

Bushwick Rezoning and Related Actions

Environmental Assessment Statement

CEQR No. 19DCP200K

Lead Agency:
New York City Planning Commission

Prepared by:
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AKRF

May 24, 2019

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City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

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

Part I: GENERAL INFORMATION

PROJECT NAME Bushwick Rezoning and Related Activities

1. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
19DCP200K

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)
Pending

OTHER REFERENCE NUMBER(S) (if applicable)
(e.g., legislative intro, CAPA)

2a. Lead Agency Information

NAME OF LEAD AGENCY
NYC Department of City Planning

NAME OF LEAD AGENCY CONTACT PERSON
Olga Abinader, Acting Director

ADDRESS 120 Broadway, 31st Floor

CITY New York STATE NY ZIP 10271
TELEPHONE 212-720-3493 EMAIL
oabinad@planning.nyc.gov

2b. Applicant Information

NAME OF APPLICANT
NYC Department of City Planning, Brooklyn Borough Office

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
Winston von Engel, Director

ADDRESS 16 Court Street, 7th Floor

CITY Brooklyn STATE NY ZIP 11241
TELEPHONE 718-780-8280 EMAIL
wvoneng@planning.nyc.gov

3. Action Classification and Type

SEQRA Classification

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

Action Type (refer to [Chapter 2](#), "Establishing the Analysis Framework" for guidance)

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

4. Project Description

The New York City Department of City Planning is proposing a series of land use actions (collectively, the "Proposed Actions") affecting an approximately 300 block area of Bushwick, Brooklyn. Refer to Section 1 of the Supplemental Studies, "Project Description" for details.

Project Location

BOROUGH Brooklyn COMMUNITY DISTRICT(S) 1 STREET ADDRESS

TAX BLOCK(S) AND LOT(S) Refer to Appendix A of the Supplemental Studies ZIP CODE 11206, 11207, 11221 and 11237

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The affected area is generally bound by Wyckoff Avenue and Irving Avenue to the north, the Jackie Robinson Parkway and Trinity Cemetery to the east, Broadway to the south, and Flushing Avenue to the west.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY Refer to Figure 2, Zoning Map ZONING SECTIONAL MAP NUMBER 17a, b, c and d

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

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

☐ CITY MAP AMENDMENT ☐ ZONING CERTIFICATION ☐ CONCESSION
☒ ZONING MAP AMENDMENT ☐ ZONING AUTHORIZATION ☐ UDAAP
☒ ZONING TEXT AMENDMENT ☐ ACQUISITION—REAL PROPERTY ☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY ☐ DISPOSITION—REAL PROPERTY ☐ FRANCHISE
☐ HOUSING PLAN & PROJECT ☐ OTHER, explain:
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

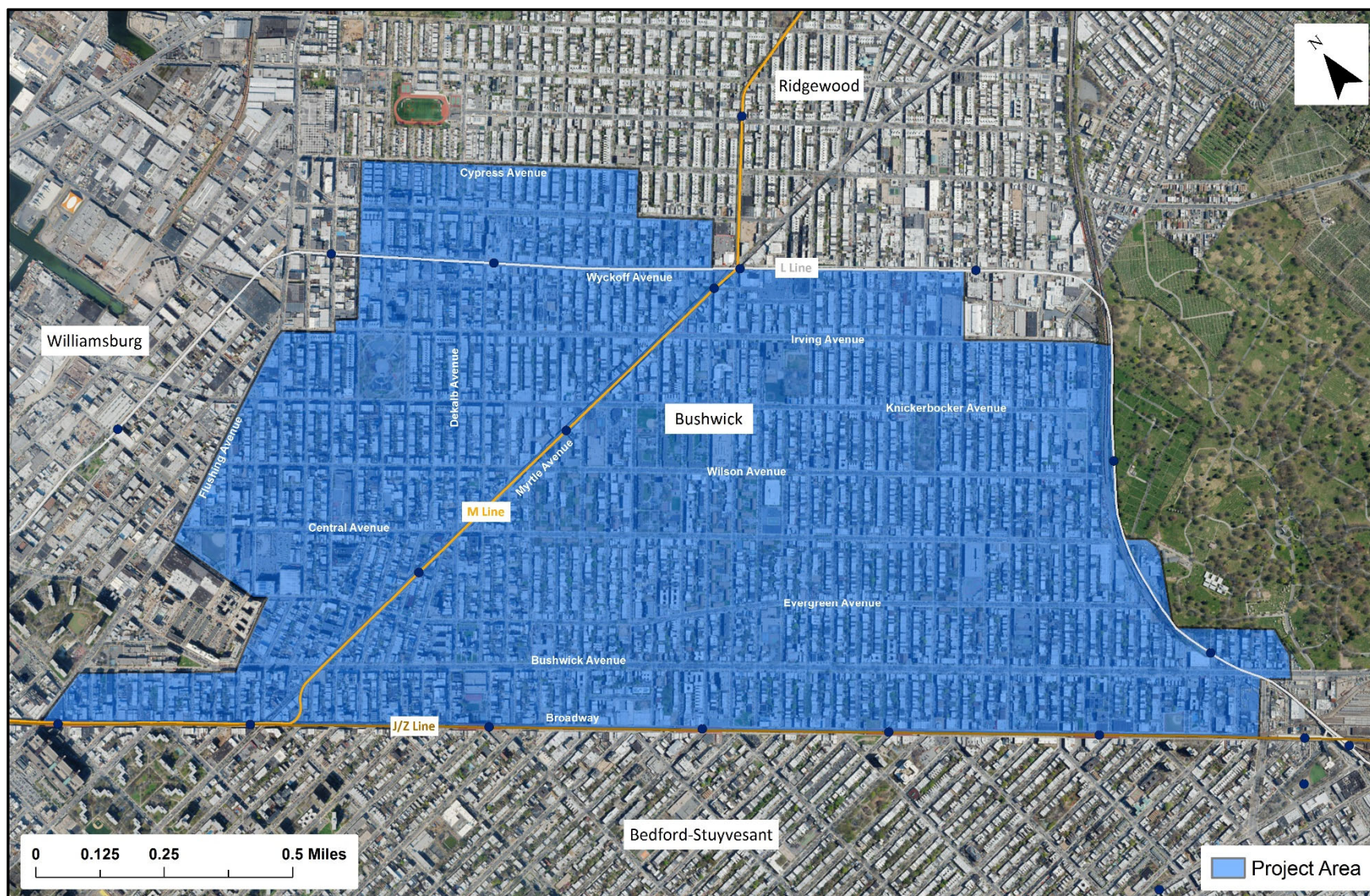
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: ☐ YES ☒ NO

☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

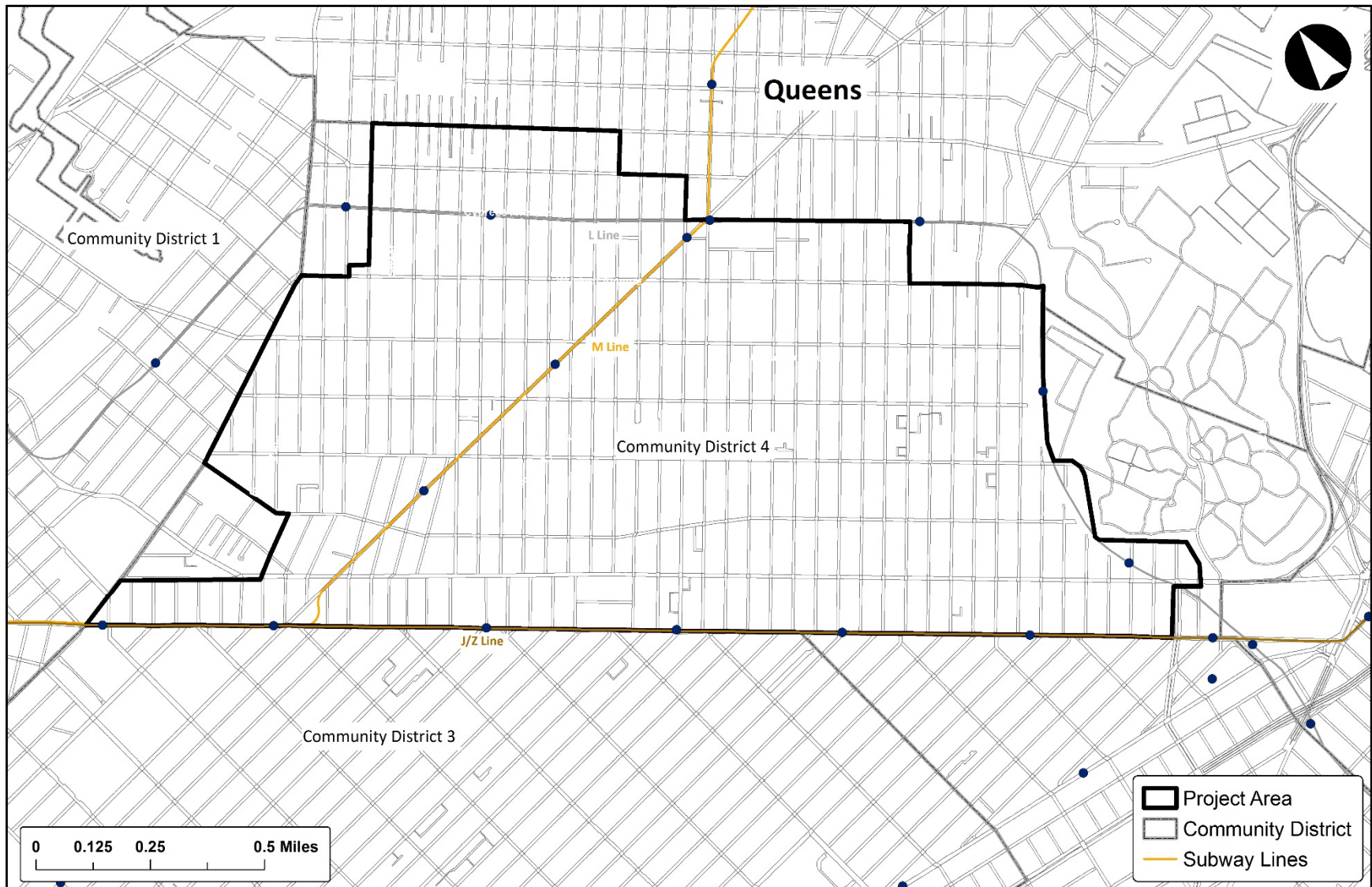
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," specify:		
Other City Approvals Subject to CEQR (check all that apply)		
<input type="checkbox"/> LEGISLATION <input type="checkbox"/> RULEMAKING <input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES <input type="checkbox"/> 384(b)(4) APPROVAL <input type="checkbox"/> OTHER, explain:	<input type="checkbox"/> FUNDING OF CONSTRUCTION, specify: <input type="checkbox"/> POLICY OR PLAN, specify: <input type="checkbox"/> FUNDING OF PROGRAMS, specify: <input type="checkbox"/> PERMITS, specify:	
Other City Approvals Not Subject to CEQR (check all that apply)		
<input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL <input type="checkbox"/> OTHER, explain:	
State or Federal Actions/Approvals/Funding: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," specify:		
6. Site Description: The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area. Graphics: The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.		
<input checked="" type="checkbox"/> SITE LOCATION MAP <input checked="" type="checkbox"/> TAX MAP <input type="checkbox"/> PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP	<input checked="" type="checkbox"/> ZONING MAP <input checked="" type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	<input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP
Physical Setting (both developed and undeveloped areas)		
Total directly affected area (sq. ft.): 56,668,284 (rezoning area)		Waterbody area (sq. ft.) and type: N/A
Roads, buildings, and other paved surfaces (sq. ft.): 56,668,284		Other, describe (sq. ft.):
7. Physical Dimensions and Scale of Project (if the project affects multiple sites, provide the total development facilitated by the action)		
SIZE OF PROJECT TO BE DEVELOPED (gross square feet): Refer to Page 3 for RWCDS Summary		
NUMBER OF BUILDINGS:		GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):
HEIGHT OF EACH BUILDING (ft.):		NUMBER OF STORIES OF EACH BUILDING:
Does the proposed project involve changes in zoning on one or more sites? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
If "yes," specify: The total square feet owned or controlled by the applicant:		
The total square feet not owned or controlled by the applicant:		
Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):		
AREA OF TEMPORARY DISTURBANCE: TBD sq. ft. (width x length)		VOLUME OF DISTURBANCE: TBD cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: TBD sq. ft. (width x length)		
8. Analysis Year CEQR Technical Manual Chapter 2		
ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2030		
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: N/A		
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF MULTIPLE PHASES, HOW MANY? N/A		
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: N/A		
9. Predominant Land Use in the Vicinity of the Project (check all that apply)		
<input checked="" type="checkbox"/> RESIDENTIAL	<input checked="" type="checkbox"/> MANUFACTURING	<input checked="" type="checkbox"/> COMMERCIAL
		<input checked="" type="checkbox"/> PARK/FOREST/OPEN SPACE
		<input checked="" type="checkbox"/> OTHER, specify: Public institutions

