fire, and health care facilities serving the Project Area.

Several development sites contain existing community facilities (ex. medical offices on Projected Development Site 2 and a house of worship on Projected Development Site 5). As such, the DEIS will include an assessment of direct effects to community facilities.

### **DIRECT IMPACTS ANALYSIS**

Per the *CEQR Technical Manual*, if a proposed project would displace or alter a community facility, “this ‘direct’ effect triggers the need to assess the service delivery of the facility and the potential effect that

the physical change may have on that service delivery. Temporary direct effects should also be considered (for example, the temporary closing of a facility during a phase of construction).” The analysis would identify the facility’s name, location, type, services, size, hours of operation, and population or area served and assess capacity and any excess or deficiency. If available, a site or floor plan should be provided to illustrate the area directly affected. The analysis would evaluate the extent of service disruption or loss and, if applicable, assess potential indirect effects on other nearby facilities.

## INDIRECT IMPACTS ANALYSIS

### **Public Schools**

- Study Areas:
  - Elementary and intermediate: DOE subdistricts in Community School District (CSD) 19 and CSD 27 encompassing the Project Area, analyzed separately.
  - High schools: Borough-wide analysis for Queens and Brooklyn.
- Existing Conditions: Identify and map relevant schools and present enrollment, capacity, and utilization (Target Calculation Method) for the most recent school year.
- No-Action Condition: Project future enrollment using SCA’s New Housing Starts, incorporating other known developments. Identify planned capacity projects that have advanced to site prep or construction.
- With-Action Condition: Add RWCDs-generated students to No-Action projections and compare enrollment, capacity, and utilization to CEQR impact thresholds:
  - Elementary/intermediate: A potential significant adverse impact may occur if utilization is  $\geq 100$  percent and the action generates  $\geq 100$  students above that rate.
  - High school: A potential significant adverse impact may occur if utilization is  $\geq 100$  percent and the action results in a five-percentage-point or greater increase from the No-Action condition.
- Mitigation: If impacts are identified, determine seat needs and timing in consultation with SCA and DOE.

### **Libraries**

The Proposed Project would not directly affect any public library facility; however, per the *CEQR Technical Manual*, the increase in residential population may “increase demand for existing services, which may result in potential indirect effects on service delivery.” The number of residential units that would trigger a detailed indirect effects analysis for libraries is 834 in Brooklyn and 663 in Queens. The Proposed Project would introduce 5,150 incremental residential units on the border of Brooklyn and Queens, where nearby public library branches in both public library systems are available (ex. Brooklyn Public Library – Cypress Hills Branch and Queens Public Library at Howard Beach). Therefore, the DEIS will include a detailed indirect effects analysis for libraries.

The analysis will identify and map public library branches serving the study area within approximately .75 miles of the Project Area, reflecting the typical travel distance for such services.

For each branch, the EIS will:

- Describe existing facilities, services, holdings, and user populations, using publicly available information and/or consultation with Brooklyn and Queens Public Library officials.

- If applicable, estimate holdings per resident as a baseline measure of available resources.

No-Action Condition: Project population change in the .75-mile study area and describe any planned changes to library facilities and services. Update holdings-per-resident estimates accordingly.

With-Action Condition: Add the RWCDs-generated population to the No-Action condition and recalculate holdings per resident. Compare the results to determine potential effects on service delivery.

Impact Determination: If the With-Action population increase would result in an increase in the ratio of residential units to library branches in a library service area by more than five percent over the No-Action level, and Brooklyn and/or Queens Public Library officials determine that this would impair service delivery, the analysis will identify a potential significant adverse impact and consider mitigation measures.

### **Early Childhood Programs**

Per the *CEQR Technical Manual*, a project would warrant a detailed analysis for early childhood programs if that project would introduce 20 or more eligible children under five based on the number of low or low/moderate income residential units. The Proposed Project would exceed this threshold; therefore, the DEIS will include a detailed analysis of early childhood programs.

The analysis will identify all publicly funded early childhood programs within approximately 1.5 miles of the Project Area. For each facility, the EIS will describe its location, capacity (slots), enrollment, and utilization, using information from the DOE.

No-Action Condition: The analysis will document planned changes to early childhood facilities in the study area, including closures, expansions, and new programs. Using the No-Action RWCDs, it will estimate changes in the eligible under-six population within applicable income limits and assess the resulting demand. The study will calculate available capacity, slot deficiencies, and utilization rates for the No-Action condition.

With-Action Condition: The number of RWCDs-generated eligible children will be calculated based on *CEQR Technical Manual* ratios (ex. 0.178 children under six per affordable residential unit in Brooklyn and 0.140 children under six per affordable unit in Queens). The analysis will add the RWCDs-generated eligible children to the No-Action demand and compare the resulting utilization rate to CEQR thresholds. A significant adverse impact may occur if:

1. The collective utilization in the With-Action condition exceeds 100 percent; and
2. The rate increases by five percentage points or more over the No-Action condition.

The analysis will also include a qualitative discussion of Universal 3-K and Pre-K programs. While these programs expand access to education for three- and four-year-olds, they operate with limited hours and a shorter school year, and therefore are not direct substitutes for full-day early childhood programs. However, they may help reduce demand among families in low- and moderate-income units who do not require extended programming.

### **TASK 5. OPEN SPACE**

A preliminary quantitative assessment of open space is warranted if a project could directly displace an open space resource or indirectly affect open space by adding enough residents or workers to diminish an area's ability to meet user needs. Per *CEQR Technical Manual* guidance, an indirect effects assessment

is generally required if a project would introduce more than 200 residents or 500 workers/other nonresidential users.

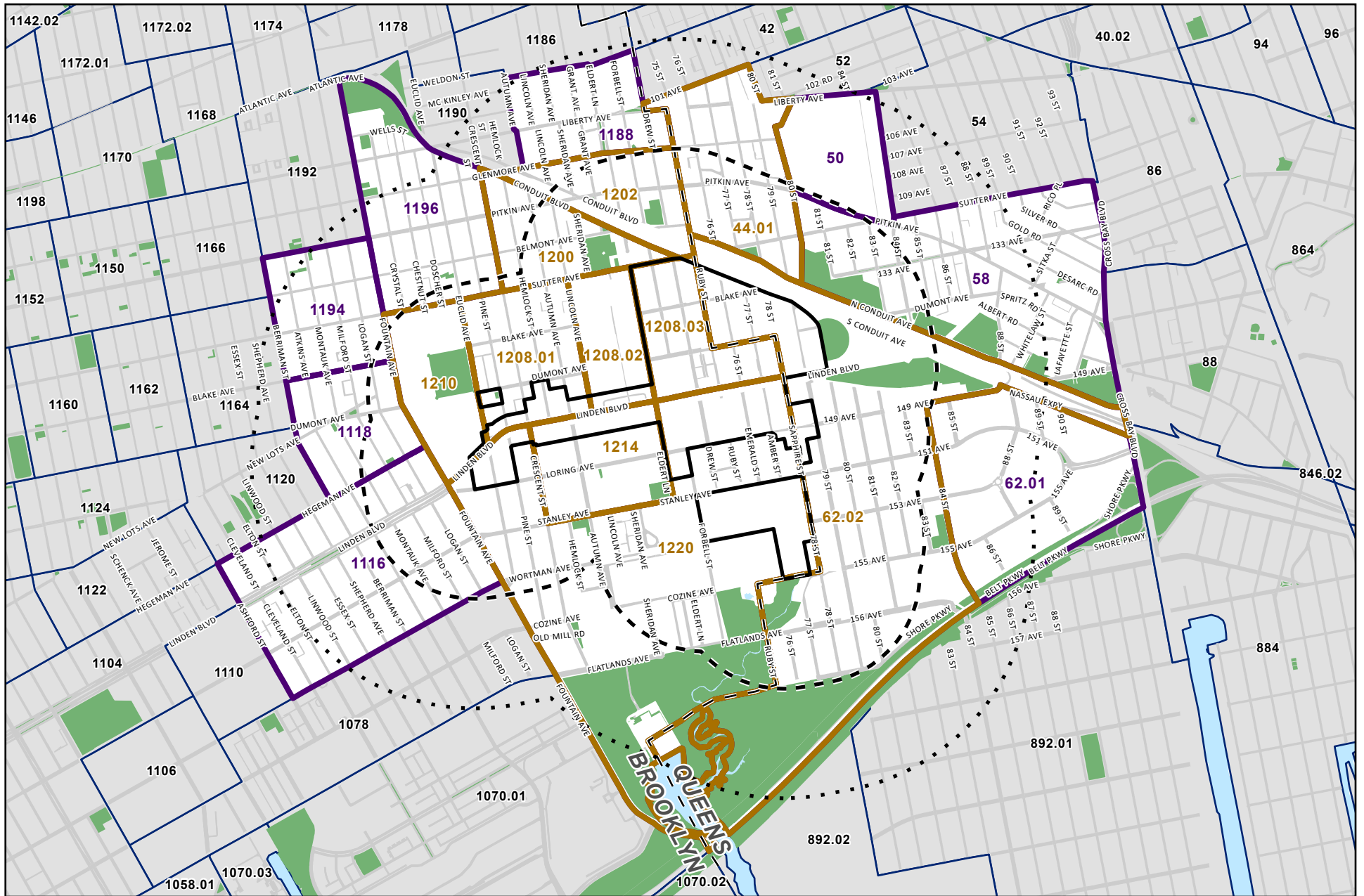
The Proposed Actions would introduce new residents and workers above these thresholds. Therefore, the EIS will assess both residential and nonresidential open space. The analysis will evaluate passive and active open space ratios for:

- A residential study area (half-mile radius) (see Figure 9, “Open Space Study Area)
- A nonresidential study area (quarter-mile radius)

Study areas will generally comprise those census tracts with  $\geq 50$  percent of their area inside the relevant radius; tracts containing any part of the Project Area will be included in full. Sub-areas may be defined to capture localized effects based on existing conditions, population distribution, or land use features. The detailed open space analysis will:

- **Characterize User Groups:** Identify resident and worker/daytime populations in the open space study areas. Resident populations will be derived from U.S. Census data, while worker/daytime populations will be estimated using reverse journey-to-work data.
- **Inventory Existing Resources:** Inventory and map existing active and passive open spaces within the  $\frac{1}{4}$ -mile (nonresidential) and  $\frac{1}{2}$ -mile (residential) study areas. The analysis will describe the condition, usage, and acreage of each facility based on field observations. Larger regional parks in adjacent tracts may also be considered when assessing overall open space conditions.
- **Assess Existing Conditions:** Calculate total, active, and passive open space ratios (acres per 1,000 users) for residents and workers and compare these to City guidelines to assess adequacy. The analysis will also evaluate accessibility and consistency with the NYC Parks “Walk to a Park” initiative, which seeks to ensure that all New Yorkers live within a 10-minute (approximately  $\frac{1}{2}$ -mile) walk of a park or open space. This evaluation will determine whether the Project Area or study areas fall within a walk gap, defined as an area lacking a park within a  $\frac{1}{2}$ -mile walk, and will consider whether the Proposed Actions could improve or diminish park access in such areas.
- **Evaluate Future No-Action Conditions:** Account for anticipated new development and open space resources expected by the analysis year. Recalculate open space ratios and assess future adequacy.
- **Evaluate Future With-Action Conditions:** Estimate changes in open space supply and demand resulting from the Proposed Actions and compare No-Action and With-Action open space ratios. Conduct a qualitative assessment to determine whether resulting changes represent a substantial (positive or adverse) effect, considering the amount, type, condition, and distribution of open space relative to study area populations.
- **Impact Assessment:** In accordance with the *CEQR Technical Manual*, a potential significant adverse impact may occur when:
  - For residential open space, the With-Action condition results in a decrease of 5 percent or more in the total, active, or passive open-space ratios compared to No-Action, particularly in areas already considered deficient in open space (less than 2.5 acres per 1,000 residents).
  - For worker open space, a 5 percent or greater decline in the open-space ratio may also indicate a potential impact, particularly in areas with limited open-space availability.





Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.

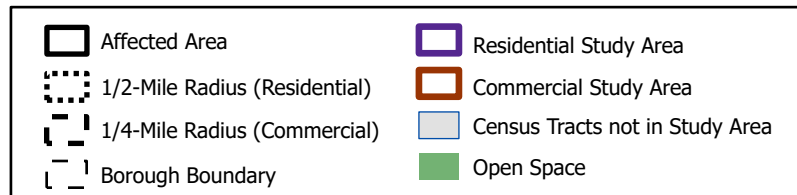
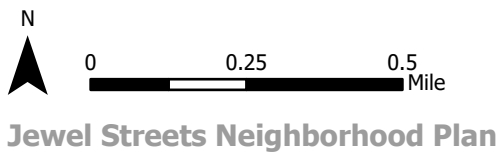


Figure 9

**OPEN SPACE  
STUDY AREA**



- In addition to the quantitative comparison, a qualitative assessment will evaluate whether these changes represent a substantial improvement or adverse effect on open-space conditions, considering the type, capacity, condition, and distribution of resources and the characteristics of the study-area population.

The Proposed Actions would not physically displace or alter open space resources, change their use, or limit public access. Any direct effects from other technical areas (noise, air quality, odors, or shadows) will be addressed in the relevant chapters, with cross-references in the Open Space chapter.

## **TASK 6. SHADOWS**

The shadows analysis will assess whether new structures allowed in the future with the Proposed Actions could cast shadows on sunlight-sensitive resources—such as publicly accessible open space, natural resources, community gardens, or historic architectural features that are dependent on sunlight—and determine the significance of any potential impacts.

Because the Proposed Actions would permit buildings over 50 feet in height, they have the potential to affect sunlight-sensitive resources in the Project Area. A shadows assessment is also required for buildings that would be less than 50 feet in height but adjacent to or across the street from a sunlight-sensitive resource. The EIS will evaluate both projected and potential development sites in the RWCDs for possible shadow effects. Resources' sunlight sensitivity will be confirmed through consultation with the relevant expert agencies.

### *Screening Assessments*

The analysis will begin with a three-tier screening process:

- Tier 1: Identify all sunlight-sensitive resources within the “longest shadow study area” (4.3 × the maximum building height, including rooftop equipment). Produce a base map with topography, showing projected/potential development sites relative to these resources.
- Tier 2: For any resource within this area, determine the zone that could receive shadows based on the sun's seasonal path (–108° to +108° from true north).
- Tier 3: If a resource lies within the potential shadow zone, use three-dimensional computer modeling to simulate shadow patterns, including topography, resource geometry, and the RWCDs building envelopes to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources.

### *Detailed Shadows Analysis*

If screening cannot rule out shadow impacts, the EIS will prepare a full analysis comparing the No-Action and With-Action conditions on four representative days (March 21, May 6/August 6, June 21, and December 21). The analysis will:

- Identify incremental shadow (the difference between No-Action and With-Action shadows) in plan-view graphics.
- Provide a table of entry and exit times and total incremental shadow duration for each affected resource.
- Assess the significance of impacts based on CEQR criteria and, where applicable, cross-reference relevant chapters (e.g., Open Space, Historic Resources, Natural Resources).

## TASK 7. HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources—districts, buildings, structures, sites, or objects of historical, aesthetic, cultural, or archaeological significance. These may be designated New York City Landmarks (NYCLs); resources calendared for New York City Landmarks Preservation Commission (LPC) consideration; resources listed on or eligible for the State/National Register of Historic Places (S/NR); resources recommended for S/NR listing; or designated National Historic Landmarks. Resources not formally recognized but meeting eligibility criteria will also be considered. The Proposed Actions would allow new construction, demolition, and in-ground disturbance, with potential impacts to both archaeological and architectural resources. The study area for architectural resources is the Project Area plus an additional 400-foot radius. Although no Projected or Potential Development Site contains a S/NR or LPC landmark, the Proposed Actions would permit new development adjacent to and near the S/NR-eligible Linden Plaza Building District. Archaeological resources will be assessed only in areas where incremental in-ground disturbance is likely, compared to the No-Action condition.

### Archaeological Resources

The analysis of archaeological resources will:

1. Provide an overview of the study area's history and development;
2. Adhere to LPC's *2018 Guidelines for Archaeological Work in NYC*;
3. Identify, in consultation with LPC, areas with archaeological sensitivity where new in-ground disturbance is expected.
4. Review and update existing Phase 1A Archaeological Documentary Reports ("Phase 1A report[s]") where required. These will document site history, past uses, and potential archaeological significance for each sensitive development site, and will be submitted to LPC for review.
5. If LPC determines that the potential for archaeologically sensitive resources exists, evaluate potential effects of the Proposed Actions and consult with LPC on feasible mitigation measures.

### Historic Architectural Resources

The analysis of historic architectural resources will:

1. Provide an overview of the study area's history and land development.
2. Identify, map, and describe, in consultation with LPC, known and eligible historic architectural resources, including:
  - NYCLs, Interior Landmarks, Scenic Landmarks, and Historic Districts;
  - Calendared resources under LPC consideration;
  - Properties listed or eligible for inclusion in the S/NRHP listing; and
  - National Historic Landmarks.
3. Assess potential impacts from the Proposed Actions, including:
  - Direct impacts – physical damage, demolition, or alteration; and
  - Indirect impacts – changes to setting context, or visual prominence that could affect the characteristics making a resource significant.
4. Coordinate this assessment with other technical areas, as applicable (e.g. Shadows, Construction).
5. Identify mitigation measures, if necessary, in consultation with LPC.

## TASK 8. URBAN DESIGN AND VISUAL RESOURCES

Urban design encompasses the features of the public realm that shape a pedestrian's experience—buildings, streets, parks, waterfronts, plazas, and natural areas—and their form, scale, and relationship to one another. Visual resources include important public view corridors, notable vistas, and prominent natural or built features. An assessment is warranted when a proposed action could alter these elements beyond what existing zoning allows, obstruct view corridors, compete with skyline icons, or substantially change the streetscape.

The Proposed Actions would modify bulk and parking regulations, allow higher-density development, and map new zoning districts within the study area. As a result, the EIS will include a preliminary assessment of potential effects on urban design and visual resources. The study area will encompass the Project Area and a ¼-mile surrounding area, consistent with the land use analysis. View corridors will be mapped to identify publicly visible visual resources.

### *Preliminary Assessment*

- Existing Conditions: Through field visits, photographs, aerials, and maps, describe existing urban design characteristics and visual resources in the Project Area and study area, including building form, height, streetwall, setbacks, open space, and significant views.
- No-Action Condition: In coordination with Task 2, "Land Use, Zoning, and Public Policy," describe anticipated changes in urban design and visual character due to other known development projects expected by the analysis year.
- With-Action Condition: Describe potential changes to urban design and visual character from projected and potential development sites, focusing on general building types, height, bulk, setbacks, and envelopes. Use photographs, renderings, or graphics where applicable to assess potential effects on views and visual resources.

### *Detailed Analysis (If Warranted)*

If the preliminary assessment indicates substantial changes to streetscape scale, potential obstruction of view corridors, or competition with skyline icons, a detailed analysis will be conducted. This would:

- Describe existing and future No-Action urban design and visual resources;
- Compare with future With-Action conditions to identify changes that could negatively affect a pedestrian's experience; and
- Identify mitigation measures, if needed, to avoid or reduce potential significant adverse impacts.

The Proposed Actions would not develop multiple tall waterfront buildings that could exacerbate pedestrian wind conditions; therefore, no wind analysis is warranted.

## TASK 9. NATURAL RESOURCES

The natural resources analysis will evaluate whether the Proposed Actions could directly or indirectly affect ecological resources within or adjacent to the Project Area. CEQR defines natural resources as biodiversity (plants, wildlife, and other organisms), aquatic and terrestrial habitats that sustain ecological life processes, and the physical systems that support the City's environmental stability, including groundwater, soils, and geologic features.

## Study Area

The natural resources study area will include the Project Area and adjacent natural features with ecological or regulatory significance. Portions of the Project Area are near Spring Creek Park, Fresh Creek, and Jamaica Bay, which contain tidal wetlands, mapped floodplains, and coastal habitats.

## Methodology

The analysis will:

1. Review available mapping and data, including:
  - U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC);
  - National Wetlands Inventory (NWI);
  - NYSDEC tidal and freshwater wetlands maps;
  - FEMA Preliminary Flood Insurance Rate Maps (PFIRMs); and
  - DEP and Department of Parks and Recreation resources.
2. Identify rare, threatened, or endangered species within the Project Area or vicinity using USFWS and NYS Natural Heritage Program databases.
3. Describe soils, geology, and groundwater conditions in the Project Area and vicinity, including proximity to mapped wetlands, floodplains, and surface waters.
4. Characterize existing ecological conditions in the Project Area, including field verification of vacant or undeveloped parcels, where appropriate, to confirm the absence or presence of habitat features.
5. Assess whether projected or potential development sites would result in:
  - direct disturbance of wetlands, floodplains, or other sensitive habitats;
  - indirect effects on adjacent ecological resources from construction activities, stormwater runoff, or shading; or
  - potential impacts to species listed under federal, state, or local protection programs.
6. Evaluate consistency of the Proposed Actions with applicable federal, state, and city natural resource protections and policies.

## Impact Determination

Due to the Project Area's proximity to wetlands, mapped floodplains, and coastal habitats, the EIS will document potential effects on ecological resources and identify mitigation measures, if necessary, in consultation with relevant regulatory agencies.

## TASK 10. HAZARDOUS MATERIALS

The hazardous materials assessment will determine whether the Proposed Actions could increase the potential for human or environmental exposure to hazardous materials and whether such exposure could result in significant public health or environmental impacts. Potential impacts may occur when:

- Elevated levels of hazardous materials exist on a site and the project increases exposure pathways;
- A project introduces new hazardous material uses or processes that increase exposure risk; or
- A project introduces new populations to potential off-site sources of hazardous materials.

Following *CEQR Technical Manual* guidance, the assessment will evaluate projected and potential development sites for past or present uses—on-site or adjacent—that could have resulted in contamination, including current and former manufacturing, auto-related uses, vacant land, and areas of historic fill near Spring Creek and Jamaica Bay.

Because the Proposed Actions include both City-owned and privately-owned sites, the assessment methodology will vary:

- City-owned sites – Where access is feasible, portions of a Phase I Environmental Site Assessment (ESA) will be performed, including interior and exterior inspections, to identify recognized environmental conditions.
- Non-City-owned sites – Exterior observations from public rights-of-way will be conducted in place of interior inspections.

The EIS will conduct a preliminary screening assessment to determine which sites may warrant an (E) designation<sup>1</sup> in accordance with the *CEQR Technical Manual*, Section 11-15 of the ZR, and Title 15, Chapter 24 of the RCNY. The hazardous materials assessment will include the following tasks:

- Inspect potential and projected development sites from the sidewalk to identify any possible monitoring wells, vent pipes, and/or manufacturing/commercial/industrial uses that may require assessment.
- Review existing information sources, such as Sanborn Fire Insurance Maps and City directories, for information about the projected and potential development sites and the surrounding area to develop a profile of the historical uses of properties.
- Review and evaluate relevant existing data to assess the potential for environmental concerns on the development sites.
- Summarize findings and conclusions to include in the EIS and determine where (E) designations may be appropriate.

## **TASK 11. WATER AND SEWER INFRASTRUCTURE**

This assessment will determine whether the Proposed Actions could adversely affect the City's water distribution or sewer systems and, if so, evaluate the potential significance of those effects. Per *CEQR Technical Manual* guidance, a water supply analysis is warranted if a project would increase demand by more than 1 MGD. Wastewater and stormwater analyses are warranted if a project in a combined sewer area would generate more than 400 residential units or 150,000 square feet of commercial space, or if development occurs in an unsewered or separately sewer area.

Based on the EAS, the RWCDs would exceed these thresholds. The EIS will therefore include an analysis of water supply, wastewater, and stormwater infrastructure, in consultation with DEP. Several projected and potential development sites are also located in portions of the Project Area that are not served by the City's combined sewer system and currently relies on septic systems and separate drainage. Accordingly,

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<sup>1</sup> A hazardous materials (E) designation is an institutional control that can be placed on a property as a result of the review of a zoning map or zoning text amendment or action pursuant to the ZR. It provides a mechanism to ensure that testing for and mitigation and/or remediation of hazardous materials, if necessary, are completed prior to, or as part of, future development of the affected site, thereby eliminating the potential for a hazardous materials impact.

the EIS will include an assessment of water supply, wastewater, and stormwater infrastructure for both the combined sewer service area and the unsewered/separately sewer portions of the Project Area, in consultation with DEP.

### **Water Supply**

- Describe the existing water distribution system serving the Project Area using DEP data.
- Estimate current water demand on the projected development sites.
- Project water demand for the No-Action and With-Action conditions.
- Assess the incremental increase in water demand (With-Action minus No-Action) and determine whether it could affect system supply or pressure.

### **Wastewater and Stormwater Infrastructure**

The analysis will:

- Established the study area in consultation with DEP, noting that the directly affected area is primarily within the Jamaica WRRF service area. Portions of the Project Area are partially sewer or unsewer and lack full stormwater and sanitary infrastructure.
- Describe existing stormwater drainage patterns, surface cover (pervious/impervious), and sewer infrastructure serving the Project Area, with specific attention to the unsewer and partially sewer conditions in portions of the Project Area.
- Estimate current stormwater generation for the projected sites using DEP's volume calculation worksheet.
- Present existing WRRF flows for the latest 12-month period and calculate average dry-weather monthly flow.
- Identify any No-Action changes to drainage, surface cover, or sewer capacity.
- Project With-Action stormwater generation, including changes in impervious area, runoff coefficients, runoff volume, and peak discharge rates.
- Estimate sanitary sewage generation for the RWCDs and assess incremental flows' potential effect on the Jamaica WRRF's operation.
- Identify areas where development enabled by the Proposed Actions may require significant new sewer and drainage infrastructure. These requirements will be disclosed, and consistency with DEP's current and planned capital projects will be evaluated.
- Evaluate whether the Proposed Actions could increase CSO frequency or volume, or affect consistency with DEP's Long Term Control Plans.
- In addition, because the Project Site is located within the Jamaica Bay Watershed, a *Jamaica Bay Watershed Form* will be prepared and included in an appendix to the EIS, along with appropriate agency correspondence.

