

**Appendix A: Final Scope of Work, Proposed Zoning Text Amendment, and  
Proposed Zoning Text Amendment for the Affordable Housing Alternative**

**Final Scope of Work for an Environmental Impact Statement  
Downtown Jamaica Redevelopment Plan  
CEQR No. 05DCP081Q**

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**A. INTRODUCTION**

This is the Final Scope of Work to prepare an Environmental Impact Statement (EIS) for the proposed Downtown Jamaica Redevelopment Plan (the “proposed project” or “proposed actions”). A draft scope for the proposed project was issued on May 20, 2005, and a public scoping meeting addressing it was held on June 23, 2005 at the York College Atrium located at 94-30 Guy R. Brewer Boulevard in Jamaica, Queens.

Subsequently, changes were made to the proposed project that resulted in an increase in the proposed floor area ratio on a number of sites. Additional actions were proposed in response to comments received at the June 23, 2005 scoping meeting and during the comment period. Specifically, these changes include the following: a modification of the proposed zoning text that results in an increase in the proposed floor area ratio which would facilitate development on a number of blocks; a decrease in the proposed floor area ratio on several blocks; and changes to two actions that would allow for specific development on two sites. These actions include modifications to proposed zoning changes to facilitate a proposed commercial development on the entirety of Block 9999 and the disposition to the New York City Economic Development Corporation (EDC) of the City’s interest in real property for Block 10209, Lot 115 for future commercial development.

As a result of these proposed revisions to the plan, the New York City Department of City Planning (DCP) reissued a draft scope of work on October 3, 2005 and held a second public scoping hearing. This second scoping meeting provided the public with the opportunity to comment on the revised proposed actions. This second scoping meeting was also held on Thursday, November 3, 2005 at the York College Performing Arts Center located at 94-45 Guy R. Brewer Boulevard in Jamaica, Queens.

Based on the comments received to date on the Plan and EIS Scope, the proposed Downtown Jamaica Redevelopment Plan has been further modified to reflect the following changes:

- Portions of five blocks north of Jamaica Avenue between 164th and 169th Streets previously proposed to be rezoned from C4-2 and R6 to C6-2 are now proposed to be rezoned to C4-5X.
- R5 would be retained on portions of two blocks on the south side of 91st Avenue between 139th Street and 144th Place; these properties were previously proposed to be rezoned to C4-4A.
- Two blocks south of 94th Avenue between 138th Place and Liverpool Street and three blocks along Sutphin Boulevard and north of Liberty Avenue, previously proposed to be rezoned from M1-1 and R5 to C6-2 are now proposed to be rezoned to C4-5X.

## **Downtown Jamaica Redevelopment Plan**

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- R3-2 zoning will be retained on one block bounded by Liberty Avenue, Remington Street, 104th Avenue, and the Van Wyck Expressway (service road); this block was previously proposed to be rezoned to R6A.
- R5D zoning is proposed along portions of Sutphin Boulevard, South Road, and Guy R. Brewer Boulevard; these properties were previously proposed to be rezoned from R4 and R6 to R6A and R6B.
- A portion of one block fronting on the west side of 157th Street south of South Road, previously proposed to be rezoned from M1-1 to R6B/C2-4 is now proposed to be rezoned to M1-4.
- R4-1 is proposed on all or portions of five blocks north of 108th Avenue and west of the LIRR right-of-way. These properties were previously proposed to be rezoned from R6 to R5.

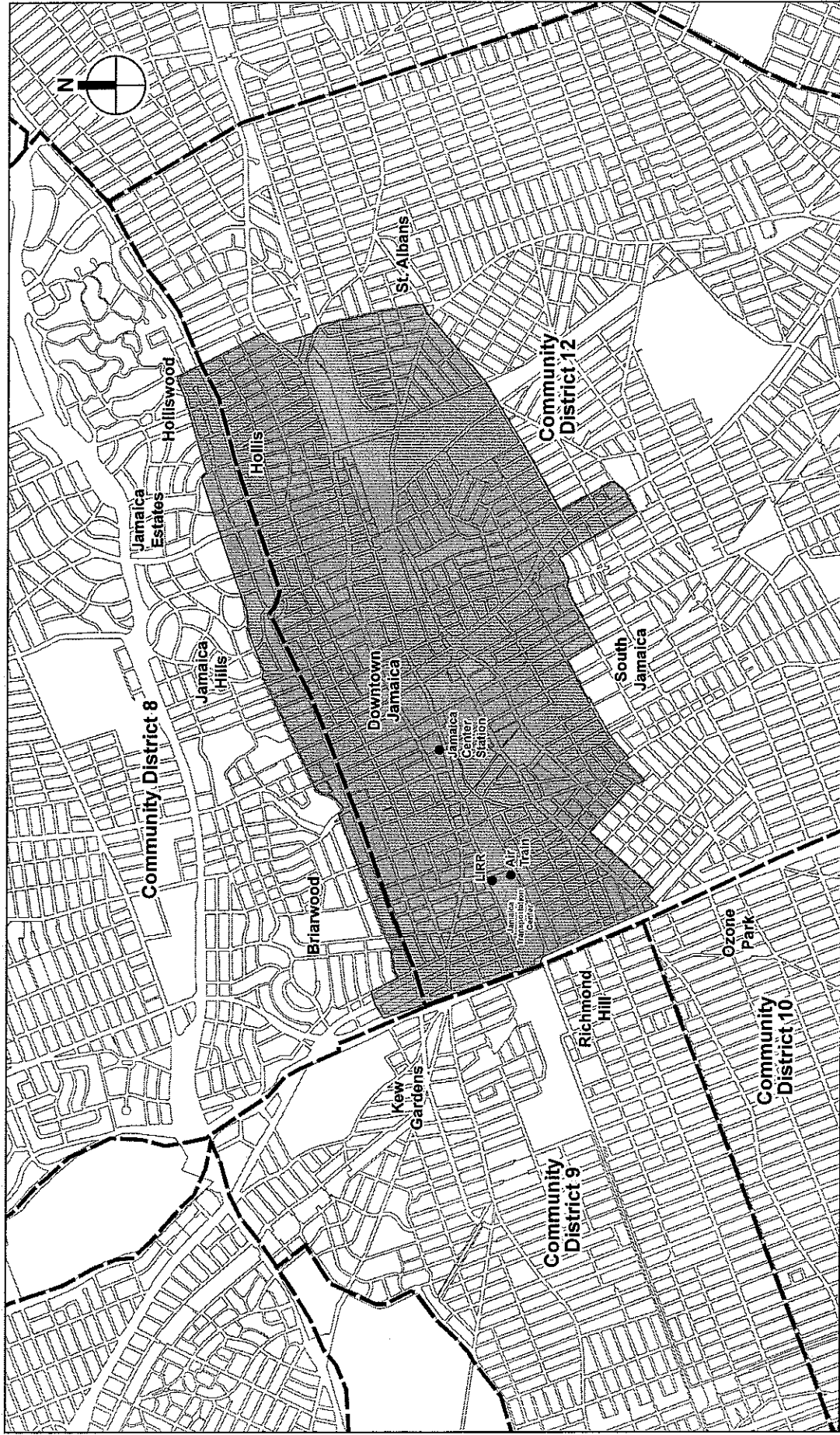
These refinements to the Plan are intended to better reflect the existing built context and provide for an improved transition from Downtown to the lower-density residential communities. These changes represent a general decrease in the proposed floor area ratio (from the October 3, 2005 proposal) and building envelopes on several blocks within the proposed Special Downtown Jamaica District (SDJD), along portions of Guy R. Brewer Boulevard, South Road, and Sutphin Boulevard, and on approximately five blocks characterized by one- and two-family homes, and a change in allowed uses on a portion of one block.

The proposed Downtown Jamaica Redevelopment Plan covers parts of Queens Community Districts 8 and 12 (see Figure 1), which in addition to Downtown Jamaica, includes the neighborhoods of Jamaica, South Jamaica, Hollis, and St. Albans. DCP has determined that an EIS for the Plan's proposed actions will be prepared pursuant to New York City Environmental Quality Review (CEQR) with DCP as the lead agency. The proposed actions include zoning map amendments, a zoning text amendment to establish the SDJD, an amendment to the City Map involving the elimination of a portion of a street and acquisition or disposition of real property related thereto, and designation of an Urban Renewal Area. These actions would potentially facilitate the disposition to EDC of the City's interest in real property for Block 10209, Lot 115, and other existing City-owned property or property that will become City-owned that is located within the boundaries of the proposed Jamaica Gateway Urban Renewal Area (JGURA). This Final Scope of Work provides a description of the proposed actions, the projected development reasonable worst case development scenario (RWCDS) under the proposed actions, and the methods and technical approaches for all technical areas to be analyzed in the EIS. This final scope of work identifies by double underlined text the changes that have been made to both the proposed Plan and the GEIS scope of work as a result of the comments that have been received at the two public hearings and written comments received by the lead agency.

The EIS will be prepared in conformance with all applicable laws and regulations, including Executive Order No. 91, CEQR regulations, dated August 24, 1977, and will follow the guidance of the *CEQR Technical Manual*, January 2001.

The EIS will contain:

- A description of the proposed actions and their environmental settings;
- A statement of the environmental impacts of the proposed actions, including their short- and long-term effects, and typical, associated environmental effects;



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Downtown Jamaica Redevelopment Plan

Project Area and Community Districts  
Figure 1

- An identification of any adverse environmental effects that cannot be avoided if the proposed action is implemented;
- A discussion of alternatives to the proposed actions;
- An identification of any irreversible and irretrievable commitments of resources that would be involved in the proposed project should it be implemented; and
- A description of mitigation measures proposed to minimize adverse environmental impacts.

The EIS will compare conditions in the future with the proposed actions to conditions in the future without the proposed actions. The environmental analyses in the EIS will assume a conservative projection of long-term development in a period of 10 years for a reasonable worst-case development scenario (RWCDS) under the proposed actions (Build year 2015) and consider the cumulative potential impacts of the entire area to be rezoned (the "project area"). The RWCDS is further described in section C, "Description of the Proposed Action." DCP, as lead agency, will coordinate review of the proposed actions among the involved and interested agencies and the public.

## **B. REQUIRED APPROVALS AND REVIEW PROCEDURES**

The proposed action, as fully described below in section C, "Description of the Proposed Actions," is subject to CEQR and requires City Planning Commission (CPC) and New York City Council approvals through the City's Uniform Land Use Review Procedure (ULURP) for the following:

- 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 (see Figure 2) 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 3A). 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 Special Downtown Jamaica District (SDJD), which is proposed to extend over all or portions of 71 blocks in Jamaica's Central Business District (CBD) and located entirely within the 778-acre project area (see Figure 3B). 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 floor area ratios (FAR) ranging from 2 to 12 (see Figure 3C). 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 (see Figure 3D).
- New York City Department of Housing Preservation and Development (HPD) is proposing an Urban Renewal Designation and Urban Renewal Plan, developed in collaboration with EDC and DCP, for three full blocks in the area immediately surrounding the Jamaica AirTrain Station. This proposed Jamaica Gateway Urban Renewal Area (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 (see Figure 4). These proposed actions would also involve the disposition of property within the boundaries of the proposed JGURA that will become City-owned.

## **Downtown Jamaica Redevelopment Plan**

- An amendment to the City Map involving the elimination of 148th Street between 94th and 95th Avenues, and acquisition or disposition of real property related thereto. This 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 to EDC 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.
- Based on an Environmental Assessment Statement (EAS) prepared for the proposed actions, DCP, acting as lead agency on behalf of CPC, has determined that the proposed actions could have the potential for significant adverse impacts. Therefore, a detailed assessment of likely effects in those areas of concern must be prepared and disclosed in an environmental impact statement (EIS).

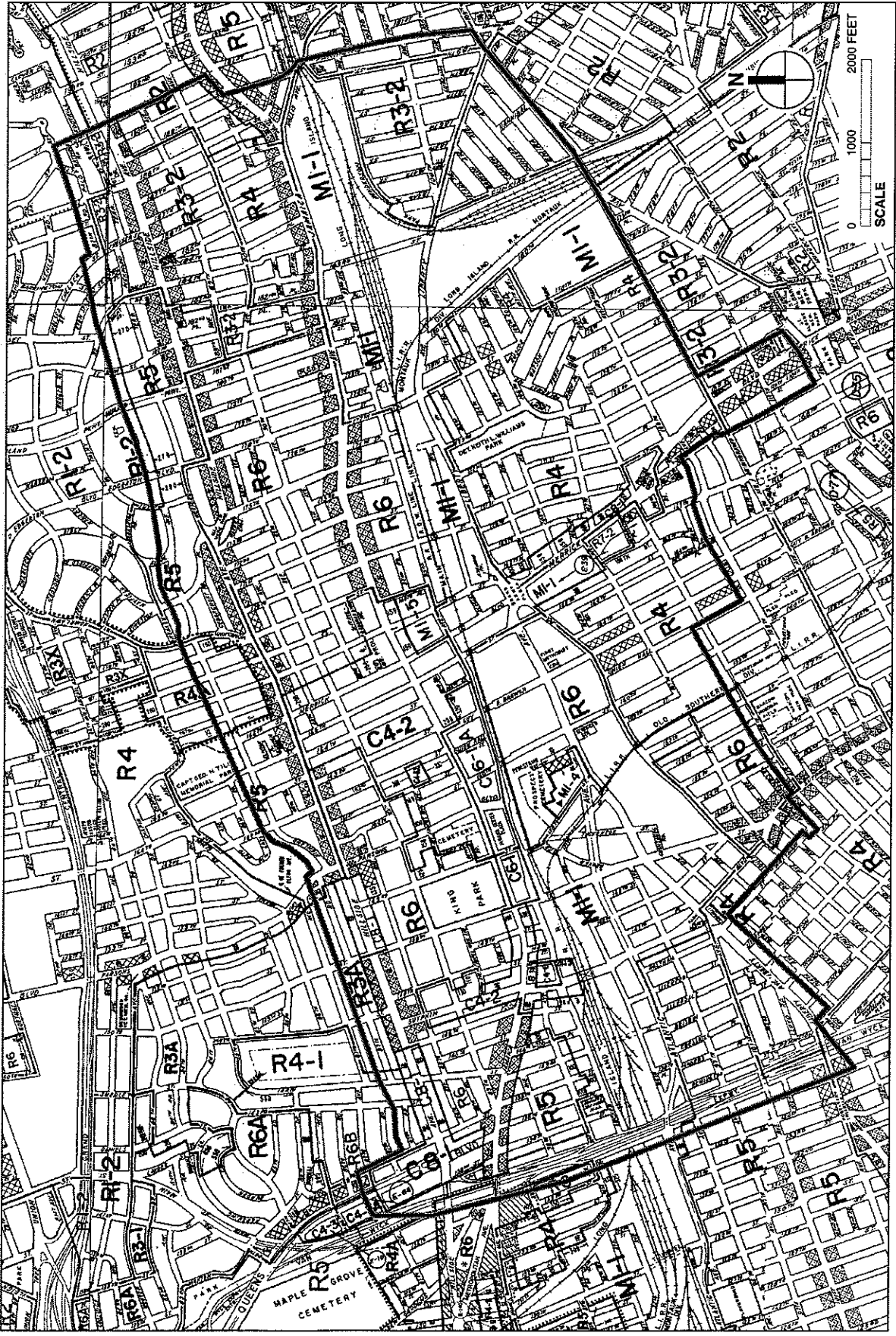
### **C. DESCRIPTION OF THE PROPOSED ACTIONS**

DCP is proposing zoning map amendments affecting all or portions of 368 blocks—341 in Queens Community District 12 and all or portions of 27 in Queens Community District 8. DCP is also proposing zoning text amendments to facilitate the creation of the SDJD, affecting all or portions of 71 blocks in Queens Community District 12. HPD is proposing the designation of the 3-block JGURA in Queens Community District 12. The proposed changes are all part of a comprehensive strategy intended to support Jamaica's CBD, while providing for appropriately scaled development in the neighboring low-rise residential communities.

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.

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, R6A, R5D, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, C6-4, M1-1, M1-2, M1-4. 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, representing 58 percent of the rezoning area. The permitted density would be reduced on approximately 126 acres, representing 16 percent of the rezoning area, and, approximately 199 acres (excludes park land), or about 26 percent of the rezoning area, would experience no change in permitted density, but would be affected by a change in