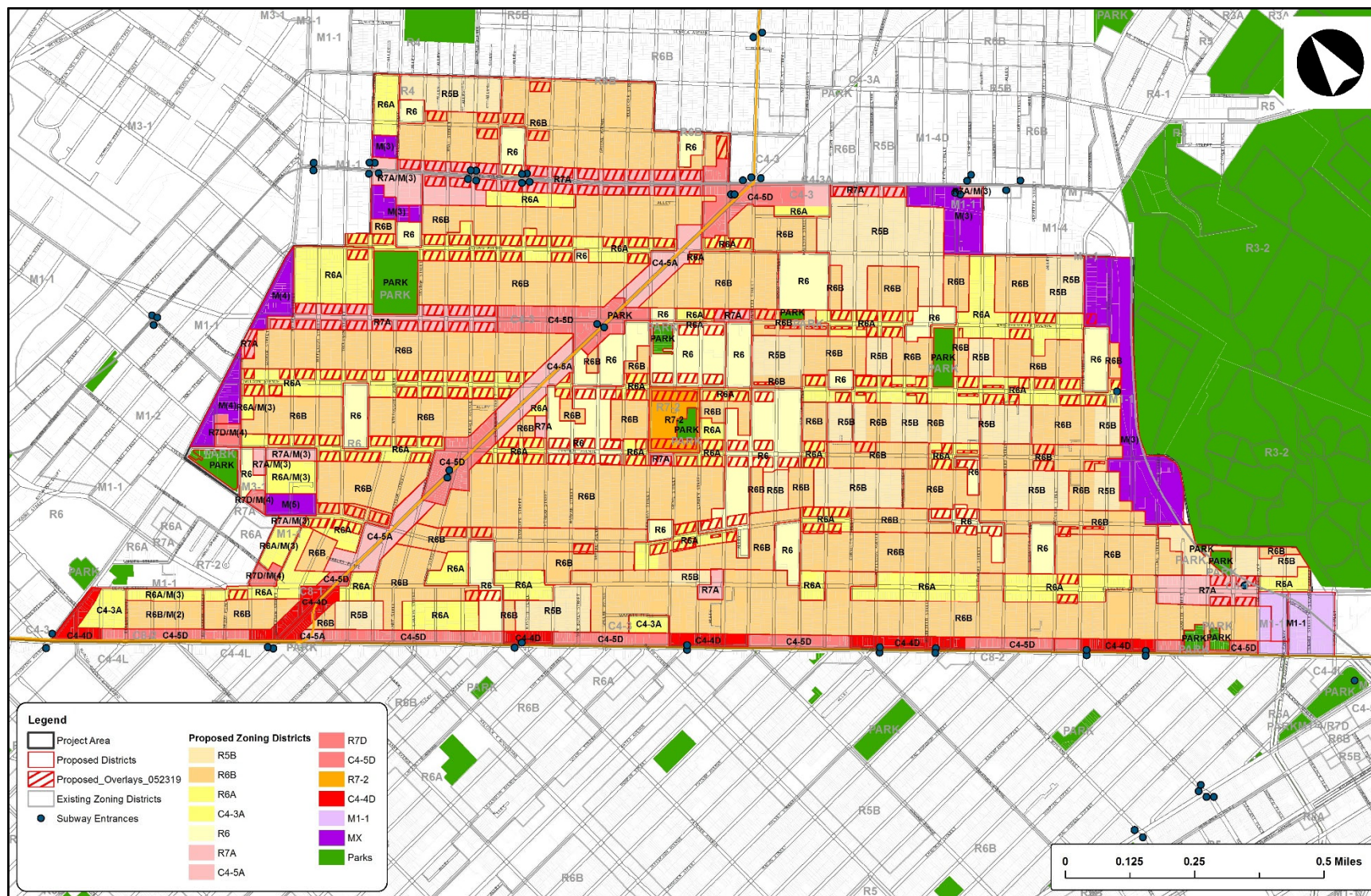


Bushwick Rezoning and Related Actions EAS

Figure 1a
Project Location – Aerial View

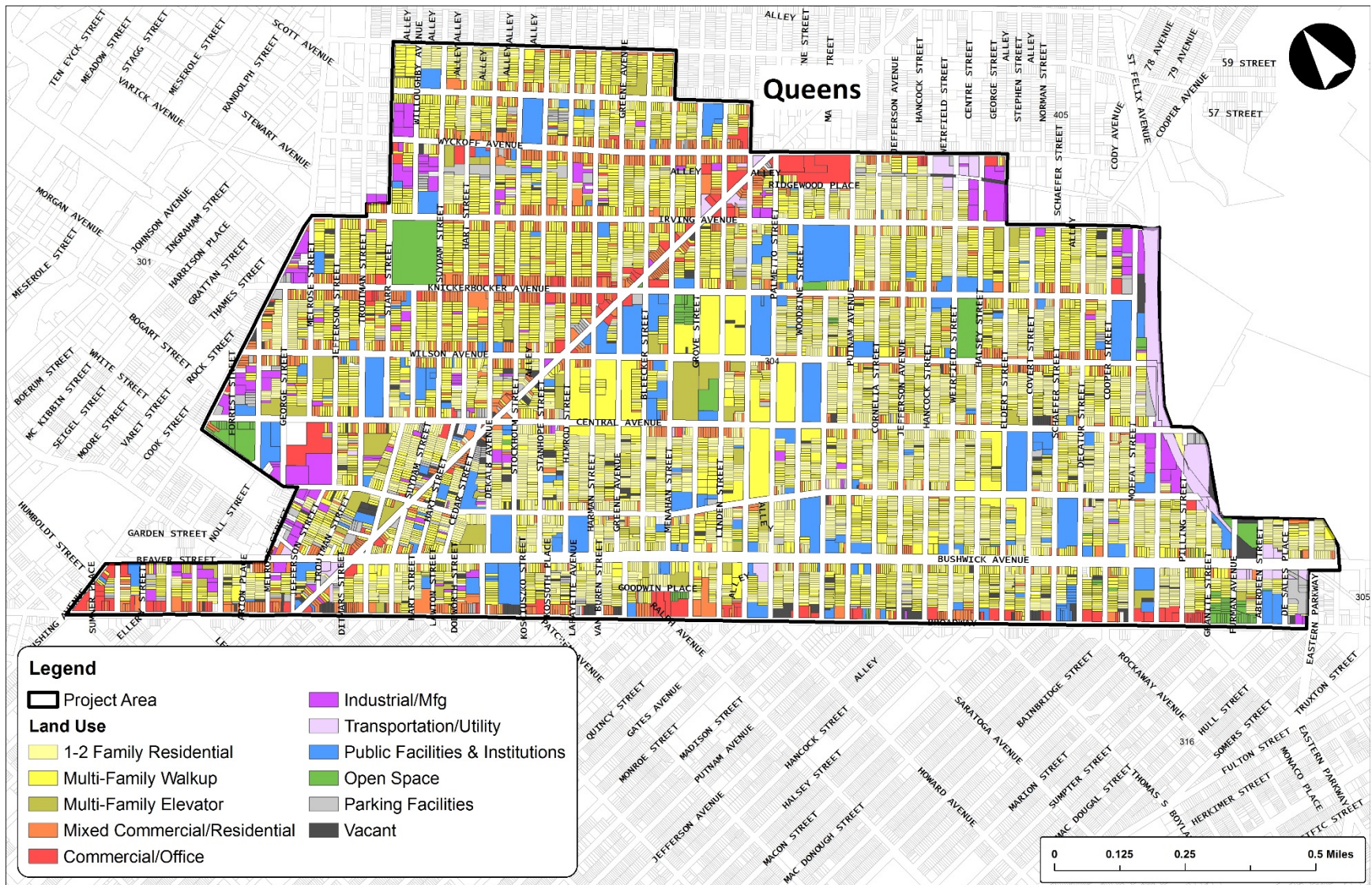






Bushwick Rezoning and Related Actions EAS

Figure 3
Proposed Zoning



Bushwick Rezoning and Related Actions EAS

Figure 4
Land Use Map







DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

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

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Describe type of residential structures	Varies; to be described in the EIS	Varies; to be described in the EIS	Varies; to be described in the EIS	
No. of dwelling units	230	1,678	7,291	5,613
No. of low- to moderate-income units		0	1,873	1,873
Gross floor area (sq. ft.)	153,264	1,603,897	6,889,956	5,286,059
Commercial	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Varies; to be described in the EIS	Varies; to be described in the EIS	Varies; to be described in the EIS	
Gross floor area (sq. ft.)	1,822,162	967,443	2,578,218	1,610,775
Manufacturing/Industrial	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Type of use	Varies; to be described in the EIS	Varies; to be described in the EIS	Varies; to be described in the EIS	
Gross floor area (sq. ft.)	1,045,934	66,273	360,172	293,899
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Type		Varies; to be described in the EIS	Varies; to be described in the EIS	
Gross floor area (sq. ft.)		203,932	452,145	248,213
Vacant Land	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
Publicly Accessible Open Space	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
PARKING				
Garages	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces		1,675	2,264	589
Operating hours				
Attended or non-attended				
Lots	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," describe:				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
POPULATION				
Residents	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify number:	To be described in the EIS	5,336	23,185	17,849
Briefly explain how the number of residents was calculated:	Population estimates are based on the average household size in reported by the 2012-2016 American Community Survey for the 29 Census Tracts comprising the study area: 3.18 persons per household.			
Businesses	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. and type	Varies; to be described in the EIS	Varies; to be described in the EIS	Varies; to be described in the EIS	
No. and type of workers by business	To be described in the EIS	To be described in the EIS	To be described in the EIS	
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Other (students, visitors, concert-goers, etc.)	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	See Attachment No. 2	See Attachment No. 2	See Attachment No. 2	See Attachment No. 2
Maximum amount of floor area that can be developed	See Attachment No. 2	See Attachment No. 2	See Attachment No. 2	See Attachment No. 2
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	See Attachment No. 2	See Attachment No. 3	See Attachment No. 3	See Attachment No. 3
Attach any additional information that may be needed to describe the project.				
If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

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

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

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

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Effects on Industry		
o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
i. Child Care Centers		
o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
ii. Libraries		
o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the additional population impair the delivery of library services in the study area?	<input type="checkbox"/>	<input type="checkbox"/>
iii. Public Schools		
o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
iv. Health Care Facilities		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of health care facilities in the area?	<input type="checkbox"/>	<input type="checkbox"/>
v. Fire and Police Protection		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of fire or police protection in the area?	<input type="checkbox"/>	<input type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes," would the project generate more than 50 additional residents or 125 additional employees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(f) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:		
o If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5	<input type="checkbox"/>	<input type="checkbox"/>

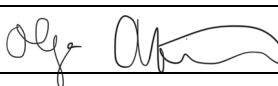
	YES	NO
percent?		
<ul style="list-style-type: none"> o If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify: 	<input type="checkbox"/>	<input type="checkbox"/>
5. SHADOWS: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. To be determined		
6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. To be provided in EIS		
7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, please provide the information requested in Chapter 10 . To be determined in the EIS		
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions .		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	<input type="checkbox"/>	<input type="checkbox"/>
(i) Based on the Phase I Assessment, is a Phase II Investigation needed?	<input type="checkbox"/>	<input type="checkbox"/>
10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
(c) If the proposed project located in a separately sewer area , would it result in the same or greater development than that listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input type="checkbox"/>
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewer or currently unsewered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. To be provided in EI		
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): A net increase of 448,060 lbs/wk compared to the No-Action condition (See Attachment B)		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15 , the project's projected energy use is estimated to be (annual BTUs): A net increase of 1,158,549 MBTUs compared to the No-Action condition (See Attachment B)		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/rail trips per station or line?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed) To be provided in EI	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. To be provided in EI		
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project result in the development of 350,000 square feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<ul style="list-style-type: none"> o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation. To be assessed in the EIS 	<input type="checkbox"/>	<input type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. To be provided in EI		
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20 , "Public Health." Attach a preliminary analysis, if necessary. To be determined based on the EIS analyses		
18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary. See Attachment B		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22 , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		
20. APPLICANT'S CERTIFICATION		
<p>I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.</p> <p>Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.</p>		
APPLICANT/REPRESENTATIVE NAME <i>ALEX SOMMER</i>	SIGNATURE <i>[Signature]</i>	DATE <i>5/23/19</i>
PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.		

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

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

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.		Potentially Significant Adverse Impact	
		YES	NO
IMPACT CATEGORY			
Land Use, Zoning, and Public Policy		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Socioeconomic Conditions		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community Facilities and Services		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Open Space		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Shadows		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic and Cultural Resources		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Urban Design/Visual Resources		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Natural Resources		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hazardous Materials		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water and Sewer Infrastructure		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Solid Waste and Sanitation Services		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Energy		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Greenhouse Gas Emissions		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Noise		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Health		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Neighborhood Character		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Construction		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.			
3. Check determination to be issued by the lead agency:			
<input checked="" type="checkbox"/> Positive Declaration: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a <i>Positive Declaration</i> and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).			
<input type="checkbox"/> Conditional Negative Declaration: A <i>Conditional Negative Declaration</i> (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.			
<input type="checkbox"/> Negative Declaration: If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a <i>Negative Declaration</i> . The <i>Negative Declaration</i> may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.			
4. LEAD AGENCY'S CERTIFICATION			
TITLE Acting Director, Environmental Assessment and Review Division		LEAD AGENCY City Planning Commission, on behalf of the Department of City Planning	
NAME Olga Abinader		DATE 05/24/2019	
SIGNATURE 			

ATTACHMENT A

Project Description

I. INTRODUCTION

The New York City Department of City Planning (DCP) is proposing a series of land use actions (the “Proposed Actions”), including zoning map amendments and zoning text amendments that would facilitate the implementation of the *Bushwick Neighborhood Plan* (BNP), an area-wide plan that aims to promote a long-term vision for the study area that protects neighborhood character and channels growth to appropriate locations, fosters preservation and creation of affordable housing, promotes job growth, and identifies critical neighborhood investments. The BNP builds on previous collaborative work conducted by the DCP, City agencies, community residents and stakeholders, and non-profit organizations, initiated by elected officials in 2014.

The Proposed Actions would affect an approximately 300-block, 1,300-acre area (the “Project Area”) of Bushwick, Brooklyn, Community District 4. The Project Area is generally bound by Wyckoff Avenue and Irving Avenue to the north, Moffat and Vanderveer Streets to the east, Broadway to the south, and Flushing Avenue to the west.

The Proposed Actions reflect the feedback received from local stakeholders through a four-year collaborative planning process and seeks to accomplish the following land use objectives:

- Preserve the neighborhood character of Bushwick’s side streets (i.e. mid-blocks) by establishing contextual zoning districts;
- Allow for appropriate growth with permanently affordable housing, retail, and community facilities in appropriate locations on east-west avenues;
- Promote higher density mixed-use development with permanently affordable housing;
- Allow building envelope flexibility to respond to elevated train conditions and improve the pedestrian experience along elevated train corridors;
- Reinforce and increase job-generating uses and enhance the vitality of industrial districts; and
- Encourage a mix of residential, commercial, and industrial uses to best respond to need for jobs and new housing and affordable housing.

The Proposed Actions are anticipated to facilitate development of new residential, commercial, industrial, and community facility uses within the Project Area. Overall, the Proposed Actions are expected to result in a net increase of approximately 5,613 dwelling units (DUs) (a With-Action scenario of approximately 7,291 DUs); 248,213 gsf (215,826 zfa) of community facility space; 544,239 gsf (473,251 zfa) of local retail space; 4,318 gsf (3,755 zfa) of destination retail space; 1,062,218 gsf (923,668 zfa) of office space; and 293,899 gsf (255,549 zfa) of industrial space. On privately-owned sites the Proposed Actions could result in a net increase of approximately 5,479 DUs (a With-Action scenario of 7,157 DUs), including approximately 1,873 permanently affordable homes for lower-income New Yorkers per MIH.¹ On City-owned sites, the *Bushwick Neighborhood Plan* would include approximately 332 affordable DUs, designated to serve a wide range of incomes (see Section G, “Analysis Framework” for discussion of the Reasonable Worst Case Development Scenario [RWCDs]).²

An overview of the Project Area, the purpose and need for the Proposed Actions, and a detailed description of the specific components are provided below.

II. BACKGROUND TO THE PROPOSED ACTIONS

Community Engagement and Interagency Participation

To help New Yorkers stay in their homes and to create new housing to meet increased demand, Mayor de Blasio launched *Housing New York* in May 2014. This housing plan dramatically increased resources for tenant protections and is making unprecedented investments to preserve existing affordable housing and construct new affordable housing, including permanent affordable housing through the City’s Mandatory Inclusionary Housing (MIH) program. The *Housing New York* plan calls for neighborhood studies to be undertaken in communities across the five boroughs that offer opportunities for new affordable housing and Bushwick was selected as one of the neighborhoods based on previous planning work in the area and requests from the local community board and elected officials to study the area.

The *Bushwick Neighborhood Plan* is part of an ongoing community engagement process that began in 2014. The Bushwick planning process builds on a large body of work undertaken by DCP and many other City agencies with community residents, stakeholders, elected officials, and Community Board 4. A large part of that collaboration was conducted as part of the *Bushwick*

¹ A minimum percentage of housing created would be permanently affordable under the Mandatory Inclusionary Housing (MIH) Program. The number of affordable units would be determined by a number of factors, including the MIH option ultimately selected for the Proposed Actions. The number of affordable units shown here is approximate and based on a percentage of floor area under the RWCDs, which is assumed to be MIH Option 1 (25 percent of residential floor area).

² The Department of Housing Preservation and Development’s housing plan for Bushwick includes 332 affordable units proposed across ten lots and four developments. One of the developments, 1531 Broadway, was analyzed as part of the DSOW. As part of the DSOW, the estimated development on 1531 Broadway is 134 affordable units, which is higher than the estimate of 125 affordable units included in the Bushwick Neighborhood Plan Update. This discrepancy is due to the inclusion of an outparcel (Block 3387, Lot 8) for analysis purposes. The other affordable housing developments were either analyzed as previous actions (see Bushwick Alliance, p.6) or will be analyzed as future actions.

Community Plan (BCP) process, initiated in 2014 by elected officials and Community Board 4 along with a group of residents and community-based organizations who raised concerns about out-of-character development, tenant displacement, and a need to protect and create affordable housing. Between 2014 and 2018, DCP and other City agencies helped support the BCP and participated in a broad neighborhood process of over 150 meetings, including town halls, community events, and topic-specific meetings. The BCP process culminated in a report released by local stakeholders in September 2018, which informed strategies developed for the *Bushwick Neighborhood Plan*.

Building on the priorities and strategies outline in the *Bushwick Community Plan* report, DCP, along with other city agencies, developed the following broad goals for the neighborhood to facilitate a thriving and inclusive community:

- Create and preserve homes for lower-income New Yorkers;
- Build a diversified economy with better support for existing businesses and workers and new jobs and workspace across a variety of sectors;
- Improve and expand Bushwick's park and open space network;
- Add pedestrian safety interventions on key corridors, improving the public realm, and enhancing of transit access;
- Ensure better access to quality health care, education, and arts programming; and
- Offer greater protection of historic resources.

In terms of land use, DCP established a planning framework which identified a long-term vision for a balanced, coordinated approach to neighborhood planning. The framework includes areas prioritized for the protection of neighborhood character, modest residential and commercial growth, and maintenance of locations for job-generating uses and business expansion. It takes into account community aspirations and priorities shared at the *Bushwick Community Plan's* Land Use Sub-Committee meetings, the Land Use and Housing Summit held in February 2017, a subsequent zoning workshop series held from May through August 2017, and the *Bushwick Community Plan* final report, released in September 2018.

DCP's planning framework has evolved over time to strengthen protection of midblock character and maintenance of job generating uses, in response to what DCP heard from stakeholders throughout the process. The framework contains specific land use objectives to guide a vision for the future of Bushwick, which, based on ongoing outreach and agency efforts, recognize the area's varied context and aim to meet multiple objectives. As the City proactively plans for the neighborhood's future, the framework also seeks to meet citywide goals of increasing housing production, including affordable housing, and directing growth to appropriate locations.

The planning framework identified eight major subareas with distinct land use objectives:

- **Midblock Preservation:** In areas with consistent low-density character, reinforce predominant character of side streets and select corridors by limiting building heights (i.e. contextual zoning) and promoting street wall line-up.
- **Transit Corridors:** On commercial corridors adjacent to transit, promote higher density mixed-use development, including permanently affordable housing as well as mixed-income housing, local retail, and community facilities.
- **Mixed-Use Corridors:** On active retail corridors, allow medium density development with permanently affordable housing and mixed-income housing and strengthen commercial uses.
- **Neighborhood Corridors:** On corridors with a mix of residential and commercial uses, explore potential for medium density development with permanently affordable housing and mixed income housing and retail where appropriate.
- **Historic Corridor:** On Bushwick Avenue, protect neighborhood character and scale through contextual zoning.
- **Industrial/Commercial Buffer Zone:** In areas with active industrial and commercial uses, reinforce and allow for growth of industrial and commercial uses and strengthen as a local job hub.
- **Established Residential:** In industrially-zoned areas with residential character, bring existing residential blocks into conformance with zoning.
- **Mixed-Use Area:** In areas with a mix of residential, commercial, and industrial uses, encourage continuity of unique mix of uses, allowing businesses to remain and expand, while also bringing existing residential uses into conformance with zoning.

In addition, although not part of the proposed land use and zoning approvals described below, the Plan calls for strategic infrastructure and community investments, such as 332 new affordable housing units on city-owned land³ and pedestrian safety improvements on Myrtle Avenue, which would support the overall Plan, but are not directly tied to the Proposed Actions. While the Proposed Actions are integral to the implementation of the overall Plan, they are not dependent on these other, additional components and as such are not part of a coordinated environmental review. Moreover, there are components of the Plan which are not yet known to a sufficient level of detail to include in this analysis.

³ See footnote #2 for more information.

North Brooklyn Rezoning

Contiguous to the Bushwick Rezoning Project Area, DCP is leading a rezoning of the North Brooklyn Industrial Business Zone (IBZ) to advance the goals put forward by the North Brooklyn Industry and Innovation Plan, a 2018 planning study. The North Brooklyn Rezoning encompasses a 200-block, 1,000-acre portion of the Greenpoint, East Williamsburg, and Bushwick neighborhoods, including 10 blocks of Bushwick, Community District 4. Based on input from the local community, the rezoning has identified strategies to promote job growth and economic activity in this area, and ensure that core industrial areas – areas of the most intensive industrial activity – permit such businesses opportunities to thrive. The rezoning explores new models for growth districts to support 21st century businesses and jobs, with opportunities, as appropriate, for a mix of light industrial and commercial uses.

Using zoning and other policy tools, the goals of the rezoning are to:

- Encourage development close to transit in neighborhood employment centers by allowing increased commercial and industrial density;
- Retain areas for important industrial activities that are critical to the functioning of the City;
- Updating parking and loading regulations to reflect modern business needs;
- Establish new building envelopes to encourage contextual, loft-like buildings to match the character in certain areas of the Project Area and to support business preference for large floorplates;
- Support the expansion of existing industrial and commercial businesses by permitting additional density and updating parking and loading regulations; and
- Bring existing residential uses into conformance by realigning zoning to match existing land uses.

Prior Planning Efforts

63 Stockholm Street, Bushwick Alliance

Bushwick Alliance (C190078HAK) was an application by the Department of Housing Preservation and Development, HPD, to advance the Designation and approval of an Urban Development Action Area and Disposition of a City-owned site. This application will facilitate the development of a new four-story building with twenty affordable units at 63 Stockholm Street in Bushwick, Brooklyn, Community District 4 through the NIHOP-NCP Program. The application was approved by the NYC City Council on April 4, 2019

and the site has been conveyed to the Bushwick Alliance, a joint venture between Riseboro Community Partnership and St. Nicks Alliance, for development.

1601 DeKalb Avenue

Within the Bushwick rezoning Project Area, a private application for rezoning was approved in 2018 for a portion of one block on Hart Street and DeKalb Avenue, south of Wyckoff Avenue, at 1601 DeKalb Avenue (C 180148 ZMK). The application was filed by a private entity in order to facilitate the development of two new nine-story residential buildings containing 122 units, including 27 permanently affordable MIH units. The application was approved by the City Planning Commission on July 11, 2018 to change the M1-1 district to R7A and R6B districts with a commercial overlay fronting on Wyckoff Avenue. On September 12, 2018, the City Council approved the application with modifications to remove the Wyckoff Avenue frontage from the rezoning area and to change a portion of the proposed R7A district to an R6A district.

Rheingold Rezoning

The Project Area is adjacent to the 2013 Rheingold Rezoning area, a private application (080322 ZMK, 110179 ZRK, 070250 MMK) that rezoned nine tax blocks from M1-1 to R7A and R6A with a C2-4 commercial overlay and one tax block from M3-1 to M1-2. The rezoning also designated new Voluntary Inclusionary Housing areas and reestablished Stanwix and Noll Streets within the rezoning area. The rezoning was sought by Forrest Lots LLC, to facilitate a planned mixed-use development consisting of ten buildings ranging from four to eight stories and 17,500 square feet of open space. 1,600 homes, including 400 affordable apartments, have since been constructed on the site.

Surrounding Neighborhoods

Over the last two decades, neighborhoods surrounding Bushwick were the focus of contextual rezonings that aimed to prevent out-of-scale, tower-in-the-park style Height Factor development. These changes had the effect of restricting development in these areas, resulting in increased land values and driving development demand to Bushwick, which retains more permissive zoning. See descriptions of these neighborhood rezonings below.

Ridgewood Rezoning

The Ridgewood Rezoning, approved in 2000, included zoning map amendments for a 250-block area in the Ridgewood and SOMA (South of Myrtle Avenue) neighborhoods of Queens, Community District 5. The rezoning was generally bound by Troutman and Starr streets, Metropolitan and Traffic Avenues, 65th Place, the New York Connecting Rail Road and the Long Island Rail Road's Bay Ridge Line, and the Brooklyn/Queens boundary along Irving, Wyckoff, St. Nicholas and Cypress Avenues. The rezoning sought to foster new development that complements existing building bulk characteristics; reduce allowable residential densities to more closely reflect existing conditions; designate commercial districts to match

established and emerging land use patterns; and support the established missed residential and industrial land use pattern in SOMA.