If preliminary results indicate potential exceedances of system capacity, reliance on new capital projects, or adverse effects on water quality, a more detailed analysis will be conducted in coordination with DEP.

## **TASK 12. SOLID WASTE AND SANITATION SERVICES**

This assessment will determine whether the Proposed Actions could substantially increase solid waste generation in way that overburdens available waste management capacity or conflicts with the City's Solid Waste Management Plan or State solid waste policy. Per *CEQR Technical Manual* guidance, if a project

would generate more than 50 tons per week of solid waste in the With-Action condition, further analysis is warranted.

The RWCDs would exceed this threshold; therefore, the EIS will estimate the increase in solid waste generated by projected development sites and evaluate its effects on the City's solid waste and sanitation services.

This assessment will:

- Describe current New York City solid waste collection and disposal practices, including the implementation of the Commercial Waste Zone Program.
- Calculate solid waste generation for projected development sites under existing, No-Action, and With-Action conditions.
- Evaluate the incremental increase in solid waste generation from the Proposed Actions, its effects on the City's collection requirements and disposal capacity, and its consistency with the City's Solid Waste Management Plan.

### **TASK 13. ENERGY**

A detailed energy assessment is only warranted when a proposed action could significantly affect energy transmission or generation. For most actions, including the Proposed Actions, the EIS will disclose the estimated operational energy consumption during long-term building use, without a full transmission or generation analysis.

The analysis will:

- Estimate annual energy consumption for development generated under the RWCDs, using average whole-building energy use rates for New York City.
- Compare No-Action and With-Action conditions to disclose the incremental increase in energy demand.
- Consult, if warranted, with the Mayor's Office of Environmental Coordination (MOEC) and/or the local utility (Con Edison of New York) to confirm usage rates and assumptions.

### **TASK 14. TRANSPORTATION**

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists, and motorists), on- and off-street parking, or goods movement. The Proposed Actions are expected to induce new residential, retail, commercial, and community facility development, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the study area's transportation systems. Therefore, the transportation studies will be a key focus of the EIS.

#### **Travel Demand and Screening Assessment**

A detailed travel demand forecast will be prepared for the RWCDs using standard sources, including the *CEQR Technical Manual*, U.S. Census data, previously approved studies, and other references. The travel demand forecast (a Level-1 screening assessment) will summarize the travel demand by peak hour, mode of travel, as well as person and vehicle trips. The travel demand forecast will also identify the number of

peak hour person trips made by transit and the numbers of pedestrian trips traversing the study area's sidewalks, corner areas, and crosswalks. The results of this forecast will be summarized in Appendix 2. In addition to the travel demand forecast, detailed vehicle, pedestrian, and transit trip assignments (a Level-2 screening assessment) will be prepared to validate the intersections and pedestrian/transit elements selected for quantified analysis.

### **Traffic**

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the assignment of project-generated traffic and the analysis threshold of 50 additional vehicle trips per hour and discussions with the lead agency and NYCDOT.

The RWCDs is expected to exceed the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the *CEQR Technical Manual*. Therefore, a travel demand forecast is required to determine if the Proposed Actions would generate 50 or more vehicle trips in any peak hour. Based on preliminary estimates, the Proposed Actions are expected to generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday, and as such this proposal assumes analysis of up to four peak hours. Based on preliminary estimates as well as prior experience with similar projects, the traffic study area would include up to approximately 35 intersections for analysis (weekday AM, midday, PM, and Saturday midday). These intersections are expected to be primarily concentrated along the key corridors within the study area. The intersections to be analyzed will be determined in coordination with the lead agency and DOT once the RWCDs is finalized and the Transportation Planning Factors (TPF)/Transportation Demand Forecast (TDF) technical memorandum is completed.

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions' RWCDs:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within and in proximity to the Project Area and along key routes leading to and from the Project Area.
- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. Turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts, and travel time studies will be conducted concurrently with the ATR counts.
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes, and curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analysis intersection, including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per



lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Synchro software.

- Based on available sources, Census data, and standard references including the *CEQR Technical Manual*, estimate the travel demand from projected development sites in the No-Action condition, as well as the demand from other major developments planned in the vicinity of the study area by the analysis year. This will include total daily and peak-hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects, as well as other DOT initiatives, if any, will be included in the future No-Action network, as applicable.
- Compute the future No-Action traffic volumes based on approved background traffic growth rates for the study area (0.505 percent per year for years one through five, 0.25 percent for years six and beyond) and demand from major development projects expected to be completed in the No-Action condition. Incorporate any planned changes to the roadway system anticipated by the analysis year and determine the No-Action v/c ratios, delays, and levels of services at analyzed intersections.
- Based on available sources, U.S. Census data, and standard references including the *CEQR Technical Manual*, develop a travel demand forecast for projected development sites based on the net change in uses compared to the No-Action condition as defined in the RWCDs. Determine the net change in vehicle trips expected to be generated by projected development sites in the With-Action condition, as described in the TPF/TDF technical memorandum and approved by DCP in consultation with DOT. Assign the net project-generated trips in each analysis period to likely approach and departure routes and prepare traffic volume networks for the With-Action condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition and identify significant adverse traffic impacts.
- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures, such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

## Transit

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak-hour rail trips or 50 one-direction bus transit trips, according to the general thresholds specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. The Proposed Actions' RWCDs is expected to generate a net increase of more than 200 additional subway trips and bus trips in one or more peak hours, and would therefore require detailed transit analyses, which will be included in the EIS.

### *Subway*

Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the subway and bus systems is usually highest. The detailed transit analyses will include the following subtasks:

- Identify for analysis those subway stations expected to be utilized by 200 or more action-generated trips in one or more peak hours. At each of these stations, analyze those stairways and fare entrance control elements expected to be used by significant concentrations of action-generated demand in the weekday AM and PM peak hours. The specific station elements to be analyzed will be determined in consultation with the lead agency.
- Conduct counts of existing weekday AM and PM peak-hour demand at analyzed subway station elements and determine existing v/c ratios and levels of service.
- Determine volumes and conditions at analyzed subway station elements in the No-Action condition using approved background growth rates and accounting for any trips expected to be generated by No-Action development on projected development sites or other major projects in the vicinity of the study area.
- Add action-generated demand to the No-Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the With-Action condition.
- Identify potential significant adverse impacts at subway station stairways and fare control elements.
- As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of the of the multiple subway routes serving the study area, subway line haul conditions will also be assessed in the EIS.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and NYC Transit.

### *Bus*

The study area is served by several local and express bus routes operated by New York City Transit (NYCT) and MTA Bus that connect the study area with other parts of Brooklyn, Queens, and Manhattan. A detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak-hour trips being assigned to a single bus route (in one direction) based on the general thresholds specified in the *CEQR Technical Manual*. As the incremental person-trips by bus generated by the Proposed Actions would likely exceed 50 peak-hour trips in one direction on one or more of the routes serving the Project Area, the EIS will include a quantitative analysis of bus conditions. Trips will be assigned to each route based on proximity to the projected development sites and current ridership patterns for the analysis. The analysis will document existing peak-hour bus service levels and maximum load point ridership, determine conditions in the future No-Action condition, and assess the effects of new action-generated peak-hour trips. Bus transit mitigation, if warranted, will be identified in consultation with the lead agency and the MTA.

### **Pedestrians**

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis. It is anticipated that project-generated pedestrian trips would exceed the 200-trip analysis threshold at one

or more locations in one or more peak hours. A detailed pedestrian analysis will therefore be prepared for the EIS focusing on selected sidewalks, corner areas, and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips. Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No-Action and With-Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by No-Action development on projected development sites and other major projects in the vicinity of the study area, and project-generated demand. The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of action-generated pedestrian trips has been finalized. The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

### **Vehicular and Pedestrian Safety**

Data on traffic crashes involving pedestrians and/or cyclists at study area intersections will be obtained from DOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified as high-crash locations and whether vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions would adversely affect vehicular and pedestrian safety in the study area. If any high-crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

### **Parking**

Parking demand from commercial uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period. It is anticipated that the on-site required accessory parking for projected development sites may not be sufficient to accommodate overall incremental demand. As such, detailed existing on-street parking and off-street parking inventories will be conducted for the weekday overnight period (when residential parking demand typically peaks), the weekday midday period (when parking in a business area is frequently at peak occupancy), and the weekday late afternoon period (when the commercial and residential parking demand overlaps) to document existing supply and demand for each period. The parking analyses will document changes in the parking utilization in proximity to projected development sites under the No-Action condition and With-Action condition based on accepted background growth rates and projected demand from No-Action and With-Action development on projected development sites and other major projects in the vicinity of the study area. Parking utilization within the Project Area, as well as within ¼-mile of the Project Area, will be analyzed.

Parking demand generated by the projected residential component of the Proposed Actions' RWCDs will be forecast based on auto ownership data for the Project Area and the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses. Future parking demand will account for net reductions in demand associated with the projected development sites' No-Action land uses displaced under the Proposed Actions.

The forecast of new parking supply per the RWCDs will be based on the net change in parking spaces on projected development sites. Future supply will also account for accessory parking spaces associated with the With-Action commercial uses, which have lower commercial demand in the overnight hours.

## TASK 15. AIR QUALITY

The *CEQR Technical Manual* outlines three sources of air quality pollutants: mobile sources, stationary sources, and construction activities. Under CEQR, air quality analyses evaluate a proposed project's effects on ambient air quality as well as the effects of existing ambient sources on the project.

Analysis of mobile sources is necessary when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing atypical mobile sources. In this context, atypical mobile sources are vehicle-related emission sources that are unusual in scale, intensity, or operating characteristics compared to typical street traffic—such as large parking facilities, elevated roadways, bus or truck depots, marine or rail terminals, airports, or other facilities with concentrated idling, queuing, or heavy-duty vehicle activity. These sources can create localized “hot spots” of emissions (e.g., carbon monoxide (CO), particulate matter smaller than 2.5 micrometers (PM<sub>2.5</sub>)) that may affect nearby sensitive uses. If the Proposed Actions would introduce sensitive receptors (such as residences, schools, or health care facilities) near these sources, a localized air quality assessment would be warranted.

Analysis of stationary sources is necessary when an action would:

- Create new stationary sources, such as building boilers or emissions from industrial plants or hospitals that could affect surrounding uses;
- Introduce uses that may be affected by emissions from nearby existing light industrial sources or major/large sources, such as hospitals and other large institutional uses; or
- Introduce structures that may change the dispersion of emissions from nearby existing or planned emission stacks so as to affect surrounding uses.

An air quality assessment of both mobile and stationary sources will be provided as described below, and analysis of emissions from construction activities would be analyzed as part of Task 20, “Construction.”

### Mobile Source Analysis

The increased traffic associated with the With-Action condition RWCDs would have the potential to affect local air quality levels and nearby sensitive land uses due to increased emissions at project-affected intersections. CO and PM are the primary pollutants of concern for microscale mobile source air quality analyses, including assessments of roadways, intersections, and parking garages. The Proposed Actions have the potential to exceed the CEQR CO analysis screening threshold of 170 action-generated vehicle trips in a peak hour and the PM<sub>2.5</sub> screening threshold for heavy-duty diesel or equivalent vehicles at one or more intersection in the study area. Therefore, detailed modeling analysis of CO and PM mobile source emissions at critical intersections may be warranted. In addition, an assessment of air quality impacts associated with parking facilities may be warranted.

The work program for the mobile source air quality study is as follows:

1. Compile existing ambient air quality data for the study area (published by NYSDEC).
2. Select critical intersection locations exceeding the CO and PM screening thresholds, representing locations with the worst potential total and incremental pollution impacts, based on data obtained from the traffic analysis (Task 14, “Transportation”). At each intersection, multiple receptor sites will be analyzed in accordance with *CEQR Technical Manual* guidance.

3. Use EPA's AERMOD dispersion model to predict CO, PM<sub>2.5</sub>, and particulate matter smaller than 10 micrometers (PM<sub>10</sub>) concentrations, with five years of meteorological data from John F. Kennedy (JFK) Airport and concurrent upper air data from Brookhaven, NY.
4. Compute vehicular cruise and idle emissions using EPA's MOVES model, based on traffic volumes, speeds, and vehicle classifications developed in Task 14, and road dust emissions per CEQR and AP-42 guidance.
5. Calculate CO (one-hour and eight-hour), PM<sub>2.5</sub> (24-hour and annual), and PM<sub>10</sub> (24-hour) concentrations for No-Action and With-Action conditions.
6. Analyze CO and PM emissions for parking facilities with the greatest potential for air quality impacts, using *CEQR Technical Manual* procedures, including cumulative on-street and parking facility emissions where applicable.
7. Compare future pollutant levels under the Proposed Actions with the National Ambient Air Quality Standards (NAAQS) for CO, PM<sub>2.5</sub>, and PM<sub>10</sub>, and the City's CO and PM<sub>2.5</sub> *de minimis* criteria.

### **Stationary Source Analysis**

#### *Heat and Hot Water Systems Analysis*

A screening analysis will determine the potential for air quality impacts from heating and hot water systems at projected and potential development sites. If potential impacts are identified, refined modeling using AERMOD will be conducted for pollutants of concern (nitrogen dioxide (NO<sub>2</sub>), PM<sub>10</sub> and PM<sub>2.5</sub>) at existing and project-on-project receptors. Predicted values will be compared with NAAQS and CEQR *de minimis* criteria. Measures such as fuel type restrictions or stack location requirements, if needed, will be memorialized via (E) designations under ZR §11-15 and the (E) Designation Rules.

A cumulative impact analysis will be performed for clusters of projected/potential development sites with similar heights and proximity using AERMOD.

#### *Industrial Source Analysis*

Potential sources of air toxics emissions from existing industrial facilities within 400 feet of the projected and potential development sites will be identified via a land use review and search of the DEP Clean Air Tracking System (CATS) permit database. A search will also be performed within NYSDEC's DECinfo Locator permit database. A detailed field survey will be subsequently conducted to verify existing processing or light industrial facilities and/or identify new industrial sources. The purpose of this survey is to identify nearby sources of air emissions that could affect sensitive receptors introduced by the Proposed Actions.

For each identified facility, a copy of the current air permit will be requested from the DEP Bureau of Environmental Compliance. These permits will be reviewed to determine the types and quantities of regulated air pollutants emitted, the locations and heights of exhaust stacks, operating schedules, and permitted fuel types or processes. Emissions data from these sources will be compiled and evaluated to determine whether they could potentially result in exceedances of applicable air quality standards or guidelines at proposed sensitive receptor locations.

For projected development sites with proposed industrial uses, an analysis will be performed to determine the potential for impact on surrounding existing and proposed sensitive land uses.

For potential development sites where nearby industrial sources are identified, the air quality analysis will be performed under two scenarios: (1) assuming the potential development proceeds, introducing new receptors in proximity to the source; and (2) assuming the development does not occur and the site has an existing industrial source that will be evaluated under the With Action condition to determine the effects on other projected development sites.

A cumulative air quality impact analysis will be performed to evaluate the combined effect on nearby sensitive receptors when multiple sources emit the same air contaminants. Predicted concentrations of these pollutants will be compared to the New York State Department of Environmental Conservation (NYSDEC) Division of Air Resources (DAR-1) guideline values, including short-term (SGC) and annual (AGC) averaging periods. If predicted concentrations exceed applicable guideline values, potential mitigation measures—such as building design modifications, stack relocation or height adjustments, or operational controls—will be identified to reduce pollutant levels to within standards.

The potential cumulative health risk posed by exposure to multiple air pollutants will also be evaluated, using the U.S. Environmental Protection Agency's (EPA) Hazard Index approach for non-carcinogenic compounds and EPA's Unit Risk Factors for carcinogenic compounds. These methodologies use established toxicity values for individual compounds with known health effects to calculate the health risk associated with predicted ambient concentrations. Risks from multiple pollutants will be combined to determine the total potential risk.

#### *Large and Major Source Analysis*

A review will be conducted to identify *large sources* (New York State Air Facility Permits) and *major sources* (Title V facilities) within 1,000 feet of projected and potential residential, commercial, or community facility development sites. Sources will be identified using NYSDEC and EPA databases, and available air permits will be reviewed for operations, emission rates, stack parameters, and schedules.

Facility locations will be mapped to identify sensitive receptors and refined dispersion modeling with EPA's AERMOD will be performed to predict concentrations of NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>, and other pollutants, as warranted. Modeling will use five recent years of meteorological data from JFK Airport and upper air data from Brookhaven. Predicted concentrations will be compared to the applicable NAAQS.

If potential exceedances are identified, mitigation measures such as building design changes will be considered (e.g., operable window and/or air intake location restrictions). (E) designations will be recommended as necessary under the ZR and (E) Designation Rules.

## **TASK 16. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE**

### **Greenhouse Gas Emissions (GHG)**

Because the Proposed Actions would result in more than 350,000 gsf of incremental development, a GHG emissions assessment is warranted. The EIS will quantify GHG emissions and assess consistency with City reduction goals. The analysis will consider operational, mobile source, and construction emissions:

1. Identify Sources and Benchmarks – Identify stationary, mobile, and construction-related GHG sources for projected development. Summarize pollutants analyzed and applicable City, State, and Federal GHG reduction goals, regulations, and benchmarks.
2. Operational Energy Use – Estimate fuel consumption for projected developments based on Task

13, “Energy” energy-use calculations. Carbon intensity of the Proposed Actions will be compared to the City’s future carbon intensity limits under Local Law 97 and will identify measures to reduce emissions.

3. Mobile Source Emissions – Estimate GHG emissions from project-generated traffic using vehicle miles traveled (VMT) from Task 14, “Transportation.”
4. Construction Emissions – Describe anticipated construction materials and equipment, and evaluate opportunities to reduce emissions (e.g., low-carbon materials, efficient equipment).
5. Consistency Evaluation – Provide a qualitative discussion of stationary and mobile sources in the context of applicable GHG goals, addressing measures such as energy-efficient building design, clean energy use, transit-oriented development, and low-emission construction practices.

## Climate Change

The Project Area includes locations within the 100-year and 500-year FEMA floodplains and projected future floodplains, with potential vulnerability to storm surge and coastal flooding. The EIS will:

- Qualitatively discuss potential climate change effects on the Project Area and identify design measures to mitigate those effects.
- Use the most recent New York Panel on Climate Change (NPCC) floodplain projections.
- Summarize consistency with climate change and sea-level rise considerations, referencing the Waterfront Revitalization Program (WRP) assessment in Task 2, “Land Use, Zoning, and Public Policy.”

## TASK 17. NOISE

A noise analysis will be conducted to assess potential effects on existing sensitive receptors and potential noise exposure for new sensitive uses introduced by the Proposed Actions. Outdoor mechanical equipment is assumed to be designed to meet applicable regulations; therefore, no detailed analysis of these sources will be undertaken. The analysis will focus on traffic- and site-related sources and will determine required building attenuation under CEQR guidelines.

1. Screening Analysis – Using traffic data from Task 14, “Transportation,” conduct a screening to identify locations where projected development could double Noise Passenger Car Equivalents (PCEs), indicating potential for significant noise impacts.
2. Detailed Mobile Source Analysis – Perform a detailed mobile source noise analysis at sensitive receptors where screening results indicate a doubling of noise PCEs due to action-generated traffic.
3. Noise Monitoring – Select monitoring locations representing projected sensitive uses, focusing on areas with high ambient noise. Conduct weekday AM and PM peak-hour measurements, plus a weekday midday off-peak and Saturday midday, measurement coinciding with traffic peak periods. For receptors dominated by rail noise, conduct 24-hour continuous monitoring. Record  $L_{eq}$ ,  $L_{max}$ ,  $L_{min}$ , and percentile levels (L1, L10, L50, L90) at sites where traffic noise is the dominant source and the day-night noise level ( $L_{dn}$ ) for sites dominated by rail noise. Where applicable, monitor during source-related peak hours (e.g., playgrounds during school peak hours to capture school traffic and/or active playgrounds).
4. Future Noise Level Projections – Estimate No-Action and With-Action noise levels at receptor locations, adjusting existing measurements if traffic conditions during the traffic data collection

program differ from traffic counts collected concurrent with the noise monitoring program. Where necessary, noise exposure from playgrounds within the study area will be estimated using SCA playground noise assessment guidance provided in the *CEQR Technical Manual*. Combine mobile and stationary source levels to estimate cumulative noise per CEQR guidance.

5. Attenuation Requirements – Determine the level of building attenuation needed to meet CEQR interior noise limits based on the highest  $L_{10}$  or  $L_{dn}$  level at each location based on the dominant source of noise. Memorialize requirements through (E) designations under the ZR and (E) Designation Rules, specifying attenuation measures for affected lots.

## **TASK 18. PUBLIC HEALTH**

The CEQR public health analysis evaluates whether a proposed project may cause adverse impacts to community health and, if so, identifies measures to avoid or mitigate those effects. Public health effects may result from unmitigated significant adverse impacts in other technical areas such as air quality, hazardous materials, or noise. For the Proposed Actions, a dedicated public health assessment will only be conducted if DCP determines that it is warranted based on findings from these other analyses. If such an assessment is required, it will focus on the specific technical areas where unmitigated impacts are identified, describe the potential pathways through which those impacts could affect public health, and identify practicable mitigation measures. Where impacts cannot be mitigated, they will be characterized as unavoidable adverse effects.

## **TASK 19. NEIGHBORHOOD CHARACTER**

Neighborhood character is shaped by a combination of factors including land use patterns, development scale, building design, notable landmarks, traffic and pedestrian activity, noise levels, and other defining physical features. The Proposed Actions could alter some of these contributing elements within the study area, and therefore an assessment will be included in the EIS.

The EIS will provide a preliminary neighborhood character assessment to determine whether changes identified in other technical areas—such as land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; and noise—would affect a defining feature of the neighborhood. This assessment will identify existing defining characteristics, summarize expected changes under the With-Action condition compared with the No-Action condition, and evaluate whether the Proposed Actions could alter those characteristics through either significant adverse impacts or a combination of moderate effects across multiple technical areas.

If the preliminary assessment indicates that defining neighborhood features could be affected, a detailed neighborhood character analysis will be conducted consistent with *CEQR Technical Manual* guidance.

## **TASK 20. DISADVANTAGED COMMUNITIES ANALYSIS**

On December 30, 2024, the New York State amended the State Environmental Quality Review Act (SEQRA) to require EISs to include an explicit assessment of effects on “disadvantaged communities” (DACs). Although CEQR is a City-level process, because it implements the SEQRA framework for New York City, the analysis is relevant to CEQR environmental reviews. The Project Area spans multiple DAC census tracts and is close to other DACs; therefore, a DAC analysis is warranted and will be provided in the DEIS.



The study area for the DACs analysis will include the census tracts located within approximately a ½-mile radius of the Project Area. Each study area census tract will be mapped and coded according to its DAC designation and corresponding burden and vulnerability scores developed by the State's Climate Justice Working Group. Mapping will account for relevant environmental features (e.g., major roadways, industrial uses, sensitive receptors) to illustrate spatial relationships and to support comparison of DAC and non-DAC areas in subsequent analyses.

The analysis will be consistent with the December 2024 SEQRA amendments and emerging guidance from the New York State Department of Environmental Conservation (NYSDEC) regarding the evaluation of effects on DACs. First, DACs within the study area will be identified using the State's *Disadvantaged Community Assessment Tool* (DACAT) and the Climate Justice Working Group's burden and vulnerability criteria. Second, baseline conditions will be characterized by compiling environmental, health, and socioeconomic indicators, including existing air quality, noise, hazardous material exposure, traffic emissions, and relevant public health data, for DAC and non-DAC tracts. Third, project-related changes to environmental conditions will be assessed using results from applicable EIS technical analyses to determine whether the Proposed Actions would alter burdens within or near DACs. Fourth, the analysis will evaluate whether any such changes would cause or increase a disproportionate pollution burden on DACs compared to non-DACs. If disproportionate burdens are identified, the analysis will identify mitigation measures and evaluate reasonable alternatives.

## **TASK 21. CONSTRUCTION**

Construction activities can create noticeable disruptions for nearby communities and people traveling through the area, particularly when they affect transportation operations, noise levels, air quality, archaeological or historic resources, or hazardous materials management. For multi-site projects with overall construction periods exceeding two years and located near sensitive receptors, the *CEQR Technical Manual* recommends a preliminary construction impact assessment.

For the Proposed Actions, this assessment will be based on a conceptual construction schedule with reasonable worst-case timelines for each projected development site. The analysis will identify areas where construction may pose environmental concerns and evaluate the duration and severity of disruptions to nearby sensitive receptors. If the preliminary assessment indicates potential significant impacts, a detailed construction impact analysis will be prepared for the EIS.