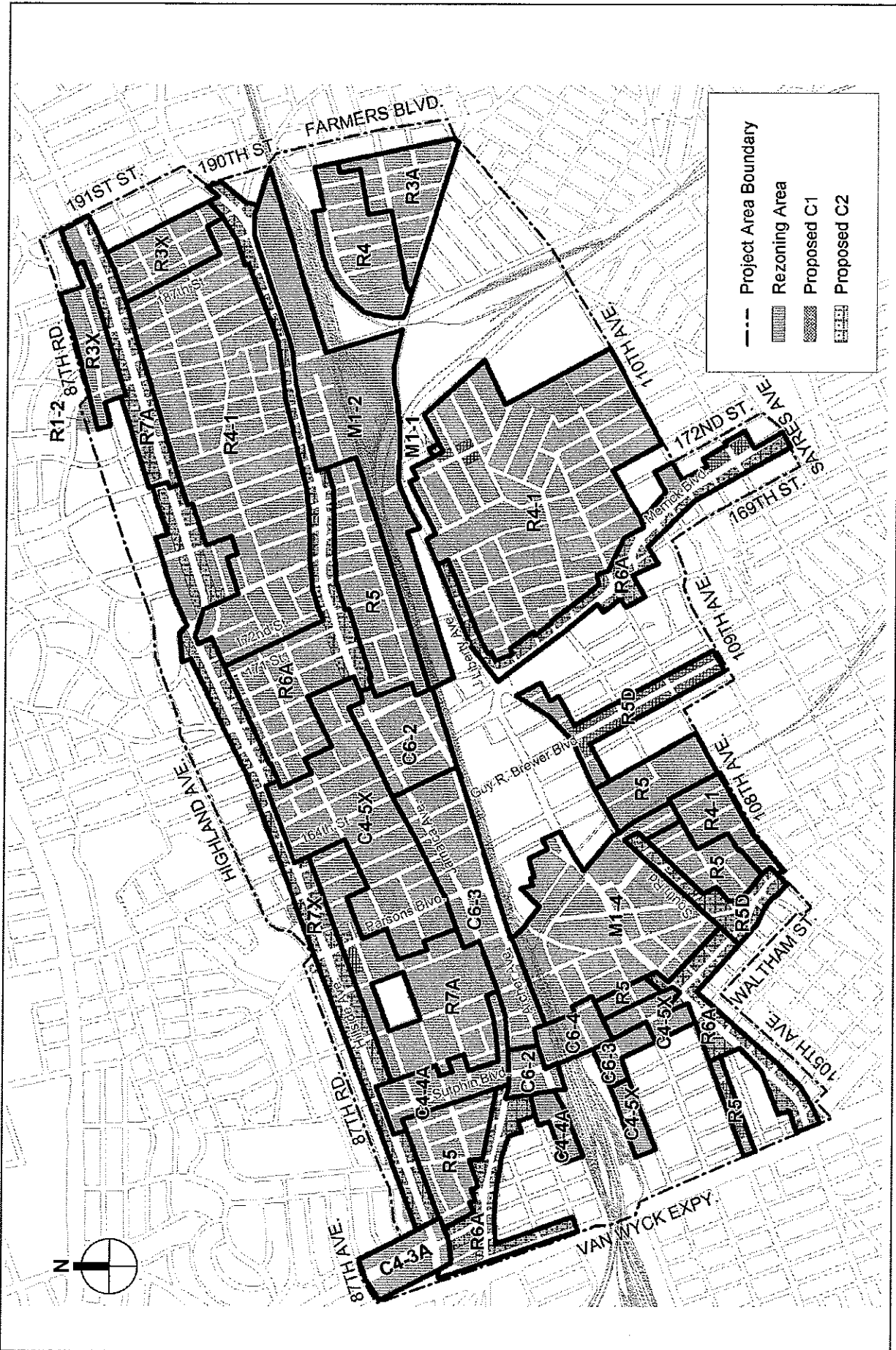
Project Area Boundary

C4-5  
 C4-4  
 C4-3  
 C4-2  
 C4-1  
 C1-5  
 C1-4  
 C1-3  
 C1-2  
 C1-1

Downtown Jamaica Redevelopment Plan

Existing Zoning  
Figure 2



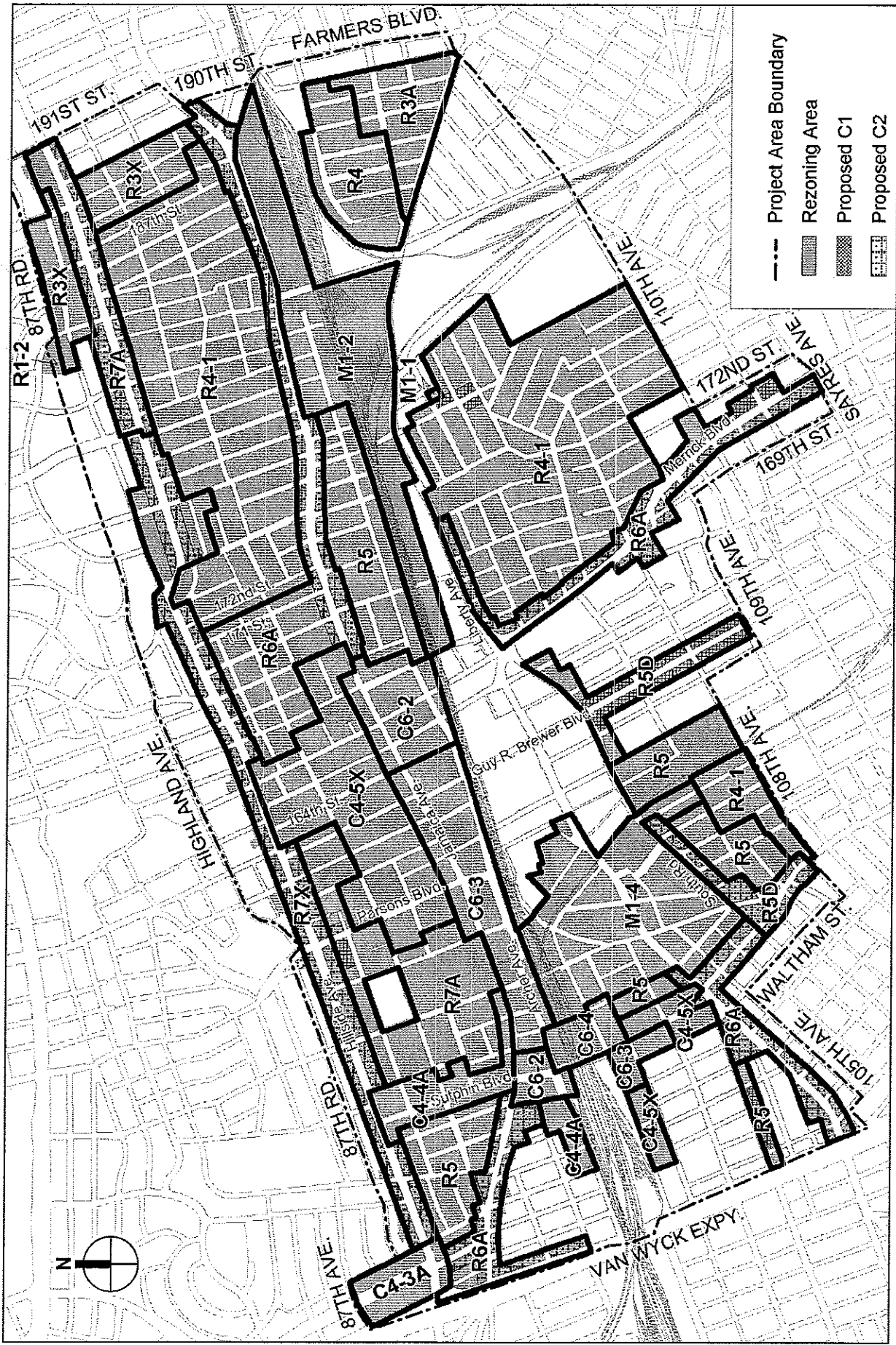


SOURCE: New York City Department of City Planning, June 2006

Downtown Jamaica Redevelopment Plan

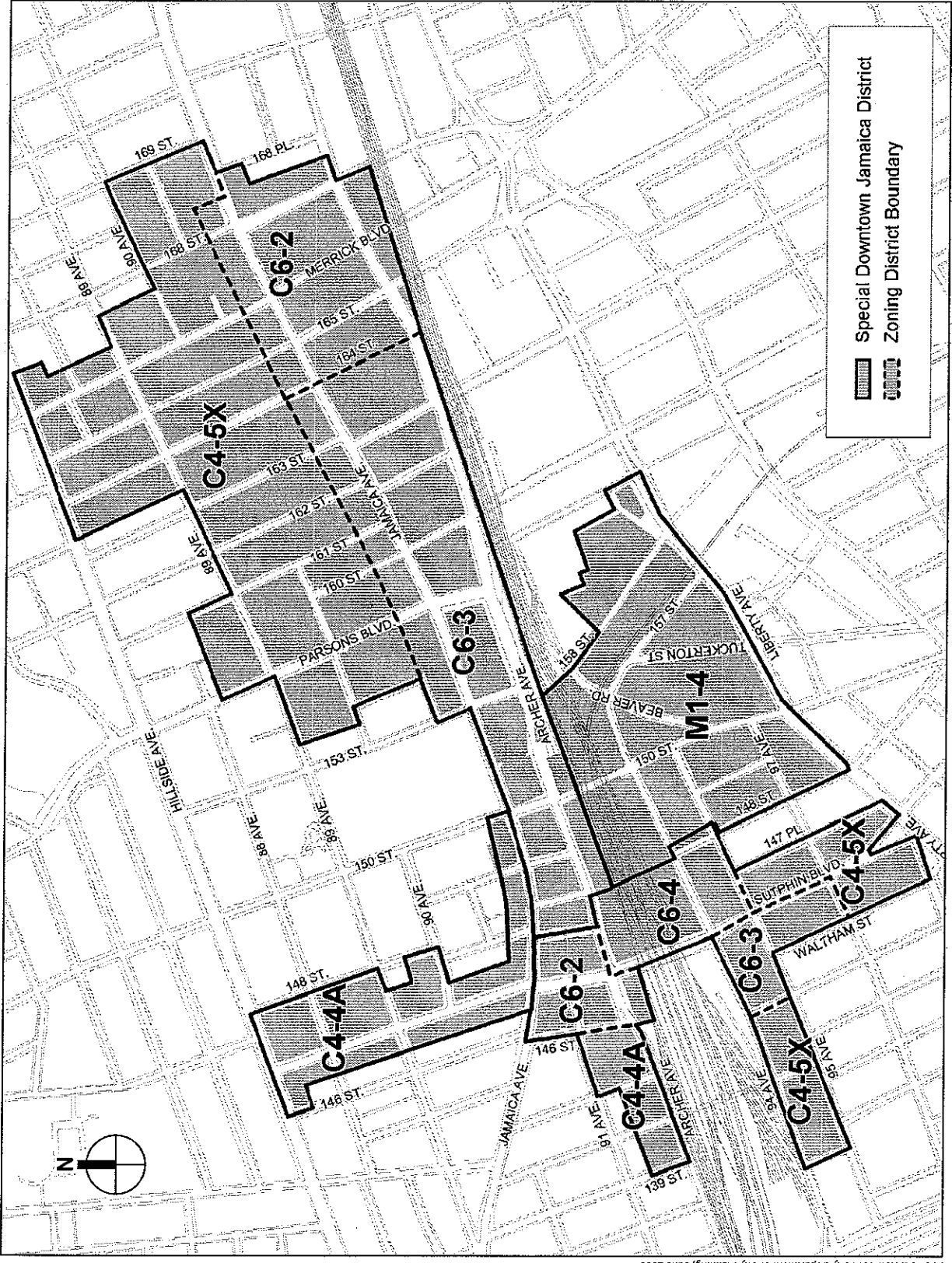
Proposed Zoning  
Figure 3A





Proposed Zoning - C1 and C2 Commercial Overlays  
Figure 3B

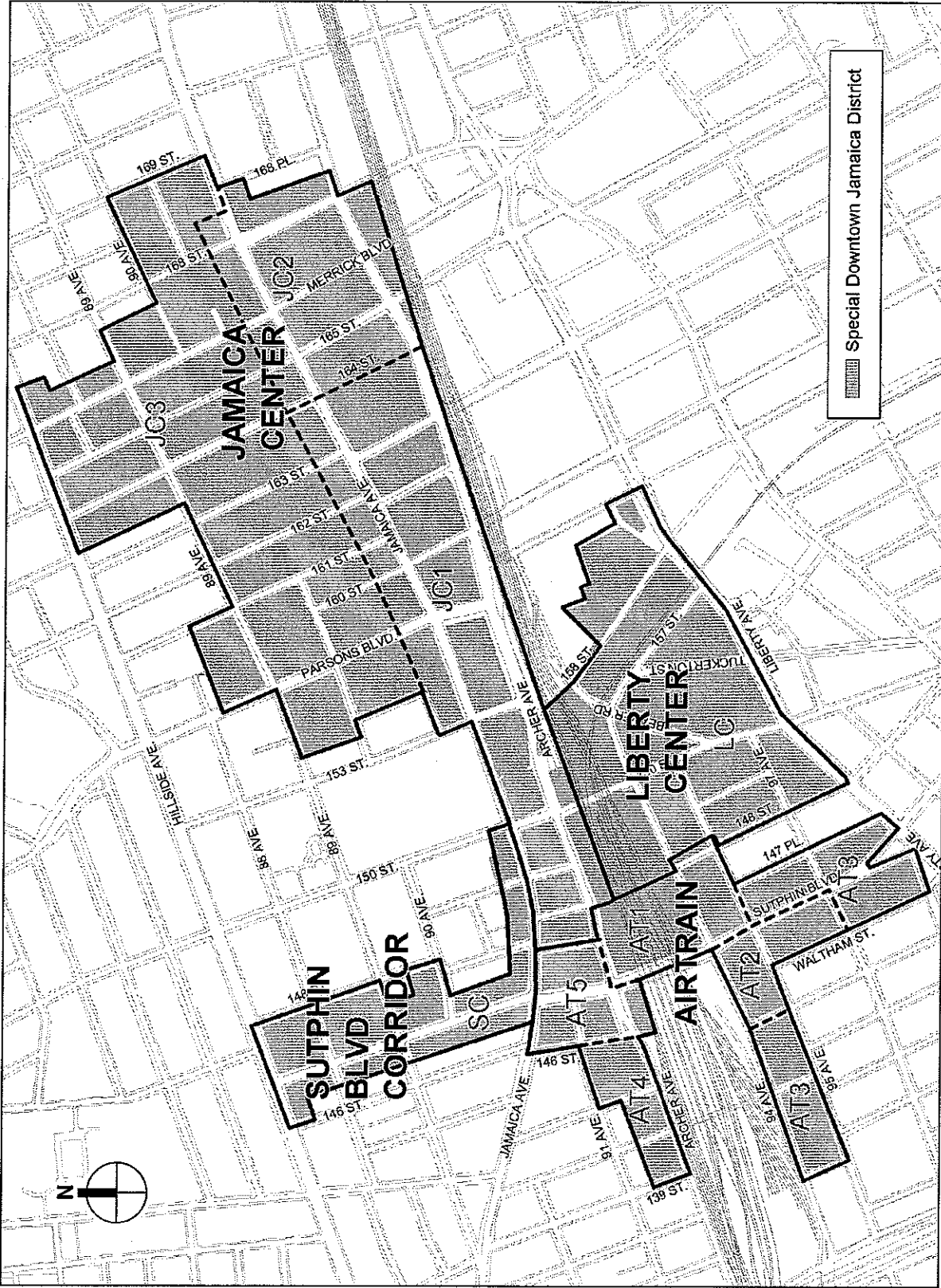
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SOURCE: New York City Department of City Planning, June 2006

Downtown Jamaica Redevelopment Plan

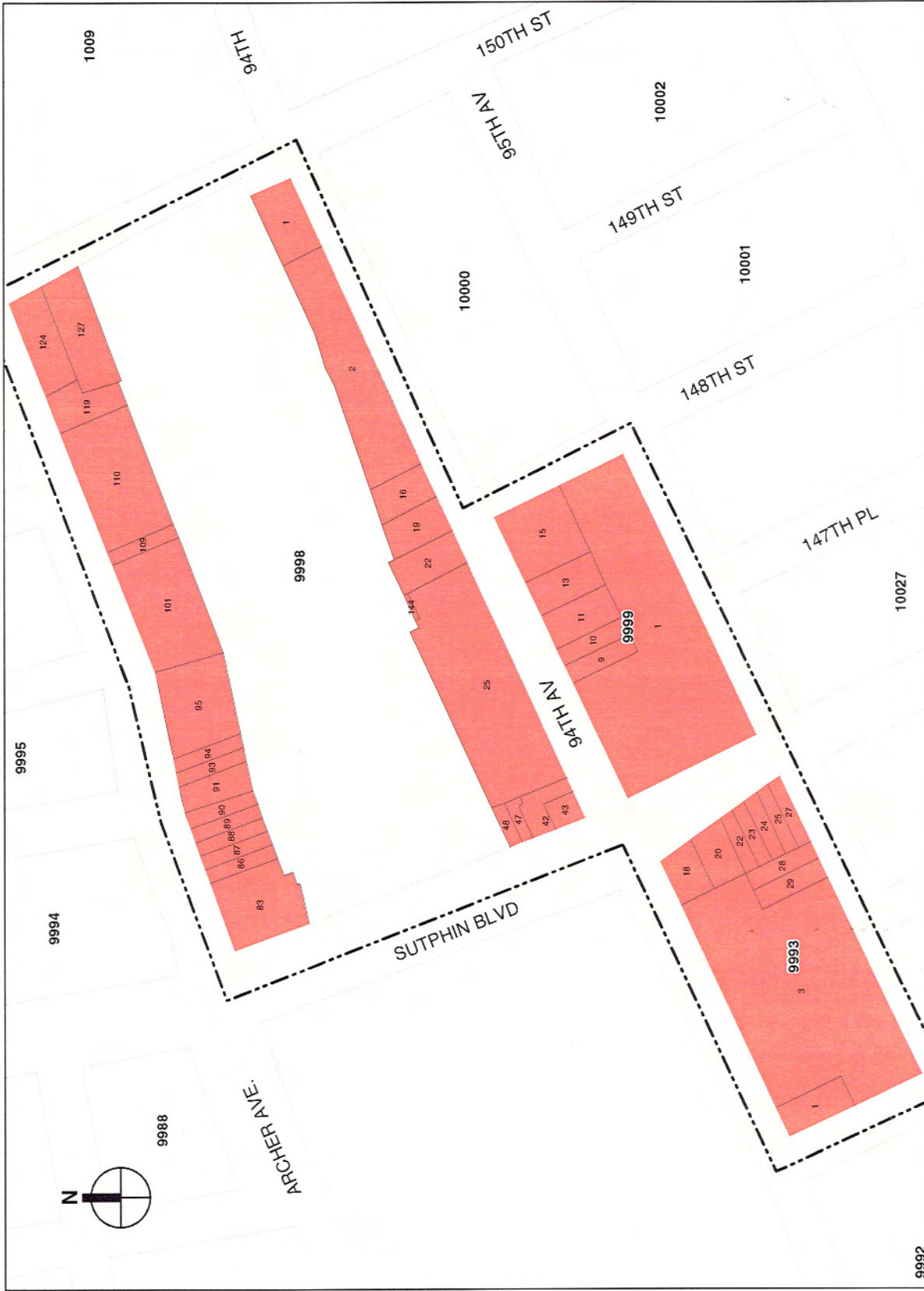
Proposed Special Downtown Jamaica District – Zoning Figure 3C



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

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Proposed Special Downtown Jamaica District -- Subareas  
Figure 3D



--- Proposed Urban Renewal Area Boundary

■ Designated Properties



permitted use and/or height and setback regulations (see Attachment A for a detailed description of the proposed zoning).

The proposed zoning changes would work in conjunction with the SDJD and JGURA proposed by DCP and HPD, respectively, and intended to encourage redevelopment and economic growth within the CBD, and would effectuate the following land use policies:

- 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.

Downtown Jamaica was a major commercial center for Queens and much of the adjoining portions 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 also an important business center and 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.

However, Queens and Long Island became increasingly auto-oriented and Jamaica’s transportation infrastructure was no longer sufficient to ensure its prosperity. By the early 1970s Jamaica’s role as a major commercial center had already begun to erode as rival shopping centers opened and drew increasingly larger market shares. Jamaica also suffered a loss of other businesses and a decline in residential investment, relative to other areas in Queens.

Revitalization efforts began in the late 1960s with the formation of the Greater Jamaica Redevelopment Corporation (GJDC) 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 included the demolition of the Jamaica Avenue “el” in the downtown area and its replacement by the Archer Avenue subway extension, the development of the Jamaica Center Urban Renewal Area, including a new federal office building housing the Social Security Administration, new courthouses, and a new campus for York College. In recent years, additional 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.

Downtown Jamaica has mostly stabilized through the collaborative efforts of government, local business and advocacy organizations, and community. Jamaica Avenue and 165th Street remain important retail streets in the downtown area. A recently completed 400,000-square-foot movie theater/retail complex represents the first major private investment in the downtown area 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 adjoining Jamaica Station continue to act as a deterrent to private investment.

## Downtown Jamaica Redevelopment Plan

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Current zoning in much of the area is outmoded and unduly limits reasonable expansion of the downtown area. With the exception of a small number of sites in the urban renewal area which are now developed, zoning densities are relatively low for an area with so much 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 private-sector interest, particularly in the western portion of Jamaica Center surrounding the new JFK AirTrain complex. Areas zoned C8 and M1 near the transportation hubs and in the downtown area encourage land uses that are incompatible with the adjacent business, institutional, and residential communities. In addition, existing zoning designations in the downtown area do not encourage residential development in areas with good subway and bus transit access. In these areas, increasing housing density would facilitate transit use and bring more shoppers into the downtown streets, promoting new and expanded retail activity. The resulting improved environment would help foster additional commercial office development and the proposed action would generate increased employment opportunities for city residents and increased tax revenues to support municipal services.

In contrast, zoning outside of Downtown Jamaica encourages new housing at inappropriate densities in stable low-density communities where auto ownership is high and the infrastructure is less able to accommodate the increased number of households. The excessive density undermines the very qualities that make these communities desirable.

Post-1961 amendments to the *Zoning Resolution* have provided new 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. The proposed SDJD would help solidify the gains of more than three decades of public investment in Jamaica and to promote and guide its future growth. The JGURA is proposed to further enhance Jamaica's downtown by removing blight and providing redevelopment sites needed to achieve the critical mass necessary to attract new private investment to the area.

The rezoning area in Community District 12 consists of approximately 341 blocks, and includes Jamaica's CBD and the adjacent communities that include parts of Jamaica, South Jamaica, Hollis and St. Albans. In general, the area is currently zoned for low- to medium-density residential, commercial, and industrial uses. A number of changes to the zoning map have occurred through the years to facilitate various projects, but most of the area is zoned as it was in 1961.

