Chapter 1: Project Description

A. INTRODUCTION

The City of New York, with the New York City Planning Commission (CPC) as its lead agency, is proposing a number of actions, including zoning map and text amendments, designation of an Urban Renewal Area (URA), a change to the City map (a street demapping), and disposition of City property, that are collectively referred to in this Final Environmental Impact Statement (FEIS) as the "proposed actions" or "proposed project." Together these actions comprise the "Jamaica Plan." It is the objective of this Plan to create new economic growth and housing through mixed-use, transit-oriented development in Downtown Jamaica, creating a vibrant center of office, retail, entertainment, residential, and community facility uses. This Plan would build upon the public investments that have been made to date in this area and would take advantage of Downtown's Jamaica's strategic location with respect to regional transportation access. The designation of the URA, street demapping, and disposition of City property would facilitate new development on underutilized blocks in the immediate area of Downtown Jamaica. These actions would build upon the successes of other URAs in Downtown Jamaica (e.g., Jamaica Center, York College, South Jamaica). If approved, these actions would facilitate the redevelopment of Downtown Jamaica as one of the region's premiere central business districts (CBDs).

The area of the proposed actions is almost entirely within Queens Community District 12 (see Figure 1-1). However, the portion north of Hillside Avenue is within Queens Community District 8. Bordering this area to the west are Queens Community Districts 9 and 10. The area affected by the proposed actions is generally bounded by the Van Wyck Expressway service road to the west, 87th Road and Highland Avenue to the north, 189th, 190th, 191st Streets and Farmers Boulevard to the east, and Waltham Street, and 105th, 108th, 109th, Sayres, and 110th Avenues to the south. In total, this area covers 368 City blocks, with 341 blocks in District 12 and 27 blocks in District 8, total affected land area is 778 acres. Under the proposed actions, the current zoning designations in Downtown Jamaica would be amended to permit a greater mix of uses and densities. In addition, the proposed Special Downtown Jamaica District (SDJD) would be mapped. In the residential neighborhoods to the east and south, i.e., Jamaica, South Jamaica, Hollis, and St. Albans, the proposed zoning changes would create contextual residential zoning districts to protect the scale and character of the existing neighborhoods. In addition, a core center of manufacturing uses would be protected along the rail corridor that runs through the center of the area. Specifically the proposed actions of the City are as follows:

- Zoning Map Amendments (DCP);
- A Zoning Text Amendment to establish the SDJD (DCP);
- An Urban Renewal Area designation and Plan for the Jamaica Gateway Urban Renewal Area (New York City Department of Housing Preservation and Development [HPD]);

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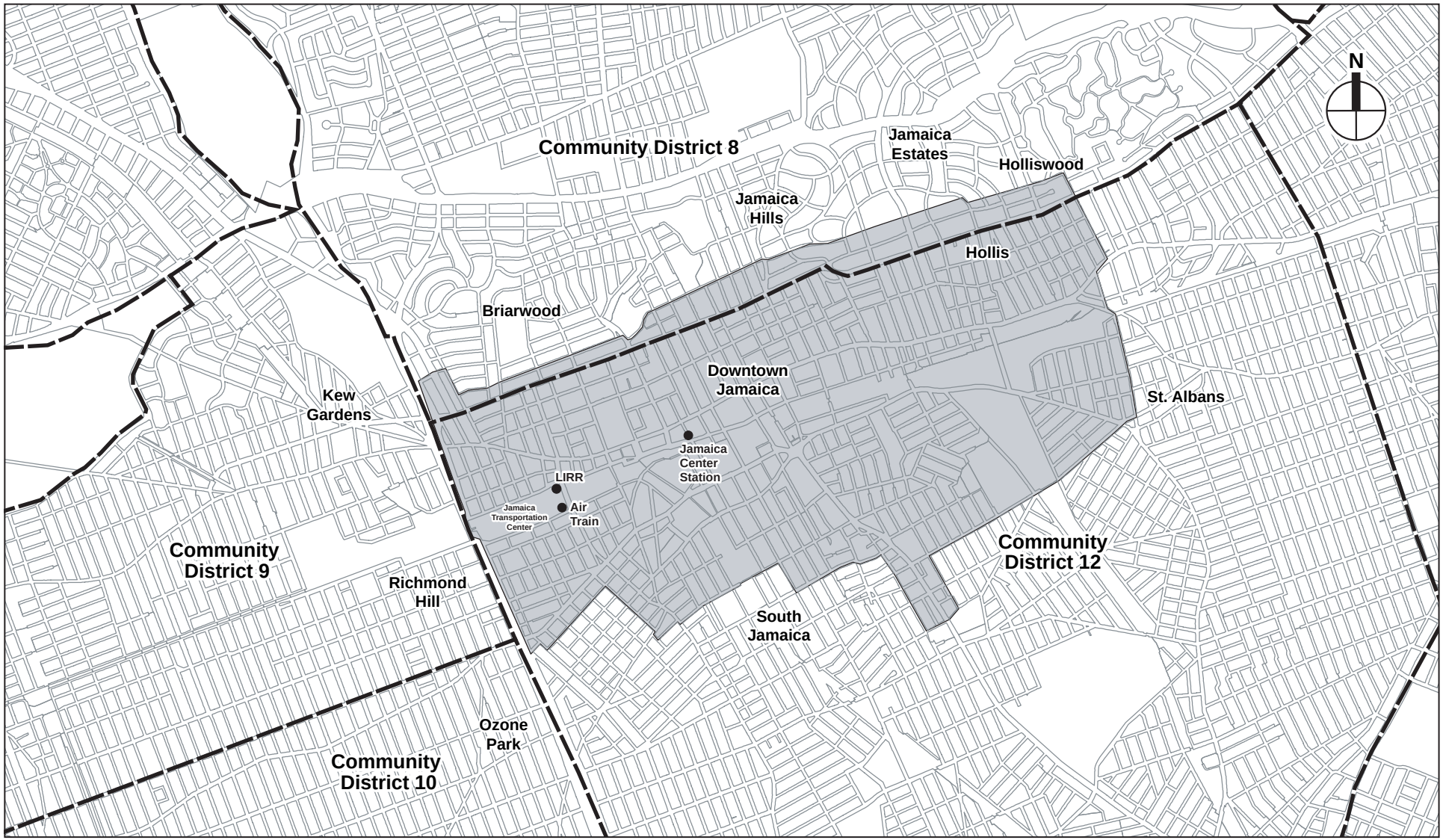

Jamaica Plan

Project Area and Community Districts

Figure 1-1

- An amendment to the City Map involving the elimination of a one block segment of 148th Street (between 94th Avenue and 95th Avenue) and acquisition or disposition of real property related thereto (JFK Center Associates LLC); and
- Disposition of a City-owned property (Department of Citywide Administrative Services [DCAS]).

In order to assess the environmental impacts of the development that could occur under the proposed actions, DCP has developed a reasonable worst-case development scenario (RWCDS). This RWCDS identifies both projected and potential development sites under the proposed actions. As defined by DCP, projected development sites are sites that are more likely to develop as a result of the proposed actions. DCP has identified 186 projected development sites. DCP has also defined potential development sites, which are sites that could be developed, but are assumed to have less development potential than the projected development sites. DCP has identified 420 potential development sites in the RWCDS.

It is not assumed that development would occur on both the projected and potential development sites. Rather, it could occur on either set of sites, such that the proposed actions would achieve a cumulative build-out that is projected to be up to: 5,380 dwelling units; 4.7 million square feet of commercial space (with 2.1 million square feet of retail space, 1.8 million square feet of office space, 200,000 square feet of hotel space [225 rooms]; 460,000 square feet of community facility space (e.g., educational, day care, houses of worship); 121,000 square feet of industrial space; and 400,000 square feet of parking. Given that it is expected that many of the development sites (both projected and potential) could be developed under the existing zoning in the future without the proposed actions (the "No Build" condition), the net development, or incremental difference in total development between the No Action condition and approval of the proposed actions is as follows: 3,565 units; 3.1 million square feet of commercial space (with 1.8 million square feet of office space, 960,000 square feet of retail space [destination and local retail], and 200,000 square feet of hotel space [225-rooms]); 245,000 square feet of community facility space; 400,000 square feet of public parking; and a net decrease of 379,752 square feet of industrial space. As the proposed actions would rezone a large area, development would be expected to occur over a number of years. Therefore, this FEIS has an impact analysis year of 2015.

This FEIS has been prepared in conformance with applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, and follows the guidance of the *CEQR Technical Manual (*October, 2001). It contains this description of the proposed actions and their environmental setting; the short- and long-term environmental impacts of the proposed actions; the identification of any significant adverse environmental impacts; a discussion of alternatives to the proposed actions; any irreversible and irretrievable commitments of resources as a result of the proposed actions; and a description of any mitigation measures necessary to minimize significant adverse environmental impacts that could occur under the proposed actions. This set of proposed actions is also subject to the City's Uniform Land Use Review Procedures (ULURP). The CPC is the lead agency in this environmental review and ULURP process. The DEIS and ULURP applications were certified as complete on February 5, 2007 and public hearings were held by the local community board, the Queens Borough President, CPC (May 23, 2007, which was the date of the combined DEIS and ULURP public hearing), and the City Council during the 7-month ULURP review process.

B. BACKGROUND TO THE PROPOSED ACTIONS

STUDY AREA HISTORY

Downtown Jamaica was a major commercial center for Queens and much of Long Island in the earlier part of the 20th century. The 1969 *Draft Plan for New York City* described Jamaica as the largest retail center in Queens and the "third largest in the metropolitan region." Through the 1960s, Downtown Jamaica was an important business center and thus attracted substantial investment in new homes and apartments. Jamaica's regional importance was based on its position as a transportation hub for both the Long Island Rail Road (LIRR) and subway and bus lines serving Queens.

By the early 1970s, Queens and Long Island became increasingly auto-oriented and Jamaica's transportation infrastructure was no longer the key to ensuring its prosperity as a vital regional downtown center. As a result, Jamaica's role as a major commercial center began to erode as rival shopping centers opened and drew increasingly larger market shares. With decentralization of the office market, Jamaica also suffered a loss of office tenants coupled with a decline in residential investment, relative to other areas in Queens.

In response to this downward trend, revitalization efforts were initiated in the late 1960s with the formation of the Greater Jamaica Development Corporation (GJDC), which was founded to spur public and private investments in the area. Major public investments over the past three decades have reflected the City's desire to spur a recovery of the area. These have included the demolition of the Jamaica Avenue "elevated subway" in the Downtown and its replacement by the Archer Avenue subway extension, the designation of the Jamaica Center Urban Renewal Area, which now includes a new federal office building housing the Social Security Administration, new federal and state courthouses, a new campus for York College, and new residential developments. In recent years, additional major investments have included the AirTrain light rail service linking the LIRR's Jamaica Station and adjacent subway station to JFK International Airport, and the nation's largest and most modern laboratory for the U.S. Food and Drug Administration.

As a result of these efforts, Downtown Jamaica has stabilized through a collaboration of government, local businesses, advocacy organizations, and community support. Jamaica Avenue and 165th Street remain important retail streets in the downtown. In 2000, GJDC released the *Vision for Jamaica Center*, a report that set forth a planning framework for commercial development and transportation improvements for the Downtown Jamaica area. The report proposed traffic, transfer, and streetscape improvements to complement and support future development in the area. The plan envisioned an "airport village" with offices, hotels, and retail linked to JFK Airport. The *Vision for Jamaica Center* plan was updated in 2004 in response to changing market conditions. The updated plan recognizes the increased potential for the area to attract regional retail development as well as new residential development. The plan calls for the redevelopment of the blocks surrounding the LIRR/AirTrain station, which currently houses blighting uses and deters investment in the area. Additionally, the plan recommends that cultural tourism in the area be promoted and that state and federal funding for brownfields redevelopment be pursued. A recently completed 400,000-square-foot movie theater/retail complex along Jamaica Avenue in the Jamaica Center Urban Renewal Area represents the first major private investment in the downtown in many years. The renewed interest by the private sector and the cumulative benefits of public sector investments present new opportunities for

redevelopment, new markets, and economic expansion. Nevertheless, underused and depressed properties located near Jamaica Station continue to act as a deterrent to private investment.

Current zoning in much of the Downtown is outdated and unduly restricts the reasonable economic growth and expansion of the Downtown. With the exception of a small number of sites in the existing urban renewal areas that are now developed, zoning densities are relatively low for an area that has such abundant transportation infrastructure. Along with unrealistically high commercial parking requirements and the blighting influence of depressed properties near Jamaica Station, these low densities limit development opportunities along the area's major thoroughfares. As a consequence, Downtown Jamaica is not in a position to take advantage of the commercial development opportunities made possible by public investments in improved transit access, and potential private-sector interest, particularly in the western portion of Downtown Jamaica near the LIRR station and the new JFK AirTrain complex. Areas zoned C8 and M1 near these transportation hubs allow uses incompatible with the adjacent business, institutional, and residential communities while prohibiting a mix of other uses and densities that would allow Downtown Jamaica to flourish as a regional economic and cultural center while providing a range of new housing opportunities in a transit-oriented setting. Existing zoning designations in the downtown do not encourage moderate and higher-density residential development in areas where there is excellent subway and bus transit access. In these areas, increasing housing density would facilitate transit use and bring more shoppers to the downtown streets, promoting new and expanded retail activity. The resulting environment would foster development of commercial office space, and the proposed actions would generate increased employment opportunities for city residents and increased tax revenues to support municipal services.

In contrast, current zoning outside of Downtown Jamaica allows residential development at inappropriate densities in stable, low-density communities (floor area ratios of 0.9 or less) where auto ownership is high and the infrastructure is less able to accommodate the increased number of households. This allowable density, particularly away from the major street corridors, poses a threat to the very qualities that make these communities desirable.

Post-1961 amendments to the *Zoning Resolution* have provided new planning tools to address longstanding issues of harmonizing new development to existing context and allowing a broad mix of uses. These include the use of contextual districts to ensure appropriate scale and character in residential neighborhoods as well as the establishment of special zoning districts for areas with unique planning and land use issues. Elements of the proposed SDJD would help solidify the gains of more than three decades of public investment in Jamaica and promote and guide its future growth. The JGURA is proposed to further enhance Jamaica's downtown by removing blight and providing much needed redevelopment sites central to the City and regional transportation systems and allowing for redevelopment at a critical mass necessary to attract new private investment in the area.

EXISTING ZONING

The rezoning area in Community District 12 covers approximately 341 blocks, and includes Jamaica's CBD and portions of the adjacent communities of Jamaica, South Jamaica, Hollis and St. Albans (see Figures 1-2A and 1-2B). Overall, the area is currently zoned for low- to medium-density residential, commercial and industrial uses. Certain changes to the zoning map have been instituted through the years to facilitate various projects, but most of the area is currently zoned as it was in 1961.

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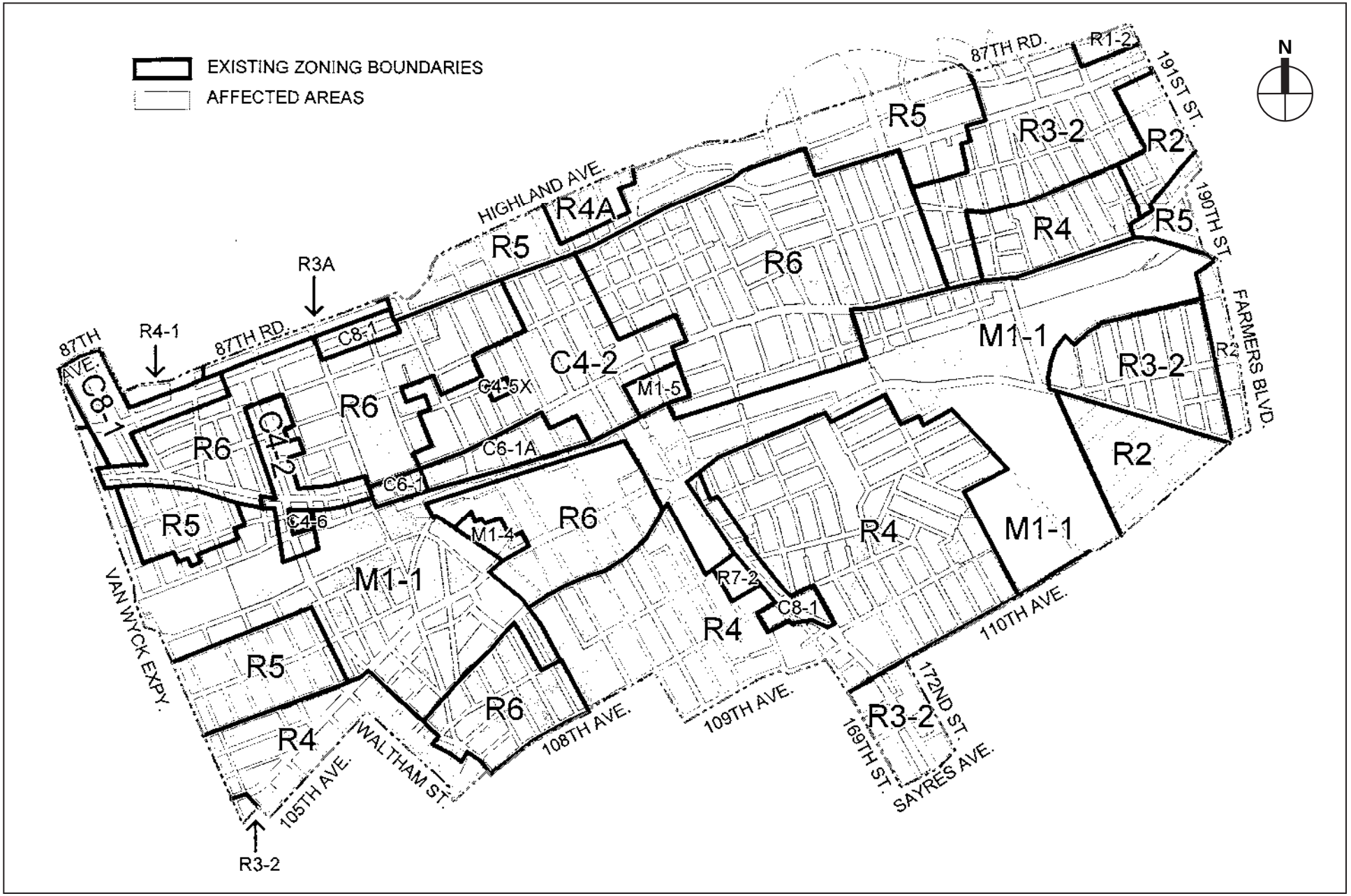
Project Area Boundary

Existing Zoning

Figure 1-2A



Existing Zoning and Affected Areas

Figure 1-2B

The LIRR right-of-way extends east-west through the rezoning area, providing a physical barrier that limits vehicular and pedestrian connections from north to south. In addition, properties located along the right-of-way are generally zoned for light manufacturing and developed with light to heavy industrial uses, such as manufacturing, warehouses, concrete plants, transfer stations, salvage yards, and auto repair.

North of the railroad tracks, Jamaica's CBD, also known as Jamaica Center, generally extends east-west between Merrick Boulevard and Sutphin Boulevard, and north-south between Hillside Avenue and Archer Avenue. It envelopes Jamaica's shopping and business districts, two major multimodal transportation hubs, three court houses, a hospital, the 11.5-acre Rufus King Park, and a mix of low- to mid-rise office and apartment buildings ranging in height from 3 to 14 stories.

Medium density commercial zoning districts mapped in Jamaica's CBD include C4-2, C4-5X, C4-6, C6-1, and C6-1A districts. C4 zones are typically found in regional centers and allow department stores, theaters and other commercial uses that serve a larger area. The "X" suffix requires contextual development where commercial and residential bulk and density requirements may differ from the non-contextual zoning. C6 districts are zoned for a wide range of higher-density commercial uses requiring a central location.

C8-1 zoning districts are mapped along portions of Hillside Avenue and Queens Boulevard, and developed with auto-sales establishments, gas stations, retail, office, and low-rise residential uses. C8-1 districts permit a wide range of commercial uses, including automotive and other heavy commercial services. Certain community facilities are also permitted. Housing, however, is not permitted.

M1-1 and M1-5 districts are mapped on properties along the LIRR right-of-way corridors and also wrap around the southern periphery of downtown. A small pocket of M1-5 is mapped at the southeastern edge of the CBD, north of Archer Avenue, between Merrick Boulevard and 168th Place. Typical development in M1-1 districts includes one- and two-story warehouses of light industrial and commercial use. Large-scale retail uses are not permitted. M1-5 districts allow greater density and could produce buildings of six stories or more. M1 districts are intended for light industry; however, heavy industrial uses can site in M1 districts as long as they meet the strict performance standards set forth in the *Zoning Resolution* (*ZR*). Residential uses are not permitted in manufacturing zones. And while commercial and retail uses are permitted, objectionable uses that impact negatively on the surrounding residential and business communities are also allowed. Land uses within the M1-1 district near the downtown area include warehouses, auto-related business such as car washes and auto-repair, retail, offices, institutional, and low-rise residences.

Low- to medium-density general residential zones are mapped in and adjacent to the CBD and include R3-2, R4, R5, and R6 districts. These zoning districts allow a range of housing densities with a maximum allowable FAR of 0.5 (R3-2), 0.75 (R-4), 1.25 (R5), and up to 3.0 on a wide street outside of Manhattan (R6). R6 is the predominant residential zone in Downtown Jamaica. However, one- and two-family residences are predominant within the R6 district mapped west of Sutphin Boulevard. East of Sutphin Boulevard, there is a mix of zoning districts and development consists of a mix of one- and two-family homes, multi-family walk-up apartments, elevator apartment buildings, and institutional uses.

Low-density residential zones are located north of the Hillside Avenue business corridor in Community District 8 (R1-2, R3-2, R3A, R4-1, R4A, and R-5 districts) and along portions of the eastern edge of the rezoning area in Community District 12 (R2, R3-2, R4, and R5 districts).

R1-2 and R2 zoning districts restrict development to one-family detached homes, while R3-2, R4, and R5 permit all types of housing, including multifamily development. R3A, R4-1, and R4A districts restrict development to one- and two-family homes.

C. DESCRIPTION OF THE PROPOSED ACTIONS

OVERVIEW

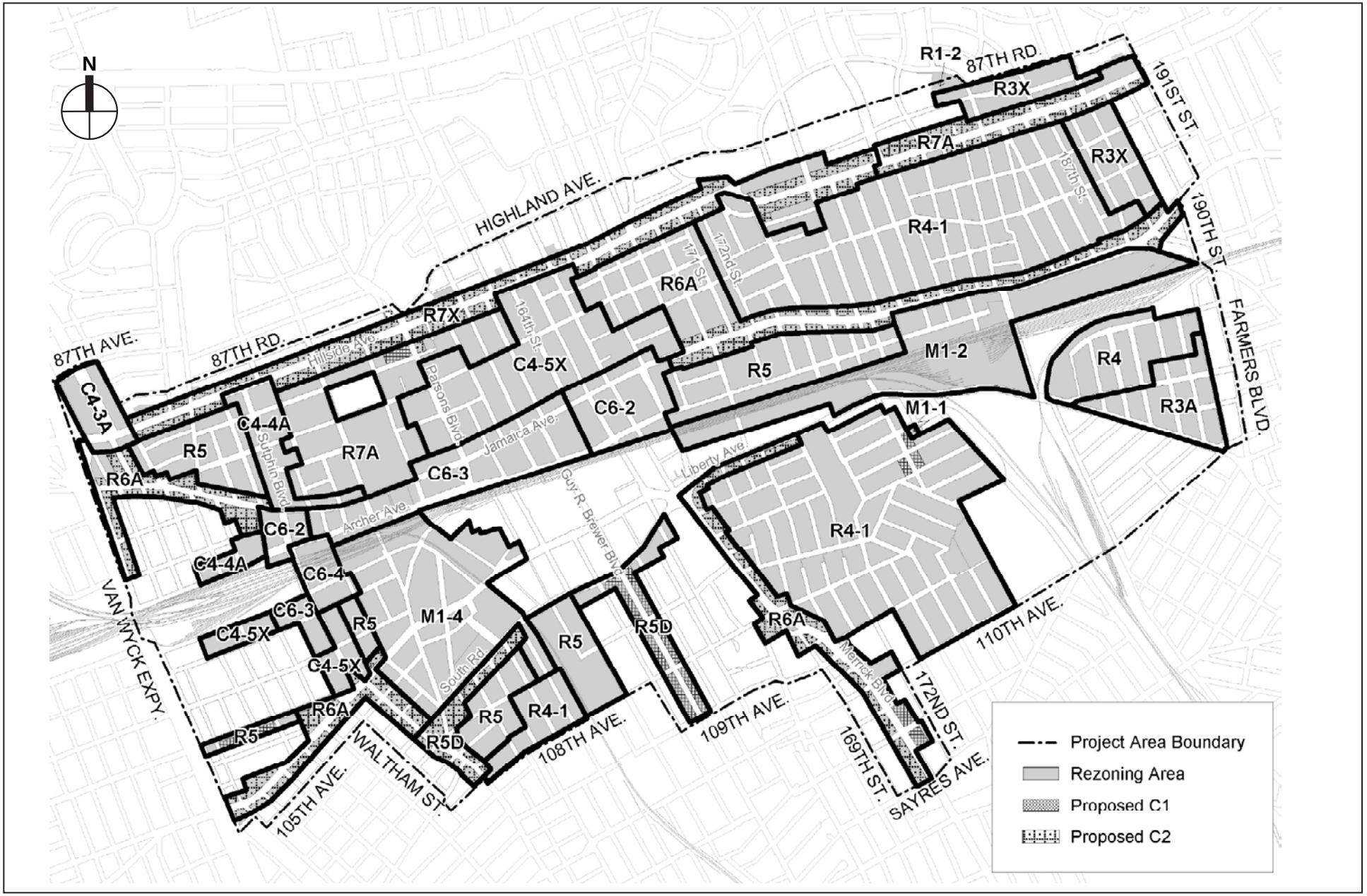
As stated above, DCP is proposing zoning map amendments affecting all or portions of 341 blocks in Queens Community District 12 and all or portions of 27 blocks in Queens Community District 8, for a total of 368 affected blocks (see Figures 1-3, 1-4, and 1-5). DCP is also proposing zoning text amendments to facilitate the creation of the SDJD, which would affect all or portions of 71 blocks in the Downtown Jamaica Area, which is entirely within Queens Community District 12 (see Figures 1-6 and 1-7). In addition, HPD, in collaboration with DCP, is proposing the designation of the Jamaica Gateway Urban Renewal Area (JGURA) over three blocks adjacent to the Jamaica Transportation Center. The proposed designation would facilitate public acquisition of the properties within the proposed JGURA by HPD. Also proposed is the disposition of City land by DCAS. These proposed actions are all part of a comprehensive strategy intended to support the revitalization of Jamaica's CBD. In addition, the contextual zoning districts proposed for the nearby residential communities would provide for appropriately scaled development in these low-rise residential neighborhoods.

The rezoning area is generally bounded by the Van Wyck Expressway service road on the west, 87th Road and Highland Avenue to the north, 189th, 190th ,191st Streets and Farmers Boulevard on the east and Waltham Street, 105th, 108th, 109th, Sayres and 110th Avenues to the south. Its boundaries encompass Jamaica's business and shopping district and reach into the adjacent residential communities of Jamaica, South Jamaica, Hollis, and St. Albans. The proposed zoning changes would also directly affect properties located along the southern edges of the Briarwood, Jamaica Hills, Jamaica Estates, and Holliswood communities in Community District 8.

Under the proposed actions, approximately 778 acres of land currently zoned R2, R3-2, R4, R5, R6, C4-2, C4-6, C6-1, C6-1A, C8-1, M1-1 and M1-5 would be rezoned to R1-2, R3A, R3X, R4, R4-1, R5, R5D, R6A, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, C6-4, M1-1, M1-2, and M1-4 (see Figures 1-2, 1-3, and 1-4). As shown in Figure 1-3, new C1-4, and C2-4 commercial overlays would be mapped along commercial streets, and existing C1-2 and C2-2 overlays would be changed to C1-4 and C2-4, generally to reflect existing location of commercial uses by reducing the depth of the overlay to 100 feet. New C1-3 and C2-3 commercial overlays would also be mapped along certain commercial streets, generally at a depth of 150 feet.

Overall, the proposed zoning changes would result in an increase in permitted density on approximately 451 acres of land, or 58 percent of the rezoning area. Conversely, the currently permitted density would be reduced on approximately 126 acres, or about 16 percent of the rezoning area. Approximately 199 acres (excluding parkland), or about 26 percent of the rezoning area, would experience no change in permitted density, but would be affected by a change in permitted use and/or height and setback regulations.

The proposed zoning changes would work in conjunction with the proposed SDJD (see Figures 1-5 and 1-6) and JGURA (see Figure 1-7), and are intended to encourage redevelopment and economic growth within the Jamaica CBD, thus effectuating the following City land use policies:



SOURCE: New York City Department of City Planning, June 2006

Proposed Zoning
Figure 1-3

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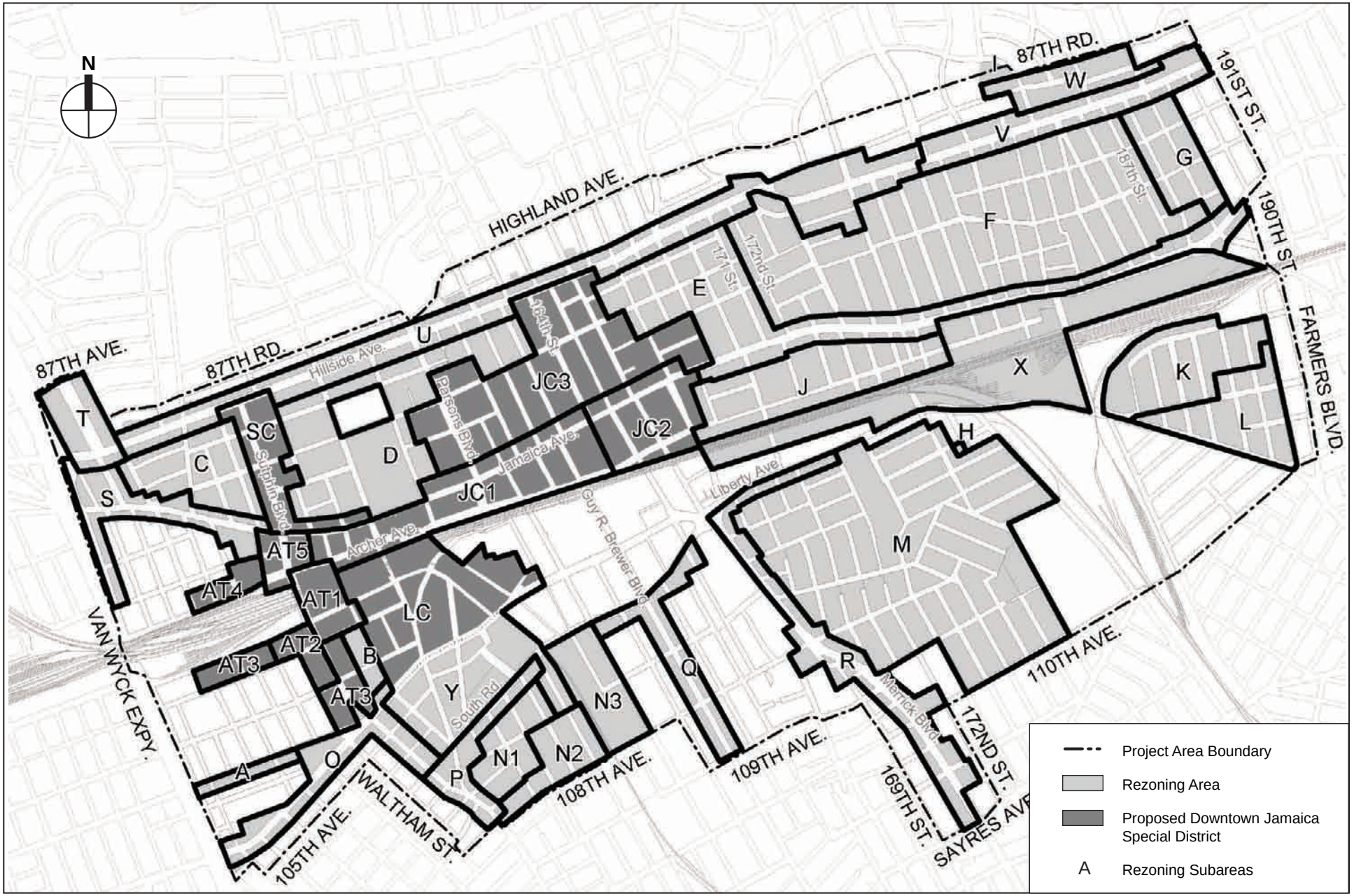

SOURCE: New York City Department of City Planning, June 2006

Proposed Zoning – Subareas

Figure 1-4

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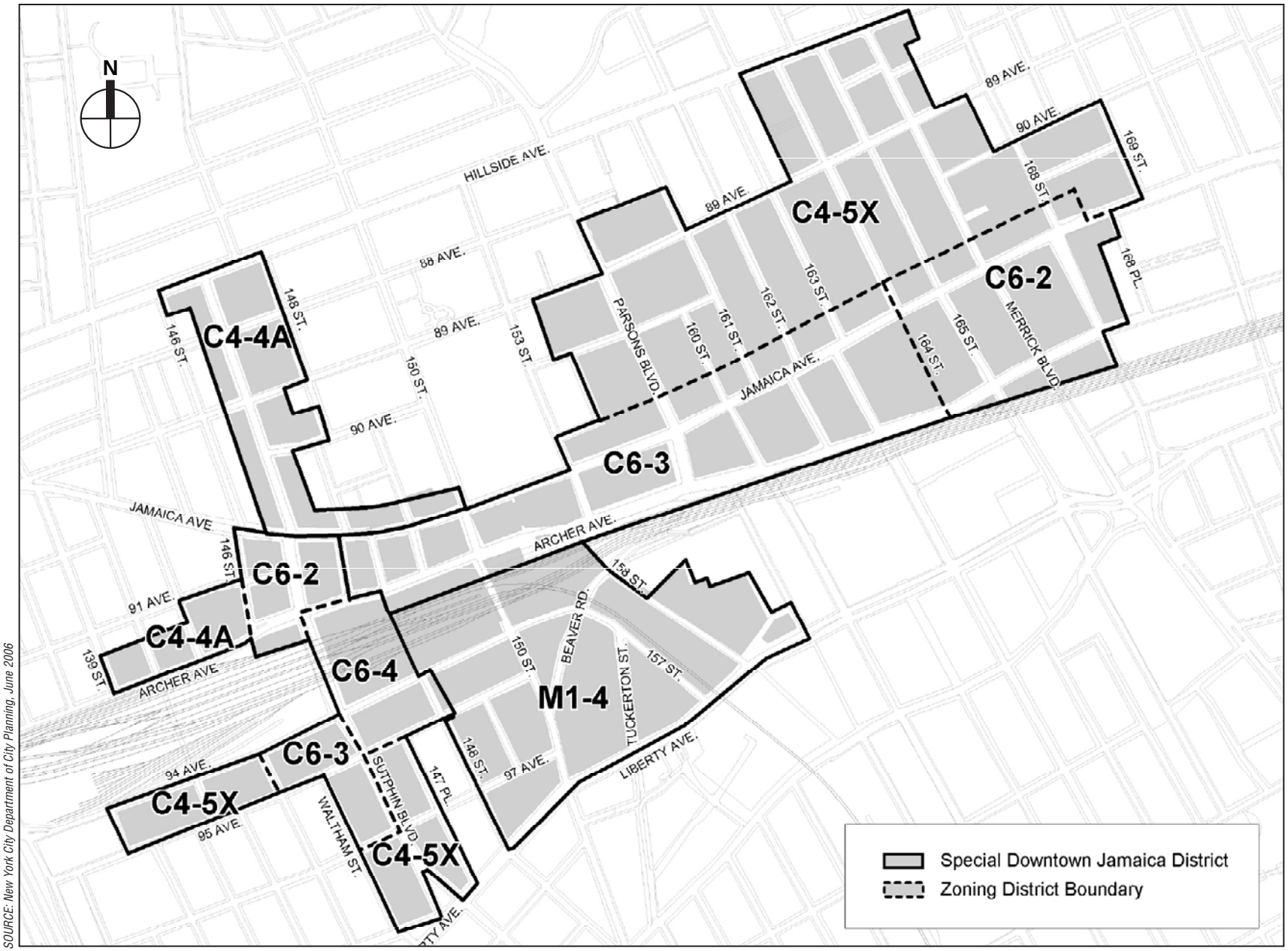

SOURCE: New York City Department of City Planning, June 2006

Proposed Special Downtown Jamaica District – Zoning

Figure 1-5

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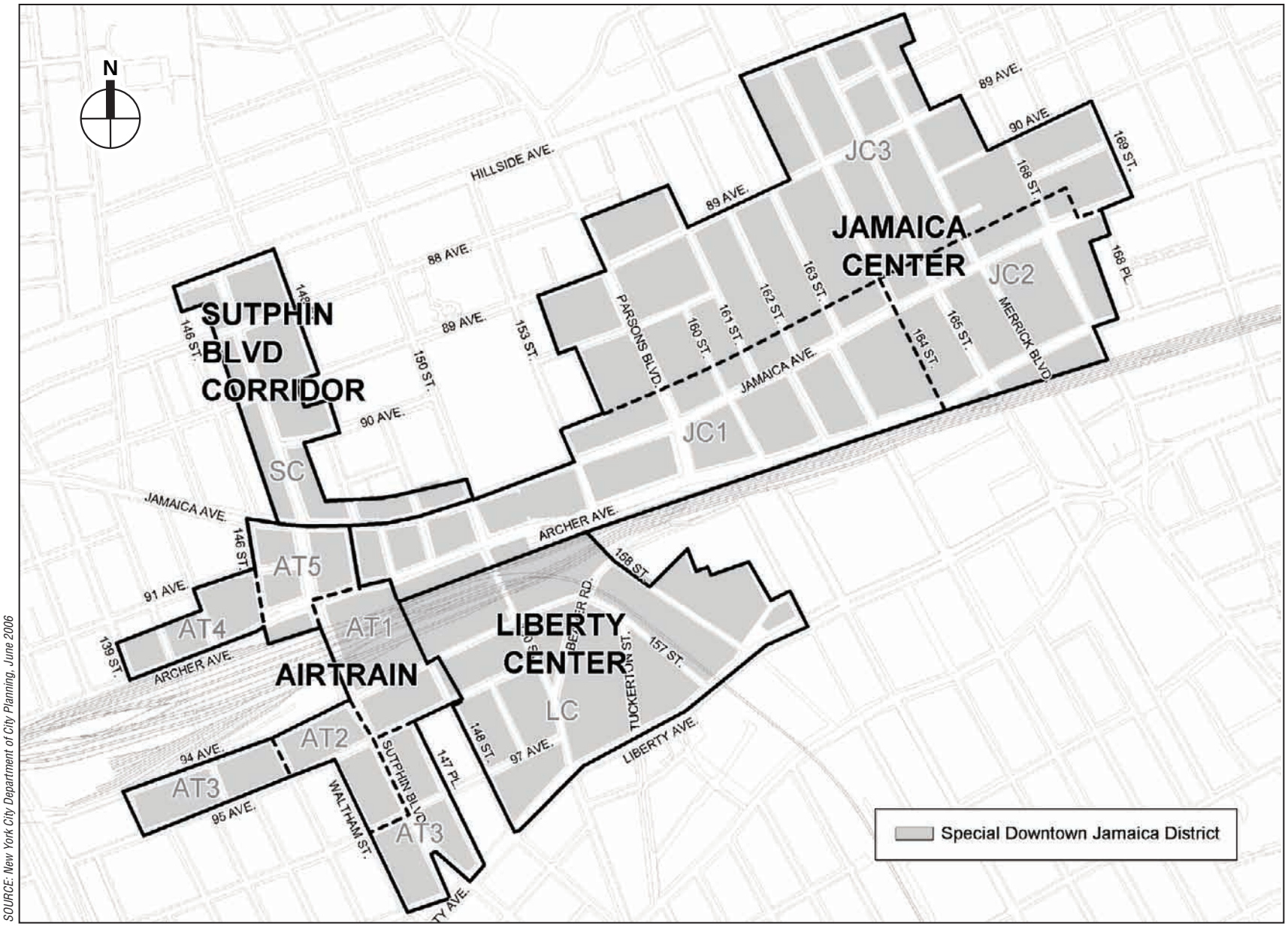

SOURCE: New York City Department of City Planning, June 2006

Proposed Special Downtown Jamaica District – Subareas

Figure 1-6

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Proposed Urban Renewal Area Boundary

Designated Properties

Proposed Street Demapping

Proposed Jamaica Gateway Urban Renewal Plan
and Street Demapping

Figure 1-7

- Expand the CBD and encourage redevelopment and economic growth to complement existing building patterns;
- Expand opportunities for new residential and mixed use development at a range of scales appropriate to surrounding building patterns near transit and highway access;
- Preserve lower density residential neighborhoods;
- Provide direction and flexibility for growth in industrial areas with long-term potential; promote synergy with adjacent institutional, business and residential communities; and
- Reinforce certain industrial areas and allow for growth.