Bedford-Stuyvesant South Rezoning

The Bedford-Stuyvesant South rezoning, approved in 2007, included zoning map and text amendments for an approximately 206-block area in the southern half of the Bedford-Stuyvesant neighborhood of Brooklyn, Community District 3. The rezoning area was generally bound by Lafayette Avenue and Quincy Street to the north, Classon Avenue to the west, Saratoga Avenue and Broadway to the east, and Atlantic Avenue to the south. The rezoning aimed to preserve neighborhood scale and character, maintain opportunities for mid-rise apartment building construction along appropriate corridors, and allow for residential growth with incentives for affordable housing along the Fulton Street transit and retail corridor.

Bedford-Stuyvesant North Rezoning

The Bedford-Stuyvesant North rezoning, approved in 2012, included zoning map and text amendments for an approximately 140-block area in the northern half of the Bedford-Stuyvesant neighborhood of Brooklyn, Community District 3. The rezoning area was generally bound by Lafayette Avenue and Quincy Street to the south, Classon and Franklin Avenues to the west, Broadway to the east, and Flushing Avenue to the north. This rezoning was undertaken at the request of Community Board 3 and local elected officials as a follow-up to the 2007 rezoning of Bedford-Stuyvesant South and in response to concerns that existing zoning in the area does not reflect established growth patterns. The rezoning sought to preserve existing character and building patterns in the residential core of the neighborhood while allowing modest enlargements of existing homes; direct new residential and mixed-use growth to commercial/transit corridors; promote vibrant, active, pedestrian-friendly streets with regulations to reinforce commercial character; and incentivize affordable housing creation in major corridors.

Bushwick Project Area and History

The Project Area encompasses the majority of the Bushwick neighborhood of Brooklyn and is generally characterized by residential development, with active commercial corridors extending east-west across the neighborhood and a mix of industrial, commercial, and residential uses on the edges of the neighborhood. The Project Area was largely developed beginning in the mid-1850s at a time that the populations of New York City and Brooklyn were growing rapidly due to an influx of immigrants and growth of nearby manufacturing and shipping industries.

During this time, the majority of immigrants to Bushwick were German, creating a local Little Germany.⁴ They constructed and worked in the growing number of factories, mills, and breweries in the area, and built ornate churches, social gathering spaces, and homes. The Germans brought with them a love of beer

⁴ Brooklyn CB4 About CB4 - History of Bushwick. (n.d.). Retrieved March 28, 2016, from: www.nyc.gov/html/bkncb4/html/about/history.shtml

and by the end of the 19th century, brewing was a primary industry in Bushwick. The high concentration of breweries in the area became known as Brewer's Row.⁵ The wealthy operators of the breweries built large homes and mansions nearby, concentrated along Bushwick Avenue, as did other prominent professionals, including doctors and lawyers.

Major transportation advances in the mid- to late-19th century also encouraged a building boom in Bushwick. In 1868, a Long Island Rail Road line was built through Bushwick, allowing for greater transport of people and goods. Elevated train lines on Myrtle Avenue and Broadway, as well as the development of the Brooklyn and Williamsburg Bridges, made Bushwick more accessible to Manhattan and other parts of the city. Growth in Bushwick was accompanied by residential development, characterized typically by two to six family houses.

In the first half of the 20th century, Bushwick experienced a period of prosperity and saw thriving entertainment, shopping, residential, and manufacturing areas. With the introduction of the City's first comprehensive zoning in 1916, much of northwest Bushwick, the Wyckoff Avenue corridor, and the eastern edge of the neighborhood were mapped "Unrestricted District." This meant all uses were permitted, including residential, commercial, and industrial. This zoning facilitated the loft buildings that characterize northwest Bushwick today and allowed for breweries and construction businesses to locate alongside rowhouses and tenements, creating walk-to-work communities. The 1961 Zoning Resolution changed these areas from "Unrestricted Use" to Manufacturing Districts ("M" districts), banning new residential uses and making existing residential uses non-conforming, as part of the comprehensive citywide zoning update. These new M districts encouraged low-scale industrial buildings with high parking requirements, mimicking suburban industrial parks.

During the 1960's, changes in technology, the economy, and global trade resulted in many of the industrial businesses closing or relocating outside of the city, while at the same time an influx of blacks from the American south, Puerto Ricans, and other immigrants from the Caribbean were moving to the area looking for work. As the large factories and breweries closed or relocated, a period of significant unemployment and economic disinvestment followed, exacerbated by racist practices such as blockbusting⁶ and the Federal Housing Administration mortgage scandal,⁷ resulting in hundreds of homes being vacated.

By the 1970s, unemployment was rampant, and the area saw significant building abandonment, arson, and increasing crime rates - many residents who could afford to leave Bushwick did so, resulting in a sharp population decline. During this period, half of Bushwick's residents were on public assistance⁸, burglaries

⁵ Carter, Nicole. (2010). Local leaders push for historic district in Bushwick's "Brewers Row." Retrieved March 28, 2016, from <http://www.nydailynews.com/life-style/real-estate/local-leaders-push-historic-district-bushwick-brewers-row-article-1.450212>

⁶ Blockbusting is the practice of inducing property owners to sell quickly and cheaply due to fears of falling property values resulting from immigration by a minority group, and profiting by then reselling at a higher price.

⁷ Realtors bribed assessors to inflate home value assessments, and then obtained inflated FHA mortgage insurances. These were generally sold to lower-income minority newcomers, who could not afford them. Hundreds of buildings went vacant as these homeowners then defaulted on their mortgages and lost their homes. The scandal had an outside impact on Bushwick. Gottlieb, M. (1986). F.H.A. CASE RECALLS BUSHWICK IN 70'S. Retrieved March 28, 2016, from <http://www.nytimes.com/1986/02/02/nyregion/fha-case-recalls-bushwick-in-70-s.html>

⁸ Malanga, S. (2008). The Death and Life of Bushwick. Retrieved March 28, 2016, from <http://www.city-journal.org/html/death-and-life-bushwick-13083.html>

and robberies were widespread, and the last brewery in Bushwick, the Rheingold Brewery, closed its doors in 1976, symbolizing the erosion of the historic local economic base.

The citywide blackout of July 1977 was a tipping point for Bushwick, with rising tensions generated by unemployment and disinvestment, the neighborhood erupted in looting and arson, with the thriving regional shopping and entertainment corridor of Broadway particularly devastated: one-third of stores along this street were lost, and within a year, 43% remained vacant.⁹ This period of decline was accompanied by further population decline, dropping from 137,902 to 92,497 between 1970 and 1980.¹⁰

After the events of 1977, local politicians and mayoral candidates made promises to provide resources to Bushwick. In the late 1970s, the city's fire department expanded in Bushwick, helping the number of fires to drop dramatically. To stymie disinvestment and improve living conditions, the government undertook federal urban renewal programs to build new housing and support new job opportunities. However, this sometimes manifested in the City demolishing full city blocks and displacing residents who were caught in the middle of these sites. Several planning efforts to revitalize Bushwick were established in the late 1970s, including the Bushwick Action Plan and the Bushwick II Urban Renewal Plan. These plans spurred new housing development in Bushwick, including New York City Housing Authority (NYCHA) projects developed during the 1970s and 1980s. Palmetto Gardens, a small senior housing development, was completed in 1977, while Hope Gardens, a high-rise NYCHA development, was constructed in 1981, and Bushwick Houses II, 50 three-story low-rise buildings, were built between 1984 and 1986. Together, the Bushwick Houses II comprise the largest public housing development built under the Reagan Administration.¹¹ Throughout the 1980's, the Housing Partnership Development Corporation (HPDC) and the New York Housing Partnership (NYHP) developed low-scale, two- and three-family buildings on vacant or abandoned land to provide affordable homeownership opportunities and help stabilize population losses.

During the 1990s, the City instituted programs that transferred ownership of land, primarily vacant or abandoned, to non-profit organizations such as the Ridgewood Bushwick Senior Citizen Council (RBSCC), and rehabilitated and developed significant amounts of affordable housing. In the early 2000s, the Bushwick Initiative, a plan put in place by HPD, RBSCC, and the Office of Assemblyman Vito Lopez, in partnership with the Department of Health and Mental Hygiene (DOHMH), the Police Department, and the Department Small Business Services (SBS), identified 23 blocks surrounding Maria Hernandez Park and called for housing and quality of life programs. Key issues addressed by the plan included crime reduction, improvements to housing such as lead abatement, commercial revitalization particularly along Knickerbocker Avenue, and sanitation improvements such as pest control.¹² Also during this time, HPDC, the RBSCC Housing Department, and HPD launched the Rheingold Renaissance Initiative, a project to redevelop the vacant, seven-acre Rheingold Brewery site with approximately 500 apartments, 20,000

⁹ Brooklyn CB 4.

¹⁰ U.S. Census Bureau, 1970, 1980 Censuses; DCP population division (March 2019).

¹¹ Gottlieb (1993).

¹² City of New York, Department of Housing Preservation and Development. The Bushwick Initiative: Year One, Progress Report 2006. (2006).

square feet of community facility space, 20,000 square feet of retail space, and a public park. It was also the first brownfield site in the State of New York to be redeveloped with 100% affordable housing.¹³

During the 2000s, New York City's crime rates plummeted, the quality of life increased, and citywide job growth occurred for the first time since the middle of the 20th century – more families started staying in the city and a decades long reversal of domestic out-migration finally slowed. Though Bushwick had lost 1/3 of its population and the Broadway commercial corridor was still physically scarred from the 1970s, the neighborhood also started to see population and job growth. Excellent public transit access, falling crime, and long-time residents' reinvestments helped reverse neighborhood decline, and between 2000 and 2010 the area saw a nearly 8% increase in population, or about 8,300 new residents, compared with a 1% increase for Brooklyn and a 2% increase for NYC.¹⁴ Bushwick's Latinx population increased by about 3,500 (+5%), the white population increased by about 6,500 (+216%), the Asian population increased by about 1,600 (+49%), and the black population decreased by about 2,100 (-9%).¹⁵

While 2000 to 2010 saw increasing population, post-2008 recession growth in Brooklyn and Bushwick more specifically, was dramatic. A combination of natural population increase and aging in place, international immigration, and net domestic in-migration, buoyed by a historical job growth throughout the city, Bushwick saw a nearly 7% increase in population between 2010 and 2018, or about 8,400 new residents, compared with a 3% increase for Brooklyn and a 5% increase for NYC. During this time, Bushwick's Latinx population remained stable with an increase of 600 (+1%), the white population increased by about 7,300 (+75%), the Asian population increased by about 1,200 (+24%), and the black population decreased by about 400 (-2%). Employment in Bushwick increased 37% (4,400 jobs) from 2008-2017, which was nearly double the citywide average during the same period.¹⁶

Until the mid-2000s, Bushwick's population growth was generally absorbed through the development of vacant sites, often city-owned, and modest infill redevelopments as the neighborhood continues to recover from major population losses during the 1980s and 1990s. Between January 2000 and December 2009, about 3,600 net new housing units were completed and over 90% of buildings constructed included under three units. Between January 2010 and December 2018, about 3,000 net new housing units were completed, the majority of which (about 60%) were four units or greater.¹⁷ The increase in 4+ unit buildings indicates a shift toward larger buildings and site assembly, both of which are incentivized by the existing R6 height factor zoning. In addition, of the 6,600 units constructed in the last two decades, approximately 25% (1,609¹⁸) were affordable, primarily due to subsidized housing construction on large city-owned sites, such as Rheingold Gardens and the former Rheingold brewery. While housing construction has been considerable in recent years, it has not been sufficient to meet the demand and

¹³ https://www.rbscc.org/rbscc/housing/green_housing/

¹⁴ US Census Bureau Decennial Census, 2000 and 2010, 30 CT's covering approximately Brooklyn CD 4.

¹⁵ US Census Bureau Decennial Census, 2000 and 2010, 30 CT's covering approximately Brooklyn CD 4.

¹⁶ Quarterly Census of Employment and Wages (QCEW), 2008 and 2017 (Q3); DCP HEIP Division (March 2019).

¹⁷ Certificates of Occupancy for new construction in Community District 4, 2000-2018; NYC Department of Buildings records; DCP HEIP Division (March 2019).

¹⁸ 1,609 subsidized housing units were constructed in Bushwick between 2003 and 2019

affordability needs of Bushwick residents, the growing population, and resultant increase in housing costs. Going forward, with limited city-owned sites remaining, the City must look to the private market to leverage affordable housing development, in addition to exploring affordable housing opportunities on remaining city-owned sites.

III. CURRENT LAND USE PATTERNS AND TRENDS

The Proposed Actions would affect approximately 300 blocks of Bushwick, Brooklyn, Community District 4, generally bounded by Wyckoff Avenue and Irving Avenue to the north, Moffat and Vanderveer Street to the east, Broadway to the south, and Flushing Avenue to the west.

Land Use throughout the majority of the study area is predominantly residential, with a series of commercial corridors extending east-west across the neighborhood, and a mix of industrial, commercial, and residential uses on the eastern and western edges of the neighborhood. Land use patterns in the Project Area vary west and east of Myrtle Avenue, which runs north-south through the study area. Active commercial corridors with multi-family housing typify the areas west of Myrtle Avenue, while low-rise residential character is more common in the areas east of Myrtle Avenue. Major subareas and corridors are described below.

Midblocks

The majority of the Project Area consists of side streets or midblocks dominated by residential rowhouse character. Typical buildings on Bushwick's midblocks range anywhere from two to four stories, with certain areas having greater uniformity and others having a more mixed character. The typical building form in northwestern Bushwick is a four-story Matthews Flat¹⁹, multi-family buildings with six or more apartments, while two- to three-family homes of two- to three-stories are more typical of midblocks in south and eastern Bushwick.

Corridors

The corridors adjacent to transit: Broadway, Myrtle, and Wyckoff Avenues, are active commercial corridors with a mix of housing, stores, and community facility uses. These corridors are transit-rich, with elevated trains running along Broadway (JZ) and Myrtle (M) and the L train running along Wyckoff Avenue. The built character varies, with Wyckoff Avenue generally having three-story mixed-use buildings, with retail on the ground floor and apartments above, Myrtle Avenue having a range of two- to six-story mixed-

¹⁹ "Mathews Flats" apartment houses were built *between 1908 and 1911* by German developer Gustave X. Mathews as an alternative to the dark, cramped tenement-style apartments of the 19th century. *The Flats, designed by Louis Allmendinger, were built on wide lots and provide two apartments each on three floors, totaling six apartments per building. They were more spacious and well-lit than 19th century tenements, and each apartment had its own full bathroom.* <https://cityroom.blogs.nytimes.com/2009/09/16/middle-class-homes-get-landmark-status/>

use buildings on triangular lots, and Broadway having anywhere from one- to seven-story commercial and mixed-use buildings alongside the elevated train.

Knickerbocker Avenue is a local retail hub with one- to four-story commercial and mixed-use buildings that have ground floor retail, as well as upper floor commercial uses closer to Myrtle Avenue.

The east-west corridors, Central, Wilson, and parts of Knickerbocker, have varied character throughout. Portions of these avenues are predominantly residential, with two-family homes or multi-family buildings, while other sections have active commercial nodes with vibrant retail and open spaces. Buildings tend to be denser and taller west of Myrtle Avenue.

Industrially-Zoned Areas

The western Bushwick industrially-zoned area includes a range of industrial, commercial, and residential uses. Wyckoff Avenue is characterized by residential buildings with ground-floor retail fronting Wyckoff Avenue and a mix of industrial, commercial, and residential uses on side streets. Flushing Avenue has a predominantly industrial and commercial character, with some mixed residential-commercial and community facility uses. Character varies in southwestern Bushwick and includes blocks with an established residential rowhouse character; areas with large lots that have low intensity uses; an emerging job hub around Evergreen Avenue and Jefferson Street with recent warehouse conversions; and blocks with a mix of industrial, commercial, and residential uses on side streets.

The eastern Bushwick industrially-zoned area, located on the eastern edge of the neighborhood has different land use trends throughout. Eastern Wyckoff Avenue includes a mix of auto, hotel, and active industrial uses. Moffatt Street consists of a mix of industrial, commercial, and community facility uses. The area around Chauncey Street and Central Avenue has active light industrial uses. The southeastern edge of the Project Area, along Bushwick Avenue, is characterized predominantly by auto uses, gas stations, and a new self-storage facility.

IV. EXISTING ZONING

The Project Area includes the majority of Brooklyn Community District 4. The parts of Community District 4 not affected by the Proposed Actions include the area subject to the 2013 Rheingold Rezoning in southwest Bushwick, the cemeteries on the eastern edge of Bushwick, and the industrially-zoned area that is part of the *North Brooklyn Industry and Innovation Plan* in northwest Bushwick. Much of the area's zoning has not been modified since 1961.

The Project Area is comprised of R4, R6, R6A, R6B, R7-2, R7A, C4-3, C8-1, C8-2, M1-1, and M3-1 districts. Commercial districts mapped as overlays include C1-3 and C2-3 districts. Existing zoning districts are discussed below.

R4

An R4 district is mapped across four blocks in the northwest corner of the Project Area. R4 districts are low-density non-contextual residential districts that allow residential uses of all types and community facility uses. Residential uses are allowed a maximum FAR of 0.75, which may be increased to 0.90 pursuant to the attic bonus, and community facility uses are permitted a maximum FAR of 2.0. All types of residences are permitted in R4 Districts, including detached, semi-detached, and multi-family buildings. The maximum residential building height is 35 feet. A minimum 10-foot front yard is required. Side yards between zero and eight feet are required, depending on the building type. One parking space is required for each dwelling unit, except that no parking is required for income-restricted housing units. There are no waivers for lots with a small number of spaces required.

Existing land uses within the R4 zoning district include primarily residential uses with mostly single- and two-family homes and a low-rise built form. Along St. Nicholas Avenue, the R4 district contains several larger three- to four-story apartment buildings, some with ground floor commercial uses, and a five-story public school.

R6

An R6 district is mapped across a majority of the Project Area, dispersed throughout every portion of the Project Area, encompassing a total of 266 blocks or portions thereof. R6 districts are medium-density non-contextual residential districts that allow residential uses of all types and community facility uses.

R6 has two sets of bulk regulations to choose from: height factor regulations and Quality Housing regulations. Height factor regulations promote slender, tall buildings set far back from the street and surrounded by open space, while Quality Housing regulations promote the types of high lot coverage buildings found in many neighborhoods prior to the 1961 Zoning Resolution.

Under height factor regulations, residential uses are allowed a maximum FAR of 2.43 with height regulated by a relationship between the FAR and open space ratio (OSR), the percentage of total floor area that should be provided as open space. The FAR and OSR are calibrated on a sliding scale, and maximum FAR is only achievable if considerable open space is provided. In addition, height is governed by a sloping sky exposure plane that begins 60 feet above the street line, and behind which the building must be located. Because the slope of the plane rises inward from the street, the further a building is set back from the street, the taller it can be. The slope angles and initial setback distance depends on the District, the street type (wide or narrow) and the version of sky exposure plane being utilized - the basic or alternative front setback provisions. The primary distinction between the two is that in the alternate version, taller buildings under a steeper slope are allowed in exchange for open space being provided at grade in front of the building.

Under Quality Housing regulations, the sliding scale of FAR and OSR in the height factor system is replaced by fixed maximum FARs and maximum lot coverages. On narrow streets (defined as less than 75 feet wide), residential uses are allowed a maximum of 2.2 FAR with a maximum street wall height of 45 feet, above which the building must be set back, and may rise to a maximum height of 55 feet. Under the Quality Housing option, on wide streets (defined as greater than 75 feet wide), residential uses are allowed a maximum of 3.0 FAR with a maximum street wall height of 65, above which the building must be set back, and may rise to a maximum height of 75 feet.

Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. No parking is required for income-restricted housing units. However, if five spaces or fewer are required, the off-street parking requirement is waived.

Land uses within the R6 district are generally residential with some community facilities located throughout. Residential uses include smaller single-family buildings and larger multi-family buildings. Commercial uses are located in R6 districts along major corridors, particularly where there are commercial districts mapped as an overlay.