The LIRR Right-of-Way extends east-west through the rezoning area, providing a barrier between north and south. 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, an 11.5-acre park, and a mix of low- to mid-rise office and apartment buildings ranging in heights from 3 to 12 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. C6 districts are zoned for a wide range of high bulk 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. Recent new development, south of 87th Avenue, between Queens Boulevard and the Van Wyck Expressway service road, includes a five-story hotel and a three-story office building.

M1-1 and M1-5 districts are mapped on properties near the LIRR Right-of-Way (Main Line) and wrap around the southern periphery of the downtown area. 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 and is occupied by a dilapidated two-story, city-owned garage and vacant former printing press facility. 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.

Typical development in M1-1 districts would include 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.

Low- to medium-density general residential zones are mapped in and adjacent to the CBD and include R3-2, R4, R5, and R6 districts. One- and two-family houses account for over 90 percent of the residential lots in the rezoning area. R6 is the predominant residential zone in Downtown Jamaica. One- and two-family residences are predominant within the R6 district mapped west of Sutphin Boulevard. East of Sutphin Boulevard, 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 Hillside Avenue in Community District 8 (R3A and R4-1 districts) and along portions of the eastern edge of the rezoning area in Community District 12 (R2 districts). R2 zoning districts restrict development to one-family detached homes. R3A districts allow one- and two-family detached houses. R4-1 districts allow one- and two-family detached and semi-detached houses.

DCP is proposing the following to enhance Jamaica's commercial and industrial areas by providing new opportunities for economic growth, and residential and mixed-use development. The proposal would also establish zoning designations in adjacent low-density communities that are consistent with the existing neighborhood character. The major elements include:

- Zoning Map Amendments;
- Zoning Text Amendment to establish the Special Downtown Jamaica District (SDJD);
- Urban Renewal Area Designation and Urban Renewal Plan



## **Downtown Jamaica Redevelopment Plan**

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- Amendment to the City Map involving the elimination of a portion of a street and acquisition or disposition of real property related thereto; and
- Disposition of City-owned property.

### **ZONING MAP AMENDMENTS**

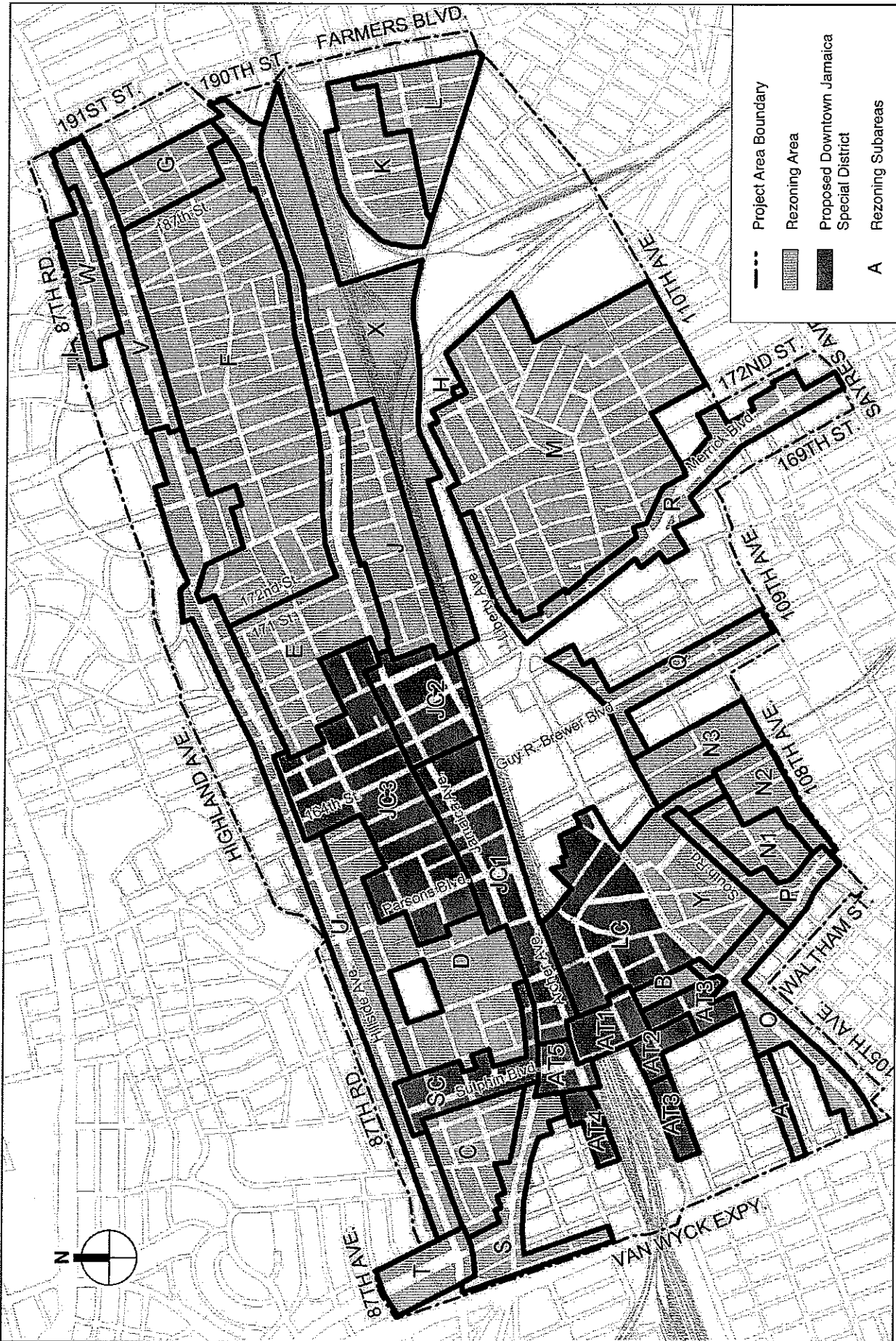
Approximately 778 acres of land currently zoned R2, R3-2, R4, R5, R6, C4-2, C4-6, C6-1, C6-1A, C8-1, M1-1, and M1-5 would be rezoned to R1-2, R3A, R3X, R4, R4-1, R5, R5D, R6A, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, C6-4, M1-1, M1-2, and M1-4. New C1-4, and C2-4 commercial overlays would be mapped 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. New C1-3 and C2-3 commercial overlays would be mapped along certain commercial streets generally at a depth of 150 feet.

The 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.

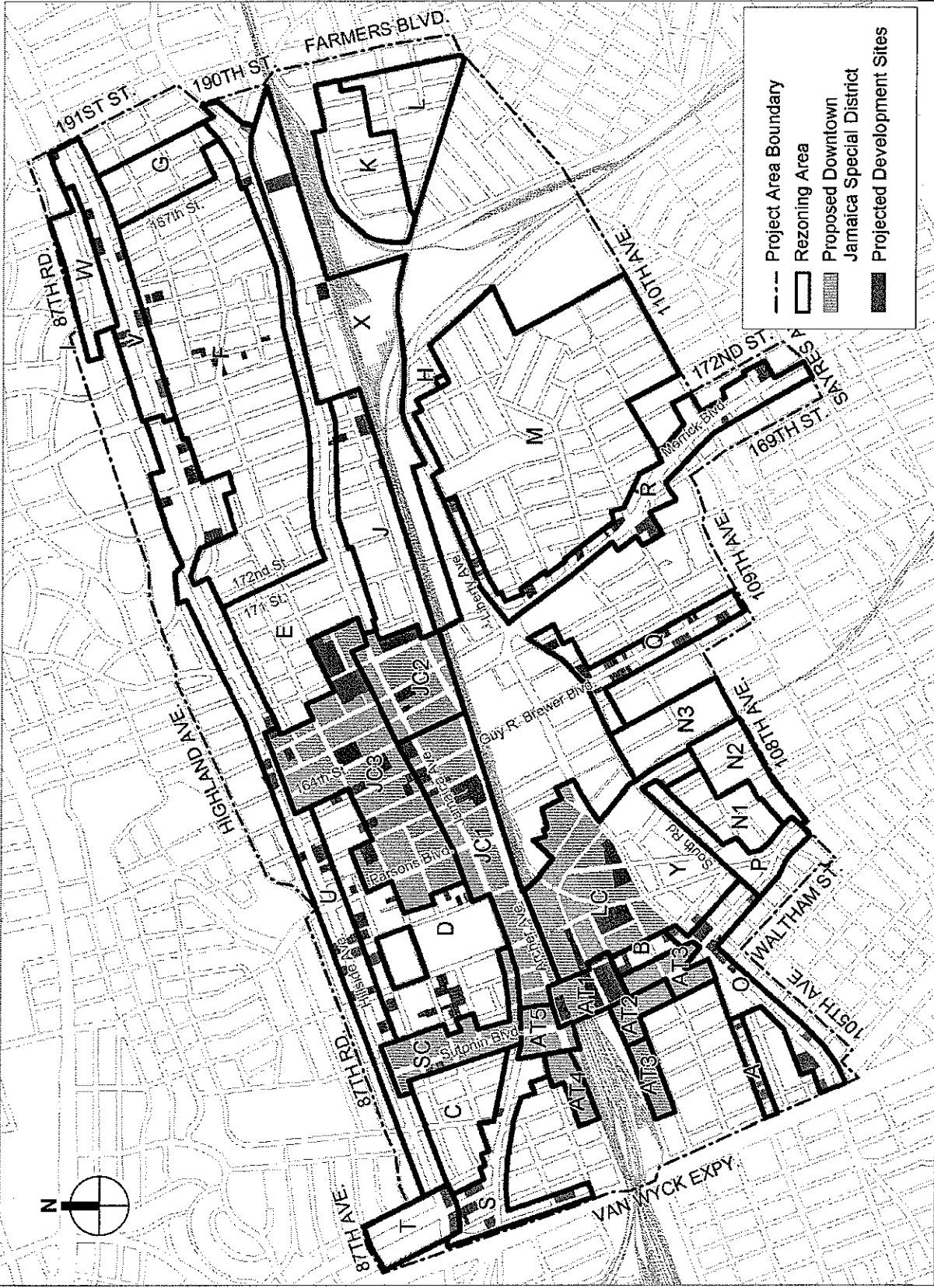
The proposed zoning changes are illustrated in Figures 3A and 3B and listed below by subarea, preceded by the goal each is intended to effectuate. Each subarea is further identified by letters that correspond to subareas shown in Figure 5. Projected and potential development that is expected as a result of the proposed actions is listed in Tables 1 and 2 and illustrated in Figures 6 and 7.

**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 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 and to promote a more harmonious relationship of land use within and around the downtown area. The proposed zoning changes include:



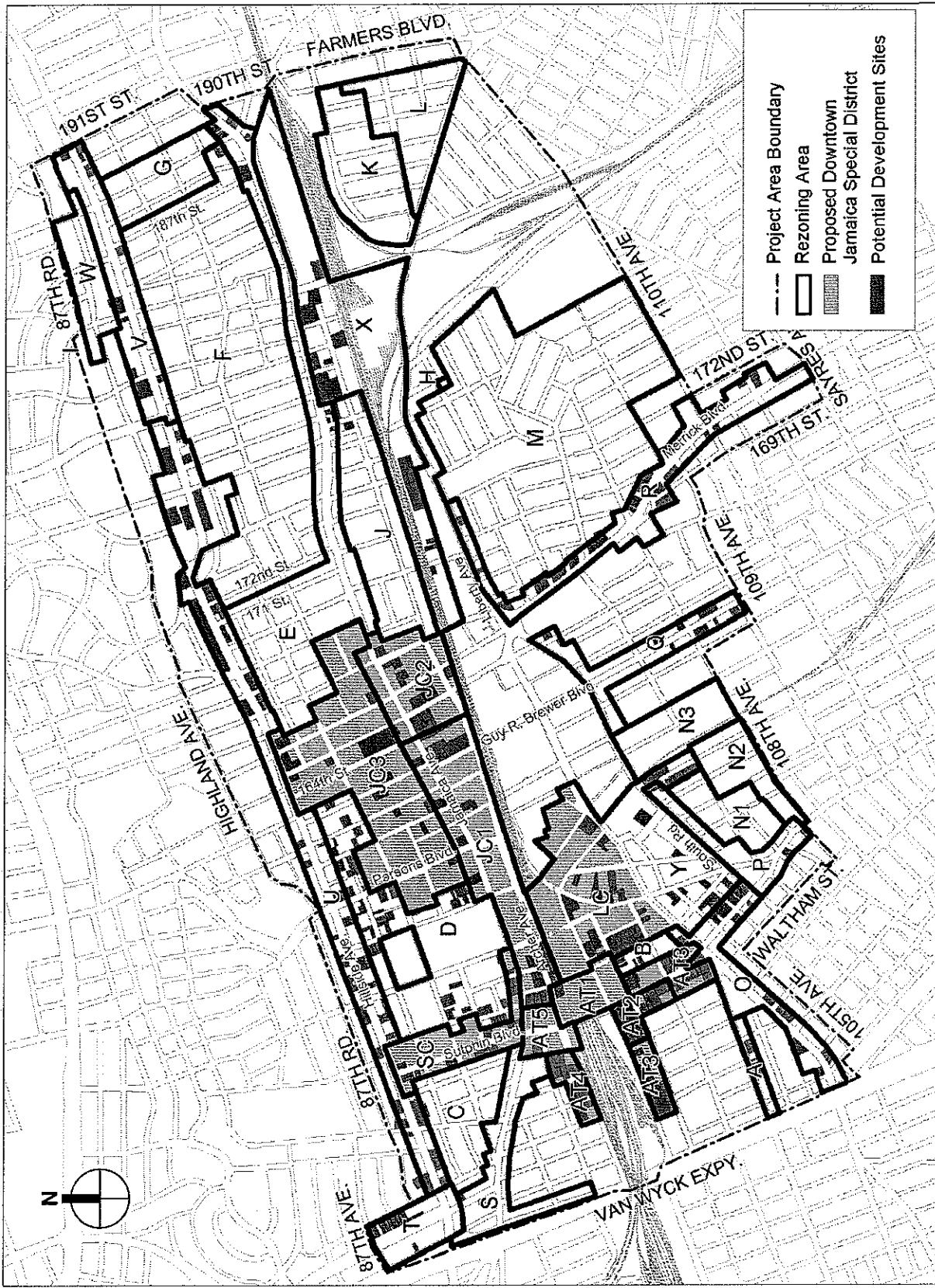
Proposed Zoning – Subareas  
Figure 5



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

Downtown Jamaica Redevelopment Plan

Projected Development Sites By Zoning Subarea  
Figure 6



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

- 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; (AT1)
- R5 and M1-1 to C6-3, 2 blocks generally located west of Sutphin Boulevard between 94th and 97th Avenues; (AT2)
- M1-1 and R5 to C4-5X, 3 blocks located on the east side of 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; (AT3)
- 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)
- M1-1 and R5 to C4-4A, all or portions of 4 blocks north of Archer Avenue between 139th and 146th Streets; (AT4)
- 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; (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; (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; (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; and (SC)
- 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. (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.**

These proposed zoning changes 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—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 predominate 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 could be better accommodated. The proposed changes would also provide a greater degree of predictability with regulations that impose street wall requirements and maximum building heights. The proposed zoning changes include:

## **Downtown Jamaica Redevelopment Plan**

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- 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 (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 (E);
- C2-2/R4, C2-2/R6, M1-1, 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 (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 (P);
- R4 and C1-2/R4 to R5D and R5D/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 (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 (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 (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 (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 (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 (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. 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 (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 (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 (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 (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 (G);
- R5 to R1-2 a portion of 1 block located north of Wexford Terrace and west of Dalny Road (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 (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 (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 (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 (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 (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 (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 (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 (W).

**Reinforce certain industrial areas and allow for growth.**

Zoning changes would result in an increase in commercial and industrial density in these subareas. This would facilitate new development and/or expansion of existing industrial and commercial land uses with minimal impact on adjacent residential communities. 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 (X);



## **Downtown Jamaica Redevelopment Plan**

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- 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 (Y); and
- R4 to M1-1 on a portion of one block located 104th Avenue, east of 177th Street (H).

### **ZONING TEXT AMENDMENT**

The proposed zoning map and text amendment would create the SDJD. It would consist of all or portions of approximately 71 blocks extending between 169th Street and 138th Place, south of Hillside Avenue and north of Liberty Avenue, 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 (see Figure 3A).

Properties within the proposed special district 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 to 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 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 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 curb level and within 50 feet of the street line would be limited to community facility uses without sleeping accommodations, or commercial uses listed in Use Groups 5, 6A, 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 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 following for any permitted use:

<b>Maximum FAR For All Uses In the Special Downtown Jamaica District</b>	
<b>Zoning District</b>	<b>Maximum FAR</b>
C6-2	6
C6-3	8
C6-4 (Commercial Uses)	12
(Residential & Community Facility Uses)	10
M1-4	2

- In 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.

## **Downtown Jamaica Redevelopment Plan**

### *STREET WALL*

Proposed street wall provisions 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 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 feet 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 widening 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).

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*OFF-STREET PARKING AND OFF-STREET 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 10 B 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 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:

## **Downtown Jamaica Redevelopment Plan**

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- 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 AND PLAN**

In collaboration with EDC and HPD, DCP is proposing the creation of the Jamaica Gateway Urban Renewal Area (JGURA), which would consist of three full blocks in the area immediately surrounding the new Jamaica AirTrain Station. The 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. Development of these sites is intended to catalyze additional private investment in the area around Jamaica Station.

The Plan 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, parks and recreational uses, retail, shopping, public and private parking; and
- Provide a stable environment within the JGURA which will not be a blighting influence on surrounding neighborhoods.

The proposed JGURA would have a duration period of 40 years. The related actions would potentially facilitate the disposition to EDC of the City's interest in properties comprising 44 lots that will become City-owned through an acquisition process and are located within the boundaries of the proposed JGURA. These 44 lots are located within six proposed development sites for which the Plan would establish land uses (see Figure 4 and Table 3).

### **CONCEPTUAL ANALYSIS OF PROPOSED TEXT AMENDMENTS**

The proposed actions include amendments to the text of the New York City Zoning Resolution to establish the SDJD. The EIS will include a conceptual analysis of special permit provisions in the proposed SDJD text. The conceptual analysis will consider the potential effects of future utilization of the special permit provisions.

**AMENDMENT TO THE CITY MAP**

An amendment to the City Map involving the elimination of 148th Street between 94th and 95th Avenues and acquisition and disposition of real property is proposed 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.

**Table 3  
Properties Affected by the Proposed Jamaica Gateway Urban Renewal Plan**

Site	Block/Lots	Proposed Land Use
1	Block 9999/ Lots 1,9,10,11,13,15 & Block 10000/ Lot 1	Commercial*
2	Block 9998/ Lots 19p.o.,22,25,42,43,47,48,144	Commercial*
3	Block 9998/ Lots 83,86,87,88,89,90,91,93,94	Commercial*
4	Block 9998/ Lots 95,101,109,110,119,124,127	Commercial*
5	Block 9998/ Lots 1,2,16,19p.o.	Commercial*
6	Block 9993/ Lots 1,3,18,20,22,23,24,25,27,28,29	Commercial* and Public Open Space
<b>Note:</b> * Includes commercial, residential, institutional, community facility, open space and other uses permitted in accordance with the <i>Zoning Resolution</i> .		

The development site is proposed to be rezoned from M1-1 to C6-4 and 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). 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 the project site.