PROPOSED ZONING MAP AMENDMENTS

Under the proposed zoning map amendments, approximately 778 acres of land currently zoned R2, R3-2, R4, R5, R6, C4-2, C4-6, C6-1, C6-1A, C8-1, M1-1, and M1-5 (see Figures 1-2A and 1-2B), would be rezoned to R1-2, R3A, R3X, R4, R4-1, R5, R5D, R6A, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, C6-4, M1-1, M1-2, and M1-4 (see Figure 1-3). In addition, new C1-4, and C2-4 commercial overlays would be mapped along commercial streets, and existing C1-2 and C2-2 overlays would be changed to C1-4 and C2-4, generally to reflect the existing location of commercial uses and to prevent commercial development on residential blocks by reducing the depth of coverage of the overlay to 100 feet (see Figure 1-3). New C1-3 and C2-3 commercial overlays would be mapped along certain commercial streets, generally to a depth of 150 feet.

The proposed zoning changes would result in the elimination of C4-2, C4-6, C6-1, C6-1A, C8-1, and M1-5 districts and the introduction of C4-3A, C4-4A, C6-2, C6-3 and C6-4 districts in and near the CBD to encourage compatible land uses at higher densities. Approximately 51 acres of land zoned M1-1 and M1-5 would be changed to C4-4A, C4-5X, C6-2, C6-3, C6-4, R4, R4-1, R5, and R6A. Approximately 28 acres of land zoned C8-1 would be changed to R4-1, C4-3A, R7X, and R6A. These changes would provide new opportunities for mixed-use development and bring residential properties currently located in areas zoned for industrial use into conformance. Approximately 87 acres would be rezoned from M1-1 to M1-2 and M1-4, resulting in an increase in permitted density to accommodate future growth and expansion in these areas. Approximately 189 acres currently zoned R3-2, R4, and R5, would be changed to R3A, R3X and R4-1, and approximately 108 acres currently zoned R6 would be changed to R4-1 and R5 to reflect the existing contexts in adjacent residential communities where one- and two-family homes are predominant.

The proposed zoning changes are illustrated in Figures 1-3 and 1-4. Presented below is a description of the goals and objectives of the proposed actions along with a description of the proposed zoning changes, proposed zoning actions by subarea, followed by a description of the goals and objectives of the plan (see Figure 1-8).

Expand the CBD and encourage redevelopment and economic growth to complement existing building patterns; provide direction and flexibility for growth in industrial areas with long-term potential near the CBD and promote synergy with adjacent institutional, business and residential communities.

Proposed zoning changes in subareas near the Air Train facility (“AT”), Jamaica Center (“JC”) and along the Sutphin Boulevard Corridor (“SC”) are intended to provide for economic growth and redevelopment within the CBD. Proposed zoning changes between the LIRR right-of-way and Liberty Avenue, extending between 148th and 158th streets (“LC”), are intended to provide

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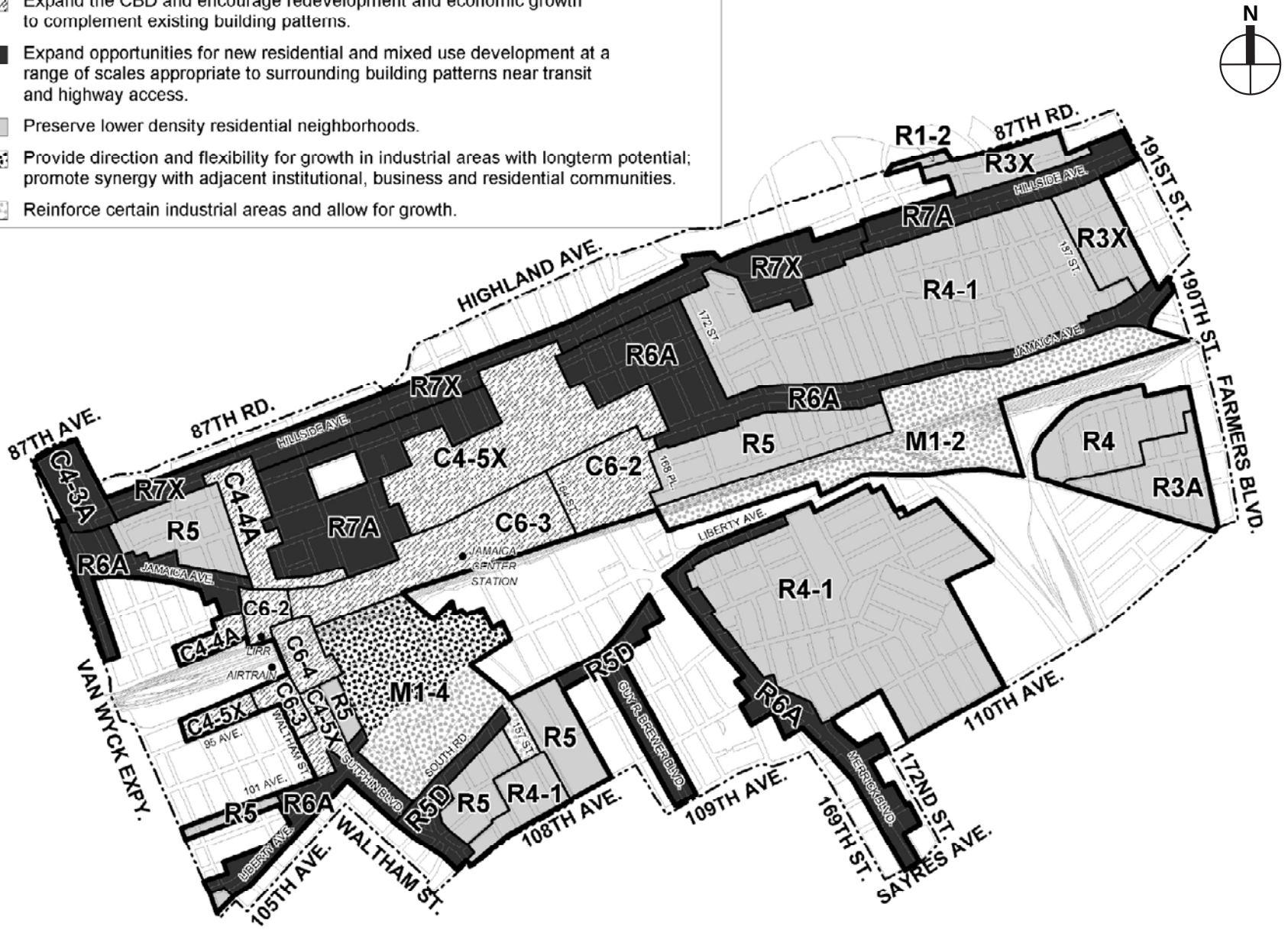
OBJECTIVES:

- Expand the CBD and encourage redevelopment and economic growth to complement existing building patterns.
- Expand opportunities for new residential and mixed use development at a range of scales appropriate to surrounding building patterns near transit and highway access.
- Preserve lower density residential neighborhoods.
- Provide direction and flexibility for growth in industrial areas with longterm potential; promote synergy with adjacent institutional, business and residential communities.
- Reinforce certain industrial areas and allow for growth.



Objectives of Downtown Jamaica Redevelopment Plan

Figure 1-8

direction for future growth in an area that is underdeveloped and underutilized. These subareas are included in the proposed SDJD, which would establish special regulations designed to provide for connectivity between the two transportation hubs. These proposed zoning changes include:

- C4-2 and M1-1 to C6-4 on all or portions of 3 blocks generally located east of Sutphin Boulevard, between Archer and 95th Avenues (subarea AT1);
- R5 and M1-1 to C6-3, 2 blocks generally located west of Sutphin Boulevard between 94th and 97th Avenues (subarea AT2);
- M1-1 and R5 to C4-5X, 3 blocks located along Sutphin Boulevard between 95th and Liberty Avenues and on the west side of Sutphin Boulevard between 97th and Liberty Avenues; change from M1-1 to C4-5X, 2 blocks located on the south side of 94th Avenue between 138th Place and Liverpool Street (subarea AT3);
- M1-1 and R5 to C4-4A, all or portions of 3 blocks north of Archer Avenue between 139th and 146th Streets (subarea AT4);
- C4-2, C4-6, and M1-1 to C6-2, all or portions of 4 blocks located south of Jamaica Avenue between 146th Street and 147th Place (AT5);
- C4-2, C6-1, C6-1A, and M1-1 to C6-3 on all or portions of 17 blocks generally bounded by 147th Place, Jamaica Avenue, 164th Street, and Archer Avenue (subarea JC1);
- C4-2, M1-1, M1-5, and R6 to C6-2 on all or portions of 11 blocks generally located south of Jamaica Avenue, and north of the LIRR right-of-way, between 164th and 169th streets (subarea JC2);
- R6 and C4-2 to C4-5X on all or portions of 21 blocks generally located south of Hillside, 88th and 89th Avenues, and north of Jamaica Avenue, between 153rd and 168th Streets (subarea JC3);
- R6, R6/C2-2, and C4-2 to C4-4A on all or portions of 9 blocks fronting along Sutphin Boulevard between Hillside and Jamaica Avenues, and along the north side of Jamaica Avenue between 146th and 150th Streets; (subarea SC); and
- M1-1 to M1-4 on all or portions of 11 blocks generally located south of the LIRR Right-of-Way and north of Liberty Avenue, between 148th and 158th Streets (subarea LC).

Expand opportunities for new residential and mixed use development at a range of scales appropriate to surrounding building patterns near transit and highway access.

Proposed zoning changes in these subareas are intended to provide for new development at higher densities in areas with good access to highways and mass transit. This includes Downtown Jamaica and the area's wide streets, such as 101st, Hillside, Jamaica, and Liberty Avenues, and along Merrick, Guy R. Brewer, and Queens Boulevards. Current zoning along the area's major thoroughfares is restrictive—particularly in C8-1 zones (automotive services and heavy commercial uses)—in areas where commercial overlays are mapped in R3-2, R4, and R5 districts, and in areas characterized by commercial development but where no commercial overlay exists to permit such uses. R6, the predominant residential zone in and east of Downtown Jamaica allows residential and community facility development with heights ranging from 3 to 12 stories. Zoning regulations governing bulk in R6 districts encourage small apartment buildings on small zoning lots and tall, narrow buildings on larger lots that are set back from the street. The proposed changes would increase the permitted density and provide for new mixed-use development along the area's wide streets and in the CBD where new growth can

be better accommodated and taking advantage of excellent transit access. The proposed changes would also provide a greater degree of predictability with regulations that impose street wall requirements and maximum building heights. These proposed zoning changes include:

- C2-2/R6, C4-2, C8-1, and R6 to R7A on all or portions of 19 blocks generally located south of Hillside Avenue and north of Jamaica and 88th and 89th Avenues, between 148th and 164th Streets (subarea D);
- C1-2/R5, C1-2/R6, C2-2/R2, C2-2/R3-2, C2-2/R4, C2-2/R5, C2-2/R6, C4-2, M1-1, and R6 to R6A and R6A/C2-4 on all or portions of 50 blocks generally located south of Hillside Avenue and north of Jamaica Avenue between 172nd Street and Merrick Boulevard, and properties fronting along Jamaica Avenue between 168th Place and 190th Street (subarea E);
- C2-2/R4, C2-2/R6, M1-1, R3-2, R4, R6 to R6A and R6A/C2-4 and R6A/C2-3 on all or portions of 16 blocks generally located along Liberty Avenue between the Van Wyck Expressway (service road) and 148th Street and along Sutphin Boulevard between Liberty Avenue and South Road (subarea O);
- R6, R4, and M1-1 to R5D/C2-4 and R5D/C2-3 on all or portions of 14 blocks generally located along the south side of South Road between 157th Street and Sutphin Boulevard, and along Sutphin Boulevard between South Road and 108th Avenue (subarea P);
- R4 and C1-2/R4 to RD5 and RD5/C1-4 portions of 9 blocks generally located along Guy R. Brewer Boulevard between South Road and 109th Avenue and along the south side of South Road between 160th and 165th Streets (subarea Q);
- C1-2/R3-2, C1-2/R4, C8-1, R3-2, and R4 to R6A and R6A/C2-4 portions of 25 blocks generally located along the south side of Liberty Avenue between Merrick Boulevard and 172nd Street and along Merrick Boulevard between Liberty and Sayres Avenues (subarea R);
- Change from C8-1, C2-2/R6, C2-2/R5, M1-1, R5, and R6 to R6A/C2-4 portions of 15 blocks generally located along Jamaica Avenue between the Van Wyck Expressway (service road) and Sutphin Boulevard and along Queens Boulevard north of Jamaica Avenue and along the Van Wyck Expressway (service road) between Hillside and 91st Avenues (subarea S);
- C8-1 to C4-3A on all or portions of 4 blocks generally located along Queens Boulevard and Hillside Avenue, south of 87th Avenue (subarea T);
- C8-1, C1-2/R5, C1-2/R6, C2-2/R5, C2-2/R6, C2-4/R5, C2-4/R6, C1-4/R6, R5, and R6 to R7X and R7X/C1-4 and R7X/C2-4 on all or portions of 39 blocks generally located along Hillside Avenue between 139th and 180th Streets (subarea U); and
- C2-2/R3-2, C2-2/R5, C2-2/R6, and R3-2 to R7A/C2-4 on portions of 18 blocks generally located along Hillside Avenue between 180th and 191st Streets (subarea V).

Preserve lower density residential neighborhoods.

A significant portion of Jamaica's low-rise communities are located in R6 districts, a medium-density zoning district, or in low-density general residential districts (R3-2, R4, R5) that encourage a wide range of housing types. The proposed zoning changes, resulting in a decrease in permitted density, would more appropriately reflect and protect the existing context of these areas. Proposed zoning changes on some properties would result in a slight increase in density, but would allow future development that would be consistent with existing building patterns in low density areas. Other residential areas, currently zoned C8-1, M1-1, and M1-5, would become conforming uses under the proposed changes, which include:

- R4 to R5 and R5/C1-4 portions of 3 blocks, fronting along the south side of 101st Avenue between the Van Wyck Expressway service road and Allendale Street (subarea A);
- M1-1 to R5 on all or portions of 2 blocks bounded by 95th Avenue, 148th Street, a line 100 feet north of Liberty Avenue, and 147th Place (subarea B);
- R6 and R6/C2-2 to R5 on all or portions of 12 blocks generally located south of Hillside Avenue, north of Jamaica Avenue, between Queens and Sutphin Boulevards (subarea C);
- C2-2/R3-2, C2-2/R4, C2-2/R5, C2-2/R6, R2, R3-2, R4, R5 and R6 to R4-1 on all or a portion of 54 blocks generally located south of Hillside Avenue and north of Jamaica Avenue between 171st Street and 187th Place (subarea F);
- C1-2/R2, C1-2/R5, C2-2/R2, C2-2/R3-2, R2, R3-2 and R4 to R3X on all or a portion of 10 blocks generally located south of Hillside Avenue, and north of Jamaica and 90th Avenues between 187th and 189th Streets (subarea G);
- R5 to R1-2 a portion of 1 block located north of Wexford Terrace and west of Dalny Road (subarea I);
- C2-2/R6, C4-2, M1-1, M1-5 and R6 to R5 on all or a portion of 17 blocks generally located south of Jamaica Avenue and north of the LIRR Right-of-Way, between 168th Street and 179th Place (subarea J);
- R3-2 and M1-1 to R4 on all or a portion of 7 blocks generally located north of 104th Avenue and south of the LIRR Right-of-Way and west of 189th Street (subarea K);
- R3-2 to R3A on all or a portion of 11 blocks generally located south of 104th Avenue and north of Liberty Avenue west of 189th Street (subarea L);
- M1-1, R4, and C8-1 to R4-1 on all or a portion of 48 blocks generally located south of Liberty Avenue and north of 110th Avenue between Merrick Boulevard and 180th Street (subarea M);
- R6 to R5 on all or a portion of 7 blocks generally located south of South Road and north of Yates Road between Sutphin Boulevard and 157th Street (subarea N1);
- C2-2/R6, and R6 to R4-1 on all or a portion of 5 blocks generally located south of 107th Avenue and north of 108th Avenue between Sutphin Boulevard and 157th Street (subarea N2);
- R4 to R5 on all or a portion of 2 blocks generally located south of South Road and north of 108th Avenue between 157th Street and 160th Street (subarea N3);
- R3-2 and R5 to R3X on all or portions of 8 blocks generally located south of 87th Road and north of Hillside Avenue between Dalny Road and 190th Street (subarea W).

Reinforce certain industrial areas and allow for growth.

Zoning changes would allow an increase in commercial and industrial density in these subareas (Subareas X, H, and Y). This would facilitate new development and/or expansion of existing industrial and commercial land uses on areas where there would be minimal impact on adjacent residential communities (e.g., traffic, noise) due to the presence of zoning or physical buffers that separate these areas from residential uses. These areas are characterized by industrial buildings, warehouses, auto-related businesses, and open industrial uses such as concrete plants. The proposed zoning changes include:

- M1-1 to M1-2 a 10-block area generally located south of Jamaica Avenue and north of Liberty Avenue and the LIRR right-of-way, between 168th and 190th Streets (Subarea X);

- M1-1 to M1-4 on all or portions of 10 blocks generally located south of Liberty Avenue and north of South Road between Sutphin Boulevard and the LIRR right-of-way, and along 157th Street between South Road and 107th Avenue (Subarea Y); and
- R4 to M1-1 on a portion of one block located 104th Avenue, east of 177th Street (Subarea H).

ZONING TEXT AMENDMENT

The proposed zoning map and text amendment would create the SDJD (see Figures 1-5 and 1-6). This proposed special district would cover all or portions of approximately 71 blocks between 169th Street on the east and 138th Place on the west, between Hillside Avenue on the north and Liberty Avenue on the south, and would encompass areas proposed to be rezoned to C4-4A, C4-5X, C6-2, C6-3, and C6-4 in the downtown and an area proposed to be rezoned from M1-1 to M1-4 south of the LIRR right-of-way and north of Liberty Avenue.

Properties within the proposed SDJD would be subject to special bulk, use, parking, and urban design provisions that would supplement or supersede its underlying zoning district. The objectives of the proposed special district would focus on achieving a strong visual presence at the transportation center core, establishing strong visual and physical connections between Jamaica's transportation hubs, and reinforcing street wall and retail continuity along major corridors. Special use restrictions would address parking needs throughout the CBD and would modify use regulations within the industrial-zoned part of the proposed special district to achieve synergy with adjacent institutional, office, and laboratory uses.

The proposed special district would be guided by the following goals:

- Strengthen the business core of Downtown Jamaica by improving the working and living environments;
- Foster development in Downtown Jamaica and provide direction and incentives for further growth where appropriate;
- Expand the retail, entertainment, and commercial character of the area around the transit center and enhance the area's role as a major transportation hub in the city;
- Provide transitions between the downtown commercial core, the lower-scale residential communities, and the transportation hub;
- Improve the quality of new development in Downtown Jamaica by requiring the provisions of specified public amenities in appropriate locations;
- Encourage the design of new development that is in character with the area;
- Enhance the pedestrian environment by relieving sidewalk congestion and providing pedestrian amenities; and
- Promote the most desirable use of land and thus conserve and enhance the value of land and buildings, and protect the City's tax revenues.

A summary of the proposed special text provisions applicable to the SDJD are discussed below.

SPECIAL USE PROVISIONS

Proposed special use provisions in the SDJD would include the following:

- Unenclosed sidewalk cafes would be permitted;
- Wholesale or similar establishments (Use Group 11B) would be permitted in C6-4 districts;

- The use regulations of the underlying C4-5X, C6-2, C6-3, C6-4, and M1-4 districts would be modified to permit as-of-right public parking garages with a capacity of 150 spaces or less, and would be subject to the provisions of *ZR* Sections 36-53 (Location of Access to the Street), 36-55 (Surfacing), and 36-56 (Screening);
- Public parking garages within the underlying C4-5X, C6-2, C6-3, C6-4, and M1-4 districts may be open or enclosed but rooftop parking would not be permitted except by City Planning Commission Special Permit;
- On specified street frontages within the C4-5X, C6-2, C6-3, and C6-4 districts, ground-floor glazing would be required to occupy at least 50 percent of the area of each ground-floor street wall. Uses on the ground floor or within 5 feet of the level of the adjoining sidewalk and within 30 feet of the street line would be limited to community facility uses without sleeping accommodations, or commercial uses listed in Use Groups 5, 6A, 6B, 6C, 6D, 7A, 7B, 8A, 8B, 8D, 9, 10, 11, 12A, 12B, and 12C;
- Any development or enlarged portion of a building located on a zoning lot with frontage on designated streets within the C4-5X, C6-2, C6-3, and C6-4 districts would be required to provide a major building entrance on these streets; and
- Use regulations of the underlying M1-4 would be modified to allow community facility uses from Use Groups 3A and 4A, and, except for public transit, railroad, or electric utility substations listed in Use Group 17C, would require that uses in Use Groups 16, 17, and 18 be in completely enclosed buildings. Certain noxious uses in Use Groups 16, 17, and 18 would be prohibited. All uses listed in Use Groups 6 and 10 would be permitted.

SPECIAL BULK PROVISIONS

Proposed special bulk provisions include the following:

- The maximum floor area ratio (FAR) regulations and the floor area bonus provisions of the underlying C6-2, C6-3, C6-4, and M1-4 districts would be modified to reflect the permitted uses, as shown in Table 1-1;

Table 1-1
Maximum FAR For All Uses In the Special Downtown Jamaica District (SDJD)

Zoning District	Maximum FAR
C6-2	6
C6-3	8
C6-4 (Commercial Uses)	12
(Residential & Community Facility Uses)	10
M1-4	2

Source: New York City Department of City Planning, October 2005.

- In C4-4A, C4-5X, C6-2, C6-3, and C6-4, districts, for residential buildings or the residential portion of mixed-use buildings, the maximum lot coverage would be 80 percent on a corner lot, and 70 percent on an interior or through lot. However, no lot coverage provisions would apply to any zoning lot comprising an entire block or to any zoning lot comprising a corner lot of 5,000 square feet or less.

STREET WALL

Proposed street wall provisions within the SDJD include the following:

- In C4-4A, C4-5X, C6-2, C6-3, and C6-4 districts, the maximum height of a building or structure before setback shall be 60 feet. However, wherever street walls are required pursuant to *ZR* Section 115-222 (Street Wall Location), such street walls shall rise without setback to the minimum height of 40 feet above the base plane or the height of the building, whichever is less; in specified locations street walls shall rise without setback to the minimum height of 30 feet and the maximum street wall height before setback shall be 40 feet; in other specified locations, street walls shall rise without setback to the minimum height of 65 feet and the maximum street wall height before setback shall be 80 feet; and, in certain locations there will be no maximum street wall height, and no required setbacks above the minimum street wall height; and
- No building or other structure shall exceed a height of 250 feet above the base plane, except where specified.

SIDEWALK WIDENING

The proposed sidewalk widening provision within the SDJD includes the following:

- Publicly accessible sidewalk widening would be mandatory for all developments at specified locations in order to achieve sidewalk widths of either 15 or 20 feet. Mandatory sidewalk widenings of 15 feet or more would be required to provide lighting in accordance with the *ZR* Section 37-04 (Requirements for Urban Plazas). For sidewalks with mandatory widenings of 20 feet or more, seating would also be required to be provided pursuant to *ZR* Section 62-672.

TREE PLANTING

The proposed tree planting provision includes the following:

- All new developments located on streets subject to mandatory sidewalk widenings would be required to provide and maintain trees of not less than 2.5-inch caliper at the time of planting in the sidewalk adjacent to the zoning lot, and along the entire length of the street frontage of the zoning lot at maximum intervals of 25 feet.

RESIDENTIAL CONVERSION

Proposed residential conversion provisions include the following:

- The conversion of all or a portion of non-residential buildings to dwelling units, if erected prior to January 1, 1977, would be permitted in all commercial districts within the SDJD, subject to *ZR* Sections 15-11 (Bulk Regulations), 15-12 (Open Space Equivalent), and 15-30 (Minor Modifications); however, conversion to dwelling units of non-residential buildings that meet all the requirements for new residential development of Article II (Residence District Regulations) would be exempt from these provisions; and
- Uses in buildings erected prior to January 1, 1977, would not be subject to the provisions of *ZR* Section 32-42 (Location within Building).

OFF-STREET PARKING AND LOADING

Proposed off-street parking and loading provisions include the following:

- In M1-4, C4-4A, C4-5X, C6-2, C6-3, and C6-4 districts, the off-street parking and loading regulations of a C4-4 district would apply; however, for any uses that are not allowed in a

C4 district, the off-street parking requirements of the applicable underlying C6-2, C6-3, C6-4 or M1-4 district would apply;

- The provisions of *ZR* Section 36-12 would be modified to allow up to 300 off-street parking spaces in an accessory group parking facility. An additional 150 spaces could be provided pursuant to *ZR* Section 36-13 (Modification of Maximum size of Accessory Group Parking Facilities);
- Uses listed in Use Group 6B (Offices) and wholesale uses in Use Groups 10B and 11 with parking requirement category B1 would be required to provide one parking space per 2,000 square feet of floor area; and
- The provisions of *ZR* Section 36-344 (Waiver of Parking Requirements in Other C1 or C2 Districts or in C4, C5, or C6 districts) and 36-342 (Reduced requirements in other C1 or C2 Districts or in C4, C5, or C6 Districts) would not apply.

LOCATION OF ACCESS TO THE STREET

Proposed street access provisions include the following:

- Curb cuts would be prohibited at specified locations. However, in a location where curb cuts are prohibited, curb cuts that provide access to permitted or required off-street parking and loading berths would be allowed provided that CPC and the New York City Department of Transportation (DOT) certify to the Commissioner of Buildings that such zoning lot has access only to the prohibited location. The curb cut would be no more than 20 feet in width; and
- The waiver provisions of Article III, Chapter 6 (Accessory Off-Street Parking and Loading Regulations) would not apply to the special location of access requirements.

PROPOSED SPECIAL PERMIT PROVISIONS

Proposed special permit provisions within the SDJD include the following:

- The Board of Standards and Appeals (BSA) may permit electric utility substations or public transit or railroad electric substations limited to a site of not more than 40,000 square feet, in the case of electric utility substations, to a site of not less than 10,000 square feet in all residence districts, commercial districts, and in M1 districts provided that the findings of *ZR* Section 73-16 are met;
- CPC may permit electric utility substations or public transit or railroad electric substations, limited to a site of not less than 40,000 square feet and not more than 10 acres in all residence and commercial districts and in M1 districts, provided the findings of *ZR* Section 74-61 are met; and
- A Special Permit would be required to modify use or bulk regulations for any development, enlargement, alteration, or change of use on a zoning lot within the SDJD. CPC could permit modification of the use or bulk regulations (except FAR) providing the following findings are met:
    a) Modification will aide in achieving the general purpose and intent of the special district;
    b) Use modification will encourage a lively pedestrian environment along the street or mandatory sidewalk widening, or is necessary for the programmatic requirements of the development;
    c) Bulk modifications will enhance the distribution of bulk on the zoning lot;

d) Bulk modifications will permit adequate access of light and air to surrounding streets and properties; and
e) Development or enlargement will relate harmoniously to the character of the surrounding area.

URBAN RENEWAL DESIGNATION AREA AND PLAN

HPD, in collaboration with DCP, is proposing the creation of the JGURA, which would consist of three full blocks that are adjacent to the new Jamaica AirTrain Station (see Figure 1-7). The proposed JGURA would eliminate blight and encourage mixed-use development containing office, retail, and residential uses, a hotel, new open space, and parking on key development sites adjacent to the Jamaica Transportation Center. Development of these sites is intended to be a catalyst for additional private investment in this area, capitalizing upon its regional transportation access and to facilitate transit-oriented development. The JGURA is situated between the Long Island Rail Road (LIRR) Jamaica Station on the west, which provides a rail access to Manhattan, Brooklyn, and numerous stations in Nassau and Suffolk Counties, all the way east to Montauk Point. Also to the west is the recently completed Jamaica AirTrain, which provides rail access to Kennedy Airport, which allows for international travel. On the east is the New York City Transit Authority's Jamaica Center Station, which provides access to the F train of the New York City Subway System and a number of bus lines.

The creation of the JGURA seeks to:

- Redevelop the area in a comprehensive manner, removing blight and maximizing appropriate land use;
- Remove or rehabilitate substandard and unsanitary structures;
- Remove impediments to land assemblage and orderly development;
- Strengthen the tax base of the City by encouraging development and employment opportunities in the JGURA;
- Provide new housing of high quality;
- Provide appropriate community facilities, open space and recreational uses, retail, shopping, public and private parking; and
- Provide a stable environment within the JGURA that will not have a blighting influence on surrounding neighborhoods.

The proposed JGURA would have a duration of 40 years. The related actions would potentially facilitate the disposition to EDC of the City's interest in JGURA properties comprising 44 lots that, under the proposed actions, would become City-owned through an acquisition process. These 44 lots are located within six proposed development sites for which the Plan would establish land uses as identified in Table 1-2.

Table 1-2
Proposed Land Uses Under the Jamaica Gateway Urban Renewal Plan

Site	Block/Lots*	Proposed Land Use
1	Block 9999, Lots 1,9,10,11,13,15	Commercial (Non-Residential)**
2	Block 9998, Lots 1,2,16,19,22,25,42,43,47,48,144	Commercial**
3	Block 9998, Lots 83,86,87,88,89,90,91,93,94,95, 101,109, 110,119,124,127	Commercial**
4	Block 9993, Lots 1,3,18,20,22,23,24,25,27,28,29	Commercial/Public Open Space**

Note:
***** See Figure 1-7.
****** Includes commercial, residential, institutional, community facility, open space and other uses permitted in accordance with the *Zoning Resolution*.
Source: New York City Department of Housing Preservation and Development, December 2006.

PROPOSED AMENDMENT TO THE CITY MAP

An amendment to the City Map is proposed by JFK Center Associates LLC to eliminate a one-block segment of 148th Street between 94th and 95th Avenues (see Figure 1-7) and the acquisition and disposition of real property to facilitate the development of an approximately 1.26 million-square-foot commercial building consisting of approximately 250,000 square feet (three floors) of retail, 1 million square feet (10 floors) of showrooms and offices, and three levels of below-grade parking with approximately 700 accessory parking spaces. The project site, which would be within the SDJD, would also be rezoned to allow this development.

Under the proposed actions this site is proposed to be rezoned from M1-1 to C6-4. The site consists of an entire block (Block 9999)—bounded by Sutphin Boulevard, 94th Avenue, and 95th Avenue, and the bed of the portion of 148th Street proposed to be demapped—and a portion of the adjacent block to the east (Block 10000, Lot 1, see Figure 1-7). The additional floor area generated from the demapped portion of 148th Street is necessary for the development of this project. Under the proposed zoning, future development at a maximum FAR of 12 could be accommodated on this site.

PROPOSED DISPOSITION OF CITY-OWNED PROPERTY

Also proposed is the disposition to EDC of the City's interest in real property for Block 10209, Lot 115. This disposition is proposed to facilitate the development of this site. It is anticipated that EDC will issue an RFP (Request for Proposals) for site development pursuant to its proposed rezoning to C6-2.

The site is an approximately 45,000-square-foot, City-owned lot on which is a garage structure that is used by NYPD. It is located on the east side of 168th Street between Jamaica and Archer Avenues. The property is currently zoned M1-5. Under the proposed actions this site would be rezoned to C6-2 and is also within the proposed SDJD. The proposed zoning would allow new mixed-use development at a maximum FAR of 6. Under the proposed actions, approximately 270,000 gross square feet of space could be developed.

For analysis purposes, a mixed-use building is assumed on this site, including 45,000 square feet of office space, 88,000 square feet of retail, 2,000 square feet for a New York Police Department (NYPD) training center, 135 residential units, and 223 accessory parking spaces (projected development site 515).

D. REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

OVERVIEW

As stated above, the proposed action is subject to City Environment Quality Review (CEQR). CEQR review requires the analysis of impacts from both the long- and short-term effects of proposed actions. For area wide rezonings not associated with a specific development, the foreseeable future is generally considered to be a 10-year build-out period. This is assumed to be the length of time over which developers would act on the change in zoning and the effects of the proposed action would be felt. Therefore, the "Build" scenario identifies the amount, type, and location of development that is expected to occur by 2015 as a result of the above-described proposed actions. The future without the action, or "No Build" scenario, identifies development projections for 2015 absent the proposed actions. The incremental difference between the Build and No Build scenarios serves as the basis for the environmental impact analyses presented in this FEIS.

The Reasonable Worst Case Development Scenario (RWCDS) for the proposed actions was modified between the DEIS and FEIS to reflect new information about future development plans for the sites. New information was received from other City agencies regarding City-owned properties, and from private property owners who spoke publicly during the public review process. Additionally, new development had already occurred on a few development sites, which recent investments made the sites unlikely candidates for future redevelopment. In accordance with new information, three projected development sites and two potential development sites were removed from the RWCDS. Future development scenarios were recalculated for three City-owned projected development sites to reflect more detailed information from the City regarding its future plans. Two potential development sites were reevaluated to be considered as projected development sites in light of public testimony given by the owners regarding their future development plans for the sites. Collectively, these site modifications resulted in changes to the total projected development program under the RWCDS, creating an increase to the projected increment of 183 dwelling units. In addition, the incremental commercial development program increased by 162,329 square feet, and the incremental decrease in industrial space was reduced by 214,420 square feet. As a result, adjustments were necessary in the EIS impact analyses (see, for example, Chapter 17, "Traffic and Parking" and Chapter 22, "Mitigation").

GENERAL CRITERIA FOR DETERMINING DEVELOPMENT SITES

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

In identifying the RWCDS, a general set of criteria was established and all sites that met the criteria were identified. Because of the large project area and unique built character of the

different subareas, area-specific criteria were also developed to further identify projected and potential development sites.

The following criteria were used in determining development sites in the project area:

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

In addition to general criteria, area-specific criteria were used to identify projected development sites. In some areas, the projected sites were identified on the basis of existing site conditions or site location. These sites were determined to be the most suitable for development in the foreseeable future. Areas where this is the case are indicated as "Existing Conditions/Location" in Table 1-3.

Table 1-3
Area-Specific Criteria for Potential and Projected Sites

Zoning Subarea *	Potential	Projected
A	Commercial lots greater than 5,000 sf and residential lots greater than 2500 sf	Residential greater than 5,000 sf
D, T	Lots greater than 2,500 sf	Existing Conditions/Location
E, O	Lots greater than 2,500 sf	Vacant, parking, 1-story buildings underbuilt under current zoning>5000 sf
Q, R, P	Lots greater than 2,500 sf	Vacant, parking, 1-story buildings underbuilt under current zoning>2500sf
U, V	Lots greater than 2,500 sf	Gas Stations/Vacant Underbuilt Under Existing lots greater than 8,000 sf
P	Lots greater than 2,500 sf	Lots greater than 5,000 sf
J	Lots greater than 2,500 sf	Existing Conditions/Location
X	Vacant or Garage/Auto Use greater than 5,000 sf	Existing Conditions/Location
S, SC, JC3	Lots greater than 5,000 sf	Existing Conditions/Location
AT1, AT2, AT3, AT4, AT5	Lots greater than 10,000 sf	Existing Conditions/Location
JC1, JC2	Lots greater than 10,000 sf	Conversions, Existing Conditions/Location
B	Underbuilt pre-existing residential & all non-residential sites	Underbuilt Non-Residential
LC, Y	Vacant/Parking greater than 5,000 sf	Existing Conditions/Location
F	Lots greater than 4,000 sf	Lots greater than 4,000 sf
M	Non-Residential lots greater than 2,500 sf	Non-Residential lots greater than 2,500 sf

Note: * Zoning Subareas are identified in Figure 1-4.
Source: New York City Department of City Planning, October 2005.

In addition, the RWCDS analyzes future development on three blocks (Blocks 9993, 9998, and 9999) designated as the proposed JGURA. All lots within the JGURA would be acquired over a period of time. While the proposed JGURA Plan would allow for a wide range of commercial, residential, and open space uses, for the purposes of the RWCDS analysis, a specific development program was determined that consists of mixed-use development on six development sites containing office, retail, and residential uses, a hotel, new open space, and parking. In the RWCDS, those lots most likely to be developed in the foreseeable future, due to currently expressed development interest, are considered projected development sites.

Lots in the JGURA that are not likely to be developed in the foreseeable future are considered potential development sites. In the event that the City has a specific development plan for these sites, they will be subject to a further discretionary action pursuant to Sections 197-c and 384(b)(4) of the New York City Charter, which, among other things, governs the disposition of City-owned property. As a result of the need to address these additional discretionary actions, any potential environmental impacts of this redevelopment would be analyzed at that time.

The RWCDS excluded certain sites from development potential because current conditions, such as landmark status, mapped parkland, or irregularly shaped lots. These conditions either do not allow for redevelopment, or make redevelopment unlikely. City-owned sites that would require additional discretionary actions, community facilities, parks, public utilities, designated landmarks, irregularly-shaped lots, sites with known No Build development plans, and sites where there was evidence of recent investment in the RWCDS were also excluded.

Additional assumptions made in developing the RWCDS include:

- An average dwelling unit size of 1,000 square feet, reflecting typical unit size currently being constructed in this area;
- Ground- and second-floor commercial floor area totals assume that 15 percent of each floor is for circulation and mechanical space; and
- An average dwelling unit size of 1,200 square feet for buildings with residential conversions.

THE FUTURE WITHOUT THE PROPOSED ACTIONS CONDITION (NO BUILD SCENARIO)

In the future without the proposed actions, given the current zoning and commercial and residential housing trends in the area, it is anticipated that the proposed project area would experience modest growth in commercial, manufacturing, and residential uses. Most of the project growth is expected to include further development of local retail space and residential development in existing low-density residential communities. This development is listed on Tables 1-4 and 1-5 for all of the sites identified in the RWCDS.

THE FUTURE WITH THE PROPOSED ACTIONS CONDITION (BUILD SCENARIO)

In the future with the proposed actions, higher-density commercial and residential development is expected to occur in Downtown Jamaica and along major thoroughfares, shifting development away from the lower-density communities. In addition, the reinforcement of certain industrial areas would allow for further industrial growth within the industrial core.

DCP identified 186 projected development sites in the RWCDS that are likely to be developed by 2015 (see Table 1-4 and Figure 1-9). In addition, there are 420 potential development sites

Table 1-4

Jamaica Plan; Reasonable Worst Case Development Scenario: Projected Development Sites

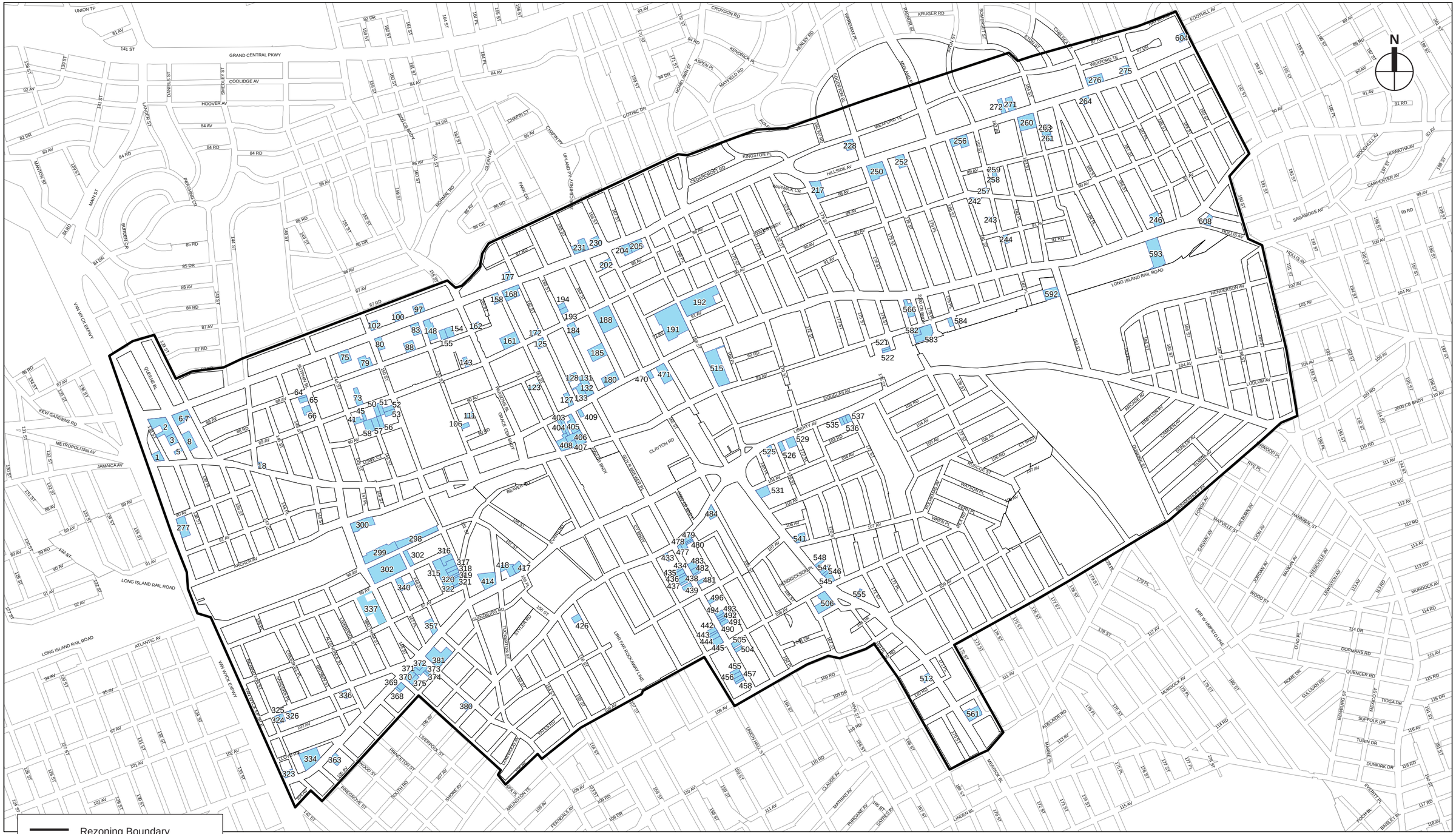
Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
	URA	9,998	1	6,079	M1-1	1	0	0	0	0														
	URA	9,998	2	23,000	M1-1	1	15,300	0	15,300	0														
	URA	9,998	16	4,100	M1-1	1	0	0	0	0														
	URA	9,998	19	4,360	M1-1	1	0	0	0	0														
298-URA	URA	9998A Total		37,539	M1-1	1	15,300	0	15,300	0	15,016	22,523	0	0	M1-4	2	0	0	0	0	(15016)	(22523)	0	0
	URA	9,998	22	5,000	M1-1	1	0	0	0	0														
	URA	9,998	25	35,000	M1-1	1	46,180	3,255	42,925	0														
	URA	9,998	42	2,841	M1-1	1	2,841	2,841	0	0														
	URA	9,998	43	1,780	M1-1	1	1,780	1,780	0	0														
	URA	9,998	47	976	M1-1	1	976	976	0	0														
299-URA	URA	9998B Total		45,597	M1-1	1	51,777	8,852	42,925	0	8,852	42,925	0	0	C6-4	12	563,748	0	0	0	554896	(42925)	0	0
	URA	9,998	83	11,200	C4-2	3	12,000	12,000	0	0														
	URA	9,998	86	2,000	C4-2	3	3,200	3,200	0	0														
	URA	9,998	87	2,000	C4-2	3	3,560	3,560	0	0														
	URA	9,998	88	2,000	C4-2	3	4,000	4,000	0	0														
	URA	9,998	89	2,000	C4-2	3	3,600	3,600	0	0														
	URA	9,998	90	2,000	C4-2	3	2,400	2,400	0	0														
	URA	9,998	91	4,110	M1-1	1	2,500	2,500	0	0														
	URA	9,998	93	2,020	M1-1	1	2,500	1,250	0	2														
	URA	9,998	94	2,020	M1-1	1	0	0	0	0														
300-URA	URA	9998C Total		41,250	M1-1	1	45,760	44,510	0	2	0	0	0	0	C6-4	12	288,500	0	0	206	288500	0	0	206
	URA	9,999	1	60,138	M1-1	1	163,800	0	163,800	0														
	URA	9,999	9	2,500	M1-1	1	5,000	0	5,000	0														
	URA	9,999	10	2,500	M1-1	1	2,250	0	2,250	0														
	URA	9,999	11	5,000	M1-1	1	2,250	2,250	0	0														
	URA	9,999	13	5,000	M1-1	1	5,000	5,000	0	0														
	URA	9,999	15	10,000	M1-1	1	10,000	10,000	0	0														
	URA	10,000	1	10,000	M1-1	1	0	0	0	0														
302-URA	URA	9999A Total		95,138	M1-1	1	188,300	17,250	171,050	0	17,250	171,050	0	0	C6-4	12	1,261,656	0	0	0	1244406	(171050)	0	0
URA Total											**41,118**	**236,498**	**0**	**0**			**2,113,904**	**0**	**0**	**206**	**2072786**	**(236498)**	**0**	**206**
	AT2	10026	1	10,000	R5	1.25	0	0	0	0														
	AT2	10026	6	2,000	M1-1	1.00	4,000	2,000	0	5														
	AT2	10026	12	5,000	M1-1	1.00	4,000	4,000	0	0														
	AT2	10026	14	20,000	M1-1	1.00	10,000	0	10,000	0														
	AT2	10026	23	15,000	M1-1	1.00	20	20	0	0														
	AT2	10026	39	5,000	R5	1.25	0	0	0	0														
337-AT2	AT2	10026A Total		57,000	M1-1	1.00	18,020	6,020	10,000	5	6,020	10,000	0	5	C6-3	8	276,400	0	0	180	270380	(10000)	0	175
AT2 Total											**6,020**	**10,000**	**0**	**5**			**276,400**	**0**	**0**	**180**	**270380**	**(10000)**	**0**	**175**
127-JC1	JC1	9,760	82	8,690	C4-2	3	51,205	51,205	0	0	51,205	0	0	0	C6-3	8	14,630	0	0	30	(36575)	0	0	30
	JC1	9,761	82	540	C4-2	3	0	0	0	0														
	JC1	9,761	83	18,300	C4-2	3	79,200	79,200	0	0														
132-JC1	JC1	9761B Total		18,840	C4-2	3	79,200	79,200	0	0	79,200	0	0	0	C6-3	8	32,028	0	18,840	100	(47172)	0	18840	100
133-JC1	JC1	9,761	95	14,107	C4-2	3	57,325	57,325	0	0	57,325	0	0	0	C6-3	8	28,663	0	0	24	(28663)	0	0	24
180-JC1	JC1	9,793	1	21,230	C4-2	3	54,978	54,978	0	0	54,978	0	0	0	C6-3	8	36,091	0	0	134	(18887)	0	0	134
403-JC1	JC1	10,101	7	6,460	C6-1A	6	53,458	53,458	0	0	53,458	0	0	0	C6-3	8	10,692	0	0	36	(42766)	0	0	36
404-JC1	JC1	10,101	9	7,620	C6-1A	6	24,000	24,000	0	0	24,000	0	0	0	C6-3	8	12,000	0	0	10	(12000)	0	0	10
405-JC1	JC1	10,101	15	17,900	C6-1A	6	62,031	62,031	0	0	62,031	0	0	0	C6-3	8	20,677	0	0	34	(41354)	0	0	34
406-JC1	JC1	10,101	24	14,775	C6-1A	6	21,575	14,775	6,800	0	12,559	0	7,388	35	C6-3	8	25,118	0	7,388	86	12559	0	0	51
407-JC1	JC1	10,101	27	10,162	C6-1A	6	55,500	55,500	0	0	55,500	0	0	0	C6-3	8	17,275	0	5,081	59	(38225)	0	5081	59
	JC1	10,101	79	20,240	C6-1A	6	22,000	22,000	0	0														
	JC1	10,101	150	7,117	C6-1A	6	48	48	0	0														
408-JC1	JC1	10101A Total		27,357	C6-1A	6	22,048	22,048	0	0	23,253	0	13,679	66	C6-3	8	46,507	0	13,679	159	23254	0	0	93
409-JC1	JC1	10,102	2	4,210	C6-1A	6	20,700	20,700	0	0	20,700	0	0	0	C6-3	8	8,280	0	0	10	(12420)	0	0	10
JC1 Total											**494,209**	**0**	**21,067**	**101**			**251,960**	**0**	**44,988**	**682**	**(242249)**	**0**	**23921**	**580**
470-JC2	JC2	10,155	1	4,400	C4-2	3	15,000	15,000	0	0	15,000	0	0	0	C6-2	6	7,500	0	0	6	(7500)	0	0	6
	JC2	10,155	8	4,173	C4-2	3	4,300	4,300	0	0														
	JC2	10,155	9	1,833	C4-2	3	4,000	4,000	0	0														
	JC2	10,155	10	1,900	C4-2	3	4,140	4,140	0	0														
	JC2	10,155	11	5,750	C4-2	3	4,140	4,140	0	0														
	JC2	10,155	12	3,400	C4-2	3	6,044	6,044	0	0														
	JC2	10,155	16	4,600	C4-2	3	4,100	4,100	0	0														
	JC2	10,155	210	3,632	C4-2	3	2,775	2,775	0	0														
471-JC2	JC2	10155A Total		25,288	C4-2	3	29,499	29,499	0	0	21,495	0	0	61	C6-2	6	42,990	0	0	109	21495	0	0	47
515-JC2	JC2	10,209	115	44,884	M1-5	5	88,100	88,100	0	0	88,100	0	0	0	C6-2	6	133,000	0	2,000	135	44900	0	2000	135
JC2 Total											**124,595**	**0**	**0**	**61**			**183,490**	**0**	**2,000**	**250**	**58895**	**0**	**2000**	**188**
123-JC3	JC3	9757	18	7,550	C4-2	3.40	15,000	7,500	0	0	6,418	0	0	18	C4-5X	5	6,418	0	0	31	0	0	0	13
125-JC3	JC3	9,760	45	10,000	C4-2	3	17,600	17,600	0	0	17,600	0	0	0	C4-5X	5	8,500	0	0	42	(9100)	0	0	42
128-JC3	JC3	9,761	14	10,320	C4-2	3	13,005	13,005	0	0	8,772	0	0	25	C4-5X	5	8,772	0	0	43	0	0	0	18
131-JC3	JC3	9,761	80	3,680	C4-2	3	22,000	22,000	0	0	22,000	0	0	0	C4-5X	5	3,667	0	0	15	(18333)	0	0	15
	JC3	9,764	87	8,763	R6	2	0	0	0	0														
	JC3	9,764	91	9,525	R6	2	58,625	0	0	119														
	JC3	9,764	97	11,025	R6	2	0	0	0	0														
161-JC3	JC3	9764C Total		29,313	R6	2	58,625	0	0	119	0	0	58,625	13	C4-5X	5	0	0	0	147	0	0	(58625)	134
184-JC3	JC3	9,793	49	14,940	C4-2	3	0	0	0	0	12,699	0	0	36	C4-5X	5	12,699	0	0	62	0	0	0	26
185-JC3	JC3	9,793	78	29,568	C4-2	3	13,712	13,712	0	0	25,133	0	0	72	C4-5X	5	25,133	0	0	123	0	0	0	51

Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
188-JC3	JC3	9,794	48	49,852	C4-2	3	122,000	122,000	0	0	122,000	0	0	0	C4-5X	5	84,748	0	49,852	115	(37252)	0	49852	115
191-JC3	JC3	9,796	63	99,500	R6/C4-2	2	40	40	0	0	44,792	0	0	197	C4-5X	5	253,725	0	0	0	208933	0	0	(197)
192-JC3	JC3	9,800	5	84,500	R6	2	256	256	0	0	0	0	0	205	C4-5X	5	359,125	0	0	0	359125	0	0	(205)
202-JC3	JC3	9,816	49	11,645	C4-2	3	22,100	22,100	0	0	22,100	0	0	0	C4-5X	5	9,898	0	0	48	(12202)	0	0	48
204-JC3	JC3	9,818	62	12,200	R6/C2-2	2	6,750	6,750	0	0	10,370	0	6,100	19	C4-5X	5	10,370	0	6,100	45	0	0	0	26
JC3 Total											**291,884**	**0**	**64,725**	**586**			**783,055**	**0**	**55,952**	**671**	**491171**	**0**	**(8773)**	**85**
	LC	10,002	1	40,077	M1-1	1	41,600	0	41,600	0														
	LC	10,002	10	3,920	M1-1	1	2,400	0	2,400	0														
	LC	10,002	13	6,800	M1-1	1	8,700	0	8,700	0														
315-LC	LC	10002A Total		50,797	M1-1	1	52,700	0	52,700	0	0	52,700	0	0	M1-4	2	101,594	0	0	0	101594	(52700)	0	0
316-LC	LC	10,002	5	10,120	M1-1	1	0	0	0	0	4,048	6,072	0	0	M1-4	2	20,240	0	0	0	16192	(6072)	0	0
317-LC	LC	10,002	15	6,695	M1-1	1	6,650	0	6,650	0	0	6,650	0	0	M1-4	2	13,390	0	0	0	13390	(6650)	0	0
318-LC	LC	10,002	17	6,450	M1-1	1	5,280	0	5,280	0	0	5,280	0	0	M1-4	2	12,900	0	0	0	12900	(5280)	0	0
319-LC	LC	10,002	20	3,020	M1-1	1	0	0	0	0	1,208	1,812	0	0	M1-4	2	6,040	0	0	0	4832	(1812)	0	0
320-LC	LC	10,002	21	2,340	M1-1	1	3,135	1,035	0	2	1,035	0	0	2	M1-4	2	4,680	0	0	0	3645	0	0	(2)
	LC	10,002	22	2,160	M1-1	1	3,135	0	0	3														
	LC	10,002	23	2,000	M1-1	1	2,200	1,100	0	2														
	LC	10,002	24	2,000	M1-1	1	3,135	0	0	2														
	LC	10,002	122	2,160	M1-1	1	3,135	0	0	2														
321-LC	LC	10002B Total		8,320	M1-1	1	11,605	1,100	0	9	1,100	0	0	9	M1-4	2	16,640	0	0	0	15540	0	0	(9)
322-LC	LC	10,002	25	2,250	M1-1	1	2,751	908	0	2	908	0	0	2	M1-4	2	4,500	0	0	0	3592	0	0	(2)
414-LC	LC	10,107	142	30,732	M1-1	1	3,800	0	0	0	12,293	18,439	0	0	M1-4	2	61,464	0	0	0	49171	(18439)	0	0
417-LC	LC	10,108	305	11,900	M1-1	1	0	0	0	0	11,900	0	0	0	M1-4	2	0	0	23,800	0	(11900)	0	23800	0
	LC	10,108	312	4,000	M1-1	1	0	0	0	0														
	LC	10,108	314	4,000	M1-1	1	1,800	1,800	0	0														
	LC	10,108	319	7,900	M1-1	1	0	0	0	0														
418-LC	LC	10108A Total		15,900	M1-1	1	1,800	1,800	0	0	15,900	0	0	0	M1-4	2	31,800	0	0	0	15900	0	0	0
LC Total											**48,392**	**90,953**	**0**	**13**			**273,248**	**0**	**23,800**	**0**	**224856**	**(90953)**	**23800**	**(13)**
64-SC	SC	9,688	6	2,660	C4-2	3	0	0	0	0	2,261	0	0	6	C4-4A	4	2,261	0	0	8	0	0	0	2
	SC	9,688	8	2,700	C4-2	3	0	0	0	0														
	SC	9,688	9	2,750	C4-2	3	0	0	0	0														
65-SC	SC	9688A Total		5,450	C4-2	3	0	0	0	0	4,633	0	0	13	C4-4A	4	4,633	0	0	17	0	0	0	4
66-SC	SC	9,688	14	8,110	C4-2	3	0	0	0	0	6,894	0	0	20	C4-4A	4	6,894	0	0	26	0	0	0	6
SC Total											**13,788**	**0**	**0**	**39**			**13,788**	**0**	**0**	**51**	**0**	**0**	**0**	**12**
324-A	A	10,018	1	5,800	R4	1	1,992	0	0	2	0	0	0	4	R5/C1-4	1	4,930	0	0	1	4930	0	0	(3)
	A	10,018	3	2,500	R4	1	0	0	0	0														
	A	10,018	4	2,500	R4	1	1,216	0	0	1														
325-A	A	10018A Total		5,000	R4	1	1,216	0	0	1	0	0	0	4	R5/C1-4	1	4,250	0	0	1	4250	0	0	(3)
326-A	A	10,018	7	5,000	R4	1	2,000	2,000	0	0	0	0	0	4	R5/C1-4	1	4,250	0	0	1	4250	0	0	(3)
336-A	A	10,021	5	5,000	R4	1	1,482	0	0	2	0	0	0	4	R5	1	0	0	0	6	0	0	0	2
A Total											**0**	**0**	**0**	**16**			**13,430**	**0**	**0**	**9**	**13430**	**0**	**0**	**(7)**
	B	10,028	1	2,500	M1-1	1	600	600	0	0														
	B	10,028	2	5,000	M1-1	1	0	0	0	0														
	B	10,028	11	10,000	M1-1	1	750	750	0	0														
340-B	B	10028A Total		17,500	M1-1	1	1,350	1,350	0	0	7,000	10,500	0	0	R5	1	0	0	0	22	(7000)	(10500)	0	22
B Total											**7,000**	**10,500**	**0**	**0**			**0**	**0**	**0**	**22**	**(7000)**	**(10500)**	**0**	**22**
	D	9,681	47	4,375	R6	2	2,549	0	0	3														
	D	9,681	49	3,150	R6	2	2,549	0	0	3														
41-D	D	9681A Total		7,525	R6	2	5,098	0	0	6	0	0	0	18	R7A	4	0	0	0	30	0	0	0	12
45-D	D	9,681	56	5,075	R6	2	2,360	0	0	2	0	0	0	12	R7A	4	0	0	0	20	0	0	0	8
50-D	D	9,681	62	7,250	R6	2	2,926	0	0	2	0	0	0	18	R7A	4	0	0	0	29	0	0	0	11
51-D	D	9,681	64	7,250	R6	2	2,349	0	0	1	0	0	0	18	R7A	4	0	0	0	29	0	0	0	11
52-D	D	9,681	71	6,300	R6	2	3,098	0	0	1	0	0	0	15	R7A	4	0	0	0	25	0	0	0	10
53-D	D	9,681	73	6,604	R6	2	3,505	0	0	1	0	0	0	16	R7A	4	0	0	0	26	0	0	0	10
56-D	D	9,681	85	7,685	R6	2	2,180	0	0	1	0	0	0	19	R7A	4	0	0	0	31	0	0	0	12
	D	9,681	87	5,075	R6	2	3,720	0	0	2														
	D	9,681	90	5,075	R6	2	3,720	0	0	2														
57-D	D	9681B Total		10,150	R6	2	7,440	0	0	4	0	0	0	25	R7A	4	0	0	0	41	0	0	0	16
	D	9,681	91	7,250	R6	2	2,720	0	0	1														
	D	9,681	93	3,915	R6	2	0	0	0	0														
	D	9,681	94	3,335	R6	2	0	0	0	0														
58-D	D	9681C Total		14,500	R6	2	2,720	0	0	1	0	0	0	35	R7A	4	0	0	0	58	0	0	0	23
73-D	D	9,693	60	13,675	R6	2	0	0	0	0	0	0	0	33	R7A	4	0	0	0	55	0	0	0	22
	D	9,694	44	4,000	R6	2	0	0	0	0														
	D	9,694	47	7,000	R6	2	0	0	0	0														
	D	9,694	49	7,000	R6	2	0	0	0	0														
79-D	D	9694E Total		18,000	R6	2	0	0	0	0	0	0	0	44	R7A	4	0	0	0	72	0	0	0	28
88-D	D	9,697	52	13,500	R6	2	24	24	0	0	0	0	0	33	R7A	4	0	0	0	54	0	0	0	21
106-D	D	9,753	6	5,000	R6	2	3,244	0	0	2	0	0	0	12	R7A	4	0	0	0	20	0	0	0	8
111-D	D	9,753	26	5,000	R6	2	2,595	0	0	2	0	0	0	12	R7A	4	0	0	0	20	0	0	0	8
143-D	D	9,762	49	5,750	R6	2	0	0	0	0	0	0	0	14	R7A	4	0	0	0	23	0	0	0	9
154-D	D	9,763	47	10,500	R6	2	8,750	8,750	0	0	0	0	0	26	R7A/C1-2	4	8,925	0	0	33	8925	0	0	7
155-D	D	9,763	51	9,060	R6	2	0	0	0	0	0	0	0	22	R7A/C1-2	4	7,701	0	0	29	7701	0	0	7
162-D	D	9,765	32	6,158	R6/C2-2	2	3,940	3,940	0	0	5,234	0	0	10	R7A/C2-4	4	5,234	0	0	19	0	0	0	9
172-D	D	9,767	61	5,130	R6	2	0	0	0	0	0	0	0	12	R7A	4	0	0	0	21	0	0	0	9
193-D	D	9,813	5	5,340	R6	2	2,310	1,155	0	1	0	0	0	13	R7A	4	0	0	0	21	0	0	0	8
194-D	D	9,813	8	5,340	R6	2	3,534	0	0	1	0	0	0	13	R7A	4	0	0	0	21	0	0	0	8
D Total											**5,234**	**0**	**0**	**420**			**21,860**	**0**	**0**	**677**	**16626**	**0**	**0**	**257**

Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
246-E	E	9,908	10	12,000	R4/C2-2	1	800	800	0	0	10,200	0	0	2	R6A/C2-4	3	10,200	0	0	26	0	0	0	24
	E	10,316	1	2,337	M1-1	1	2,670	2,670	0	0														
	E	10,316	31	3,300	M1-1	1	3,280	0	3,280	0														
	E	10,316	33	3,300	M1-1	1	3,280	0	3,280	0														
	E	10,316	35	3,300	M1-1	1	3,280	0	3,280	0														
	E	10,316	37	3,300	M1-1	1	3,280	0	3,280	0														
566-E	E	10316A Total		15,537	M1-1	1	15,790	2,670	13,120	0	2,670	13,120	0	0	R6A/C2-4	3	13,206	0	0	33	10536	(13120)	0	33
608-E	E	10,815	14	8,178	R5/C2-2	1	2,650	0	0	2	6,951	0	0	1	R6A/C2-4	3	6,951	0	0	18	0	0	0	17
E Total											**19,821**	**13,120**	**0**	**3**			**30,357**	**0**	**0**	**77**	**10536**	**(13120)**	**0**	**74**
242-F	F	9,899	41	4,032	R3-2	1	1,430	0	0	1	0	0	0	1	R4-1	1	0	0	0	3	0	0	0	2
243-F	F	9,899	88	4,500	R3-2	1	912	0	0	1	0	0	0	2	R4-1	1	0	0	0	3	0	0	0	1
244-F	F	9,900	24	5,000	R3-2	1	1,248	0	0	1	0	0	0	3	R4-1	1	0	0	0	4	0	0	0	2
257-F	F	9,920	11	5,785	R3-2	1	2,002	0	0	1	0	0	0	1	R4-1	1	0	0	0	4	0	0	0	3
258-F	F	9,921	14	5,000	R3-2	1	2,002	0	0	2	0	0	0	2	R4-1	1	0	0	0	4	0	0	0	2
259-F	F	9,921	20	5,000	R3-2	1	1,806	0	0	1	0	0	0	1	R4-1	1	0	0	0	4	0	0	0	3
261-F	F	9,931	12	7,500	R3-2	1	2,708	0	0	2	0	0	0	2	R4-1	1	0	0	0	6	0	0	0	4
262-F	F	9,931	16	5,000	R3-2	1	1,518	0	0	1	0	0	0	1	R4-1	1	0	0	0	4	0	0	0	3
263-F	F	9,931	21	5,000	R3-2	1	1,438	0	0	2	0	0	0	3	R4-1	1	0	0	0	4	0	0	0	2
F Total											**0**	**0**	**0**	**15**			**0**	**0**	**0**	**36**	**0**	**0**	**0**	**21**
521-J	J	10,219	161	2,333	M1-1	1	1,266	0	0	2	0	0	0	2	R5	1	0	0	0	3	0	0	0	1
522-J	J	10,219	162	2,333	M1-1	1	1,266	0	0	2	0	0	0	2	R5	1	0	0	0	3	0	0	0	1
582-J	J	10,320	1	7,200	M1-1	1	4,898	0	4,898	0	0	4,898	0	0	R5	1	0	0	0	9	0	(4898)	0	9
	J	10,320	6	6,390	M1-1	1	4,960	0	4,960	0														
	J	10,320	10	4,513	M1-1	1	4,000	4,000	0	0														
	J	10,320	12	675	M1-1	1	0	0	0	0														
	J	10,320	29	15,700	M1-1	1	2,540	0	2,540	0														
583-J	J	10320A Total		27,278	M1-1	1	11,500	4,000	7,500	0	10,911	16,367	0	0	R5	1	0	0	0	34	(10911)	(16367)	0	34
584-J	J	10,321	8	5,000	M1-1	1	4,100	0	4,100	0	0	4,100	0	0	R5	1	0	0	0	6	0	(4100)	0	6
J Total											**10,911**	**25,365**	**0**	**4**			**0**	**0**	**0**	**55**	**(10911)**	**(25365)**	**0**	**51**
323-O	O	10,017	18	7,020	R4	1	468	468	0	0	0	0	0	5	R6A/C2-4	3	5,967	0	0	13	5967	0	0	8
334-O	O	10,020	137	32,000	R4	1	9,122	9,122	0	0	0	0	0	24	R6A/C2-4	3	27,200	0	0	69	27200	0	0	45
	O	10,032	13	5,000	M1-1	1	4,910	4,910	0	0														
	O	10,032	15	2,500	M1-1	1	0	0	0	0														
	O	10,032	16	1,725	M1-1	1	0	0	0	0														
	O	10,032	17	1,836	M1-1	1	2,760	0	0	4														
	O	10,032	18	3,943	M1-1	1	3,800	3,800	0	0														
357-O	O	10032C Total		5,779	M1-1	1	6,560	3,800	0	4	3,800	0	0	4	R6A/C2-4	3	4,912	0	0	12	1112	0	0	8
363-O	O	10,043	6	10,650	R4	1	4,500	4,500	0	0	0	0	0	8	R6A/C2-4	3	9,053	0	0	23	9053	0	0	15
368-O	O	10,052	9	1,870	R4	1	800	800	0	0	0	0	0	1	R6A/C2-4	3	1,590	0	0	4	1590	0	0	3
369-O	O	10,052	10	5,463	R4	1	2,250	0	2,250	0	0	0	0	4	R6A/C2-4	3	4,644	0	0	12	4644	0	0	8
370-O	O	10,055	2	8,800	R4	1	1,400	1,400	0	0	0	0	0	7	R6A/C2-4	3	7,480	0	0	19	7480	0	0	12
	O	10,055	7	7,100	R4	1	0	0	0	0														
	O	10,055	14	5,500	R4	1	0	0	0	0														
371-O	O	10055A Total		12,600	R4	1	0	0	0	0	0	0	0	9	R6A/C2-4	3	10,710	0	0	27	10710	0	0	18
372-O	O	10,055	11	6,699	R4	1	975	975	0	0	0	0	0	5	R6A/C2-4	3	5,694	0	0	14	5694	0	0	9
373-O	O	10,055	19	2,025	R4	1	0	0	0	0	0	0	0	2	R6A/C2-4	3	1,721	0	0	4	1721	0	0	2
374-O	O	10,055	20	2,650	R4	1	0	0	0	0	0	0	0	2	R6A/C2-4	3	2,253	0	0	6	2253	0	0	4
375-O	O	10,055	31	6,250	R4	1	1,464	0	0	1	0	0	0	5	R6A/C2-4	3	5,313	0	0	13	5313	0	0	8
380-O	O	10,057	16	7,661	R4	1	4,895	0	4,895	0	0	4,895	0	0	R6A/C2-4	3	0	0	22,983	0	0	(4895)	22983	0
	O	10,058	1	32,036	M1-1	1	24,000	0	24,000	0														
	O	10,058	21	10,011	M1-1	1	10,000	0	10,000	0														
381-O	O	10058B Total		42,047	M1-1	1	34,000	0	34,000	0	0	34,000	0	0	M1-4	2	35,740	0	21,024	69	35740	(34000)	21024	69
O Total											**3,800**	**38,895**	**0**	**76**			**122,277**	**0**	**44,007**	**286**	**118477**	**(38895)**	**44007**	**210**
433-Q	Q	10,129	7	4,752	R4/C1-2	1	3,600	2,600	0	1	2,600	0	0	1	R5D/C1-4	2	4,039	0	0	5	1439	0	0	4
434-Q	Q	10,129	20	2,990	R4/C1-2	1	2,000	0	0	4	0	0	0	4	R5D/C1-4	2	2,542	0	0	3	2542	0	0	(1)
435-Q	Q	10,129	21	5,980	R4/C1-2	1	0	0	0	0	5,083	0	0	1	R5D/C1-4	2	5,083	0	0	7	0	0	0	6
436-Q	Q	10,129	23	2,990	R4/C1-2	1	1,400	0	0	2	2,542	0	0	0	R5D/C1-4	2	2,542	0	0	3	0	0	0	3
	Q	10,129	25	4,600	R4/C1-2	1	3,760	840	0	6														
	Q	10,129	27	2,300	R4/C1-2	1	1,640	820	0	1														
437-Q	Q	10129C Total		6,900	R4/C1-2	1	5,400	1,660	0	7	1,660	0	0	7	R5D/C1-4	2	5,865	0	0	8	4205	0	0	1
438-Q	Q	10,129	28	3,220	R4/C1-2	1	3,168	1,584	0	2	1,584	0	0	2	R5D/C1-4	2	2,737	0	0	4	1153	0	0	2
	Q	10,129	30	2,592	R4/C1-2	1	1,320	1,320	0	0														
	Q	10,129	31	2,645	R4/C1-2	1	0	0	0	0														
439-Q	Q	10129D Total		5,237	R4/C1-2	1	1,320	1,320	0	0	4,451	0	0	0	R5D/C1-4	2	4,451	0	0	6	0	0	0	6
442-Q	Q	10,140	20	5,750	R4	1	1,684	0	0	1	0	0	0	4	R5D/C1-4	2	4,888	0	0	7	4888	0	0	3
443-Q	Q	10,140	22	2,875	R4	1	0	0	0	0	0	0	0	2	R5D/C1-4	2	0	0	0	6	0	0	0	4
444-Q	Q	10,140	23	5,750	R4	1	3,200	3,200	0	0	3,200	0	0	0	R5D/C1-4	2	4,888	0	0	7	1688	0	0	7
445-Q	Q	10,140	26	9,890	R4	1	1,800	1,800	0	0	0	0	0	7	R5D/C1-4	2	0	0	0	20	0	0	0	13
	Q	10,150	51	2,530	R4/C1-2	1	0	0	0	0														
	Q	10,150	52	2,415	R4/C1-2	1	0	0	0	0														
455-Q	Q	10150B* Total		4,945	R4/C1-2	1	0	0	0	0	4,203	0	0	0	R5D/C1-4	2	4,203	0	0	6	0	0	0	6
	Q	10,150	53	2,300	R4/C1-2	1	2,400	1,200	0	1														
	Q	10,150	54	2,990	R4/C1-2	1	2,400	0	0	2														
456-Q	Q	10150D Total		5,290	R4/C1-2	1	4,800	1,200	0	3	1,200	0	0	3	R5D/C1-4	2	4,497	0	0	6	3297	0	0	3
457-Q	Q	10,150	55	4,600	R4/C1-2	1	0	0	0	0	3,910	0	0	1	R5D/C1-4	2	3,910	0	0	5	0	0	0	4
458-Q	Q	10,150	57	2,875	R4/C1-2	1	0	0	0	0	2,444	0	0	0	R5D/C1-4	2	2,444	0	0	3	0	0	0	3
477-Q	Q	10,161	1	8,255	R4/C1-2	1	4,000	4,000	0	0	7,017	0	0	1	R5D/C1-4	2	7,017	0	0	9	0	0	0	8

Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
	Q	10,161	3	4,865	R4/C1-2	1	0	0	0	0														
	Q	10,161	9	1,710	R4	1	0	0	0	0														
	Q	10,161	52	2,000	R4/C1-2	1	0	0	0	0														
478-Q	Q	10161B* Total		8,575	R4/C1-2	1	0	0	0	0	7,289	0	0	0	R5D/C1-4	2	7,289	0	0	10	0	0	0	10
	Q	10,161	6	2,017	R4	1	1,870	1,870	0	0														
	Q	10,161	8	1,710	R4	1	1,328	0	0	2														
479-Q	Q	10161A Total		3,727	R4	1	3,198	1,870	0	2	1,870	0	0	2	R5D	2	0	0	0	7	(1870)	0	0	5
480-Q	Q	10,161	10	1,710	R4	1	1,497	0	0	1	0	0	0	1	R5D	2	0	0	0	3	0	0	0	2
481-Q	Q	10,161	46	4,000	R4/C1-2	1	1,449	0	0	2	3,400	0	0	1	R5D/C1-4	2	3,400	0	0	5	0	0	0	4
	Q	10,161	53	2,000	R4/C1-2	1	0	0	0	0														
	Q	10,161	54	4,000	R4/C1-2	1	1,776	0	0	1														
482-Q	Q	10161F Total		6,000	R4/C1-2	1	1,776	0	0	1	5,100	0	0	0	R5D/C1-4	2	5,100	0	0	7	0	0	0	7
	Q	10,161	56	4,000	R4/C1-2	1	0	0	0	0														
	Q	10,161	58	4,000	R4/C1-2	1	1,721	0	0	1														
483-Q	Q	10161G Total		8,000	R4/C1-2	1	1,721	0	0	1	6,800	0	0	0	R5D/C1-4	2	6,800	0	0	9	0	0	0	9
484-Q	Q	10,163	51	12,000	R4	1	2,100	2,100	0	0	0	0	0	9	R5D	2	0	0	24,000	0	0	0	24000	(9)
	Q	10,166	10	2,000	R4	1	0	0	0	0														
	Q	10,166	11	2,000	R4	1	0	0	0	0														
490-Q	Q	10166A* Total		4,000	R4	1	0	0	0	0	0	0	0	3	R5D/C1-4	2	3,400	0	0	5	3400	0	0	2
491-Q	Q	10,166	12	2,500	R4	1	1,565	0	0	1	0	0	0	1	R5D/C1-4	2	2,125	0	0	3	2125	0	0	2
492-Q	Q	10,166	13	2,500	R4	1	1,674	0	0	1	0	0	0	1	R5D/C1-4	2	2,125	0	0	3	2125	0	0	2
493-Q	Q	10,166	15	2,500	R4	1	1,674	0	0	2	0	0	0	2	R5D/C1-4	2	2,125	0	0	3	2125	0	0	1
	Q	10,166	16	2,000	R4	1	0	0	0	0														
	Q	10,166	17	2,500	R4	1	1,374	0	0	2														
494-Q	Q	10166B Total		4,500	R4	1	1,374	0	0	2	0	0	0	3	R5D/C1-4	2	3,825	0	0	5	3825	0	0	2
	Q	10,166	25	2,000	R4	1	0	0	0	0														
	Q	10,166	26	2,000	R4	1	999	0	0	1														
496-Q	Q	10166C Total		4,000	R4	1	999	0	0	1	0	0	0	3	R5D/C1-4	2	3,400	0	0	5	3400	0	0	2
	Q	10,171	25	2,000	R4	1	0	0	0	0														
	Q	10,171	26	2,000	R4	1	0	0	0	0														
504-Q	Q	10171C* Total		4,000	R4	1	0	0	0	0	0	0	0	3	R5D/C1-4	2	3,400	0	0	5	3400	0	0	2
	Q	10,171	28	2,000	R4	1	1,574	0	0	1														
	Q	10,171	29	2,086	R4	1	0	0	0	0														
	Q	10,171	30	2,085	R4	1	0	0	0	0														
505-Q	Q	10171D Total		6,171	R4	1	1,574	0	0	1	0	0	0	5	R5D/C1-4	2	5,245	0	0	7	5245	0	0	2
Q Total											**64353**	**0**	**0**	**68**			**107340**	**0**	**24000**	**181**	**42987**	**0**	**24000**	**113**
	R	10,176	8	10,335	C8-1	1	1,500	1,500	0	0														
	R	10,176	12	22,000	C8-1	1	11,330	11,330	0	0														
506-R	R	10176A Total		32,335	C8-1	1	12,830	12,830	0	0	27,485	0	0	0	R6A/C2-4	3	27,485	0	0	70	0	0	0	70
	R	10,197	34	4,260	R3-2/C1-2	1	0	0	0	0														
	R	10,197	35	4,324	R3-2/C1-2	1	0	0	0	0														
513-R	R	10197A Total		8,584	R3-2/C1-2	1	0	0	0	0	7,296	0	0	0	R6A/C2-4	3	7,296	0	0	18	0	0	0	18
	R	10,222	13	2,169	R4	1	0	0	0	0														
	R	10,222	14	1,849	R4	1	0	0	0	0														
	R	10,222	15	1,951	R4	1	0	0	0	0														
	R	10,222	16	1,990	R4	1	0	0	0	0														
525-R	R	10222A Total		7,959	R4	1	0	0	0	0	0	0	0	6	R6A/C2-4	3	6,765	0	0	17	6765	0	0	11
526-R	R	10,223	10	5,886	R4	1	0	0	0	0	0	0	0	4	R6A/C2-4	3	5,003	0	0	13	5003	0	0	9
	R	10,223	14	6,426	R4	1	0	0	0	0														
	R	10,223	16	5,085	R4	1	0	0	0	0														
529-R	R	10223B Total		11,511	R4	1	0	0	0	0	0	0	0	9	R6A/C2-4	3	9,784	0	0	25	9784	0	0	16
531-R	R	10,225	9	12,300	C8-1	1	3,800	3,800	0	0	10,455	0	6,150	0	R6A/C2-4	3	0	0	36,900	0	(10455)	0	30750	0
535-R	R	10,228	15	3,760	R4	1	1,975	0	0	2	0	0	0	2	R6A/C2-4	3	3,196	0	0	8	3196	0	0	6
536-R	R	10,228	17	3,720	R4	1	0	0	0	0	0	0	0	3	R6A/C2-4	3	3,162	0	0	8	3162	0	0	5
537-R	R	10,228	19	4,965	R4	1	3,220	1,840	0	1	1,840	0	0	1	R6A/C2-4	3	4,220	0	0	11	2380	0	0	10
541-R	R	10,237	1	12,876	C8-1	1	3,200	3,200	0	0	10,945	0	0	0	R6A/C2-4	3	10,945	0	0	28	0	0	0	28
545-R	R	10,244	211	5,550	C8-1	1	1,250	1,250	0	0	4,718	0	0	0	R6A/C2-4	3	4,718	0	0	12	0	0	0	12
546-R	R	10,244	216	3,040	C8-1	1	3,000	2,100	0	1	2,100	0	0	1	R6A/C2-4	3	2,584	0	0	7	484	0	0	6
547-R	R	10,244	217	4,640	C8-1	1	4,000	4,000	0	0	4,000	0	0	0	R6A/C2-4	3	3,944	0	0	10	(56)	0	0	10
548-R	R	10,244	223	4,065	C8-1	1	0	0	0	0	3,455	0	0	0	R6A/C2-4	3	3,455	0	0	9	0	0	0	9
555-R	R	10,253	18	3,330	C8-1	1	0	0	0	0	2,831	0	0	0	R6A/C2-4	3	2,831	0	0	7	0	0	0	7
	R	10,280	32	3,498	R3-2/C1-2	1	0	0	0	0														
	R	10,280	33	9,900	R3-2/C1-2	1	0	0	0	0														
	R	10,280	48	4,000	R3-2/C1-2	1	0	0	0	0														
	R	10,280	50	3,000	R3-2/C1-2	1	0	0	0	0														
	R	10,280	52	3,000	R3-2/C1-2	1	0	0	0	0														
561-R	R	10280A Total		23,398	R3-2/C1-2	1	0	0	0	0	19,888	0	0	0	R6A/C1-3	3	19,888	0	0	50	0	0	0	50
R Total											**95,013**	**0**	**6,150**	**26**			**115,276**	**0**	**36,900**	**293**	**20263**	**0**	**30750**	**267**
1-S	S	9,618	30	10,765	R6/C2-2	2	1,575	1,575	0	0	9,150	0	0	17	R6A/C2-4	3	9,150	0	0	23	0	0	0	6
3-S	S	9,619	19	12,000	C8-1	1	12,000	12,000	0	0	12,000	0	0	0	R6A/C2-4	3	10,200	0	0	26	(1800)	0	0	26
5-S	S	9,619	28	4,000	R6/C2-2	2	7,600	7,600	0	0	7,600	0	0	0	R6A/C2-4	3	3,400	0	0	9	(4200)	0	0	9
8-S	S	9,620	45	30,235	C8-1	1	8,910	3,810	5,100	0	25,700	0	0	0	R6A/C2-4	3	25,700	0	0	65	0	0	0	65
18-S	S	9,674	1	5,470	R6/C2-2	2	0	0	0	0	4,650	0	0	9	R6A/C2-4	3	4,650	0	0	12	0	0	0	3
277-S	S	9,972	1	27,000	M1-1	1	30,000	0	30,000	0	0	30,000	0	0	R6A/C2-4	3	0	0	81,000	0	0	(30000)	81000	0
S Total											**59,100**	**30,000**	**0**	**26**			**53,100**	**0**	**81,000**	**135**	**(6000)**	**(30000)**	**81000**	**109**

Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
	T	9,619	1	15,992	C8-1	1	1,900	1,900	0	0														
	T	9,619	8	6,144	C8-1	1	0	0	0	0														
	T	9,619	12	12,000	C8-1	1	4,128	4,128	0	0														
	T	9,619	54	4,000	C8-1	1	3,000	3,000	0	0														
2-T	T	9619A Total		38,136	C8-1	1	9,028	9,028	0	0	32,416	0	19,068	0	C4-3A	3	32,416	0	19,068	63	0	0	0	63
6-T	T	9,620	1	21,710	C8-1	1	2,900	2,900	0	0	18,454	0	10,855	0	C4-3A	3	18,454	0	10,855	36	0	0	0	36
7-T	T	9,620	11	2,000	C8-1	1	1,960	0	0	1	0	0	0	1	C4-3A	3	1,700	0	1,000	3	1700	0	1000	2
T Total											**50,870**	**0**	**29,923**	**1**			**52,570**	**0**	**30,923**	**102**	**1700**	**0**	**1000**	**101**
75-U	U	9,694	17	17,450	R6/C2-2	2	1,920	1,920	0	0	14,833	0	8,725	28	R7X/C2-3	5	14,833	0	8,725	64	0	0	0	36
80-U	U	9,697	8	11,677	C8-1	2	240	240	0	0	9,925	0	5,839	0	R7X/C2-3	5	9,925	0	5,839	43	0	0	0	43
	U	9,697	34	9,500	C8-1	1	100	100	0	0														
	U	9,697	39	4,000	C8-1	1	0	0	0	0														
83-U	U	9697B Total		13,500	C8-1	1	100	100	0	0	11,475	0	6,750	0	R7X/C2-3	5	11,475	0	6,750	49	0	0	0	49
	U	9,706	69	7,000	C8-1	1	3,430	3,430	0	0														
	U	9,706	72	6,000	C8-1	1	600	600	0	0														
97-U	U	9706C Total		13,000	C8-1	1	4,030	4,030	0	0	11,050	0	6,500	0	R7X/C2-4	5	11,050	0	6,500	47	0	0	0	47
100-U	U	9,706	83	10,000	C8-1	1	1,406	1,406	0	0	8,500	0	5,000	0	R7X/C2-4	5	8,500	0	5,000	37	0	0	0	37
102-U	U	9,706	98	11,000	C8-1	1	450	450	0	0	9,350	0	5,500	0	R7X/C2-4	5	9,350	0	5,500	40	0	0	0	40
	U	9,763	3	4,000	R6	2	0	0	0	0														
	U	9,763	5	4,000	R6	2	0	0	0	0														
	U	9,763	7	4,000	R6	2	0	0	0	0														
	U	9,763	9	4,000	R6	2	0	0	0	0														
	U	9,763	11	4,000	C8-1	1	0	0	0	0														
	U	9,763	13	4,528	C8-1	1	0	0	0	0														
148-U	U	9763A Total		24,528	R6	2	0	0	0	0	0	0	12,264	60	R7X/C2-3	5	20,849	0	12,264	90	20849	0	0	30
158-U	U	9,764	63	8,590	R6/C2-2	2	360	360	0	0	7,302	0	4,295	14	R7X/C2-3	5	7,302	0	4,295	31	0	0	0	17
168-U	U	9,767	26	22,682	R6/C2-2	2	300	300	0	0	19,280	0	11,341	36	R7X/C2-3	5	19,280	0	11,341	83	0	0	0	47
177-U	U	9,769	64	10,000	R5/C2-2	1	750	750	0	0	8,500	0	0	2	R7X/C2-4	5	8,500	0	0	42	0	0	0	41
	U	9,818	67	12,980	R6/C2-2	2	8,800	8,800	0	0														
	U	9,818	73	4,200	R6/C2-2	2	0	0	0	0														
205-U	U	9818B Total		17,180	R6/C2-2	2	8,800	8,800	0	0	14,603	0	8,590	27	R7X/C2-4	5	14,603	0	8,590	63	0	0	0	36
	U	9,834	1	3,740	R6	2	0	0	0	0														
	U	9,834	3	2,940	R6	2	0	0	0	0														
	U	9,834	5	3,060	R6	2	0	0	0	0														
	U	9,834	6	3,730	R6/C2-2	2	0	0	0	0														
	U	9,834	8	3,905	R6/C2-2	2	0	0	0	0														
	U	9,834	10	5,017	R6/C2-2	2	0	0	0	0														
217-U	U	9834A Total		22,392	R6/C2-2	2	0	0	0	0	19,033	0	0	35	R7X/C2-4	5	19,033	0	0	93	0	0	0	58
228-U	U	9,835	33	12,000	R6	2	2,993	0	0	1	0	0	0	29	R7X	5	0	0	0	60	0	0	0	31
230-U	U	9,837	1	11,500	R5/C2-2	1	0	0	0	0	9,775	0	0	2	R7X/C2-4	5	9,775	0	0	48	0	0	0	46
231-U	U	9,837	10	23,250	R5/C2-2	1	875	875	0	0	19,763	0	0	3	R7X/C2-4	5	19,763	0	11,625	85	0	0	11625	82
	U	9,913	25	18,750	R6/C2-2	2	0	0	0	0														
	U	9,913	35	9,000	R6/C2-2	2	10,000	5,000	0	9														
	U	9,913	41	7,600	R6/C2-2	2	0	0	0	0														
250-U	U	9913A Total		35,350	R6/C2-2	2	10,000	5,000	0	9	30,048	0	17,675	56	R7X/C2-4	5	30,048	0	17,675	129	0	0	0	73
252-U	U	9,914	40	14,500	R6/C2-2	2	1,600	1,600	0	0	12,325	0	0	23	R7X/C2-4	5	12,325	0	0	60	0	0	0	37
U Total											**205,762**	**0**	**92,479**	**314**			**226,611**	**0**	**104,104**	**1,064**	**20849**	**0**	**11625**	**750**
256-V	V	9,917	43	23,700	R5/C2-2	1	7,964	7,964	0	0	20,145	0	0	30	R7A/C2-4	4	20,145	0	11,850	63	0	0	11850	33
	V	9,930	26	11,523	R3-2/C2-2	1	4,640	4,640	0	0														
	V	9,930	31	22,100	R3-2	1	12,395	12,395	0	0														
260-V	V	9930B Total		33,623	R3-2	1	17,035	17,035	0	0	17,035	0	0	0	R7A/C2-4	4	28,580	0	0	106	11545	0	0	106
264-V	V	9,934	20	9,100	R3-2/C2-2	1	2,660	2,660	0	0	7,735	0	0	1	R7A/C2-4	4	7,735	0	0	29	0	0	0	28
271-V	V	9,950	64	13,200	R5/C2-2	1	0	0	0	0	11,220	0	0	2	R7A/C2-4	4	11,220	0	0	42	0	0	0	40
272-V	V	9,950	70	9,540	R5/C2-2	1	0	0	0	0	8,109	0	0	1	R7A/C2-4	4	8,109	0	0	30	0	0	0	29
275-V	V	9,960	1	11,200	R3-2/C2-2	1	1,960	1,960	0	0	9,520	0	0	2	R7A/C2-4	4	9,520	0	0	35	0	0	0	33
276-V	V	9,960	19	20,000	R3-2/C2-2	1	810	810	0	0	17,000	0	0	3	R7A/C2-4	4	17,000	0	0	63	0	0	0	60
	V	10,499	57	4,500	R3-2	1	1,620	0	0	1														
	V	10,499	59	4,500	R3-2	1	3,051	1,377	0	1														
604-V	V	10499A Total		9,000	R3-2	1	4,671	1,377	0	2	1,377	0	0	2	R7A	4	0	0	0	36	(1377)	0	0	34
V Total											**92,141**	**0**	**0**	**41**			**102,309**	**0**	**11,850**	**404**	**10168**	**0**	**11850**	**363**
592-X	X	10,328	49	21,059	M1-1	1	0	0	0	0	8,424	12,635	0	0	M1-2	2	8,424	33,694	0	0	0	21059	0	0
593-X	X	10,352	108	47,000	M1-1	1	9,680	0	9,680	0	18,800	28,200	0	0	M1-2	2	18,800	75,200	0	0	0	47000	0	0
X Total											**27,224**	**40,835**	**0**	**0**			**27,224**	**108,894**	**0**	**0**	**0**	**68059**	**0**	**0**
426-Y	Y	10,124	11	7,500	M1-1	1	6,730	2,250	4,480	0	2,250	4,480	0	0	M1-4	2	3,000	12,000	0	0	750	7520	0	0
Y Total											**2,250**	**4,480**	**0**	**0**			**3,000**	**12,000**	**0**	**0**	**750**	**7520**	**0**	**0**
Grand Total											**1,663,485**	**500,646**	**214,344**	**1,815**			**4,771,199**	**120,894**	**459,524**	**5,380**	**3107714**	**(379752)**	**245180**	**3565**



Projected Development Sites

Figure 1-9

that are considered less likely than the projected sites to be developed over the same 10-year analysis period (see Table 1-5 and Figure 1-10).

As shown in Table 1-4, the 186 projected development sites currently have approximately 244 dwelling units, 1.1 million square feet of commercial uses (including retail and office space), 425,000 square feet of industrial/manufacturing uses, 70,000 square feet of community facility space, and 250,000 square feet of vacant space. In the future without the proposed actions (No Build scenario, see the discussion above), as-of-right development is expected to occur on these sites. The No Build program is expected to consist of approximately 1,815 dwelling units, 1.7 million square feet of commercial uses (including retail and office space), 500,000 square feet of industrial space, and 214,000 square feet of community facility space.

The total build out expected to occur on the 186 projected development sites under the proposed actions is expected to consist of approximately 5,380 dwelling units, 4.7 million square feet of commercial space, 460,000 square feet of new community facility space (e.g., educational facilities, day care, houses of worship), and 120,000 square feet of industrial space. Given that it is expected that many of the development sites (both projected and potential) could be developed under the existing zoning in the future without the proposed actions (see the No Build scenario, above), the net development, or increment in total development between the No Action scenario and approval of the proposed actions, is as follows: 3,565 units; 3.1 million square feet of commercial space (with 1.7 million square feet of office space 960,000 square feet of retail space [destination and local retail], and 200,000 square feet of hotel space [225-rooms]); 245,000 square feet of community facility space; 400,000 square feet of public parking; and a net decrease of 380,000 square feet of industrial space.

Office growth is projected to occur primarily in the proposed JGURA as well as on second floors of buildings in the downtown area. Regional retail is anticipated in the downtown and the area immediately to the south within the proposed SDJD. A new hotel is projected in the JGURA and new local retail is projected in South Jamaica and along Hillside Avenue.

Key factors in the anticipated residential development program include the increased densities that the proposed zoning would allow and the ability through the new special text amendment to provide for the conversion of vacant pre-1961 office buildings that do not comply with residential bulk regulations. The largest increases in residential growth are expected to occur along Hillside Avenue, as well as in the proposed JGURA and in the CBD. New residential development is also projected along the major corridors in South Jamaica, such as Guy R. Brewer Boulevard and Merrick and Liberty Avenues. Residential growth in these areas is projected to occur in mixed-use buildings.

The development of community facilities is expected throughout the rezoning area, reflecting population growth and a strong market for these facilities. Community facility uses are projected to amount to approximately 460,000 square feet in 25 to 30 facilities in the Build scenario. These facilities could include a museum or art gallery, a nursing home, houses of worship, a club, community centers, medical offices, and not-for-profit institutions.

The RWCDS development projections are summarized below (Table 1-6) by the proposed zoning subareas. Development is not projected in several subareas (C, G, H, I, K, L, M, N1, N2, N3, and W) where the proposed rezoning constitutes a downzoning and no additional development potential would occur in these areas.

In sum, it is expected that an increase in commercial growth would result from the proposed action with a significant increase in permitted density, particularly near the transportation hubs

Table 1-5

Jamaica Plan; Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
	URA	9993	1	4,400	M1-1	1.00	4,400	0	4,400	0														
	URA	9993	3	60,100	M1-1	1.00	85,678	85,678	0	0														
	URA	9993	18	3,622	M1-1	1.00	5,400	3,600	0	2														
	URA	9993	20	4,020	M1-1	1.00	3,750	3,750	0	0														
	URA	9993	22	1,740	M1-1	1.00	3,300	1,100	0	2														
	URA	9993	23	1,740	M1-1	1.00	3,300	1,089	0	2														
	URA	9993	24	1,860	M1-1	1.00	3,300	1,089	0	2														
	URA	9993	25	1,860	M1-1	1.00	3,300	1,089	0	2														
	URA	9993	27	2,000	M1-1	1.00	4,200	1,386	0	2														
	URA	9993	28	2,500	M1-1	1.00	2,000	0	2,000	0														
	URA	9993	29	3,000	M1-1	1.00	2,560	0	0	3														
293-URA	URA	9993A Total		86,842	M1-1	1.00	121,188	98,781	6,400	15	98,781	6,400	0	15	C6-3	8	486,315	0	0	0	387,534	(6,400)	0	(15)
	URA	9998	95	11,900	M1-1	1.00	12,000	12,000	0	0														
	URA	9998	101	16,800	M1-1	1.00	14,900	14,900	0	0														
	URA	9998	109	2,000	M1-1	1.00	2,000	2,000	0	0														
	URA	9998	110	18,000	M1-1	1.00	18,000	18,000	0	0														
	URA	9998	119	4,450	M1-1	1.00	4,400	4,400	0	0														
	URA	9998	124	6,860	M1-1	1.00	5,175	5,175	0	0														
	URA	9998	127	9,632	M1-1	1.00	9,400	0	9,400	0														
301-URA	URA	9998D Total		57,742	M1-1	1.00	53,875	44,475	9,400	0	0	0	0	0	C6-3	8	83,570	0	0	378	83,570	0	0	378
285-AT5	AT5	9987	1	10,000	M1-1	1.00	10,000	10,000	0	0	10,000	0	0	0	C6-2	6	17,000	0	0	43	7,000	0	0	43
286-AT3	AT3	9991	1	55,000	M1-1	1.00	143,091	0	143,091	0	0	143,091	0	0	C4-5X	5	93,500	0	0	182	93,500	(143,091)	0	182
287-AT3	AT3	9991	19	9,650	M1-1	1.00	16,123	16,123	0	0	16,123	0	0	0	C4-5X	5	16,405	0	0	32	282	0	0	32
288-AT3	AT3	9991	68	17,237	M1-1	1.00	17,000	1,500	15,500	0	1,500	15,500	0	0	C4-5X	5	29,303	0	0	57	27,803	(15,500)	0	57
289-AT3	AT3	9992	26	2,785	M1-1	1.00	3,000	0	3,000	0	0	3,000	0	0	C4-5X	5	4,735	0	0	9	4,735	(3,000)	0	9
290-AT3	AT3	9992	27	3,003	M1-1	1.00	3,000	3,000	0	0	3,000	0	0	0	C4-5X	5	5,105	0	0	10	2,105	0	0	10
291-AT3	AT3	9992	29	6,007	M1-1	1.00	6,200	2,200	2,000	2	2,200	2,000	0	2	C4-5X	5	10,212	0	0	20	8,012	(2,000)	0	18
292-AT3	AT3	9992	38	7,000	M1-1	1.00	5,000	5,000	0	0	5,000	0	0	0	C4-5X	5	11,900	0	0	23	6,900	0	0	23
	AT3	10027	3	5,000	M1-1	1.00	0	0	0	0														
	AT3	10027	5	7,500	M1-1	1.00	7,500	0	7,500	0														
338-AT3	AT3	10027A Total		12,500	M1-1	1.00	7,500	0	7,500	2	0	7,500	0	2	C4-5X	5	21,250	0	0	41	21,250	(7,500)	0	39
	AT3	10027	8	2,500	M1-1	1.00	2,556	0	0	2														
	AT3	10027	10	2,500	M1-1	1.00	2,500	0	2,500	0														
	AT3	10027	11	2,500	M1-1	1.00	0	0	0	0														
	AT3	10027	36	1,291	M1-1	1.00	1,700	850	0	1														
339-AT3	AT3	10027B Total		8,791	M1-1	1.00	6,756	850	2,500	3	850	2,500	0	3	C4-5X	5	14,945	0	0	29	14,095	(2,500)	0	26
347-AT3	AT3	10030	6	15,000	M1-1	1.00	6,600	6,600	0	0	6,000	9,000	0	0	C4-5X	5	25,500	0	0	50	19,500	(9,000)	0	50
348-AT3	AT3	10030	12	5,000	M1-1	1.00	2,630	0	2,630	0	0	2,630	0	0	C4-5X	5	8,500	0	0	17	8,500	(2,630)	0	17
349-AT3	AT3	10030	15	7,500	M1-1	1.00	3,762	3,762	0	0	3,762	0	0	0	C4-5X	5	12,750	0	0	25	8,988	0	0	25
	AT3	10030	17	7,500	M1-1	1.00	3,150	3,150	0	0														
	AT3	10030	22	5,000	M1-1	1.00	2,400	0	2,400	0														
350-AT3	AT3	10030A Total		12,500	M1-1	1.00	5,550	3,150	2,400	0	5,000	7,500	0	0	C4-5X	5	21,250	0	0	41	16,250	(7,500)	0	41
	AT3	10030	25	9,890	M1-1	1.00	0	0	0	0														
	AT3	10030	28	9,949	R5	1.25	0	0	0	0														
351-AT3	AT3	10030B Total		19,839	R5	1.25	0	0	0	0	0	0	0	25	C4-5X	5	33,726	0	0	65	33,726	0	0	41
352-AT3	AT3	10031	2	9,922	M1-1	1.00	7,310	310	7,000	0	310	7,000	0	0	C4-5X	5	16,867	0	0	33	16,557	(7,000)	0	33
353-AT3	AT3	10031	7	7,000	M1-1	1.00	8,722	2,000	6,722	0	2,000	6,722	0	0	C4-5X	5	11,900	0	0	23	9,900	(6,722)	0	23
	AT3	10031	10	9,060	M1-1	1.00	4,160	4,160	0	0														
	AT3	10031	12	6,350	M1-1	1.00	3,500	3,500	0	0														
354-AT3	AT3	10031A Total		15,410	M1-1	1.00	7,660	7,660	0	0	6,164	9,246	0	0	C4-5X	5	26,197	0	0	51	20,033	(9,246)	0	51
355-AT3	AT3	10031	17	7,700	M1-1	1.00	3,567	3,567	0	0	3,080	4,620	0	0	C4-5X	5	13,090	0	0	25	10,010	(4,620)	0	25
	AT4	9982	12	2,505	M1-1	1.00	2,500	0	2,500	0														
	AT4	9982	13	7,515	M1-1	1.00	9,375	1,875	7,500	0														
	AT4	9982	17	7,515	M1-1	1.00	6,440	0	6,440	0														
278-AT4	AT4	9982A Total		17,535	M1-1	1.00	18,315	1,875	16,440	0	1,875	16,440	0	0	C4-4A	4	29,810	0	0	40	27,935	(16,440)	0	40
279-AT4	AT4	9982	27	10,018	M1-1	1.00	12,000	0	12,000	0	0	12,000	0	0	C4-4A	4	17,031	0	0	23	17,031	(12,000)	0	23
280-AT4	AT4	9984	11	20,040	M1-1	1.00	23,550	3,550	20,000	0	3,550	20,000	0	0	C4-4A	4	34,068	0	0	46	30,518	(20,000)	0	46
281-AT4	AT4	9984	17	20,041	M1-1	1.00	20,000	0	20,000	0	0	20,000	0	0	C4-4A	4	34,070	0	10,021	36	34,070	(20,000)	10,021	36
282-AT4	AT4	9986	3	11,950	M1-1	1.00	10,900	0	10,900	0	0	10,900	0	0	C4-4A	4	20,315	0	0	27	20,315	(10,900)	0	27
283-AT4	AT4	9986	20	28,415	M1-1	1.00	8,000	0	8,000	0	11,366	17,049	0	0	C4-4A	4	48,306	0	0	65	36,940	(17,049)	0	65
284-AT4	AT4	9986	61	23,723	M1-1	1.00	18,000	18,000	0	0	18,000	0	0	0	C4-4A	4	40,329	0	0	55	22,329	0	0	55
119-JC1	JC1	9754	48	12,900	C4-2	3.40	24,625	24,625	0	0	24,625	0	0	0	C6-3	8	21,930	0	0	81	(2,695)	0	0	81
122-JC1	JC1	9756	1	11,128	C4-2	3.40	10,700	10,700	0	0	9,459	0	0	27	C6-3	8	18,918	0	0	70	9,459	0	0	43
124-JC1	JC1	9760	1	28,708	C4-2	3.40	91,693	91,693	0	0	91,693	0	0	0	C6-3	8	48,804	0	14,354	167	(42,889)	0	14,354	167
181-JC1	JC1	9793	11	7,985	C4-2	3.40	19,500	19,500	0	0	19,500	0	0	0	C6-3	8	13,575	0	0	50	(5,925)	0	0	50
182-JC1	JC1	9793	14	3,700	C4-2	3.40	6,786	6,786	0	0	6,786	0	0	0	C6-3	8	6,290	0	0	23	(496)	0	0	23
	JC1	9995	1	12,325	C4-2	3.40	24,600	24,600	0	0														
	JC1	9995	7	10,640	M1-1	1.00	700	700	0	0														
	JC1	9995	14	7,118	M1-1	1.00	2,700	2,700	0	0														
	JC1	9995	18	5,465	M1-1	1.00	0	0	0	0														
294-JC1	JC1	9995A Total		35,548	M1-1	1.00	28,000	28,000	0	0	28,000	0	0	0	C6-3	8	60,432	0	0	224	32,432	0	0	224
	JC1	9996	10	3,960	M1-1	1.00	3,960	0	3,960	0														
	JC1	9996	12	6,348	M1-1	1.00	11,748	11,748	0	0														
295-JC1	JC1	9996B Total		10,308	M1-1	1.00	15,708	11,748	3,960	0	11,748	3,960	0	0	C6-3	8	17,524	0	0	65	5,776	(3,960)	0	65
296-JC1	JC1	9996	16	11,232	M1-1	1.00	22,400	400	22,000	0	400	22,000	0	0	C6-3	8	19,094	0	0	71	18,694	(22,000)	0	71
	JC1	9997	97	10,500	M1-1	1.00	3,152	3,152	0	0														
	JC1	9997	104	2,000	M1-1	1.00	0	0	0	0														
297-JC1	JC1	9997B Total		12,500	M1-1	1.00	3,152	3,152	0	0	5,000	7,500	0	0	C6-3	8	21,250	0	0	79	16,250	(7,500)	0	79