R6A

An R6A district is mapped along a midblock section of one block in the northwestern portion of the Project Area, along DeKalb Avenue and Hart Street, south of Wyckoff Avenue. R6A districts are medium-density contextual residential districts that allow residential uses of all types and community facility uses. The maximum residential and community facility FAR is 3.0, and the maximum residential FAR under the Inclusionary Housing (IH) program is 3.6. The maximum street wall height is between 40 and 65 feet, above which the building must be set back, and may rise to a maximum height of 75 feet or 85 feet for IH buildings. Off-street parking is required for 50% of dwelling units; however, if five spaces or fewer are required, then the off-street parking requirement is waived. No parking is required for income-restricted housing units. Land uses within the R6A district include two loft-style former industrial buildings, converted to residential uses.

R6B

An R6B district is mapped along a midblock section of one block in the northwestern portion of the Project Area, along DeKalb Avenue and Hart Street, south of Wyckoff Avenue. R6B districts are medium-density contextual residential districts that allow residential uses of all types and community facility uses, both to a maximum FAR of 2.0 or 2.2 for Mandatory Inclusionary Housing (MIH) buildings. The maximum street wall height is between 30 and 45 feet, above which the building must be set back, and may rise to a maximum height of 55 feet. Off-street parking is required for 50% of dwelling units; however, if five spaces or fewer are required, then the off-street parking requirement is waived. No parking is required for

income-restricted housing units. Land uses within the R6B district include low-scale single- or two-family residential buildings.

R7-2

An R7-2 district is mapped on two blocks in the central portion of the Project Area. R7-2 districts are medium-density non-contextual residential districts that allow residential uses of all types and community facility uses.

R7-2 has two sets of bulk regulations to choose from: height factor regulations and Quality Housing regulations. Height factor regulations promote slender, tall buildings set far back from the street and surrounded by open space, while Quality Housing regulations promote the types of high lot coverage buildings found in many neighborhoods prior to the 1961 Resolution.

Under height factor regulations, residential uses are allowed a maximum FAR of 3.44 with height regulated by a relationship between the FAR and open space ratio (OSR), the percentage of total floor area that should be provided as open space. The FAR and OSR are calibrated on a sliding scale, and maximum FAR is only achievable if considerable open space is provided. In addition, height is governed by a sloping sky exposure plane that begins 60 feet above the street line, and behind which the building must be located. Because the slope of the plane rises inward from the street, the further a building is set back from the street, the taller it can be. The slope angles and initial setback distance depends on the District, the street type (wide or narrow) and the version of sky exposure plane being utilized - the basic or alternative front setback provisions. The primary distinction between the two is that in the alternate version, taller buildings under a steeper slope are allowed in exchange for open space being provided at grade in front of the building.

Under Quality Housing regulations, the sliding scale of FAR and OSR in the height factor system is replaced by fixed maximum FARs and maximum lot coverages. On narrow streets (defined as less than 75 feet wide), residential uses are allowed a maximum of 3.44 FAR with a maximum street wall height of 65 feet, above which the building must be set back, and may rise to a maximum height of 75 feet. Under the Quality Housing option, on wide streets (defined as greater than 75 feet wide), residential uses are allowed a maximum of 4.0 FAR with a maximum street wall height of 75, above which the building must be set back, and may rise to a maximum height of 85 feet.

Off-street parking is required for 50% of dwelling units; however, if 15 spaces or fewer are required, then the off-street parking requirement is waived. No parking is required for income-restricted housing units. Within the R7-2 district are the New York City Housing Authority (NYCHA) Hope Gardens campus, a health center, and a playground.

R7A

An R7A district is mapped along a midblock section of one block in the northwestern portion of the Project Area, along DeKalb Avenue and Hart Street, south of Wyckoff Avenue. R7A districts are medium-density contextual residential districts that allow residential uses of all types and community facility uses. The maximum residential and community facility FAR is 4.0, and the maximum residential FAR under the Inclusionary Housing (IH) program is 4.6. The maximum street wall height is between 40 and 75 feet, above which the building must be set back, and may rise to a maximum height of 85 feet or 95 feet for IH buildings. Off-street parking is required for 50% of dwelling units; however, if 15 spaces or fewer are required, then the off-street parking requirement is waived. Land uses within the R7A district include a parking lot. No parking is required for income-restricted housing units.

C4-3

C4-3 districts are mapped in four different clusters throughout the study area. This includes a section at the intersection of Myrtle Avenue and Wyckoff Avenue, a section at the intersection of Myrtle Avenue and Knickerbocker Avenue extending five blocks west, a section of Broadway between Greene Avenue and Palmetto Avenue, and a three-block section in the southwest corner of the Project Area near the intersection of Broadway and Flushing Avenue.

C4-3 districts are medium density commercial district with a residential equivalent of R6. They have two sets of bulk regulations: height factor, which applies to residential, commercial, and community facility uses, and Quality Housing, which applies to residential uses. Height factor regulations promote slender, tall buildings set far back from the street and surrounded by open space, while Quality Housing regulations promote the types of high lot coverage buildings found in many neighborhoods prior to the 1961 Resolution.

Under height factor regulations, commercial uses are allowed to a maximum FAR of 3.4, community facility uses are allowed to a maximum FAR of 4.8, and residential uses are allowed to a maximum FAR of 2.43. For residential uses, height is regulated by a relationship between the FAR and open space ratio (OSR), the percentage of total floor area that should be provided as open space. The FAR and OSR are calibrated on a sliding scale, and maximum FAR is only achievable if considerable open space is provided. In addition, height for all uses under C4-3 is governed by a sloping sky exposure plane that begins 60 feet above the street line, and behind which the building must be located. Because the slope of the plane rises inward from the street, the further a building is set back from the street, the taller it can be. The slope angles and initial setback distance depends on the District, the street type (wide or narrow) and the version of sky exposure plane being utilized - the basic or alternative front setback provisions. The primary distinction between the two is that in the alternate version, taller buildings under a steeper slope are allowed in exchange for open space being provided at grade in front of the building.

Under Quality Housing regulations, the sliding scale of FAR and OSR in the height factor system is replaced by fixed maximum FARs and maximum lot coverages. On narrow streets (defined as less than 75 feet wide), residential buildings are allowed a maximum street wall height of 45 feet, above which the building must be set back, and may rise to a maximum height of 55 feet. Under the Quality Housing option, on wide streets (defined as greater than 75 feet wide), residential uses are allowed a maximum street wall height of 65, above which the building must be set back, and may rise to a maximum height of 75 feet. Existing land uses within the C4-3 zoning districts include a mix of stand-alone commercial buildings, residential buildings, community facility buildings, and mixed-use buildings. Typical buildings range in height from three to five stories, in addition to many single-story retail buildings fronting primarily along the elevated rail lines.

C8-1 and C8-2

C8-1 and C8-2 zoning districts are mapped in four separate section of the Project Area. These include a three-block section of Broadway between Ellery Street and Belvidere Street, one-block on Myrtle Avenue between Bushwick Avenue and Troutman Street, a two-block section of Broadway between Eldert Street and Schaefer Street, and four block fronts of Bushwick Avenue between Furman Avenue and De Sales Place. C8-1 and C8-2 districts are heavy commercial districts that allow a range of commercial uses to a maximum FAR of 1.0 and 2.0, respectively. They allow auto-oriented uses, including auto repair shops, gas stations, and car washes. No residential uses are allowed.

Height and setback regulations in C8 districts are governed by a sloping sky exposure plane that begins at 30 feet above the street line in C8-1 districts and 60 feet above the street line in C8-2 districts, and behind which the building must be located. Because the slope of the plane rises inward from the street, the further a building is set back from the street, the taller it can be. The slope angles and initial setback distance depends on the District, the street type (wide or narrow) and the version of sky exposure plane being utilized - the basic or alternative front setback provisions. The primary distinction between the two is that in the alternate version, taller buildings under a steeper slope are allowed in exchange for open space being provided at grade in front of the building.

A limited set of community facility uses are allowed a maximum FAR of 2.4 for C8-1 districts and 4.8 for C8-2 districts. One parking space is required for every 300 square feet in C8-1 districts and every 400 square feet in C8-2 districts.

Existing land uses within the C8-1 and C8-2 zoning districts include one-story retail buildings, auto repair shops, auto sales lots, self-storage, gas stations, and some nonconforming residential uses.

M1-1

M1-1 zoning districts are mapped generally along the western and eastern edges of the Project Area. The western portions are generally contiguous with the industrial areas included in the adjacent study area of

the North Brooklyn Industry and Innovation Plan. The eastern portions are generally located along the rail corridor on the eastern edge of the neighborhood.

M1-1 districts are low-density commercial and industrial districts. They allow a wide range of commercial uses in addition to industrial uses, such as warehousing and light manufacturing, subject to performance standards. However, some retail uses are limited to 10,000 square feet per establishment. Residential uses are not permitted. Commercial and industrial uses are allowed a maximum FAR of 1.0. A limited set of community facility uses are allowed a maximum FAR of 2.4.

Height and setback regulations in M1 districts are governed by a sloping sky exposure plane that begins at 30 feet above the street line, and behind which the building must be located. Because the slope of the plane rises inward from the street, the further a building is set back from the street, the taller it can be. The slope angles and initial setback distance depends on the District, the street type (wide or narrow) and the version of sky exposure plane being utilized - the basic or alternative front setback provisions. The primary distinction between the two is that in the alternate version, taller buildings under a steeper slope are allowed in exchange for open space being provided at grade in front of the building.

Off-street parking requirements vary by use, but typically require one parking space for every three employees or every 1,000 square feet of industrial floor area and one parking space per 300 square feet of commercial space. Loading requirements vary by use and are triggered after 25,000 square feet of office floor area or 8,000 square feet of other uses.

Existing land uses within the M1-1 include a mix of light manufacturing, warehousing, parking lots, commercial uses, and nonconforming residential uses.

M3-1

An M3-1 zoning district is mapped on three blocks in the western portion of the Project Area generally between Evergreen Avenue, Flushing Avenue, Central Avenue, and Melrose Street.

M3-1 districts are heavy industrial districts where the most permissive set of uses generating noise, traffic, and pollutants are allowed, including power plants, solid waste transfer facilities, recycling facilities, and fuel supply depots. Performance standards for these uses are set by the Zoning Resolution. A range of commercial uses including retail and other services are also allowed. Residential and community facility uses are not allowed. Floor area for permitted uses is limited to a maximum FAR of 2.0.

Height and setback regulations in M1 districts are governed by a sloping sky exposure plane that begins at 60 feet above the street line, and behind which the building must be located. Because the slope of the plane rises inward from the street, the further a building is set back from the street, the taller it can be. The slope angles and initial setback distance depends on the District, the street type (wide or narrow) and the version of sky exposure plane being utilized - the basic or alternative front setback provisions. The

primary distinction between the two is that in the alternate version, taller buildings under a steeper slope are allowed in exchange for open space being provided at grade in front of the building.

Off-street parking requirements vary by use, but typically require one parking space for every three employees or every 1,000 square feet of industrial floor area and one parking space per 300 square feet of commercial space. Loading requirements vary by use and are triggered after 25,000 square feet of office floor area or 8,000 square feet of other uses.

Existing land uses within the M3-1 districts include office buildings, parking lots, a park, public and private schools, and nonconforming residential uses.

Commercial Overlays

Commercial districts are mapped as overlays within residential districts throughout the Project Area, particularly along major corridors with commercial uses. These overlay districts include C1-3 and C2-3 districts.

C1 and C2 districts are mapped as overlays within residential districts along streets that serve local retail needs. They allow a range of commercial uses, including retail and local service uses, although C2 districts allow a slightly wider range of uses than C1 districts, including funeral homes and repair services. Typical uses in C1 and C2 districts include neighborhood grocery stores, restaurants, and beauty parlors. The maximum commercial FAR is 1.0 when mapped in R1-R5 districts, but 2.0 when mapped in R6-R10 districts. This typically produces a commercial ground floor in an otherwise residential mixed-use building. In mixed buildings, commercial uses are limited to the ground floor and must always be located below the first floor containing dwelling units. One parking space is required per 400 square feet of commercial floor area.

Existing land uses within the areas with commercial overlays include local serving retail stores, grocery stores, restaurants, convenience stores, and many other types of local serving businesses. These uses are generally located on the ground floors of mixed-use buildings with residential units in the upper floors.

V. PURPOSE AND NEED OF THE PROPOSED ACTIONS

The Department of City Planning is proposing land use actions (“Proposed Actions”) in response to recommendations identified in the *Bushwick Neighborhood Plan*, which was the result of a multi-year planning process that engaged Community Board 4, the Bushwick Community Plan Steering Committee, local elected officials, and multiple City Agencies between 2014 and 2018. The recommendations in the Plan include maintaining midblock rowhouse character, identifying areas appropriate for growth with permanently affordable housing, fostering economic opportunity, and implementing targeted investments in neighborhood infrastructure and community services. The “Proposed Actions” described

in more detail below are intended to work in tandem with a comprehensive set of strategies and investments to achieve broad neighborhood goals.

Recent Trends

Bushwick's population and economy grew substantially in the last two decades, driving an increase in demand for housing and a need for jobs, local retail, and services. Between 2000 and 2010 the area saw a nearly 8% increase in population, or about 8,300 new residents, compared with a 1% increase for Brooklyn and a 2% increase for NYC.²⁰ Bushwick's Latinx population increased by about 3,500 (+5%), the white population increased by about 6,500 (+216%), the Asian population increased by about 1,600 (+49%), and the black population decreased by about 2,100 (-9%).²¹ Between 2010 and 2018, growth continued and Bushwick saw a dramatic 7% increase in population, or about 8,400 new residents, compared with a 3% increase for Brooklyn and a 5% increase for NYC. During this time, Bushwick's Latinx population remained stable with an increase of 600 (+1%), the white population increased by about 7,300 (+75%), the Asian population increased by about 1,200 (+24%), and the black population decreased by about 400 (-2%). Employment in Bushwick increased 37% (4,400 jobs) from 2008-2017, which was nearly double the citywide average during the same period.²² This growth is a result of natural population increase and aging in place, international immigration, and net domestic in-migration, buoyed by a historical job growth throughout the city. Employment in Bushwick increased 37% (4,400 jobs) from 2008-2017, which was nearly double the citywide average during the same period, with the greatest gains in the retail, entertainment, food service and hotel sectors.²³

Bushwick's housing market responded to neighborhood growth with over 6,600 new, primarily market-rate, housing units from 2000-2018. Between January 2000 and December 2009, about 3,600 net new housing units were completed and over 90% of buildings constructed included under three units. Between January 2010 and December 2018, about 3,000 net new housing units were completed, the majority of which (about 60%) were four units or greater.²⁴ The increase in 4+ unit buildings indicates a shift toward larger buildings and site assembly, both of which are incentivized by the existing R6 height factor zoning. Of the units constructed in the last two decades, approximately 25% (1,609) were affordable, primarily due to subsidized housing construction on large city-owned sites, such as Rheingold Gardens and the former Rheingold brewery.

This growth, however, has not been sufficient to meet the demand and affordability needs of Bushwick residents and rising housing costs and tenant displacement have become growing concerns. In Bushwick, where 90% of residents are renters, rents increased by 60% between 2000 and 2016 which is almost twice the citywide rate. In addition, over half of Bushwick households are burdened by high housing costs,

²⁰ US Census Bureau Decennial Census, 2000 and 2010, 30 CT's covering approximately Brooklyn CD 4.

²¹ US Census Bureau Decennial Census, 2000 and 2010, 30 CT's covering approximately Brooklyn CD 4.

²² Quarterly Census of Employment and Wages (QCEW), 2008 and 2017 (Q3); DCP HEIP Division (March 2019).

²³ Quarterly Census of Employment and Wages (QCEW), 2008 and 2017 (Q3); DCP HEIP Division (March 2019)

²⁴ Certificates of Occupancy for new construction in Community District 4, 2000-2018; NYC Department of Buildings records; DCP HEIP Division (March 2019).

meaning they spend more than 30% of their income on housing; half of these households spend more than 50% of their income on rent.²⁵ Currently in Bushwick, there are few zoning incentives and no requirements for permanent affordable housing in new developments. Going forward, with limited city-owned sites remaining, the City must look to the private market to leverage affordable housing development, in addition to exploring affordable housing opportunities on remaining city-owned sites.

Outdated Zoning

Current land use and development patterns in Bushwick have been shaped by zoning that has been in place since 1961. Bushwick's existing zoning is largely R6, a height factor district, that does not distinguish between areas where more substantial density would be appropriate, such as along major streets or transit routes, and areas with a consistent fabric of lower density homes where that density would not be appropriate. R6 height factor zoning has no height limits and permits development that would be out-of-context in much of Bushwick, such as tall towers set back from the street on narrow streets with lower-rise buildings built to the street line. Without height limits, Bushwick's side streets are also at risk of out-of-context additions and pop-ups on lower density homes that create an inconsistent streetscape on blocks with rowhouse character. Recent development on Bushwick midblocks has predominantly consisted of smaller scale residential development, with the occasional larger height factor development and pop-up.

Many parts of Bushwick do not have zoning that allows for commercial development, including both areas with vibrant mixed-use character today as well as areas that have limited commercial activity despite proximity to transit and growing residential populations. In areas without commercial zoning, new commercial use would not be permitted, and grandfathered commercial uses would not be allowed to expand or redevelop. Wyckoff Avenue, for example, an active retail corridor along a transit line, lacks commercial zoning and could not generate new commercial uses absent the Proposed Actions. Other corridors, such as Wilson, Central, and Knickerbocker Avenues east of Myrtle Avenue, are underserved by retail, with large stretches of the corridors lacking basic neighborhood services.

In most areas with commercial zoning (i.e. overlays) in Bushwick, only the ground floor of a mixed-use building is permitted to be commercial, even in active commercial markets where additional commercial use may be appropriate. In addition, while Bushwick has several thriving commercial corridors, there are no provisions in place that require these corridors to have active ground floor uses. Per the zoning, entire buildings, including ground floors, can be built exclusively for residential uses even on Bushwick's major commercial thoroughfares, which would be disruptive to existing character.

Bushwick's commercial zoning today also limits certain uses that could contribute to vibrant mixed-use character and provide necessary neighborhood services and employment. Currently, neither gyms nor certain light manufacturing uses, such as custom manufacturing, jewelry making/clothing, are allowed as-of-right in these districts.

²⁵ United States Census, American Community Survey, NYU Furman Center

Industrial zoning, which allows commercial and industrial uses and no new residential uses, also has not changed in Bushwick since 1961. Industrial zoning, mapped on Bushwick's western and eastern edges, covers many blocks that contain a mix of industrial, and commercial buildings, but also residential uses that predate the zoning. Prior to 1961, many of Bushwick's current industrially-zoned areas permitted a mix of uses to encourage walk-to-work communities, which contributed to the proliferation of non-conforming residential use in these districts today. In other areas, industrially-zoned blocks contain large underutilized lots and buildings with few jobs remaining.

The industrial zoning put in place in 1961 encourages the development of suburban-style industrial and/or office parks with low-rise buildings, ample surface parking, and tower-style building envelopes. However, this type of development failed to materialize as large-scale manufacturing that once characterized Bushwick's industrial areas began to decline when firms sought lower-cost locations in the region, in rural areas, or abroad beginning in the 1960s. Despite these major economic shifts, zoning has not changed to meet evolving business needs. Industrial zoning in the Project Area inhibits expansion and new development due to restrictions on allowable square footage and onerous parking and loading requirements. The combination of outdated zoning and broader economic conditions has resulted in few new buildings constructed within the proposed Project Area's industrial zones. Limited new development includes small retail buildings and one-story warehouses. As new commercial and industrial construction is largely infeasible under the current zoning, former industrial buildings in certain areas close to transit have been converted to office, light industrial, retail and bars/restaurants, and arts-related uses, facilitating new job growth in these sectors.