**DISPOSITION OF CITY-OWNED PROPERTY**

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

The site is an approximately 45,000-square-foot City-owned lot developed with a dilapidated garage structure which is no longer in use. It is located on the east side of 168th Street between Jamaica and Archer Avenues. The property is currently zoned M1-5. Under the proposal it could accommodate new mixed use development at a maximum FAR of 6.

**SUMMARY OF MODIFICATIONS TO PROPOSED ACTIONS**

As noted previously in this document, changes have been made to the originally proposed project. Described below is a summary of the changes made since the May 20, 2005 Draft Scope of Work was issued.

The following changes in the Plan result in an increase in the proposed maximum FAR on certain properties:

- An increase in the maximum FAR from 8 to 12 on three parcels east of Sutphin Boulevard between Archer and 95th Avenues and a change in the proposed zoning district from C6-3 (original proposal) to C6-4 (current proposal) on these three parcels;

## **Downtown Jamaica Redevelopment Plan**

- A change in the proposed zoning on Block 9835, Lots 23, 26, 28, 28, 30, 32 and 33 and a portion of Block 9937, Lot 1 from R5 (original proposal) to R7X (current proposal); and
- A change in zoning on Block 10499, Lots 57 and 59 from R3-2 to R7X.

Other changes for the proposed SDJD would result in a decrease in FAR. These include:

- A change in the proposed zoning on blocks 9987 and 9994 from C6-3 (original proposal) to C6-2 (current proposal); and
- A change in the proposed zoning on blocks 9982, 9984, and 9986 from C6-2 (original proposal) to C4-4A (current proposal).

Additional refinements to the Plan as reflected in this final scope are intended to better reflect the existing build contexts and provide an improved transition between Downtown and the nearby lower density residential communities. The following provides a summary of modifications since the October 3, 2005 Revised Draft Scope of Work was issued. These modifications would result in a decrease in the proposed maximum FAR on certain properties, as follows:

- A change in the proposed zoning on Blocks 9991 and 9992, from C6-2 (original proposal) to C4-5X (current proposal);
- A change in the proposed zoning on Blocks 10027, 10030 and 10031 from C6-2 (original proposal) to C4-5X (current proposal);
- A change in the proposed zoning on Block 9794, Lots 20, 30, 36, 48, 114, Block 9795, Lots 12, 101, 98, 130, 30, 85, 65, 89, 94, Block 9796, Lots 22, 25, 47, 53, 58, 59, 60, 61, 62, 63, 100, Block 9799, Lots 1, 35, 18 and 27, and Block 9800, from C6-2 (original proposal) to C4-5X (current proposal);
- A change in the proposed zoning on Block 10088, Lots 16, 17, 18, 19, 20, 22, 23, 24 and 117, Block 1089, Lots 1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, and 21, Block 10090, Lots 15, 16, 17, 18, 19, 21, 23, 26, and 30, Block 10091, Lots 11 and 12, Block 10120, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 20, 23, 24, 25, 31, 39 and 40, Block 10121, Lots 58, 67, 68, 69, 70, 71, 73 and 74, Block 10121, Lot 1, Block 10123, Lots 1, 3, 4, 5, 7, 9, 12, 112 and 113, Block 10124, Lot 1, 3, 4, 5, 6, 7, 8, 10 and 52, Block 10130, Lot 1, 3, 5, 6, 7, 9 and 10, Block 10131, Lots 1, 2, 3, 5, 6, 7, 8, 9 and 10, Block 10132, Lots 21, 22, 23, 24 and 28, Block 11945, Lots 52, 61, 62, 65 and 67, from R6A (original proposal) to R5D (current proposal);
- A change in the proposed zoning on Block 10125, Lots 108, 109, 112, 113, 114, 116, 117, 118, 119, 120, 122, 125, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134 and 135, Block 10135, Block 10135, and 9992, from R5 (original proposal) to R4-1 (current proposal); and
- A change in the proposed zoning on Block 10035, Lots 27, 28, 29, 30, 31, 32, 34, 36 and 40 from R6A and R6A/C2-4 (original proposal) to R3-2/C2-4 (current proposal); no change would result on lots 37 and 39.

The following modifications would also result in the removal of certain properties from the proposed zoning action:

- A change in the proposed zoning on Blocks 9991, Lots 1, 2, 3, 4, 5, 6, 10, 11, 101, 103 and 111, and Block 9984, Lots 1, 3, 5, 7, 8 and 10, from C4-4A (original proposal) to no proposed change.



The following modifications would result in a decrease in the proposed building envelope on certain properties:

- A change in the proposed zoning on the following from R6B (original proposal) to R5D (current proposal): Block 10128, Lots 6, 10, 12, 13, 14, 15, 16, 4, 77, 78, and 110; Block 10129, Lots 1, 3, 4, 6, 7, 9, 10, 11, 13, 16, 17, 18, 20, 21, 23, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, and 37; Block 10140, Lots 1, 2, 6, 7, 8, 9, 18, 19, 20, 22, 23, 26 and 7501; Block 10150, Lots 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48, 49, 51, 52, 53, 54, 55, 57, 58, 59, 60, 61 and 64; Block 10161, Lot 1, 3, 6, 8, 9, 10, 11, 12, 42, 43, 44, 45, 46, 48, 49, 50, 51, 52, 53, 54, 56, 58, 60, 61, 62, 63, 64, 65, 67, 68 and 69; Block 10163, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 51, 60, 106, 114, 115, 116, 117, 118 and 119; Block 10164, Lots 32, 34, 38, 39 and 42; Block 10166, Lots 1, 5, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 20, 21, 23, 25, 26, 27, 28, 29 and 30; Block 10171, Lots 1, 2, 3, 4, 5, 6, 7, 8, 13, 14, 17, 18, 20, 21, 23, 24, 25, 26, 27, 28, 29 and 30.

The following modifications would result in a change to the allowed uses on certain properties:

- A change in the proposed zoning on Block 10124, Lots 25, 21, 20, 19, 18, 15, 11, and 10 from R6A (original proposal) to M1-4 (current proposal).

As stated above, the original proposed action was also modified to accommodate new development on two sites. These actions included:

- **An amendment to the City Map** involving the elimination of 148th Street between 94th and 95th Avenues and 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 part of the proposed SDJD, would be rezoned to allow this development and would also be designated as an urban renewal site in the proposed JGURA.
- **Disposition to EDC of the City's interest in real property** for Block 10209, Lot 115 is proposed to facilitate new development on this site. Approximately 270,000 gross square feet could be developed under the proposed rezoning (M1-5 to C6-2), which would allow a maximum FAR of 6. 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.

In addition, a review of the RWCDS included in the May 20, 2005 Draft Scope of Work revealed minor inaccuracies for the expected development in a few of the areas which would be rezoned under the proposed action. Accordingly, corrections were made, yielding a very small number of additional projected and potential development sites. Estimates of the projected or potential development on a very small number of previously identified development sites were also corrected.

## **PROJECTED DEVELOPMENT SCENARIO/LIKELY EFFECTS**

CEQR considers the long- and short-term effects of actions. For area wide rezoning 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.

## **Downtown Jamaica Redevelopment Plan**

The Build scenario identifies the amount, type, and location of development that is expected to occur by 2015 as a result of the proposed actions. The future without the actions, or No Build scenario, identifies similar 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.

To determine the development scenarios, standard methodologies have been used following *CEQR Technical Manual* guidelines and employing reasonable, worst-case assumptions. These methodologies have been used to identify the amount and location of future residential, commercial, and community facility growth. In projecting the amount and location of new development, several factors have been 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 areawide 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 development scenario for the proposed actions was to identify those sites where new development could reasonably be expected to occur.

In identifying the reasonable worst-case development scenario (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.

### *GENERAL CRITERIA FOR DEVELOPMENT SITES*

- 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 4.

In addition, the RWCDS analyzes future development on three blocks (Block 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 Urban Renewal 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 proposed for the JGURA that would consist 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 which are most likely to be developed in the foreseeable future, due to currently expressed development interest, are considered projected development sites.

Lots in the JGURA which 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

**Table 4**  
**Area-Specific Criteria for Potential and Projected Sites**

Subarea	Potential	Projected
A	Commercial lots greater than 5,000sf 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
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

384(b)(4) of the New York City Charter, which, among other things, governs the disposal of City-owned property. Potential additional environmental impacts will be analyzed at that time.

The following uses and type of buildings that met these criteria are excluded from the RWCDs because they are very unlikely to be redeveloped as a result of the proposed rezoning. These sites were excluded because current conditions, such as landmark status, mapped parkland, or irregularly shaped lots, 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 are also not included.

Additional assumptions that were 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 comprised of circulation and mechanical space; and
- An average dwelling unit size of 1,200 square feet for buildings with residential conversions.

## **Downtown Jamaica Redevelopment Plan**

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

In the future without the proposed actions, or No Build condition, 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.

### *THE FUTURE WITH THE PROPOSED ACTIONS CONDITION (BUILD SCENARIO)*

In the future with the proposed actions, or Build condition, higher-density commercial and residential development is expected to occur in Jamaica's downtown areas and along major thoroughfares, shifting away from the lower-density communities. The reinforcement of certain industrial areas would allow for further industrial growth within the industrial core. The proposed actions are expected to result in new development, including approximately 4.5 million square feet of commercial space; 120,000 square feet of industrial space; 5.2 million square feet of residential space (5,198 dwelling units); and 460,000 square feet of community facility space. This estimate is based on the development criteria described above and the large number of available sites within the rezoning area. In addition, most uses on the project development sites that are expected in the No Build condition would be redeveloped, although in a few cases, such No Build uses would remain.

DCP identified 187 projected development sites likely to be developed by 2015 (see Figure 6). In addition, there are 424 potential development sites that are considered less likely than the projected sites to be developed over the same 10-year analysis period (see Figure 7).

The 187 projected development sites currently have approximately 240 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 action (No Build), some of the as-of-right development is expected to occur on these sites. The No Build program is expected to consist of approximately 1,816 dwelling units, 1.5 million square feet of commercial uses (including retail and office space), 715,000 square feet of industrial space, and 214,000 square feet of community facility space.

As stated above, the total development expected to occur on the 187 projected development sites under the Build condition would consist of approximately 5,200 dwelling units, 4.5 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. The projected incremental (net) change between the No Build and the Build scenarios that would result from the proposed action would be approximately 3,400 dwelling units, 2.9 million square feet of commercial space, 245,000 square feet of community facility space, and a loss of 594,000 square feet of industrial space.

Community facility uses are projected to amount to approximately 460,000 square feet in 25 to 30 facilities in the Build scenario. These facilities would include a museum or art gallery, a nursing home, houses of worship, a club, community centers, medical offices, and not-for-profit institutions.

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

immediate area 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 anticipating a significant increase in new residential development include the increased density the proposed zoning would allow and the ability through the new special text amendment that would 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.

Community facilities are expected throughout the rezoning area, reflecting population growth and a strong market for these facilities.

An increase in commercial growth would result from the proposed action with a significant increase in permitted density, particularly near the transportation hubs 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.

The development projections are grouped by subareas (see Figure 5 and Table 5) that reflect various zoning strategies and development densities. The development projected in the Build and the No Build scenarios in these subareas is described below. 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 is provided. Although there are no projected development sites in subareas AT2, AT3, AT4, and AT5, potential development sites in these subareas will be analyzed in the EIS for site-specific impacts.

## **ENVIRONMENTAL IMPACT STATEMENT**

As the RWCDS associated with the proposed actions would affect various areas of environmental concern and was found to have the potential for significant impacts, pursuant to the EAS and Positive Declaration, an EIS will be prepared for the proposed action. The EIS will analyze the projected developments for all environmental impact categories pursuant to the *CEQR Technical Manual* and also evaluate the effects of the potential developments for site-specific impacts such as those related to historic resources, shadows, hazardous materials, air quality, and noise.

### **D. SCOPE OF WORK FOR AN EIS**

#### **TASK 1. PROJECT DESCRIPTION (INCLUDING PROJECTED DEVELOPMENT SCENARIO)**

The first chapter of the EIS introduces the reader to the proposed actions and sets the context in which to assess impacts. The chapter identifies the proposed actions (brief description and location of the proposed actions) and provides: the background and/or history of the proposed

**Downtown Jamaica Redevelopment Plan**

**Table 5**

**Summary of No Build and Build Development on Projected Development Sites**

Subarea	Proposed Zoning District	No Build				Build				Incremental			
		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
		41,118	236,498	-	-	2,113,904	-	-	206	2,072,786	(236,498)	-	206
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	36,495	224,420	-	61	183,490	-	2,000	250	146,995	(224,420)	2,000	188
Jamaica Center 3 (JC3)	C4-5X	285,466	-	64,725	567	776,637	-	55,952	640	491,171	-	*8,773	72
Liberly Center (LC)	M1-4	57,492	90,953	-	13	291,448	-	23,800	-	233,956	(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	-	-	444	21,860	-	-	718	16,626	-	-	273
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	118,191	-	24,000	170	53,838	-	24,000	101
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	-	-
<b>Total</b>		<b>1,572,047</b>	<b>715,066</b>	<b>214,344</b>	<b>1,816</b>	<b>4,517,432</b>	<b>120,894</b>	<b>459,524</b>	<b>5,198</b>	<b>2,945,385</b>	<b>(594,172)</b>	<b>245,180</b>	<b>3,382</b>

actions; a statement of the public purpose and need for the proposed action; key planning considerations that have shaped the current proposal; a detailed description of the proposed actions including the proposed urban renewal area; and a discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the proposed actions and gives the public and decision-makers a base from which to evaluate the proposed actions.

The project description chapter will present the planning background and rationale for the proposed zoning map and text amendments and Urban Renewal Area designation. In addition, the chapter will summarize the reasonable worst-case development scenario (RWCDS) for analysis in the EIS and present its rationale (refer to "Projected Development Scenario" in Section C of this document).

The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Queens Borough President's office, CPC, and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

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

This chapter will analyze the potential impacts of the proposed actions on land use, zoning, and public policy. The land use study area will consist of the proposed project area, where the potential land use effects of the proposed actions will be straightforward and direct (reflecting the development scenario), and neighboring areas within a ½-mile radius that could experience indirect impacts (refer to Figure 8). For the purpose of environmental analysis, the study area will extend approximately a ½-mile from the borders of the proposed project area. Subtasks will:

- Provide a detailed description of land use, zoning, and public policy in the study area discussed above. A more detailed analysis will be conducted for the project area. This task will be closely coordinated with Task 3, "Socioeconomic Conditions," which will provide a qualitative analysis of the proposed project's effect on businesses and employment in the study area. Recent trends in the proposed project area will be noted;
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the land use study area. Describe recent land use trends in the study area and identify major factors influencing land use trends;
- Describe and map existing zoning and recent zoning actions in the study area, and describe any recent BSA actions;
- Prepare a list of future development projects in the study area that would be expected to influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area. Based on these changes, assess future land use and zoning conditions without the proposed actions;
- Describe and assess the potential land use changes in the proposed project area based on the reasonable worst-case development scenario; and
- Assess effects of the projected development resulting from the proposed actions on land use and land use trends, public policy, and zoning. Discuss the proposed actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, including transit-oriented development, and the effect of the proposed action on ongoing development trends and conditions in the area.

## **TASK 3. SOCIOECONOMIC CONDITIONS**

This chapter will examine the effects of the proposed actions on socioeconomic conditions in the study area, including population characteristics, increase in economic activity, and the potential displacement of businesses and employment from the proposed project area. The analysis will provide a qualitative assessment of potential socioeconomic changes associated with the proposed action, including: direct displacement of residential population, businesses, or employees; new development that is markedly different from existing uses and activities within the neighborhood; an adverse effect on conditions in the real estate market in the area; or an adverse effect on socioeconomic conditions in a specific industry.

Screening analyses will be conducted pursuant to the *CEQR Technical Manual* methodology. The analysis will present sufficient information regarding the effects of the proposed action to make a preliminary assessment either to rule out the possibility of significant impacts or to



## Downtown Jamaica Redevelopment Plan

determine that more detailed analysis is required to make a determination as to impacts. The preliminary assessment will examine 5 areas of concern including: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. For each area of concern, if it has been determined that a socioeconomic impact is likely or cannot be ruled out based on the preliminary screening assessment, then a detailed analysis will be conducted.

The socioeconomic conditions study area is shown in Figures 9A and 9B. The *CEQR Technical Manual* recommends that up to a ½-mile radius be used for a socioeconomic study area boundary. As shown in Figures 9A and 9B, in addition to the proposed project area, a primary study area (approximate ¼-mile radius from action area boundary) and a secondary study area (approximate ½-mile radius) will be delineated for the assessment of socioeconomic conditions. The study areas will be further adjusted to reflect boundaries of census tracts or data for labor and industry. Subtasks for detailed analysis, if determined to be necessary, include:

### *POPULATION CHARACTERISTICS*

- Based on the U.S. Census of Population and Housing, describe the 2000 population characteristics of the study area and the primary and secondary study areas;
- Discuss population trends in the No Build condition; and
- Estimate population associated with the RWCDs under the proposed actions and assess impacts on population, if any.

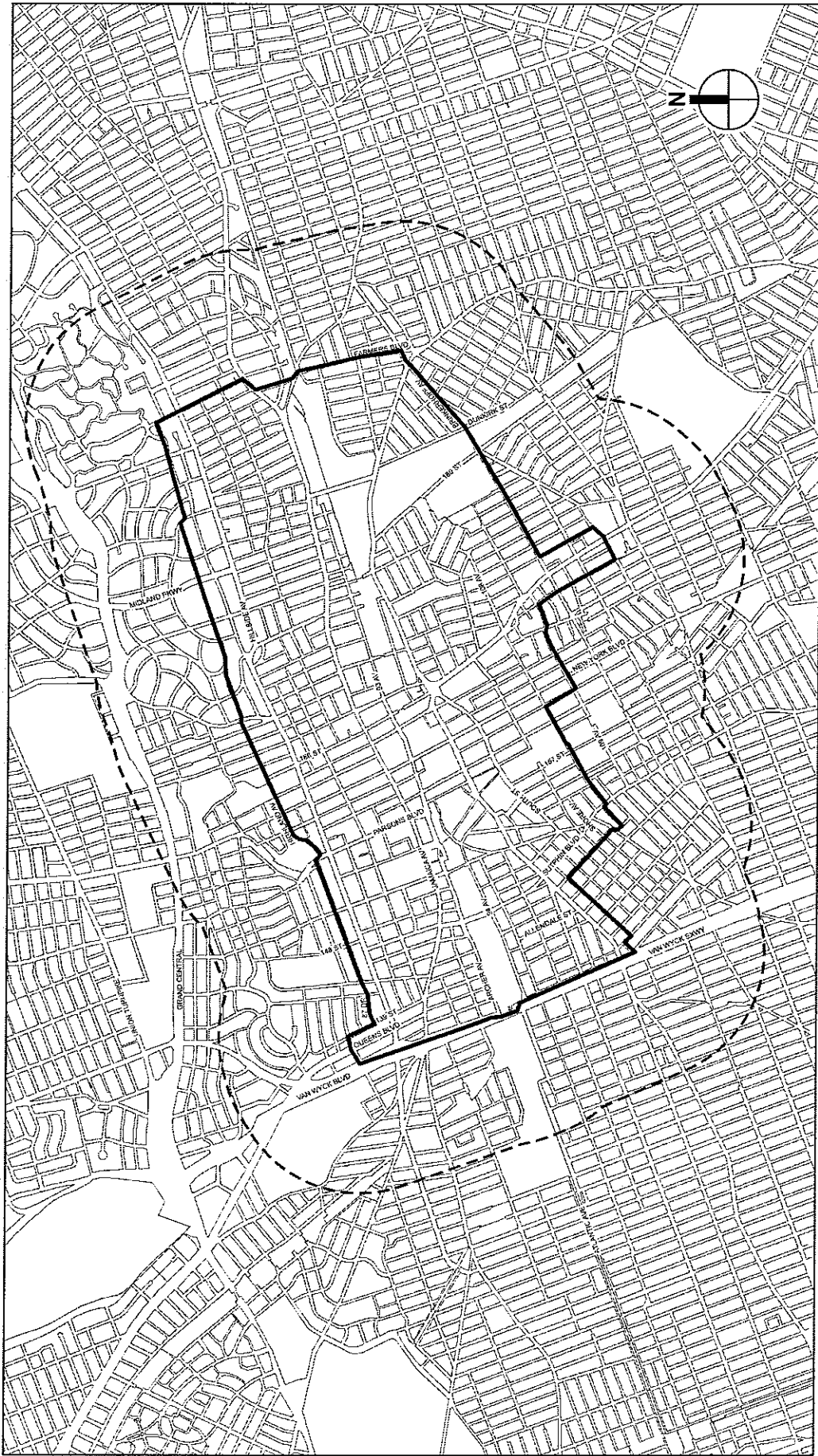
### *HOUSING CHARACTERISTICS*

- Using 2000 Census data and other information, such as reports on housing value and median rents, describe the housing characteristics of the study area and the study areas;
- Assemble and discuss information on housing market conditions, including identification of presence of any unique or predominant population groups or presence of populations particularly vulnerable to economic changes, using Census data and other sources; and
- Estimate housing changes associated with the proposed actions and assess impacts on housing, if any, and housing trends in the No Build condition.