Table 1-5

Jamaica Plan; Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
402-JC1	JC1	10101	3	19,500	C6-1A	6.00	49,140	49,140	0	0	16,575	0	0	47	C6-3	8	33,150	0	0	123	16,575	0	0	76
462-JC1	JC1	10151	1	22,475	C4-2	3.40	42,000	42,000	0	0	42,000	0	0	0	C6-3	8	38,208	0	0	142	(3,792)	0	0	142
463-JC1	JC1	10151	7	21,000	C4-2	3.40	68,880	68,880	0	0	68,880	0	0	0	C6-3	8	35,700	0	0	132	(33,180)	0	0	132
464-JC1	JC1	10151	16	11,803	C4-2	3.40	23,400	23,400	0	0	23,400	0	0	0	C6-3	8	20,065	0	0	74	(3,335)	0	0	74
468-JC1	JC1	10151	75	45,080	C6-1A	6.00	32,471	32,471	0	0	38,318	0	0	108	C6-3	8	76,636	0	0	284	38,318	0	0	176
	JC2	10151	21	13,460	C4-2	3.40	19,000	19,000	0	0														
	JC2	10151	23	2,818	C4-2	3.40	2,200	2,200	0	0														
	JC2	10151	24	4,660	C4-2	3.40	4,200	4,200	0	0														
465-JC2	JC2	10151B Total		20,938	C4-2	3.40	25,400	25,400	0	0	17,797	0	0	51	C6-2	6	35,595	0	0	90	17,798	0	0	39
466-JC2	JC2	10151	25	12,871	C4-2	3.40	24,405	24,405	0	0	24,405	0	0	0	C6-2	6	21,881	0	0	55	(2,524)	0	0	55
	JC2	10151	31	3,000	C4-2	3.40	2,900	2,900	0	0														
	JC2	10151	32	11,918	C4-2	3.40	11,900	11,900	0	0														
467-JC2	JC2	10151C Total		14,918	C4-2	3.40	14,800	14,800	0	0	12,680	0	0	36	C6-2	6	25,361	0	0	64	12,681	0	0	28
472-JC2	JC2	10155	24	28,600	C4-2	3.40	47,744	47,744	0	0	24,310	0	0	69	C6-2	6	48,620	0	0	123	24,310	0	0	54
473-JC2	JC2	10155	35	12,103	M1-1	1.00	5,600	5,600	0	0	4,841	7,262	0	0	C6-2	6	20,575	0	0	52	15,734	(7,262)	0	52
474-JC2	JC2	10155	123	20,640	C4-2	3.40	32,737	22,062	10,675	0	17,544	0	0	50	C6-2	6	35,088	0	0	89	17,544	0	0	39
	JC2	10156	14	4,800	C4-2	3.40	28,800	28,800	0	0														
	JC2	10156	17	11,380	C4-2	3.40	2,070	2,070	0	0														
475-JC2	JC2	10156A Total		16,180	C4-2	3.40	30,870	30,870	0	0	30,870	0	0	0	C6-2	6	27,506	0	0	70	(3,364)	0	0	70
476-JC2	JC2	10156	149	16,124	M1-5	5.00	10,500	10,500	0	0	6,450	74,170	0	0	C6-2	6	27,411	0	0	69	20,961	(74,170)	0	69
514-JC2	JC2	10209	2	10,800	C4-2	3.40	16,500	16,500	0	0	9,180	0	0	26	C6-2	6	18,360	0	0	46	9,180	0	0	20
118-JC3	JC3	9754	25	7,800	C4-2	3.40	0	0	0	0	6,630	0	0	19	C4-5X	5	6,630	0	0	32	0	0	0	13
126-JC3	JC3	9760	61	6,300	C4-2	3.40	0	0	0	0	5,355	0	0	15	C4-5X	5	5,355	0	0	26	0	0	0	11
129-JC3	JC3	9761	57	6,675	C4-2	3.40	5,000	5,000	0	0	5,674	0	0	16	C4-5X	5	5,674	0	0	28	0	0	0	12
130-JC3	JC3	9761	61	8,010	C4-2	3.40	7,170	7,170	0	0	6,809	0	4,005	19	C4-5X	5	6,809	0	4,005	29	0	0	0	10
183-JC3	JC3	9793	29	6,825	C4-2	3.40	10,500	10,500	0	0	5,801	0	0	17	C4-5X	5	5,801	0	0	28	0	0	0	11
186-JC3	JC3	9794	30	23,250	C4-2	3.40	23,250	23,250	0	0	19,763	0	0	56	C4-5X	5	39,525	0	0	77	19,762	0	0	20
187-JC3	JC3	9794	36	46,918	C4-2	3.40	46,918	46,918	0	0	39,880	0	23,459	114	C4-5X	5	79,761	0	23,459	131	39,881	0	0	17
189-JC3	JC3	9794	114	11,700	C4-2	3.40	11,000	11,000	0	0	9,945	0	0	28	C4-5X	5	19,890	0	0	39	9,945	0	0	10
190-JC3	JC3	9796	25	13,300	C4-2	3.40	26,880	26,880	0	0	26,880	0	0	0	C4-5X	5	22,610	0	0	44	(4,270)	0	0	44
199-JC3	JC3	9814	34	6,500	C4-2	3.40	1,080	1,080	0	0	5,525	0	0	16	C4-5X	5	5,525	0	0	27	0	0	0	11
200-JC3	JC3	9814	81	7,785	C4-2	3.40	10,800	10,800	0	0	6,617	0	0	19	C4-5X	5	6,617	0	0	32	0	0	0	13
	JC3	9816	39	4,450	C4-2	3.40	0	0	0	0														
	JC3	9816	41	22,700	C4-2	3.40	10,210	10,210	0	0														
201-JC3	JC3	9816A Total		27,150	C4-2	3.40	10,210	10,210	0	0	23,078	0	0	66	C4-5X	5	23,078	0	0	113	0	0	0	47
	JC3	9818	53	2,975	C4-2	3.40	0	0	0	0														
	JC3	9818	54	2,975	C4-2	3.40	0	0	0	0														
	JC3	9818	56	13,200	C4-2	3.40	1,829	1,829	0	0														
203-JC3	JC3	9818A Total		19,150	C4-2	3.40	1,829	1,829	0	0	16,278	0	0	47	C4-5X	5	16,278	0	0	79	0	0	0	33
	LC	10000	5	17,500	M1-1	1.00	17,500	17,500	0	0														
	LC	10000	31	17,500	M1-1	1.00	9,500	3,000	6,500	0														
	LC	10000	38	2,500	M1-1	1.00	0	0	0	0														
	LC	10000	39	2,500	M1-1	1.00	0	0	0	0														
	LC	10000	42	5,000	M1-1	1.00	2,823	0	0	2														
303-LC	LC	10000A Total		45,000	M1-1	1.00	29,823	20,500	6,500	2	20,500	6,500	0	2	M1-4	2	90,000	0	0	0	69,500	(6,500)	0	(2)
304-LC	LC	10001	1	62,682	M1-1	1.00	53,666	0	53,666	0	0	53,666	0	0	M1-4	2	125,364	0	0	0	125,364	(53,666)	0	0
305-LC	LC	10001	19	2,500	M1-1	1.00	1,284	0	0	1	0	0	0	1	M1-4	2	5,000	0	0	0	5,000	0	0	(1)
306-LC	LC	10001	24	900	M1-1	1.00	1,056	0	0	1	0	0	0	1	M1-4	2	1,800	0	0	0	1,800	0	0	(1)
307-LC	LC	10001	25	783	M1-1	1.00	982	0	0	1	0	0	0	1	M1-4	2	1,566	0	0	0	1,566	0	0	(1)
308-LC	LC	10001	26	783	M1-1	1.00	1,656	0	0	1	0	0	0	1	M1-4	2	1,566	0	0	0	1,566	0	0	(1)
309-LC	LC	10001	27	2,500	M1-1	1.00	1,696	0	0	1	0	0	0	1	M1-4	2	5,000	0	0	0	5,000	0	0	(1)
310-LC	LC	10001	28	2,500	M1-1	1.00	2,031	0	0	1	0	0	0	1	M1-4	2	5,000	0	0	0	5,000	0	0	(1)
311-LC	LC	10001	29	2,500	M1-1	1.00	1,995	0	0	1	0	0	0	1	M1-4	2	5,000	0	0	0	5,000	0	0	(1)
312-LC	LC	10001	40	783	M1-1	1.00	1,533	0	0	1	0	0	0	1	M1-4	2	1,566	0	0	0	1,566	0	0	(1)
313-LC	LC	10001	41	925	M1-1	1.00	986	0	0	2	0	0	0	2	M1-4	2	1,850	0	0	0	1,850	0	0	(2)
314-LC	LC	10001	124	783	M1-1	1.00	974	0	0	1	0	0	0	1	M1-4	2	1,566	0	0	0	1,566	0	0	(1)
359-LC	LC	10033	8	5,000	M1-1	1.00	0	0	0	0	2,000	3,000	0	0	M1-4	2	2,000	8,000	0	0	0	5,000	0	0
	LC	10033	13	2,500	M1-1	1.00	0	0	0	0														
	LC	10033	14	2,500	M1-1	1.00	0	0	0	0														
360-LC	LC	10033A Total		5,000	M1-1	1.00	0	0	0	0	2,000	3,000	0	0	M1-4	2	2,000	8,000	0	0	0	5,000	0	0
	LC	10095	32	10,800	M1-1	1.00	0	0	0	0														
	LC	10095	43	18,310	M1-1	1.00	17,200	0	17,200	0														
401-LC	LC	10095A Total		29,110	M1-1	1.00	17,200	0	17,200	0	0	17,200	0	0	M1-4	2	11,644	46,576	0	0	11,644	29,376	0	0
	LC	10107	71	7,553	M1-1	1.00	6,850	0	6,850	0														
	LC	10107	73	2,500	M1-1	1.00	0	0	0	0														
	LC	10107	77	2,100	M1-1	1.00	0	0	0	0														
410-LC	LC	10107B Total		12,153	M1-1	1.00	6,850	0	6,850	0	0	6,850	0	0	M1-4	2	4,861	19,445	0	0	4,861	12,595	0	0
	LC	10107	82	3,440	M1-1	1.00	0	0	0	0														
	LC	10107	84	5,000	M1-1	1.00	0	0	0	0														
	LC	10107	86	6,735	M1-1	1.00	0	0	0	0														
	LC	10107	130	9,750	M1-1	1.00	0	0	0	0														
411-LC	LC	10107D Total		24,925	M1-1	1.00	0	0	0	0	9,970	14,955	0	0	M1-4	2	9,970	39,880	0	0	0	24,925	0	0
412-LC	LC	10107	107	7,300	M1-1	1.00	0	0	0	0	2,920	4,380	0	0	M1-4	2	2,920	11,680	0	0	0	7,300	0	0
413-LC	LC	10107	138	17,957	M1-1	1.00	0	0	0	0	7,183	10,774	0	0	M1-4	2	7,183	28,731	0	0	0	17,957	0	0
415-LC	LC	10107	167	5,670	M1-1	1.00	0	0	0	0	2,268	3,402	0	0	M1-4	2	2,268	9,072	0	0	0	5,670	0	0
	LC	10108	301	8,194	M1-1	1.00	2,260	2,260	0	0														
	LC	10108	348	6,820	M1-1	1.00	0	0	0	0														
416-LC	LC	10108C Total		15,014	M1-1	1.00	2,260	2,260	0	0	6,006	9,008	0	0	M1-4	2	6,006	24,022	0	0	0	15,014	0	0
	LC	10109	31	27,000	M1-1	1.00	0	0	0	0														
	LC	10109	44	1,100	M1-1	1.00	0	0	0	0														
420-LC	LC	10109B Total		28,100	M1-1	1.00	0	0	0	0	11,240	16,860	0	0	M1-4	2	11,240	44,960	0	0	0	28,100	0	0
432-LC	LC	10125	1	31,000	M1-1	1.00	38,495	0	38,495	0	0	26,350	0	0	M1-4	2	0	62,000	0	0	0	35,650	0	0

Table 1-5

Jamaica Plan; Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
19-SC	SC	9676	13	17,250	C4-2	3.40	15,330	15,330	0	0	14,663	0	0	42	C4-4A	4	14,663	0	0	54	0	0	0	12
20-SC	SC	9676	22	9,200	C4-2	3.40	9,000	9,000	0	0	7,820	0	0	22	C4-4A	4	7,820	0	0	29	0	0	0	7
21-SC	SC	9677	1	13,568	C4-2	3.40	12,600	12,600	0	0	11,533	0	0	33	C4-4A	4	11,533	0	0	43	0	0	0	10
22-SC	SC	9677	16	14,154	C4-2	3.40	23,248	23,248	0	0	12,031	0	0	34	C4-4A	4	12,031	0	0	45	0	0	0	11
32-SC	SC	9678	94	11,000	C4-2	3.40	10,800	10,800	0	0	9,350	0	0	27	C4-4A	4	9,350	0	0	35	0	0	0	8
33-SC	SC	9678	99	11,110	C4-2	3.40	10,400	10,400	0	0	9,444	0	0	27	C4-4A	4	9,444	0	0	35	0	0	0	8
37-SC	SC	9679	89	7,228	C4-2	3.40	13,800	9,400	4,400	0	9,400	4,400	0	0	C4-4A	4	6,144	0	0	23	(3,256)	(4,400)	0	23
67-SC	SC	9688	17	9,650	C4-2	3.40	9,000	9,000	0	0	8,203	0	0	23	C4-4A	4	8,203	0	0	30	0	0	0	7
	SC	9690	7	3,600	R6/C2-2	2.43	3,960	3,960	0	0														
	SC	9690	9	2,358	R6/C2-2	2.43	2,356	2,356	0	0														
	SC	9690	10	6,809	R6/C2-2	2.43	4,860	4,860	0	0														
70-SC	SC	9690A Total		12,767	R6/C2-2	2.43	11,176	11,176	0	0	10,852	0	0	20	C4-4A	4	10,852	0	0	40	0	0	0	20
71-SC	SC	9690	14	6,000	R6/C2-2	2.43	5,400	5,400	0	0	5,100	0	0	9	C4-4A	4	5,100	0	0	19	0	0	0	10
72-SC	SC	9692	54	6,524	R6/C2-2	2.43	8,000	8,000	0	0	8,000	0	0	0	C4-4A	4	5,545	0	0	21	(2,455)	0	0	21
327-A	A	10018	11	2,500	R4	0.90	625	625	0	0	0	0	0	2	R5/C1-4	1.25	2,125	0	0	0	2,125	0	0	(2)
	A	10018	12	7,500	R4	0.90	0	0	0	0														
	A	10018	16	2,000	R4	0.90	2,400	1,200	0	2														
	A	10018	17	2,000	R4	0.90	2,400	1,200	0	2														
	A	10018	18	2,800	R4	0.90	1,766	0	0	2														
	A	10018	117	1,600	R4	0.90	400	400	0	0														
328-A	A	10018D Total		6,800	R4	0.90	6,566	2,400	0	6	2,400	0	0	6	R5/C1-4	1.25	5,780	0	0	1	3,380	0	0	(5)
329-A	A	10018	20	4,800	R4	0.90	2,440	0	0	2	0	0	0	2	R5/C1-4	1.25	4,080	0	0	1	4,080	0	0	(1)
330-A	A	10018	25	5,000	R4	0.90	1,600	1,600	0	0	0	0	0	4	R5/C1-4	1.25	4,250	0	0	1	4,250	0	0	(3)
331-A	A	10018	27	5,000	R4	0.90	700	700	0	0	0	0	0	4	R5/C1-4	1.25	4,250	0	0	1	4,250	0	0	(3)
332-A	A	10018	29	5,465	R4	0.90	1,500	1,500	0	0	0	0	0	4	R5/C1-4	1.25	4,645	0	0	1	4,645	0	0	(3)
341-B	B	10028	4	2,500	M1-1	1.00	1,439	0	0	1	0	0	0	1	R5	1.25	0	0	0	3	0	0	0	2
342-B	B	10028	7	3,700	M1-1	1.00	2,048	0	0	1	0	0	0	1	R5	1.25	0	0	0	5	0	0	0	4
343-B	B	10028	10	3,700	M1-1	1.00	2,048	0	0	1	0	0	0	1	R5	1.25	0	0	0	5	0	0	0	4
344-B	B	10028	31	2,500	M1-1	1.00	1,296	0	0	2	0	0	0	2	R5	1.25	0	0	0	3	0	0	0	1
345-B	B	10028	32	2,500	M1-1	1.00	1,296	0	0	2	0	0	0	2	R5	1.25	0	0	0	3	0	0	0	1
346-B	B	10028	34	2,500	M1-1	1.00	1,521	0	0	1	0	0	0	1	R5	1.25	0	0	0	3	0	0	0	2
23-D	D	9677	172	3,600	R6	2.43	2,940	0	0	2	0	0	0	9	R7A	4	0	0	0	14	0	0	0	5
24-D	D	9677	174	3,600	R6	2.43	3,115	0	0	3	0	0	0	9	R7A	4	0	0	0	14	0	0	0	5
25-D	D	9677	176	3,600	R6	2.43	3,146	0	0	2	0	0	0	9	R7A	4	0	0	0	14	0	0	0	5
26-D	D	9677	178	3,600	R6	2.43	3,115	0	0	2	0	0	0	9	R7A	4	0	0	0	14	0	0	0	5
27-D	D	9677	180	3,600	R6	2.43	2,940	0	0	3	0	0	0	9	R7A	4	0	0	0	14	0	0	0	5
28-D	D	9678	30	2,880	R6	2.43	2,040	0	0	1	0	0	0	7	R7A	4	0	0	0	12	0	0	0	5
29-D	D	9678	32	3,296	R6	2.43	2,256	0	0	1	0	0	0	8	R7A	4	0	0	0	13	0	0	0	5
30-D	D	9678	34	3,360	R6	2.43	2,016	0	0	1	0	0	0	8	R7A	4	0	0	0	13	0	0	0	5
31-D	D	9678	36	3,360	R6	2.43	2,600	858	0	2	0	0	0	8	R7A	4	0	0	0	13	0	0	0	5
34-D	D	9678	109	5,986	R6	2.43	10,800	10,800	0	0	10,800	0	0	0	R7A	4	0	0	0	24	(10,800)	0	0	24
35-D	D	9678	159	2,880	R6	2.43	2,040	0	0	2	0	0	0	7	R7A	4	0	0	0	12	0	0	0	5
	D	9679	77	2,476	R6	2.43	2,600	0	0	3														
	D	9679	78	2,550	R6	2.43	2,600	0	0	3														
36-D	D	9679D Total		5,026	R6	2.43	5,200	0	0	6	0	0	0	12	R7A	4	0	0	0	20	0	0	0	8
38-D	D	9681	41	2,659	R6	2.43	2,283	0	0	2	0	0	0	6	R7A	4	0	0	0	11	0	0	0	5
39-D	D	9681	43	2,619	R6	2.43	2,100	0	0	5	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
42-D	D	9681	50	3,240	R6	2.43	2,597	0	0	2	0	0	0	8	R7A	4	0	0	0	13	0	0	0	5
43-D	D	9681	52	3,510	R6	2.43	2,597	0	0	2	0	0	0	9	R7A	4	0	0	0	14	0	0	0	5
44-D	D	9681	54	3,850	R6	2.43	2,360	0	0	2	0	0	0	9	R7A	4	0	0	0	15	0	0	0	6
46-D	D	9681	58	4,495	R6	2.43	3,635	0	0	3	0	0	0	11	R7A	4	0	0	0	18	0	0	0	7
47-D	D	9681	59	4,495	R6	2.43	3,985	0	0	2	0	0	0	11	R7A	4	0	0	0	18	0	0	0	7
48-D	D	9681	60	4,495	R6	2.43	3,990	0	0	2	0	0	0	11	R7A	4	0	0	0	18	0	0	0	7
49-D	D	9681	61	4,495	R6	2.43	3,990	0	0	2	0	0	0	11	R7A	4	0	0	0	18	0	0	0	7
54-D	D	9681	83	3,855	R6	2.43	2,910	0	0	2	0	0	0	9	R7A	4	0	0	0	15	0	0	0	6
55-D	D	9681	84	3,625	R6	2.43	2,910	0	0	2	0	0	0	9	R7A	4	0	0	0	15	0	0	0	6
84-D	D	9697	41	4,000	R6	2.43	2,069	0	0	1	0	0	0	10	R7A/C2-3	4	3,400	0	0	13	3,400	0	0	3
	D	9697	43	4,000	R6	2.43	4,000	4,000	0	0														
	D	9697	45	4,000	R6	2.43	0	0	0	0														
85-D	D	9697C Total		8,000	R6	2.43	4,000	4,000	0	0	0	0	0	19	R7A	4	0	0	0	32	0	0	0	13
86-D	D	9697	47	4,008	R6	2.43	1,968	0	0	2	0	0	0	10	R7A	4	0	0	0	16	0	0	0	6
87-D	D	9697	50	4,440	R6	2.43	1,840	0	0	1	0	0	0	11	R7A	4	0	0	0	18	0	0	0	7
104-D	D	9753	3	2,500	R6	2.43	2,850	0	0	3	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
105-D	D	9753	5	2,500	R6	2.43	2,850	0	0	3	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
107-D	D	9753	8	2,500	R6	2.43	2,280	0	0	2	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
108-D	D	9753	9	2,500	R6	2.43	2,850	0	0	2	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
109-D	D	9753	11	2,500	R6	2.43	2,562	0	0	2	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
110-D	D	9753	13	2,500	R6	2.43	2,520	0	0	2	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
112-D	D	9753	28	2,500	R6	2.43	1,408	0	0	1	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
113-D	D	9753	31	2,500	R6	2.43	2,220	0	0	1	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
114-D	D	9753	32	2,500	R6	2.43	1,098	0	0	2	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
115-D	D	9753	33	2,500	R6	2.43	1,908	0	0	2	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
116-D	D	9753	34	2,500	R6	2.43	1,980	0	0	2	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
117-D	D	9753	35	2,700	R6	2.43	2,120	0	0	2	0	0	0	7	R7A	4	0	0	0	11	0	0	0	4
120-D	D	9755	15	3,742	R6	2.43	1,470	0	0	2	0	0	0	9	R7A	4	0	0	0	15	0	0	0	6
121-D	D	9755	61	3,000	R6	2.43	0	0	0	0	0	0	0	7	R7A	4	0	0	0	12	0	0	0	5
	D	9762	10	6,250	R6	2.43	0	0	0	0														
	D	9762	16	1,875	R6	2.43	0	0	0	0														
134-D	D	9762A Total		8,125	R6	2.43	0	0	0	0	0	0	0	20	R7A	4	0	0	0	33	0	0	0	13
135-D	D	9762	17	6,250	R6	2.43	1,989	0	0	2	0	0	0	15	R7A	4	0	0	0	25	0	0	0	10
136-D	D	9762	19	3,125	R6	2.43	3,858	0	0	4	0	0	0	4	R7A	4	0	0	0	13	0	0	0	9
137-D	D	9762	23	3,125	R6	2.43	1,456	0	0	2	0	0	0	8	R7A	4	0	0	0	13	0	0	0	5
138-D	D	9762	35	2,640	R6	2.43	2,400	720	0	2	0	0	0	6	R7A	4	0	0	0	11	0	0	0	5

Table 1-5

Jamaica Plan; Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
139-D	D	9762	36	2,926	R6	2.43	2,705	0	0	2	0	0	0	7	R7A	4	0	0	0	12	0	0	0	5
140-D	D	9762	37	2,944	R6	2.43	2,484	0	0	2	0	0	0	7	R7A	4	0	0	0	12	0	0	0	5
141-D	D	9762	38	2,680	R6	2.43	2,480	0	0	2	0	0	0	7	R7A	4	0	0	0	11	0	0	0	4
142-D	D	9762	41	10,435	R6	2.43	5,600	5,600	0	0	0	0	0	25	R7A	4	0	0	0	42	0	0	0	17
144-D	D	9762	54	3,500	R6	2.43	2,292	0	0	2	0	0	0	9	R7A	4	0	0	0	14	0	0	0	5
145-D	D	9762	56	2,500	R6	2.43	1,848	0	0	2	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
146-D	D	9762	57	2,500	R6	2.43	1,842	0	0	1	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
147-D	D	9763	1	4,000	R6	2.43	2,206	0	0	1	0	0	0	10	R7A	4	0	0	0	16	0	0	0	6
	D	9763	23	7,500	C8-1	1.00	13,500	13,500	0	0														
	D	9763	25	5,287	C8-1	1.00	2,100	2,100	0	0														
	D	9763	26	7,528	C8-1	1.00	0	0	0	0														
149-D	D	9763B Total		20,315	C8-1	1.00	15,600	15,600	0	0	15,600	0	0	0	R7A/C2-3	4	17,268	0	10,158	54	1,668	0	10,158	54
150-D	D	9763	36	3,220	R6	2.43	5,700	5,700	0	0	5,700	0	0	0	R7A/C1-2	4	2,737	0	0	10	(2,963)	0	0	10
151-D	D	9763	42	2,612	R6	2.43	3,700	1,850	0	0	1,850	0	0	0	R7A/C1-2	4	2,220	0	0	8	370	0	0	8
152-D	D	9763	44	2,550	R6	2.43	120	120	0	0	0	0	0	6	R7A/C1-2	4	2,168	0	0	8	2,168	0	0	2
153-D	D	9763	45	2,625	R6	2.43	1,733	0	0	1	0	0	0	6	R7A/C1-2	4	2,231	0	0	8	2,231	0	0	2
156-D	D	9763	55	4,440	R6	2.43	2,375	0	0	1	0	0	0	11	R7A	4	0	0	0	18	0	0	0	7
157-D	D	9764	15	4,556	R6	2.43	4,800	4,800	0	0	0	0	0	11	R7A	4	0	0	0	18	0	0	0	7
159-D	D	9764	71	7,850	R6	2.43	9,240	9,240	0	0	0	0	0	19	R7A	4	0	0	0	31	0	0	0	12
	D	9765	37	3,600	R6/C2-2	2.43	3,600	3,600	0	0														
	D	9765	39	5,288	R6/C2-2	2.43	3,600	3,600	0	0														
	D	9765	41	5,265	R6/C2-2	2.43	3,600	3,600	0	0														
163-D	D	9765A Total		14,153	R6/C2-2	2.43	10,800	10,800	0	0	12,030	0	0	22	R7A/C2-3	4	12,030	0	0	45	0	0	0	22
165-D	D	9767	8	2,522	R6	2.43	2,308	0	0	2	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
166-D	D	9767	10	2,619	R6	2.43	2,308	0	0	2	0	0	0	6	R7A	4	0	0	0	10	0	0	0	4
	D	9767	21	2,400	R6	2.43	0	0	0	0														
	D	9767	22	2,500	R6	2.43	0	0	0	0														
167-D	D	9767B Total		4,900	R6	2.43	0	0	0	0	0	0	0	12	R7A	4	0	0	0	20	0	0	0	8
170-D	D	9767	43	2,820	R6	2.43	2,240	0	0	2	0	0	0	7	R7A	4	0	0	0	11	0	0	0	4
	D	9767	57	1,920	R6	2.43	1,440	0	0	4														
	D	9767	58	2,077	R6	2.43	1,440	0	0	4														
	D	9767	59	4,750	R6	2.43	0	0	0	0														
171-D	D	9767D Total		8,747	R6	2.43	2,880	0	0	8	0	0	0	21	R7A	4	0	0	0	35	0	0	0	14
173-D	D	9768	7	3,125	R6	2.43	3,000	0	0	3	0	0	0	8	R7A	4	0	0	0	13	0	0	0	5
174-D	D	9768	8	3,138	R6	2.43	3,000	0	0	2	0	0	0	8	R7A	4	0	0	0	13	0	0	0	5
175-D	D	9768	9	3,125	R6	2.43	1,872	0	0	4	0	0	0	8	R7A	4	0	0	0	13	0	0	0	5
176-D	D	9768	11	3,125	R6	2.43	1,872	0	0	4	0	0	0	8	R7A	4	0	0	0	13	0	0	0	5
195-D	D	9813	11	4,450	R6	2.43	2,398	0	0	3	0	0	0	11	R7A	4	0	0	0	18	0	0	0	7
196-D	D	9813	14	2,871	R6	2.43	1,831	0	0	1	0	0	0	7	R7A	4	0	0	0	11	0	0	0	4
197-D	D	9813	16	2,871	R6	2.43	1,728	0	0	2	0	0	0	7	R7A	4	0	0	0	11	0	0	0	4

Table 1-5

Jamaica Plan; Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
245-E	E	9908	9	5,000	R4/C2-2	1.00	0	0	0	0	4,250	0	0	1	R6A/C2-4	3	4,250	0	0	11	0	0	0	10
247-E	E	9909	1	12,000	R4/C2-2	1.00	594	594	0	0	10,200	0	0	2	R6A/C2-4	3	10,200	0	0	26	0	0	0	24
248-E	E	9909	5	4,960	R4/C2-2	1.00	2,250	2,250	0	0	4,216	0	0	1	R6A/C2-4	3	4,216	0	0	11	0	0	0	10
567-E	E	10317	10	5,600	M1-1	1.00	5,520	0	1,840	5	0	1,840	0	5	R6A/C2-4	3	4,760	0	0	12	4,760	(1,840)	0	7
571-E	E	10318	1	1,651	M1-1	1.00	0	0	0	0	660	991	0	0	R6A/C2-4	3	1,403	0	0	4	743	(991)	0	4
572-E	E	10318	5	4,580	M1-1	1.00	4,503	4,503	0	0	4,503	0	0	0	R6A/C2-4	3	3,893	0	0	10	(610)	0	0	10
573-E	E	10318	11	2,500	M1-1	1.00	1,632	0	0	2	0	0	0	2	R6A/C2-4	3	2,125	0	0	5	2,125	0	0	3
578-E	E	10318	25	2,500	M1-1	1.00	1,200	0	0	2	0	0	0	2	R6A/C2-4	3	2,125	0	0	5	2,125	0	0	3
579-E	E	10318	26	2,500	M1-1	1.00	1,200	0	0	1	0	0	0	1	R6A/C2-4	3	2,125	0	0	5	2,125	0	0	4
595-E	E	10443	14	3,365	R5/C1-2	1.25	2,340	2,340	0	0	2,340	0	0	0	R6A/C2-4	3	2,860	0	0	7	520	0	0	7
596-E	E	10443	15	4,320	R5/C1-2	1.25	4,305	4,305	0	0	4,305	0	0	0	R6A/C2-4	3	3,672	0	0	9	(633)	0	0	9
597-E	E	10443	17	2,525	R5/C1-2	1.25	3,200	1,600	0	2	1,600	0	0	2	R6A/C2-4	3	2,146	0	0	5	546	0	0	3
598-E	E	10443	19	3,449	R5/C1-2	1.25	1,932	966	0	2	2,932	0	0	1	R6A/C2-4	3	2,932	0	0	7	0	0	0	6
	E	10443	20	4,539	R5/C1-2	1.25	4,539	4,539	0	0														
	E	10443	23	2,355	R5/C1-2	1.25	1,549	0	0	1														
599-E	E	10443A Total		6,894	R5/C1-2	1.25	6,088	4,539	0	1	4,539	0	0	1	R6A/C2-4	3	5,860	0	0	15	1,321	0	0	14
607-E	E	10815	5	4,647	R5/C2-2	1.25	1,460	1,460	0	0	3,950	0	0	1	R6A/C2-4	3	3,950	0	0	10	0	0	0	9
	E	10816	1	7,743	R5/C1-2	1.25	4,600	4,600	0	0														
	E	10816	5	4,053	R5/C1-2	1.25	2,000	2,000	0	0														
609-E	E	10816A Total		11,796	R5/C1-2	1.25	6,600	6,600	0	0	10,027	0	0	5	R6A/C2-4	3	10,027	0	0	25	0	0	0	21
249-F	F	9910	39	12,500	R2	0.50	4,500	4,500	0	0	4,500	0	0	0	R4-1	0.9	0	0	0	9	(4,500)	0	0	9
568-J	J	10317	19	2,617	M1-1	1.00	1,536	0	0	1	0	0	0	1	R5	1.25	0	0	0	3	0	0	0	2
569-J	J	10317	20	3,000	M1-1	1.00	1,248	0	0	1	0	0	0	1	R5	1.25	0	0	0	4	0	0	0	3
570-J	J	10317	22	2,617	M1-1	1.00	1,536	0	0	1	0	0	0	1	R5	1.25	0	0	0	3	0	0	0	2
574-J	J	10318	12	2,500	M1-1	1.00	1,088	0	0	1	0	0	0	1	R5	1.25	0	0	0	3	0	0	0	2
575-J	J	10318	13	2,500	M1-1	1.00	1,088	0	0	1	0	0	0	1	R5	1.25	0	0	0	3	0	0	0	2
576-J	J	10318	23	2,500	M1-1	1.00	1,200	0	0	1	0	0	0	1	R5	1.25	0	0	0	3	0	0	0	2
577-J	J	10318	24	2,500	M1-1	1.00	1,200	0	0	1	0	0	0	1	R5	1.25	0	0	0	3	0	0	0	2
	J	10321	11	5,500	M1-1	1.00	7,600	1,600	6,000	0														
	J	10321	16	5,000	M1-1	1.00	1,500	0	1,500	0														
585-J	J	10321B Total		10,500	M1-1	1.00	9,100	1,600	7,500	0	1,600	7,500	0	0	R5	1	0	0	0	13	(1,600)	(7,500)	0	13
333-O	O	10020	114	14,250	R4	0.90	1,260	1,260	0	0	0	0	0	11	R6A/C2-4	3	12,113	0	0	31	12,113	0	0	20
335-O	O	10020	138	6,732	R4	0.90	3,920	3,920	0	0	3,920	0	0	0	R6A/C2-4	3	5,722	0	0	12	1,802	0	0	12
356-O	O	10031	25	10,335	M1-1	1.00	400	400	0	0	4,134	6,201	0	0	R6A	3	0	0	0	31	(4,134)	(6,201)	0	31
358-O	O	10032	22	10,820	M1-1	1.00	3,600	0	3,600	0	4,328	6,492	0	0	R6A	3	0	0	0	32	(4,328)	(6,492)	0	32
361-O	O	10035	36	3,000	R3-2	0.60	1,850	0	0	2	0	0	0	2	R6A/C2-4	3	2,550	0	0	6	2,550	0	0	4
	O	10041	3	1,184	R4	0.90	2,100	0	2,100	0														
	O	10041	4	1,980	R4	0.90	0	0	0	0														
	O	10041	6	8,534	R4	0.90	2,228	0	2,228	0														
362-O	O	10041B Total		11,698	R4	1.00	4,328	0	4,328	0	0	0	0	9	R6A/C2-4	3	9,943	0	0	25	9,943	0	0	16
364-O	O	10046	4	4,455	R4	0.90	4,000	4,000	0	0	4,000	0	0	0	R6A/C2-4	3	3,787	0	0	10	(213)	0	0	10
365-O	O	10046	6	7,810	R4	0.90	5,165	2,583	2,582	0	2,583	2,582	0	0	R6A/C2-4	3	6,639	0	0	17	4,056	(2,582)	0	17
366-O	O	10046	9	8,660	R4	0.90	6,120	1,000	5,120	0	1,000	5,120	0	0	R6A/C2-4	3	7,361	0	0	19	6,361	(5,120)	0	19
367-O	O	10049	1	12,693	R4	0.90	13,000	2,000	11,000	0	2,000	11,000	0	0	R6A/C2-4	3	10,789	0	0	27	8,789	(11,000)	0	27
	O	10056	17	3,505	R4	0.90	1,150	1,150	0	0														
	O	10056	19	2,500	R4	0.90	0	0	0	0														
376-O	O	10056A Total		6,005	R4	0.90	1,150	1,150	0	0	0	0	0	5	R6A/C2-4	3	5,104	0	0	13	5,104	0	0	8
377-O	O	10056	20	2,630	R4	0.90	1,520	0	0	2	0	0	0	2	R6A/C2-4	3	2,236	0	0	6	2,236	0	0	4
	O	10057	8	2,500	R4	0.90	0	0	0	0														
	O	10057	9	2,500	R4	0.90	1,680	0	0	2														
378-O	O	10057A Total		5,000	R4	1.00	1,680	0	0	2	0	0	0	4	R6A/C2-4	3	4,250	0	0	11	4,250	0	0	7
379-O	O	10057	14	5,500	R4	0.90	1,408	0	0	3	0	0	0	4	R6A/C2-4	3	4,675	0	0	12	4,675	0	0	8
382-O	O	10059	1	1,126	M1-1	1.00	0	0	0	0	1,814	2,720	0	0	R6A/C2-3	3	3,854	0	0	10	2,040	(2,720)	0	10