Absent the Proposed Actions, based on recent development trends, it is anticipated that there would be continued residential development on vacant or underutilized lots with limited new affordable housing. It is also likely that there would be occasional taller height factor developments and mixed-use developments, also with limited affordable housing, on larger sites. In the no-action scenario, some affordable housing (though not permanently affordable) could be provided in developments complying with the Affordable New York program tax abatement. No new affordable housing is assumed in the no-action scenario, however, given that it would not be guaranteed or mandated.

In industrially-zoned areas, without the proposed action, it is anticipated that there would be limited new development aside from retail conversions and underutilized sites would remain underdeveloped, resulting in a lost opportunity for the creation of new housing and space for jobs amidst a housing crisis. Absent the Proposed Actions, it is likely that a few property owners would seek discretionary actions in areas close to transit for zoning amendments to alleviate zoning challenges that exist today. Therefore, without the Proposed Actions, it is likely that modest amounts of development would occur, albeit in a piecemeal fashion and without the benefit of a comprehensive plan and housing that meets the affordability needs of Bushwick residents.

The Proposed Actions would update the zoning in an almost 300-block area in a coordinated fashion, allowing for growth and development in appropriate locations, increased economic opportunity, and improved urban design, paired with strategic infrastructure and community investments. The proposed

land use actions, which reflect DCP's ongoing engagement process with local stakeholders, elected officials, and the Community Plan Steering Committee, seek to achieve the following goals and objectives:

- Preserve neighborhood character of Bushwick's side streets (i.e. mid-blocks) by establishing contextual zoning districts;
- Allow for appropriate growth with permanently affordable housing, retail, and community facilities in appropriate locations on east-west avenues;
- Promote higher density mixed-use development with permanently affordable housing close to transit;
- Allow building envelope flexibility to respond to elevated train conditions and improve the pedestrian experience along elevated train corridors;
- Reinforce and increase job-generating uses and enhance the vitality of industrial districts;
- Encourage a mix of residential, commercial, and industrial uses to best respond to needs for both jobs and new housing and affordable housing.

To meet multiple of the above objectives, the Proposed Actions would support development of new housing in the neighborhood, including new affordable housing through application of the Mandatory Inclusionary Housing (MIH) program, which would require the inclusion of permanently affordable housing in new developments. Specifically, the Proposed Actions would create opportunities for new housing along major corridors including Broadway, Myrtle Avenue, and Wyckoff Avenue, as well as appropriate growth along portions of Bushwick's other east-west corridors, Irving, Knickerbocker, Wilsons, and Central avenues. Additionally, the Proposed Actions would allow for residential (including affordable residential) development on underutilized land in formerly industrially-zoned areas. With the Proposed Actions, more new housing including permanently affordable housing would be created, which would increase the supply of housing overall, lessen the already high pressure on rents, and better meet the affordability needs of Bushwick residents.

The Proposed Actions would also create additional areas where commercial uses are allowed, which would better reflect existing conditions, create new spaces where commercial businesses might locate, and encourage development of neighborhood nodes in areas underserved by retail and neighborhood services close to growing residential populations.

DETAILED OBJECTIVES OF THE PROPOSED ACTIONS

Preserve neighborhood character of Bushwick's side streets (i.e. mid-blocks) by establishing contextual zoning districts

The predominant residential built form in the Project Area is three- to four-story rowhouses west of Myrtle Avenue and two- to three-story rowhouses east of Myrtle Avenue. R6 height factor zoning, mapped across the majority of the Project Area, allows for tall out-of-context towers set back from the street line, on side streets with low-density rowhouse character. The Proposed Actions would protect the built character on lower-density side streets and implement zoning districts with height limits and street wall line-up provisions, requiring new buildings to be developed under Quality Housing regulations, in context with adjacent low-scale residential buildings.

Allow for appropriate growth with permanently affordable housing, retail, and community facilities in appropriate locations on east-west avenues

Limited commercial overlays are mapped on Bushwick east-west corridors, such as Knickerbocker, Wilson, Central, and Evergreen avenues, resulting in large stretches of these avenues lacking ground-floor activity and basic neighborhood services. Through a modest increase in residential density and mapping of commercial overlays, the Proposed Actions would connect gaps between existing commercial uses and extend vibrant mixed-used character, resulting in increased local retail and services and housing with permanently affordable housing, through the Mandatory Inclusionary Housing Program, at appropriate locations.

Promote higher density mixed-use development with permanently affordable housing close to transit

Bushwick's transit-adjacent corridors, Broadway, Myrtle, and Wyckoff avenues, have the capacity to support significant economic growth and expand the neighborhood's affordable housing supply. Current zoning on these corridors, however, restricts total allowed development to a moderate density, does not permit commercial uses in certain areas, limits commercial use to the ground-floor, and does not require affordable housing. In appropriate areas close to transit nodes, the Proposed Actions would allow for increased residential and commercial density to facilitate development of mixed-use buildings with housing, retail, and multiple floors of commercial use, as well as fully-commercial buildings. The Proposed Actions would also apply the Mandatory Inclusionary Housing (MIH) program, which would require the inclusion of permanently affordable housing in new developments.

To encourage mixed-use character and job generating uses close to transit, the Proposed Actions would implement zoning provisions to require non-residential ground-floors (e.g. commercial, community facility), permit a greater range of non-residential uses, including gyms and certain light manufacturing activities (such as custom manufacturing, jewelry making/clothing, etc.), and allow hotels by special permit. These actions would enliven the pedestrian experience, allow a mix of uses that better fits neighborhood character, and encourage growth of neighborhood services and employment.

Allow building envelope flexibility to respond to elevated train conditions and improve the pedestrian experience along elevated train corridors

Broadway and Myrtle Avenue are characterized by elevated rail lines, creating dark, canyon-like corridors. Due to the darkness and congestion, the public realm experience is poor along these corridors. The Proposed Actions would require developments to comply with new rules that lower minimum base heights to encourage setback of residential units from the elevated train, increase maximum heights to allow greater architectural flexibility, and widen sidewalks. This would enable greater light and air to reach the sidewalk and streets, greatly improving the pedestrian experience along these corridors. A Special Transit Easement Zone adjacent to MTA subway stations would also be established to facilitate off-street relocation of subway entrances as part of new development.

Reinforce and increase job-generating uses and enhance the vitality of industrial districts

Currently, industrially-zoned lots in Bushwick are constrained due to restrictions on allowable square footage and high parking and loading requirements. The industrial zoning put in place in 1961 encourages the development of suburban-style industrial and/or office parks with low-rise buildings, ample surface parking, and tower style development. This combination of outdated zoning and broader economic shifts has resulted in few new buildings constructed within the proposed Project Area's industrial zones.

In areas appropriate for economic growth with active industrial and commercial businesses today, such as adjacent to Wyckoff and Flushing Avenues in western Bushwick and Wyckoff Avenue and Moffat Streets in eastern Bushwick, the Proposed Actions would maintain prohibition of residential use to strengthen and concentrate job generating uses. To better respond to existing neighborhood character, the Proposed Actions would create new mid-density contextual manufacturing building envelopes that facilitate modern, loft-style buildings with appropriate height limits. The Proposed Actions would also lower barriers to development on industrial sites through allowing a broader range of uses, eliminating parking requirements, lowering loading requirements, and increasing industrial, commercial, and community facility floor area. Through these strategies, the Proposed Actions would respond to present-day economic conditions, allowing development to occur that would meet the needs of modern businesses and create jobs.

Encourage a mix of residential, commercial, and industrial uses to best respond to need for jobs and new housing and affordable housing

Industrial zoning, mapped on Bushwick's western and eastern edges, allows commercial and industrial uses and no new residential uses. This zoning, which has not changed in Bushwick since 1961, covers many blocks that contain a mix of industrial and commercial buildings, alongside residential uses that predate the zoning, contributing to the proliferation of non-conforming residential use.

In areas with a mix of uses today, the Proposed Actions would bring residential uses into conformance and promote continuity and growth of non-residential uses through mapping MX districts that pair contextual residential districts with new contextual manufacturing envelopes. These new loft-like building envelopes would introduce height limits, better responding to surrounding context and facilitating job creation. On large underutilized sites, the Proposed Actions would map separate industrial (M) and mixed-use (MX) districts to promote non-residential space and economic opportunity while also allowing a mix of uses, including residential with permanently affordable housing through the Mandatory Inclusionary Housing (MIH) Program.

VI. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions are intended to facilitate the implementation of the *Bushwick Neighborhood Plan*, a coordinated, collaborative planning effort to promote a thriving and inclusive neighborhood with strategies for affordable housing, economic development, community resources and land use and zoning changes. The neighborhood of Bushwick, is located within the Borough of Brooklyn, Community District 4, and is bound by Wyckoff Avenue and Irving Avenue to the north, Moffat and Vanderveer Streets the east, Broadway to the south, and Flushing Avenue to the west. The *Bushwick Neighborhood Plan* identified a long-term vision for the neighborhood that includes protection of midblock rowhouse character, creation of opportunities for permanently affordable housing and economic opportunity, public realm improvements, and investments in neighborhood infrastructure and community services. To accomplish these goals, DCP, acting as Lead Agency on behalf of the CPC for environmental review purposes, is proposing zoning map amendments and zoning text amendments, including the proposal of a new special district of Bushwick, which would affect approximately 300 blocks of Bushwick. The Proposed Actions are comprised of discretionary land use approvals that are subject to review under ULURP, Section 200 of the City Charter, and the CEQR process.

A summary of proposed zoning map changes and zoning text amendments follows:

- Zoning map changes (ZM) to rezone portions of existing R6, C4-3, M1-1, M3-1, C8-1, C8-2, and R4 districts with R5B, R6B, R6B/C2-4, R6A, R6A/C2-4, R7A, R7A/C2-4, C4-3A, C4-5A, C4-5D, C4-4D, and M1-4 districts as well as paired M1-4/R6B, M1-4/R6A, M1-4/R7A, and M1-4/R7D districts.
- Zoning text changes (ZR)
 - Establish a new Special District, the Special Bushwick District (SBD), in the zoning resolution, bounded by the entire length of Broadway and Myrtle Avenue within the Project Area; Knickerbocker and Wyckoff avenues west of Myrtle Avenue; around the Myrtle-Wyckoff and Myrtle-Knickerbocker intersections; and within the industrial zones on the western and eastern edges of the Project Area. The Special District will:

- Modify the use, bulk, parking, and loading regulations of the underlying zoning districts throughout the SBD to support the overall goals and objectives of the Plan;
 - Designate four subdistricts tailored to the conditions and needs of those areas, including: Elevated Train Corridor Subdistrict, Enhanced Commercial Subdistrict, Industrial/Commercial Buffer Zone Subdistrict with three subareas, and Special Mixed-Use Subdistrict with four subareas;
 - Create urban design controls, including transparency requirements in the enhanced commercial subdistricts and special transit easement regulations;
 - Establish an MTA Special Transit Easement Zone within 50 feet of MTA subway stations to facilitate the inclusion of necessary transportation-related facilities in new developments.
- Per Zoning Resolution (ZR) Section 23-154 Inclusionary Housing, amend Appendix F of the ZR to apply the Mandatory Inclusionary Housing (MIH) program to R6A, R7A, C4-3A, C4-5A, C4-5D, C4-4D, M1-4/R6B, M1-4/R6A, M1-4/R7A, and M1-4/R7D districts to require a share of new housing to be permanently affordable where significant new housing capacity would be created.

PROPOSED ZONING MAP CHANGES

Existing R6, C4-3, M1-1, M3-1, C8-1, C8-2, and R4 districts will be rezoned to R5B, R6B, R6B/C2-4, R6A, R6A/C2-4, R7A, R7A/C2-4, C4-3A, C4-5A, C4-5D, C4-4D, and M1-4 districts as well as paired M1-4/R6B, M1-4/R6A, M1-4/R7A, and M1-4/R7D districts. The proposed rezoning would also amend the Zoning Map to include boundaries of the new SBD.

Residential Districts

Proposed R5B

(Existing R6 District)

R5B districts are proposed for approximately 51 full or partial blocks in 15 areas:

- Midblocks between St. Nicholas Avenue, Cypress Avenue, Willoughby Avenue and Stockholm Street;
- Two midblock areas between Ditmars Street, Bushwick Avenue, Greene Avenue and

Broadway.

- Between Madison and Halsey Streets and Wyckoff and Knickerbocker Avenues
- Midblocks between Schaefer Street, Cooper Street, Irving Avenue, and Knickerbocker Avenue
- Nine midblock areas roughly bounded by Knickerbocker and Evergreen Avenues and Palmetto and Chauncey Street; and
- Midblocks between Bushwick Avenue, Central Avenue, Pilling Street, and Stewart Street.

R5B is a low-density contextual zoning district which allows for residential uses of all types and community facility uses. The typical built form of this district includes three-story rowhouses which can be found on many eastern Bushwick side streets. The maximum FAR is 1.35 with a maximum street wall height of 30 feet, above which the building must be set back, and may rise to a maximum height of 33 feet. Mandatory front yards are at minimum five feet deep, however, they must be at least as deep as one adjacent front yard and no deeper than the other and need not exceed a depth of 20 feet. Attached rowhouses do not require side yards but there must be at least eight feet between the end buildings in a row and buildings on adjacent zoning lots. Parking spaces must be provided for 66 percent of the dwelling units although parking can be waived when only one space is required. Front yard parking is prohibited. No parking is required for income-restricted housing units in the Transit Zone.

Proposed R6B

(Existing R6 District)

R6B districts are proposed for approximately 232 full or partial blocks in 50 areas:

- Midblocks west of Myrtle Avenue and east of Flushing Avenue between:
 - Wyckoff and Cypress Avenues;
 - Wyckoff and Irving Avenues;
 - Irving and Knickerbocker Avenues;
 - Knickerbocker and Wilson Avenues;
 - Wilson and Central Avenues;
 - Central and Evergreen Avenues;
 - Evergreen and Bushwick Avenues; and
 - Bushwick Avenue and Broadway.
- Midblocks east of Myrtle Avenue and west of Stewart Street between:
 - Wyckoff and Irving Avenue;
 - Irving and Knickerbocker Avenues;
 - Knickerbocker and Wilson Avenues;

- Wilson and Central Avenues;
- Central and Evergreen Avenues;
- Evergreen and Bushwick Avenues;
- Bushwick Avenue and Broadway.

R6B is a contextual district which allows for residential uses of all types and community facility uses. The typical built form of this district includes four- to five-story rowhouses, which can be found on many of western and eastern Bushwick's side streets. The maximum residential and community facility FAR is 2.0, and the maximum residential FAR under the Mandatory Inclusionary Housing (MIH) program is 2.2. The maximum street wall height is between 30 and 45 feet, above which the building must be set back, and may rise to a maximum height of 55 feet. The street wall of a new building, on any lot up to 50 feet wide, must be as deep as one adjacent street wall but no deeper than the other. Curb cuts are prohibited on zoning lot frontages less than 40 feet. Parking spaces must be provided for 50 percent of the dwelling units although parking may be waived if five or fewer spaces would be required. No parking is required for income-restricted dwelling units in the Transit Zone.

Proposed R6A

(Existing R6 District)

R6A districts are proposed for approximately 158 full or partial blocks in 32 areas roughly bound by:

- Along Starr Street and Willoughby Avenue between St. Nicholas and Cypress Avenues;
- Along a former railroad right-of-way just south of Wyckoff Avenue between Dekalb Avenue and Harman Street;
- Between Starr and Melrose Streets and Knickerbocker and Irving Avenues;
- Irving, Wilson, Central, and Evergreen Avenues and Beaver Street between Myrtle Avenue and Flushing Avenue;
- Select areas of Irving, Knickerbocker, Wilson, Central, Evergreen, and Bushwick Avenues between Myrtle Avenue and Stewart Street

R6A is a medium-density contextual residential district that allows residential uses of all types and community facility uses. The typical built form of this district includes six- to eight-story high lot coverage apartment buildings, which can be found on Bushwick's avenues. The maximum residential and community facility FAR is 3.0, and the maximum residential FAR under the Mandatory Inclusionary Housing (MIH) program is 3.6. The maximum street wall height is between 40 and 65 feet, above which the building must be set back, and may rise to a maximum height of 75 feet or 85 feet for MIH buildings. Parking spaces must be provided for 50 percent of the dwelling units although parking can be waived

when only five or fewer spaces would be required. No parking is required for income-restricted dwelling units in the Transit Zone.

Proposed R7A

(Existing R6 District)

R7A districts are proposed for approximately 58 partial blocks in 9 areas:

- Along Wyckoff Avenue between Linden Street and Willoughby Avenue;
- Along Wyckoff Avenue between Madison Street and Hancock Street;
- Along Knickerbocker Avenue between Stockholm Street and George Street;
- Flushing Avenue between Knickerbocker Avenue and Noll Street;
- Himrod Street between Central Avenue and Wilson Avenue;
- Central Avenue between Menahan and Grove Streets;
- Bushwick Avenue between Linden Street and Gates Avenue;
- Knickerbocker Avenue between Linden and Palmetto Streets;
- Bushwick Avenue between Pilling Street and De Sales Place.

R7A is a medium-density contextual district that allows residential uses of all types and community facility uses. The typical built form of this district includes seven- to nine-story high lot coverage apartment buildings, which can be found on Bushwick's avenues. The maximum residential and community facility FAR is 4.0 and the maximum residential FAR under the Mandatory Inclusionary Housing (MIH) program is 4.6. The maximum street wall height is between 40 and 75 feet, above which the building must be set back, and may rise to a maximum height of 85 feet or 95 feet for MIH buildings. Parking spaces must be provided for 50 percent of the dwelling units. This requirement may be reduced to 30 percent on sites less than 10,000 square feet and waived when only fifteen or fewer spaces would be required. No parking is required for income-restricted dwelling units in the Transit Zone.

Commercial Districts

Proposed C4-3A

(Existing C4-3 district)

C4-3A districts are proposed for approximately three partial blocks in two areas:

- Between Sumner Place and Ellery Street between Broadway, Flushing Avenue, and Beaver Street.
- Along Goodwin Place between Bleecker and Grove Street.

C4-3A is a contextual commercial district with an R6A equivalent residential district that allows residential, commercial, and community facility buildings. The typical built form of this district is six- to eight-story high lot coverage mixed-use buildings, which can be found on Bushwick's avenues. The maximum commercial, residential, and community facility FAR is 3.0, and the maximum residential FAR under the Mandatory Inclusionary Housing (MIH) program is 3.6. The maximum street wall height is between 40 and 65 feet, above which the building must be set back, and may rise to a maximum height of 75 feet or 85 feet for MIH buildings. Parking spaces must be provided for 50 percent of the dwelling units although parking can be waived when only five or fewer spaces would be required. No parking is required for income-restricted housing units in the Transit Zone. The commercial parking requirements is one space per 400 square feet for general retail uses and offices (PRC-B and B1) and can be waived when only 25 or fewer spaces would be required.

The proposed C4-3A districts, as modified by the SBD, would support the goals and objectives of the Bushwick Neighborhood Plan by promoting mixed-use development with permanently affordable housing close to transit. A more detailed description of the provisions of the proposed special district can be found in the below section *"Proposed Text Amendments - Special Bushwick District."*

Proposed C4-5A

(Existing R6, C4-3 districts)

C4-5A districts are proposed for on Broadway and Myrtle Avenue across 23 blocks in four areas:

- Myrtle Avenue between:
 - Linden Street and Bleecker Street
 - Himrod Street and Stockholm Street
 - Cedar Street and Troutman Street
- Broadway between Myrtle Avenue and Ditmars Street

C4-5A is a contextual commercial district with an R7A equivalent residential district that allows residential, commercial, and community facility buildings. The typical built form of this district includes seven- to nine-story high lot coverage mixed-use buildings, which can be found on Bushwick's avenues. The maximum commercial, residential, and community facility FAR is 4.0 and the maximum residential FAR under the Mandatory Inclusionary Housing (MIH) program is 4.6. The maximum street wall height is between 40 and 75 feet, above which the building must be set back, and may rise to a maximum height of 85 feet or 95 feet for MIH buildings. There are no ground floor non-residential use or transparency requirements.