Technical areas to be assessed, and methodologies that will be used, are as follows:

- *Transportation Systems*: Evaluate potential lane, sidewalk, and transit service disruptions during construction phases and estimate additional vehicle trips from construction workers and equipment. A travel demand forecast for peak construction periods will be compared to operational-phase trip projections.
- *Air Quality*: Model predicted pollutant concentrations from construction activities and related traffic, considering non-road engines, on-road vehicles, and fugitive dust. Modeling will be performed at representative Projected Development Sites during the worst-case time period(s). Compare worst-case concentrations of carbon monoxide, particulate matter, and nitrogen dioxide to National Ambient Air Quality Standards (NAAQS) and applicable CEQR *de minimis* thresholds to determine impact significance.
- *Noise*: Quantitatively assess construction noise using measured baseline data and SoundPLAN

modeling. Worst-case construction activities will be modeled at represented Projected Development Sites for the representative time period(s). Predict noise levels at existing sensitive receptors during worst-case construction periods and estimate the magnitude and duration of construction noise levels along with the distance to impact from each construction work area. The significant adverse impact areas will be shown graphically in the EIS.

- *Other Technical Areas:* As appropriate, assess potential construction-period impacts on historic and cultural resources, hazardous materials, and neighborhood character.

## **TASK 22. MITIGATION**

In accordance with CEQR requirements, any significant adverse impacts identified in Tasks 2 through 20 will be minimized or avoided to the maximum extent practicable. This chapter will describe specific mitigation measures for each identified impact and indicate the timing of their implementation to ensure their effectiveness.

Mitigation measures will be developed in consultation with the appropriate City and State agencies, which may include the Landmarks Preservation Commission (LPC), NYCDOT, New York City Department of Parks and Recreation (DPR), and DEP.

Where impacts cannot be fully mitigated, they will be disclosed in the EIS as unavoidable adverse impacts.

## **TASK 23. ALTERNATIVES**

The EIS will examine a range of reasonable alternatives to the Proposed Actions that could reduce or avoid potential significant adverse impacts while meeting, to varying degrees, the stated purpose and need. The alternatives analysis will be defined once the full extent of the Proposed Actions' impacts is identified and will be evaluated at a level of detail sufficient to allow a meaningful comparison with the Proposed Actions.

For area-wide rezonings, such as the Proposed Actions, the alternatives may include:

- No-Action Alternative, which assumes that the Proposed Actions are not undertaken and development proceeds under existing zoning and land use regulations.
- No-Impact (or No Unmitigated Significant Adverse Impact) Alternative, which modifies the Proposed Actions to avoid identified significant adverse impacts.
- Lesser-Density Alternative, pursued only if analysis demonstrates that it could reduce impacts while still meeting the Proposed Actions' purpose and need to some degree.

The alternatives assessment will be qualitative, except in technical areas where the Proposed Actions would result in significant adverse impacts, in which case quantitative comparisons will be provided. As environmental analyses progress, other alternatives may be considered at the discretion of the lead agency.

## **TASK 24. SUMMARY EIS CHAPTERS**

The EIS will include the following summary chapters, as applicable to the Proposed Actions, in accordance with *CEQR Technical Manual* guidelines:

- *Unavoidable Adverse Impacts:* Summarizes any significant adverse impacts that would remain unavoidable if the Proposed Actions are implemented, regardless of mitigation measures, or

where mitigation is not feasible.

- *Growth-Inducing Aspects of the Proposed Actions:* Describes potential “secondary” impacts of the Proposed Actions that could induce or accelerate other development beyond what is directly analyzed.
- *Irreversible and Irretrievable Commitments of Resources:* Summarizes the Proposed Actions’ impacts in terms of the permanent loss or consumption of environmental resources (e.g., vegetation removal, use of fossil fuels, consumption of materials for construction), in both the near term and long term.

## **TASK 25. EXECUTIVE SUMMARY**

The Executive Summary will draw from the detailed analyses presented in the EIS to provide a concise, accessible overview of the Proposed Actions. It will summarize the purpose and need for the Proposed Actions, the nature of the proposed development, and the anticipated environmental impacts. The summary will also outline the measures identified to mitigate significant adverse impacts, as well as the reasonable alternatives considered. It will be written with sufficient clarity and detail to facilitate preparation of a Notice of Completion by the Lead Agency.

## **Appendix 1**

### **Detailed RWCDs Tables**

# Existing

SiteID	LotCount	ZoningLotArea	ZoningExisting	ZoningProposed	Group	ResidentialZFA	ResidentialGFA	ResidentialUnits	ResidentialUnits20
1	3	47,505.26	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
2	2	80,645.00	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
3	2	19,357.84	R5, , ,	Existing	Projected	0.00	0.00	0.00	0.00
4	1	23,481.20	R5, , ,	Existing	Projected	0.00	0.00	0.00	0.00
5	2	63,022.58	R5, , ,	Existing	Projected	0.00	0.00	0.00	0.00
6	1	57,821.55	C4-1, , ,	Existing	Projected	0.00	0.00	0.00	0.00
7	3	221,334.36	C4-1, , ,	Existing	Projected	0.00	0.00	0.00	0.00
8	1	94,528.35	C4-1, , ,	Existing	Projected	0.00	0.00	0.00	0.00
9	1	41,801.01	R6, , ,	Existing	Projected	0.00	0.00	0.00	0.00
10	11	43,074.00	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
11	1	22,347.16	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
12	1	11,781.27	R4, , ,	Existing	Projected	887.00	1,020.00	1.00	1.00
13	2	9,985.73	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
14	5	41,919.82	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
15	1	27,951.11	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
16	1	22,833.41	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
17	2	7,800.53	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
18	2	5,045.74	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
19	8	33,941.00	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
20	1	16,091.82	R4, , ,	Existing	Projected	870.00	1,000.00	1.00	1.00
21	1	74,075.88	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
22	8	366,095.63	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
23	4	133,772.41	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
24	3	138,141.20	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
25	7	20,671.00	R4, , ,	Existing	Projected	2,066.25	2,375.00	4.00	4.00
26	1	8,000.00	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
27	5	12,000.00	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
28	3	12,000.00	R4, , ,	Existing	Projected	1,740.00	2,000.00	3.00	3.00
29	2	10,000.00	R4, , ,	Existing	Projected	0.00	0.00	0.00	0.00
30	2	8,000.00	R4, , ,	Existing	Projected	1,190.16	1,368.00	2.00	2.00
31	1	6,000.00	R4, , ,	Existing	Projected	760.38	874.00	1.00	1.00
32	3	10,000.00	R4, , ,	Existing	Projected	1,309.35	1,505.00	3.00	3.00
33	2	8,000.00	R4, , ,	Existing	Projected	1,753.92	2,016.00	2.00	2.00
A	3	19,186.21	R4, , ,	Existing	Potential	0.00	0.00	0.00	0.00
B	1	19,770.40	R4, , ,	Existing	Potential	0.00	0.00	0.00	0.00
C	4	296,409	R4, , ,	Existing	Potential	0.00	0.00	0.00	0.00
D	2	15,164.03	R4, , ,	Existing	Potential	2,488.00	2,860.00	2.00	1.00
E	1	6,746.99	R4, , ,	Existing	Potential	789.00	908.00	0.00	0.00
Project Sites (#s) Totals						10,577.06	12,158.00	17.00	17.00

# Existing (cont)

SiteID	ResidentialUnits25	ResidentialUnits30	MedicalOfficeZFA	MedicalOfficeGFA	SchoolZFA	SchoolGFA	WorshipZFA	WorshipGFA	CFOtherZFA	CFOtherGFA
1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	0.00	0.00	33,150.00	39,000.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	9,067.00	10,188.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	4.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	3.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	3.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
D	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	17.00	17.00	33,150.00	39,000.00	0.00	0.00	9,067.00	10,188.00	0.00	0.00

# Existing (cont)

SiteID	CommunityFacilityZFA	CommunityFacilityGFA	LocalRetailZFA	LocalRetailGFA	DestRetailZFA	DestRetailGFA	SupermarketZFA	SupermarketGFA	OfficeZFA
1	0.00	0.00	11,950.00	13,428.00	0.00	0.00	0.00	0.00	0.00
2	33,150.00	39,000.00	5,340.00	6,000.00	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17,853.00
5	9,067.00	10,188.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00	0.00	0.00	61,568.00	69,178.00	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	8,010.00	9,000.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49,895.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	11,571.00	13,002.00	0.00	0.00	0.00	0.00	0.00
B	0.00	0.00	1,898.00	2,133.00	0.00	0.00	0.00	0.00	0.00
C	0.00	0.00	116,283.25	135,919.00	0.00	0.00	0.00	0.00	39,899.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	42,217.00	49,188.00	25,300.00	28,428.00	0.00	0.00	61,568.00	69,178.00	67,748.00

# Existing (cont)

SiteID	OfficeGFA	LifeScienceZFA	LifeScienceGFA	CommercialOtherZFA	CommercialOtherGFA	HotelZFA	HotelGFA	HotelRooms	CommercialZFA	CommercialGFA
1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,950.00	13,428.00
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,340.00	6,000.00
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	20,060.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17,853.00	20,060.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	61,568.00	69,178.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,010.00	9,000.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	56,062.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49,895.00	56,062.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,571.00	13,002.00
B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,898.00	2,133.00
C	46,940.00	0.00	0.00	17,522.75	20,615.00	0.00	0.00	0.00	173,705.00	203,474.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	76,122.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	154,616.00	173,728.00



# Existing (cont)

SiteID	WarehouseZFA	WarehouseGFA	SelfStorageZFA	SelfStorageGFA	AutoRelatedZFA	AutoRelatedGFA	IndustrialZFA	IndustrialGFA	ManufacturingOtherZFA
1	0.00	0.00	0.00	0.00	1,751.00	1,968.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	1,181.00	1,327.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	0.00	0.00	0.00	0.00	2,932.00	3,295.00	0.00	0.00	0.00

# Existing (cont)

SiteID	ManufacturingOtherGFA	ManufacturingZFA	ManufacturingGFA	ParkingReqRes	ParkingReqRes25	ParkingReqRes30	ParkingReqCF	ParkingReqCM
1	0.00	1,751.00	1,968.00	0.00	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	1,181.00	1,327.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	0.00	2,932.00	3,295.00	0.00	0.00	0.00	0.00	0.00

# Existing (cont)

SiteID	ParkingReqM	ParkingReq	ParkingReqGFA	ParkingProv	ParkingProvGFA	LoadingReq	LoadingReqGFA	LoadingProvGFA	BikeParkingReq	BikeParkingReqGFA
1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	90.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	70.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	175.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	360.00	0.00	0.00	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	300.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	130.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00	60.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B	0.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	0.00	0.00
C	0.00	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	0.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	0.00	0.00	0.00	1,150.00	0.00	0.00	0.00	0.00	4.00	60.00

# Existing (cont)

SiteID	BikeParkingProvGFA	TotalZFA	TotalGFA	FARResidential	FARCommunityFacility	FARCommercial	FARManufacturing	FARTotal
1	0.00	13,701.00	15,396.00	0.00	0.00	0.28	0.00	0.28
2	0.00	38,490.00	45,000.00	0.00	0.00	0.00	0.00	0.00
3	0.00	1,181.00	1,327.00	0.00	0.00	0.06	0.00	0.06
4	0.00	17,853.00	20,060.00	0.00	0.00	0.76	0.00	0.76
5	0.00	9,067.00	10,188.00	0.00	0.00	0.14	0.00	0.14
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	61,568.00	69,178.00	0.00	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	8,010.00	9,000.00	0.00	0.00	0.36	0.00	0.36
12	0.00	887.00	1,020.00	0.08	0.00	0.00	0.00	0.08
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	870.00	1,000.00	0.05	0.00	0.00	0.00	0.05
21	0.00	49,895.00	56,062.00	0.00	0.00	0.67	0.00	0.67
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	2,066.25	2,375.00	0.10	0.00	0.00	0.00	0.10
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	1,740.00	2,000.00	0.15	0.00	0.00	0.00	0.15
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	1,190.16	1,368.00	0.15	0.00	0.00	0.00	0.15
31	0.00	760.38	874.00	0.13	0.00	0.00	0.00	0.13
32	0.00	1,309.35	1,505.00	0.13	0.00	0.00	0.00	0.13
33	0.00	1,753.92	2,016.00	0.22	0.00	0.00	0.00	0.22
A	0.00	11,571.00	13,002.00	0.00	0.00	0.60	0.00	0.60
B	0.00	1,898.00	2,133.00	0.00	0.00	0.10	0.00	0.10
C	0.00	173,705.00	203,474.00	0.00	0.00	1.24	0.00	1.24
D	0.00	2,488.00	2,860.00	0.16	0.00	0.00	0.00	0.16
E	0.00	789.00	908.00	0.12	0.00	0.00	0.00	0.12
Project Sites (#s) Totals	0.00	210,342.06	238,369.00					

# Existing (cont)

SiteID	HeightTotal
1	145.0000000000001
2	0.00
3	0
4	0
5	0
6	0
7	0
8	0
9	0.00
10	0.00
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	40.0000000000004
21	95
22	0.00
23	0.00
24	0.00
25	10.00
26	0.00
27	0.00
28	20.00
29	0.00
30	20.00
31	10.00
32	10.00
33	20.00
A	0
B	0
C	125.00
D	0
E	40
<b>Project Sites (#s) Totals</b>	

# No Action

SiteID	LotCount	ZoningLotArea	ZoningExisting	ZoningProposed	Group	ResidentialZFA	ResidentialGFA	ResidentialUnits	ResidentialUnits20
1	3	47,505.26	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
2	2	80,645.00	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
3	2	19,357.84	R5, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
4	1	23,481.20	R5, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
5	2	63,022.58	R5, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
6	1	57,821.55	C4-1, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
7	3	221,334.36	C4-1, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
8	1	94,528.35	C4-1, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
9	1	41,801.01	R6, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
10	11	43,074.00	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
11	1	22,347.16	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
12	1	11,781.27	R4, , ,	NoAction	Projected	887.00	1,020.00	1.00	1.00
13	2	9,985.73	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
14	5	41,919.82	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
15	1	27,951.11	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
16	1	22,833.41	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
17	2	7,800.53	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
18	2	5,045.74	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
19	8	33,941.00	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
20	1	16,091.82	R4, , ,	NoAction	Projected	870.00	1,000.00	1.00	1.00
21	1	74,075.88	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
22	8	366,095.63	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
23	4	133,772.41	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
24	3	138,141.20	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
25	7	20,671.00	R4, , ,	NoAction	Projected	2,066.25	2,375.00	4.00	4.00
26	1	8,000.00	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
27	5	12,000.00	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
28	3	12,000.00	R4, , ,	NoAction	Projected	1,740.00	2,000.00	3.00	3.00
29	2	10,000.00	R4, , ,	NoAction	Projected	0.00	0.00	0.00	0.00
30	2	8,000.00	R4, , ,	NoAction	Projected	1,190.16	1,368.00	2.00	2.00
31	1	6,000.00	R4, , ,	NoAction	Projected	760.38	874.00	1.00	1.00
32	3	10,000.00	R4, , ,	NoAction	Projected	1,309.35	1,505.00	3.00	3.00
33	2	8,000.00	R4, , ,	NoAction	Projected	1,753.92	2,016.00	2.00	2.00
A	3	19,186.21	R4, , ,	NoAction	Potential	0.00	0.00	0.00	0.00
B	1	19,770.40	R4, , ,	NoAction	Potential	0.00	0.00	0.00	0.00
C	4	296,409	R4, , ,	Existing	Potential	0.00	0.00	0.00	0.00
D	2	15,164.03	R4, , ,	NoAction	Potential	2,488.00	2,860.00	2.00	1.00
E	1	6,746.99	R4, , ,	NoAction	Potential	789.00	908.00	0.00	0.00
Project Sites (#s) Totals						10,577.06	12,158.00	17.00	17.00

# No Action (cont)

SiteID	ResidentialUnits25	ResidentialUnits30	MedicalOfficeZFA	MedicalOfficeGFA	SchoolZFA	SchoolGFA	WorshipZFA	WorshipGFA	CFOtherZFA	CFOtherGFA
1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	0.00	0.00	33,150.00	39,000.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	9,067.00	10,188.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	4.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	3.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	3.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
D	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	17.00	17.00	33,150.00	39,000.00	0.00	0.00	9,067.00	10,188.00	0.00	0.00

# No Action (cont)

SiteID	CommunityFacilityZFA	CommunityFacilityGFA	LocalRetailZFA	LocalRetailGFA	DestRetailZFA	DestRetailGFA	SupermarketZFA	SupermarketGFA	OfficeZFA
1	0.00	0.00	11,950.00	13,428.00	0.00	0.00	0.00	0.00	0.00
2	33,150.00	39,000.00	5,340.00	6,000.00	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17,853.00
5	9,067.00	10,188.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00	0.00	0.00	61,568.00	69,178.00	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	8,010.00	9,000.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49,895.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	11,571.00	13,002.00	0.00	0.00	0.00	0.00	0.00
B	0.00	0.00	1,898.00	2,133.00	0.00	0.00	0.00	0.00	0.00
C	0.00	0.00	116,283.25	135,919.00	0.00	0.00	0.00	0.00	39,899.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	42,217.00	49,188.00	25,300.00	28,428.00	0.00	0.00	61,568.00	69,178.00	67,748.00



# No Action (cont)

SiteID	OfficeGFA	LifeScienceZFA	LifeScienceGFA	CommercialOtherZFA	CommercialOtherGFA	HotelZFA	HotelGFA	HotelRooms	CommercialZFA	CommercialGFA
1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,950.00	13,428.00
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,340.00	6,000.00
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	20,060.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17,853.00	20,060.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	61,568.00	69,178.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,010.00	9,000.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	56,062.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49,895.00	56,062.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,571.00	13,002.00
B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,898.00	2,133.00
C	46,940.00	0.00	0.00	17,522.75	20,615.00	0.00	0.00	0.00	173,705.00	203,474.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	76,122.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	154,616.00	173,728.00

# No Action (cont)

SiteID	WarehouseZFA	WarehouseGFA	SelfStorageZFA	SelfStorageGFA	AutoRelatedZFA	AutoRelatedGFA	IndustrialZFA	IndustrialGFA	ManufacturingOtherZFA
1	0.00	0.00	0.00	0.00	1,751.00	1,968.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	1,181.00	1,327.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Project Sites (#s) Totals</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>2,932.00</b>	<b>3,295.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

# No Action (cont)

SiteID	ManufacturingOtherGFA	ManufacturingZFA	ManufacturingGFA	ParkingReqRes	ParkingReqRes25	ParkingReqRes30	ParkingReqCF
1	0.00	1,751.00	1,968.00	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	1,181.00	1,327.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C	0.00	0.00	0.00	0.00	0.00	0.00	0.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Project Sites (#s) Totals</b>	<b>0.00</b>	<b>2,932.00</b>	<b>3,295.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

# No Action (cont)

SiteID	ParkingReqCM	ParkingReqM	ParkingReq	ParkingReqGFA	ParkingProv	ParkingProvGFA	LoadingReq	LoadingReqGFA	LoadingProvGFA
1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00	90.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	70.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	175.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00	360.00	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00	300.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	130.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B	0.00	0.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00
C	0.00	0.00	0.00	0.00	500.00	0.00	0.00	0.00	0.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	0.00	0.00	0.00	0.00	1,150.00	0.00	0.00	0.00	0.00

# No Action (cont)

SiteID	BikeParkingReq	BikeParkingReqGFA	BikeParkingProvGFA	TotalZFA	TotalGFA	FARResidential	FARCommunityFacility	FARCommercial
1	0.00	0.00	0.00	13,701.00	15,396.00	0.00	0.00	0.28
2	0.00	0.00	0.00	38,490.00	45,000.00	0.00	0.00	0.00
3	0.00	0.00	0.00	1,181.00	1,327.00	0.00	0.00	0.06
4	0.00	0.00	0.00	17,853.00	20,060.00	0.00	0.00	0.76
5	0.00	0.00	0.00	9,067.00	10,188.00	0.00	0.00	0.14
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	61,568.00	69,178.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	8,010.00	9,000.00	0.00	0.00	0.36
12	0.00	0.00	0.00	887.00	1,020.00	0.08	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	870.00	1,000.00	0.05	0.00	0.00
21	4.00	60.00	0.00	49,895.00	56,062.00	0.00	0.00	0.67
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	2,066.25	2,375.00	0.10	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	1,740.00	2,000.00	0.15	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	1,190.16	1,368.00	0.15	0.00	0.00
31	0.00	0.00	0.00	760.38	874.00	0.13	0.00	0.00
32	0.00	0.00	0.00	1,309.35	1,505.00	0.13	0.00	0.00
33	0.00	0.00	0.00	1,753.92	2,016.00	0.22	0.00	0.00
A	0.00	0.00	0.00	11,571.00	13,002.00	0.00	0.00	0.60
B	0.00	0.00	0.00	1,898.00	2,133.00	0.00	0.00	0.10
C	0.00	0.00	0.00	173,705.00	203,474.00	0.00	0.00	1.24
D	0.00	0.00	0.00	2,488.00	2,860.00	0.16	0.00	0.00
E	0.00	0.00	0.00	789.00	908.00	0.12	0.00	0.00
<b>Project Sites (#s) Totals</b>	<b>4.00</b>	<b>60.00</b>	<b>0.00</b>	<b>210,342.06</b>	<b>238,369.00</b>	<b>1.00</b>		

# No Action (cont)

SiteID	FARManufacturing	FARTotal	HeightTotal
1	0.00	0.28	145.0000000000001
2	0.00	0.00	0.00
3	0.00	0.06	0
4	0.00	0.76	0
5	0.00	0.14	0
6	0.00	0.00	0
7	0.00	0.00	0
8	0.00	0.00	0
9	0.00	0.00	0.00
10	0.00	0.00	0.00
11	0.00	0.36	0
12	0.00	0.08	0
13	0.00	0.00	0
14	0.00	0.00	0
15	0.00	0.00	0
16	0.00	0.00	0
17	0.00	0.00	0
18	0.00	0.00	0
19	0.00	0.00	0
20	0.00	0.05	40.00000000000004
21	0.00	0.67	95
22	0.00	0.00	0.00
23	0.00	0.00	0.00
24	0.00	0.00	0.00
25	0.00	0.10	10.00
26	0.00	0.00	0.00
27	0.00	0.00	0.00
28	0.00	0.15	20.00
29	0.00	0.00	0.00
30	0.00	0.15	20.00
31	0.00	0.13	10.00
32	0.00	0.13	10.00
33	0.00	0.22	20.00
A	0.00	0.60	0
B	0.00	0.10	0
C	0.00	1.24	125.00
D	0.00	0.16	0
E	0.00	0.12	40
Project Sites (#s) Totals			

# With Action

SiteID	LotCount	ZoningLotArea	ZoningExisting	ZoningProposed	Group	ResidentialZFA	ResidentialGFA	ResidentialUnits	ResidentialUnits20
1	3	47,505.26	R4, , ,	C4-5X	Projected	198,838.00	228,561.00	234	47.00
2	2	80,645.00	R4, , ,	C4-5X, R6A, R6D	Projected	268,795.80	298,662.00	316	63.00
3	2	19,357.84	R5, , ,	C4-5X	Projected	101,538.00	116,721.00	119	24.00
4	1	23,481.20	R5, , ,	R6A, R4	Projected	91,580.00	105,273.00	108	22.00
5	2	63,022.58	R5, , ,	C4-5D	Projected	112,920.00	129,806.00	133	27.00
6	1	57,821.55	C4-1, , ,	R6A, C2-4	Projected	225,632.00	259,352.00	265	53.00
7	3	221,334.36	C4-1, , ,	C4-5, C4-3	Projected	734,546.00	818,780.00	864	165.00
8	1	94,528.35	C4-1, , ,	C4-5, C4-3	Projected	445,116.00	509,512.00	524	102.00
9	1	41,801.01	R6, , ,	C4-5D, R6	Projected	166,825.19	185,361.32	196	39.00
10	11	43,074.00	R4, , ,	C4-5D, R6D	Projected	146,960.00	163,245.00	173	34.00
11	1	22,347.16	R4, , ,	C4-5D	Projected	110,500.00	127,016.00	130	26.00
12	1	11,781.27	R4, , ,	R5	Projected	14,696.00	16,895.00	17	0.00
13	2	9,985.73	R4, , ,	R5	Projected	20,020.00	23,017.00	24	0.00
14	5	41,919.82	R4, , ,	R5	Projected	83,755.00	96,274.00	99	0.00
15	1	27,951.11	R4, , ,	R5	Projected	55,957.00	64,320.00	66	0.00
16	1	22,833.41	R4, , ,	R5	Projected	45,580.00	52,393.00	54	0.00
17	2	7,800.53	R4, , ,	R5	Projected	15,613.00	17,947.00	18	0.00
18	2	5,045.74	R4, , ,	R5	Projected	10,085.00	11,595.00	12	0.00
19	8	33,941.00	R4, , ,	R5 / R4	Projected	40,588.50	45,865.01	48	0.00
20	1	16,091.82	R4, , ,	R5	Projected	20,102.00	23,108.00	24	0.00
21	1	74,075.88	R4, , ,	R6	Projected	100,782.00	115,854.00	119	24.00
22	8	366,095.63	R4, , ,	R6, C2-4	Projected	1,366,638.00	1,503,301.00	1,336.00	0.00
23	4	133,772.41	R4, , ,	R5, C2-4	Projected	121,686.00	133,854.00	122.00	0.00
24	3	138,141.20	R4, , ,	R5, C2-4	Projected	0.00	0.00	0.00	0.00
25	7	20,671.00	R4, , ,	R5	Projected	31,006.50	35,037.35	36	0.00
26	1	8,000.00	R4, , ,	R5	Projected	12,000.00	13,560.00	14	0.00
27	5	12,000.00	R4, , ,	R5	Projected	18,000.00	20,340.00	21	0.00
28	3	12,000.00	R4, , ,	R5	Projected	18,000.00	20,340.00	21	0.00
29	2	10,000.00	R4, , ,	R5	Projected	15,000.00	16,950.00	18	0.00
30	2	8,000.00	R4, , ,	R5	Projected	12,000.00	13,560.00	14	0.00
31	1	6,000.00	R4, , ,	R5	Projected	9,000.00	10,170.00	11	0.00
32	3	10,000.00	R4, , ,	R5	Projected	15,000.00	16,950.00	18	0.00
33	2	8,000.00	R4, , ,	R5	Projected	12,000.00	13,560.00	14	0.00
A	3	19,186.21	R4, , ,	C4-5D	Potential	83,890.00	96,432.00	99	20.00
B	1	19,770.40	R4, , ,	C4-5D	Potential	96,162.00	110,533.00	113	23.00
C	4	296,409	R4, , ,	C4 -5D, R4, C2-2	Potential	223,569	252,429	263	53
D	2	15,164.03	R4, , ,	R5	Potential	30,253.00	34,776.00	36	7.00
E	1	6,746.99	R4, , ,	R5	Potential	8,420.00	9,681.00	10	2.00
Project Sites (#s) Totals						4,640,759.99	5,207,179.67	5,166.75	626.00