Table 1-5

Jamaica Plan; Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
383-O	O	10059	4	2,500	M1-1	1.00	1,308	0	0	2	0	0	0	2	R6A/C2-3	3	2,125	0	0	5	2,125	0	0	3
	O	10059	5	2,502	M1-1	1.00	2,088	0	2,088	0														
	O	10059	6	3,129	M1-1	1.00	2,000	0	2,000	0														
384-O	O	10059A Total		5,631	M1-1	1.00	4,088	0	4,088	0	0	4,088	0	0	R6A/C2-3	3	4,786	0	0	12	4,786	(4,088)	0	12
	O	10059	11	2,503	M1-1	1.00	0	0	0	0														
	O	10059	12	2,500	M1-1	1.00	1,575	0	0	1														
	O	10059	15	13,763	M1-1	1.00	1,080	0	1,080	0														
	O	10059	23	3,125	M1-1	1.00	0	0	0	0														
	O	10059	24	3,125	M1-1	1.00	0	0	0	0														
	O	10059	25	2,503	M1-1	1.00	0	0	0	0														
385-O	O	10059B Total		27,519	M1-1	1.00	2,655	0	1,080	1	0	1,080	0	1	R6A/C2-3	3	23,391	0	0	59	23,391	(1,080)	0	58
387-O	O	10059	26	2,500	M1-1	1.00	1,850	0	0	3	0	0	0	3	R6A/C2-3	3	2,125	0	0	5	2,125	0	0	2
388-O	O	10059	27	2,500	M1-1	1.00	1,490	0	0	2	0	0	0	2	R6A/C2-3	3	2,125	0	0	5	2,125	0	0	3
389-O	O	10059	28	2,500	M1-1	1.00	1,600	0	0	2	0	0	0	2	R6A/C2-3	3	2,125	0	0	5	2,125	0	0	3
390-O	O	10059	30	2,503	M1-1	1.00	2,500	2,500	0	0	2,500	0	0	0	R6A/C2-3	3	2,128	0	0	5	(372)	0	0	5
	O	10059	31	2,100	M1-1	1.00	1,200	0	0	2														
	O	10059	32	1,775	M1-1	1.00	1,590	0	0	2														
	O	10059	131	1,025	M1-1	1.00	1,212	0	0	2														
	O	10059	132	1,325	M1-1	1.00	1,140	0	0	2														
391-O	O	10059C Total		6,225	M1-1	1.00	5,142	0	0	8	0	0	0	8	R6A/C2-3	3	5,291	0	0	13	5,291	0	0	5
392-O	O	10060	2	8,000	M1-1	1.00	7,520	0	7,520	0	0	7,520	0	0	R6A/C2-3	3	0	0	24,000	0	0	(7,520)	24,000	0
393-O	O	10060	6	2,800	M1-1	1.00	1,826	0	0	2	0	0	0	2	R6A/C2-3	3	2,380	0	0	6	2,380	0	0	4
	O	10060	25	7,635	M1-1	1.00	750	750	0	0														
	O	10060	28	3,754	M1-1	1.00	0	0	0	0														
395-O	O	10060C Total		11,389	M1-1	1.00	750	750	0	0	4,556	6,833	0	0	R6A/C2-3	3	9,681	0	0	24	5,125	(6,833)	0	24
396-O	O	10060	30	11,250	M1-1	1.00	9,225	6,325	2,900	0	6,325	2,900	0	0	R6A/C2-3	3	9,563	0	0	24	3,238	(2,900)	0	24
400-P	P	10091	12	9,500	R4/C2-2	1.00	0	0	0	0	8,075	0	0	1	R5D/C2-4	2	8,075	0	0	11	0	0	0	10
424-P	P	10124	7	2,620	M1-1	1.00	2,410	0	0	2	0	0	0	2	R5D/C2-4	2	2,227	0	0	3	2,227	0	0	1
425-P	P	10124	10	2,500	M1-1	1.00	1,136	0	0	2	0	0	0	2	R5D/C2-4	2	2,125	0	0	3	2,125	0	0	1
610-P	P	11945	65	3,680	R4/C2-2	1.00	4,960	2,480	0	2	2,480	0	0	2	R5D/C2-4	2	3,128	0	0	4	648	0	0	2
611-P	P	11945	67	2,700	R4/C2-2	1.00	0	0	0	0	2,295	0	0	0	R5D/C2-4	2	2,295	0	0	3	0	0	0	3
440-Q	Q	10140	18	2,875	R4	0.90	1,178	0	0	1	0	0	0	2	R5D/C1-4	2	2,444	0	0	3	2,444	0	0	1
441-Q	Q	10140	19	2,875	R4	0.90	1,302	0	0	1	0	0	0	1	R5D/C1-4	2	2,444	0	0	3	2,444	0	0	2
446-Q	Q	10150	37	2,875	R4/C1-2	1.00	5,625	625	0	5	625	0	0	5	R5D/C1-4	2	2,444	0	0	3	1,819	0	0	(2)
447-Q	Q	10150	38	2,300	R4/C1-2	1.00	2,000	1,000	0	1	1,000	0	0	1	R5D/C1-4	2	1,955	0	0	3	955	0	0	2
448-Q	Q	10150	39	2,300	R4/C1-2	1.00	2,000	1,000	0	1	1,000	0	0	1	R5D/C1-4	2	1,955	0	0	3	955	0	0	2
449-Q	Q	10150	40	2,530	R4/C1-2	1.00	2,000	1,000	0	2	1,000	0	0	2	R5D/C1-4	2	2,151	0	0	3	1,151	0	0	1
450-Q	Q	10150	41	2,185	R4/C1-2	1.00	3,018	1,509	0	2	1,509	0	0	2	R5D/C1-4	2	1,857	0	0	3	348	0	0	1
451-Q	Q	10150	42	2,215	R4/C1-2	1.00	3,018	1,509	0	2	1,509	0	0	2	R5D/C1-4	2	1,883	0	0	3	374	0	0	1
452-Q	Q	10150	43	2,185	R4/C1-2	1.00	3,018	1,509	0	2	1,509	0	0	2	R5D/C1-4	2	1,857	0	0	3	348	0	0	1
453-Q	Q	10150	44	2,760	R4/C1-2	1.00	3,018	1,509	0	2	1,509	0	0	2	R5D/C1-4	2	2,346	0	0	3	837	0	0	1
454-Q	Q	10150	49	3,910	R4/C1-2	1.00	4,680	1,560	0	3	1,560	0	0	3	R5D/C1-4	2	3,324	0	0	4	1,764	0	0	1
459-Q	Q	10150	59	2,875	R4/C1-2	1.00	475	0	0	1	2,444	0	0	0	R5D/C1-4	2	2,444	0	0	3	0	0	0	3
460-Q	Q	10150	60	2,300	R4/C1-2	1.00	1,700	1,700	0	0	1,955	0	0	0	R5D/C1-4	2	1,955	0	0	3	0	0	0	3
461-Q	Q	10150	61	6,210	R4/C1-2	1.00	4,590	4,590	0	0	5,279	0	0	1	R5D/C1-4	2	5,279	0	0	7	0	0	0	6
485-Q	Q	10163	60	5,000	R4	0.90	2,206	0	0	2	0	0	0	4	R5D	2	0	0	0	10	0	0	0	6
486-Q	Q	10164	32	5,000	R4	0.90	1,316	0	0	1	0	0	0	4	R5D	2	0	0	0	10	0	0	0	6
487-Q	Q	10164	38	5,000	R4	0.90	1,888	0	0	1	0	0	0	4	R5D	2	0	0	0	10	0	0	0	6
488-Q	Q	10164	39	4,500	R4	0.90	792	0	0	1	0	0	0	3	R5D	2	0	0	0	9	0	0	0	6
489-Q	Q	10166	1	8,009	R4	0.90	7,560	7,560	0	0	7,560	0	0	0	R5D/C1-4	2	6,808	0	0	9	(752)	0	0	9
	Q	10166	18	3,500	R4	0.90	1,573	0	0	3														
	Q	10166	20	2,000	R4	0.90	0	0	0	0														
495-Q	Q	10166E Total		5,500	R4	0.90	7,973	6,400	0	3	6,400	0	0	3	R5D/C1-4	2	4,675	0	0	6	(1,725)	0	0	3
497-Q	Q	10171	13	2,500	R4	0.90	1,260	300	0	1	300	0	0	1	R5D/C1-4	2	2,125	0	0	3	1,825	0	0	2
498-Q	Q	10171	14	6,000	R4	0.90	845	845	0	0	0	0	0	5	R5D/C1-4	2	5,100	0	0	7	5,100	0	0	3
499-Q	Q	10171	17	2,650	R4	0.90	1,566	0	0	2	0	0	0	2	R5D/C1-4	2	2,253	0	0	3	2,253	0	0	1
500-Q	Q	10171	18	2,600	R4	0.90	1,530	0	0	2	0	0	0	2	R5D/C1-4	2	2,210	0	0	3	2,210	0	0	1
501-Q	Q	10171	20	2,600	R4	0.90	1,428	0	0	1	0	0	0	1	R5D/C1-4	2	2,210	0	0	3	2,210	0	0	2
502-Q	Q	10171	21	3,300	R4	0.90	2,312	0	0	3	0	0	0	3	R5D/C1-4	2	2,805	0	0	4	2,805	0	0	1
503-Q	Q	10171	23	2,700	R4	0.90	1,700	0	0	2	0	0	0	2	R5D/C1-4	2	2,295	0	0	3	2,295	0	0	1
507-R	R	10178	125	24,000	R4/C1-2	1.00	22,000	22,000	0	0	22,000	0	0	0	R6A/C2-4	3	20,400	0	0	52	(1,600)	0	0	52
508-R	R	10179	1	10,565	R4	0.90	2,770	2,770	0	0	0	0	0	8	R6A/C2-4	3	8,980	0	0	23	8,980	0	0	15
509-R	R	10180	1	12,250	R4/C1-2	1.00	4,840	4,840	0	0	10,413	0	0	2	R6A/C2-4	3	10,413	0	0	26	0	0	0	24
510-R	R	10188	22	2,500	R4/C1-2	1.00	1,746	0	0	1	0	0	0	1	R6A/C2-4	3	2,125	0	0	5	2,125	0	0	4
511-R	R	10189	19	6,000	R4/C1-2	1.00	0	0	0	0	5,100	0	0	1	R6A/C2-4	3	5,100	0	0	13	0	0	0	12
512-R	R	10197	24	7,189	R3-2/C1-2	1.00	2,800	2,800	0	0	6,111	0	0	1	R6A/C2-4	3	6,111	0	0	15	0	0	0	14
524-R	R	10221	7	17,000	C8-1	1.00	6,300	6,300	0	0	14,450	0	0	0	R6A/C2-4	3	14,450	0	0	37	0	0	0	37
527-R	R	10223	12	2,925	R4	0.90	1,262	0	0	1	0	0	0	2	R6A/C2-4	3	2,486	0	0	6	2,486	0	0	4
528-R	R	10223	13	2,900	R4	0.90	1,262	0	0	1	0	0	0	2	R6A/C2-4	3	2,465	0	0	6	2,465	0	0	4
	R	10225	1	19,436	C8-1	1.00	7,812	0	7,812	0														
	R	10225	4	6,604	C8-1	1.00	5,128	0	5,128	0														
	R	10225	7	3,600	C8-1	1.00	3,800	0	3,800	0														
530-R	R	10225A Total		29,640	C8-1	1.00	16,740	0	16,740	0	0	16,740	0	0	R6A/C2-4	3	25,194	0	0	64	25,194	(16,740)	0	64

Table 1-5

Jamaica Plan; Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
532-R	R	10225	18	3,270	C8-1	1.00	1,382	0	0	1	0	0	0	1	R6A/C2-4	3	2,780	0	0	7	2,780	0	0	6
533-R	R	10228	8	3,880	R4	0.90	1,260	1,260	0	0	0	0	0	3	R6A/C2-4	3	3,298	0	0	8	3,298	0	0	5
534-R	R	10228	10	5,760	R4	0.90	2,013	0	0	2	0	0	0	4	R6A/C2-4	3	4,896	0	0	12	4,896	0	0	8
538-R	R	10236	1	5,060	C8-1	1.00	133	133	0	0	4,301	0	0	0	R6A/C2-4	3	4,301	0	0	11	0	0	0	11
539-R	R	10236	5	15,100	C8-1	1.00	9,760	0	9,760	0	0	9,760	0	0	R6A/C2-4	3	12,835	0	0	32	12,835	(9,760)	0	32
540-R	R	10236	70	3,999	C8-1	1.00	2,782	0	0	3	0	0	0	3	R6A/C2-4	3	3,399	0	0	9	3,399	0	0	6
542-R	R	10237	5	12,876	C8-1	1.00	2,000	2,000	0	0	10,945	0	0	0	R6A/C2-4	3	10,945	0	0	28	0	0	0	28
543-R	R	10244	1	9,378	C8-1	1.00	8,000	0	8,000	0	0	8,000	0	0	R6A/C2-4	3	7,971	0	0	20	7,971	(8,000)	0	20
544-R	R	10244	9	4,680	R4	0.90	1,872	0	0	2	0	0	0	4	R6A/C2-4	3	3,978	0	0	10	3,978	0	0	6
549-R	R	10244	224	2,855	C8-1	1.00	2,200	1,100	0	1	1,100	0	0	1	R6A/C2-4	3	0	0	8,565	0	(1,100)	0	8,565	(1)
550-R	R	10244	225	18,000	C8-1	1.00	3,800	3,800	0	0	15,300	0	0	0	R6A/C2-4	3	15,300	0	0	39	0	0	0	39
551-R	R	10253	10	7,156	C8-1	1.00	1,908	1,908	0	0	6,083	0	0	0	R6A/C2-4	3	6,083	0	0	15	0	0	0	15
552-R	R	10253	12	7,080	C8-1	1.00	6,725	0	6,725	0	0	6,725	0	0	R6A/C2-4	3	6,018	0	0	15	6,018	(6,725)	0	15
553-R	R	10253	15	4,560	C8-1	1.00	2,000	2,000	0	0	3,876	0	0	0	R6A/C2-4	3	3,876	0	0	10	0	0	0	10
554-R	R	10253	16	4,520	C8-1	1.00	589	589	0	0	3,842	0	0	0	R6A/C2-4	3	3,842	0	0	10	0	0	0	10
556-R	R	10253	21	4,400	C8-1	1.00	3,000	3,000	0	0	3,000	0	0	0	R6A/C2-4	3	3,740	0	0	9	740	0	0	9
557-R	R	10253	23	8,415	C8-1	1.00	8,415	8,415	0	0	8,415	0	0	0	R6A/C2-4	3	7,153	0	0	18	(1,262)	0	0	18
558-R	R	10253	28	4,315	C8-1	1.00	1,200	1,200	0	0	3,668	0	0	0	R6A/C2-4	3	3,668	0	0	9	0	0	0	9
559-R	R	10270	23	4,000	R3-2/C1-2	1.00	1,326	0	0	1	3,400	0	0	1	R6A/C1-3	3	3,400	0	0	9	0	0	0	8
560-R	R	10270	25	4,000	R3-2/C1-2	1.00	1,326	0	0	1	3,400	0	0	1	R6A/C1-3	3	3,400	0	0	9	0	0	0	8
562-R	R	10280	39	7,256	R3-2/C1-2	1.00	1,650	0	0	1	6,168	0	0	1	R6A/C1-3	3	6,168	0	0	16	0	0	0	15
563-R	R	10280	42	3,400	R3-2/C1-2	1.00	1,129	0	0	1	2,890	0	0	1	R6A/C1-3	3	2,890	0	0	7	0	0	0	6
564-R	R	10280	44	3,400	R3-2/C1-2	1.00	1,129	0	0	1	2,890	0	0	1	R6A/C1-3	3	2,890	0	0	7	0	0	0	6
565-R	R	10280	45	3,200	R3-2/C1-2	1.00	1,129	0	0	1	2,720	0	0	0	R6A/C1-3	3	2,720	0	0	7	0	0	0	7
4-S	S	9619	24	8,000	C8-1	1.00	8,400	8,400	0	0	8,400	0	0	0	R6A/C2-4	3	6,800	0	0	17	(1,600)	0	0	17
	S	9620	60	2,000	C8-1	1.00	0	0	0	0														
	S	9620	61	3,900	C8-1	1.00	0	0	0	0														
9-S	S	9620B Total		5,900	C8-1	1.00	0	0	0	0	5,015	0	0	0	R6A/C2-4	3	5,015	0	0	13	0	0	0	13
10-T	T	9625	75	3,800	C8-1	1.00	2,112	0	0	2	0	0	0	2	C4-3A	3	3,230	0	0	8	3,230	0	0	6
11-T	T	9626	1	11,050	C8-1	1.00	7,280	5,330	0	2	5,330	0	0	2	C4-3A	3	9,393	0	0	24	4,063	0	0	22
	T	9626	7	7,800	C8-1	1.00	5,800	3,300	0	3														
	T	9626	75	3,600	C8-1	1.00	3,452	3,452	0	0														
12-T	T	9626B Total		11,400	C8-1	1.00	9,252	6,752	0	3	6,752	0	0	3	C4-3A	3	9,690	0	0	25	2,938	0	0	22
13-T	T	9626	12	4,400	C8-1	1.00	2,200	2,200	0	0	2,200	0	0	0	C4-3A	3	3,740	0	0	9	1,540	0	0	9
14-T	T	9626	14	7,800	C8-1	1.00	12,000	12,000	0	0	12,000	0	0	0	C4-3A	3	6,630	0	0	17	(5,370)	0	0	17
	T	9626	17	5,203	C8-1	1.00	2,400	2,400	0	0														
	T	9626	19	4,600	C8-1	1.00	1,800	1,800	0	0														
15-T	T	9626A Total		9,803	C8-1	1.00	4,200	4,200	0	0	8,333	0	0	0	C4-3A	3	8,333	0	0	21	0	0	0	21
16-T	T	9626	21	5,200	C8-1	1.00	3,355	0	0	0	3,355	0	0	0	C4-3A	3	4,420	0	0	11	1,065	0	0	11
17-T	T	9626	55	6,000	C8-1	1.00	1,500	1,500	0	0	5,100	0	0	0	C4-3A	3	5,100	0	0	13	0	0	0	13
59-U	U	9685	1	5,240	C8-1	1.00	5,000	5,000	0	0	5,000	0	0	0	R7X/C2-4	5	4,454	0	2,620	19	(546)	0	2,620	19
60-U	U	9685	4	5,000	C8-1	1.00	1,444	1,444	0	0	4,250	0	0	0	R7X/C2-4	5	4,250	0	0	21	0	0	0	21
61-U	U	9685	6	10,500	C8-1	1.00	6,625	0	6,625	0	0	6,625	0	0	R7X/C2-4	5	8,925	0	0	44	8,925	(6,625)	0	44
62-U	U	9685	52	6,525	C8-1	1.00	500	500	0	0	5,546	0	0	0	R7X/C2-4	5	5,546	0	0	27	0	0	0	27
63-U	U	9685	59	3,960	C8-1	1.00	3,802	3,802	0	0	3,802	0	0	0	R7X/C2-4	5	3,366	0	0	16	(436)	0	0	16
	U	9689	8	17,465	C8-1	1.00	1,000	1,000	0	0														
	U	9689	16	17,850	C8-1	1.00	2,294	2,294	0	0														
68-U	U	9689A Total		35,315	C8-1	1.00	3,294	3,294	0	0	30,018	0	0	0	R7X/C2-4	5	30,018	0	0	147	0	0	0	147
69-U	U	9689	20	7,600	C8-1	1.00	7,600	7,600	0	0	7,600	0	0	0	R7X/C2-4	5	6,460	0	0	32	(1,140)	0	0	32
74-U	U	9694	14	6,000	R6/C2-2	2.43	10,080	10,080	0	0	10,080	0	0	0	R7X/C2-3	5	5,100	0	3,000	22	(4,980)	0	3,000	22
76-U	U	9694	23	7,000	R6/C2-2	2.43	6,500	6,500	0	0	5,950	0	0	11	R7X/C2-3	5	5,950	0	0	29	0	0	0	18
	U	9694	26	2,090	R6/C2-2	2.43	2,200	2,200	0	0														
	U	9694	27	2,090	R6/C2-2	2.43	2,200	2,200	0	0														
77-U	U	9694B Total		4,180	R6/C2-2	2.43	4,400	4,400	0	0	3,553	0	2,090	7	R7X/C2-3	5	3,553	0	2,090	15	0	0	0	9
78-U	U	9694	36	6,322	R6/C2-2	2.43	0	0	0	0	5,374	0	0	10	R7X/C2-3	5	5,374	0	0	26	0	0	0	16
81-U	U	9697	12	8,887	C8-1	1.00	7,042	7,042	0	0	7,042	0	0	0	R7X/C2-3	5	7,554	0	0	28	512	0	0	28
	U	9697	26	8,590	C8-1	1.00	7,250	0	7,250	0														
	U	9697	31	17,350	C8-1	1.00	14,500	14,500	0	0														
82-U	U	9697A Total		25,940	C8-1	1.00	21,750	14,500	7,250	0	14,500	7,250	0	0	R7X/C2-3	5	22,049	0	0	56	7,549	(7,250)	0	56
89-U	U	9698	27	34,900	C8-1	0.90	51,500	51,500	0	0	51,500	0	0	0	R7X/C2-4	5	29,665	0	0	145	(21,835)	0	0	145
90-U	U	9701	31	5,100	C8-1	1.00	1,350	1,350	0	0	4,335	0	0	0	R7X/C2-4	5	4,335	0	0	21	0	0	0	21
91-U	U	9702	1	14,988	R4-1	0.90	30,000	18,000	12,000	0	18,000	12,000	0	0	R7X/C2-4	5	12,740	0	7,494	55	(5,260)	(12,000)	7,494	55
	U	9702	79	8,000	C8-1	1.00	200	200	0	0														
	U	9702	83	8,000	C8-1	1.00	0	0	0	0														
92-U	U	9702A Total		16,000	C8-1	1.00	200	200	0	0	13,600	0	0	0	R7X/C2-4	5	13,600	0	0	66	0	0	0	66
93-U	U	9704	43	14,500	R6/C2-4	2.43	7,700	7,700	0	0	12,325	0	0	23	R7X/C2-4	5	12,325	0	0	60	0	0	0	37
94-U	U	9704	44	8,000	R6/C2-4	2.43	16,000	16,000	0	0	16,000	0	0	0	R7X/C2-4	5	6,800	0	4,000	29	(9,200)	0	4,000	29
95-U	U	9704	63	12,500	R6/C2-4	2.43	7,020	7,020	0	0	10,625	0	6,250	20	R7X/C2-4	5	10,625	0	6,250	46	0	0	0	26
96-U	U	9706	64	4,000	C8-1	1.00	4,000	4,000	0	0	4,000	0	0	0	R7X/C2-4	5	3,400	0	0	17	(600)	0	0	17
98-U	U	9706	75	5,000	C8-1	1.00	0	0	0	0	4,250	0	2,500	0	R7X/C2-4	5	4,250	0	2,500	18	0	0	0	18
99-U	U	9706	80	6,000	C8-1	1.00	160	160	0	0	5,100	0	3,000	0	R7X/C2-4	5	5,100	0	3,000	22	0	0	0	22
101-U	U	9706	88	20,000	C8-1	1.00	41,300	29,300	12,000	0	29,300	12,000	0	0	R7X/C2-4	5	17,000	0	0	83	(12,300)	(12,000)	0	83
164-U	U	9765	43	14,621	R6/C2-2	2.43	11,837	11,837	0	0	12,428	0	0	23	R7X/C2-3	5	12,428	0	0	61	0	0	0	38
	U	9767	35	741	R6/C2-2	2.43	960	0	0	2														
	U	9767	36	1,705	R6/C2-2	2.43	2,576	1,288	1,288	0														
169-U	U	9767C Total		2,446	R6/C2-2	2.43	3,536	1,288	1,288	2	1,288	1,288	0	2	R7X/C2-3	5	2,079	0	0	10	791	(1,288)	0	8
178-U	U	9769	68	7,536	R5/C2-2	1.25	600	600	0	0	6,406	0	0	1	R7X/C2-4	5	6,406	0	0	31	0	0	0	30
179-U	U	9771	1	10,095	R5/C2-2	1.25	0	0	0	0	8,581	0	0	2	R7X/C2-4	5	8,581	0	5,048	37	0	0	5,048	35
198-U	U	9813	25	3,218	R6/C2-2	2.43	2,027	0	0	2	2,735	0	0	5	R7X/C2-3	5	2,735	0	0	13	0	0	0	8
206-U	U	9821	6	6,588	R6/C1-2	2.43	6,400	6,400	0	0	5,600	0	3,294	10	R7X/C2-4	5	5,600	0	3,294	24	0	0	0	14
207-U	U	9821	11	7,800	R6/C1-2	2.43	6,300	6,300	0	0	6,630	0	0	12	R7X/C2-4	5	6,630	0	0	32	0	0	0	20
208-U	U	9822	29	4,310	R6/C1-2	2.43	2,900	2,900	0	0	3,664	0	0	7	R7X/C2-4	5	3,664	0	0	18	0	0	0	11
209-U	U	9822	32	9,200	R6/C1-2	2.43	9,895	9,895	0	0	7,820	0	0	15	R7X/C2-4	5	7,820	0	0	38	0	0	0	23

Table 1-5

Jamaica Plan; Reasonable Worst Case Development Scenario: Potential Development Sites

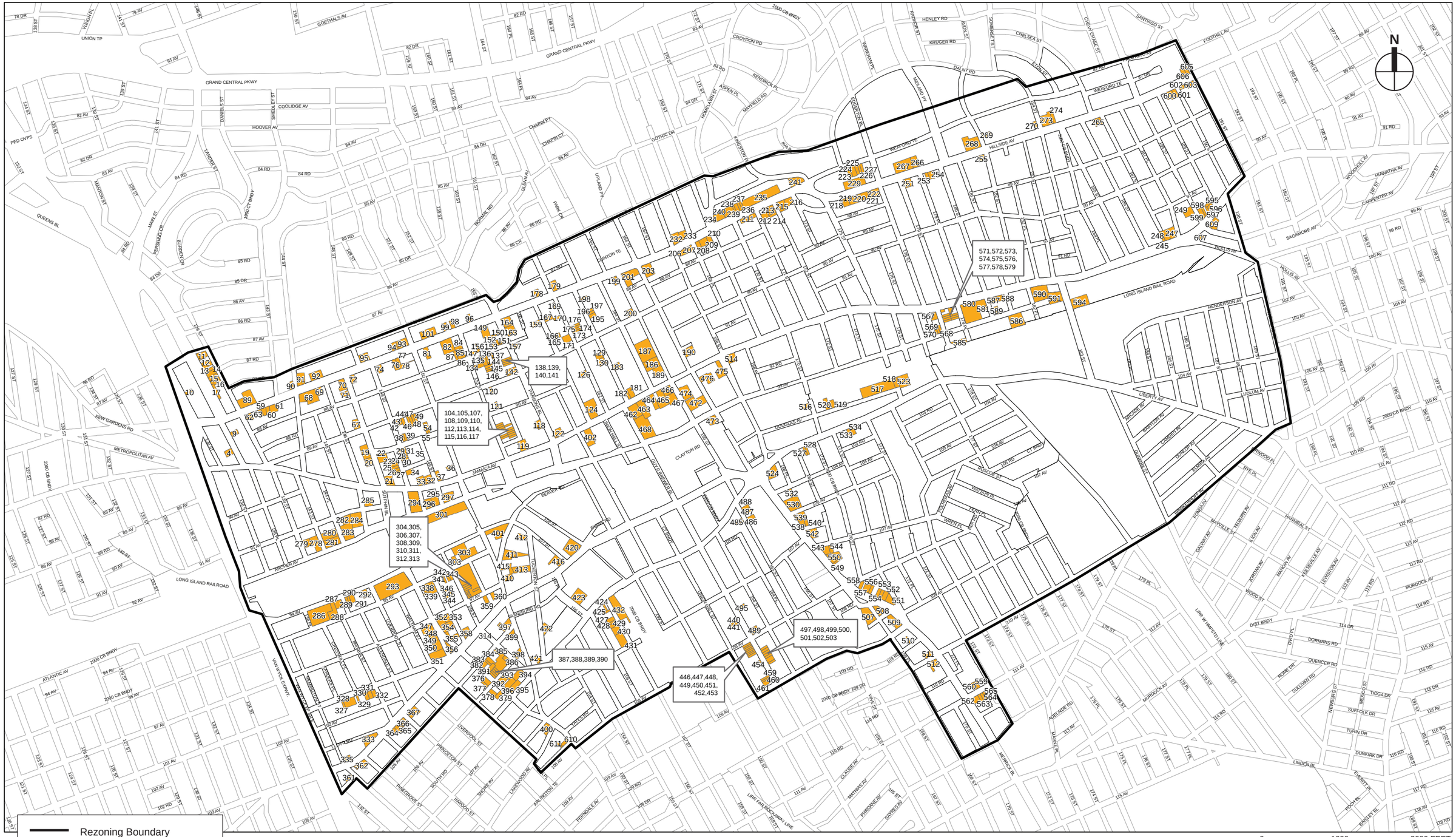
Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
210-U	U	9822	36	6,060	R6/C1-2	2.43	3,550	3,550	0	0	5,151	0	0	10	R7X/C2-4	5	5,151	0	0	25	0	0	0	15
211-U	U	9826	52	11,640	R6/C2-2	2.43	11,400	11,400	0	0	9,894	0	0	18	R7X/C2-4	5	9,894	0	0	48	0	0	0	30
212-U	U	9827	25	5,926	R6/C2-2	2.43	0	0	0	0	5,037	0	0	9	R7X/C2-4	5	5,037	0	0	25	0	0	0	16
213-U	U	9827	31	10,500	R6/C2-2	2.43	7,899	7,899	0	0	8,925	0	5,250	17	R7X/C2-4	5	8,925	0	5,250	38	0	0	0	21
214-U	U	9827	37	2,960	R6/C2-2	2.43	0	0	0	0	2,516	0	0	5	R7X/C2-4	5	2,516	0	0	12	0	0	0	7
	U	9829	35	5,800	R6/C2-2	2.43	0	0	0	0														
	U	9829	37	7,220	R6/C2-2	2.43	1,100	1,100	0	0														
215-U	U	9829B Total		13,020	R6/C2-2	2.43	1,100	1,100	0	0	11,067	0	0	21	R7X/C2-4	5	11,067	0	0	54	0	0	0	33
216-U	U	9829	41	9,600	R6/C2-2	2.43	9,300	9,300	0	0	8,160	0	0	15	R7X/C2-4	5	8,160	0	0	40	0	0	0	25
218-U	U	9834	16	8,000	R6/C2-2	2.43	14,791	14,791	0	0	14,791	0	0	0	R7X/C2-4	5	6,800	0	0	33	(7,991)	0	0	33
219-U	U	9834	20	12,000	R6/C2-2	2.43	2,350	2,350	0	0	10,200	0	6,000	19	R7X/C2-4	5	10,200	0	6,000	44	0	0	0	25
220-U	U	9834	26	4,000	R6/C2-2	2.43	0	0	0	0	3,400	0	0	6	R7X/C2-4	5	3,400	0	0	17	0	0	0	11
221-U	U	9834	28	10,000	R6/C2-2	2.43	2,054	2,054	0	0	8,500	0	0	16	R7X/C2-4	5	8,500	0	0	42	0	0	0	26
222-U	U	9834	33	11,200	R6/C2-2	2.43	3,300	2,220	0	2	9,520	0	0	18	R7X/C2-4	5	9,520	0	0	46	0	0	0	28
223-U	U	9835	23	6,110	R6	2.43	1,920	960	0	1	0	0	0	15	R7X	5	0	0	0	31	0	0	0	16
224-U	U	9835	26	7,540	R6	2.43	2,830	1,300	0	1	0	0	0	18	R7X	5	0	0	0	38	0	0	0	20
225-U	U	9835	28	4,800	R6	2.43	2,236	0	0	2	0	0	0	12	R7X	5	0	0	0	24	0	0	0	12
226-U	U	9835	30	3,600	R6	2.43	2,146	0	0	2	0	0	0	9	R7X	5	0	0	0	18	0	0	0	9
227-U	U	9835	32	3,600	R6	2.43	2,146	0	0	2	0	0	0	9	R7X	5	0	0	0	18	0	0	0	9
229-U	U	9835	50	27,225	R6/C2-2	2.43	23,550	23,550	0	0	23,141	0	0	43	R7X/C2-4	5	23,141	0	0	113	0	0	0	70
232-U	U	9840	1	13,400	R5/C1-2	1.25	10,100	10,100	0	0	10,100	0	0	0	R7X/C2-4	5	11,390	0	6,700	49	1,290	0	6,700	49
233-U	U	9840	52	10,700	R5/C1-2	1.25	10,020	8,820	0	1	8,820	0	0	1	R7X/C2-4	5	9,095	0	0	44	275	0	0	43
234-U	U	9844	1	12,000	R5/C1-2	1.25	12,000	12,000	0	0	12,000	0	0	0	R7X/C2-4	5	10,200	0	0	50	(1,800)	0	0	50
235-U	U	9844	42	50,000	R5/C2-2	1.25	32,200	32,200	0	0	32,200	0	0	0	R7X/C2-4	5	42,500	0	25,000	183	10,300	0	25,000	183
236-U	U	9844	61	2,500	R5/C2-2	1.25	2,867	2,867	0	0	2,867	0	0	0	R7X/C2-4	5	2,125	0	0	10	(742)	0	0	10
237-U	U	9844	62	2,500	R5/C2-2	1.25	2,376	2,376	0	0	2,376	0	0	0	R7X/C2-4	5	2,125	0	0	10	(251)	0	0	10
	U	9844	63	2,500	R5/C2-2	1.25	1,268	0	0	1														
	U	9844	65	2,500	R5/C2-2	1.25	1,292	0	0	1														
238-U	U	9844B Total		5,000	R5/C2-2	1.25	2,560	0	0	2	4,250	0	0	2	R7X/C2-4	5	4,250	0	0	21	0	0	0	19
239-U	U	9844	66	2,500	R5/C2-2	1.25	2,750	1,875	0	1	1,875	0	0	1	R7X/C2-4	5	2,125	0	0	10	250	0	0	9
240-U	U	9844	69	13,500	R5/C1-2	1.25	10,000	10,000	0	0	10,000	0	0	0	R7X/C2-4	5	11,475	0	0	56	1,475	0	0	56
241-U	U	9844	101	16,500	R5/C2-2	1.25	11,500	11,500	0	0	11,500	0	0	0	R7X/C2-4	5	14,025	0	0	68	2,525	0	0	68
251-U	U	9914	35	10,600	R6/C2-2	2.43	2,400	2,400	0	0	9,010	0	0	17	R7X/C2-4	5	9,010	0	0	44	0	0	0	27
253-U	U	9915	31	3,818	R6/C2-2	2.43	2,800	2,800	0	0	3,245	0	0	6	R7X/C2-4	5	3,245	0	0	16	0	0	0	10
254-U	U	9915	33	6,110	R6/C2-2	2.43	600	600	0	0	5,194	0	0	10	R7X/C2-4	5	5,194	0	0	25	0	0	0	15
266-U	U	9937	56	11,600	R5/C2-2	1.25	3,062	3,062	0	0	9,860	0	0	2	R7X/C2-4	5	9,860	0	0	48	0	0	0	46
267-U	U	9937	60	32,200	R5/C2-2	1.25	13,000	13,000	0	0	27,370	0	0	5	R7X/C2-4	5	27,370	0	0	134	0	0	0	129
255-V	V	9917	4	6,828	R5/C2-2	1.25	144	144	0	0	5,804	0	0	1	R7A/C2-4	4	5,804	0	0	22	0	0	0	21
265-V	V	9934	26	9,300	R3-2/C2-2	1.00	13,500	13,500	0	0	13,500	0	0	0	R7A/C2-4	4	7,905	0	0	29	(5,595)	0	0	29
268-V	V	9944	18	32,000	R5/C2-2	1.25	5,800	5,800	0	0	27,200	0	0	5	R7A/C2-4	4	27,200	0	0	101	0	0	0	96
269-V	V	9950	6	5,940	R5/C2-2	1.25	1,578	0	0	1	5,049	0	0	1	R7A	4	0	0	0	24	(5,049)	0	0	23
270-V	V	9950	55	4,500	R5/C2-2	1.25	400	400	0	0	3,825	0	0	1	R7A/C2-4	4	3,825	0	2,250	12	0	0	2,250	11
273-V	V	9954	1	20,400	R3-2/C2-2	1.00	3,525	3,525	0	0	17,340	0	0	3	R7A/C2-4	4	17,340	0	10,200	54	0	0	10,200	51
274-V	V	9954	70	6,400	R3-2/C2-2	1.00	2,080	2,080	0	0	5,440	0	0	1	R7A/C2-4	4	5,440	0	0	20	0	0	0	19
600-V	V	10454	19	10,734	R3-2/C2-2	1.00	17,600	17,600	0	0	17,600	0	0	0	R7A/C2-4	4	9,124	0	0	34	(8,476)	0	0	34
601-V	V	10454	23	5,600	R3-2/C2-2	1.00	450	450	0	0	4,760	0	0	1	R7A/C2-4	4	4,760	0	0	18	0	0	0	17
602-V	V	10455	17	4,333	R3-2/C2-2	1.00	3,145	0	0	1	0	0	0	1	R7A/C2-4	4	3,683	0	0	14	3,683	0	0	13
603-V	V	10455	20	6,900	R3-2/C2-2	1.00	3,740	3,740	0	0	3,740	0	0	0	R7A/C2-4	4	5,865	0	3,450	18	2,125	0	3,450	18
605-V	V	10499	70	5,000	R3-2	0.60	2,233	0	0	2	0	0	0	2	R7A	4	0	0	0	20	0	0	0	18
606-V	V	10499	72	5,000	R3-2	0.60	2,576	0	0	1	0	0	0	1	R7A	4	0	0	0	20	0	0	0	19
516-X	X	10217	45	5,059	M1-1	1.00	2,550	0	2,550	0	0	2,550	0	0	M1-2	2	2,024	8,094	0	0	2,024	5,544	0	0
	X	10219	56	5,300	M1-1	1.00	5,250	0	5,250	0														
	X	10219	58	5,300	M1-1	1.00	0	0	0	0														
	X	10219	60	2,862	M1-1	1.00	525	0	525	0														
	X	10219	62	33,000	M1-1	1.00	21,600	0	21,600	0														
	X	10219	75	3,125	M1-1	1.00	0	0	0	0														
	X	10219	76	5,000	M1-1	1.00	0	0	0	0														
517-X	X	10219G Total		54,587	M1-1	1.00	27,375	27,375	0	0	27,375	0	0	0	M1-2	2	21,835	87,339	0	0	(5,540)	87,339	0	0
518-X	X	10219	59	7,500	M1-1	1.00	0	0	0	0	3,000	4,500	0	0	M1-2	2	3,000	12,000	0	0	0	7,500	0	0
519-X	X	10219	94	5,200	M1-1	1.00	4,700	0	0	0	4,700	0	0	0	M1-2	2	2,080	8,320	0	0	(2,620)	8,320	0	0
520-X	X	10219	97	7,400	M1-1	1.00	0	0	0	0	2,960	4,440	0	0	M1-2	2	2,960	11,840	0	0	0	7,400	0	0
	X	10219	314	3,105	M1-1	1.00	0	0	0	0														
	X	10219	315	3,645	M1-1	1.00	0	0	0	0														
	X	10219	316	13,600	M1-1	1.00	0	0	0	0														
523-X	X	10219B Total		20,350	M1-1	1.00	0	(176,998)	176,998	0	8,140	12,210	0	0	M1-2	2	8,140	32,560	0	0	0	20,350	0	0
	X	10319	1	48,000	M1-1	1.00	14,500	14,500	0	0														
	X	10319	6	5,100	M1-1	1.00	1,352	1,352	0	0														
	X	10319	12	8,692	M1-1	1.00	0	0	0	0														
580-X	X	10319A Total		61,792	M1-1	1.00	15,852	15,852	0	0	24,717	37,075	0	0	M1-2	2	24,717	98,867	0	0	0	61,792	0	0
581-X	X	10319	20	5,200	M1-1	1.00	3,750	3,750	0	0	3,750	0	0	0	M1-2	2	2,080	8,320	0	0	(1,670)	8,320	0	0
586-X	X	10322	26	24,940	M1-1	1.00	0	0	0	0	9,976	14,964	0	0	M1-2	2	9,976	39,904	0	0	0	24,940	0	0
587-X	X	10323	1	8,475	M1-1	1.00	1,890	1,890	0	0	3,390	5,085	0	0	M1-2	2	3,390	13,560	0	0	0	8,475	0	0
588-X	X	10323	6	7,352	M1-1	1.00	1,790	1,790	0	0	2,941	4,411	0	0	M1-2	2	2,941	11,763	0	0	0	7,352	0	0
589-X	X	10323	19	5,300	M1-1	1.00	4,400	4,400	0	0	4,400	0	0	0	M1-2	2	2,120	8,480	0	0	(2,280)	8,480	0	0
	X	10325	1	7,920	M1-1	1.00	330	330	0	0														
	X	10325	6	24,450	M1-1	1.00	11,500	11,500	0	0														
	X	10325	10	2,790	M1-1	1.00	0	0	0	0														
590-X	X	10325A Total		35,160	M1-1	1.00	11,830	11,830	0	0	14,064	21,096	0	0	M1-2	2	14,064	56,256	17,580	0	0	35,160	17,580	0
591-X	X	10328	44	22,726	M1-1	1.00	7,200	7,200	0	0	9,090	13,636	0	0	M1-2	2	9,090	36,362	0	0	0	22,726	0	0
594-X	X	10352	370	25,680	M1-1	1.00	0	0	0	0	10,272	15,408	0	0	M1-2	2	10,272	41,088	0	0	0	25,680	0	0
386-Y	Y	10059	16	5,000	M1-1	1.00	0	0	0	0	2,000	3,000	0	0	M1-4	2	2,000	8,000	0	0	0	5,000	0	0
394-Y	Y	10060	16	11,262	M1-1	1.00	2,040	2,040	0	0	4,505	6,757	0	0	M1-4	2	4,505	18,019	0	0	0	11,262	0	0
	Y	10061	32	2,938	M1-1	1.00	0	0	0	0														