Parking spaces must be provided for 50 percent of the dwelling units on sites greater than 15,000 square feet. On sites between 10,001-15,000 square feet parking spaces must be provided for 30 percent of dwelling units. Residential parking can be waived on sites smaller than 10,000 square feet or when fifteen or fewer spaces would be required. No parking is required for income-restricted housing units in the

Transit Zone. There is no commercial parking requirement for general retail uses and offices (PRC-B and B1) and commercial parking can be waived when only 40 or fewer spaces would be required.

The proposed C4-5A districts, as modified by the SBD, would support the goals and objectives of the Bushwick Neighborhood Plan by promoting mixed-use development with permanently affordable housing close to transit. A more detailed description of the provisions of the proposed special district can be found in the below section “*Proposed Text Amendments - Special Bushwick District.*”

Proposed C4-5D

(Existing R6, C4-3 districts, C8-2)

C4-5D districts are proposed for Broadway and Myrtle Avenue across 58 blocks in 10 areas:

- Myrtle Avenue between:
 - Madison Street and Linden Street
 - Menahan Street and Stockholm Street
 - Stockholm Street and Hart Street
 - Willoughby Avenue and Troutman Street
- Broadway between:
 - Fayette Street and Melrose Street
 - Ditmars Street and Kosciuszko Street
 - Lafayette Avenue and Grove Street
 - Palmetto Street and Cornelia Street
 - Eldert Street and Cooper Street
 - Piling Street and De Sales Place

C4-5D is a contextual commercial district with an R7D equivalent residential district that allows residential, commercial, and community facility buildings. The typical built form of this district includes 10- to 11-story high lot coverage mixed-use buildings. The maximum commercial, residential, and community facility FAR is 4.2, and the maximum residential FAR under the Mandatory Inclusionary Housing (MIH) program is 5.6. The maximum street wall height is between 60 and 95 feet, above which the building must be set back, and may rise to a maximum height of 105 feet or 115 feet for MIH buildings. Active ground floor uses are required, and fifty percent of the building frontage on the ground floor between a height of 2 and 12 feet above curb level is required to be glazed with transparent materials that will enhance the pedestrian experience.

Parking spaces must be provided for 50 percent of the dwelling units on sites greater than 15,000 square feet. On sites between 10,001-15,000 square feet parking spaces must be provided for 30 percent of dwelling units. Residential parking can be waived on sites smaller than 10,000 square feet or when fifteen or fewer spaces would be required. No parking is required for income-restricted dwelling units in the Transit Zone. The commercial parking requirement for general retail uses and offices (PRC-B and B1) is

one space per 1,000 square feet of commercial use and can be waived when only 40 or fewer spaces would be required.

The proposed C4-5D districts, as modified by the SBD, would support the goals and objectives of the Bushwick Neighborhood Plan by promoting mixed-use development with permanently affordable housing close to transit. A more detailed description of the provisions of the proposed special district can be found in the below section *“Proposed Text Amendments - Special Bushwick District.”*

Proposed C4-4D

(Existing R6, C4-3, C8-1 districts)

C4-4D districts are proposed for Broadway and Myrtle Avenue across 20 blocks in six areas:

- Broadway between
 - Flushing Avenue and Sumner Place
 - Melrose Street and Ditmars Street
 - Kosciuszko Street and Lafayette Street
 - Grove Street and Palmetto Street
 - Cornelia Street and Halsey Street
 - Cooper Street and Piling Street

C4-4D is a contextual commercial district with an R8A equivalent residential district that allows residential, commercial, and community facility buildings. The typical built form of this district includes 12- to 14-story high lot coverage mixed-use buildings. C4-4D permits residential development up to 6.02 FAR, 3.4 FAR for commercial uses, and 6.5 FAR for community facility uses. The maximum residential FAR under the Mandatory Inclusionary Housing (MIH) program is 7.2 FAR. The maximum street wall height is between 60 and 95 feet, above which the building must be set back, and may rise to a maximum height of 125 feet or 145 feet for MIH buildings. Parking spaces must be provided for 40 percent of the dwelling units on sites greater than 25,000 square feet. On sites between 10,000-25,000 square feet parking spaces must be provided for 25 percent of dwelling units. Residential parking can be waived on sites smaller than 10,000 square feet or when fifteen or fewer spaces would be required. No parking is required for income-restricted dwelling units in the Transit Zone. The off-street commercial parking requirement is one space per 1,000 square feet for general retail uses and offices (PRC-B and B1) and can be waived when only 40 or fewer spaces would be required.

The proposed C4-4D districts, as modified by the SBD, would support the goals and objectives of the Bushwick Neighborhood Plan by promoting mixed-use development with permanently affordable housing close to transit. A more detailed description of the provisions of the proposed special district can be found in the below section *“Proposed Text Amendments - Special Bushwick District.”*

Manufacturing Districts

Proposed M1 Districts

(Existing M3-1, M1-1 districts)

Proposed modified M1 districts are proposed for the western and eastern edges of the Project Area on a total of 30 full and partial blocks in 7 areas:

- Wyckoff Avenue between Suydam Street and Starr Street
- Flushing Avenue between Melrose Street and Knickerbocker Avenue
- Flushing Avenue between Noll Street and Central Avenue
- George, Melrose, and Jefferson Streets between Central and Bushwick Avenues
- Beaver Street between Belvidere Street and Eldert Street
- Wyckoff Avenue and Irving Avenue between Hancock Street and Eldert Street
- Between Cooper, Moffat, and Granite Streets between Evergreen Avenue and Irving Avenue

M1-4 is a manufacturing district that allows a range of light industrial uses, such as woodworking shops, repair shops, and wholesale service, and storage facilities. Nearly all industrial uses are allowed in M1-4 districts if they meet stringent M1 performance standards. Offices and small retail uses also permitted. Certain community facilities, such as hospitals, are allowed in M1 districts only by special permit, but houses of worship are allowed as-of-right. M1-4 permits up to 2.0 FAR for industrial and commercial uses and 6.5 FAR for community facility uses.

Height and setback regulations in M1 districts are governed by a sloping sky exposure plane that begins at 30 feet above the street line, and behind which the building must be located. Because the slope of the plane rises inward from the street, the further a building is set back from the street, the taller it can be. The slope angles and initial setback distance depends on the District, the street type (wide or narrow) and the version of sky exposure plane being utilized - the basic or alternative front setback provisions. The primary distinction between the two is that in the alternate version, taller buildings under a steeper slope are allowed in exchange for open space being provided at grade in front of the building.

Off-street parking is generally not required in M1-4 zoning districts. Loading requirements vary by use and are triggered after 25,000 square feet of office floor area and 8,000 square feet of other commercial floor and industrial floor area.

The proposed M1-4 districts, as modified by the SBD, would support the goals and objectives of the Bushwick Neighborhood Plan by encouraging job generation and creating vibrant employment centers close to transit. A more detailed description of the provisions of the proposed special district can be found in the below section *“Proposed Text Amendments - Special Bushwick District.”*

Paired Mixed-Use Districts

Proposed M1-4/R6B Districts

(Existing M1-1 districts)

Paired M1-4/R6B districts are proposed for three partial blocks in one area:

- Midblocks between Beaver Street and Broadway on Ellery, Park, Locust, and Belvidere Streets

Paired M1-4/R6B districts permit a maximum FAR of 2.0 for residential uses and community facility uses and 2.0 for industrial and commercial uses. The maximum residential FAR under the Mandatory Inclusionary Housing (MIH) program is 2.2 FAR. The maximum street wall height is between 30 and 45 feet, above which the building must be set back, and may rise to a maximum height of 55 feet. On-site parking spaces must be provided for 50 percent of the dwelling units although parking may be waived if five or fewer spaces would be required. No parking would be required for non-residential uses or income restricted housing units. Front yard parking is prohibited.

The proposed R6B/M1-4 districts, as modified by the SBD, would support the goals and objectives of the Bushwick Neighborhood Plan by encouraging a mix of residential, commercial, and industrial uses to best respond to need for jobs and new housing and affordable housing. A more detailed description of the provisions of the proposed special district can be found in the below section “*Proposed Text Amendments - Special Bushwick District.*”

Proposed M1-4/R6A Districts

(Existing M1-1, R6 districts)

Paired M1-4/R6A districts are proposed for seven full or partial blocks in four areas:

- Beaver Street between Ellery and Belvidere Streets
- Jefferson Street and Melrose Street between Beaver Street and Evergreen Avenue
- George Street and Jefferson Street between Evergreen Avenue and Central Avenue
- Noll Street between Central Avenue and Wilson Avenue

Paired M1-4/R6A districts permit a maximum FAR of 3.0 for residential and community facility uses and 2.0 for industrial and commercial uses. The maximum residential FAR under the Mandatory Inclusionary Housing (MIH) program is 3.6 FAR. The maximum street wall height is between 40 and 65 feet, above which the building must be set back, and may rise to a maximum height of 85 feet. On-site parking spaces must be provided for 50 percent of the dwelling units although parking may be waived if five or fewer spaces would be required. No parking would be required for non-residential uses or income restricted housing units. Front yard parking is prohibited.

The proposed M1-4/R6A districts, as modified by the SBD, would support the goals and objectives of the Bushwick Neighborhood Plan by encouraging a mix of residential, commercial, and industrial uses to best respond to need for jobs and new housing and affordable housing. A more detailed description of the provisions of the proposed special district can be found in the below section “*Proposed Text Amendments - Special Bushwick District.*”

Proposed M1-4/R7A Districts

(Existing M1-1 districts)

Paired M1-4/R7A districts are proposed for seven partial blocks in four areas:

- Central Avenue between Noll Street and Jefferson Street
- The south side of Evergreen Avenue between Melrose Street and Jefferson Street
- Wyckoff Avenue between Starr Street and Suydam Street
- Wyckoff Avenue between Halsey Street and Eldert Street

Paired M1-4/R7A districts permit a maximum FAR of 4.0 for residential and community facility uses and 2.0 for industrial and commercial uses. The maximum residential FAR under the Mandatory Inclusionary Housing (MIH) program is 4.6 FAR. The maximum street wall height is between 40 and 75 feet, above which the building must be set back, and may rise to a maximum height of 95 feet. Parking spaces must be provided for 50 percent of the dwelling units although parking may be waived if fifteen or fewer spaces would be required. No parking would be required for non-residential uses or income restricted housing units.

The proposed M1-4/R7A districts, as modified by the SBD, would support the goals and objectives of the Bushwick Neighborhood Plan by increasing industrial and commercial density to 3.0 FAR to encourage a mix of residential, commercial, and industrial uses that best responds to the need for jobs and new housing and affordable housing. A more detailed description of the provisions of the proposed special district can be found in the below section “*Proposed Text Amendments - Special Bushwick District.*”

Proposed M1-4/R7D Districts

(Existing M1-1 districts)

Paired M1-4/R7D districts are proposed for four full or partial blocks in three areas:

- Beaver Street between Jefferson Street and Melrose Street
- Evergreen Avenue between George Street and Noll Street
- Central Avenue between Noll Street and Forrest Streets

Paired M1-4/R7D districts permit a maximum FAR of 4.2 for residential and community facility uses and 2.0 for industrial and commercial uses. The maximum residential FAR under the Mandatory Inclusionary

Housing (MIH) program is 5.6 FAR. The maximum street wall height is between 60 and 95 feet, above which the building must be set back, and may rise to a maximum height of 115 feet. Parking spaces must be provided for 50 percent of the dwelling units although may be waived if 15 or fewer spaces would be required. No parking would be required for non-residential uses or income restricted housing units.

The proposed M1-4/R7D districts, as modified by the SBD, would support the goals and objectives of the Bushwick Neighborhood Plan by increasing industrial and commercial density to 4.0 FAR to encourage a mix of residential, commercial, and industrial uses that best responds to the need for jobs and new housing and affordable housing. A more detailed description of the provisions of the proposed special district can be found in the below section *“Proposed Text Amendments - Special Bushwick District.”*

Proposed Commercial Overlays

C2-4 commercial overlays are proposed over portions of existing R6 and proposed R6B, R6A, and R7A districts as detailed below. The proposed rezoning would also replace existing C1-3 and C2-3 with C2-4 overlays and establish new C2-4 overlays. C2-4 overlays will be mapped to a depth of 100’ aside from select locations on Knickerbocker, Central, Wilson, and Evergreen avenues where they will be mapped to a depth of 25’ to match existing conditions of buildings oriented towards the side street beyond 25’ of an avenue. The affected area is as follows:

- Existing R6
 - Wilson Avenue and Central Avenue between Himrod Street and Bleecker Streets
 - Bushwick Avenue between DeKalb Avenue Kosciuszko Street
 - Knickerbocker Avenue and Wilson Avenue between Gates Avenue and Menahan Street
 - Central Avenue between:
 - Gates Avenue and Madison Street
 - Eldert Street and Halsey Street
 - Evergreen Avenue between:
 - Linden Street and Palmetto Street
 - Weirfield Street and Covert Street
- Proposed R6B:
 - Cypress Avenue between Stanhope Street and Himrod Street
 - St. Nicholas Avenue between
 - Suydam Street and Hart Street
 - Dekalb Avenue and Himrod Street
 - Linden Street and Gates Avenue

- Knickerbocker Avenue between Palmetto Street and Putnam Street
- Wilson Avenue between Palmetto and Woodbine
- Central Avenue between
 - Cornelia Street and Jefferson Street
 - Schaeffer Street and Decatur Street
 - Cooper Street and Moffat Street
- Evergreen Avenue between
 - Decatur Street and Moffat Streets
 - Harman Street and Greene Avenue
 - Cedar Street and Stockholm Street
 - Suydam Street and Jefferson Street
- Bushwick Avenue between Dekalb Avenue and Kosciuszko Street
- Proposed R6A:
 - Irving Avenue at the majority of frontages between:
 - Troutman Street and Palmetto Street
 - Knickerbocker Avenue at the majority of block frontages between:
 - Putnam Street and Hancock Street
 - Halsey Street and Decatur Street
 - Wilson Avenue at the majority of frontages between:
 - Noll Street and Harman Street
 - Bleecker Street and Menahan Street
 - Linden Street and Palmetto Street
 - Madison Street and Moffat Street
 - Central Avenue at the majority of frontages between:
 - George Street and Hart Street
 - Stockholm Street to Himrod Street
 - Bleecker Street to Menahan Street
 - Grove Avenue to Gates Avenue
 - Madison Street to Putnam Street
 - Weirfield Street to Eldert Street
 - Evergreen Avenue at the majority of frontages between:
 - Jefferson Street and Willoughby Avenue
 - Menahan Street and Palmetto Street
 - Madison Street and Cornelia Street

- Bushwick Avenue at the majority of frontages between:
 - Arion Place and Melrose Street
 - Decatur Street and Cooper Street
- Proposed R7A:
 - Wyckoff Avenue at the majority of frontages between:
 - Willoughby Avenue and Linden Street
 - Cornelia Street and Hancock Street
 - Knickerbocker Avenue at the majority of frontages between:
 - George Street and Stockholm Street
 - Gates Avenue and Palmetto Street
 - Central Avenue between Menahan Street and Grove Street
 - Bushwick Avenue between Furman Avenue and De Sales Place
 - Flushing Avenue and Noll Street

C2-4 commercial overlays allow for up to 2.0 FAR of local retail uses in stand-alone commercial buildings or on the ground-floor of mixed-use buildings. C2-4 allows use groups 1-9 and 14, which include uses such as plumbing and electrical shops, small bowling alleys and movie theaters, funeral homes, small repair shops, printers, and caterers. For general commercial uses, one off-street parking space is required for every 1,000 square feet of such use, and up to 40 spaces may be waived.

Certain C2-4 overlays will be modified by the SBD to require non-residential ground floors. The proposed C2-4 commercial overlays, as modified by the SBD, would support the goals and objectives of the Bushwick Neighborhood Plan by encouraging vibrant mixed-use character and job generation on Bushwick's commercial corridors. A more detailed description of the provisions of the proposed special district can be found in the below section "*Proposed Text Amendments - Special Bushwick District.*"

PROPOSED ZONING TEXT AMENDMENTS

DCP proposes a series of text amendments to facilitate the land use objectives outlined in the Bushwick Neighborhood Plan. The following is a description of the proposed text amendments.

Special Bushwick District

The Special Bushwick District (SBD) would be mapped within the Project Area on the entire length of Broadway and Myrtle Avenue within the Project Area; Knickerbocker and Wyckoff avenues west of Myrtle Avenue; around the Myrtle-Wyckoff and Myrtle-Knickerbocker intersections; and within the industrial zones on the western and eastern edges of the Project Area, to create special use, bulk, parking and loading, and urban design regulations which would support the goals and objectives of the Bushwick Neighborhood Plan. Through Special District modifications, the Bushwick Neighborhood Plan aims to

promote active commercial corridors, a welcoming public realm, enhanced vitality of industrial districts, and job and housing growth.

A summary of the provisions of the proposed SBD is as follows:

- Modify the use, bulk, and parking regulations of the underlying zoning districts throughout the Special Bushwick District to support the overall goals and objectives of the Plan;
- Create urban design controls, including transparency requirements in C2-4 commercial overlays and C4 districts;
- Designate four subdistricts tailored to the conditions and needs of those areas, including: Elevated Train Corridor Subdistrict, Special Commercial Subdistrict, Industrial/Commercial Buffer Subdistrict with three subareas, and Special Mixed-Use Subdistrict with four subareas;
- Establish MTA Special Transit Easement Zone within 50 feet of MTA subway stations.

Special District-wide Modifications to Underlying Zoning

Use Regulations

Goal: *Enhance the vitality of commercial districts by ensuring that a majority of the ground-floor space within buildings is occupied by commercial establishments that enliven the pedestrian experience along the street.*

To enhance the pedestrian experience along commercial corridors, C2-4 overlays and C4 districts within the SBD would be modified to require non-residential or commercial ground-floor use. This would activate the streetscape and add eyes on the street to create a safer and more welcoming pedestrian environment.

Goal: *Support employment opportunities on commercial corridors and in industrial areas.*

To grow job space, C2-4 overlays and C4 districts within the SBD would be modified to increase the range of permitted job generating uses to allow custom manufacturing activities (Use Group 11), such as jewelry-making and garment manufacturing, as-of-right. In addition, non-residential uses, such as commercial, community facility, and custom manufacturing uses, would be permitted to locate on second floors of mixed residential and non-residential buildings.

Throughout the BSD, to support a neighborhood employment center, physical cultural establishments (Use Group 9) would be permitted as-of-right, which are only allowed through a Special Permit today.

Goal: *Foster a harmonious mix of uses and ensure that sufficient sites are available to meet the plan's residential development and job creation goals.*

To ensure consistency with the goals and objectives of the rezoning and encourage a harmonious mix of uses, the SBD would establish a Special Permit for transient hotels in any zoning districts that permit them as-of-right.

Parking and Loading Requirements

Goal: *Facilitate the development of job generating uses in a transit-rich zone.*

To lower the barriers to non-residential development within the SBD, parking requirements would be eliminated for non-residential uses, including industrial, commercial, and community facility uses. Generally, M1-4 districts only require parking for select uses, such as refreshment stands, which would be eliminated within the SBD. Non-residential parking minimums within the SBD's C4, C2, and paired MX districts would also be removed.