# With Action (cont)

SiteID	ResidentialUnits25	ResidentialUnits30	MedicalOfficeZFA	MedicalOfficeGFA	SchoolZFA	SchoolGFA	WorshipZFA	WorshipGFA	CFOtherZFA
1	59.00	70.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	79.00	94.00	63,354.50	74,534.70	0.00	0.00	0.00	0.00	0.00
3	30.00	36.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	27.00	33.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	33.00	40.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	67.00	80.00	40,199.00	46,208.00	0.00	0.00	0.00	0.00	0.00
7	206.00	247.00	0.00	0.00	0.00	0.00	0.00	0.00	76,732.00
8	127.00	153.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	49.00	58.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	43.00	51.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	33.00	39.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	30.00	36.00	13,074.00	15,028.00	0.00	0.00	0.00	0.00	0.00
22	0.00	0.00	69,220.00	79,603.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	25.00	30.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B	29.00	34.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C	65	78	0	0	0	0	0	0	0
D	9.00	11.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	3.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	783.00	937.00	185,847.50	215,373.70	0.00	0.00	0.00	0.00	76,732.00



# With Action (cont)

SiteID	CFOtherGFA	CommunityFacilityZFA	CommunityFacilityGFA	LocalRetailZFA	LocalRetailGFA	DestRetailZFA	DestRetailGFA	SupermarketZFA
1	0.00	0.00	0.00	23,170.00	26,331.00	0.00	0.00	0.00
2	0.00	63,354.50	74,534.70	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	14,639.00	16,827.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	40,199.00	46,208.00	0.00	0.00	0.00	0.00	0.00
7	90,273.00	76,732.00	90,273.00	43,914.00	51,663.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22,360.00
9	0.00	0.00	0.00	11,704.23	13769.6807	0.00	0.00	0.00
10	0.00	0.00	0.00	14,869.00	17,493.00	0.00	0.00	0.00
11	0.00	0.00	0.00	14,581.00	16,762.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	13,074.00	15,028.00	0.00	0.00	0.00	0.00	0.00
22	0.00	69,220.00	79,603.00	28,645.00	32,941.00	0.00	0.00	0.00
23	0.00	0.00	0.00	13,288.00	15,281.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	0.00	15,625.00	17,772.00	0.00	0.00	0.00
B	0.00	0.00	0.00	14,501.00	16,668.00	0.00	0.00	0.00
C	0	0	0	127,816	149,709	0	0	0
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Project Sites (#s) Totals</b>	<b>90,273.00</b>	<b>262,579.50</b>	<b>305,646.70</b>	<b>164,810.23</b>	<b>191,067.68</b>	<b>0.00</b>	<b>0.00</b>	<b>22,360.00</b>

# With Action (cont)

SiteID	SupermarketGFA	OfficeZFA	OfficeGFA	LifeScienceZFA	LifeScienceGFA	CommercialOtherZFA	CommercialOtherGFA	HotelZFA	HotelGFA
1	0.00	23,170.00	26,331.00	0.00	0.00	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	43,914.00	51,663.00	0.00	0.00	0.00	0.00	0.00	0.00
8	26,306.00	22,360.00	26,306.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	15,625.00	17,772.00	0.00	0.00	0.00	0.00	0.00	0.00
B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C	0	57,563	67,013	0	0	17,523	20,615	0	0
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	26,306.00	89,444.00	104,300.00	0.00	0.00	0.00	0.00	0.00	0.00

## With Action (cont)

SiteID	HotelRooms	CommercialZFA	CommercialGFA	WarehouseZFA	WarehouseGFA	SelfStorageZFA	SelfStorageGFA	AutoRelatedZFA	AutoRelatedGFA
1	0.00	46,340.00	52,662.00	0.00	0.00	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	14,639.00	16,827.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	87,828.00	103,327.00	0.00	0.00	0.00	0.00	0.00	0.00
8	0.00	44,721.00	52,613.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	11,704.23	13,769.68	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	14,869.00	17,493.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	14,581.00	16,762.00	0.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22	0.00	28,645.00	32,941.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	13,288.00	15,281.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	31,250.00	35,544.00	0.00	0.00	0.00	0.00	0.00	0.00
B	0.00	14,501.00	16,668.00	0.00	0.00	0.00	0.00	0.00	0.00
C	0	202,901	237,337	0	0	0	0	0	0
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00								
Project Sites (#s) Totals	0.00	525,266.98	611,224.68	0.00	0.00	0.00	0.00	0.00	0.00

# With Action (cont)

SiteID	IndustrialZFA	IndustrialGFA	ManufacturingOtherZFA	ManufacturingOtherGFA	ManufacturingZFA	ManufacturingGFA	ParkingReqRes
1	0.00	0.00	0.00	0.00	0.00	0.00	87
2	0.00	0.00	0.00	0.00	0.00	0.00	128
3	0.00	0.00	0.00	0.00	0.00	0.00	13
4	0.00	0.00	0.00	0.00	0.00	0.00	0
5	0.00	0.00	0.00	0.00	0.00	0.00	15
6	0.00	0.00	0.00	0.00	0.00	0.00	66
7	0.00	0.00	0.00	0.00	0.00	0.00	216
8	0.00	0.00	0.00	0.00	0.00	0.00	131
9	0.00	0.00	0.00	0.00	0.00	0.00	27
10	0.00	0.00	0.00	0.00	0.00	0.00	86
11	0.00	0.00	0.00	0.00	0.00	0.00	65
12	0.00	0.00	0.00	0.00	0.00	0.00	6
13	0.00	0.00	0.00	0.00	0.00	0.00	0
14	0.00	0.00	0.00	0.00	0.00	0.00	34
15	0.00	0.00	0.00	0.00	0.00	0.00	23
16	0.00	0.00	0.00	0.00	0.00	0.00	19
17	0.00	0.00	0.00	0.00	0.00	0.00	6
18	0.00	0.00	0.00	0.00	0.00	0.00	4
19	0.00	0.00	0.00	0.00	0.00	0.00	24
20	0.00	0.00	0.00	0.00	0.00	0.00	12
21	0.00	0.00	0.00	0.00	0.00	0.00	22
22	0.00	0.00	0.00	0.00	0.00	0.00	334
23	0.00	0.00	0.00	0.00	0.00	0.00	61
24	4,200.00	4,746.00	0.00	0.00	4,200.00	4,746.00	0
25	0.00	0.00	0.00	0.00	0.00	0.00	18
26	0.00	0.00	0.00	0.00	0.00	0.00	7
27	0.00	0.00	0.00	0.00	0.00	0.00	11
28	0.00	0.00	0.00	0.00	0.00	0.00	11
29	0.00	0.00	0.00	0.00	0.00	0.00	9
30	0.00	0.00	0.00	0.00	0.00	0.00	7
31	0.00	0.00	0.00	0.00	0.00	0.00	5
32	0.00	0.00	0.00	0.00	0.00	0.00	9
33	0.00	0.00	0.00	0.00	0.00	0.00	7
A	0.00	0.00	0.00	0.00	0.00	0.00	11
B	0.00	0.00	0.00	0.00	0.00	0.00	13
C	0	0	0	0	0	0	62
D	0.00	0.00	0.00	0.00	0.00	0.00	12
E	0.00	0.00	0.00	0.00	0.00	0.00	0
<b>Project Sites (#s) Totals</b>	<b>4,200.00</b>	<b>4,746.00</b>	<b>0.00</b>	<b>0.00</b>	<b>4,200.00</b>	<b>4,746.00</b>	<b>1,561</b>

# With Action (cont)

SiteID	ParkingReqRes25	ParkingReqRes30	ParkingReqCF	ParkingReqCM	ParkingReqM	ParkingReq	ParkingReqGFA	ParkingProv	ParkingProvGFA
1	0.00	0.00	0.00	0.00	0.00	87	26,100.00	0.00	0.00
2	0.00	0.00	79.00	0.00	0.00	207	62,100	0.00	0.00
3	0.00	0.00	0.00	0.00	0.00	13	3,900	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	15	4,500	0.00	0.00
6	0.00	0.00	40.00	0.00	0.00	106	31,909	0.00	0.00
7	0.00	0.00	0.00	55.00	0.00	271	81,313	0.00	0.00
8	0.00	0.00	0.00	57.00	0.00	188	56,375	0.00	0.00
9	0.00	0.00	0.00	12.00	0.00	39	11,700	0.00	0.00
10	0.00	0.00	15.00	0.00	0.00	101	30,300	0.00	0.00
11	0.00	0.00	0.00	14.00	0.00	79	23,700	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	6	1,815	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	34	10,346	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	23	6,900	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	19	5,700	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	6	1,800	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	24	7,163	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	12	3,547	0.00	0.00
21	0.00	0.00	16.00	0.00	0.00	38	11,400	0.00	0.00
22	0.00	0.00	86.00	29.00	0.00	449	134,700	0.00	0.00
23	0.00	0.00	0.00	13.00	0.00	74	22,200	0.00	0.00
24	0.00	0.00	0.00	0.00	19.33	19	5,800	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	18	5,472	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	7	2,118	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	11	3,176	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	11	3,176	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	9	2,647	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	7	2,118	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	5	1,588	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	9	2,647	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	7	2,118	0.00	0.00
A	0.00	0.00	0.00	16.00	0.00	27	8,100	0.00	0.00
B	0.00	0.00	0.00	15.00	0.00	28	8,400	0.00	0.00
C	0	0	0	228	0	290	87,000	0	0
D	0.00	0.00	0.00	0.00	0.00	12	3,600	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00
Project Sites (#s) Totals	0.00	0.00	236.00	439.00	19.33	2,251.43	675,428.18	0.00	0.00

# With Action (cont)

SiteID	LoadingReq	LoadingReqGFA	LoadingProvGFA	BikeParkingReq	BikeParkingReqGFA	BikeParkingProvGFA	TotalZFA	TotalGFA
1	0.00	0.00	0.00	120.00	1,800.00	0.00	245,178.00	281,223.00
2	0.00	0.00	0.00	0.00	0.00	0.00	332,150.30	373,196.70
3	0.00	0.00	0.00	60.00	900.00	0.00	116,177.00	133,548.00
4	0.00	0.00	0.00	53.00	795.00	0.00	91,580.00	105,273.00
5	0.00	0.00	0.00	66.00	990.00	0.00	112,920.00	129,806.00
6	0.00	0.00	0.00	136.00	2,040.00	0.00	265,831.00	305,560.00
7	0.00	0.00	0.00	427.00	6,405.00	0.00	899,106.00	1,012,380.00
8	0.00	0.00	0.00	258.00	3,870.00	0.00	489,837.00	562,125.00
9	0.00	0.00	0.00	0.00	0.00	0.00	178,529.42	199,131
10	0.00	0.00	0.00	0.00	0.00	0.00	161,829.00	180,738.00
11	0.00	0.00	0.00	66.00	990.00	0.00	125,081.00	143,778.00
12	0.00	0.00	0.00	8.00	120.00	0.00	14,696.00	16,895.00
13	0.00	0.00	0.00	11.00	165.00	0.00	20,020.00	23,017.00
14	0.00	0.00	0.00	49.00	735.00	0.00	83,755.00	96,274.00
15	0.00	0.00	0.00	32.00	480.00	0.00	55,957.00	64,320.00
16	0.00	0.00	0.00	26.00	390.00	0.00	45,580.00	52,393.00
17	0.00	0.00	0.00	9.00	135.00	0.00	15,613.00	17,947.00
18	0.00	0.00	0.00	5.00	75.00	0.00	10,085.00	11,595.00
19	0.00	0.00	0.00	23.00	315.00	0.00	40,588.50	45,865.01
20	0.00	0.00	0.00	11.00	165.00	0.00	20,102.00	23,108.00
21	0.00	0.00	0.00	60.00	900.00	0.00	113,856.00	130,882.00
22	0.00	0.00	0.00	0.00	0.00	0.00	1,464,503.00	1,615,845.00
23	0.00	0.00	0.00	0.00	0.00	0.00	134,974.00	149,135.00
24	0.00	0.00	0.00	0.00	0.00	0.00	4,200.00	4,746.00
25	0.00	0.00	0.00	18.00	270.00	0.00	31,006.50	35,037.35
26	0.00	0.00	0.00	7.00	105.00	0.00	12,000.00	13,560.00
27	0.00	0.00	0.00	10.00	150.00	0.00	18,000.00	20,340.00
28	0.00	0.00	0.00	10.00	150.00	0.00	18,000.00	20,340.00
29	0.00	0.00	0.00	8.00	120.00	0.00	15,000.00	16,950.00
30	0.00	0.00	0.00	7.00	105.00	0.00	12,000.00	13,560.00
31	0.00	0.00	0.00	5.00	75.00	0.00	9,000.00	10,170.00
32	0.00	0.00	0.00	8.00	120.00	0.00	15,000.00	16,950.00
33	0.00	0.00	0.00	7.00	105.00	0.00	12,000.00	13,560.00
A	0.00	0.00	0.00	52.00	780.00	0.00	115,140.00	131,976.00
B	0.00	0.00	0.00	57.00	855.00	0.00	110,663.00	127,201.00
C	0	0	0	64	960	0	426,470	489,766
D	0.00	0.00	0.00	17.00	255.00	0.00	30,253.00	34,776.00
E	0.00	0.00	0.00	4.00	60.00	0.00	8,420.00	9,681.00
Project Sites (#s) Totals	0.00	0.00	0.00	1,694.00	25,380.00	0.00	5,875,100.47	6,632,648.05

# With Action (cont)

SiteID	FARResidential	FARCommunityFacility	FARCommercial	FARManufacturing	FARTotal	HeightTotal
1	4.19	0.00	0.98	0.00	5.16	145
2	3.70	1.08	0.00	0.00	4.52	130
3	5.25	0.00	0.76	0.00	6.00	145
4	3.90	0.00	0.00	0.00	3.90	95
5	1.79	0.00	0.00	0.00	1.79	135
6	3.90	0.70	0.00	0.00	4.60	95
7	3.16	0.35	0.41	0.00	3.92	155
8	4.58	0.00	0.49	0.00	5.07	155
9	4.43	0.00	0.32	0.00	4.76	115
10	3.44	0.00	0.34	0.00	3.78	105
11	4.94	0.00	0.65	0.00	5.60	125
12	1.25	0.00	0.00	0.00	1.25	40
13	2.00	0.00	0.00	0.00	2.00	55
14	2.00	0.00	0.00	0.00	2.00	55
15	2.00	0.00	0.00	0.00	2.00	55
16	2.00	0.00	0.00	0.00	2.00	55
17	2.00	0.00	0.00	0.00	2.00	55
18	2.00	0.00	0.00	0.00	2.00	55
19	1.20	0.00	0.00	0.00	1.20	35
20	1.25	0.00	0.00	0.00	1.25	40
21	1.36	0.18	0.00	0.00	1.54	95
22	3.73	0.19	0.08	0.00	3.90	121
23	2.10	0.00	0.10	0.00	2.20	50
24	0.00	0.00	0.00	0.03	0.03	23
25	1.50	0.00	0.00	0.00	1.50	45
26	1.50	0.00	0.00	0.00	1.50	45
27	1.50	0.00	0.00	0.00	1.50	45
28	1.50	0.00	0.00	0.00	1.50	45
29	1.50	0.00	0.00	0.00	1.50	45
30	1.50	0.00	0.00	0.00	1.50	45
31	1.50	0.00	0.00	0.00	1.50	45
32	1.50	0.00	0.00	0.00	1.50	45
33	1.50	0.00	0.00	0.00	1.50	45
A	4.37	0.00	1.63	0.00	6.00	145
B	4.86	0.00	0.73	0.00	5.60	125
C	4	0	2	0	6	250
D	2.00	0.00	0.00	0.00	2.00	55
E	1.25	0.00	0.00	0.00	1.25	40
Project Sites (#s) Totals	95.75	2.50	8.28	0.03		

# Increment

SiteID	LotCount	ZoningLotArea	ZoningExisting	ZoningProposed	Group	ResidentialZFA	ResidentialGFA	ResidentialUnits	ResidentialUnits20
1	3	47,505.26	R4, , ,	C4-5X	Projected	198,838.00	228,561.00	234	47.00
2	2	80,645.00	R4, , ,	C4-5X, R6A, R6D	Projected	268,795.80	298,662.00	316	63.00
3	2	19,357.84	R5, , ,	C4-5X	Projected	101,538.00	116,721.00	119	24.00
4	1	23,481.20	R5, , ,	R6A, R4	Projected	91,580.00	105,273.00	108	22.00
5	2	63,022.58	R5, , ,	C4-5D	Projected	112,920.00	129,806.00	133	27.00
6	1	57,821.55	C4-1, , ,	R6A, C2-4	Projected	225,632.00	259,352.00	265	53.00
7	3	221,334.36	C4-1, , ,	C4-5, C4-3	Projected	734,546.00	818,780.00	864	165.00
8	1	94,528.35	C4-1, , ,	C4-5, C4-3	Projected	445,116.00	509,512.00	524	102.00
9	1	41,801.01	R6, , ,	C4-5D, R6	Projected	166,825.19	185,361.32	196	39.00
10	11	43,074.00	R4, , ,	C4-5D, R6D	Projected	146,960.00	163,245.00	173	34.00
11	1	22,347.16	R4, , ,	C4-5D	Projected	110,500.00	127,016.00	130	26.00
12	1	11,781.27	R4, , ,	R5	Projected	13,809.00	15,875.00	16	-1.00
13	2	9,985.73	R4, , ,	R5	Projected	20,020.00	23,017.00	24	0.00
14	5	41,919.82	R4, , ,	R5	Projected	83,755.00	96,274.00	99	0.00
15	1	27,951.11	R4, , ,	R5	Projected	55,957.00	64,320.00	66	0.00
16	1	22,833.41	R4, , ,	R5	Projected	45,580.00	52,393.00	54	0.00
17	2	7,800.53	R4, , ,	R5	Projected	15,613.00	17,947.00	18	0.00
18	2	5,045.74	R4, , ,	R5	Projected	10,085.00	11,595.00	12	0.00
19	8	33,941.00	R4, , ,	R5 / R4	Projected	40,588.50	45,865.01	48	0.00
20	1	16,091.82	R4, , ,	R5	Projected	19,232.00	22,108.00	23	-1.00
21	1	74,075.88	R4, , ,	R6	Projected	100,782.00	115,854.00	119	24.00
22	8	366,095.63	R4, , ,	R6, C2-4	Projected	1,366,638.00	1,503,301.00	1,336	0.00
23	4	133,772.41	R4, , ,	R5, C2-4	Projected	121,686.00	133,854.00	122	0.00
24	3	138,141.20	R4, , ,	R5, C2-4	Projected	0.00	0.00	0	0.00
25	7	20,671.00	R4, , ,	R5	Projected	28,940.25	32,662.35	32	-4.00
26	1	8,000.00	R4, , ,	R5	Projected	12,000.00	13,560.00	14	0.00
27	5	12,000.00	R4, , ,	R5	Projected	18,000.00	20,340.00	21	0.00
28	3	12,000.00	R4, , ,	R5	Projected	16,260.00	18,340.00	18	-3.00
29	2	10,000.00	R4, , ,	R5	Projected	15,000.00	16,950.00	18	0.00
30	2	8,000.00	R4, , ,	R5	Projected	10,809.84	12,192.00	12	-2.00
31	1	6,000.00	R4, , ,	R5	Projected	8,239.62	9,296.00	10	-1.00
32	3	10,000.00	R4, , ,	R5	Projected	13,690.65	15,445.00	15	-3.00
33	2	8,000.00	R4, , ,	R5	Projected	10,246.08	11,544.00	12	-2.00
A	3	19,186.21	R4, , ,	C4-5D	Potential	83,890.00	96,432.00	99	20.00
B	1	19,770.40	R4, , ,	C4-5D	Potential	96,162.00	110,533.00	113	23.00
C	4	296,408.58	R4, , ,	C4 -5D, R4, C2-2	Potential	223,569.00	252,429.00	263	53.00
D	2	15,164.03	R4, , ,	R5	Potential	27,765.00	31,916.00	34	6.00
E	1	6,746.99	R4, , ,	R5	Potential	7,631.00	8,773.00	10	2.00
Project Sites (#s) Totals						4,630,182.93	5,195,021.67	5,149.75	609.00



# Increment (cont)

SiteID	ResidentialUnits25	ResidentialUnits30	MedicalOfficeZFA	MedicalOfficeGFA	SchoolZFA	SchoolGFA	WorshipZFA	WorshipGFA	CFOtherZFA
1	59.00	70.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	79.00	94.00	30,204.50	35,534.70	0.00	0.00	0.00	0.00	0.00
3	30.00	36.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	27.00	33.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	33.00	40.00	0.00	0.00	0.00	0.00	-9,067.00	-10,188.00	0.00
6	67.00	80.00	40,199.00	46,208.00	0.00	0.00	0.00	0.00	0.00
7	206.00	247.00	0.00	0.00	0.00	0.00	0.00	0.00	76,732.00
8	127.00	153.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	49.00	58.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	43.00	51.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	33.00	39.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	-1.00	-1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	-1.00	-1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	30.00	36.00	13,074.00	15,028.00	0.00	0.00	0.00	0.00	0.00
22	0.00	0.00	69,220.00	79,603.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	-4.00	-4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	-3.00	-3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	-2.00	-2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	-1.00	-1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	-3.00	-3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	-2.00	-2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	25.00	30.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B	29.00	34.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C	65.00	78.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
D	8.00	10.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	3.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	766.00	920.00	152,697.50	176,373.70	0.00	0.00	-9,067.00	-10,188.00	76,732.00

# Increment (cont)

SiteID	CFOtherGFA	CommunityFacilityZFA	CommunityFacilityGFA	LocalRetailZFA	LocalRetailGFA	DestRetailZFA	DestRetailGFA	SupermarketZFA
1	0.00	0.00	0.00	11,220.00	12,903.00	0.00	0.00	0.00
2	0.00	30,204.50	35,534.70	-5,340.00	-6,000.00	0.00	0.00	0.00
3	0.00	0.00	0.00	14,639.00	16,827.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	-9,067.00	-10,188.00	0.00	0.00	0.00	0.00	0.00
6	0.00	40,199.00	46,208.00	0.00	0.00	0.00	0.00	0.00
7	90,273.00	76,732.00	90,273.00	43,914.00	51,663.00	0.00	0.00	-61,568.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22,360.00
9	0.00	0.00	0.00	11,704.23	13,769.68	0.00	0.00	0.00
10	0.00	0.00	0.00	14,869.00	17,493.00	0.00	0.00	0.00
11	0.00	0.00	0.00	6,571.00	7,762.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	13,074.00	15,028.00	0.00	0.00	0.00	0.00	0.00
22	0.00	69,220.00	79,603.00	28,645.00	32,941.00	0.00	0.00	0.00
23	0.00	0.00	0.00	13,288.00	15,281.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	0.00	0.00	4,054.00	4,770.00	0.00	0.00	0.00
B	0.00	0.00	0.00	12,603.00	14,535.00	0.00	0.00	0.00
C	0.00	0.00	0.00	11,532.25	13,790.00	0.00	0.00	0.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Project Sites (#s) Totals</b>	<b>90,273.00</b>	<b>220,362.50</b>	<b>256,458.70</b>	<b>139,510.23</b>	<b>162,639.68</b>	<b>0.00</b>	<b>0.00</b>	<b>-39,208.00</b>

# Increment (cont)

SiteID	SupermarketGFA	OfficeZFA	OfficeGFA	LifeScienceZFA	LifeScienceGFA	CommercialOtherZFA	CommercialOtherGFA	HotelZFA	HotelGFA
1	0.00	23,170.00	26,331.00	0.00	0.00	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	-17,853.00	-20,060.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	-69,178.00	43,914.00	51,663.00	0.00	0.00	0.00	0.00	0.00	0.00
8	26,306.00	22,360.00	26,306.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	-49,895.00	-56,062.00	0.00	0.00	0.00	0.00	0.00	0.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	15,625.00	17,772.00	0.00	0.00	0.00	0.00	0.00	0.00
B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C	0.00	17,663.50	20,073.00	0.00	0.00	0.00	0.00	0.00	0.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	-42,872.00	21,696.00	28,178.00	0.00	0.00	0.00	0.00	0.00	0.00