Table 1-5

Jamaica Plan; Reasonable Worst Case Development Scenario: Potential Development Sites

Site Description					Existing Conditions						No-Action Conditions				With-Action Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Bldg Area	Commercial SF	Industrial SF	Existing DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
	Y	10061	33	2,600	M1-1	1.00	0	0	0	0														
	Y	10061	34	2,270	M1-1	1.00	0	0	0	0														
	Y	10061	35	3,125	M1-1	1.00	0	0	0	0														
	Y	10061	36	3,125	M1-1	1.00	0	0	0	0														
397-Y	Y	10061D	Total	14,058	M1-1	1.00	0	0	0	0	5,623	8,435	0	0	M1-4	2	5,623	22,493	0	0	0	14,058	0	0
398-Y	Y	10062	6	8,880	M1-1	1.00	0	0	0	0	3,552	5,328	0	0	M1-4	2	3,552	14,208	0	0	0	8,880	0	0
	Y	10062	22	2,540	M1-1	1.00	0	0	0	0														
	Y	10062	23	2,218	M1-1	1.00	0	0	0	0														
399-Y	Y	10062C	Total	4,758	M1-1	1.00	0	0	0	0	1,903	2,855	0	0	M1-4	2	1,903	7,613	0	0	0	4,758	0	0
421-Y	Y	10112	39	10,890	M1-1	1.00	0	0	0	0	4,356	6,534	0	0	M1-4	2	4,356	17,424	0	0	0	10,890	0	0
422-Y	Y	10113	71	8,200	M1-1	1.00	0	0	0	0	3,280	4,920	0	0	M1-4	2	3,280	13,120	0	0	0	8,200	0	0
423-Y	Y	10115	53	23,663	M1-1	1.00	0	0	0	0	9,465	14,198	0	0	M1-4	2	9,465	37,861	0	0	0	23,663	0	0
427-Y	Y	10124	15	5,000	M1-1	1.00	5,000	0	5,000	0	0	5,000	0	0	M1-4	2	2,000	8,000	0	0	2,000	3,000	0	0
428-Y	Y	10124	18	2,500	M1-1	1.00	2,000	0	2,000	0	0	2,000	0	0	M1-4	2	1,000	4,000	0	0	1,000	2,000	0	0
	Y	10124	19	2,500	M1-1	1.00	500	0	500	0														
	Y	10124	20	2,500	M1-1	1.00	625	625	0	0														
429-Y	Y	10124B	Total	5,000	M1-1	1.00	1,125	625	500	0	2,000	3,000	0	0	M1-4	2	2,000	8,000	0	0	0	5,000	0	0
430-Y	Y	10124	21	10,000	M1-1	1.00	5,580	0	5,580	0	0	5,580	0	0	M1-4	2	4,000	16,000	0	0	4,000	10,420	0	0
431-Y	Y	10124	25	17,500	M1-1	1.00	17,900	5,400	12,500	0	5,400	12,500	0	0	M1-4	2	7,000	28,000	0	0	1,600	15,500	0	0

6.19.07



Jamaica Plan

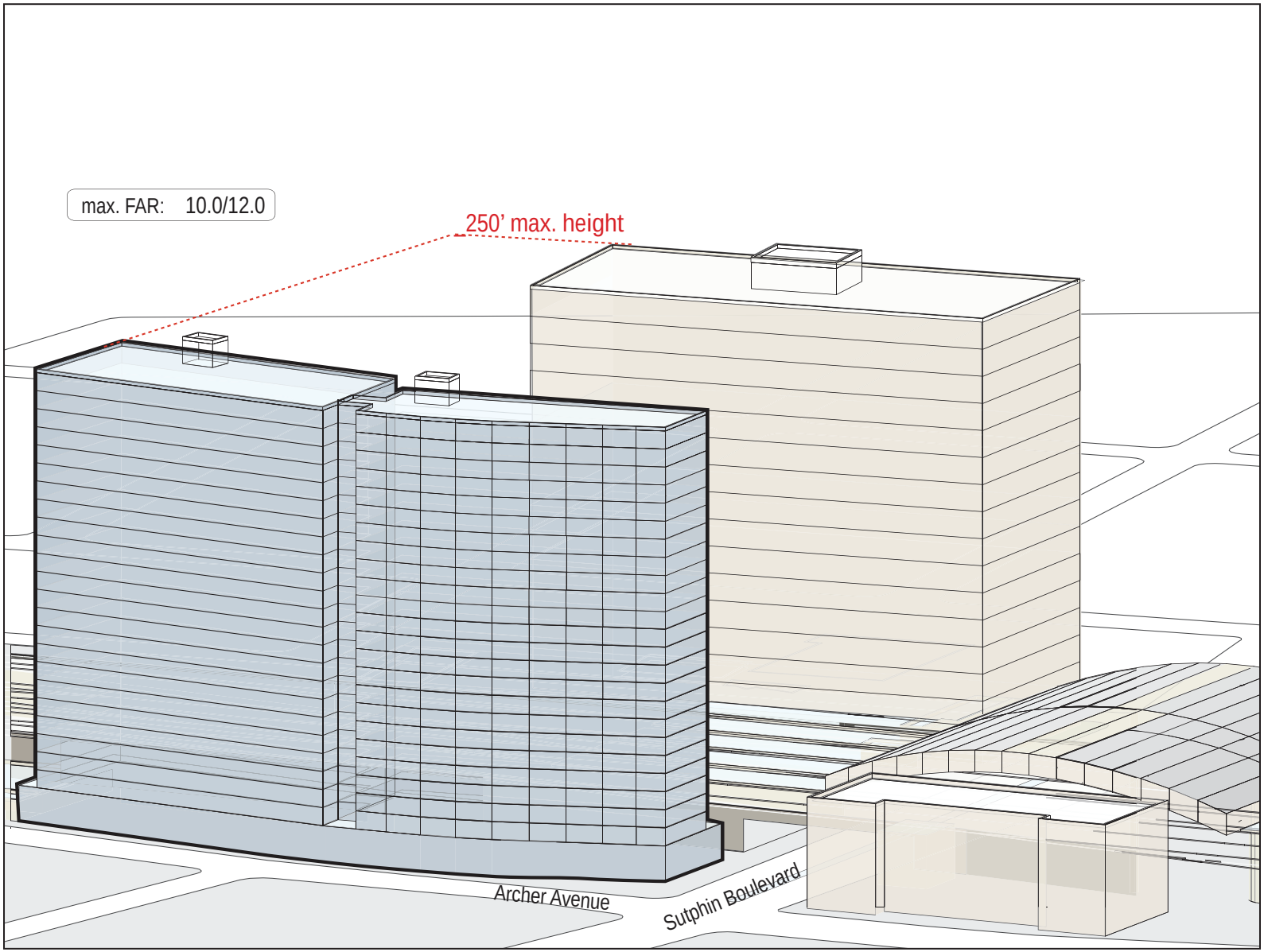
Potential Development Sites

Figure 1-10

and along wide streets. Mixed-use development at higher densities would be created with the elimination of the existing C8-1 districts and significant decrease in the amount of area zoned for manufacturing use, particularly near the Sutphin Boulevard transportation corridor, and along Liberty Avenue, Merrick Boulevard, Guy R. Brewer Boulevard, and Hillside Avenue. Although there would be a reduction in the total amount of new industrial space, there would be an increase in density in remaining manufacturing districts. Figures 1-11 through 1-24 show height and bulk regulations for all zoning districts in the proposed Jamaica Plan, including views along Archer Avenue, Jamaica Avenue, Sutphin Boulevard, Hillside Avenue, Merrick Boulevard, and Guy R. Brewer Boulevard.

Table 1-6
Summary of No Build and Build Development on Projected Development Sites

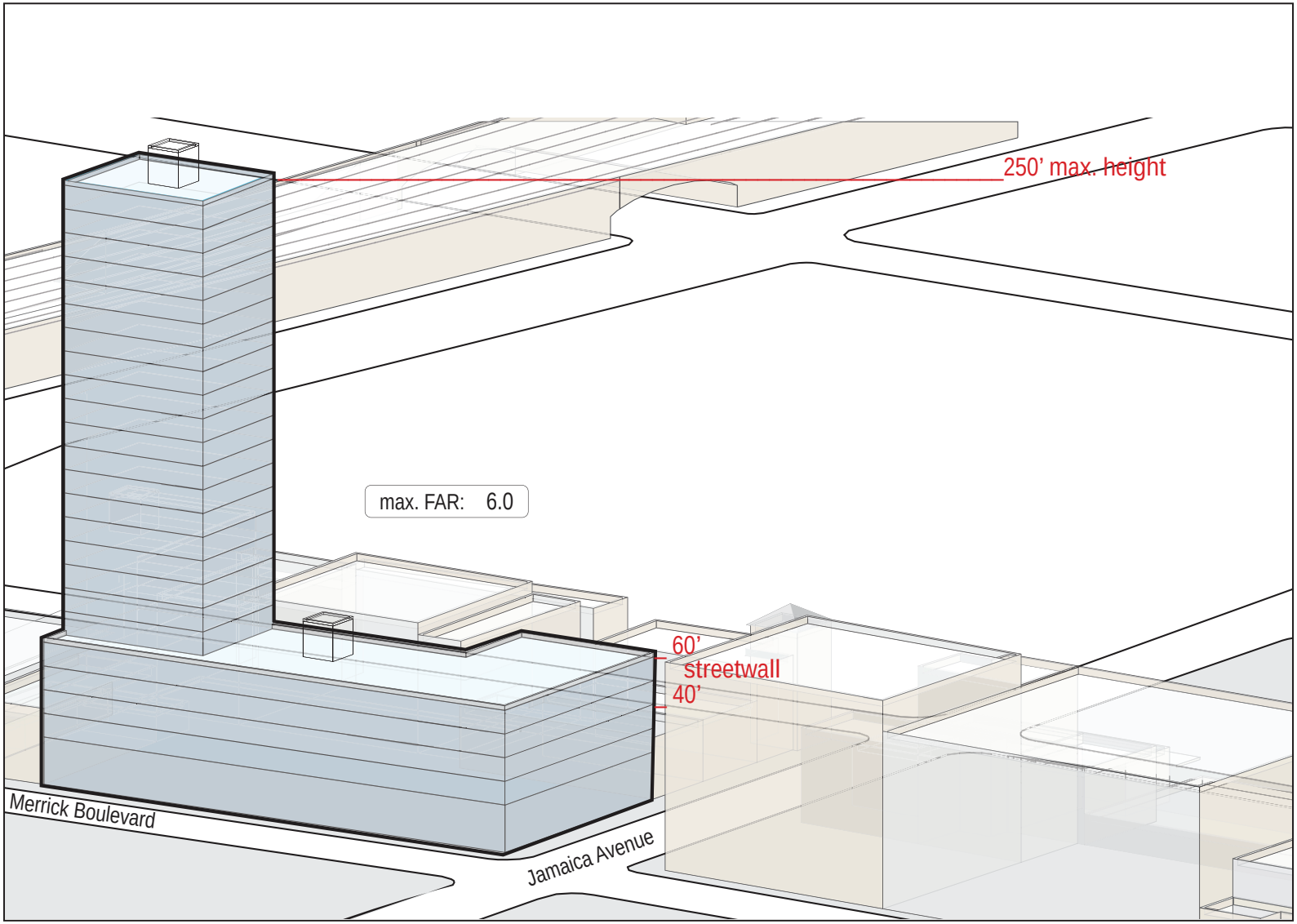
		No Build				Build				Incremental			
Subarea	**Proposed Zoning District**	**Commercial (sf)**	**Industrial (sf)**	**Community Facilities (sf)**	**Dwelling Units**	**Commercial (sf)**	**Industrial (sf)**	**Community Facilities (sf)**	**Dwelling Units**	**Commercial (sf)**	**Industrial (sf)**	**Community Facilities (sf)**	**Dwelling Units**
URA	C6-4, M1-4	41,118	236,498	-	-	2,113,904	-	-	206	2,072,786	(236,498)	-	206
Air Train 2 (AT2)	C6-3	6,020	10,000	0	5	276,000	0	0	180	270,380	(10,000)	0	175
Jamaica Center 1 (JC1)	C6-3	494,209	-	21,067	101	251,960	-	44,988	682	(242,249)	-	23,921	580
Jamaica Center 2 (JC2)	C6-2	124,595	0	-	61	183,490	-	2,000	250	58,895	(224,420)	2,000	188
Jamaica Center 3 (JC3)	C4-5X	291,884	-	64,725	586	783,055	-	55,952	671	491,171	-	(8,773)	85
Liberty Center (LC)	M1-4	48,392	90,953	-	13	273,248	-	23,800	-	224,856	(90,953)	23,800	(13)
Sutphin Corridor (SC)	C4-4A	13,788	-	-	39	13,788	-	-	51	-	-	-	12
A	R5 or C1-4/R5	-	-	-	16	13,430	-	-	9	13,430	-	-	(7)
B	R5	7,000	10,500	-	-	-	-	-	22	(7,000)	(10,500)	-	22
D	R7A, C1-2/R7A, or C2-4/R7A	5,234	-	-	420	21,860	-	-	677	16,626	-	-	257
E	C2-4/R6A	19,821	13,120	-	3	30,357	-	-	77	10,536	(13,120)	-	74
F	R4-1	-	-	-	15	-	-	-	36	-	-	-	21
J	R5	10,911	25,365	-	4	-	-	-	55	(10,911)	(25,365)	-	51
O	C2-3/R6A or C2-4/R6A	3,800	38,895	-	76	122,277	-	44,007	286	118,477	(38,895)	44,007	210
Q	R5D or C1-4/R5D	64,353	-	-	68	107,340	-	24,000	181	42,987	-	24,000	113
R	C1-3/R6A or C2-4/R6A	95,013	-	6,150	26	115,276	-	36,900	293	20,263	-	30,750	267
S	C2-4/R6A	59,100	30,000	-	26	53,100	-	81,000	135	(6,000)	(30,000)	81,000	109
T	C4-3A	50,870	-	29,923	1	52,570	-	30,923	102	1,700	-	1,000	101
U	C2-3/R7X or C2-4/R7X	205,762	-	92,479	314	226,611	-	104,104	1,064	20,849	-	11,625	750
V	C2-4/R7A	92,141	-	-	41	102,309	-	11,850	404	10,168	-	11,850	363
X	M1-2	27,224	40,835	-	-	27,224	108,894	-	-	-	68,059	-	-
Y	M1-4	2,250	4,480	-	-	3,000	12,000	-	-	750	7,520	-	-
Total		**1,663,485**	**500,646**	**214,344**	**1,815**	**4,771,199**	**120,894**	**459,524**	**5,380**	**3,107,714**	**(379,752)**	**245,180**	**3,565**



View looking south-east

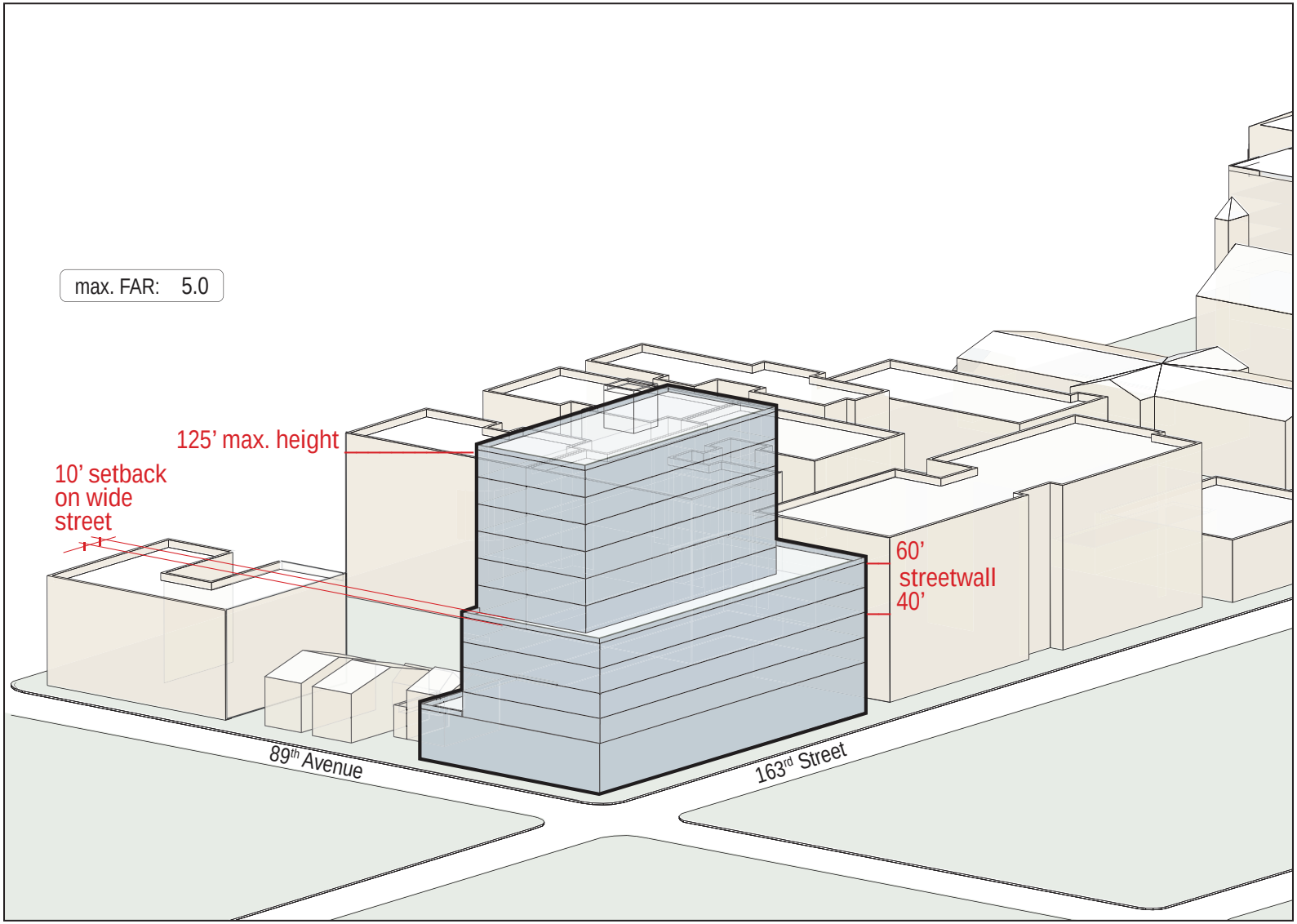
Source: New York City Department of City Planning, Queens Borough Office, December 2006

The Jamaica Plan
Zoning Framework: Building Form C6-4 Zoning District
Figure 1-11



Source: New York City Department of City Planning, Queens Borough Office, December 2006

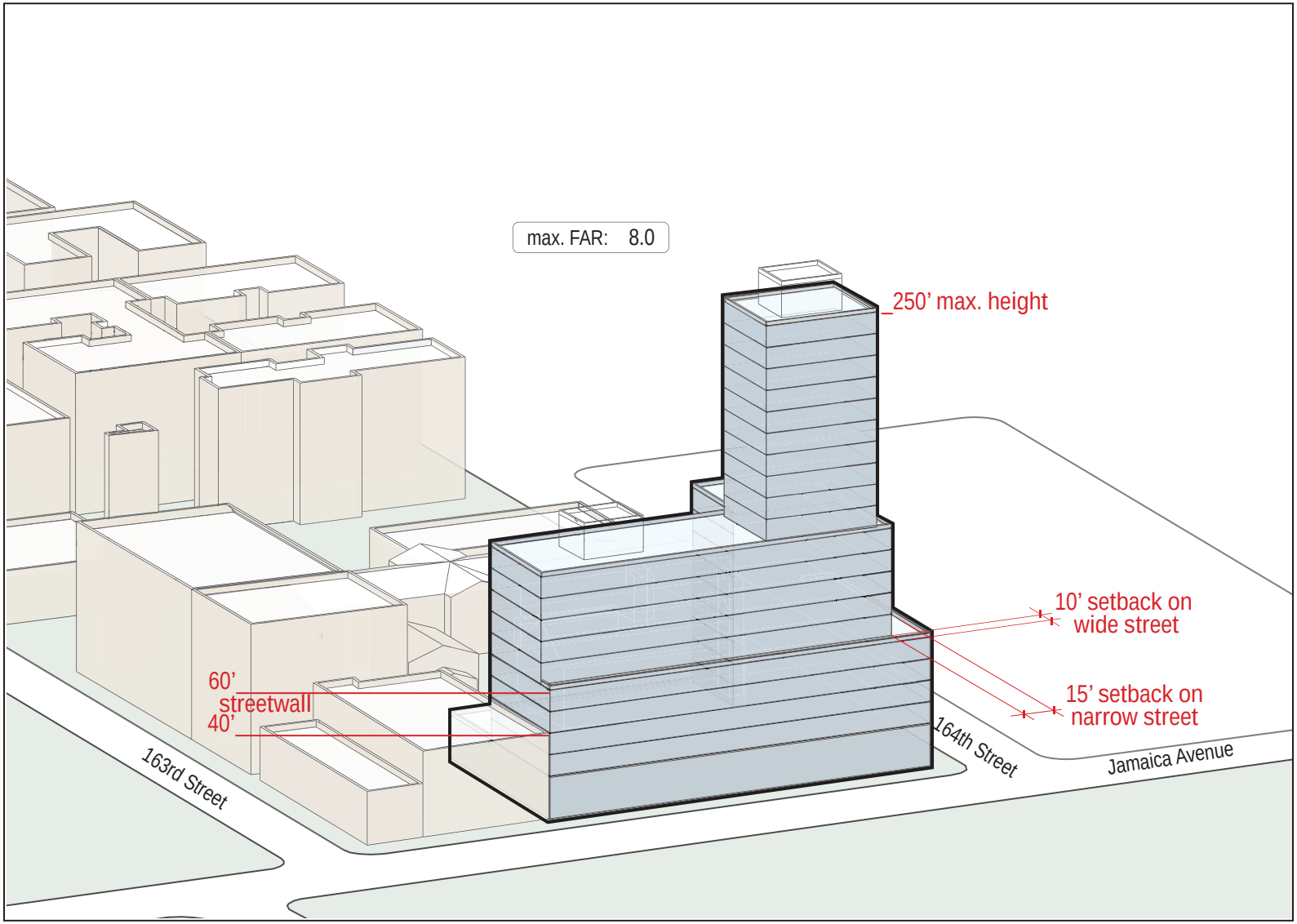
The Jamaica Plan
Zoning Framework: Building Form C6-2 Zoning District
Figure 1-12



View looking north-west

Source: New York City Department of City Planning, Queens Borough Office, December 2006

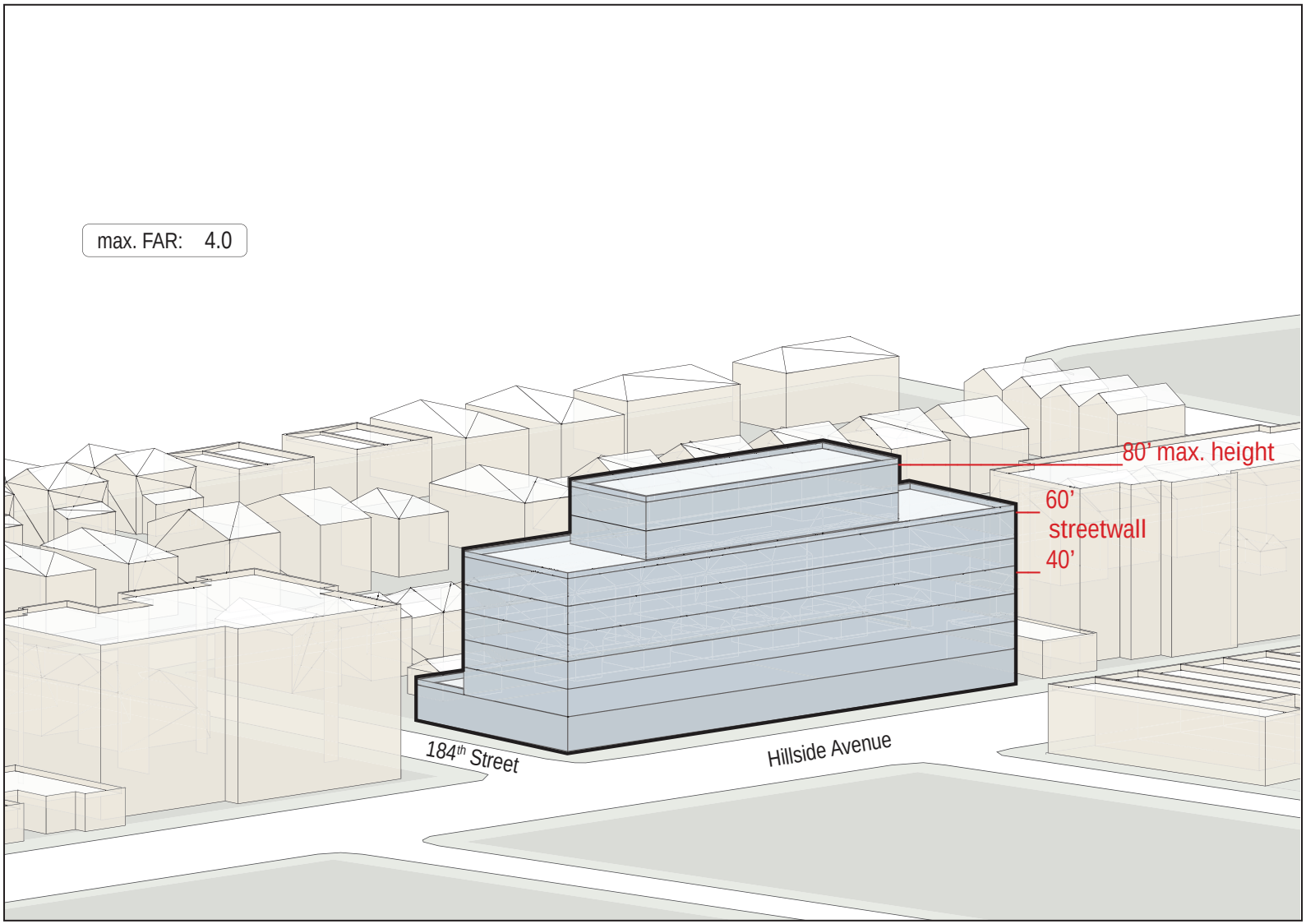
The Jamaica Plan
Zoning Framework: Building Form C4-5X Zoning District
Figure 1-13



View looking north-east

Source: New York City Department of City Planning, Queens Borough Office, December 2006

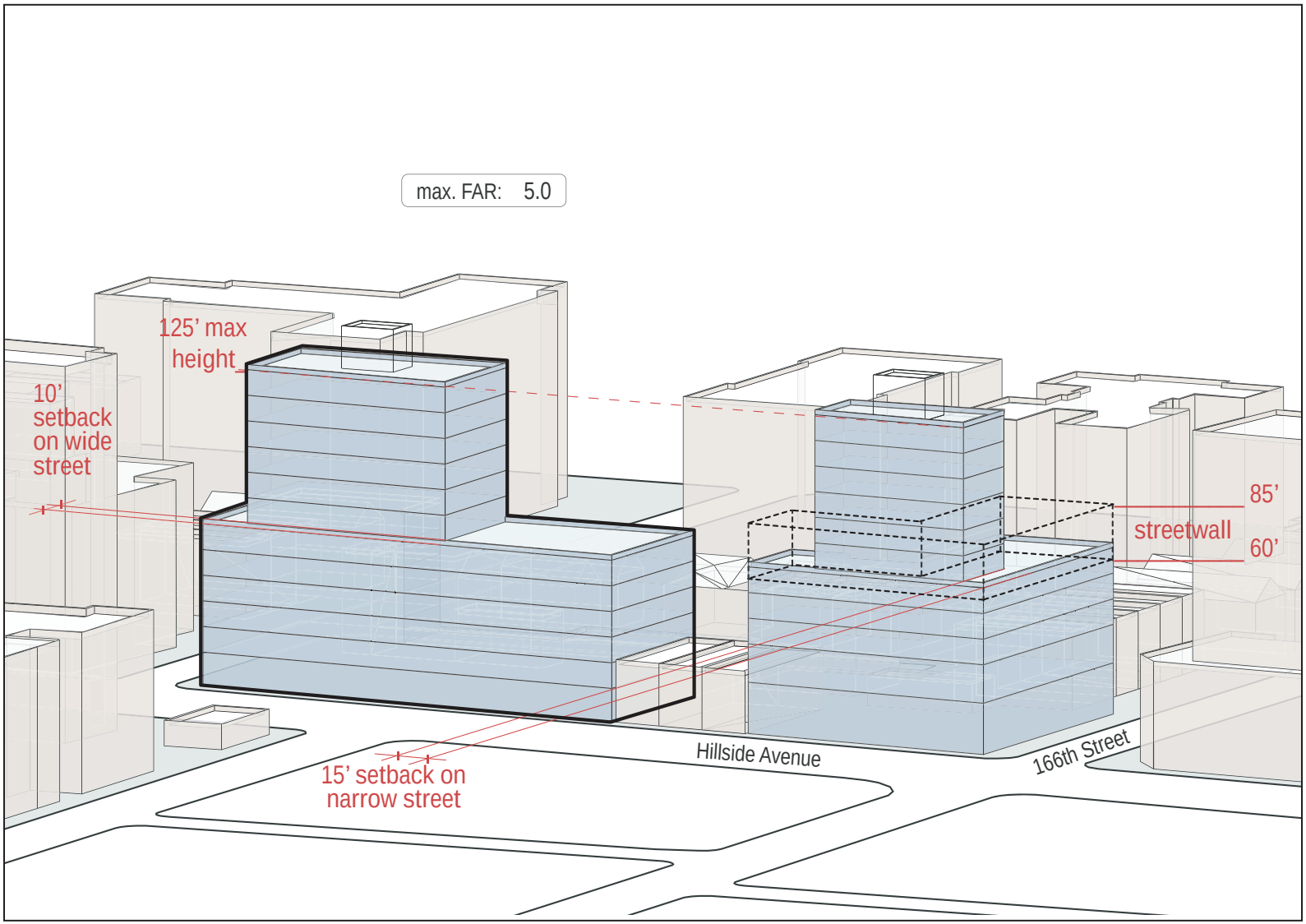
The Jamaica Plan
Zoning Framework: Building Form C6-3 Zoning District
Figure 1-14



View looking north-east

Source: New York City Department of City Planning, Queens Borough Office, December 2006

The Jamaica Plan
Zoning Framework: Building Form R7A/C4-4A Zoning District
Figure 1-15