Urban Design

Goal: *Encourage a more dynamic pedestrian environment and improve the public realm.*

To encourage a more dynamic pedestrian experience and high quality public space on Bushwick's commercial corridors, C2-4 overlays and C4 districts would be modified to require minimum levels of transparency for active ground-floor uses.

Other District-wide Provisions

Transit Improvements

Goal: *Facilitate better access to transit stations.*

Under the proposed SBD, owners of lots adjacent to subway stations within the SBD would be required to coordinate with the Metropolitan Transportation Authority (MTA) and the Chairperson of the CPC for a Chairperson Certification prior to development to determine if an easement, zoning relief or other interventions would be needed for station improvements. Any floor area utilized by the MTA for station circulation improvements would be exempted from FAR calculations and any development required to provide an easement for an improvement would be allowed additional height.

District-Specific Provisions

C4-3A

Within C4-3A districts, including those mapped between Sumner Place and Ellery Street between Broadway, Flushing Avenue, and Beaver Street as well as along Goodwin Place between Bleecker and Grove Street, use and parking regulations would be modified to encourage mixed use development near transit. C4-3A districts would be modified according to the Special District-wide use and parking provisions, aside from the active ground-floor use and ground-floor transparency requirements. These ground-floor modifications would also not be applicable in C4-3A districts.

Subdistricts

The Special Bushwick District would establish four subdistricts described below:

Elevated Train Corridor Subdistrict

Goal: Allow building envelope flexibility to respond to elevated train conditions and improve the pedestrian experience adjacent to elevated train infrastructure.

Within the Elevated Train Corridor Subdistrict, along Broadway and Myrtle Avenues, use, bulk, parking, and urban design guidelines would be modified to better facilitate building envelope flexibility, an improved pedestrian experience, and increased economic opportunity adjacent to elevated train infrastructure (**Table A-1**). Underlying C4-5A, C4-5D, and C4-4D districts do not permit the building flexibility needed to address encumbrances and irregularities of the elevated train condition to yield desirable architectural and public realm outcomes. For continuity, lots that have frontage on elevated corridors as well as side streets would move loading to side streets.

To contribute to a vibrant mixed-use character, restrictions on certain recreational, entertainment, and service uses (Use Groups 8, 9, 12) will be removed. To create consistent commercial character and facilitate job creation, all commercial uses would be permitted at a maximum FAR of 4.0. Base heights would be lowered to 25 feet on Myrtle Avenue and 15 feet on Broadway to better respond to elevated train conditions and maximum heights would be increased 20 feet or two stories to provide architectural flexibility and encourage better design. A consistent building envelope for all uses, including non-residential buildings, would be established, which would allow non-residential buildings to utilize the maximum heights for residential uses permitted under Mandatory Inclusionary Housing. For non-residential buildings that typically have higher floor-to-floor heights, this would allow greater building envelope flexibility and facilitate higher quality architectural design.

Within the Elevated Train Subdistrict, to increase design flexibility, there would be a 0-8' street wall requirement with 70% along side streets. The height of permitted obstructions in rear yards would be allowed to be increase from 23 feet to 30 feet to accommodate a full second story commercial use. To

Table A-1

**Elevated Train Corridor Subdistrict
Proposed Modifications to certain C4 Districts**

	C4-5A Myrtle Elevated	C4-5D Myrtle Elevated	C4-5D Broadway Elevated	C4-4D Broadway Elevated
Use Groups	1-6, 8-12			
Residential FAR	4.6	5.6	5.6	7.2
Community Facility FAR	4.0	4.2	4.2	6.5
Commercial FAR	4.0	4.0	4.0	4.0
Min. Base Height (in feet)	25	25	15	15
Max. Base Height (in feet)	75	75	30	30
Max. Building Height (in feet)	115	135	135	165
Parking Requirements				
Non-Residential	None			
Income Restricted Housing Units				
Market Rate Units	50%			40%

improve the pedestrian experience, a sidewalk widening of 5 feet on lots directly outside of subway stations would be required and street wall chamfering within 30 feet of a corner would be permitted.

On Myrtle Avenue, given the irregular street grid condition, there would be additional bulk modifications to facilitate more efficient floorplates. The upper story building setback depth would be reduced from 15 feet to 10 feet on shallow lots along Myrtle Avenue and there would be no rear yard requirements for through lots.

Special Commercial Corridor Subdistrict

Goal: Create a more vibrant pedestrian experience by ensuring that ground-floor space is occupied by commercial establishments and upper floor non-residential uses are permitted.

To ensure a vibrant pedestrian experience along commercial corridors, including Knickerbocker Avenue between Stockholm and George Streets and Wyckoff Avenue between Linden Street and Willoughby Avenue, C2-4 commercial overlays would be modified to require active non-residential or commercial ground-floor use and minimum levels of transparency. C2-4 overlays would also be modified to permit non-residential use on the second floor of mixed non-residential and residential buildings. These areas

have consistent, active commercial character today and it would be disruptive for residential uses to be established on ground-floors, as permitted with the underlying C2-4 overlays.

Industrial/Commercial Buffer Zone Subdistrict

Goal: Reinforce job-generating uses (commercial, industrial, community facility) in industrially-zoned areas close to transit to enhance the vitality of industrial districts.

Within the SBD, the Industrial/Commercial Buffer Zone Subdistrict would be established to lower the barriers to non-residential development (commercial, industrial, community facility) and establish built character that better responds to surrounding context. In these areas, M1-4 districts would be modified to remove size limits on certain commercial uses, increase density, establish appropriate height limits, and lower parking requirements. M1 districts with maximum FARs between 2.0 and 5.0 FAR do not exist today. The Industrial/Commercial Buffer Zone Subdistrict would modify M1-4 districts to address this FAR gap and establish appropriate corresponding height limits to facilitate building envelopes in context with the surrounding area.

Within the Industrial/Commercial Buffer Zone Subdistrict, certain community facilities, such as non-profit art spaces (Use Group 3A) and retail stores larger than 10,000 square feet (Use Group 10) would be permitted as-of-right. Base and maximum heights would be modified per the below chart to allow greater architectural flexibility and ensure efficient floorplates and adequate floor-to-ceiling heights. An additional 30 feet would be added to the maximum building height for sites over 20,000 square feet to accommodate larger office and mixed-use buildings that may seek to provide unique building features and open space. Permitted rear yard obstructions would be allowed up 30 feet, rear yards on interior lots would be reduced to 10- to 15-feet depending on building height, and no rear yard equivalent would be required on through lots.

The SBD would modify the underlying M1-4 loading requirements to match M1-5 loading requirements (triggered at 15,000 sf of industrial space; 25,000 sf of commercial space; 100,000 sf of office space), with flexibility provided for the configuration of loading space. The SBD would also remove the provision requiring industrial loading requirements for new mixed-use buildings. Under current regulations, mixed use developments are subject to the loading regulations for the use that would generate the greatest number of loading berths, in most cases the industrial use. The special district regulations would remove these provisions to facilitate development of mixed commercial and industrial buildings. In addition, loading requirements would not apply to changes of use or conversions.

The Industrial/Commercial Buffer Zone Subdistrict includes three subareas differentiated by density and height: A, B, and C as indicated on the Subdistrict map.

- **A**

Subarea A is located in the following areas:

- On the midblock areas of Starr and Suydam Streets and Willoughby Avenue on the blocks directly north and south of Wyckoff Avenue in the northwestern portion of the Project Area.
- Around the Halsey Street station of the L train on Wyckoff Avenue, including the Ridgewood SoMA IBZ.
- From Irving Avenue down to Central Avenue along the L train right of way.

Within Subarea A, all permitted uses would be allowed at a maximum FAR of 3.0 FAR.

- **B**

Subarea B is located in the following areas:

- Flushing Avenue between Irving and Knickerbocker Avenues
- Noll Street and Central Avenue

Within Subarea B, all permitted uses would be allowed at a maximum FAR of 4.0 FAR.

- **C**

Subarea C is located in the following areas:

- North side of Evergreen Avenue between George and Jefferson Streets

Within Subarea C, all permitted uses would be allowed at a maximum FAR of 5.0 FAR.

M1-4 base and maximum heights would be modified in each subarea (**Table A-2**).

Table A-2

**Industrial Commercial Buffer Zone Subdistrict
Proposed Modifications to M1-4 Districts**

	Industrial/Commercial Buffer Zone		
Subarea	A	B	C
Use Groups	4-14, 16-18		
Manufacturing FAR	3	4	5
Community Facility FAR	3	4	5
Commercial FAR	3	4	5
Min. Base Height (in feet)	20	20	20
Max Base Height (in feet)	65	95	125
Max Height (in feet)	85	115	145
Parking Requirements			
Non-Residential	Generally none		

Special Bushwick Mixed Use Subdistrict

Goal: *Create a new loft-life building envelope and encourage a mix of uses, including residential, commercial, industrial, and community facility, to best respond to the needs for both jobs and new housing, including affordable housing.*

Within the Special Bushwick District, paired districts will be mapped to bring residential uses into conformance, promote continuity of nonresidential uses, and encourage a mix of uses that responds to needs for jobs and housing. The regulations of Special Mixed-Use Districts per ZR 123-00 will apply, with modifications (**Table A-3**). The area consists of contextual residential districts paired with M1-4 districts. The special district would modify the paired M1-4 district's underlying FAR, height, and parking requirements to create standardized building envelopes that could accommodate all the permitted combinations of uses and respond to surrounding context. The subdistrict will be comprised of four subareas, D, E, F, and G.

Table A-3

**Special Bushwick Mixed Use Subdistrict
Proposed Modifications to certain MX Districts**

Subarea	D	E	F	G
	M1-4/R6B	M1-4/R6A	M1-4/R7A	M1-4/R7D
Use Groups	1-14,16, 17			
Residential MIH FAR	2.2	3.6	4.6	5.6
Manufacturing FAR	2	3	3	4
Community Facility FAR	2	3	3	4
Commercial FAR	2	3	3	4
Min. Base Height (in feet)	30	40	40	60
Max Base Height (in feet)	45	65	75	85
Max Height (in feet)	55	85	96	115
Parking Requirements				
Non-Residential	None			
Income Restricted Housing Units				
Market Rate Units	50%			

Mandatory Inclusionary Housing Program

The Proposed Actions would map portions of the proposed Project Area as Mandatory Inclusionary Housing Areas, including where zoning changes are promoting new housing through an increased in residential density or mapping of new residential zoning districts. The MIH program would apply within the following districts within the Project Area: R6A, R7A, C4-3A, C4-5A, C4-5D, C4-4D and paired districts including, M1-4/R6B, M1-4/R6A, M1-4/R7A, and M1-4/R7D. The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped “Mandatory Inclusionary Housing Areas” (MIHAs). The program requires permanently affordable housing set-asides for all developments over 10 units or 12,500 zoning sf within the MIH designated areas or, as an additional option for developments between 10 and 25 units, or 12,500 to 25,000 sf, a payment into an Affordable Housing Fund. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to the Board of Standards and Appeals for a special permit to reduce or modify the requirements. Developments, enlargements, or conversions that do not exceed either 10 units or 12,500 sf of residential floor area will be exempt from the requirements of the program.

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 trade-off inherent between income levels and size of the affordable set-aside. Option 1 would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the AMI. Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent AMI. Option 2 would require 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI. The City Council and CPC could decide to apply a Deep Affordability Option which would require that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. For all options, no units could be targeted to residents with incomes above 130 percent AMI.

VII. ANALYSIS FRAMEWORK

The majority of recent development in Bushwick has consisted of market-rate residential buildings of eight or fewer units on lots between 2,500-5,000 square feet in the western and southern portion of the study area. There are also some recent examples of larger height factor buildings and town house complexes on sites between 5,000-15,000 square feet on midblocks and select larger mixed-use buildings with ground-floor retail on corridors. The only sizeable development in recent years occurred on the former Rheingold Brewery site which was rezoned from M1-1 and M3-1 to R6A and R7A in 2013. This development facilitated approximately 1,500 new affordable and market rate units as well as retail space. Other recent development trends include conversions to retail use in existing industrially-zoned areas.

In the future without this action, based on recent development trends, it is anticipated that there would be continued residential development on vacant or underutilized lots between 2,000-5,000 square feet with limited affordable housing. It is also likely that there would be occasional larger height factor developments and mixed-use developments on corridors on lots between 5,000-15,000 square feet, also with limited affordable housing. Without the proposed action, it is anticipated that there would be limited commercial development aside from retail conversions in industrially-zoned areas.

With the Proposed Actions, it is anticipated that there would be significant housing production, with affordable housing, both on smaller lots between 2,500-5,000 as well as on larger lots between 5,000-15,000 square feet. This residential development would include ground-floor retail on corridors and second-story commercial and community facility use on lots greater than 15,000 square feet close to transit stations. Several sites greater than 20,000 square feet would get redeveloped with a mix of residential and commercial/industrial uses in the MX districts as well as a few entirely non-residential buildings in the commercial/industrial buffer zones. Sites under 2,500 square feet are likely to remain as the existing conditions under the Proposed Actions.

Reasonable Worst-Case Development Scenario (RWCDs)

In order to assess the possible effects of the Proposed Actions, a RWCDs was developed for both the current (future No Action) and proposed zoning (future With Action) conditions for a 10-year period with analysis year 2030.²⁶ The incremental difference between the No Action and With Action Conditions will serve as the basis for the impact analyses of the EIS. A 10-year period typically represents the amount of time developers would act on the proposed action for an area-wide rezoning not associated with a specific development.

To determine the 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.

General Criteria for Determining Development Sites

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

Development sites were initially identified based on the following criteria:

- Lots constructed to less than or equal to half of the maximum allowable FAR under the relevant zoning (see Table 1 for more information), or occupied by a vacant building; or
- Lots located in areas where a substantial increase in permitted FAR is proposed; And lots with a total size of 5,000 sf or larger (may include potential assemblages totaling 5,000 sf, respectively, if assemblage seems probable²⁷); unless the site is underutilized, per the definition below; and

²⁶ For some generic actions or small area rezonings, where the build-out depends on market conditions and other variables, the build year cannot be determined with precision. A build year ten (10) years in the future is generally considered reasonable for these projects as it captures a typical cycle of market conditions and generally represents the outer timeframe within which predictions of future development may usually be made without speculation. A ten-year build year (2030), assumed from the time of receipt of required project approvals, was selected for the time frame of the environmental analyses for the Bushwick Neighborhood Plan.

²⁷ Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions: (1) the lots share common ownership and, when combined, meet the aforementioned soft site criteria; or (2) at least one of the lots, or combination of lots, meets the aforementioned soft site criteria, and ownership of the assemblage is

- Lots between 2,000 and 5,000 sf if considered underutilized; and
- Underutilized lots which are defined as vacant, occupied by a vacant building, a building with only a single occupied floor, or lots constructed to less than or equal to half of the maximum allowable FAR under the relevant zoning; Lots located in areas where changes in use would be permitted.

The following uses and types of buildings that meet the soft site criteria are typically excluded from development scenarios because they are unlikely to be redeveloped as a result of the proposed project:

- 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 relocation requirements. Unless there are known redevelopment plans (throughout the public review process or otherwise), these buildings are generally excluded from the analysis framework.
- Certain large commercial structures, such as multi-story office buildings, sites owned and operated by major national corporations. Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, some of them are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Certain active uses which would have difficulty relocating to other areas because of citywide restrictions on the location of said uses, such as heavily used gas stations with critical locations.

shared by no more than three distinct owners.

- 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.

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 10-year analysis period. Potential sites are considered less likely to be developed over the approximately 10-year analysis period. Potential development sites were identified based on the following criteria:

- Lots where construction is actively occurring, or has recently been completed.²⁸
- Lots whose slightly irregular shapes, topographies, or encumbrances would make development more difficult.
- Lots with 10 or more commercial tenants, which may be difficult to relocate due to long-term leases.
- Active businesses, which may provide unique services or are prominent, successful neighborhood businesses or organizations unlikely to move, such as physical culture establishments.

Based on the above criteria, 196 development sites (157 projected and 39 potential) have been identified in the rezoning area. These projected and potential development sites are depicted in the detailed RWCDs tables provided in the Appendix 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

²⁸ Recent construction is defined as being built or substantially altered (designated A1) after 2008.

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 Factor

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

Development Assumptions

No-Action Scenario:

- Sites that are vacant or very underbuilt (generally 1 FAR or less) were considered likely to be (re)developed
- Two-owner assemblages assumed in rare occasions; no three-(or more?) owner assemblages
- Quality housing regulations assumed for sites less than 20,000 square feet
- Height factor regulations assumed for sites 20,000 square feet or greater
- Community facility uses assumed on sites 15,000 square feet or greater
 - on the 2nd floor in locations with commercial zoning/overlay
 - on the 1st floor in locations with no commercial zoning/overlay
- Limited new development in M zones, but conversions to commercial assumed in certain cases

With-Action Scenario:

- Community facility assumed on sites 15,000 square feet or greater
 - on the 2nd floor in locations with commercial zoning/overlay
 - on the 1st floor in locations with no commercial zoning/overlay
- 2nd floor commercial use assumed on certain sites in commercial districts, generally larger sites close to transit stations

- Several fully-commercial buildings assumed in commercial districts and MX districts. Sites were chosen based on lot size, proximity to transit, and proximity to nodes of commercial activity (other fully-commercial buildings, close by etc.)
- In manufacturing districts, commercial/office with retail on the ground-floor assumed, following existing trends in the area.
- One floor of manufacturing in fully-commercial buildings assumed on certain sites in manufacturing and MX districts. Sites chosen based on lot size and proximity to active industrial uses.
- For the purposes of presenting a conservative analysis, and where applicable, reasonable factors based on recent development trends were utilized to approximate the gross square footage, zoning floor area, and dwelling unit size of each soft site analyzed in this document.

Table A-4

Proposed Zoning Districts - Permitted FAR

	Residential	Community Facility	Commercial	Industrial
R6B	2.2	2.0	0.0	0.0
R6A	3.6	3.0	0.0	0.0
R7A	4.6	4.0	0.0	0.0
R7D	5.6	5.0	0.0	0.0
C4-3A	3.6	3.0	3.0	0.0
C4-5A	4.6	4.0	4.0	0.0
C4-5D	5.6	4.2	4.0	0.0
C4-4D	7.2	6.5	4.0	0.0
R6B/M1-4	2.0	2.0	2.0	2.0
R6A/M1-4	3.6	3.0	3.0	3.0
R7A/M1-4	4.6	3.0	3.0	3.0
R7D/M1-4	5.6	4.0	4.0	4.0
Modified M1-4	3.0	3.0	3.0	3.0
	4.0	4.0	4.0	4.0
	5.0	5.0	5.0	5.0

ALTERNATIVE SCENARIOS FOR ANALYSIS

The purpose of an alternative section in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives will be better defined once the full extent of the Proposed Actions' impacts have been identified. Typically for area-wide actions such as the Proposed Actions, the alternatives will include a No Action Alternative, a no impact or no unmitigated significant adverse impact alternative, and a lesser density alternative. A lesser density alternative would be pursued only if it is found to have the potential to reduce the impacts of the Proposed Actions while, to some extent, still meeting the action's stated purpose and need. The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

Changes to the street network that would meet the goals and objectives outlined in this document, may be deemed appropriate alternatives to analyze as well.

ATTACHMENT B

Additional Technical Information for EAS Part II: Technical Analysis

In order to assess the possible effects 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. The details on how the RWCDs was developed can be found in the Draft Scope of Work. The Proposed Actions are expected to result in a net increase of up to 5,613 dwelling units (DUs); 248,213 gsf (215,826 zfa) of community facility space; 544,239 gsf (473,251 zfa) of local retail space; 4,318 gsf (3,755 zfa) of destination retail space; 1,062,219 gsf (923,668 zfa) of office space; and 293,899 gsf (255,549 zfa) of industrial space. This information was used to determine whether the potential for significant impacts exists in each of the impact categories.