# Increment (cont)

SiteID	HotelRooms	CommercialZFA	CommercialGFA	WarehouseZFA	WarehouseGFA	SelfStorageZFA	SelfStorageGFA	AutoRelatedZFA	AutoRelatedGFA
1	0.00	34,390.00	39,234.00	0.00	0.00	0.00	0.00	-1,751.00	-1,968.00
2	0.00	-5,340.00	-6,000.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	14,639.00	16,827.00	0.00	0.00	0.00	0.00	-1,181.00	-1,327.00
4	0.00	-17,853.00	-20,060.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	26,260.00	34,149.00	0.00	0.00	0.00	0.00	0.00	0.00
8	0.00	44,721.00	52,613.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	11,704.23	13,769.68	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	14,869.00	17,493.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	6,571.00	7,762.00	0.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	-49,895.00	-56,062.00	0.00	0.00	0.00	0.00	0.00	0.00
22	0.00	28,645.00	32,941.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	13,288.00	15,281.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A	0.00	19,679.00	22,542.00	0.00	0.00	0.00	0.00	0.00	0.00
B	0.00	12,603.00	14,535.00	0.00	0.00	0.00	0.00	0.00	0.00
C	0.00	29,195.75	33,863.00	0.00	0.00	0.00	0.00	0.00	0.00
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Project Sites (#s) Totals</b>	<b>0.00</b>	<b>121,999.23</b>	<b>147,947.68</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>-2,932.00</b>	<b>-3,295.00</b>

# Increment (cont)

SiteID	IndustrialZFA	IndustrialGFA	ManufacturingOtherZFA	ManufacturingOtherGFA	ManufacturingZFA	ManufacturingGFA	ParkingReqRes	ParkingReqRes25
1	0.00	0.00	0.00	0.00	-1,751.00	-1,968.00	87.00	0.00
2	0.00	0.00	0.00	0.00	0.00	0.00	128.00	0.00
3	0.00	0.00	0.00	0.00	-1,181.00	-1,327.00	13.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	15.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	66.36	0.00
7	0.00	0.00	0.00	0.00	0.00	0.00	216.04	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	130.92	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	27.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	86.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	65.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	6.05	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	34.49	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	23.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	19.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	6.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	4.15	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	23.88	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	11.82	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	22.00	0.00
22	0.00	0.00	0.00	0.00	0.00	0.00	334.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	61.00	0.00
24	4,200.00	4,746.00	0.00	0.00	4,200.00	4,746.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	18.24	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	7.06	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	10.59	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	10.59	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	8.82	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	7.06	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	5.29	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	8.82	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	7.06	0.00
A	0.00	0.00	0.00	0.00	0.00	0.00	11.00	0.00
B	0.00	0.00	0.00	0.00	0.00	0.00	13.00	0.00
C	0.00	0.00	0.00	0.00	0.00	0.00	62.00	0.00
D	0.00	0.00	0.00	0.00	0.00	0.00	12.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	4,200.00	4,746.00	0.00	0.00	1,268.00	1,451.00	1,463.25	0.00

# Increment (cont)

SiteID	ParkingReqRes30	ParkingReqCF	ParkingReqCM	ParkingReqM	ParkingReq	ParkingReqGFA	ParkingProv	ParkingProvGFA	LoadingReq	LoadingReqGFA
1	0.00	0.00	0.00	0.00	87.00	26,100.00	0.00	0.00	0.00	0.00
2	0.00	79.00	0.00	0.00	207.00	62,100.00	-90.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	13.00	3,900.00	-25.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	15.00	4,500.00	-70.00	0.00	0.00	0.00
6	0.00	40.00	0.00	0.00	106.36	31,908.71	-175.00	0.00	0.00	0.00
7	0.00	0.00	55.00	0.00	271.04	81,312.88	-360.00	0.00	0.00	0.00
8	0.00	0.00	57.00	0.00	187.92	56,374.94	-300.00	0.00	0.00	0.00
9	0.00	0.00	12.00	0.00	39.00	11,700.00	-130.00	0.00	0.00	0.00
10	0.00	15.00	0.00	0.00	101.00	30,300.00	0.00	0.00	0.00	0.00
11	0.00	0.00	14.00	0.00	79.00	23,700.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	6.05	1,815.39	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	34.49	10,346.21	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	23.00	6,900.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	19.00	5,700.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	6.00	1,800.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	23.88	7,162.68	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	11.82	3,547.41	0.00	0.00	0.00	0.00
21	0.00	16.00	0.00	0.00	38.00	11,400.00	0.00	0.00	0.00	0.00
22	0.00	86.00	29.00	0.00	449.00	134,700.00	0.00	0.00	0.00	0.00
23	0.00	0.00	13.00	0.00	74.00	22,200.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	19.33	19.33	5,800.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	18.24	5,471.74	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	7.06	2,117.65	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	10.59	3,176.47	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	10.59	3,176.47	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	8.82	2,647.06	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	7.06	2,117.65	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	5.29	1,588.24	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	8.82	2,647.06	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	7.06	2,117.65	0.00	0.00	0.00	0.00
A	0.00	0.00	16.00	0.00	27.00	8,100.00	0.00	0.00	0.00	0.00
B	0.00	0.00	15.00	0.00	28.00	8,400.00	-40.00	0.00	0.00	0.00
C	0.00	0.00	228.00	0.00	290.00	87,000.00	-500.00	0.00	0.00	0.00
D	0.00	0.00	0.00	0.00	12.00	3,600.00	0.00	0.00	0.00	0.00
E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project Sites (#s) Totals	0.00	236.00	180.00	19.33	1,894.43	568,328.18	-1,150.00	0.00	0.00	0.00

# Increment (cont)

SiteID	LoadingProvGFA	BikeParkingReq	BikeParkingReqGFA	BikeParkingProvGFA	TotalZFA	TotalGFA	FARResidential	FARCommunityFacility
1	0.00	120.00	1,800.00	0.00	231,477.00	265,827.00	4.19	0.00
2	0.00	0.00	0.00	0.00	293,660.30	328,196.70	3.70	1.08
3	0.00	60.00	900.00	0.00	114,996.00	132,221.00	5.25	0.00
4	0.00	53.00	795.00	0.00	73,727.00	85,213.00	3.90	0.00
5	0.00	66.00	990.00	0.00	103,853.00	119,618.00	1.79	0.00
6	0.00	136.00	2,040.00	0.00	265,831.00	305,560.00	3.90	0.70
7	0.00	427.00	6,405.00	0.00	837,538.00	943,202.00	3.16	0.35
8	0.00	258.00	3,870.00	0.00	489,837.00	562,125.00	4.58	0.00
9	0.00	0.00	0.00	0.00	178,529.42	199,131.00	4.43	0.00
10	0.00	0.00	0.00	0.00	161,829.00	180,738.00	3.44	0.00
11	0.00	66.00	990.00	0.00	117,071.00	134,778.00	4.94	0.00
12	0.00	8.00	120.00	0.00	13,809.00	15,875.00	1.17	0.00
13	0.00	11.00	165.00	0.00	20,020.00	23,017.00	2.00	0.00
14	0.00	49.00	735.00	0.00	83,755.00	96,274.00	2.00	0.00
15	0.00	32.00	480.00	0.00	55,957.00	64,320.00	2.00	0.00
16	0.00	26.00	390.00	0.00	45,580.00	52,393.00	2.00	0.00
17	0.00	9.00	135.00	0.00	15,613.00	17,947.00	2.00	0.00
18	0.00	5.00	75.00	0.00	10,085.00	11,595.00	2.00	0.00
19	0.00	23.00	315.00	0.00	40,588.50	45,865.01	1.20	0.00
20	0.00	11.00	165.00	0.00	19,232.00	22,108.00	1.20	0.00
21	0.00	56.00	840.00	0.00	63,961.00	74,820.00	1.36	0.18
22	0.00	0.00	0.00	0.00	1,464,503.00	1,615,845.00	3.73	0.19
23	0.00	0.00	0.00	0.00	134,974.00	149,135.00	2.10	0.00
24	0.00	0.00	0.00	0.00	4,200.00	4,746.00	0.00	0.00
25	0.00	18.00	270.00	0.00	28,940.25	32,662.35	1.40	0.00
26	0.00	7.00	105.00	0.00	12,000.00	13,560.00	1.50	0.00
27	0.00	10.00	150.00	0.00	18,000.00	20,340.00	1.50	0.00
28	0.00	10.00	150.00	0.00	16,260.00	18,340.00	1.36	0.00
29	0.00	8.00	120.00	0.00	15,000.00	16,950.00	1.50	0.00
30	0.00	7.00	105.00	0.00	10,809.84	12,192.00	1.35	0.00
31	0.00	5.00	75.00	0.00	8,239.62	9,296.00	1.37	0.00
32	0.00	8.00	120.00	0.00	13,690.65	15,445.00	1.37	0.00
33	0.00	7.00	105.00	0.00	10,246.08	11,544.00	1.28	0.00
A	0.00	52.00	780.00	0.00	103,569.00	118,974.00	4.37	0.00
B	0.00	57.00	855.00	0.00	108,765.00	125,068.00	4.86	0.00
C	0.00	64.00	960.00	0.00	252,764.75	286,292.00	3.61	0.00
D	0.00	17.00	255.00	0.00	27,765.00	31,916.00	1.83	0.00
E	0.00	4.00	60.00	0.00	7,631.00	8,773.00	1.13	0.00
Project Sites (#s) Totals	0.00	1,496.00	22,410.00	0.00	4,973,812.66	5,600,879.05		

# Increment (cont)

SiteID	FARCommercial	FARManufacturing	FARTotal	HeightTotal
1	0.70	0.00	4.88	0.00
2	0.00	0.00	4.52	130.00
3	0.70	0.00	5.94	145.00
4	-0.76	0.00	3.14	95.00
5	-0.14	0.00	1.65	135.00
6	0.00	0.00	4.60	95.00
7	0.41	0.00	3.92	155.00
8	0.49	0.00	5.07	155.00
9	0.32	0.00	4.76	115.00
10	0.34	0.00	3.78	105.00
11	0.29	0.00	5.24	125.00
12	0.00	0.00	1.17	40.00
13	0.00	0.00	2.00	55.00
14	0.00	0.00	2.00	55.00
15	0.00	0.00	2.00	55.00
16	0.00	0.00	2.00	55.00
17	0.00	0.00	2.00	55.00
18	0.00	0.00	2.00	55.00
19	0.00	0.00	1.20	35.00
20	0.00	0.00	1.20	0.00
21	-0.67	0.00	0.86	0.00
22	0.08	0.00	3.90	121.00
23	0.10	0.00	2.20	50.00
24	0.00	0.03	0.03	23.00
25	0.00	0.00	1.40	35.00
26	0.00	0.00	1.50	45.00
27	0.00	0.00	1.50	45.00
28	0.00	0.00	1.36	25.00
29	0.00	0.00	1.50	45.00
30	0.00	0.00	1.35	25.00
31	0.00	0.00	1.37	35.00
32	0.00	0.00	1.37	35.00
33	0.00	0.00	1.28	25.00
A	1.03	0.00	5.40	145.00
B	0.64	0.00	5.50	125.00
C	0.56	0.00	4.37	125.00
D	0.00	0.00	1.83	55.00
E	0.00	0.00	1.13	0.00
Project Sites (#s) Totals				



## **Appendix 2**

### **Transportation Planning Factors and Travel Demand Forecast Memorandum**



**To:** NYC Department of Housing Preservation and Development  
**From:** STV Incorporated  
**Date:** **September 19, 2025**  
**Project:** Jewel Streets Neighborhood Plan EIS  
**Reference:** Transportation Planning Factors and Travel Demand Forecast

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This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit, and pedestrian conditions for the *Jewel Streets Neighborhood Plan EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDs) are provided, along with a discussion of trip assignment and study area definitions.

## **PROPOSED ACTIONS**

The Department of Housing Preservation and Development (HPD) is proposing a series of land use actions (the "Proposed Actions") that would facilitate the implementation of a multi-year planning process conducted in the neighborhoods of East New York (Brooklyn Community District 5) and Lindenwood (Queens Community District 10) in partnership with local stakeholders. The Proposed Actions would affect the area bounded by Sutter Avenue to the north, the Belt Parkway to the south, Conduit Avenue to the east, and Fountain Avenue to the west (the "study area") and would specifically focus on the following four areas:

1. Linden Boulevard between Fountain Avenue and Conduit Avenue,
2. Conduit Avenue between Sutter Avenue and Cross Bay Boulevard,
3. 17 acres of mostly vacant land bounded by Stanley Avenue to the north, 155<sup>th</sup> Avenue to the south, Forbell Street to the west, and 78<sup>th</sup> Street to the east (the "City-owned site"), and
4. A ten-block area including Ruby, Emerald, Amber, and Sapphire streets, generally bounded by Conduit Avenue to the north and Stanley Avenue to the south (the "Jewel Streets").

The Proposed Actions are intended to reduce flooding, promote economic growth, facilitate the development of housing (including affordable housing), and improve safety and connectivity along major corridors.

## **THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDs)**

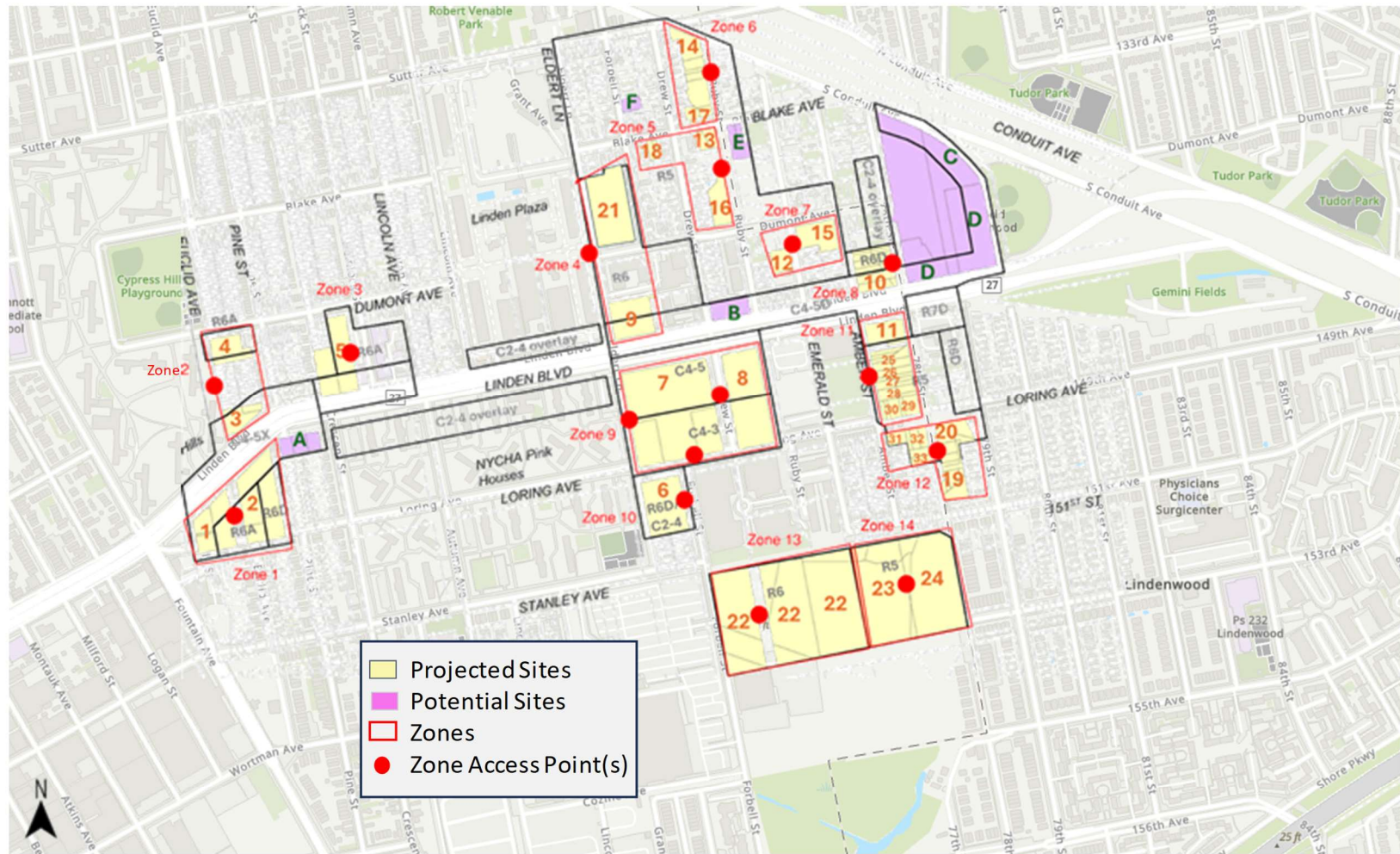
A RWCDs for both "future without the proposed actions" (Without-Action) and "future with the proposed actions" (With-Action) conditions is analyzed for an analysis year of 2050 in order to assess the potential effects of the Proposed Actions. Likely development sites were identified and divided into two categories: projected development sites and potential development sites to develop a reasonable estimate of future growth. The projected development sites are those considered more likely to be developed within the



25-year analysis period for the Proposed Actions (i.e., by the 2050 analysis year), while potential sites are considered less likely to be developed over the same period. Only projected development sites are considered for the purposes of the transportation analyses. A total of 33 projected development sites were identified and are considered for the purposes of the transportation analyses. Adjacent projected sites were clustered into 14 zones within the study area as shown in **Figure 1**. **Table 1** lists the total anticipated Without-Action and With-Action land uses on projected development sites that were assumed for the purposes of the transportation analyses.

**Table 1: 2050 RWCDs Without-Action and With-Action Land Uses**

Land Use	Without-Action Condition	With-Action Condition	Net Increment
<b>Residential</b>			
Residential	17 DU	5,230 DU	5,213 DU
<b>Commercial</b>			
Local Retail	30,061 gsf (26,428 zsf)	191,177 gsf (166,357 zsf)	161,116 gsf (139,929 zsf)
Office	125,310 gsf (109,965 zsf)	104,448 gsf (91,713 zsf)	-20,863 gsf (-18,253 zsf)
Supermarket	0 gsf (0 zsf)	26,345 gsf (23,082 zsf)	26,345 gsf (23,082 zsf)
<i>Total Commercial</i>	155,371 gsf (136,393 zsf)	321,970 gsf (281,152 zsf)	166,598 gsf (144,758 zsf)
<b>Community Facility</b>			
Medical Office	0 gsf (0 zsf)	215,374 gsf (185,848 zsf)	215,374 gsf (185,848 zsf)
Community Center	0 gsf (0 zsf)	215,374 gsf (185,848 zsf)	215,374 gsf (185,848 zsf)
School	0 gsf (0 zsf)	90,243 gsf (78,507 zsf)	90,243 gsf (78,507 zsf)
<i>Total Community Facility</i>	0 gsf (0 zsf)	520,991 gsf (450,203 zsf)	520,991 gsf (450,203 zsf)



Source: NYC HPD, 2025/ ESRI

Figure 1

*Jewel Streets Neighborhood Plan EIS*

**Projected and Potential  
Development Sites**



## TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated by the Without-Action and With-Action land uses for each projected development site are listed in **Table 2** and discussed below. These values were primarily based on those cited in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, factors developed for recent environmental reviews, American Community Survey (ACS) journey-to-work 5-year (2015-2019) data, AASHTO CTPP reverse journey-to-work 5-year (2012-2016) data, and data from other standard professional references. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

### Residential

The residential person trip and truck trip generation rates, temporal distributions, and directional in/out splits are based on recent trip generation survey data from NYCDOT and the latest *CEQR Technical Manual* for both market-rate and affordable housing. Modal split data and vehicle occupancies are based on the *East New York Rezoning FEIS* and U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates (Table B08301) for workers residing in the census tracts encompassing the Project Area (Kings County census tracts 1208, 1214, and 1220 and Queens County census tract 62.02).

It is noted that CTPP vehicle occupancy data reflect the average vehicle occupancy for personal auto trips to and from work, and therefore do not present the complete picture of average vehicle occupancy for other purposes (e.g., shopping, errands, social and recreational activities, school trips, etc.). In general, vehicle occupancy rates for non-work-related trips have been found to be higher than vehicle occupancy rates for work-related trips. While not all AM and PM peak hour trips are work-related, the lower vehicle occupancy rates for trips to and from work are conservatively applied to all auto trips in these peak travel hours.

Residential-based trips in the weekday midday and Saturday peak hours more likely would be local, compared to non-local trips made during the commuter peak hours (and local trips would be expected to have a higher walk share, for example). However, modal splits based on the ACS journey-to-work data are conservatively assumed for all periods.

### Retail

Retail land uses in the rezoning area include local retail and supermarket. The trip generation rates, temporal distribution, directional in/out splits, truck trip generation rates, and truck temporal distributions for local retail uses were based on data from the *CEQR Technical Manual*. The modal split and vehicle occupancy rates for local retail are based on recent trip generation survey data from NYCDOT. The factors used to forecast trip generation for the supermarket are based on data from the *East New York Rezoning FEIS*.



## Non-Retail Commercial Uses

Non-retail commercial land use in the rezoning area include office. As listed in **Table 2**, the trip generation, temporal distribution, directional in/out split, and truck trip generation factors used for the office land use reflect those cited in the *CEQR Technical Manual*. The modal split was based on AASHTO CTPP reverse journey-to-work data for workers in the census tracts encompassing the Project Area (Kings County census tracts 1208, 1214, and 1220 and Queens County census tract 62.02) and *Innovation Queens Rezoning and LSGD FEIS*. The vehicle occupancies are based on the *East New York Rezoning FEIS*.

## Community Facility

The community facility land uses in the rezoning area include medical office, community center, and school. The factors used to forecast the trip generation for the medical office and community center reflect those cited in the *CEQR Technical Manual* and based on data provided by NYCDOT. It is conservatively assumed that an educational facility would develop on one projected development sites. Site 7 (Zone 9) is projected to be a primary school. The trip generation rates and temporal distribution for school students, parents, and staff were based on the *CEQR Technical Manual*. The relation of school square footage to number of students and staff was based on New York City School Construction Authority Studies. The modal split for students was based on data provided by NYCDOT. The parent modal split was based on the proportion of walk and transit trips by the students. The modal splits for school staff were based on AASHTO CTPP reverse journey-to-work data for workers in the census tracts encompassing the Project Area.