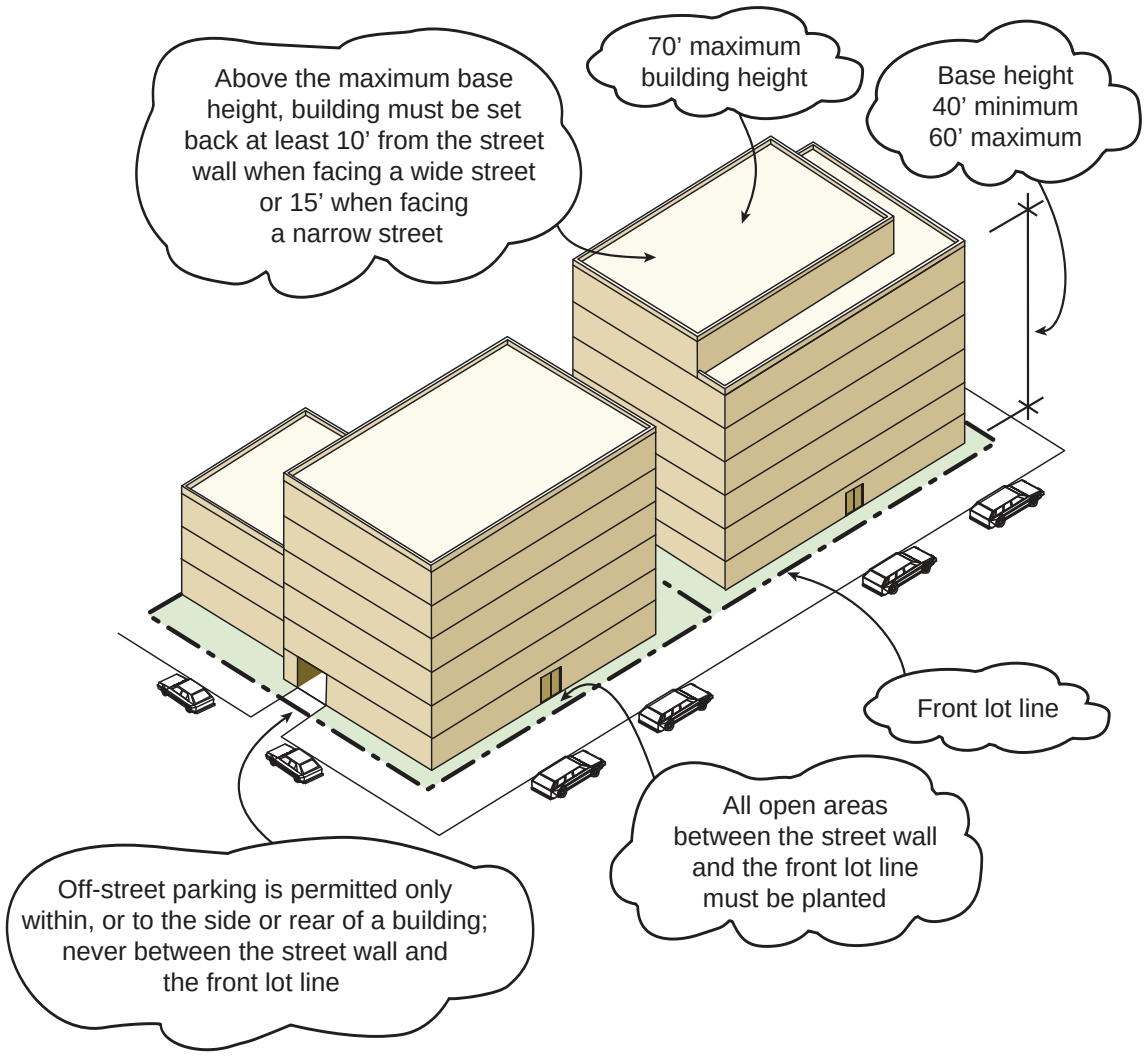


View looking north-west

Source: New York City Department of City Planning, Queens Borough Office, December 2006

The Jamaica Plan
Zoning Framework: Building Form R7X Zoning District
Figure 1-16

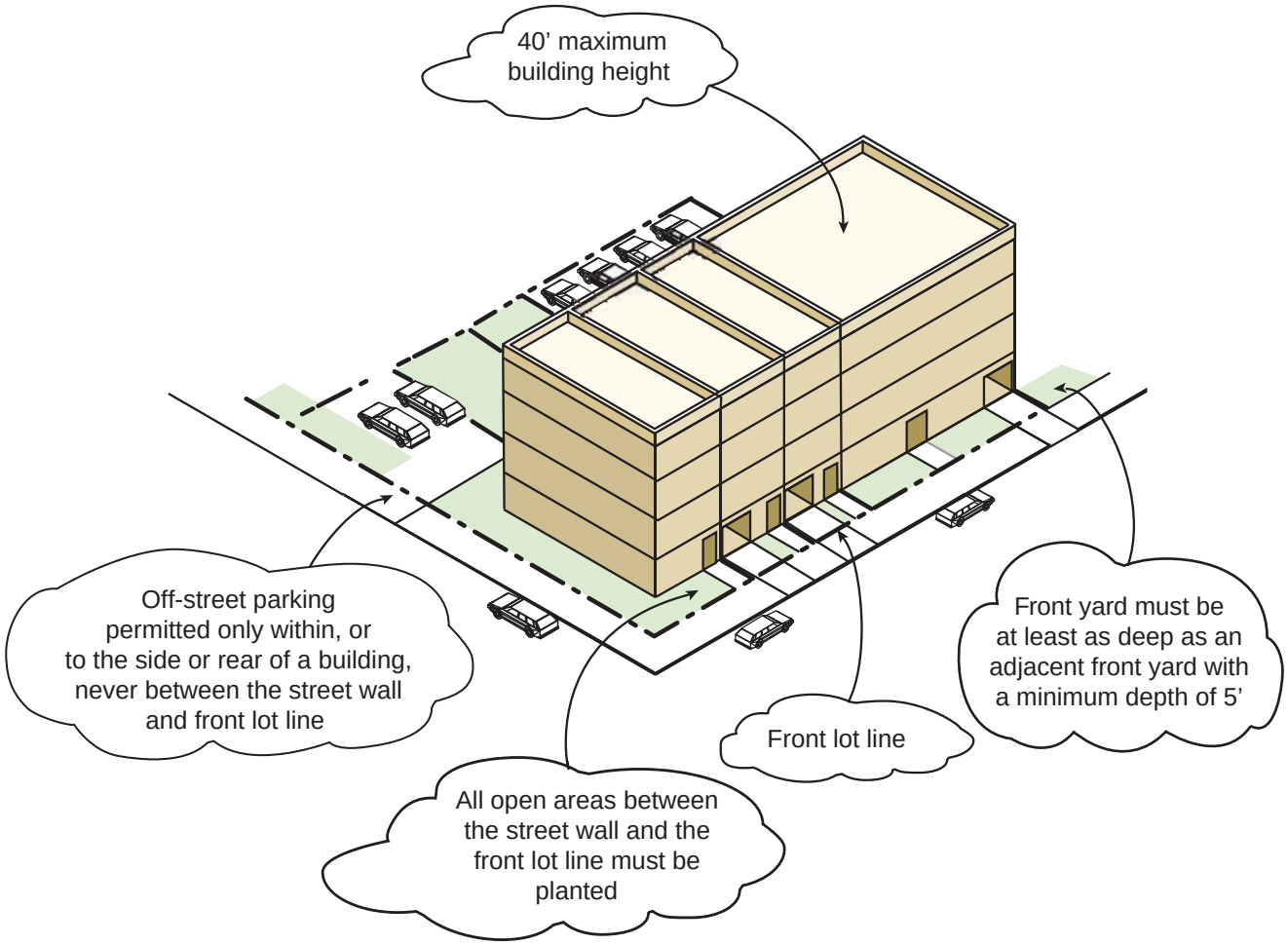
1.24.07



Source: Zoning Handbook, New York City Department of City Planning, January 2006

The Jamaica Plan
Zoning Framework: Building Form R6A Zoning District
Figure 1-17

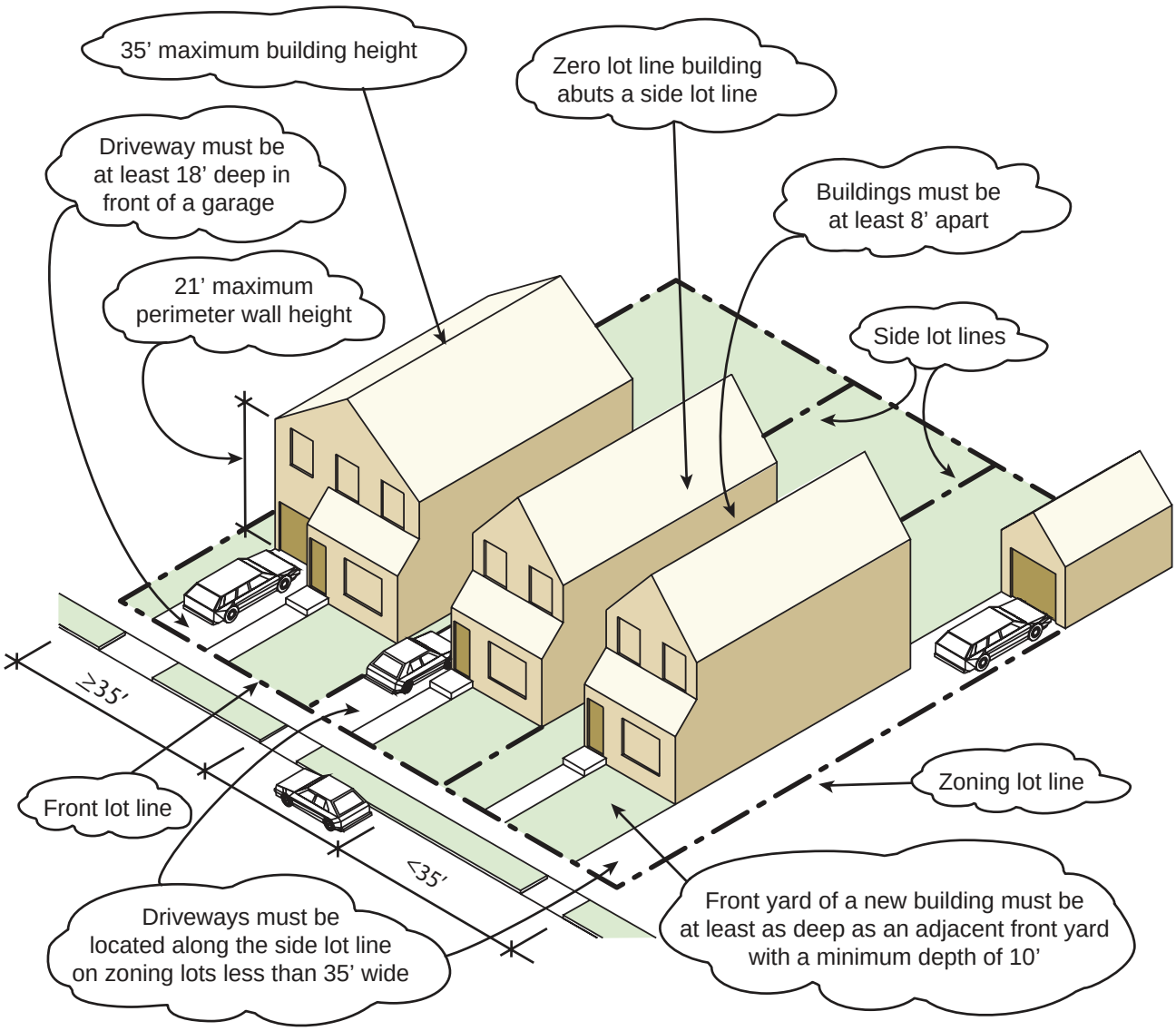
1.24.07



Source: New York City Department of City Planning, January 2006

The Jamaica Plan
Zoning Framework: Building Form R5D Zoning District
Figure 1-18

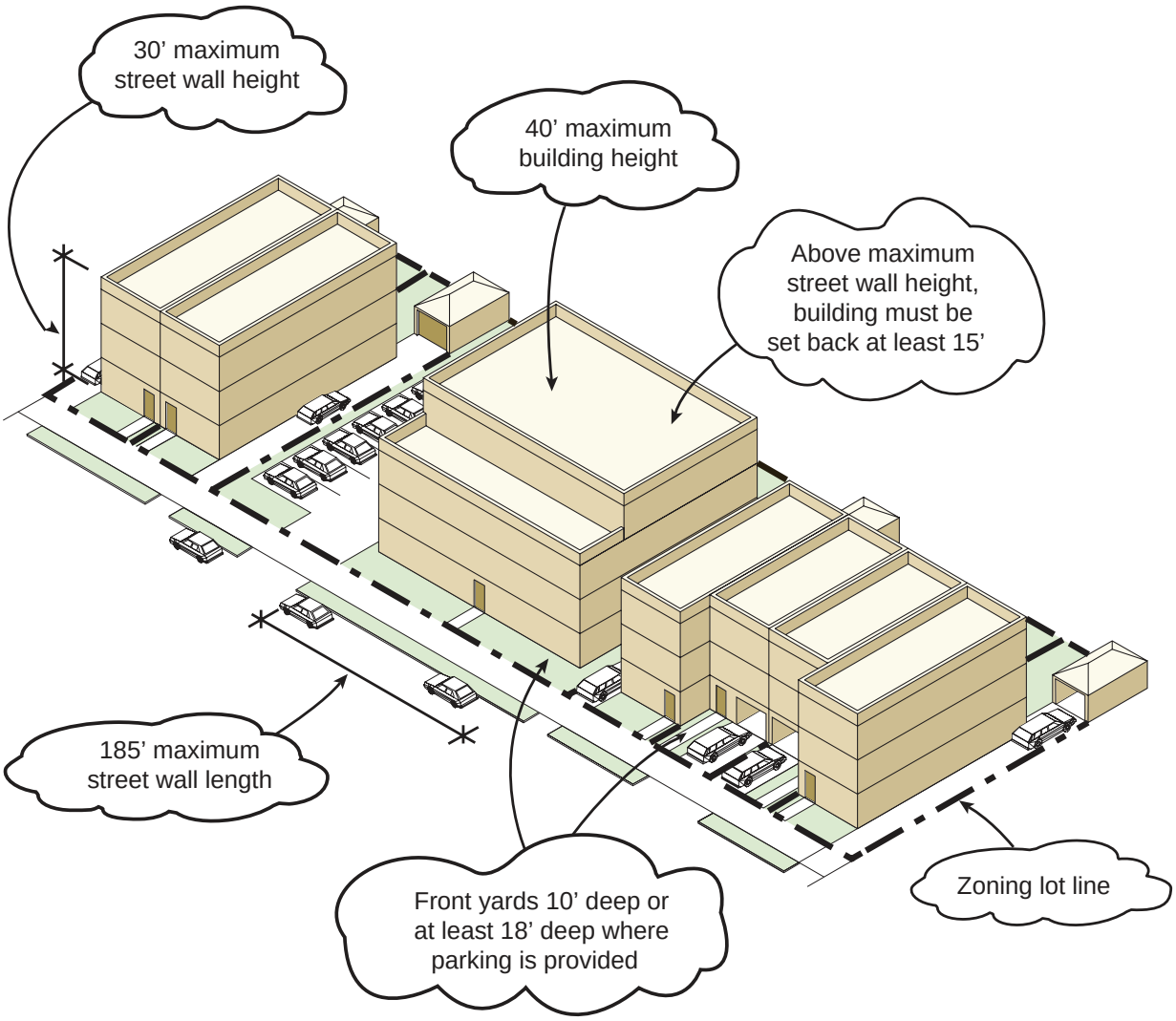
1.24.07



Source: Zoning Handbook, New York City Department of City Planning, January 2006

The Jamaica Plan
Zoning Framework: Building Form R3A Zoning District
Figure 1-19

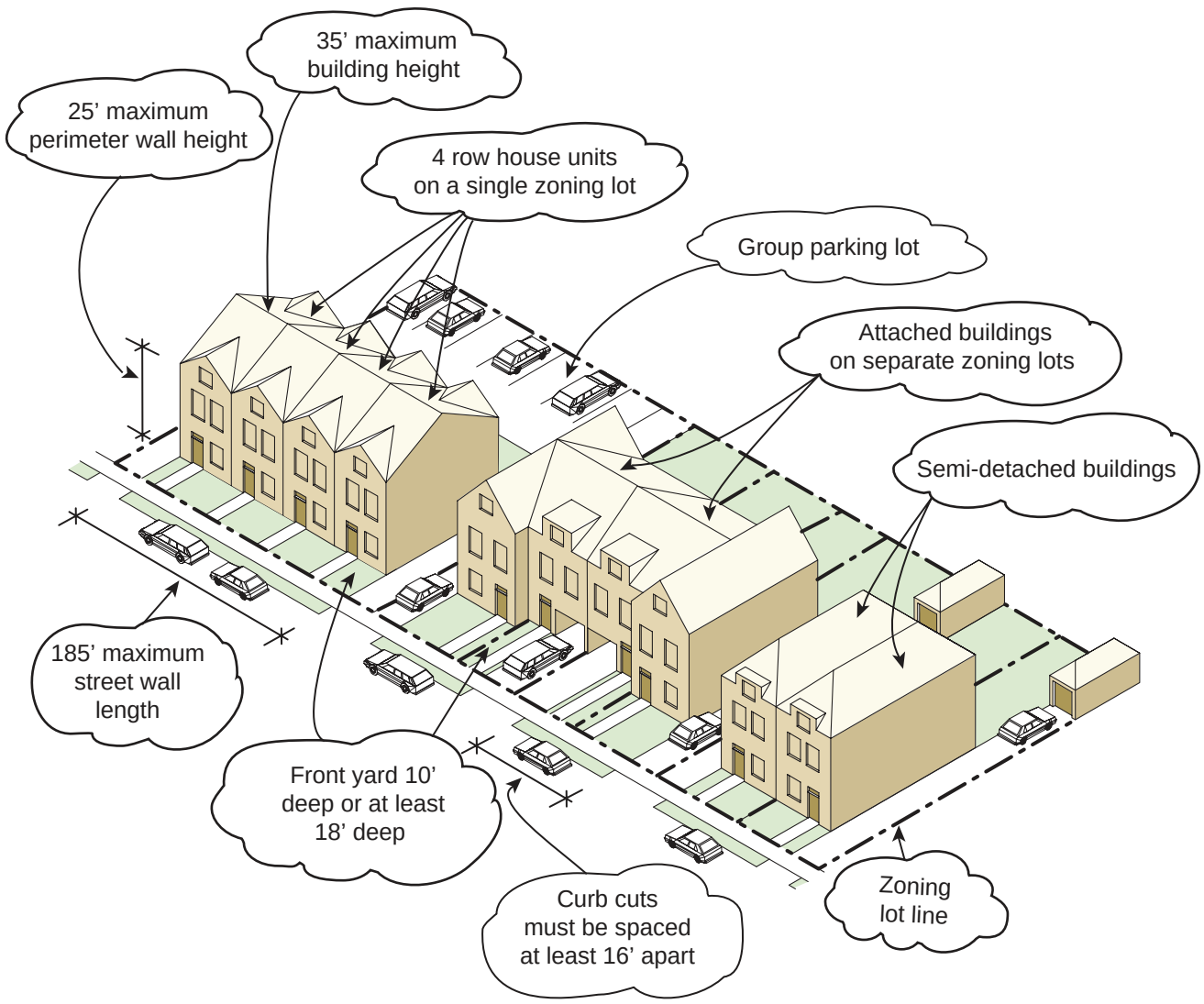
1.24.07



Source: Zoning Handbook, New York City Department of City Planning, January 2006

The Jamaica Plan
Zoning Framework: Building Form R5 Zoning District
Figure 1-20

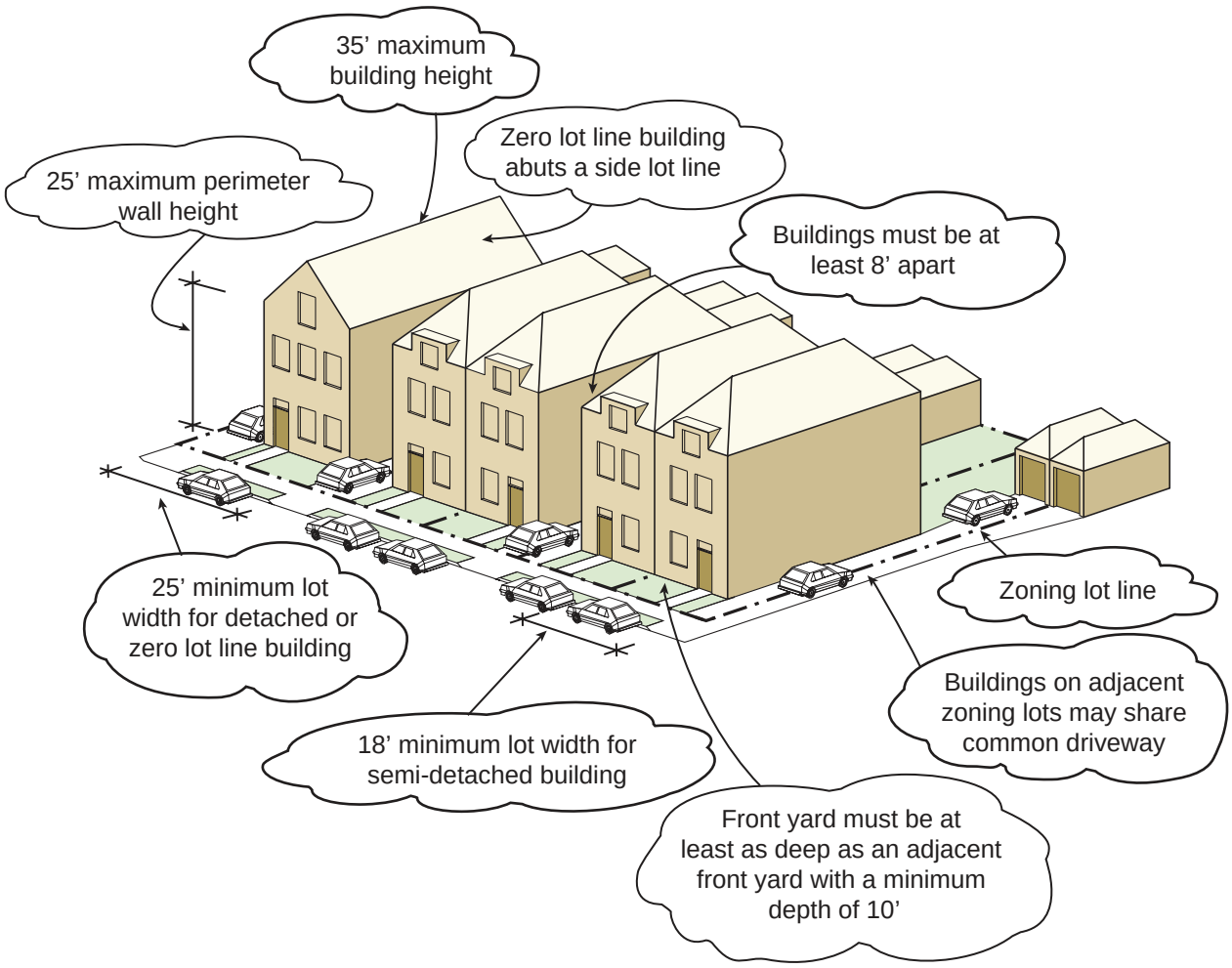
1.24.07



Source: Zoning Handbook, New York City Department of City Planning, January 2006

The Jamaica Plan
Zoning Framework: Building Form R4 Zoning District
Figure 1-21

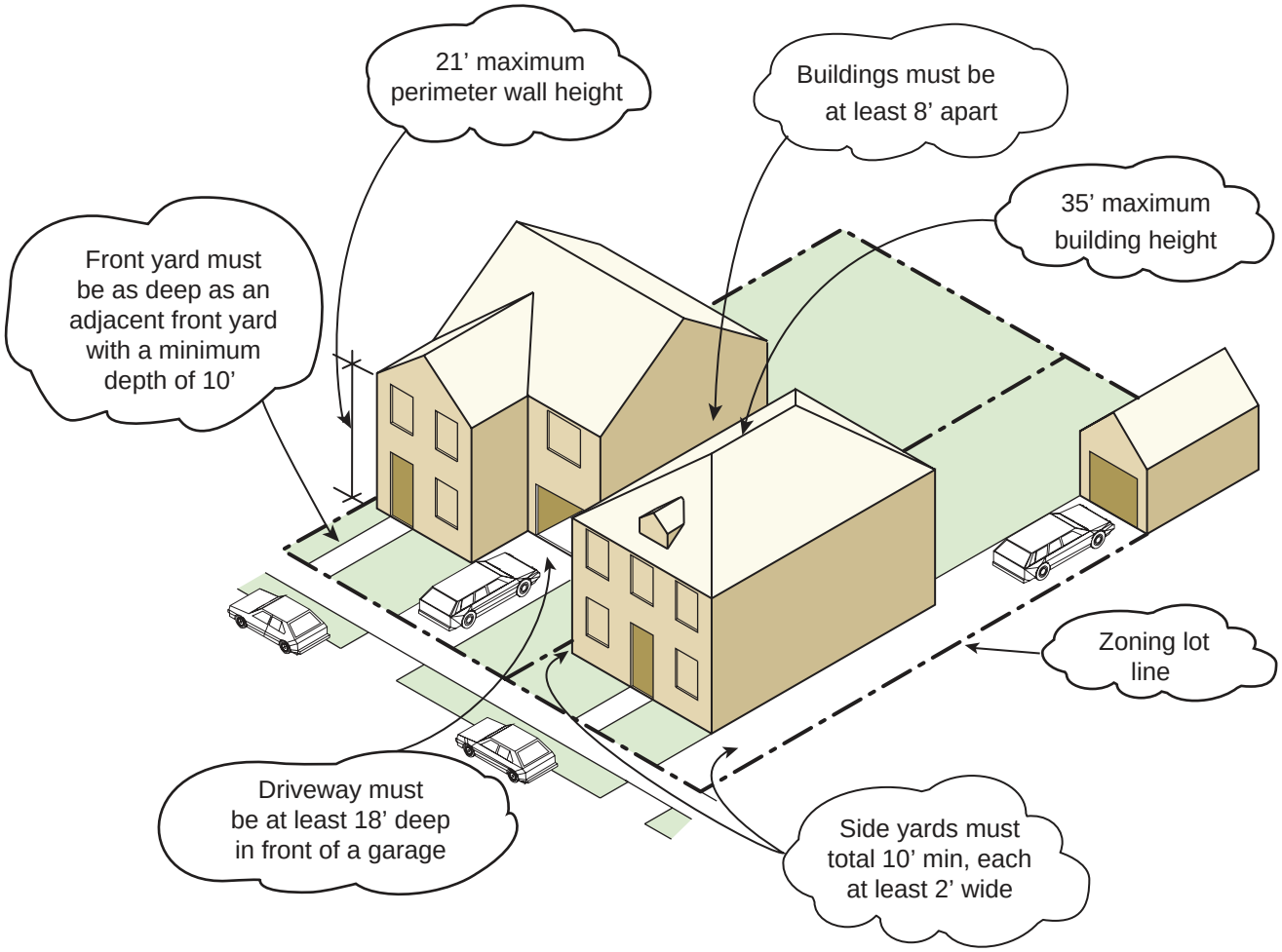
1.24.07



Source: Zoning Handbook, New York City Department of City Planning, January 2006

The Jamaica Plan
Zoning Framework: Building Form R4-1 Zoning District
Figure 1-22

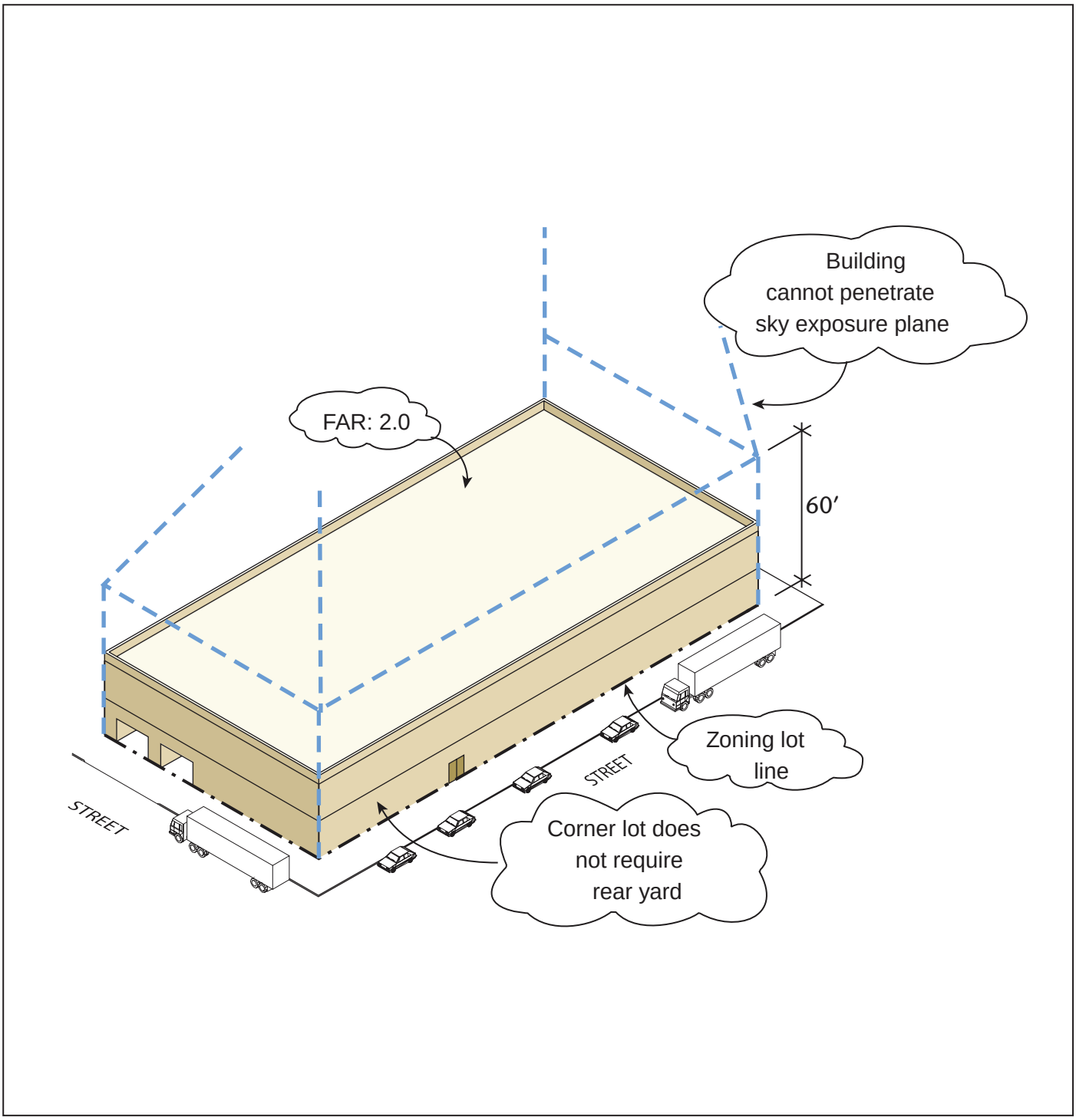
1.24.07



Source: Zoning Handbook, New York City Department of City Planning, January 2006

The Jamaica Plan
Zoning Framework: Building Form R3X Zoning District
Figure 1-23

1.24.07



Source: Zoning Handbook, New York City Department of City Planning, January 2006

The Jamaica Plan
Zoning Framework: Building Form M1-2/M1-4 Zoning District
Figure 1-24

E. PUBLIC REVIEW PROCESS FOR THE PROPOSED ACTIONS

SUMMARY OF PROPOSED ACTIONS

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

- DCP is proposing zoning map amendments to change approximately 778 acres of land currently zoned R2, R3-2, R4, R5, R6, C4-2, C4-6, C6-1, C6-1A, C8-1, M1-1, and M1-5 to R1-2, R3A, R3X, R4, R4-1, R5, R5D, R6A, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, C6-4, M1-1, M1-2, and M1-4. Under the proposed actions, new C1-3, C2-3, C1-4, and C2-4 commercial overlays would be mapped along commercial streets, and existing C1-2 and C2-2 overlays would also be changed to C1-3, C2-3, C1-4, and C2-4;
- DCP is proposing zoning text amendments to establish the SDJD, which is proposed to extend over all or portions of 71 blocks in Jamaica's CBD and located entirely within the 778-acre project area. The proposed SDJD, between 169th Street and 138th Place, south of Hillside Avenue and north of Liberty Avenue, would consist of four distinct subareas with assigned FARs ranging from 2 to 12. The area's current zoning—which consists of C4-2, C4-6, C6-1, C6-1A, R5, R6, M1-1, M1-4, and M1-5 zoning districts—would be changed to M1-4, C4-4A, C4-5X, C6-2, C6-3, and C6-4 zoning districts.
- HPD is proposing an Urban Renewal Designation and Urban Renewal Plan, in collaboration with DCP, for three full blocks in the area immediately surrounding the Jamaica AirTrain Station. This proposed JGURA would encourage mixed-use development containing office, retail, and residential uses, a hotel, new open space, and parking on key development sites adjacent to the Jamaica Station. This proposed action would also involve the disposition of property within the boundaries of the proposed JGURA that will become City-owned.
- JFK Center Associates LLC is proposing an amendment to the City Map that would eliminate 148th Street between 94th with 95th Avenues, with acquisition or disposition of real property related thereto. This proposed action would facilitate the development of an approximately 1,261,656 square foot commercial building consisting of approximately 250,000 square feet (three floors) of retail, 1,011,656 square feet (10 floors) of showrooms and offices, and three levels of below-grade parking with approximately 700 accessory parking spaces.
- Disposition by DCAS of the City's interest in real property for Block 10209, Lot 115, so that EDC may issue an RFP (Request for Proposals) for development on this site pursuant to the proposed C6-2 zoning district. Under the proposed zoning, the site could accommodate new mixed use development.

PUBLIC REVIEW PROCESS

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

UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

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

amendment, a non-ULURP public review process does not follow the same time limits as ULURP. However, it is expected that the non-ULURP text amendment would move through this process simultaneously with the ULURP zoning map amendment.

The ULURP process begins with a certification by CPC that the ULURP application is complete, which includes satisfying CEQR requirements (see the discussion below). The application is then forwarded to the Community Board (Queen Community Boards 8 and 12 for the proposed actions), which has 60 days in which to review and discuss the proposal, hold public hearings, and adopt recommendations regarding the application. Once this step is complete, the Borough President reviews the application for up to 30 days. CPC then has 60 days to review the application, during which time a ULURP/CEQR public hearing is held. Comments made at the DEIS public hearing (the record for commenting remains open for 10 days after the hearing to receive written comments) are incorporated into a Final Environmental Impact Statement (FEIS); the FEIS must be completed at least 10 days before CPC makes its decision on the application. CPC may approve, approve with modifications, or deny the application. If the ULURP application is approved, or approved with modifications, it moves to the City Council for review. The City Council has 50 days to review the application and during this time will hold a public hearing on the action, through its Land Use Subcommittee. The Council may approve, approve with modifications, or deny the application. If the Council proposes a modification to the proposed action, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the action as approved by CPC. Following the Council's vote, the Mayor has 5 days in which to veto the Council's action. The City Council may override the mayoral veto within 10 days.

ENVIRONMENTAL REVIEW (CEQR)

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

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

Determination of Significance: The lead agency's first charge is to determine whether the proposed action may have a significant adverse impact on the environment. To do so, it must prepare an Environmental Assessment Statement (EAS). The proposed Downtown Jamaica Redevelopment Plan was the subject of an EAS, which was completed on May 20, 2005. Based on that EAS, the CPC determined that the proposed actions may have a significant adverse impact on the environment and issued a Positive Declaration, requiring that an EIS be prepared.

Scoping: Once the lead agency issues a Positive Declaration, it must then issue a draft scope of work for the EIS. "Scoping" or creating the scope of work, is the process of identifying the environmental impact analyses, the methodologies to be used, and the key issues to be studied.

CEQR requires a public scoping meeting as part of the process. Two public scoping meetings were held on the proposed plan and DEIS Scope. The first was held on June 23, 2005 and addressed comments on a Draft Scope of Work issued on May 20, 2005. Based on the comments received at that scoping meeting, changes were made to the proposed plan that resulted in an increase in floor area at a number of sites and additional actions were also proposed. As a result of these revisions to the plan, DCP reissued a draft scope of work on October 3, 2005 and held a second public scoping session on November 3, 2005. Both public sessions were held at York College (the first at the Atrium and the second in the Performing Arts Center). A final scope of work was issued on September 19, 2006.

Draft Environmental Impact Statement (DEIS): The DEIS is to be prepared in accordance with the Final Scope of Work. The lead agency reviews all aspects of the document, relying on other City agencies to assist, as appropriate. Once the lead agency is satisfied that the DEIS is complete for public review, it issues a Notice of Completion and circulates the DEIS for public review. When a DEIS is required, it must be deemed complete before the ULURP application can also be found complete. The Notice of Completion for this DEIS was issued on February 5, 2007.

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

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