### *ECONOMIC CHARACTERISTICS*

- Describe existing economic activity in the study area (using most recently available data), including the number and types of businesses and employment by key sectors;
- Describe the physical characteristics of the existing manufacturing and commercial buildings in the study area and surrounding areas, including the general size of the structures, configurations, and condition. Determine the approximate vacancy rate and rent levels for buildings in the study area. This will be based on visual inspections, discussions with the Queens Office of DCP, and discussions with real estate brokers;
- Describe trends in commercial and manufacturing use in the No Build condition;
- Describe current economic policies for the area, including the Mayor's Industrial Policy;

9.29.05



— Primary Study Area Boundary  
- - - Study Area Boundary (1/2-Mile Perimeter)

0 4000 FEET  
SCALE

Downtown Jamaica Redevelopment Plan

Land Use Study Area  
Figure 8

8.11.06



0 4000 FEET  
SCALE

- Project Area
- 1/4-Mile Perimeter
- - - Primary Study Area

**Downtown Jamaica Redevelopment Plan**

**Socioeconomic Conditions Primary Study Area**  
Figure 9A

8.11.06



- Project Area
- ..... 1/2-Mile Perimeter
- - - Secondary Study Area

**Downtown Jamaica Redevelopment Plan**

**Socioeconomic Conditions Secondary Study Area**  
Figure 9B

- Discuss how some uses are becoming nonconforming as a result of the proposed rezoning and any potential socioeconomic impacts;
- Estimate net new employment and other economic activity in the study areas under the RWCDs;
- Estimate direct displacement of manufacturing and commercial businesses and employment based on sites identified for likely development. After accounting for currently vacant properties, configurations and conditions, use a ratio of number of properties converted to total properties to estimate potential displacement; and
- Assess the impact of displacement, specifically in the urban renewal area. Identify likely relocation areas nearby.

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

The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from the proposed actions. New workers tend to create limited demands for community facilities and services, while new residents create more substantial and permanent demands. Community facilities other than open space (see Task 5) will be examined in this chapter.

In accordance with thresholds established in the *CEQR Technical Manual*, the number and type of new residential units likely to be developed as a result of the proposed actions would trigger detailed analyses of potential impacts on public schools, libraries, out-patient health care facilities and publicly funded day care centers. In addition, the proposed actions are expected to result in 459,524 feet of community facility space (an incremental increase of 245,180 square feet).

The Police and Fire Departments routinely evaluate the need for changes in personnel, equipment, or facilities based on population, response times, crime levels, or other local factors. Therefore a detailed assessment of service delivery is usually conducted only if a proposed action would directly affect the physical operations of a station house or precinct house. Since the proposed actions would not directly affect existing facilities, a detailed assessment is typically not warranted. However, given the scale of projected development in the study area and community concerns, an assessment of fire and police protection services will be provided in the EIS.

The proposed study area for community facilities would generally include an approximate ½-mile-radius from the rezoning area, but may vary by facility type in accordance with *CEQR Technical Manual* guidelines. The EIS will:

- Identify and locate/map community facilities within the defined study area for general informational purposes, including public schools, libraries, health care facilities, police precincts, fire houses and publicly funded day care centers;

## **Downtown Jamaica Redevelopment Plan**

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- Identify and locate public schools serving the proposed project area. Assess conditions in the area, and for each affected school district (Community School Districts [CSD] 28 and 29) as a whole, in terms of enrollment and utilization during the current school year, noting any specific shortages of school capacity. Identify conditions that will exist in the No Build condition, taking into consideration projected changes in future enrollment (estimated number of students generated in the future without the proposed action added to Department of Education [DOE] or DCP enrollment projections for total enrollment projections for the future without the proposed actions) and plans to alter school capacity either through administrative actions on the part of the New York City Department of Education or as a result of the construction of new school space. Analyze Build conditions, adding students likely to be generated by the proposed actions to the projections for the No Build condition. Impacts of the proposed actions will be assessed based on the difference between projections for the Build and No Build conditions at the subarea (to be determined in consultation with DCP), region, and school district levels for enrollment, capacity, and utilization in 2015;
- Identify the local public library branch(es) serving the area. Describe existing population served by the branch(es), using information gathered for socioeconomic conditions assessment, information services provided by branch(es), circulation, level of utilization, and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with library officials (documentation will be provided). For the No Build condition, projections of population change in the area and information on any planned changes in library services or facilities will be described and the effects of these changes on library services will be assessed qualitatively. The effects of the addition of the population resulting from the projected developments induced by the RWCDS Build condition will be qualitatively assessed in terms of special programs, facilities, and collections, with input from library branch management staff (documentation will be provided);
- Health Care Facilities. Identify hospital emergency room services and outpatient ambulatory care facilities (regulated by the New York State Department of Health and Office of Mental Health) within approximately 1 mile of the rezoning area. Describe each facility in terms of its address, the type of service provided, an indicator of its size, capacity or utilization, and any other relevant existing conditions based on publicly available information and/or consultation with health care officials (documentation will be provided). For the No Build conditions, projected change in the area's low/moderate-income population and any planned changes in health care facilities or services will be described and the effects of these changes on the operating capacity of the facilities will be assessed. The potential effects on outpatient facilities of the additional population resulting from projected developments will be assessed in comparison to the effects projected under the No Build conditions;
- Day Care Facilities. Identify existing public day care and head start facilities within approximately 1 mile of the rezoning area. Describe each facility in terms of its location, ages served, number of slots (capacity), existing enrollment and length of waiting list. Information will be based on publicly available information and/or consultation with the Division for Child Care and Head Start (CCHS) (documentation will be provided). For the future No Build condition, information will be obtained on any changes planned for day care programs or facilities in the area, including closing or expansion of existing

facilities and establishment of new facilities. Any expected increase in the population of children under 12, based on CEQR methodology, will be discussed as potential additional demand; and the potential effect of any population increases on demand for day care services in the study area will be assessed. The potential effects of the additional eligible children resulting from projected developments will be assessed by comparing the estimated net demand over capacity to the net demand over capacity estimated in the No Build analysis;

- Fire Protection Services. Identify and locate existing fire stations serving the area. In consultation with the Fire Department (FDNY), describe the equipment and staffing levels at each facility as appropriate. For the No Build condition, describe anticipated changes in population and land use in the project area as well as any planned changes in FDNY facilities, equipment or personnel. For the Build condition, assess with FDNY the incremental effects on fire protection services of the additional population and projected developments as compared to the No Build condition; and
- Police Protection Services. Identify existing facilities serving the area and describe their functions and staffing levels as appropriate. In consultation with the Police Department (NYPD), assess the incremental effects on police protection services of projected development in the Build as compared to the No Build condition.

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

New residents and workers generated from new development and conversions in the proposed project area would place added demands on existing scarce open space and recreational facilities. The proposed actions would generate more than the CEQR threshold of 200 residents, thereby requiring further assessment of open space. A detailed open space analysis for each of the two development scenarios will be conducted according to the following tasks:

- Using 2000 Census data and other data where applicable, calculate the total residential population of the open space study area, which, as per CEQR guidelines, would be defined as the area within a ½-mile radius from the proposed project area, with the study area boundary adjusted to include all census tracts with at least 50 percent of their area within the ½-mile radius (see Figures 10A and 10B). The population will be indicated pursuant to Table 3D-1 of the *CEQR Technical Manual*;
- Inventory existing active and passive open spaces within the study area boundary. The condition and usage of existing facilities will be described based on the inventory and field visits. Jurisdiction, features, user groups, quality/condition, factors affecting usage, hours of operation, and access will be included in the description of facilities. Also, the potential for facilities to be affected by direct impacts, such as from shadows cast by the action induced development, will also be assessed. Acreage of these facilities will be determined and total study area acreage calculated. The percentage of active and passive open space will also be calculated;
- Based on the inventory of facilities and study area residential and worker population, calculate the open space ratio for the residential population in the study area, and compare to City guidelines to assess adequacy. This is expressed as the amount of open space acreage per 1,000 user population. Open space ratios will be calculated for active and passive open space, as well as the ratio for the aggregate open space;



## **Downtown Jamaica Redevelopment Plan**

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- Assess expected changes in future levels of open space supply and demand in the analysis year, based on other planned development projects within the study area. Also take account of any new open space and recreational facilities expected in the study area. Open space ratios will be developed for future conditions without the action and compared with existing ratios to determine changes in future levels of adequacy;
- Based on the residential and worker population added by the proposed project, assess its effects on open space supply and demand. The assessment of proposed actions' impacts will be based on a comparison of open space ratios with the proposed actions and open space ratios under No Build and Build conditions in the ½-mile study area. In addition to the quantitative analysis, qualitative analysis will be performed to determine if the changes resulting from the proposed actions will result in a substantial change (positive or negative) or an adverse effect to open space conditions; and
- If the results of the impact analysis identify a potential for a significant impact, discuss potential mitigation measures.

### **TASK 6. SHADOWS**

This chapter will examine the proposed actions' potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. Generally, shadow impacts could occur if an action would result in new structures, or additions to buildings resulting in structures over 50 feet in height that could cast shadows on natural features, publicly accessible open space, or on historic features that are dependent on sunlight. The proposed actions would permit development of buildings of greater than 50 feet in height in portions of the project area, and therefore has the potential to result in shadow impacts on existing resources in the proposed project area. The EIS will assess the reasonable worst-case development scenario, on a site-specific basis, for potential shadowing effects on existing light-sensitive uses, and disclose the range of shadow impacts, if any, which are likely to result from the action, further identifying:

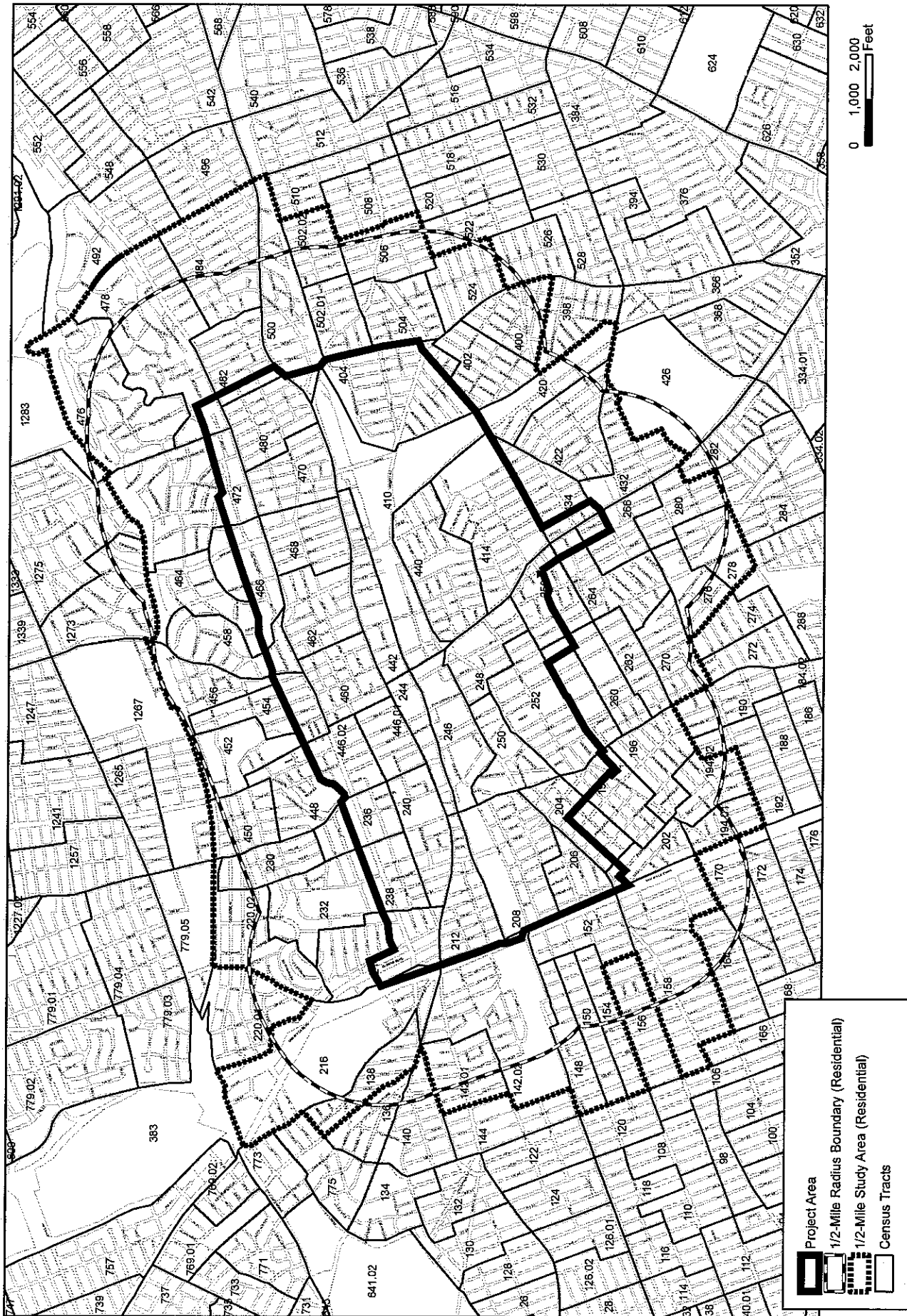
- Projected and potential development sites adjacent to existing parks, publicly accessible open space, and sunlight-sensitive historic resources;
- Projected and potential development sites located in areas which are not susceptible to shadow impacts;
- If warranted, describe in shadow diagrams and text the potential effect of shadows from buildings resulting from the identified RWCDS (both projected and potential development sites) on publicly accessible open spaces or light-sensitive historic resources.

The shadow assessment would be coordinated with Task 5, "Open Space" and Task 7, "Historic Resources."

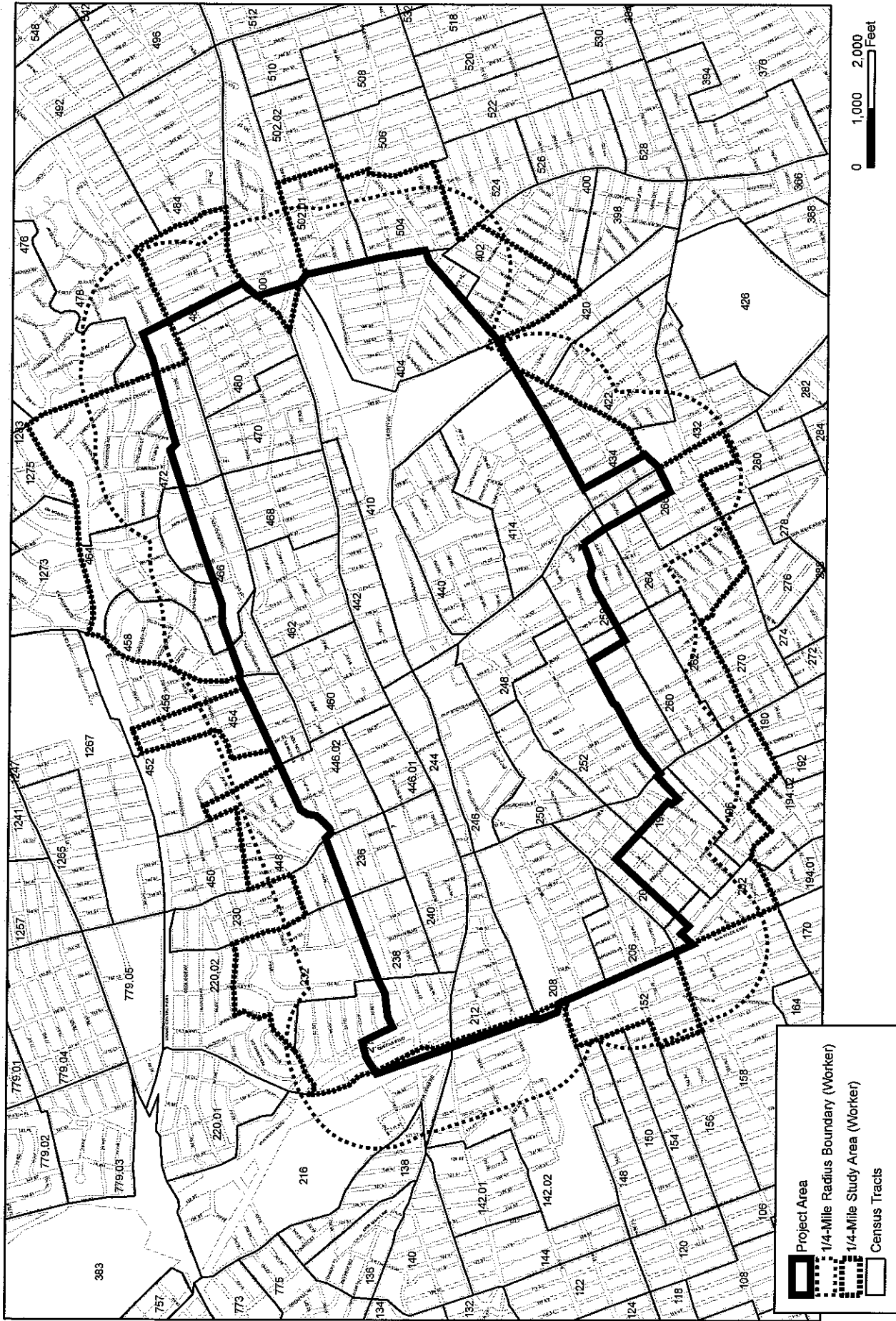
### **TASK 7. HISTORIC RESOURCES**

The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the New York State Board for listing on





Downtown Jamaica Redevelopment Plan  
 Open Space Study Area (Residential)  
 Figure 10A



Downtown Jamaica Redevelopment Plan  
Open Space Study Area (Worker)  
Figure 10B

the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. Because the proposed actions would induce development that could result in new in-ground disturbance and construction of a building type not currently permitted in the affected area, the proposed actions have the potential to result in impacts to archaeological and architectural resources. There are landmark buildings located within and adjacent to the rezoning area.