**Table 2: Transportation Planning Factors**

Land Use	Residential		Residential (NYCHA)		Local Retail		Office		Medical Office		Community Center		PS (Elementary School) Students		PS Parents		Pre-K Students		Pre-K Parents		PS Faculty/Staff		Supermarket					
Units	DU		DU		ksf		ksf		ksf		ksf		Students		Parents		Students		Parents		Staff		ksf					
Trip Generation	(1)		(1)		(1)		(1)		(1,7)		(1)		(1)		(1)		(1)		(1)		(1)		(3)					
Weekday	8.18		16.3		329		18.0		74.6		51.6		2		4		2		4		2		19.18					
Saturday	9.08		15.3		358		3.9		37.0		50.4		0		0		0		0		0		21.83					
	per DU		per DU		per 1,000sf		per 1,000 sf		per 1,000sf		per 1,000sf		per Student		per Parents		per Student		per Parents		per Staff		per 1,000sf					
Temporal Distribution	(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)		(3)					
AM	9.3%		10.0%		4.8%		12.4%		11.0%		9.0%		49.5%		49.5%		49.5%		49.5%		40.0%		7.9%					
MD	5.6%		9.0%		8.0%		11.0%		12.6%		7.4%		0.0%		0.0%		0.0%		0.0%		0.0%		4.0%					
PM	8.5%		7.0%		10.9%		10.5%		8.5%		9.0%		49.5%		49.5%		49.5%		49.5%		40.0%		7.2%					
Sat MD	8.4%		10.4%		11.7%		14.1%		16.6%		12.6%		0.0%		0.0%		0.0%		0.0%		0.0%		15.8%					
Modal Splits	(5)		(5)		(4)		(6,12)		(11)		(13)		(10)		(9)		(10)		(9)		(6)		(3)					
Auto	38.1%		38.1%		11.0%		11.0%		65.1%		2.0%		69.0%		60.6%		17.0%		0.0%		24.0%		0.0%		65.1%		5.0%	
Taxi	0.9%		0.9%		0.0%		0.0%		0.3%		1.0%		7.0%		3.0%		0.0%		0.0%		0.0%		0.3%		1.0%		0.0%	
Subway/Railroad	45.5%		45.5%		3.0%		3.0%		13.7%		7.0%		2.0%		3.0%		0.0%		0.0%		0.0%		13.7%		3.0%		0.0%	
Bus	11.0%		11.0%		2.0%		2.0%		13.4%		7.0%		6.0%		3.0%		6.0%		7.9%		6.0%		13.4%		6.0%		0.0%	
School Bus	0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		7.0%		0.0%		0.0%		0.0%		0.0%		0.0%	
Bike	0.0%		0.0%		0.0%		0.0%		0.5%		0.0%		0.0%		1.5%		0.0%		0.0%		0.0%		0.5%		0.0%		0.0%	
Walk/Other	4.5%		4.5%		84.0%		84.0%		7.1%		83.0%		16.0%		28.8%		70.0%		92.1%		70.0%		92.1%		7.1%		85.0%	
In/Out Splits	(1)		(1)		(1)		(1)		(8)		(11)		(1)		(1)		(1)		(1)		(1)		(3)					
In	22%		23%		52%		86%		62%		57%		100%		50%		100%		50%		100%		51%					
Out	78%		77%		48%		14%		38%		43%		0%		50%		0%		50%		0%		49%					
AM	50%		43%		50%		52%		53%		47%		0%		0%		0%		0%		0%		51%					
MD	62%		59%		50%		16%		39%		61%		52%		48%		0%		100%		50%		50%					
PM	55%		45%		50%		50%		54%		46%		48%		52%		0%		0%		0%		49%					
Sat MD	55%		45%		50%		50%		54%		46%		48%		52%		0%		0%		0%		49%					
Vehicle Occupancy	(5,3)		(5,3)		(2)		(3)		(8)		(13)		(10)		(10)		(10)		(10)		(6,3)		(3)					
AM/PM	1.11		1.11		1.40		1.07		1.60		1.60		1.30		N/A		1.30		N/A		1.07		1.65					
MD/Sat	1.30		1.30		1.40		1.20		1.60		1.60		1.30		N/A		1.30		N/A		1.20		1.40					
Auto	1.11		1.11		1.40		1.07		1.60		1.60		1.30		N/A		1.30		N/A		1.07		1.65					
Taxi	1.30		1.30		1.40		1.20		1.60		1.60		1.30		N/A		1.30		N/A		1.20		1.40					
School Bus													35				35											
Truck Trip Generation	(1)		(1)		(1)		(1)		(3)		(3)		(3)		(3)		(3)		(3)		(3)		(3)					
Weekday	0.06		0.06		0.35		0.32		0.29		0.29		0.03		N/A		0.03		N/A		N/A		0.29					
Saturday	0.02		0.02		0.04		0.01		0.29		0.29		0.03		N/A		0.03		N/A		N/A		0.29					
	per DU		per DU		per 1,000sf		per 1,000 sf		per 1,000sf		per 1,000sf		per Student		per Parents		per Student		per Parents		per Staff		per 1,000sf					
Temporal Distribution	(1)		(1)		(1)		(1)		(3)		(3)		(3)		(3)		(3)		(3)		(3)		(3)					
AM	12.0%		12.0%		8.0%		10.0%		3.0%		9.6%		N/A		N/A		9.6%		N/A		N/A		9.6%					
MD	9.0%		9.0%		11.0%		11.0%		11.0%		11.0%		N/A		N/A		11.0%		N/A		N/A		11.0%					
PM	2.0%		2.0%		2.0%		2.0%		1.0%		1.0%		N/A		N/A		1.0%		N/A		N/A		1.0%					
Saturday	9.0%		9.0%		11.0%		11.0%		0.0%		0.0%		0.0%		N/A		0.0%		N/A		N/A		0.0%					
In/Out Splits	(1)		(1)		(1)		(1)		(8)		(11)		(1)		(1)		(1)		(1)		(1)		(3)					
AM/MD/PM/Sat	50.0%		50.0%		50.0%		50.0%		50.0%		50.0%		50.0%		50.0%		50.0%		50.0%		50.0%		50.0%					



**Table 2 (continued): Transportation Planning Factors**

**Notes:**

- (1) Based on data from *City Environmental Quality Review (CEQR) Technical Manual*, 2021.
- (2) Based on NYCDOT recent trip generation survey data and the latest *ITE Trip Generation Manual*.
- (3) Based on data from the East New York Rezoning Proposal FEIS, 2016.
- (4) Based on NYCDOT citywide survey data for local retail mode choice.
- (5) U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates (Table B08301) for census tracts 1208, 1214 and 1220 in Kings County and tract 62.02 in Queens County.
- (6) Based on 2012-2016 Census Transportation Planning Products (CTPP) 5-Year "Workplace" Estimates (A202105) for census tracts 1208, 1214 and 1220 in Kings County and tract 62.02 in Queens County.
- (7) For medical offices larger than 15,000 sf, the weekday trip generation should be determined using the equation:  $66.626x + 141.77$  ( $x$ =size of gsf in 1,000 sf).
- (8) Based on NYCDOT's Survey for Medical Office.
- (9) The modal split of the school for parents is based on the proportion of walk and transit trips by the students.
- (10) Based on data provided by NYCDOT. Student auto and school bus trips are expected to make a complete in and out trip cycle in the peak hour.
- (11) Based on New York City Department of Transportation trip generation survey.
- (12) Innovation Queens Rezoning and LSGD FEIS, 2021
- (13) Based on the data provided by NYCDOT.



## TRIP GENERATION

The person and vehicle trips expected to result from the Proposed Actions are expressed as an “incremental change” or “net change” in trips. This incremental change is calculated by comparing the estimated numbers of trips resulting from the Proposed Actions (in the 2050 analysis year) to the numbers of trips estimated to be occurring in the vicinity of the rezoning area without the Proposed Actions. Trips are calculated based on the transportation planning factors shown previously in **Table 2**.

**Table 3**, “RWCDs Travel Demand Forecast,” lists the estimate of the net incremental change in peak-hour person trips and vehicle trips, respectively (as compared to conditions in the area without the Proposed Actions) that would occur in 2050 with implementation of the Proposed Actions.

The Proposed Actions would be expected to generate a net increase of approximately 10,981 person trips in the weekday AM peak hour, 9,896 person trips in the weekday midday, 12,789 person trips in the weekday PM peak hour, and 13,531 person trips in the Saturday midday peak hour. These person trips can be translated into modal trip “types” for the entire study area as follows:

- Peak hour vehicle trips (including auto, school bus, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would be expected to result in additional trips - approximately 3,398, 2,561, 3,129, and 2,954 vehicle trips (“in” and “out” trips, combined) in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.
- Peak hour subway or railroad trips would increase by a net total of approximately 2,280, 1,656, 2,039, and 2,385 in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.
- Peak hour bus trips would increase by a net total of approximately 786, 577, 743, and 762 in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.
- Walk trips would increase by approximately 3,700, 3,926, 6,047, and 5,993 trips during the respective weekday AM, midday, PM, and Saturday midday peak hours.

**Table 4** shows the net incremental change in peak hour vehicle trips (auto, taxi, and truck) that would be generated by each individual projected development site during the weekday AM, midday, PM, and Saturday midday peak hours.<sup>1</sup> Overall, Zone 13 would generate the greatest number of new vehicle trips, with up to 906 incremental vehicle trips per hour. Zone 9 would generate the next highest number of incremental trips, with up to 826 vehicle trips per hour. There would be net decrease in vehicle trips during one or more peak hours at approximately 4 zones, primarily due to the reduction in office use on these zones in the RWCDs compared to the Without-Action condition.

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<sup>1</sup> Detailed demand forecast for each projected development site are provided in the Appendix.



Table 3: RWCDs Travel Demand Forecast

Land Use	Residential		Residential (NYCHA)		Local Retail		Office		Medical Office		Community Center		PS (Elementary School) Students	PS Parents	Pre-K Students	Pre-K Parents	PS Faculty/Staff	Supermarket	Total	
Size/Units	4,355 DU		858 DU		161 ksf		-21 ksf		215 ksf		215 ksf		478 Student	277 Parents	72 Student	42 Parents	55 Staff	26 ksf		
Peak Hour Trips:																				
AM	3,313		1,399		2,290		-47		1,767		1,000		473	548	71	83	44	40	10,981	
MD	1,995		1,259		3,817		-41		2,024		822		0	0	0	0	0	20	9,896	
PM	3,028		979		5,200		-39		1,366		1,000		473	548	71	83	44	36	12,789	
Sat MD	3,322		1,365		6,074		-11		1,323		1,368		0	0	0	0	0	91	13,531	
Person Trips:																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	277	983	122	410	131	121	-26	-4	756	463	345	261	80	0	0	0	29	0	1	1
Taxi	7	24	3	10	0	0	0	0	77	47	17	13	0	0	0	0	0	0	0	0
Subway <sup>(2)</sup> /Railroad	332	1,176	146	490	36	33	-5	-1	22	13	17	13	0	0	0	0	6	0	1	1
Bus <sup>(2)</sup>	80	285	35	119	24	22	-5	-1	66	40	17	13	28	0	22	22	4	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	0
Bike	0	0	0	0	0	0	0	0	0	0	9	7	0	0	0	0	0	0	0	0
Walk/Other	33	116	14	48	1,000	923	-3	0	175	107	164	124	331	0	252	252	50	0	17	17
Total	729	2,584	322	1,077	1,191	1,099	-40	-7	1,096	672	570	430	473	0	274	274	71	0	41	41
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	380	380	206	273	210	210	-14	-13	740	657	239	259	0	0	0	0	0	0	1	0
Taxi	9	9	5	7	0	0	0	0	75	67	12	13	0	0	0	0	0	0	0	0
Subway <sup>(2)</sup> /Railroad	454	454	246	327	57	57	-3	-3	21	19	12	13	0	0	0	0	0	0	0	0
Bus <sup>(2)</sup>	110	110	60	79	38	38	-3	-3	64	57	12	13	0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bike	0	0	0	0	0	0	0	0	0	0	6	7	0	0	0	0	0	0	0	0
Walk/Other	45	45	24	32	1,603	1,603	-2	-1	172	152	114	123	0	0	0	0	0	0	9	8
Total	998	998	541	717	1,908	1,908	-21	-20	1,073	951	395	428	0	0	0	0	0	0	10	10
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	714	438	220	153	286	286	-4	-22	368	575	315	291	0	80	0	0	0	29	1	1
Taxi	18	11	5	4	0	0	0	0	37	58	16	15	0	0	0	0	0	0	0	0
Subway <sup>(2)</sup> /Railroad	855	524	263	183	78	78	-1	-5	11	17	16	15	0	0	0	0	0	6	1	1
Bus <sup>(2)</sup>	207	127	64	44	52	52	-1	-4	32	50	16	15	0	28	22	22	0	4	3	3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0
Bike	0	0	0	0	0	0	0	0	0	0	8	7	0	0	0	0	0	0	0	0
Walk/Other	84	51	26	18	2,184	2,184	0	-2	85	133	150	138	0	331	252	252	0	50	38	38
Total	1,877	1,151	578	401	2,600	2,600	-6	-33	533	833	520	480	0	473	274	274	0	71	41	41
Saturday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	695	569	234	286	334	334	-4	-4	493	420	398	431	0	0	0	0	0	0	2	2
Taxi	17	14	6	7	0	0	0	0	50	43	20	22	0	0	0	0	0	0	0	0
Subway <sup>(2)</sup> /Railroad	832	680	280	342	91	91	-1	-1	14	12	20	22	0	0	0	0	0	0	1	1
Bus <sup>(2)</sup>	201	165	68	83	61	61	-1	-1	43	37	20	22	0	0	0	0	0	0	3	3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bike	0	0	0	0	0	0	0	0	0	0	10	11	0	0	0	0	0	0	0	0
Walk/Other	82	67	27	34	2,551	2,551	0	0	114	97	189	205	0	0	0	0	0	0	38	39
Total	1,827	1,495	614	751	3,037	3,037	-6	-6	714	608	657	711	0	0	0	0	0	0	45	46
Vehicle Trips:																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	250	885	110	369	94	86	-24	-4	473	290	216	163	62	62	--	--	13	13	--	--
Taxi	5	19	2	8	0	0	0	0	48	29	11	8	0	0	--	--	0	0	--	--
Taxi Balanced	24	24	10	10	0	0	0	0	77	77	19	19	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Truck	16	16	3	3	2	2	0	0	1	1	3	3	1	1	--	--	--	--	--	--
Total	289	924	123	382	96	89	-25	-4	551	368	238	185	64	64	0	0	13	13	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	244	244	132	175	150	150	-13	-12	463	410	150	162	0	0	--	--	0	0	--	--
Taxi	7	7	4	5	0	0	0	0	47	42	7	8	0	0	--	--	0	0	--	--
Taxi Balanced	14	14	9	9	0	0	0	0	89	89	16	16	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	12	12	2	2	3	3	0	0	3	3	3	3	1	1	--	--	0	0	--	--
Total	270	270	144	187	153	153	-14	-13	555	502	169	181	1	1	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	643	394	198	137	204	204	-4	-20	230	359	197	182	62	62	--	--	13	13	--	--
Taxi	14	8	4	3	0	0	0	0	23	36	10	9	0	0	--	--	0	0	--	--
Taxi Balanced	22	22	7	7	0	0	0	0	60	60	19	19	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Truck	3	3	1	1	1	1	0	0	0	0	0	0	0	0	--	--	--	--	--	--
Total	667	418	205	145	205	205	-4	-20	290	419	216	201	63	63	0	0	13	13	0	0
Saturday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	447	366	150	184	239	239	-3	-4	308	262	249	269	0	0	--	--	0	0	--	--
Taxi	13	11	4	5	0	0	0	0	31	27	12	13	0	0	--	--	0	0	--	--
Taxi Balanced	24	24	10	10	0	0	0	0	58	58	26	26	0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	4	4	1	1	0	0	0	0	0	0	0	0	0	0	--	--	--	--	--	--
Total	475	393	161	194	239	239	-3	-4	366	320	275	295	0	0	0	0	0	0	2	2

**Table 4: Net Incremental Vehicle Trips by Projected Development Site**

Zone	Sites	Weekday Peak Hour			Saturday Peak Hour
		AM	MD	PM	
1	1 & 2	651	589	553	592
2	3 & 4	72	50	85	101
3	5	33	12	26	30
4	9 & 21	141	110	134	183
5	13, 16 & 18	32	17	26	23
6	14 & 17	42	22	34	30
7	12 & 15	30	16	24	21
8	10	82	66	94	96
9	7 & 8	826	452	789	521
10	6	383	352	319	337
11	11, 25 to 30	85	51	85	77
12	19, 20, 31 to 33	33	16	28	23
13	22	906	748	833	828
14	23 & 24	85	59	99	94

## Analysis Periods

According to *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in more than 50 peak-hour vehicle trip ends. As listed in **Table 4**, the Proposed Actions are expected to result in more than 50 total vehicle trips during each weekday analysis hour; therefore, each of these periods will be included in the quantified analysis of traffic conditions. The specific hours to be analyzed in each peak period will be determined based on traffic count data collected along the street network in the study area.

Transit (both subway and bus) analyses generally examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest. Therefore, the quantitative analyses of transit conditions with the Proposed Actions will focus on these two periods.

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips. The net increase in pedestrian trips resulting from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM and PM commuter peak hours and the weekday midday and Saturday peak hours for retail demand. The analysis of pedestrian conditions will focus on each of these periods. The specific analysis peak hours will be determined based on pedestrian counts that will be conducted as part of the pedestrian analyses for the *Jewel Street Neighborhood Plan EIS*.



## TRAFFIC STUDY AREA

### *Area Street Network*

As previously shown on **Figure 1**, the study area consists of the area bounded by Fountain Avenue, Conduit Avenue, Sutter Avenue, and the Belt Parkway, located in parts of East New York, Brooklyn and Lindenwood, Queens.

### **Primary East-West Corridors**

Linden Boulevard is a principal arterial that runs east-west through Brooklyn, traversing from Flatbush to the west to East New York to the east. Linden Boulevard provides connections to local minor streets as well as access to Conduit Avenue. East Tremont Avenue generally provides three travel lanes on the main road, and one travel lane and curbside parking on the service road through the Rezoning Area. A raised median exists for the majority of the street. Linden Boulevard is an NYCDOT-designated local truck route.

Bounding the study area to the south is the Belt Parkway, a principal arterial operating east-west between the Southern State Parkway and Interstate 278, the Brooklyn-Queens Expressway. The Belt Parkway typically provides three lanes in each direction, separated by a median. Commercial traffic and trucks are not permitted on the roadway.

### **Primary North-South Corridors**

Conduit Avenue (referred to as Conduit Boulevard in Brooklyn, and as North Conduit Avenue and South Conduit Avenue in Queens) is a northwest-southeast principal arterial on the eastern edge of the study area. It will be considered as north-south roadways for the purpose of this study, with North Conduit Avenue providing three northbound travel lanes and South Conduit Avenue providing three southbound travel lanes. North and South Conduit Avenues are separated by an approximate 200-foot wide grass median. Conduit Avenue is an NYCDOT-designated through truck route.

Fountain Avenue is a north-south minor arterial on the western border of the study area. It provides curbside bicycle lanes on both sides of the street, as well as one parking lane and one travel lane in each direction. South of Linden Boulevard, Fountain Avenue is a NYCDOT-designated local truck route and a raised or painted median separates the travel lanes.

### *Traffic Assignment and Analysis Locations*

The assignment of vehicle trips was based on the location of the projected development sites and the anticipated origins and destinations of vehicle trips associated with the different uses projected for the rezoning area (e.g., commercial, residential, etc.). The origins/destinations of residential and non-retail commercial trips used for the assignments are based on the CTP flows data from the 2012-2016 US Census journey-to-work and reverse journey-to-work data, respectively. Retail trip origins/destinations are based on population density in proximity (1-mile) to the rezoning area. **Table 5** presents the directional distributions of auto and taxi trips by land use based on the origin/destination data. A mapping-based

routing service was utilized to determine the travel paths between the data points extracted from CTTTP data and the rezoning area. Using these distributions, auto and taxi trips were assigned to the roadway network and intersections in and around the rezoning area and then assigned via the most direct route to trip nodes located within each zone of a development site. The assignment of vehicle trips to and from the origins and destinations varies among the development sites within the rezoning area.

**Table 5: Directional Distributions of Auto/Taxi Trips by Land Use**

Major Corridor	Outbound			Inbound		
	Non-Retail Commercial <sup>1</sup>	Residential <sup>2</sup>	Retail/Community Uses <sup>3</sup>	Non-Retail Commercial <sup>1</sup>	Residential <sup>2</sup>	Retail/Community Uses <sup>3</sup>
Linden Blvd.	2.3%	8.0%	1.8%	8.5%	4.9%	4.3%
Stanley Ave.	0.7%		2.7%		0.6%	2.7%
Flatlands Ave	0.7%		3.5%		4.1%	3.5%
Belt Pkwy. South	28.5%	14.2%		12.3%	22.0%	
South (79th, 84th, 88th, 89th Streets)	8.8%	6.4%	12.1%	6.3%	8.4%	7.9%
Belt Pkwy. East	32.0%	19.7%	6.7%	18.6%	25.5%	17.0%
Van Wyck Exp.	14.3%	27.8%		30.7%	13.2%	
Cross Bay Blvd	4.5%	13.8%	17.8%	14.6%	10.2%	
149th Ave. East						8.6%
84th St. North	2.6%	1.7%	6.6%			23.4%
Sutter Ave. East			27.2%	1.6%	2.2%	16.1%
Conduit Ave. North	5.7%	8.5%	9.4%	7.4%	8.7%	10.0%
Sutter Ave. West			1.4%			6.6%
Lincoln Ave. North			5.2%			
Euclid Ave. North			5.5%			
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**Notes:**

1. Vehicle (auto/taxi) trip distribution for office and medical office trips for the proposed rezoning area. This distribution was based on reverse journey-to-work trips using 2012-2016 US Census data.
2. Vehicle (auto/taxi) trip distribution for residential. This distribution was based on journey-to-work trips using 2012-2016 US Census data.
3. Trip distribution for all other uses in the proposed rezoning area (retails, supermarket, school, and community center).

As noted previously, the Proposed Actions would be expected to generate a net increase of 3,398 vehicle trips during the weekday AM peak hour, 2,561 vehicle trips during the weekday midday peak hour, 3,129 vehicle trips during the weekday PM peak hour, and 2,954 vehicle trips during the Saturday midday peak hour. As these traffic volumes would exceed 50 trips in each peak hour (the CEQR Technical Manual Level 1 screening threshold for a detailed analysis), a preliminary assignment of net increment traffic volumes has been prepared to identify critical intersections that would potentially exceed 50 trips per hour (a Level 2 screening assessment). The preliminary assignment identified a number of intersections that would exceed the 50-trip threshold and 30 representative intersections were selected for a detailed traffic analysis as shown in **Figure 2** and listed below:



1. Gateway Drive/Seaview Avenue & Erskine Street
2. Flatlands Avenue & Fountain Avenue
3. 156th Avenue & 79th Street
4. 156th Avenue & 81st Street
5. Wortman Avenue & Fountain Avenue
6. Stanley Avenue & Fountain Avenue
7. Stanley Avenue & Forbell Street
8. Stanley Avenue & 78th Street
9. Stanley Avenue/151st Avenue & 79th Street
10. Linden Boulevard/Loring Avenue & Fountain Avenue
11. Loring Avenue & Euclid Avenue
12. Loring Avenue & Crescent Street
13. Loring Avenue & Eldert Lane
14. Loring Avenue & Drew Street
15. Loring Avenue & Emerald Street
16. Loring Avenue/149th Avenue & 79th Street
17. 149th Avenue & South Conduit Avenue
18. 149th Avenue & Cross Bay Boulevard
19. Linden Avenue & Euclid Avenue
20. Linden Avenue & Crescent Street
21. Linden Avenue & Lincoln Avenue
22. Linden Avenue & Eldert Lane
23. Linden Avenue & Drew Street
24. Linden Avenue & 79th Street
25. Linden Avenue & South Conduit Avenue
26. Blake Avenue & Drew Street
27. Sutter Avenue & Drew Street/South Conduit Avenue
28. Sutter Avenue & North Conduit Avenue
29. South Conduit Avenue & Cross Bay Boulevard
30. North Conduit Avenue & Cross Bay Boulevard

In addition, a detailed traffic analysis for the freeway and ramp junctions on the Belt Parkway will be performed for the weekday AM, midday, PM, and Saturday midday peak hours. The highway study area would likely consist of the mainline and ramp juncture locations to/from Belt Parkway Interchanges 15 and 17. These locations were selected based on discussions with NYCHPD.





Source: NYC HPD, 2025/ ESRI



Jewel Streets Neighborhood Plan EIS

Figure 2

**Proposed Traffic  
Analysis Locations**

## *Vehicular and Pedestrian Safety*

Under *CEQR Technical Manual* guidance, the traffic study area should also consider intersections within the traffic and pedestrian study areas that have been identified as high crash locations. A high crash location is defined as a location identified along a Vision Zero corridor/intersection, or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. Within the traffic and pedestrian study areas, zero intersections would be considered high-crash locations; therefore, the analysis of vehicular and pedestrian safety in the EIS will focus on the intersections with a substantial number of crashes. Crash trends will be evaluated to determine if vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions would adversely affect vehicular and pedestrian safety in the study area. Feasible improvement measures will be explored to alleviate potential safety issues.

### **TRANSIT**

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, detailed transit analyses are required if a proposed action is projected to result in greater than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

## *Subway Analysis*

### **Subway Stations**

There are a total of four NYCT subway stations in proximity to the rezoning area that are expected to be used by new demand from projected development sites. These stations are presented in **Figure 3** and **Table 6**, along with the subway routes serving each facility. These are the stations most likely to be used based on the origins and destinations and walk distance from the projected development sites. As shown in **Figure 3**, the A subway line operating on the IND Fulton Street Line is located north and east of the Rezoning Area, the 3 subway line operating on the IRT Brooklyn Line is located west of the Rezoning Area, and the L subway line operating on the BMT Canarsie Line is located southwest of the Rezoning Area. Projected development sites in the East New York, Brooklyn and Lindenwood, Queens area would most likely use the Grant Avenue and Euclid Avenue stations for access to the A train line. The New Lots Avenue stations are most likely to be used for access to the 3 and L train lines.