I. LAND USE, ZONING AND PUBLIC POLICY

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

The Proposed Actions include a series of land use actions including zoning map and zoning text amendments that would affect an approximately 300 block area in northern Brooklyn, in the community of Bushwick. The proposed rezoning area is not located within the city's Coastal Zone. Consistent with the guidelines contained in the 2014 *CEQR Technical Manual*, an assessment of land use, zoning and public policy is warranted, and will be provided in the EIS, as described in the Draft Scope of Work.

II. SOCIOECONOMIC CONDITIONS

According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action may reasonably be expected to create substantial socioeconomic changes in an area. This can occur if an action would directly displace a residential population, substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can also occur if an action would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore would have the potential to lead to indirect displacement of businesses or residents from the area.

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

Direct Residential Displacement

According to the *CEQR Technical Manual*, if a project would directly displace more than 500 residents, it may have the potential to alter the socioeconomic character of a neighborhood and a preliminary assessment of direct residential displacement is appropriate. The Proposed Actions have the potential to result in the direct displacement of existing residents from projected development sites identified as part of the RWCDs, but they are not expected to exceed the *CEQR Technical Manual* analysis threshold. Therefore, the Proposed Actions would not result in significant adverse impacts due to direct residential displacement. As described in the Draft Scope of Work, the EIS will disclose the number of residents to be directly displaced by the Proposed Actions and determine the amount of displacement relative to study area population.

Direct Business Displacement

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

Indirect Residential Displacement

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

Indirect Business Displacement

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

Adverse Effects on Specific Industries

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

III. COMMUNITY FACILITIES AND SERVICES

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

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

New population added to an area as a result of an action would use existing services, which may result in potential indirect effects on service delivery. The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from a proposed action. Per the *CEQR Technical Manual*, depending on the size, income characteristics, and age distribution of the new population, an action may have indirect effects on public schools, libraries, or child care centers. The RWCDs associated with the Proposed Actions would introduce approximately 5,613 net additional dwelling units to the area, with an estimated 17,849 residents. A discussion of the Proposed Actions' potential effects on community facilities is provided below.

Public Schools

If an action introduces less than 50 elementary and middle school age children, or 150 high school students, an assessment of school facilities is not required. According to *CEQR Technical Manual* guidelines, in Brooklyn the 50-student threshold for analysis of elementary/middle school capacity is achieved if an action introduces at least 121 residential units; the threshold for analysis of high school capacity is 1,068 residential units. As the RWCDs for the Proposed Actions would result in the addition of approximately 5,613 residential units (compared to No-Action), it exceeds the CEQR threshold for elementary, middle, and high schools, and therefore, a detailed analysis of public elementary, intermediate and high schools will be provided in the EIS, as described in the Draft Scope of Work.

Libraries

According to the guidelines established in the *CEQR Technical Manual*, if a proposed action increases the number of residential units served by the local library branch by more than 5 percent, then an analysis of library services is necessary. In Brooklyn, the introduction of 734 residential units would represent a five percent increase in dwelling units per branch. As the RWCDs associated with the Proposed Actions would result in the addition of approximately 5,613 dwelling units to the study area compared to No-Action conditions, it exceeds the CEQR threshold for a detailed analysis, and an analysis will be provided in the EIS, as described in the Draft Scope of Work.

Child Care Centers

The *CEQR Technical Manual* requires a detailed analysis of day care centers when a proposed action would produce substantial numbers of subsidized, low-to moderate-income family housing units that may

therefore generate a sufficient number of eligible children to affect the availability of slots at public day care centers. Typically, proposed actions that generate 20 or more eligible children under age six require further analysis. According to Table 6-1 of the *CEQR Technical Manual*, the number of dwelling units to yield 20 or more eligible children under age six in Brooklyn would be 110 affordable housing units. The RWCDs associated with the Proposed Actions would result in a net increment of approximately 5,613 dwelling units, of which up to approximately 1,458 units would be affordable. As such, the Proposed Actions exceed the threshold for an analysis of day care centers, and an analysis will be provided in the EIS, as described in the Draft Scope of Work.

Police/Fire Services and Health Care Facilities

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

IV. OPEN SPACE

Based on the *CEQR Technical Manual*, an open space assessment is typically warranted if an action would directly affect an open space or if it would increase the population by more than:

- 350 residents or 750 workers in areas classified as “well-served areas;”
- 25 residents or 125 workers in areas classified as “underserved areas;”
- 200 residents or 500 workers in areas that are not within “well-served” or “underserved areas.”

Maps in the Open Space appendix of the *CEQR Technical Manual* identify the northeastern portion of the proposed rezoning area as underserved, though the remainder of the proposed rezoning area does not fall in well-served or underserved areas. As shown in the table on Pages 3-4 of the EAS form, the RWCDs would exceed the *CEQR Technical Manual* thresholds requiring detailed analysis. Therefore an open space assessment for the residential and worker (day-time) populations generated by Proposed Actions is warranted, and will be provided in the EIS, as described in the Draft Scope of Work.

V. SHADOWS

The *CEQR Technical Manual* requires a shadow assessment for a proposed action that would result in a new structure(s), or addition(s) to existing structure(s) that are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. The Proposed Actions would permit development of buildings greater than 50 feet in height, some of which would be located in the vicinity of sunlight sensitive resources (e.g., Bushwick Playground, Garden Playground, Fermi Playground, Green Central Knoll, Maria Hernandez Park, Irving Square Park, Trinity Cemetery, etc.). Therefore, the Proposed Actions and RWCDs have the potential to cast new shadows on nearby open spaces. As such, consistent with the guidelines of the *CEQR Technical Manual*, an analysis of the new buildings’ potential to result in shadow impacts on

sunlight sensitive resources is warranted and will be included in the EIS, as described in the Draft Scope of Work.

VI. HISTORIC AND CULTURAL RESOURCES

A historic resources assessment is required if there is the potential to affect either archaeological or architectural resources. According to *CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites directly affected by the proposed action and in the area surrounding identified development sites.

The proposed rezoning area apparently does not encompass any designed historic resources. There are 14 designated individual landmarks in Bushwick. Of these, nine are located along Bushwick Avenue, with the remainder scattered throughout the proposed rezoning area. Therefore, it is necessary to analyze the potential impacts of the Proposed Actions on historic architectural resources, and an assessment of historic architectural resources will be provided in the EIS, as described in the Draft Scope of Work.

The Proposed Actions would also result in additional in-ground disturbance on many of the projected and potential development sites identified in the RWCDs, and therefore have the potential to affect archaeological resources that may be present on those sites. Therefore, an assessment of archaeological resources will be provided in the EIS, as described in the Draft Scope of Work.

VII. URBAN DESIGN AND VISUAL RESOURCES

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

The Proposed Actions and subsequent development within the rezoning area could result in physical changes to the proposed rezoning area beyond the bulk and form currently permitted as-of-right. These changes could affect a pedestrian's experience of public space, requiring an urban design assessment. Therefore a preliminary assessment of urban design and visual resources will be provided in the EIS, as described in the Draft Scope of Work.

VIII. NATURAL RESOURCES

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

wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife.

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

IX. HAZARDOUS MATERIALS

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

X. WATER AND SEWER INFRASTRUCTURE

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

For the Proposed Actions, an analysis of water supply is warranted because the RWCDs would result in a demand of more than one million gallons per day compared to the No-Action condition (refer to **Table B-1**). As shown in Table B-1, based on the average daily water use rates provided in Table 13-2 of the *CEQR Technical Manual*, it is estimated that the RWCDs associated with the Proposed Actions would use a net increase of approximately 2,416,884 gallons of water per day (gpd) compared to No-Action conditions.

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

TABLE B-1

**Expected Water Demand and Wastewater Generation on Projected Development Sites-
2030 No-Action vs. 2030 With-Action Conditions¹**

	Land Use	GSF	DUs	Gallons Per Day (gpd)		
				(AC only) Air Conditioning	(Domestic only) Water/ Wastewater Generation	Total (AC + Domestic)
No-Action Condition	Residential	1,603,897	1,678	0	533,604	533,604
	Community Facility	203,932		34,668	20,393	55,061
	Commercial	967,443		164,466	232,186	396,652
	Industrial	66,273		11,266	6,627	17,893
Non-Action Total						1,003,210
With-Action Condition	Residential	6,889,956	7,291	0	2,318,538	2,318,538
	Community Facility	452,145		76,865	45,215	122,080
	Commercial	2,578,218		438,297	443,933	882,230
	Industrial	360,172		61,229	36,017	97,246
With-Action Total						3,420,094
Net Difference: No-Action vs. With-Action Condition						2,416,884

Notes:

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

Residential- 100 gpd/person;

Retail: domestic- 0.24 gpd/sf and A/C- 0.17 gpd/sf;

Commercial (non-retail): domestic- 0.1 gpd/sf and A/C- 0.17 gpd/sf;

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

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

Per 2012-2016 American Community Survey data for Brooklyn Community District 4, average household size of 3.18 persons per dwelling unit are assumed.

XI. SOLID WASTE AND SANITATION SERVICES

A solid waste assessment is warranted if a proposed action would cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons [100,000 pounds] per week or more), thereby resulting in a significant adverse impact. As shown in **Table B-2**, based on the average daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual*, it is estimated that the RWCDs associated with the Proposed Actions would result in a net increase of approximately 448,060 pounds of solid waste per week (224 tons), compared to No-Action conditions. Therefore, an analysis of solid waste and sanitation services is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work.

TABLE B-2

**Expected Solid Waste Generation on Projected Development Sites-
2030 No-Action vs. 2030 With-Action Conditions¹**

	Use	Size (GSF)	Solid Waste Handled by DSNY (lbs/wk.)	Solid Waste Handled by Private Carters (lbs/wk)	Total Solid Waste (lbs/wk)
No-Action Condition	Residential	1,603,897 (1,678 DUs)	68,798	0	68,798
	Community Facility	203,932	5,320	0	5,320
	Commercial	967,443	0	169,353	169,353
	Industrial	66,273	0	10,517	10,517
No-Action Total			74,118	179,870	253,988
With Action Condition	Residential	6,889,956 (7,291 DUs)	298,931	0	275,889
	Community Facility	452,145	11,794	0	11,794
	Commercial	2,578,218	0	325,293	325,293
	Industrial	360,172	0	66,030	66,030
With Action Total			310,725	391,323	679,006
Net Difference: No-Action v. With Action Condition			236,607	211,453	448,060

Notes:

¹ Solid waste generation is based on citywide average waste generation rates presented in Table 14-1 of the *CEQR Technical Manual*. Residential use: 41 lbs/wk per dwelling unit. All community facility uses: 0.03 lbs/wk. General retail: 79 lbs/wk per employee and 3 employees per 1,000 sf. Office: 13 lbs/wk per employee, 1 employee per 250 sf. Industrial: used average of apparel/textile and printing/publishing rate: 182.5 lbs/wk per employee, 1 employee per 1,000 sf.

XII. ENERGY

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

Based on the rates presented in Table 15-1 of the *CEQR Technical Manual* and as shown in **Table B-3**, it is estimated that the RWCDs associated with the Proposed Actions would result in an annual energy consumption of approximately 1,565,828 million BTUs, an increment of 1,124,985 million BTUs over the No-Action condition. As noted in the Draft Scope of Work, an analysis of the anticipated additional demand from the Proposed Actions' RWCDs will be provided in the EIS.

TABLE B-3

2030 No-Action Condition and 2030 With-Action Condition Estimated Energy Consumption¹

	Use	Size (GSF)	Consumption Rates (Thousand BTU (MBTU)/sf/yr.)	Annual Energy Use (million BTUs)
No-Action Condition	Residential	1,603,897	126.7	182,482
	Community Facility	203,932	250.7	44,455
	Commercial	967,443	216.3	181,963
	Industrial	66,273	554.3	31,943
No-Action Total				440,843
With-Action Condition	Residential	6,889,956	126.7	792,306
	Community Facility	452,145	250.7	98,562
	Commercial	2,578,218	216.3	474,410
	Industrial	360,172	554.3	200,550
With-Action Total				1,565,828
Net Difference: No-Action v. With Action Condition				1,124,985

Notes:

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

XIII. TRANSPORTATION

Consistent with the guidelines of the *CEQR Technical Manual*, an assessment of transportation will be provided in the EIS. Based on preliminary estimates for the RWCDs, 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 peak hour. The RWCDs is also expected to generate 50 or more vehicles per hour during each of the peak hours through one or more intersections. Therefore, detailed traffic analysis is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work. Furthermore, as described in the Draft Scope of Work, the EIS will document changes in on-and off-street parking utilization in the future No-Action and With-Action conditions, and will include a parking assessment to determine whether the Proposed Actions and associated RWCDs would result in excess parking demand, and whether there is a sufficient number of other parking spaces in the study area to accommodate that excess demand.

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

Based on preliminary estimates, there are expected to be more than 200 project-generated pedestrian trips in all peak hours, which include walk-only trips as well as the pedestrian component associated with walking between projected development sites and other modes of travel, such as subway stations, bus stops. Although these pedestrian trips would also be dispersed throughout the rezoning area, some concentrations of new pedestrian trips exceeding the 200-trip *CEQR Technical Manual* threshold may occur during one or more peak hours along corridors in the immediate vicinity of projected development

sites and along corridors connecting these sites to area transit services. Therefore, detailed pedestrian analysis is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

XIV. AIR QUALITY

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

The Proposed Actions would result in the conditions outlined in Section 210 of Chapter 17 of the *CEQR Technical Manual*. Specifically, the project-generated vehicle trips would exceed the emissions threshold and potentially the peak vehicle traffic threshold for conducting an air quality analysis of mobile sources, which is 170 vehicles at any intersection. In addition, the Proposed Actions and associated RWCDs would result in the conditions outlined in Section 220 in Chapter 17. Specifically, the projected and potential developments would use fossil fuels for heat and hot water systems. Therefore, consistent with the guidelines of the *CEQR Technical Manual*, an assessment of air quality will be provided in the EIS. As detailed in the Draft Scope of Work, the air quality assessment will consider the potential impacts on air quality from project-generated vehicle trips, as well as heat and hot water systems, and from existing industrial uses in the surrounding area on the new development resulting from the Proposed Actions.

XV. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

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

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

XVI. NOISE

According to the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, if an action is located near a heavily trafficked thoroughfare, or if an action would be within one mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the action would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the action would be located in an area with high ambient noise levels resulting from stationary sources.

A detailed noise analysis will be included in the EIS as the Proposed Actions would meet the following *CEQR Technical Manual* thresholds: they would result in additional vehicle trips to and from the rezoning area; they would introduce new sensitive receptors in the vicinity of heavily trafficked roadways including Broadway and Bushwick Avenue, and in the vicinity of the elevated subway lines along Broadway and Myrtle Avenue. As such, the Proposed Actions would introduce new sensitive receptors in areas that experience high existing ambient noise levels. Building attenuation required to provide acceptable interior noise levels for the projected and potential development sites will also be examined and discussed in the EIS, as described in the Draft Scope of Work.

XVII. PUBLIC HEALTH

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction, and natural resources. The *CEQR Technical Manual* indicates that for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, the lead agency may determine that a public health assessment is warranted for that specific technical area.

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

XVIII. NEIGHBORHOOD CHARACTER

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

According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in the areas of land use,

socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise, or when the project may have moderate effects on several of these elements that define a neighborhood's character. The Proposed Actions are expected to affect one or more of the constituent elements of the proposed rezoning area's neighborhood character, including land use patterns, urban design, historic and cultural resources, and levels of traffic and noise. Therefore, an analysis of the Proposed Actions' effects on neighborhood character will be provided in the EIS, as described in the Draft Scope of Work.

XIX. CONSTRUCTION

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

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

APPENDIX 1

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot
3130	1, 2
3131	1, 3, 4, 5, 6, 12, 14, 17, 19, 20, 21, 23, 25, 27, 35, 36, 37, 38, 40, 42, 44, 46
3132	1, 3, 5, 6, 7, 8, 10, 11, 12, 13, 15, 17, 20, 21, 27, 38, 39, 40, 41, 113, 7501, 7502, 7503
3133	1, 3, 5, 6, 10, 16, 17, 18, 19, 20, 24, 25, 26, 27, 28, 29, 30, 31, 32, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46
3134	1, 2, 3, 4, 5, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 27, 28, 29, 30, 31, 33, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44
3135	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 20, 25, 27, 34, 36, 40, 41, 42, 43, 44
3136	1, 2, 3, 5, 10, 12, 13, 14, 15, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 37, 38, 39, 40, 48
3137	1, 6, 9, 11, 18, 19, 20, 21, 22, 23, 24, 26, 49, 51, 56, 86, 87, 88, 89, 90, 91, 92, 93, 7501
3143	1, 11, 12, 13, 14, 17, 20, 21, 22, 23, 24, 50
3144	1, 4, 15, 16
3145	100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129
3147	1, 21, 22, 29, 30
3148	1, 13, 17, 21, 24, 26, 27, 28, 29, 30, 31, 32, 33, 35, 36, 38, 40, 41, 42, 47, 48, 49, 50, 51, 53
3149	1, 3, 4, 6
3150	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 25, 26, 27, 28, 29, 30, 31, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 125, 7501
3151	12, 100, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 1101, 7501, 7502
3153	1, 7, 8, 9, 11, 31, 49, 50
3154	1, 13, 14, 15, 16, 17, 18, 23, 26, 27, 29, 30, 31, 32, 33, 34, 35, 36, 38, 39, 117, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152
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3156	1
3157	10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 27, 30, 31, 33, 34, 37, 41, 42, 43, 44, 45, 46, 47, 48, 52, 101, 149, 150, 151, 7501, 7502
3158	1, 2, 3, 4, 5, 27, 28, 29, 30, 31, 32, 33, 34, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 136, 137, 138, 139, 140, 141
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3160	1, 4, 5, 6, 8, 9, 13, 14, 15, 16, 18, 19, 20, 21, 23, 24, 26, 32, 35, 36, 38, 39, 40, 41, 42, 43, 44, 45, 46, 123, 7501
3161	1, 7, 10, 12, 14, 15, 16
3162	1, 5, 7, 8, 10, 11, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 24, 28, 31, 34, 35, 36, 38, 39, 40, 42, 43, 44, 45, 46, 47, 146
3163	1, 33, 34, 35, 37, 38, 50, 100
3164	2, 3, 4, 5, 6, 7, 8, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 26, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 7501
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3171	1, 2, 4, 5, 7, 8, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 28, 29, 30, 33, 36, 37, 39, 40, 42, 43, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 7501
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3185	1

Block	Lot
3186	1, 2, 3, 4, 5, 6, 7, 10, 11, 12, 13, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 28, 31, 32, 33, 34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 108, 109, 144
3187	1, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 30, 31, 32, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55
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3195	1
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3200	1, 11, 19, 24, 25, 26, 27, 28, 29, 31, 32, 33, 35, 7501
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3205	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 16, 17, 18, 23, 32, 33, 34, 36, 37, 133
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3210	1, 15, 16, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 29, 31, 33, 34, 35, 36, 37, 38, 40, 41, 47, 48, 51
3211	1, 3, 4, 5, 6, 7, 8, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 24, 25, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42
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3214	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 15, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 46, 47, 129, 142, 143, 144, 145, 146, 147
3215	1, 3, 4, 5, 6, 7, 9, 10, 11, 20, 21, 22, 23, 24, 25, 26, 29, 30, 31, 32, 35, 36, 38, 39, 40, 41, 42, 43, 44, 112, 113, 114, 115, 116, 117, 118, 119, 129, 130, 131
3216	1, 3, 4, 6, 7, 9, 11, 15, 18, 19
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3221	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 31, 35, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 120, 122
3222	1, 5, 6, 7, 8, 9, 11, 12, 14, 15, 16, 18, 19, 20, 21, 22, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 7501
3223	1, 2, 3, 10, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43
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