Impacts on historic resources are considered on the affected sites and in a 400-foot radius area surrounding the identified development sites. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur; these are limited to sites that may be developed under the proposed actions, and include projected as well as potential development sites. In coordination with the research conducted for the land use and hazardous materials tasks, this section will include an overview of the study area's history and land development. This history will be detailed enough to determine whether any potential archaeological resources may be on the site, requiring further study. Subtasks will include:

**Architectural Resources:**

- Submit the proposed project to the LPC for its review and determination regarding architectural sensitivity;
- Research and describe history of land use and architecturally sensitive locations in the project area;
- Identify, map and describe LPC-designated, S/NR-listed, and LPC- and S/NR-eligible architectural resources in the proposed project area. All potential architectural resources should be photographed and keyed to a Sanborn map. Address, block/lot, architect, date, and original use should be provided for each eligible property; and
- Identify and assess the probable impacts of development resulting from the proposed action on architectural resources on, adjacent to, and in the study area of projected and potential development sites.

**Archaeological Resources:**

- Submit the proposed project to LPC for its review and determination regarding archaeological sensitivity;
- Research and describe history of land use and potentially archaeologically sensitive locations in the project area as identified by LPC;
- Based on City and State files, identify and map inventoried archaeological resources and/or sensitive locations;
- Identify any other areas thought to be archaeologically sensitive within the project area; and
- Identify projected and potential development sites where new in-ground disturbance is expected to occur as a result of the proposed actions and any resulting potential archaeological impacts.

**TASK 8. URBAN DESIGN/VISUAL RESOURCES**

This chapter will assess urban design patterns and visual resources of the study area, and the effects on these of the proposed actions. As defined in Chapter 3G, Section 310 of the *CEQR Technical Manual*, the urban design and visual resources study area will be the same as that used for the land use analysis. The proposed actions could result in the construction of structures, building uses, size, and types not currently permitted in the affected area, and therefore has the potential to result in impacts related to urban design and visual resources. A detailed list of tasks follows:

- Describe the urban design and visual resources of the proposed project area and adjacent areas, using photographs and other graphic material as necessary to identify critical features, use, bulk, form, and scale;
- Discuss specific relationships between the proposed project area and adjacent areas regarding light, air, and views;
- An assessment of the modifications to the use and bulk regulations through the zoning map and text amendments and the urban renewal designation and plan will be included in the analysis, as these affect height, dimensions, and scale of the development in the study area;
- Describe the changes expected in the urban design and visual character of the proposed project area resulting from the various developments in the study area in the future without the action;
- Describe the potential changes that could occur in the urban design character of the study area in the Build condition. For the projected development scenario, the analysis will focus on specific buildings and sites where changes are being projected and on more general building types (e.g., street wall height, setback, and building envelope). Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources in the study area, including resources of visual or historic significance. The analysis will focus on the development sites and the facing and adjacent buildings; and
- Describe the potential changes, if any, which could occur in the urban design character and visual resources of the surrounding area.

**TASK 9. NEIGHBORHOOD CHARACTER**

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The proposed actions would permit new development that has the potential to alter certain constituent elements of the affected area's neighborhood character, including land use patterns, socioeconomic conditions, traffic and noise levels, and urban design features, and could affect historic resources. An amalgam of impact categories, a neighborhood character analysis considers the combined impacts of land use, urban design, visual resources, historic resources, socioeconomics, traffic and noise. As suggested in the *CEQR Technical Manual*, the study area for neighborhood character will be coterminous with the 1/2-mile land use study area. The EIS will:

- Describe the predominant factors that contribute to defining the character of the neighborhood, drawing on the related EIS sections; and
- Summarize changes that can be expected in the character of the neighborhood in the future without the action based on planned development projects, public policy initiatives, and planned public improvements.

#### **TASK 10. NATURAL RESOURCES**

As stated in the *CEQR Technical Manual*, a natural resource is defined as a plant or animal species and any area capable of providing habitat for plant and animal species or capable of functioning to support environmental systems and maintain the City's environmental balance. Such resources include surface and groundwater, wetlands, dunes and beaches, grasslands, woodlands, landscaped areas, gardens, and build structures used by wildlife. An assessment of natural resources is appropriate if a natural resources exists on or near the site of the proposed action, or if an action involves disturbance of that resource. A detailed screening analysis will be presented in the EIS identifying whether the proposed action would result in significant impacts to natural resources, and if warranted, detailed analysis will be provided.

In addition, the potential for changes in Jamaica Bay water quality as a result of the proposed actions will be assessed in the DEIS. The analysis will consist of an assessment of carbon, nitrogen, and pathogen loadings to Jamaica Bay from the Jamaica Bay Water Pollution Control Plant (WPCP). The changes in these loadings associated with the proposed actions will be assessed, and the related impacts on water quality will be presented.

#### **TASK 11. HAZARDOUS MATERIALS**

The objective of the hazardous materials assessment is to determine which, if any, of the projected and potential development sites may have been adversely affected by current or historical uses at or adjacent to the sites. The proposed actions would result in new residential development in areas currently zoned for manufacturing, and therefore have the potential to result in significant hazardous materials impacts.

A preliminary screening assessment prepared pursuant to the *CEQR Technical Manual* and Chapter 24 of Title 15 of New York City Department of Environmental Protection (DEP) rules governing the placement of (E) designations will be conducted for the projected and potential development sites to determine which sites warrant an (E) designation without the preparation of a Phase I assessment and which sites require further assessment. If the potential for contamination is not identified on a projected or potential development site, the screening assessment will be conducted on adjacent properties. If impacts are not identified on the adjacent properties, the screening assessment will be expanded to include properties within 400 feet of the development sites to determine if an (E) designation on the development site is warranted.

For City-owned sites or sites that are proposed for City ownership, (E) designations will not be placed on development lots. Instead, since development of these sites would occur through disposition to a private entity, a similar mechanism to ensure that further investigative and/or remedial activities, as well as health and safety measures, prior to and/or during construction will be required under the City's contract of sale with the private entity selected to develop the site.

In addition to the environmental database search, readily available public records will be requested and reviewed, where applicable. Freedom of Information Law (FOIL) requests will be

## **Downtown Jamaica Redevelopment Plan**

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submitted to various City and State agencies, including the New York State Department of Environmental Conservation (NYSDEC), New York City Department of Health, DEP, FDNY, and the New York City Department of Sanitation (DSNY), regarding the release of petroleum products and/or hazardous materials or any other environmental concerns at the subject sites. A database search will be conducted for each Site on the New York City Department of Buildings (DOB) website.

The hazardous materials assessment will be conducted according to the following tasks:

- Review United States Geological Society (USGS) topographical maps to ascertain the topography. Available USGS and New York State Geological Survey documents will be reviewed for surface and subsurface geological conditions in addition to the groundwater conditions in the area of the subject properties;
- Review Sanborn Fire Insurance Maps to develop a profile on the historical uses of properties; and
- Perform field reconnaissance. The majority of the properties in the area are owned privately and are not accessible for field inspection. Therefore, the field reconnaissance will consist of observing the sites from public access ways (i.e., sidewalks and streets) and noting the general uses of the buildings (i.e., industrial, manufacturing, residential, commercial, etc.). Field reconnaissance will include the following:
  - Characterization of the range of industrial uses and activities performed in the rezoning action area;
  - Description of constituents most commonly associated with the industrial activity;
  - Notation of surrounding properties to assess potential impacts on the subject property;
  - Observation of illegal dumping of domestic refuse, hazardous waste, and/or construction debris on the site or in the area;
  - Evidence of electrical transformers or large capacitors on the subject property; and
  - Review of data for underground storage tanks or aboveground storage tanks (USTs and/or ASTs) in the area.

The mapping, literature, and field data will be evaluated to assess the potential for environmental concerns at the subject sites. A summary of findings and conclusions will be prepared for inclusion in the EIS to determine where (E) designations<sup>1</sup> may be appropriate.

The (E) designation would require that the fee owner of an (E) designated site conduct a testing and sampling protocol, and remediation, where appropriate, to the satisfaction of DEP before the issuance of a building permit by the Department of Buildings (pursuant to ZR Section 11-15

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<sup>1</sup> As described in the *CEQR Technical Manual*, an (E) designation is used in connection with an environmental review pursuant to any zoning map amendment to identify potential significant contamination on one or more tax lots within the affected zoning area that is not under the control of the applicant. The (E) designation discloses the potential contamination associated with the site and the required mitigation needed to ensure the protection of public health and the environment prior to construction of the site.

[Environmental Requirements]). The (E) designation also includes mandatory construction-related health and safety plans which must be approved by DEP.

#### **TASK 12. WATERFRONT REVITALIZATION PROGRAM**

The study area is not within the City's coastal zone. Therefore, this chapter will include a map showing that the rezoning area is outside the boundaries of the coastal zone and a statement to that effect.

#### **TASK 13. INFRASTRUCTURE**

This chapter will describe the existing infrastructure in the proposed project area. According to the *CEQR Technical Manual*, the City's infrastructure comprises the physical systems supporting its population, including water supply, wastewater treatment and storm water management. The proposed actions would induce new development which could place additional demands on infrastructure. This task will be undertaken in coordination with DEP regarding water and sewer system capacity and infrastructure issues in the area. An analysis will be conducted to determine the potential for the projected developments induced by the proposed actions to affect the City's infrastructure, including:

##### *WATER SUPPLY*

- The existing water distribution system serving the proposed project area will be described based on information obtained from the DEP Bureau of Water Supply and Wastewater Collection;
- The current water usage in the area will be examined;
- The likely demand will be assessed for future No Build conditions, and the effects on the system will be described;
- Water demand for the projected developments induced by the proposed actions will be projected; and
- The effects of the incremental demand on the system will be assessed to determine if there is sufficient capacity to maintain adequate supply and pressure.

##### *SEWAGE AND STORMWATER*

- The existing sewer systems serving the proposed project area will be described from information obtained from DEP. Existing and future flows to the Jamaica Water Pollution Control Plant (WPCP) that serves the area will be calculated and estimated. Information on existing sewer infrastructure in the area, including sanitary, storm, and combined sewer mains, regulators, interceptor sewers, outfalls, and other principal components of the local system will also be provided;
- Discuss recent problems with combined sewer overflows and back-ups during storm events;
- Discuss any expected changes in sewer conditions to occur under No Build conditions;

## **Downtown Jamaica Redevelopment Plan**

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- Information on sanitary sewage and stormwater generation will be compiled for the projected developments induced by the proposed actions based on water usage estimates. The adequacy of sewer systems to meet demand generated by the projected developments induced by the proposed actions will be assessed; and
- The effects of the incremental demand on the system will be assessed to determine if there will be any impact on the WPCP, or on its State Pollution Discharge Elimination System (SPDES) permit conditions.

### **TASK 14. SOLID WASTE AND SANITATION SERVICES**

The proposed actions would induce new development that would require sanitation services. This chapter will provide an estimate of the additional solid waste expected to be generated by the projected developments and assess its effects on the City's solid waste and sanitation services. This assessment will:

- Describe existing and future New York City solid waste disposal practices;
- Estimate existing and future No Build solid waste generation;
- Forecast solid waste generation by the projected developments induced by the proposed actions based on CEQR guidelines; and
- Assess the impacts of the proposed action's solid waste generation (projected developments) on the City's collection needs and disposal capacity.

### **TASK 15. ENERGY**

According to the *CEQR Technical Manual*, because all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects State and City energy policy, actions resulting in new construction would not create significant energy impacts, and as such would not require a detailed energy assessment. For CEQR purposes, energy impact analysis focuses on an action's consumption of energy. A qualitative assessment/screening analysis will be provided in the EIS, as appropriate. This would include an estimate of the additional energy consumption associated with the projected developments induced by the proposed actions, including an estimate of the demand load on electricity, gas, and other energy sources; and an assessment of available supply.

### **TASK 16. TRAFFIC AND PARKING**

#### *TASK 16A. TRAFFIC*

Based on preliminary estimates, including the credits that can be applied from land uses under No Build conditions to be replaced in the proposed project area, the proposed action is expected to generate an aggregate of more than 50 additional (net) vehicular trips in the weekday AM, midday, PM, and Saturday midday peak hours. As the aggregate net vehicle trips would trigger the 50 vehicle per hour (vph) CEQR threshold for detailed analysis in the weekday AM, midday, PM, and Saturday midday peak periods, the EIS will analyze all four peak periods. Moreover, the projected development sites would be spread out over a large geographic area, and the proposed actions would result in changing traffic patterns in the study area.



The EIS will provide a detailed traffic analysis for the weekday AM, midday, PM, and Saturday midday peak hours, focusing on those intersections handling the highest concentrations of action-generated demand. Based on the preliminary travel demand forecast made for the proposed action, it is anticipated that up to 56 intersections would be analyzed in detail for potential traffic impacts (see Figure 11), however, based on travel demand forecasts and assignments, the number of intersections analyzed could be adjusted as warranted. The EIS will:

- Define a traffic study area consisting of intersections to be analyzed within the proposed action area (i.e., the primary traffic study area) and along major routes leading to and from the area, i.e., the secondary traffic study area;
- Conduct traffic counts at traffic analysis locations via a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts. ATRs will provide 24-hour traffic volumes for a full week at selected arterial locations. Traffic counts will be conducted during the AM, midday, and PM peak periods on a typical weekday(s), as well as a Saturday peak hour analysis. Collect traffic data at major existing sites likely to be displaced by the proposed actions. Where applicable, compile available information from both the recent and current studies of the area;
- Conduct travel speed and delay runs and vehicle classification counts along key routes in the study area as support data for air quality and noise analyses. These speed-and-delay runs and vehicle classification counts will be conducted in conjunction with the traffic volume counts;
- Inventory physical data at each of the analysis intersections needed for capacity analyses, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, typical parking regulations, and NYCDOT signal phasing and timing data;
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. The latest version of the *Highway Capacity Manual* procedures will be used. Allowances for any on-going construction or temporary road closures will be made;
- Based on available sources, U.S. Census data, and standard references, estimate the travel demand characteristics of the existing/future without the proposed action uses on the projected development sites as well as the planned developments at other sites in the study area. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes (refer to discussion of transit and pedestrians for more discussion of other modes). A truck trip generation will be also be conducted. Any changes to the roadway system will also be included in the future without the proposed action condition;
- Compute the future No Build traffic volumes based on an approved background traffic growth rate (one percent per year) for the study area and the volume of traffic expected to be generated for significant development projects anticipated to be in place by the proposed analysis year for the proposed actions. Intersection volume-to-capacity (v/c) ratios, delays, and LOS will also be determined;

## **Downtown Jamaica Redevelopment Plan**

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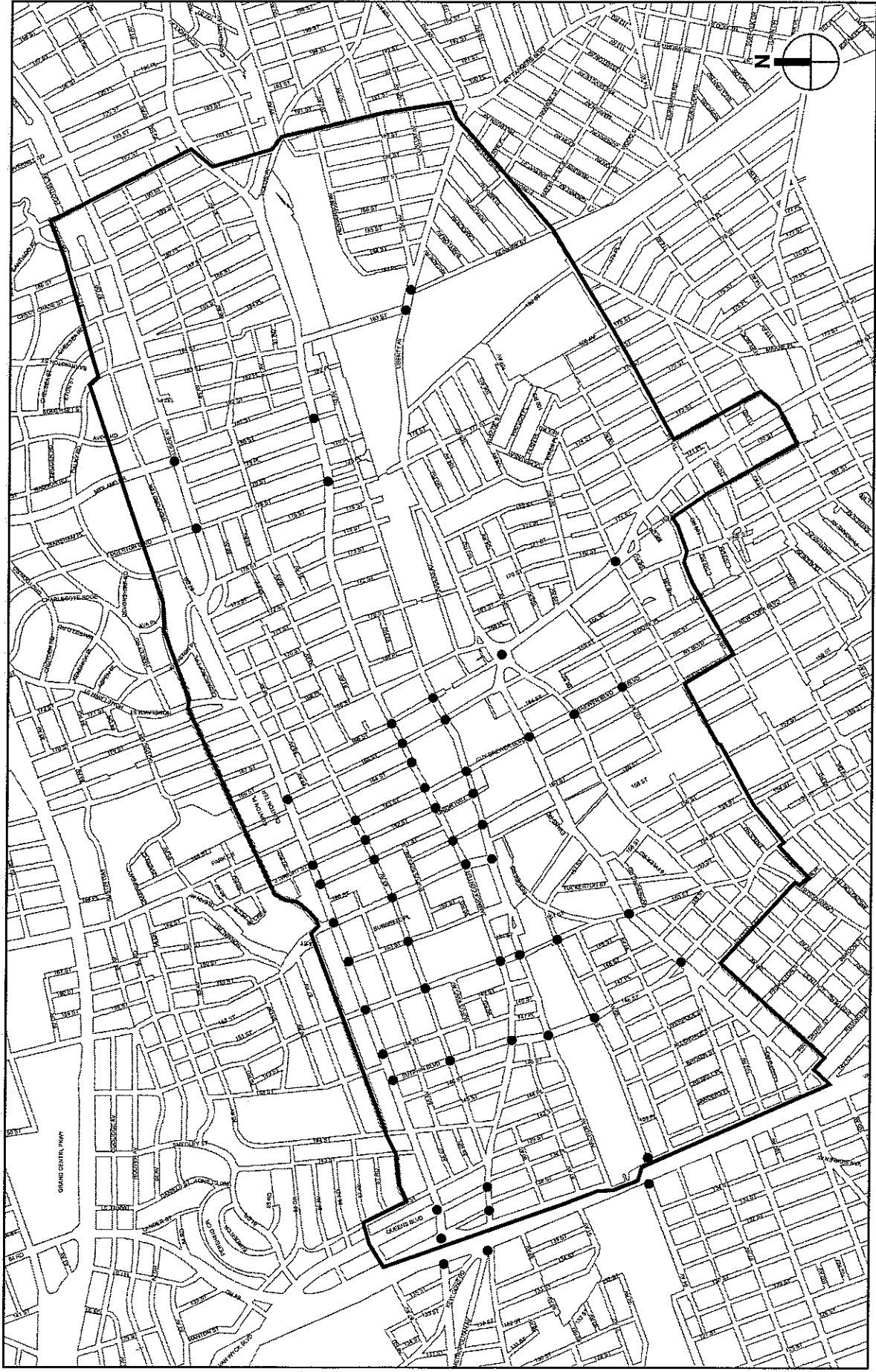
- Using the same transportation planning assumptions as for the future No Build conditions, estimate the travel demand characteristics of the projected developments associated with the proposed action and for the net change in uses as defined in the proposed action development scenario;
- Determine the volume of vehicle traffic expected to be generated by the proposed action, assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future No Build and Build condition for each analysis period. It is assumed that this traffic assignment process will be completed for the projected development sites in the study area;
- Determine the resulting v/c ratios, delays, and LOS for the future No Build and Build condition, and identify significant traffic impacts in accordance with *CEQR Technical Manual* criteria;
- Identify and evaluate traffic improvements needed to mitigate significant traffic impacts. The mitigation analysis will frame the full set of measures required in the EIS development scenario built by 2015; and
- Construction period traffic impacts will be assessed qualitatively by considering any losses in lanes, walkways, and other above and below grade transportation services, and increases in vehicles from construction workers, and potential temporary impacts to these transportation systems will be assessed. The effect of the development construction when roadway and bridge construction is planned by DOT, the New York State Department of Transportation (NYSDOT), and DOT (Bridges) in the primary and secondary study areas will also be considered.

Attachment B, "Transportation Planning Assumptions," provides additional data on the proposed traffic analyses.