**Table 6: RWCDS Net Incremental Peak Hour Subway Trips by Station**

Rail Station	AM Peak Hour Trips			PM Peak Hour Trips		
	Into Project	Out of Project	Total	Into Project	Out of Project	Total
<b>Project Summary</b>						
Peak Hour Project-Generated Trips	2,076	1,625	3,700	2,834	3,213	6,047
Peak Hour Project-Generated Subway	104	95	199	76	88	164
Peak Hour Project-Generated Subway Trips	104	95	199	76	88	164
<b>Subway Station Summary</b>						
Euclid Ave (A)	204	634	838	449	299	749
Grant Ave. (A)	295	916	1,211	644	435	1,078
New Lots Ave. (3)	35	111	146	84	55	139
New Lots Ave. (L)	20	65	85	45	29	73
<b>Total</b>	554	1,726	2,280	1,222	818	2,039

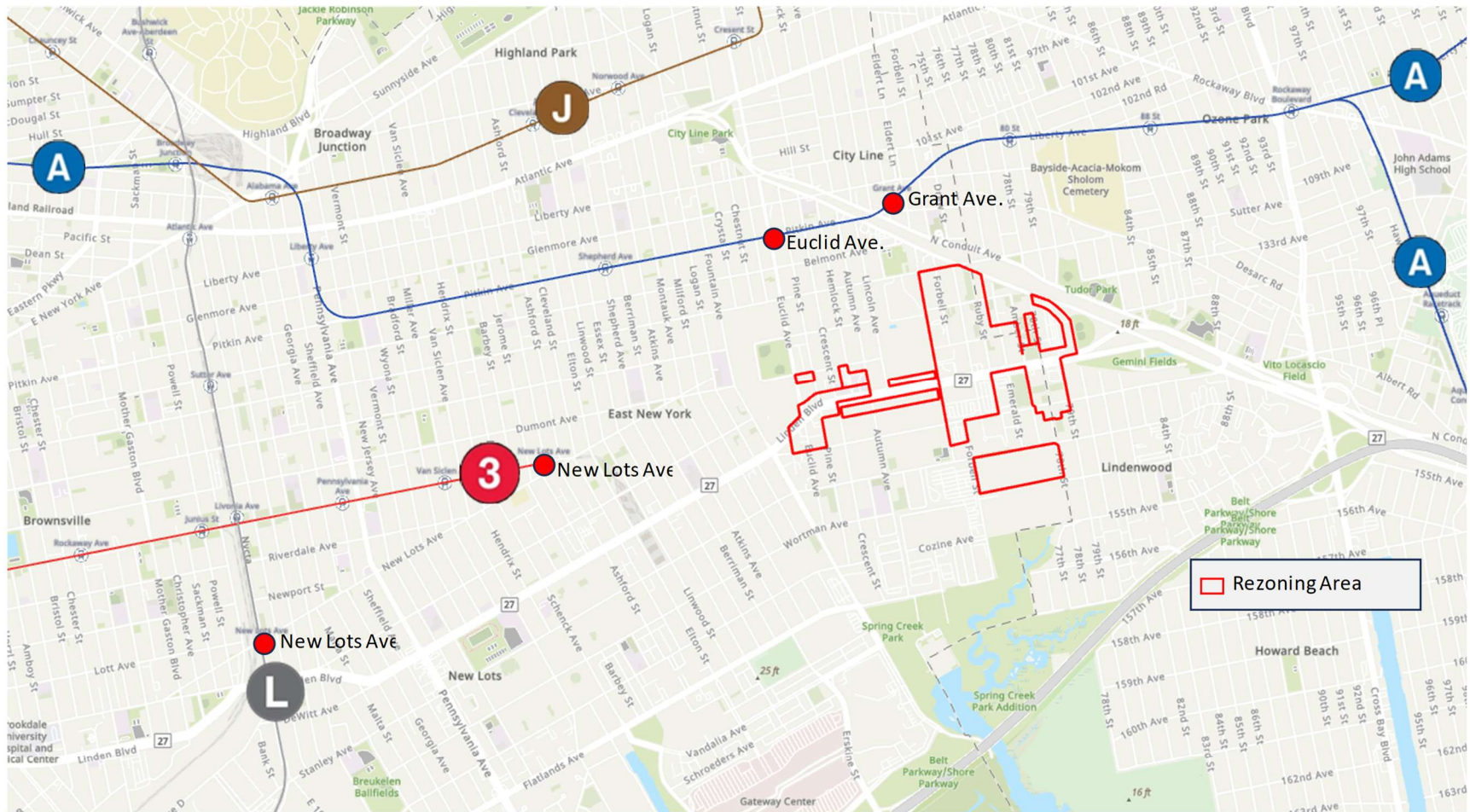


Figure 3

**Rezoning Area Subway Lines  
and Nearby Subway Stations**

## Subway Assignment and Analyzed Stations

As shown in **Table 3**, the Proposed Actions would generate a net increment of approximately 2,280 and 2,039 subway or rail trips during the weekday AM and PM commuter peak hours, respectively. The incremental subway trips from each projected development site were assigned to the 3, A, or L subway lines based on the existing subway schedule and assigned to the closest subway station in its proximity. **Table 6** shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the subway stations serving the rezoning area. The highest number of peak hour subway trips is expected to occur at the Grant Avenue station serving the A line which would experience approximately 1,211 incremental trips (in + out combined) in the AM peak hour and 1,078 in the PM peak hour. The Euclid Avenue station on the A Line would experience an estimated 838 trips in the AM and 749 in the PM. The New Lots Avenue station on the 3 Line would experience an estimated 146 trips in the AM peak hour and 139 in the PM peak hour. The New Lots Avenue station on the L Line would experience an estimated 85 trips in the AM peak hour and 73 trips in the PM peak hour.

As incremental demand generated by the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold at the Grant Avenue and Euclid Avenue stations, the analysis of subway station conditions in the EIS will focus on these two stations. For each of these facilities, key circulation elements (e.g., street stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions will be analyzed.

## Subway Line Haul

As discussed above, the rezoning area is served by three NYCT subway routes—the A trains operating on the Fulton Street Line, the 3 trains operating on the Brooklyn Line, and the L trains operating on the Canarsie Line. As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of these routes, an analysis of subway line haul conditions will be included in the EIS. The analysis will use existing maximum load point subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the peak load points of the respective subway lines during the weekday AM and PM peak hours.

## Bus Analysis

### Bus Routes

As shown in **Figure 4**, a total of nine MTA Bus and NYCT bus services operate within and approximate ½-mile of projected development sites. These include seven local routes and two express routes. These routes and the principal corridors on which they operate in proximity to the rezoning area are listed in **Table 7**.

**Table 7: Bus Routes Serving the Rezoning Area**

<b>Route</b>	<b>Operating Agency</b>	<b>Route Endpoints</b>	<b>Corridors Served in Proximity to the Rezoning Area</b>
B13	NYCT	Spring Creek - Wyckoff Hospital	Euclid Avenue, Linden Boulevard, Eldert Ln, Stanley Avenue
B14	NYCT	Spring Creek - Crown Heights	Sutter Avenue, Drew Street, Lincoln Avenue
B15	NYCT	Bedford Stuyvesant - JFK AirTrain	Linden Boulevard
B20	NYCT	Ridgewood - Spring Creek	Linden Boulevard, Eldert Lane
BM5	NYCT	Spring Creek - Midtown Manhattan	Linden Boulevard
Q8	NYCT	Spring Creek - Jamaica	Fountain Avenue, Euclid Avenue, Pitkin Avenue
Q11	NYCT	Howard Beach - Elmhurst	155 <sup>th</sup> Avenue, 89 <sup>th</sup> Street
Q41	NYCT	Howard Beach - Jamaica	155 <sup>th</sup> Avenue, 89 <sup>th</sup> Street
QM15	NYCT	Lindenwood - Midtown Manhattan	155 <sup>th</sup> Avenue, 89 <sup>th</sup> Street







## Bus Assignments and Analyzed Routes

As shown in **Table 3**, projected development sites are expected to generate a net total of approximately 786 and 743 incremental bus trips during the weekday AM and PM peak hours, respectively. Additionally, it is expected that a portion of subway trips would originate as bus trips. All of the subway stations in the area are located beyond a ¼-mile radius from the projected development sites, as shown in **Figure 3**. As a result, an additional 936 and 845 incremental bus trips would be added as connections to subway stations for a total of 1,722 and 1,588 new bus trips during the weekday AM and PM peak hours, respectively.

Bus trip assignments were developed based on existing 2012-2016 AASHTO CTPP data to determine the destination tracts of bus trips originating in the Rezoning Area census tracts. Bus trips were assigned to bus lines that serve these areas. Incremental bus trips from each projected development site were assigned to a variety of bus routes as a result of multiple destinations from each census tract.

**Table 8** shows the anticipated numbers of new riders expected on each local bus route in the AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in **Table 8**, a total of six local bus routes operated by NYCT have the potential to experience 50 or more new trips in one direction in at least one peak hour and will therefore be analyzed in the EIS. These routes are the B13, B14, B15, Q8, Q11 and Q41.

**Table 8: RWCDS Net Incremental Peak Hour Bus Trips by Route and Direction**

Route	Direction	AM Peak Hour			PM Peak Hour		
		Alighting	Boarding	Total	Alighting	Boarding	Total
B13	NB	0	188	188	0	113	113
	SB	170	0	170	201	0	201
B14	EB	0	327	327	0	171	171
	WB	130	0	130	240	0	240
B15	EB	149	194	343	103	109	212
	WB	85	69	155	149	97	246
B20	EB	25	0	25	17	0	17
	WB	0	35	35	0	49	49
BM5	EB	0	26	26	0	37	37
	WB	0	0	0	0	0	0
Q8	EB	0	53	53	0	23	23
	WB	17	0	17	36	0	36
Q11	EB	0	22	22	0	30	30
	WB	80	0	80	55	0	55
Q41	EB	0	56	56	0	79	79
	WB	77	0	77	53	0	53
QM15	EB	0	18	18	0	25	25
		0	0	0	0	0	0
Total		734	988	1,722	855	733	1,588

**Notes:**

Bold numbers denote 50 or more incremental trips.

## PEDESTRIANS

Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner reservoir area or crosswalk. As shown in **Table 3**, the Proposed Actions are expected to generate approximately 3,700 walk-only trips (in + out combined) in the weekday AM peak hour, 3,926 in the midday peak hour, 6,047 in the PM peak hour, and 5,993 in the Saturday peak hour. Persons en route to and from subway/rail station entrances and bus stops would add approximately 3,065, 2,233, 2,782, and 3,147 additional pedestrian trips to rezoning area sidewalks and crosswalks during these same periods, respectively. In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to projected development sites as well as along corridors connecting these sites to area subway station entrances. In the midday and Saturday peak hours, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands.

The analysis of pedestrian conditions in the EIS will focus on representative pedestrian elements where new trips generated by projected developments are expected to be most concentrated. It is expected that these elements—sidewalks, corner areas and crosswalks—will be primarily located in the vicinity of major projected development sites and along corridors connecting these sites to area subway station entrances and bus routes.



## **PARKING**

Parking demand from the predominantly commercial and retail uses that would be developed under the Proposed Actions' RWCDs typically peaks in the weekday midday period and declines during the afternoon and evening. By contrast, parking demand from the Proposed Actions' residential component would typically peak during the overnight period.

It is anticipated that the on-site required accessory parking may not be sufficient to accommodate the overall incremental demand that would be generated by the Proposed Actions. As such, detailed existing on-street and off-street parking inventories for the weekday midday, PM and overnight periods will be provided in the EIS to document the existing supply and demand during this peak period for commercial and retail uses. The parking analyses will document changes in the parking supply and utilization in the rezoning area and within a ¼-mile radius of projected development sites under both No-Action and With-Action conditions.

The forecast of parking demand generated by the commercial and retail uses under the Proposed Actions' RWCDs will be derived from the forecasts of daily auto trips from these uses. The parking demand from the Proposed Actions' relatively residential component will be based on 2015-2019 ACS data on average vehicles per household for Brooklyn and Queens Census Tracts encompassing the rezoning area. Estimates of future parking utilization will account for net reductions in demand associated with No-Action land uses displaced from projected development sites under the RWCDs.

The forecast of new parking supply under the RWCDs will be based on the number of accessory parking spaces that would be provided on projected development sites in both the No-Action and With-Action conditions. The forecast of future supply will also account for accessory parking spaces associated with the With-Action commercial uses.



## **Appendix 3**

### **Development Site Write-Ups**

## Projected Site 1

Total Lot Count: 3



Address	2550 Linden Boulevard
BBL	3044830015
Lot Area	28,407 sf
Zoning Change	R4 to C4-5X
Existing Building and Use	Store Buildings - One-story Retail Building



Address	2526 Linden Boulevard
BBL	3044830042
Lot Area	10,221 sf
Zoning Change	R4 to C4-5X

Existing Building and Use	Store Buildings - Predominant Retail with Other Uses
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Address	1117 Loring Avenue
BBL	3044830035
Lot Area	8,878 sf
Zoning Change	R4 to C4-5X
Existing Building and Use	Miscellaneous Garage or Gas Station

<b>No Action</b>
+11,950 sf. of commercial, +1,751 sf. of manufacturing, +145 ft. in height.

<b>With Action</b>	
+198,838 sf. of residential (234 units), +46,340 sf. of commercial, +87 parking spaces, +145 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+198,838 sf. of residential
<i>Residential Units</i>	+234 residential units
<i>Commercial (sf)</i>	+34,390 sf. of commercial
<i>Manufacturing (sf)</i>	-1,751 sf. of manufacturing
<i>Parking Space</i>	+87 parking spaces

## Projected Site 2

Total Lot Count: 2



<b>Address</b>	2554 Linden Boulevard
<b>BBL</b>	3044840013
<b>Lot Area</b>	60,003 sf
<b>Zoning Change</b>	R4 to C4-5X, R6A, R6D
<b>Existing Building and Use</b>	Office with Comm – 1 to 6 Stories



<b>Address</b>	1151 Loring Avenue
<b>BBL</b>	3044840032
<b>Lot Area</b>	20,642 sf
<b>Zoning Change</b>	R4 to C4-5X, R6A, R6D

<b>Existing Building and Use</b>	Vacant Land – Zoned Commercial or Manhattan Residential
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<b>No Action</b>
+33,150 sf. of community facility, +5,340 sf. of commercial.

<b>With Action</b>	
+268,796 sf. of residential (316 units), +63,354 sf. of community facility, +207 parking spaces, +130 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+268,796 sf. of residential
<i>Residential Units</i>	+316 residential units
<i>Community Facility (sf)</i>	+30,204 sf. of community facility
<i>Commercial (sf)</i>	-5,340 sf. of commercial
<i>Parking Space</i>	+207 parking spaces
<i>Height</i>	+130 ft. in height



### Projected Site 3

Total Lot Count: 2



<b>Address</b>	Pine Street, 11208
<b>BBL</b>	3044610025
<b>Lot Area</b>	3,832 sf
<b>Zoning Change</b>	R5 to C4-5X
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential, Not Manhattan



<b>Address</b>	2557 Linden Boulevard
<b>BBL</b>	3044610027
<b>Lot Area</b>	15,526 sf
<b>Zoning Change</b>	R4 to C4-5X

Existing Building and Use	Auto Body/Collision or Auto Repair
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No Action
+1,181 sf. of manufacturing.

With Action	
+101,538 sf. of residential (119 units), +14,639 sf. of commercial, +13 parking spaces, +145 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+101,538 sf. of residential
<i>Residential Units</i>	+119 residential units
<i>Commercial (sf)</i>	+14,639 sf. of commercial
<i>Manufacturing</i>	-1,181 sf. of manufacturing
<i>Parking Space</i>	+13 parking spaces
<i>Height</i>	+145 ft. in height

#### Projected Site 4

Total Lot Count: 1



<b>Address</b>	701 Euclid Avenue
<b>BBL</b>	3044610001
<b>Lot Area</b>	23,481 sf
<b>Zoning Change</b>	R5 to R6A, R4
<b>Existing Building and Use</b>	Office Buildings - Office Only – 1 Story

<b>No Action</b>
+17,853 sf. of commercial.

<b>With Action</b>	
+91,580 sf. of residential (108 units), +95 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+91,580 sf. of residential
<i>Residential Units</i>	+108 residential units*
<i>Commercial</i>	-17,853 sf. of commercial
<i>Height</i>	+95 ft. in height

Residential Units*			
	Mandatory Inclusionary Housing (MIH) Units	Other Affordable Housing Units	Total Housing Units
MIH Units 20%	22	86	108
MIH Units 25%	27	81	
MIH Units 30%	33	75	



## Projected Site 5

Total Lot Count: 2



<b>Address</b>	741 Crescent Street
<b>BBL</b>	3044630001
<b>Lot Area</b>	53,641 sf
<b>Zoning Change</b>	R5 to C4-5D
<b>Existing Building and Use</b>	Church, Synagogue, Chapel, etc.



<b>Address</b>	2605 Linden Boulevard
<b>BBL</b>	3044630039
<b>Lot Area</b>	9,382 sf
<b>Zoning Change</b>	R5 to C4-5D

<b>Existing Building and Use</b>	Church, Synagogue, Chapel, etc. - Parsonage, Rectory
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<b>No Action</b>
+9,067 sf. of community facility.

With Action	
+112,920 sf. of residential (133 units), 15 parking spaces, +135 ft. in height.	
Increment	
Residential (sf)	+112,920 sf. of residential
Residential Units	+133 residential units
Community Facility	-9,067 sf. of community facility
Parking Spaces	+15 parking spaces
Height	+135 ft. in height

## Projected Site 6

Total Lot Count: 1



<b>Address</b>	Loring Avenue, 11208
<b>BBL</b>	3045140001
<b>Lot Area</b>	57,822 sf
<b>Zoning Change</b>	C4-1 to R6A, C2-4
<b>Existing Building and Use</b>	Vacant Land – Zoned Commercial or Manhattan Residential

<b>No Action</b>
Continuation of existing use.

<b>With Action</b>	
+225,632 sf. of residential (265 units), +40,199 sf. of community facilities, +107 parking spaces, +95 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+225,632 sf. of residential
<i>Residential Units</i>	+265 residential units
<i>Community Facility</i>	+40,199 sf. of community facilities
<i>Parking Spaces</i>	+107 parking spaces
<i>Height</i>	+95 ft. in height

### Projected Site 7

Total Lot Count: 3



Address	Loring Avenue, 11208
BBL	3044920002
Lot Area	29,829 sf
Zoning Change	C4-1 to C4-5, C4-3
Existing Building and Use	Unlicensed Parking Lot



Address	2770 Linden Boulevard
BBL	3044920004
Lot Area	161,383 sf
Zoning Change	C4-1 to C4-5, C4-3



Existing Building and Use	Theatres – Multiplex Picture Theatre
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Address	Loring Avenue, 11208
BBL	3044920006
Lot Area	30,122 sf
Zoning Change	C4-1 to C4-5, C4-3
Existing Building and Use	Unlicensed Parking Lot

<b>No Action</b>
+61,568 sf. of commercial.

With Action	
+734,546 sf. of residential (864 units), +76,732 sf. of community facilities, +87,828 sf. of commercial, +272 parking spaces, +155 ft. in height.	
Increment	
Residential (sf)	+734,546 sf. of residential
Residential Units	+864 residential units
Community Facility	+76,732 sf. of community facilities
Commercial	+26,260 sf. of commercial
Parking Spaces	+272 parking spaces
Height	+155 ft. in height

## Projected Site 8

Total Lot Count: 1



<b>Address</b>	Linden Boulevard, 11308
<b>BBL</b>	3044940001
<b>Lot Area</b>	94,528 sf
<b>Zoning Change</b>	C4-1 to C4-5, C4-3
<b>Existing Building and Use</b>	Unlicensed Parking Lot

<b>No Action</b>
Continuation of existing use.

<b>With Action</b>	
+445,116 sf. of residential (524 units), +44,721 sf. of commercial, +188 parking spaces, +155 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+445,116 sf. of residential
<i>Residential Units</i>	+524 residential units
<i>Commercial (sf)</i>	+44,721 sf. of commercial
<i>Parking Space</i>	+188 parking spaces
<i>Height</i>	+155 ft. in height

## Projected Site 9

Total Lot Count: 1



<b>Address</b>	841 Eldert Lane
<b>BBL</b>	3044690016
<b>Lot Area</b>	41,801 sf
<b>Zoning Change</b>	R6 to C4-5D, R6
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential, Not Manhattan

<b>No Action</b>
Continuation of existing use.

<b>With Action</b>	
+166,826 sf. of residential (196 units), +11,705 sf. of commercial, +39 parking spaces, +115 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+166,826 sf. of residential
<i>Residential Units</i>	+196 residential units
<i>Commercial</i>	+11,705 sf. of commercial
<i>Parking Spaces</i>	+39 parking spaces
<i>Height</i>	+115 ft. in height



## Projected Site 10

Total Lot Count: 11



<b>Address</b>	Amber Street, 11208
<b>BBL</b>	3044740051
<b>Lot Area</b>	1,796 sf
<b>Zoning Change</b>	R4 to C4-5D, R6D
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential, Not Manhattan



<b>Address</b>	Sapphire Street, 11208
<b>BBL</b>	3044740015
<b>Lot Area</b>	1,778 sf
<b>Zoning Change</b>	R4 to C4-5D, R6D



Existing Building and Use	Vacant Land – Zoned Residential, Not Manhattan
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Address	Sapphire Street, 11208
BBL	3044740016
Lot Area	1,862 sf
Zoning Change	R4 to C4-5D, R6D
Existing Building and Use	Vacant Land – Zoned Residential, Not Manhattan



Address	Sapphire Street, 11208
BBL	3044740017
Lot Area	1,728 sf
Zoning Change	R4 to C4-5D, R6D



Existing Building and Use	Vacant Land – Zoned Residential, Not Manhattan
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Address	Amber Street, 11208
BBL	3044740049
Lot Area	3,966 sf
Zoning Change	R4 to C4-5D, R6D
Existing Building and Use	Vacant Land – Zoned Residential, Not Manhattan



Address	Sapphire Street, 11208
BBL	3044740018
Lot Area	2,990 sf
Zoning Change	R4 to C4-5D, R6D

Existing Building and Use	Vacant Land – Zoned Residential, Not Manhattan
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Address	Amber Street, 11208
BBL	3044740047
Lot Area	4,568 sf
Zoning Change	R4 to C4-5D, R6D
Existing Building and Use	Vacant Land – Zoned Residential, Not Manhattan



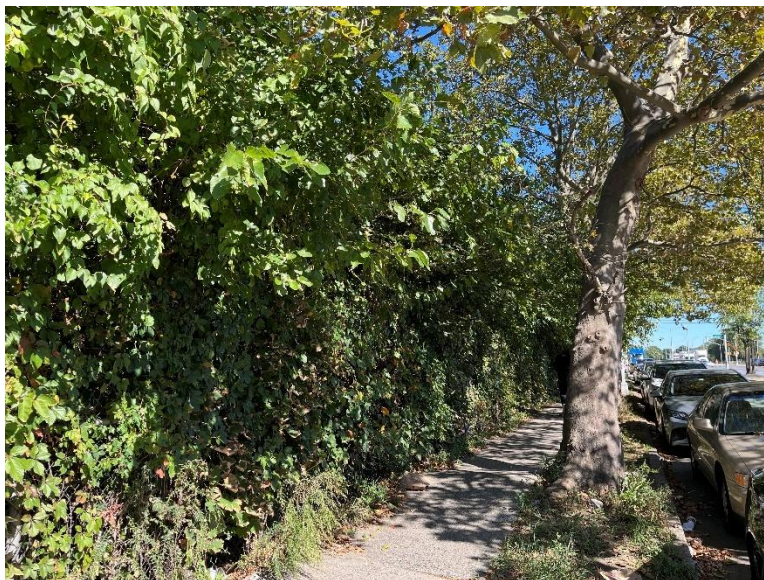
Address	Amber Street, 11208
BBL	3044740045
Lot Area	5,532 sf
Zoning Change	R4 to C4-5D, R6D



Existing Building and Use	Vacant Land – Zoned Residential, Not Manhattan
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Address	Sapphire Street, 11208
BBL	3044740020
Lot Area	10,346 sf
Zoning Change	R4 to C4-5D, R6D
Existing Building and Use	Vacant Land – Zoned Residential, Not Manhattan



Address	Linden Boulevard, 11208
BBL	3044740041
Lot Area	7,419 sf
Zoning Change	R4 to C4-5D, R6D

Existing Building and Use	Vacant Land – Zoned Residential, Not Manhattan
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Address	2891 Linden Boulevard
BBL	3044740024
Lot Area	1,088 sf
Zoning Change	R4 to C4-5D, R6D
Existing Building and Use	Miscellaneous – Tennis Court, Pool Shed, etc.

<b>No Action</b>
Continuation of existing use.

With Action	
+146,960 sf. of residential (173 units), +14,869 sf. of commercial, +101 parking spaces, +105 ft. in height.	
Increment	
<i>Residential (sf)</i>	+146,960 sf. of residential
<i>Residential Units</i>	+173 residential units
<i>Commercial</i>	+14,869 sf. in commercial
<i>Parking Spaces</i>	+101 parking spaces
<i>Height</i>	+105 ft. in height

**Projected Site 11**

Total Lot Count: 1



<b>Address</b>	2870 Linden Boulevard
<b>BBL</b>	3044970001
<b>Lot Area</b>	22,347 sf
<b>Zoning Change</b>	R4 to C4-5D
<b>Existing Building and Use</b>	Store Buildings - Stand Alone Food Establishment

<b>No Action</b>
+8,010 sf. of commercial.

<b>With Action</b>	
+110,500 sf. of residential (130 units), +14,581 sf. of commercial, +79 parking spaces, +125 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+110,500 sf. of residential
<i>Residential Units</i>	+130 residential units
<i>Commercial</i>	+6,571 sf. of commercial
<i>Parking Spaces</i>	+79 parking spaces
<i>Height</i>	+125 ft. in height



**Projected Site 12**

Total Lot Count: 1



<b>Address</b>	484 Emerald Street
<b>BBL</b>	3044720013
<b>Lot Area</b>	11,781 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	One & Two Family Buildings - Converted From One Family

<b>No Action</b>
+887 sf. of residential (1 unit).

<b>With Action</b>	
+14,696 sf. of residential (17 units), +7 parking spaces, +40 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+13,809 sf. of residential
<i>Residential Units</i>	+16 residential units
<i>Parking Spaces</i>	+7 parking spaces
<i>Height</i>	+40 ft. in height

### Projected Site 13

Total Lot Count: 2



<b>Address</b>	Blake Avenue, 11208
<b>BBL</b>	3042910029
<b>Lot Area</b>	5,967 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan



<b>Address</b>	Blake Avenue, 11208
<b>BBL</b>	3042910027
<b>Lot Area</b>	4,019 sf
<b>Zoning Change</b>	R4 to R5



<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>No Action</b>
Continuation of existing use.