### ***TASK 16B. PARKING***

The parking studies will focus on the amount of parking to be provided as part of the projected developments envisioned in the RWCDs (assumed to be pursuant to zoning and reflective of site conditions, i.e., new developments are expected to provide accessory parking while conversion and conversion/expansion developments are not), and their ability to accommodate projected parking demand induced by the proposed actions. Areawide parking inventories will also be conducted in an area with a moderate/high concentration of projected development to determine the general area's capacity to accommodate additional parking. In addition, any changes to parking supply and demand in the future without the proposed actions will also be considered. As per CEQR guidelines, the parking study area will extend approximately a ¼-mile from the boundaries of the area affected by the proposed action. The EIS will:

- Conduct an inventory of the public parking lots and garages in the study area, noting their locations, capacities, and peak weekday AM, midday and overnight utilization levels. Conduct an inventory of the number of legal on-street parking spaces within the proposed project area and their general utilization levels on a typical weekday. This information will be used as the basis for determining the ability of existing parking resources to accommodate increased demands in the future;
- Describe on-street parking regulations for the study area;



Project Site

Traffic Study Locations

0 2000 FEET  
SCALE

Downtown Jamaica Redevelopment Plan

Traffic Study Locations  
Figure 11

- Project future parking availability based on an annual background growth rate of one (1) percent per year. Any existing parking facilities expected to be removed or relocated or other changes to parking conditions in the Build condition will be factored into this assessment; and
- Develop parking accumulation profiles for the projected development sites expected to occur as a result of the proposed actions by the analysis year of 2015. It will be assumed that each identified new development would provide parking in accordance with applicable zoning requirements. Based on these assumptions, an assessment will be provided to determine whether there would be excess parking demand, and whether there are a sufficient number of other parking spaces available in each area to accommodate that excess demand.

### TASK 17. TRANSIT AND PEDESTRIANS

The proposed actions are expected to generate a net increase of more than 200 subway and bus trips, the *CEQR Technical Manual* threshold for detailed transit analysis, in the weekday AM and PM peak hours. Subway and bus modes will be examined to determine existing, No Build, and Build conditions. The subway analyses will focus on four stations; the bus studies will evaluate local and express bus service within the proposed project area. Additionally, the EIS will describe the street system, including all pedestrian and bicycle facilities. Locations with high rates of accidents involving pedestrians and/or bicycles will be highlighted and assessed for potential impacts.

A substantial amount of new pedestrian trips are expected to be generated by the proposed action, and pedestrian analyses will be provided in the EIS. Pedestrian studies will focus on the areas immediately surrounding each major projected development site and along pedestrian paths leading to area subway and bus stations. In addition, an assessment of vehicular and pedestrian safety issues associated with projected community facilities will also be provided as part of the pedestrian analyses for the proposed actions.

Pedestrian and subway station counts will be conducted at six subway stations in the study area—four on the F line along Hillside Avenue; and two stations on the E, J and Z lines along Archer Avenue—with 11 fare control areas (FCAs). The data will be collected during two peak periods, 7 to 9 AM and 4:30 to 7 PM. All station elements (turnstiles, gates, stairways, escalators and elevators) will be counted and recorded in 15-minute segments. (If using low turnstile meters to collect in/out volumes, the first recorded data should be at the start of the count and every 15 minutes after that, until the end of the data collection periods).

#### Station Descriptions

**Sutphin Blvd. Station** (Hillside Avenue) on the F line. Two FCAs at 144th Street and Sutphin Blvd:

##### 144th Street FCA

2 entry/exit high turnstiles  
2 exit only high turnstiles  
2 stairs from street to FCA

##### Sutphin Blvd FCA (two fare control lines)

5 low turnstiles  
Agent controlled gate  
1 entry/exit high turnstiles  
1 exit only high turnstiles  
2nd control line - 1 exit only high turnstiles  
3 stairs from street to FCA

## **Downtown Jamaica Redevelopment Plan**

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**Parsons Blvd. Station** (Hillside Avenue) on the F line. Two FCAs at 153rd Street and Parsons Blvd:

**153rd Street FCA**

2 entry/exit high turnstiles  
1 exit only high turnstiles  
3 stairs from street to FCA

**Parsons Blvd. FCA**

7 low turnstiles  
Agent controlled gate  
3 stairs from street to FCA”  
Underground passageway in the non-fare area, connecting the two FCAs, one count location of the number of people using this passageway is required

**169th Street Station** (Hillside Avenue) on the 'F' line. Two FCA's at 168th and 169th streets:

**168th Street FCA**

6 low turnstiles  
Agent controlled gate  
2 entry/exit high turnstiles  
2 exit only high turnstiles  
4 stairs from street to FCA

**169th Street FCA**

4 low turnstiles  
Agent controlled gate  
2nd control line  
4 low turnstiles  
Agent controlled gate  
4 stairs from street to FCA

**Jamaica/179th Street Station** (Hillside Avenue) on the F line. Two FCAs at 179th Street and 180th Street/Midland Parkway:

**179th Street FCA**

8 low turnstiles  
Agent controlled gate  
2 entry/exit high turnstiles  
2nd control line - 2 exit only high turnstiles  
6 stairs from street to FCA

**180th Street/Midland Parkway FCA \***

12 low turnstiles  
Agent controlled gate  
2nd control line - 2 exit only high turnstiles  
8 stairs from street to FCA

\* Currently, MTA-NYCT has this FCA under construction to install an elevator from the street level to FCA. At this time one stairway (not included in the stairway count) is closed

**Sutphin Blvd./Archer Avenue Station** on the E, J, and Z lines. One FCA at this station:

7 low turnstiles  
Agent controlled gate  
4 entry/exit high turnstiles  
4 stairs from street to FCA  
2 escalators from street to FCA  
3 elevators from street to FCA

**Jamaica Center Parsons/Archer Avenue Station** on the E, J, and Z lines. Two FCAs at 153rd Street and Parsons Blvd:

**153rd Street FCA**

5 low turnstiles  
Agent controlled gate  
4 entry/exit high turnstiles  
2nd control area located near stairway (S4/S6) northeast corner of 153rd Street  
2 entry/exit high turnstiles  
1 exit only high turnstiles  
3 stairs from street to FCA  
1 escalator from street to FCA

**Parsons Blvd. FCA**

9 low turnstiles  
Agent controlled gate  
2 stairs from street to FCA  
2 escalators from street to FCA  
1 elevator from street to FCA

The EIS will also:

- Perform a line haul analysis for subway lines F, E, J, and Z;
- Determine the existing capacities and LOS along or through critical elements of these four stations according to *CEQR Technical Manual* and/or New York City Transit (NYCT) design criteria;
- Determine future with and without the proposed action volumes at these analysis locations using background ridership growth rates of one (1) percent per year for the stations and project-generated subway riders. Significant impacts will be identified and mitigation measures identified where necessary in coordination with NYCT;
- Identify the local and express bus routes serving the area detailing existing, No Build, and Build conditions (i.e., bus load levels) for routes expected to attract demand from the projected development sites. The bus lines to be analyzed include:
  - New York City Transit Lines: Q1, Q2, Q3, Q4, Q5, Q17, Q20A, Q20B, Q24, Q30, Q31, Q36, Q42, Q43, Q44, Q54, Q56, Q75, Q76, Q77, Q83, Q84, Q85, X32, X63, X64, X68;
  - Green Bus Lines, Inc.: Q6, Q8, Q9, Q9A, Q40, Q41, Q60;
  - Jamaica Buses, Inc.: Q110, Q111, Q112, Q113;
  - Queens Surface Corporation Lines: Q25, Q34, Q65; and
  - Long Island Bus Lines: N1, N2, N3, N4, N6, N22, N22A, N24, N26.

Mitigation needs will be identified and improvements or increases in service will be suggested, as appropriate; and

- Using the latest version of the *Highway Capacity Manual*, conduct and analyze pedestrian counts at critical locations in the study area. Adjoining sidewalks will be evaluated adjacent to major projected development sites. Sidewalks, crosswalks, and corners will be analyzed on selected pedestrian paths leading to area subway and bus stations where concentrations of new project demand are expected. Also assess vehicular and pedestrian safety issues associated with proposed community facilities, focusing on those sidewalks and crosswalks adjacent to the site.

#### **TASK 18. AIR QUALITY**

The proposed actions would generate traffic, thus requiring an assessment of mobile sources to estimate the potential air quality impacts. In addition, the proposed actions will be assessed for potential impacts associated with stationary sources, specifically: (1) the potential effects from heating, ventilation, and air conditioning (HVAC) system emissions from action-induced development on nearby receptor sites; and (2) the potential effects from HVAC system emissions from action-induced development on nearby action-induced development receptors (project on project); and (3) for future residential and commercial land uses induced by the proposed action to be affected by air pollutants emitted from existing nearby industrial, commercial, institutional, or large-scale residential uses. The potential for impacts from mobile and stationary sources, including manufacturing emissions and boilers, will therefore be assessed in the EIS following the procedures outlined in the *CEQR Technical Manual*.

## **Downtown Jamaica Redevelopment Plan**

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### *MOBILE SOURCE ANALYSES*

The specific work program for the mobile source (traffic-related) air quality studies is as follows:

- Update existing air quality data. Collect and summarize existing ambient air quality data for the study area;
- Determine receptor locations for the carbon monoxide (CO) microscale air quality analysis. Intersections in the traffic study area with the greatest expected changes in traffic volumes that exceed the CEQR screening threshold for this area of the City would be identified for analysis. For this analysis, it is proposed that six intersections with the greatest increases in traffic will be analyzed for potential impacts. However, if warranted, up to a maximum of nine intersections will be included in the analysis. Based on a preliminary review of the study area roadway configuration and traffic patterns, the following corridors are expected to be analyzed for mobile source air quality:
  - 2 to 3 intersections along Hillside Avenue corridor between the Van Wyck Expressway on the west and 188th Street on the east;
  - 2 to 3 intersections along the Jamaica Avenue corridor between the Van Wyck Expressway on the west and 188th Street on the east; and
  - 2 to 3 intersections in the Jamaica Center area (e.g., along Sutphin Boulevard on the west, 150th Street on the east, and Liberty Avenue on the south).Final selection of specific intersections for analysis will depend on the baseline and No Build traffic conditions along with the vehicular trip generation and distribution under the proposed action;
- At each intersection selected for analysis, multiple receptor sites will be simulated in accordance with CEQR guidelines and EPA-454/R-92-005 *Guideline for Modeling CO from Roadway Intersections*;
- Select dispersion model for microscale carbon monoxide analysis. At the receptor sites, it is anticipated that the U.S. Environmental Protection Agency's (EPA) mobile source CAL3QHC dispersion model will be used for the carbon monoxide microscale analysis. The CAL3QHCR modeling will be performed to determine impacts at intersections where significant impacts are predicted with the CAL3QHC model;
- Emissions from any on-site parking facilities will be modeled using the procedures outlined in the *CEQR Technical Manual*;
- Select meteorological conditions. For refined mobile source modeling with CAL3QHCR, actual meteorological data will be employed instead of worst-case assumptions concerning wind speeds, wind direction frequencies, and atmospheric stabilities. The latest available meteorological data with surface data from John F. Kennedy Airport and concurrent upper air data from Brookhaven, New York, will be used for the simulation program;
- Select appropriate background levels. For the microscale carbon monoxide analysis, appropriate background levels for the study area will be obtained from DEP, or from the closest NYSDEC ambient air quality monitoring station from the proposed site;

- Select emissions methodology. Vehicular emissions will be computed using the EPA-developed MOBILE6 2.03 model. DEP/NYSDEC-supplied information will be used regarding credits to account for the state vehicle emission inspection and maintenance program, and the state anti-tampering program;
- Determine pollutant levels. At each microscale analysis site calculate maximum 1- and 8-hour carbon monoxide concentrations for existing, No Build, and Build conditions. Contributions from any on-site parking facilities will be included where appropriate;
- Compare existing and future levels with standards. Future carbon monoxide pollutant levels with and without the proposed actions will be compared with the National Ambient Air Quality Standards (NAAQS) to determine compliance with standards, and the City's *de minimis* criteria;
- Assess the consistency of the proposed actions with the strategies contained in the State Implementation Plan (SIP) for the area. Consistency with the applicable SIP for the area will be determined;
- At any receptor sites where violations of standards occur, determine what mitigation measures will be required to attain standards;
- Assess particulate matter impacts from all types of vehicles. Pollutant levels for particles with an aerodynamic diameter less than 10 microns  $\mu\text{g}/\text{m}^3$  ( $\text{PM}_{10}$ ) and less than 2.5 microns ( $\text{PM}_{2.5}$ ) will be determined using available modeling tools. The  $\text{PM}_{2.5}$  analysis would follow the DEP "Interim Guidelines for  $\text{PM}_{2.5}$  Analysis," dated July 14, 2004. It is assumed that a refined mobile source modeling with CAL3QHCR, using actual meteorological data will be employed, along with vehicle emissions computed with EPA's MOBILE6 emissions model. Future pollutant levels with the project will be assessed to determine the potential for significant impacts from  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$ . This analysis will be performed for  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$  at three locations in the area where the greatest particulate emissions would be expected. However, if after further assessment there is the need for more intersections, this will be investigated; and
- Examine mitigation measures as necessary. Analyses will be performed to examine and quantify ameliorative measures to minimize any significant impacts of the proposed actions.

## STATIONARY SOURCE ANALYSES

### HVAC Analysis

There will be an analysis of the potential for the emissions from the heating, ventilation and air conditioning systems (HVAC) of the proposed actions' development sites to significantly impact existing land uses or any of the other development sites. An HVAC stationary source analysis will be conducted as follows:

- Assumptions regarding building heights and distances for locating nearest receptors will be determined based on the RWCDs.
- The analysis will be performed as a screening analysis for individual development sites and for a cumulative (or cluster) analysis. The analyses will be performed in accordance with the methods presented in Section 322 of the *CEQR Technical Manual*.



## **Downtown Jamaica Redevelopment Plan**

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- Three criteria pollutants will be considered for the cumulative analysis: NO<sub>2</sub>, PM<sub>10</sub>, and SO<sub>2</sub>.
- In the event that significant impacts are predicted using screening analyses, examine the use of fuel restrictions which would be applied as (E) designations to avoid significant adverse air quality impacts.
- In the event of predicted exceedances associated with individual development sites, a detailed dispersion modeling analysis using the EPA Industrial Source Complex dispersion model (ISC3) will be performed. The estimated short-term and annual pollutant concentrations of the criteria pollutant(s) of concern will be added to appropriate background levels, and total pollutant concentrations will be compared with NAAQS standards to determine whether there will be the potential for a violation of these standards.

### *Industrial Sources*

An industrial analysis will be conducted as follows:

- In accordance with the *CEQR Technical Manual*, emissions from industrial/manufacturing or commercial facilities located within 400 feet of any proposed new residential and commercial sites will be considered;
- The *CEQR Technical Manual* also requires the consideration of large emission sources, such as power plants or asphalt plants and concrete plants, located within 1,000 feet of the proposed new residential and/or commercial areas. This assessment will be conducted for these large sources within 1,000 feet and potential cumulative impacts from these uses will be analyzed;
- A list of potential emission sources within the air quality study area will be compiled based on EPA, NYSDEC, and DEP's databases and field observations. For facility types commonly associated (based on Standard Industrial Classification (SIC) code and USEPA AP-42 emission descriptions) with potentially harmful pollutants, emission information for these facilities will be requested from DEP's Bureau of Environmental Compliance (BEC). Emission and stack parameter data contained in BEC operating permits will then be used to estimate any potential for these sources to result in air quality levels at the new residential and commercial sites that exceed applicable air quality standards and guidelines. Field surveys and consultation with DCP will be used to determine which, if any, of these permits are associated with businesses that are no longer in operation. No analysis would be conducted for such facilities.
- Estimates will be made using the EPA's Industrial Source Complex (ISC3) refined dispersion model for each of the pollutants in the permits to calculate cumulative impacts. In the event that potential violations of standards are estimated, measures to reduce pollutant levels to within standards will be examined for these sources.
- Guidelines values, developed by EPA and NYSDEC (as described in the *CEQR Technical Manual*) will be used for determining potential air toxics impacts. These are short-term (1-hr) SGC and long-term (annual) AGC guideline concentration values (NYSDEC Air Guide-1, Guidelines for the Control of Toxic Air Contaminants), and EPA's unit risks factors for inhalation (EPA Integrated Risk Information System (IRIS) and EPA Health Effect Assessment Summary Tables).

- EPA's "Hazard Index Approach" will be utilized to assess exposure levels associated with non-carcinogenic toxic air pollutants, and EPA's unit risk approach will be used to assess potential long-term impacts of the carcinogenic pollutants. The "Hazard Index Approach" is based on estimating the ratio of pollutant concentrations divided by their respective health-related Guideline Values (GVs).
- Results of the stationary source air quality analysis for air toxics will be compared to the appropriate measures of environmental impact, as follows:
  - Non-carcinogenic air pollutant results will be compared with applicable guideline values. If the total ratio of pollutant concentrations obtained by dividing by their respective GV value is found to be less than 1 for all pollutants combined, no significant air quality impacts will be predicted to occur due to non-carcinogenic toxic pollutant releases; and
  - Carcinogenic air pollutant results will be compared with EPA cancer risk threshold level of one-in-one million. Potential impacts will be reported if the total incremental cancer risk estimated from the emissions of all of the carcinogenic toxic pollutants combined is greater than one-in-one million. Future development, where mitigation may be required as a result of proposed action, may receive an (E) designation to ensure comply with applicable air quality standards.

#### TASK 19. NOISE

This chapter will examine potential noise impacts due to mobile and stationary sources. As the proposed actions would place sensitive receptors in a manufacturing zone, the future vehicular traffic-induced dBA noise levels in  $L_{10(1)}$  would be compared to the values contained in the Noise Exposure Guidelines for residential land uses (*CEQR Technical Manual* Table 3R-3). As the RWCDS includes public open space, the open space will be included as a sensitive receptor for noise analysis purposes. In addition, high ambient noise levels may affect the new sensitive uses introduced by the proposed action. The traffic noise model (TNM) version 2.5 will be utilized at selected intersections. The noise analysis will contain the following:

- Changes in traffic noise levels with the proposed actions;
- Stationary source noise impacts at or near the projected and potential residential and commercial uses (compliance with performance standards);
- Achievement of acceptable interior noise levels in the projected and potential residential buildings; and
- Short-term construction phase noise and vibration impacts (discussed qualitatively, see Task 20, "Construction").

Existing noise levels will be monitored at future residential locations. Future noise levels will be estimated based on the proportionate change in traffic volume between existing and future conditions (Future Noise Level (dBA) = Existing Noise Level (dBA) +  $10_{\text{Log}}$  (Future PCE/Existing PCE)).

The *CEQR Technical Manual* recommended [=  $L_{10}$ ] descriptor will be used to characterize noise in the analysis.

## **Downtown Jamaica Redevelopment Plan**

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### *Tasks:*

The following tasks will be performed in compliance with guidelines contained in the *CEQR Technical Manual*:

- **Site Selection:** Potentially affected sites will be selected during a site visit. Selected sites will be representative of the future sensitive uses within the proposed rezoning area. As with air quality, based on a preliminary review of the study area roadway configuration and traffic patterns, the following corridors are expected to be analyzed for mobile source noise:
  - 2 to 3 intersections along Hillside Avenue corridor between the Van Wyck Expressway on the west and 188th Street on the east;
  - 2 to 3 intersections along the Jamaica Avenue corridor between the Van Wyck Expressway on the west and 188th Street on the east (this would include a site in the Kings Park); and
  - 2-3 intersections in the Jamaica Center area (e.g., along Sutphin Boulevard on the west, 150th Street on the east, and Liberty Avenue on the south).

Final selection of specific locations for analysis will depend on the baseline and No Build traffic conditions along with the vehicular trip generation and distribution under the proposed actions. It is expected that up to 30 intersections would be analyzed for mobile source noise.