With Action	
+20,020 sf. of residential (24 MIH units), +55 ft. in height.	
Increment	
Residential (sf)	+20,020 sf. of residential
Residential Units	+24 residential MIH units
Height	+55 ft. in height

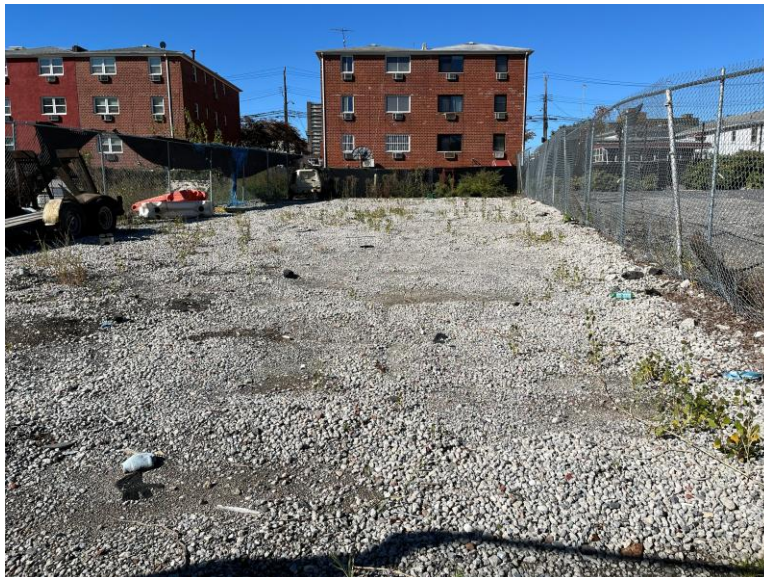
Residential Units			
	Mandatory Inclusionary Housing (MIH) Units	Other Affordable Housing Units	Total Housing Units
MIH Units 20%	0	24	24
MIH Units 25%	0		
MIH Units 30%	0		

## Projected Site 14

Total Lot Count: 5



<b>Address</b>	Conduit Boulevard, 11208
<b>BBL</b>	3042760035
<b>Lot Area</b>	15,609 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan



<b>Address</b>	Ruby Street, 11208
<b>BBL</b>	3042760040
<b>Lot Area</b>	5,515 sf
<b>Zoning Change</b>	R4 to R5

Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan
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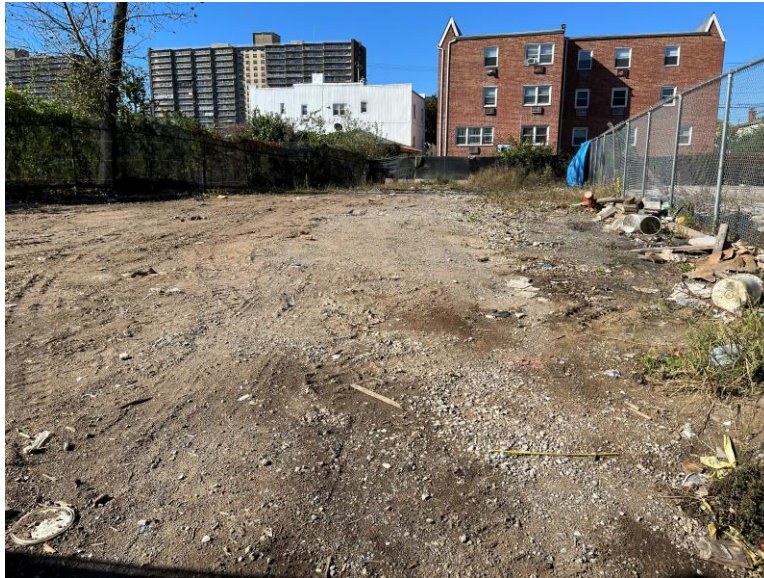
Address	Blake Avenue, 11208
BBL	3042760043
Lot Area	1,930 sf
Zoning Change	R4 to R5
Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan



Address	Blake Avenue, 11208
BBL	3042760044
Lot Area	3,859 sf
Zoning Change	R4 to R5



Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan
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Address	Blake Avenue, 11208
BBL	3042760046
Lot Area	15,005 sf
Zoning Change	R4 to R5
Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan

<b>No Action</b>
Continuation of existing use.

<b>With Action</b>	
+83,755 sf. of residential (99 units), +35 parking spaces, +55 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+83,755 sf. of residential
<i>Residential Units</i>	+99 residential units
<i>Parking Spaces</i>	+35 parking spaces
<i>Height</i>	+55 ft. in height

**Projected Site 15**

Total Lot Count: 1



<b>Address</b>	Dumont Avenue, 11208
<b>BBL</b>	3044730001
<b>Lot Area</b>	27,951 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan

<b>No Action</b>
Continuation of existing use.

<b>With Action</b>	
+55,957 sf. of residential (66 units), +23 parking spaces, +55 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+55,957 sf. of residential
<i>Residential Units</i>	+66 residential units
<i>Parking Spaces</i>	+23 parking spaces
<i>Height</i>	+55 ft. in height

**Projected Site 16**

Total Lot Count: 1



<b>Address</b>	Ruby Street, 11208
<b>BBL</b>	3042910135
<b>Lot Area</b>	22,833 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan

<b>No Action</b>
Continuation of existing use.

<b>With Action</b>	
+45,580 sf. of residential (54 units), +19 parking spaces, +55 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+45,580 sf. of residential
<i>Residential Units</i>	+54 residential units
<i>Parking Spaces</i>	+19 parking spaces
<i>Height</i>	+55 ft. in height



## Projected Site 17

Total Lot Count: 2



Address	Blake Avenue, 11208
BBL	3042760053
Lot Area	3,468 sf
Zoning Change	R4 to R5
Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan



Address	Blake Avenue, 11208
BBL	3042760028
Lot Area	4,332 sf
Zoning Change	R4 to R5

<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>No Action</b>
Continuation of existing use.

<b>With Action</b>	
+15,613 sf. of residential (18 units), +6 parking spaces, +55 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+15,613 sf. of residential
<i>Residential Units</i>	+18 residential units
<i>Parking Spaces</i>	+6 parking spaces
<i>Height</i>	+55 ft. in height



### Projected Site 18

Total Lot Count: 2



<b>Address</b>	1472 Blake Avenue
<b>BBL</b>	3042900030
<b>Lot Area</b>	2,927 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan



<b>Address</b>	1474 Blake Avenue
<b>BBL</b>	3042900031
<b>Lot Area</b>	2,119 sf
<b>Zoning Change</b>	R4 to R5

<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>No Action</b>
Continuation of existing use.

With Action	
+10,085 sf. of residential (12 units), +55 ft. in height.	
Increment	
Residential (sf)	+10,085 sf. of residential
Residential Units	+12 residential units
Height	+55 ft. in height

## Projected Site 19

Total Lot Count: 8



<b>Address</b>	149-39 Sapphire Street
<b>BBL</b>	4114100001
<b>Lot Area</b>	10,329 sf
<b>Zoning Change</b>	R4 to R5/R4
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan



<b>Address</b>	78 Street, 11414
<b>BBL</b>	4114100050
<b>Lot Area</b>	2,052 sf
<b>Zoning Change</b>	R4 to R5/R4

Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan
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Address	78 Street, 11414
BBL	4114100051
Lot Area	4,580 sf
Zoning Change	R4 to R5/R4
Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan



Address	78 Street, 11414
BBL	4114100065
Lot Area	4,337 sf
Zoning Change	R4 to R5/R4



Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan
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Address	78 Street, 11414
BBL	4114100066
Lot Area	1,827 sf
Zoning Change	R4 to R5/R4
Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan



Address	78 Street, 11414
BBL	4114100067
Lot Area	3,641 sf
Zoning Change	R4 to R5/R4

Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan
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Address	149-10 79 Street
BBL	4114100012
Lot Area	2,818 sf
Zoning Change	R4 to R5/R4
Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan



Address	149-15 Sapphire Street
BBL	4114100069
Lot Area	5,342 sf
Zoning Change	R4 to R5/R4

<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>No Action</b>
Continuation of existing use.

<b>With Action</b>	
+40,588 sf. of residential (48 units), +24 parking spaces, +35 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+40,588 sf. of residential
<i>Residential Units</i>	+48 residential units
<i>Parking Spaces</i>	+24 parking spaces
<i>Height</i>	+35 ft. in height

## Projected Site 20

Total Lot Count: 1



<b>Address</b>	78-02 149 Avenue
<b>BBL</b>	4114100072
<b>Lot Area</b>	16,092 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	One Family Dwellings – Two Stories Detached

<b>No Action</b>
+870 sf. of residential (1 unit), +40 ft. in height.

<b>With Action</b>	
+20,102 sf. of residential (24 units), +12 parking spaces, +40 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+19,232 sf. of residential
<i>Residential Units</i>	+23 residential units
<i>Parking Spaces</i>	+12 parking spaces



**Projected Site 21**

Total Lot Count: 1



<b>Address</b>	1485 Dumont Avenue
<b>BBL</b>	3042890001
<b>Lot Area</b>	74,076 sf
<b>Zoning Change</b>	R4 to R6
<b>Existing Building and Use</b>	Hospitals and Health – Nursing Home

<b>No Action</b>
+49,895 sf. of commercial, +95 ft. in height.

<b>With Action</b>	
+100,782 sf. of residential (119 units), +13,074 sf. of community facility, +38 parking spaces, +95 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+100,782 sf. of residential
<i>Residential Units</i>	+119 residential units
<i>Community Facility</i>	+13,074 sf. of community facility
<i>Commercial</i>	-49,895 sf. of commercial
<i>Parking Spaces</i>	+38 parking spaces

## Projected Site 22

Total Lot Count: 8



<b>Address</b>	Stanley Avenue, 11208
<b>BBL</b>	3045360001
<b>Lot Area</b>	67,558 sf
<b>Zoning Change</b>	R4 to R6, C2-4
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan



<b>Address</b>	Drew Street, 11208
<b>BBL</b>	3045360025
<b>Lot Area</b>	29,248 sf
<b>Zoning Change</b>	R4 to R6, C2-4

<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>Address</b>	Wortman Avenue, 11208
<b>BBL</b>	3045360029
<b>Lot Area</b>	13,427 sf
<b>Zoning Change</b>	R4 to R6, C2-4
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan



<b>Address</b>	Wortman Avenue, 11208
<b>BBL</b>	3045370039
<b>Lot Area</b>	11,153 sf
<b>Zoning Change</b>	R4 to R6, C2-4



<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>Address</b>	Stanley Avenue, 11208
<b>BBL</b>	3045370006
<b>Lot Area</b>	92,793 sf
<b>Zoning Change</b>	R4 to R6, C2-4
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan



<b>Address</b>	Emerald Street, 11208
<b>BBL</b>	3045370001
<b>Lot Area</b>	16,861 sf
<b>Zoning Change</b>	R4 to R6, C2-4



<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>Address</b>	Stanley Avenue, 11208
<b>BBL</b>	3045380010
<b>Lot Area</b>	122,871 sf
<b>Zoning Change</b>	R4 to R6, C2-4
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan



<b>Address</b>	1474 Blake Avenue
<b>BBL</b>	3045380001
<b>Lot Area</b>	12,184 sf
<b>Zoning Change</b>	R4 to R6, C2-4

<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>No Action</b>
Continuation in existing use.

<b>With Action</b>	
+1,366,638 sf. of residential (1,336 MIH units), +69,220 sf. of community facility, +28,645 sf. of commercial, +449 parking spaces, +121 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+1,366,638 sf. of residential
<i>Residential Units</i>	+1,336 MIH residential units
<i>Community Facility</i>	+69,220 sf. of community facility
<i>Commercial</i>	+28,645 sf. of commercial
<i>Parking Spaces</i>	+449 parking spaces
<i>Height</i>	+121 ft. in height

Residential Units			
	Mandatory Inclusionary Housing (MIH) Units	Other Affordable Housing Units	Total Housing Units
MIH Units 20%	0	1,336	1,336
MIH Units 25%	0		
MIH Units 30%	0		

### Projected Site 23

Total Lot Count: 4



<b>Address</b>	Stanley Avenue, 11208
<b>BBL</b>	3045390001
<b>Lot Area</b>	6,144 sf
<b>Zoning Change</b>	R4 to R5, C2-4
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan



<b>Address</b>	Stanley Avenue, 11208
<b>BBL</b>	3045390004
<b>Lot Area</b>	18,654 sf
<b>Zoning Change</b>	R4 to R5, C2-4



Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan
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Address	Amber Street, 11208
BBL	3045390012
Lot Area	105,463 sf
Zoning Change	R4 to R5, C2-4
Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan



Address	Amber Street, 11208
BBL	3045390030
Lot Area	3,512 sf
Zoning Change	R4 to R5, C2-4

<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>No Action</b>
Continuation in existing use.

<b>With Action</b>	
+121,686 sf. of residential (122 MIH units), +13,288 sf. of commercial, +74 parking spaces, +50 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+121,686 sf. of residential
<i>Residential Units</i>	+122 MIH units
<i>Commercial</i>	+13,288 sf. of commercial
<i>Parking Spaces</i>	+74 parking spaces
<i>Height</i>	+50 ft. in height

Residential Units			
	Mandatory Inclusionary Housing (MIH) Units	Other Affordable Housing Units	Total Housing Units
MIH Units 20%	0	122	122
MIH Units 25%	0		
MIH Units 30%	0		

**Projected Site 24**

Total Lot Count: 3



<b>Address</b>	Stanley Avenue, 11208
<b>BBL</b>	3045400001
<b>Lot Area</b>	7,175 sf
<b>Zoning Change</b>	R4 to R5, C2-4
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan



<b>Address</b>	Amber Street, 11208
<b>BBL</b>	3045400005
<b>Lot Area</b>	6,234 sf
<b>Zoning Change</b>	R4 to R5, C2-4

<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>Address</b>	Stanley Avenue, 11208
<b>BBL</b>	3045400010
<b>Lot Area</b>	124,733 sf
<b>Zoning Change</b>	R4 to R5, C2-4
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan

<b>No Action</b>
Continuation in existing use.

<b>With Action</b>	
+4,200 sf. of manufacturing, +20 parking spaces, +23 ft. in height.	
<i>Increment</i>	
<i>Manufacturing</i>	+4,200 sf. of manufacturing
<i>Parking Spaces</i>	+20 parking spaces
<i>Height</i>	+23 ft. in height



## Projected Site 25

Total Lot Count: 6



<b>Address</b>	Linden Boulevard, 11208
<b>BBL</b>	3044970014
<b>Lot Area</b>	3,756 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan



<b>Address</b>	325 Amber Street
<b>BBL</b>	3044970046
<b>Lot Area</b>	4,362 sf
<b>Zoning Change</b>	R4 to R5

Existing Building and Use	One Family Dwellings - Miscellaneous
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Address	108 78 Street
BBL	3044970017
Lot Area	4,284 sf
Zoning Change	R4 to R5
Existing Building and Use	One Family Dwellings – Two Stores Detached



Address	321 Amber Street
BBL	3044970048
Lot Area	1,958 sf
Zoning Change	R4 to R5



Existing Building and Use	Miscellaneous - Other
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Address	319 Amber Street
BBL	3044970049
Lot Area	2,322 sf
Zoning Change	R4 to R5
Existing Building and Use	Miscellaneous - Other



Address	317 Amber Street
BBL	3044970050
Lot Area	3,581 sf
Zoning Change	R4 to R5



<b>Existing Building and Use</b>	One Family Dwellings - Miscellaneous
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<b>No Action</b>
+2,067 sf. in residential (4 units), +10 ft. in height.

With Action	
+31,007 sf. of residential (36 units), +19 parking spaces, +45 ft. in height.	
Increment	
Residential (sf)	+28,940 sf. of residential
Residential Units	+32 residential units
Parking Spaces	+19 parking spaces
Height	+35 ft. in height

**Projected Site 26**

Total Lot Count: 1



<b>Address</b>	Linden Boulevard, 11208
<b>BBL</b>	3044970019
<b>Lot Area</b>	7,155 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan

<b>No Action</b>
Continuation of existing uses.

<b>With Action</b>	
+12,000 sf. of residential (14 units), +8 parking spaces, +45 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+12,000 sf. of residential
<i>Residential Units</i>	+14 residential units
<i>Parking Spaces</i>	+8 parking spaces
<i>Height</i>	+45 ft. in height

### Projected Site 27

Total Lot Count: 4



Address	Linden Boulevard, 11208
BBL	3044970021
Lot Area	1,777 sf
Zoning Change	R4 to R5
Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan



Address	Linden Boulevard, 11208
BBL	3044970022
Lot Area	2,052 sf
Zoning Change	R4 to R5



Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan
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Address	Linden Boulevard, 11208
BBL	3044970023
Lot Area	2,147 sf
Zoning Change	R4 to R5
Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan



Address	Amber Street, 11208
BBL	3044970044
Lot Area	1,810 sf
Zoning Change	R4 to R5

<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>No Action</b>
Continuation of existing uses.

<b>With Action</b>	
+18,000 sf. of residential (21 units), +11 parking spaces, +45 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+18,000 sf. of residential
<i>Residential Units</i>	+21 residential units
<i>Parking Spaces</i>	+11 parking spaces
<i>Height</i>	+45 ft. in height

## Projected Site 28

Total Lot Count: 3



Address	Linden Boulevard, 11208
BBL	3044970026
Lot Area	2,110 sf
Zoning Change	R4 to R5
Existing Building and Use	Vacant Land – Zoned Residential; Not Manhattan



Address	120 Sapphire Street
BBL	3044970024
Lot Area	3,866 sf
Zoning Change	R4 to R5



Existing Building and Use	One Family Dwellings – Two Stories Detached
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Address	341 Amber Street
BBL	3044970039
Lot Area	6,088 sf
Zoning Change	R4 to R5
Existing Building and Use	Miscellaneous - Other

<b>No Action</b>
+1,740 sf. of residential (3 units), +20 ft. in height.

<b>With Action</b>	
+18,000 sf. of residential (21 units), +11 parking spaces, +45 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+16,260 sf. of residential
<i>Residential Units</i>	+18 residential units
<i>Parking Spaces</i>	+11 parking spaces
<i>Height</i>	+25 ft. in height



## Projected Site 29

Total Lot Count: 2



<b>Address</b>	Loring Avenue, 11208
<b>BBL</b>	3044970033
<b>Lot Area</b>	1,992 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan



<b>Address</b>	1473 Loring Avenue
<b>BBL</b>	3044970027
<b>Lot Area</b>	7,805 sf
<b>Zoning Change</b>	R4 to R5

<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>No Action</b>
Continuation in existing uses.

<b>With Action</b>	
+15,000 sf. of residential (18 units), +9 parking spaces, +45 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+15,000 sf. of residential
<i>Residential Units</i>	+18 residential units
<i>Parking Spaces</i>	+9 parking spaces
<i>Height</i>	+45 ft. in height

### Projected Site 30

Total Lot Count: 2



<b>Address</b>	1455 Loring Avenue
<b>BBL</b>	3044970034
<b>Lot Area</b>	5,977 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	One Family Dwellings – Two Stories Detached



<b>Address</b>	Loring Avenue, 11208
<b>BBL</b>	3044970037
<b>Lot Area</b>	1,971 sf
<b>Zoning Change</b>	R4 to R5

<b>Existing Building and Use</b>	Vacant Land – Zoned Residential; Not Manhattan
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<b>No Action</b>
+1,190 sf. of residential (2 units), +20 ft. in height.

With Action	
+12,000 sf. of residential (14 units), +8 parking spaces, +45 ft. in height.	
Increment	
Residential (sf)	+10,810 sf. of residential
Residential Units	+12 residential units
Parking Spaces	+8 parking spaces
Height	+25 ft. in height



**Projected Site 31**

Total Lot Count: 1



<b>Address</b>	1452 Loring Avenue
<b>BBL</b>	3045190001
<b>Lot Area</b>	6,487 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	One Family Dwellings – One Story

<b>No Action</b>
+760 sf. of residential (1 unit), +10 ft. in height.

<b>With Action</b>	
+9,000 sf. of residential (11 units), +6 parking spaces, +45 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+8,240 sf. of residential
<i>Residential Units</i>	+10 residential units
<i>Parking Spaces</i>	+6 parking spaces
<i>Height</i>	+35 ft. in height

### Projected Site 32

Total Lot Count: 3



<b>Address</b>	1474 Loring Avenue
<b>BBL</b>	3045190009
<b>Lot Area</b>	4,458 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	One Family Dwellings - Miscellaneous



<b>Address</b>	1458 Loring Avenue
<b>BBL</b>	3045190006
<b>Lot Area</b>	2,354 sf
<b>Zoning Change</b>	R4 to R5



<b>Existing Building and Use</b>	One & Two Family Buildings - Converted From One Family
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<b>Address</b>	1462 Loring Avenue
<b>BBL</b>	3045190007
<b>Lot Area</b>	4,719 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	One Family Dwellings - Miscellaneous

<b>No Action</b>
+1,309 sf. of residential (3 units), +10 ft. in height.

<b>With Action</b>	
+15,000 sf. of residential (18 units), +9 parking spaces, +45 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+13,691 sf. of residential
<i>Residential Units</i>	+15 residential units
<i>Parking Spaces</i>	+9 parking spaces
<i>Height</i>	+35 ft. in height

### Projected Site 33

Total Lot Count: 2



Address	Sapphire Street, 11208
BBL	3045190013
Lot Area	4,424 sf
Zoning Change	R4 to R5
Existing Building and Use	Residential Tax Class 1 Garage



Address	140 Sapphire Street
BBL	3045190015
Lot Area	4,368 sf
Zoning Change	R4 to R5

<b>Existing Building and Use</b>	One Family Dwellings – Two Stories Detached
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<b>No Action</b>
+1,754 sf. of residential (2 units), +20 ft. in height.

With Action	
+12,000 sf. of residential (14 units), +8 parking spaces, +45 ft. in height.	
Increment	
Residential (sf)	+10,246 sf. of residential
Residential Units	+12 residential units
Parking Spaces	+8 parking spaces
Height	+25 ft. in height

## Potential Site A

Total Lot Count: 3



Address	2596 Linden Boulevard
BBL	3044850006
Lot Area	6,110 sf
Zoning Change	R4 to C4-5D
Existing Building and Use	Store Buildings – One Story Retail Building



Address	2592 Linden Boulevard
BBL	3044850008
Lot Area	6,966 sf
Zoning Change	R4 to C4-5D



Existing Building and Use	Store Buildings – One Story Retail Building
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Address	2602 Linden Boulevard
BBL	3044850010
Lot Area	6,110 sf
Zoning Change	R4 to C4-5D
Existing Building and Use	Store Buildings – One Story Retail Building

<b>No Action</b>
+11,571 sf. of commercial.

<b>With Action</b>	
+83,890 sf. of residential (99 units), +31,250 sf. of commercial, +27 parking spaces, +145 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+83,890 sf. of residential
<i>Residential Units</i>	+99 residential units
<i>Commercial (sf)</i>	+19,679 sf. of commercial
<i>Parking Spaces</i>	+27 parking spaces
<i>Height</i>	+145 ft. in height

**Potential Site B**

Total Lot Count: 1



<b>Address</b>	516 Ruby Street
<b>BBL</b>	3044710021
<b>Lot Area</b>	19,770 sf
<b>Zoning Change</b>	R4 to C4-5D
<b>Existing Building and Use</b>	Store Buildings – Stand Alone Food Establishment

<b>No Action</b>
+1,898 sf. of commercial.

<b>With Action</b>	
+96,162 sf. of residential (113 units), +14,501 sf. of commercial, +28 parking spaces, +125 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+96,162 sf. of residential
<i>Residential Units</i>	+113 residential units
<i>Commercial (sf)</i>	+12,603 sf. of commercial
<i>Parking Spaces</i>	+28 parking spaces
<i>Height</i>	+125 ft. in height



### Potential Site C

Total Lot Count: 3



Address	133-25 79 Street
BBL	4113590001
Lot Area	33,142 sf
Zoning Change	R4 to C4 -5D, R4, C2-2
Existing Building and Use	Store Buildings – One Story Retail Building



Address	78-04 South Conduit Avenue
BBL	4113580001
Lot Area	141,796 sf
Zoning Change	R4 to C4 -5D, R4, C2-2

Existing Building and Use	Store Buildings – Predominant Retail with Other Uses
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Address	135-25 79 Street
BBL	4113770001
Lot Area	85,268 sf
Zoning Change	R4 to C4 -5D, R4, C2-2
Existing Building and Use	Store Buildings – Multi-Story Retail Buildings

<b>No Action</b>
+173,705 sf. of commercial, +125 ft. in height.

<b>With Action</b>	
+223,569 sf. of residential (263 units), +202,901 sf. of commercial, +290 parking spaces, +250 ft. in height.	
<i>Increment</i>	
<i>Residential (sf)</i>	+22,569 sf. of residential
<i>Residential Units</i>	+263 residential units
<i>Commercial (sf)</i>	+29,196 sf. of commercial
<i>Parking Spaces</i>	+290 parking spaces
<i>Height</i>	+125 ft. in height

### Potential Site D

Total Lot Count: 2



<b>Address</b>	75-06 Blake Avenue
<b>BBL</b>	4113550003
<b>Lot Area</b>	3,125 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	One Family Dwellings – One Story (Permanent Living Quarters)



<b>Address</b>	75-02 Blake Avenue
<b>BBL</b>	4113550001
<b>Lot Area</b>	12,039 sf
<b>Zoning Change</b>	R4 to R5

<b>Existing Building and Use</b>	One & Two Family Buildings - Miscellaneous
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<b>No Action</b>
+2,488 sf. of residential (2 units).

With Action	
+30,253 sf. of residential (36 units), +12 parking spaces, +55 ft. in height.	
Increment	
Residential (sf)	+27,765 sf. of residential
Residential Units	+34 residential units
Parking Spaces	+12 parking spaces
Height	+55 ft. in height



**Potential Site E**

Total Lot Count: 1



<b>Address</b>	387 Forbell Street
<b>BBL</b>	3042750006
<b>Lot Area</b>	6,747 sf
<b>Zoning Change</b>	R4 to R5
<b>Existing Building and Use</b>	Converted From One Family

<b>No Action</b>
+789 sf. of residential, +40 ft. in height.

With Action	
+8,420 sf. of residential (10 units), +40 ft. in height.	
Increment	
Residential (sf)	+7,631 sf. of residential
Residential Units	+10 residential units