Two 24-hour continuous noise receptors, one street-level and one elevated; and two elevated short-term measurements would be performed to quantify the noise from the elevated LIRR.

In addition, up to 20 noise receptors would be placed in areas to be analyzed for building attenuation. This would focus on areas of potentially high ambient noise where residential uses are proposed and would include:

- Residential development sites in the vicinity of the Jamaica Train Station;
  - Residential development sites in the vicinity of the AirTrain structure;
  - Residential development sites along the corridor of the Long Island Railroad; and
  - Residential sites near manufacturing zones that would remain in place.
- **Data Collection:** At the identified locations, existing noise readings will be determined by performing one-hour equivalent (20 minutes readings as per *CEQR Technical Manual* guidelines) continuous noise levels ( $L_{eq}$ ) and statistical percentile noise levels. The noise levels will be measured in units of "A" weighted decibels (dBA). The monitoring periods will coincide with the peak traffic noise periods. It is anticipated that no detailed analysis of weekend conditions will be necessary since peak project-generated total traffic and baseline traffic values on weekends would be less than peak weekday values. The proposed actions are not expected to result in off-peak non-typical traffic time periods requiring assessment. Three types of receptor sites will be selected: sites where the proposed actions would have the potential for significant impacts due to project-generated traffic, and sites that are used to determine the building attenuation to comply with other regulations. In addition to the above data, additional existing data from 14 other locations will be used in the analysis.

- **Analysis Year Noise Level Estimates:** Following procedures outlined in the *CEQR Technical Manual* for assessing stationary and mobile source noise impact, future no-action and project noise will be estimated at the proposed sensitive land uses. Existing noise levels and mathematical models based on acoustic fundamentals will be used to determine No Build and Build noise levels.
- **Noise Criteria:** CEQR air-borne noise criteria will be followed while determining project impacts at the future sensitive sites in the project area. The criteria will take into consideration the indoor and outdoor areas at the monitored sites, which are representative of future sensitive land uses in the area.
- **Analysis Year Noise Impacts:** Noise impacts will be determined by comparing future with action project noise levels with No Build noise levels following the CEQR methodology. Also, since the proposed actions will result in sensitive receptors being located within a manufacturing zone, Build noise levels will be compared with CEQR noise exposure guidelines. Both methodologies will be used in impact determination. Noise from nearby stationary sources will also be assessed.
- **Noise Abatement Analysis:** At locations where noise abatement may be required, appropriate mitigation measures will be considered in accordance with the CEQR guidelines and recommendations for their implementation will be made (*CEQR Technical Manual*, Table 3R-4). Future residential buildings, where mitigation may be required as a result of proposed actions, may receive (E) designation to ensure that noise attenuation is provided to comply with acceptable interior noise requirements.

#### **TASK 20. CONSTRUCTION**

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. Because there are no specific plans for individual buildings, the construction assessment for the proposed actions will be qualitative, focusing on areas where construction activities may pose specific environmental problems. The chapter will address all proposed development sites for technical areas of concern related to construction in accordance with *CEQR Technical Manual* guidelines. Suggestions on incorporating measures to avoid potential impacts will also be included such as odor suppression, etc. Construction phase noise impacts will be qualitatively assessed and recommendations will be made to comply with DEP guidelines contained in Report #CON-79-001 and New York City Noise Code. Noise and ground-borne vibration impacts during construction will be addressed at vulnerable sites and if necessary, appropriate recommendations will be made for their control. Should potential impacts be identified, practicable mitigation measures will be developed. It should be noted that most of the construction induced by the proposed actions would be gradual, taking place over a 10-year period (analysis year 2015), thereby minimizing potential impacts.

#### **TASK 21. PUBLIC HEALTH**

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality,

## **Downtown Jamaica Redevelopment Plan**

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hazardous materials, construction and natural resources. A public health assessment may be warranted if a proposed action results in a) increased vehicular traffic or emissions from stationary sources resulting in significant air quality impacts; b) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect groundwater to be used as a source of drinking water; c) solid waste management practices that could attract vermin and result in an increase in pest populations; d) potentially significant impacts to sensitive receptors from noise and odors; or e) vapor infiltration from contaminants within a building or underlying soil that may result in significant hazardous materials or air quality impacts. Based on the findings of the tasks discussed above, the EIS will provide an assessment of potential public health impacts, following the guidelines presented in the *CEQR Technical Manual*.

### **TASK 22. MITIGATION**

Where significant impacts have been identified in Tasks 2 through 20, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/state agencies as necessary, including LPC, DOT, and DEP. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

### **TASK 23. ALTERNATIVES**

The purpose of an alternatives section in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives are usually defined when the full extent of the proposed actions' impacts are identified, but at this time it is anticipated that they will include the following:

- The "No Action" Alternative, which assumes no area-wide rezoning or any elements of the other proposed action, i.e., text amendments, mapping actions, etc., but includes as-of-right development from individual projects proposed by others in the proposed project area;
- A No Impact Alternative;
- A lesser density alternative; and
- Other alternatives that may be considered as the EIS process moves forward.

The alternatives analysis is primarily qualitative, except where impacts of the proposed actions have been identified. For technical areas where impacts have been identified, the alternatives analysis will determine whether these impacts would still occur under each alternative.

### **TASK 23. SUMMARY EIS CHAPTERS**

In accordance with CEQR guidelines, the EIS will include the following three summary chapters, where appropriate to the proposed actions:

- Unavoidable Adverse Impacts—which summarizes any significant adverse impacts that are unavoidable if the proposed actions are implemented regardless of the mitigation employed (or if mitigation is impossible);
- Growth-Inducing Aspects of the proposed action—which generally refers to "secondary" impacts of a proposed action that trigger further development; and

- Irreversible and Irretrievable Commitments of Resources—which summarizes the proposed action and their impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

**TASK 24. EXECUTIVE SUMMARY**

The executive summary will utilize relevant material from the body of the EIS to describe the proposed action, their significant and adverse environmental impacts, measures to mitigate those impacts, and alternatives to the proposed actions. \*

**ATTACHMENT A  
PROPOSED ZONING TEXT AMENDMENT  
ESTABLISHING THE SPECIAL DOWNTOWN JAMAICA  
DISTRICT AND SPECIAL DOWNTOWN JAMAICA  
DISTRICT A TEXT**

Proposed Zoning Text Amendment Establishing the  
Special Downtown Jamaica District  
September 12, 2006

Matter in Graytone or Underlined is new, to be added;  
Matter in ~~Strikeout~~ is old, to be deleted;  
Matter within # # is defined in Section 12-10;  
\* \* \* indicate where unchanged text appears in the Zoning Resolution  
#38

11-12  
Establishment of Districts

\* \* \*

**Establishment of the Special Downtown Brooklyn District**

In order to carry out the special purposes of this Resolution as set forth in Article X, Chapter 1, the #Special Downtown Brooklyn District# is hereby established.

**Establishment of the Special Downtown Jamaica District**

In order to carry out the special purposes of this Resolution as set forth in Article XI, Chapter 5, the #Special Downtown Jamaica District# is hereby established.

\* \* \*

12-10  
Definitions

\* \* \*

**Special Downtown Brooklyn District**

\* \* \*

**Special Downtown Jamaica District**

The "Special Downtown Jamaica District" is a Special Purpose District designated with the letters "DJ" in which regulations set forth in Article XI, Chapter 5, apply. The #Special Downtown Jamaica District# and its regulations supplement, modify and supersede those of the districts on which it is superimposed.

\* \* \*



14-44

Special Zoning Districts Where Certain Sidewalk Cafes are Permitted

\* \* \*

	#Enclosed Sidewalk Cafe#	#Unenclosed Sidewalk Cafe#
The Bronx		
City Island District	No	Yes

	<u>#Enclosed Sidewalk Cafe#</u>	<u>#Unenclosed Sidewalk Cafe#</u>
<u>Queens</u>		
<u>Downtown Jamaica District</u>	<u>No</u>	<u>Yes</u>

	#Enclosed Sidewalk Cafe#	#Unenclosed Sidewalk Cafe#
Staten Island		
South Richmond Development District	Yes	Yes

\* \* \*

15-011

Applicability within Special Districts

The provisions of this Chapter shall apply in any #Special Mixed Use District# as modified by Article XII, Chapter 3 (Special Mixed Use District).

The provisions of this Chapter shall apply in the #Special Downtown Jamaica District# as modified by Article XI, Chapter 5 (Special Downtown Jamaica District).

\* \* \*

23-011

**Quality Housing Program**

\* \* \*

(c) The Quality Housing Program shall not apply to:

- (1) Article VII, Chapter 8 (Large Scale Residential Developments);
- (2) Special Purpose Districts, except the following:

\* \* \*

- (vii) the #Special Long Island City Mixed Use District#; and
- (viii) the #Special Downtown Brooklyn District#; ~~or~~ and
- (ix) the #Special Downtown Jamaica District#; or

\* \* \*

**73-16**

**Public Transit, Railroad or Electric Utility Substations**

In all #Residence Districts# or #Commercial Districts#, and in M1 Districts in the #Special Downtown Jamaica District#, the Board of Standard and Appeals may permit electric utility substations (including transformers, switches, or auxiliary apparatus) or public transit or railroad electric substations, limited in each case to a site of not more than 40,000 square feet, and in the case of electric utility substations to a site of not less than 10,000 square feet, provided that the following findings are made:

\* \* \*

**74-61**

**Public Transit, Railroad or Electric Utility Substations**

In all #Residence# and #Commercial Districts#, and in M1 Districts in the #Special Downtown Jamaica District#, the City Planning Commission may permit electric utility substations (including transformers, switches, or auxiliary apparatus) or public transit or railroad electric substations, limited in each case to a site of not less than 40,000 square feet nor more than

10 acres, provided that the following findings are made:

\* \* \*

Note: All text is new in Article XI, Chapter 5 - No underlining will be used.

## Article XI - Special Purpose Districts

### Chapter 5

#### Special Downtown Jamaica District

115-00

#### GENERAL PURPOSES

The "Special Downtown Jamaica District" established in this Resolution is designed to promote and protect the public health, safety and general welfare of the Downtown Jamaica community. These general goals include, among others, the following specific purposes, to:

- (a) strengthen the business core of Downtown Jamaica by improving the working and living environments;
- (b) foster development in Downtown Jamaica and provide direction and incentives for further growth where appropriate;
- (c) expand the retail, entertainment and commercial character of the area around the transit center and to enhance the area's role as a major transportation hub in the City;
- (d) provide transitions between the downtown commercial core, the lower-scale residential communities and the transportation hub;
- (e) improve the quality of new development in Downtown Jamaica by requiring the provision of specified public amenities in appropriate locations;
- (f) encourage the design of new development that is in character with the area;
- (g) enhance the pedestrian environment by relieving sidewalk congestion and providing pedestrian amenities; and
- (h) promote the most desirable use of land and thus conserve and enhance the value of land and buildings, and thereby protect the City's tax revenues.

**115-01**

**General Provisions**

In harmony with the general purposes and content of this Resolution and the general purposes of the #Special Downtown Jamaica District#, the regulations of the #Special Downtown Jamaica District# shall apply to all #developments#, #enlargements#, alterations and changes of #use# within the #Special Downtown Jamaica District#, except as otherwise provided in this Chapter. The regulations of all other Chapters of this Resolution are applicable except as modified, supplemented or superseded by the provisions of this Chapter. In the event of a conflict between the provisions of this Chapter and other regulations of this Resolution, the provisions of this Chapter shall control.

Any special permit granted by the City Planning Commission before (the effective date of this amendment), may be started or continued, in accordance with the terms thereof, or as such terms may be subsequently modified, pursuant to the regulations in effect at the time such special permit was granted, subject to the provisions of Sections 11-42 (Lapse of Authorization or Special Permit Granted by the City Planning Commission Pursuant to the 1961 Zoning Resolution) and 11-43 (Renewal of Authorization or Special Permit).

**115-02**

**District Plan and Maps**

The regulations of this Chapter implement the #Special Downtown Jamaica District# Plan.

The District Plan includes the following maps in the Appendix to this Chapter:

- Map 1 Special Downtown Jamaica District
- Map 2 Ground Floor Use and Transparency and Curb Cut Restrictions
- Map 3 Street Wall Location
- Map 4 Street Wall Height
- Map 5 Maximum Building Height
- Map 6 Sidewalk Widening

The maps are hereby incorporated and made part of this Resolution for the purpose of specifying locations where the special regulations and requirements set forth in the text of this Chapter apply.

## **115-10**

### **SPECIAL USE REGULATIONS**

In the #Special Downtown Jamaica District#, the #use# regulations of the underlying district shall apply except as modified in this Section. The #use# regulations of the underlying C4-5X, C6 and M1-4 Districts relating to #public parking garages# are modified in Section 115-11 (Public Parking Garages). The #use# regulations of the underlying C6-4 District relating to Use Group 11B, are modified in Section 115-12 (Use Group 11B in C6-4 Districts). Special ground floor #use# and transparency regulations shall apply in the C4-5X and C6 Districts pursuant to Sections 115-13 (Ground Floor Use, Frontage and Major Building Entrance Regulations in C4-5X and C6 Districts) and 115-14 (Transparency Requirement in C4-5X and C6 Districts). The #use# regulations of the underlying M1-4 District, including Use Groups 3, 4, 6, 10, 16, 17 and 18, are modified as specified in Section 115-15 (Modification of Use Regulations in M1-4 Districts).

## **115-11**

### **Public Parking Garages**

In the #Special Downtown Jamaica District#, the #use# regulations of the underlying C4-5X, C6-2, C6-3, C6-4 and M1-4 Districts shall be modified to permit #public parking garages# with a capacity of 150 spaces or less, as-of-right, subject to the provisions set forth for #accessory# off-street parking spaces in Sections 36-53 (Location of Access to the Street), 36-55 (Surfacing) and 36-56 (Screening). #Public parking garages# may be open or enclosed, provided that no portion of such #use# shall be located on a roof other than a roof which is immediately above a #cellar# or #basement#, except as provided by the special permit provisions of Section 74-52 (Parking Garages or Public Parking Lots in High Density Central Areas).

## **115-12**

### **Use Group 11B in C6-4 Districts**

In C6-4 Districts, the provisions of Section 32-20 (Use Group 11), paragraph B. (Wholesale or Similar Establishments), shall be modified to allow wholesale establishments with no limitation on #accessory# storage.

## **115-13**

### **Ground Floor Use, Frontage and Major Building Entrance**

## **Regulations in C4-5X and C6 Districts**

On designated #streets#, as shown on Map 2 (Ground Floor Use and Transparency and Curb Cut Restrictions) in the Appendix to this Chapter, the special ground floor #use#, frontage and major building entrance regulations of this Section shall apply to any #building or other structure# fronting on such #streets#.

#Uses# located on the ground floor level or within five feet of the level of the adjoining sidewalk, and within 30 feet of the #street line#, shall be limited to #community facility uses# without sleeping accommodations, as listed in Section 115-15 (Modification of Use Regulations in M1-4 Districts), and #uses# listed in Use Groups 5, 6A, 6B, 6C, 6D, 7A, 7B, 8A, 8B, 8D, 9, 10, 11, 12A, 12B and 12C. A building's #street# frontage shall be allocated exclusively to such #uses#, except for lobby space, entryways or entrances to subway stations.

In no event shall the length of #street# frontage occupied by lobby space, entrance space and/or a building entrance recess exceed, in total, 30 feet or 50 percent of the building's total #street# frontage, whichever is less.

Any #development# or any #enlarged# portion of a #building# located on a #zoning lot# with frontage on such designated #street# shall provide a major building entrance onto such #street#. However, #developments# or #enlargements# on #zoning lots# with frontage on more than one designated #street#, may provide a major building entrance on only one designated #street#.

### **115-14**

#### **Transparency Requirement in C4-5X and C6 Districts**

For any #development#, or for the #enlarged# portion of a #building#, on designated #streets# as shown on Map 2 (Ground Floor Use and Transparency and Curb Cut Restrictions) in the Appendix to this Chapter, each ground floor #street wall# shall be glazed with transparent materials which may include #show windows#, glazed transoms or glazed portions of doors. Such glazed area shall occupy at least 50 percent of the area of each such ground floor #street wall# measured to a height of 10 feet above the level of the adjoining sidewalk.

### **115-15**

#### **Modification of Use Regulations in M1-4 Districts**

The #use# regulations of the underlying M1-4 District shall apply, except as modified as follows:

**Use Groups 3A and 4A**

The following #community facility uses# as listed in Sections 22-13 (Use Group 3) and 22-14 (Use Group 4) shall be permitted as-of-right provided that such #uses# are without sleeping accommodations:

From Use Group 3A:

College or universities, including professional schools but excluding business colleges or trade schools

Libraries, museums or non-commercial art galleries, without limitation

#Schools#;

From Use Group 4A:

Ambulatory diagnostic or treatment health care facilities, limited to public, private, for-profit or not-for-profit medical, health and mental health care facilities in which patients are diagnosed or treated by health care professionals, licensed by the New York State Department of Education or successor agency for medical, health or mental health conditions, and where such patients are ambulatory rather than admitted. Such facilities shall not include the practice of veterinary medicine, #physical culture or health establishments# or ophthalmic dispensing . . .

Clubs, except:

- (a) clubs, the chief activity of which is a service predominantly carried on as a business;
- (b) non-commercial outdoor swimming pool clubs;
- (c) any other non-commercial clubs with outdoor swimming pools located less than 500 feet from any #lot line#; or
- (d) any activity or #use# listed within the definitions of either #adult physical culture establishments# or #physical culture or health establishments# in Section

12-10 (DEFINITIONS)

Community centers or settlement houses

Rectories and parish houses

Non-commercial recreation centers

Philanthropic or non-profit institutions, without  
limitation on central office functions

Seminaries

Welfare centers

**Use Groups 6 and 10**

All #uses# listed in Sections 32-15 (Use Group 6) and 32-19 (Use Group 10), shall be permitted and shall not be subject to the limitations specified in Section 42-12 (Use Groups 3A, 6A, 6B, 6D, 6F, 7B, 7C, 7D, 7E, 8, 9B, 9C, 10A, 10B, 10C, 11, 12A, 12C, 12D, 12E, 13, 14, and 16).

**Use Groups 16, 17 and 18**

The following #uses# from Sections 32-25 (Use Group 16), 42-14 (Use Group 17) and 42-15 (Use Group 18) shall be permitted, provided that such #uses# are in completely enclosed #buildings#, except as specifically modified in this Section:

From Use Group 16A (Retail or Service Establishments):

Animal hospitals or kennels

Automobile, motorcycle, trailer or boat sales

Building materials sales, limited to  
10,000 square feet of #lot area# per establishment

Carpentry, custom woodworking or custom furniture making  
shops

Electrical, glazing, heating, painting, paper hanging,  
plumbing, roofing or ventilating contractors'  
establishments

Fuel, ice, oil, coal or wood sales, limited to 5,000 square



feet of #lot area# per establishment

Household or office equipment or machinery repair shops, such as refrigerators, washing machines, stoves, deep freezers or air conditioning units

Machinery rental or sales establishments

Mirror silvering or glass cutting shops

Motorcycle or motor scooter rental establishments

Sign painting shops, with no limitation on #floor area# per establishment

Silver plating shops, custom

Soldering or welding shops

Tool, die or pattern making establishments, or similar small machine shops

Trade schools for adults

From Use Group 16B (Automotive Service Establishments):

#Automotive service stations#, open or enclosed, provided that facilities for lubrication, minor repairs or washing are permitted only if located within a #completely enclosed building#

From Use Group 16C (Vehicle Storage Establishments):

Commercial or public utility vehicle storage, including #accessory# motor fuel pumps

From Use Group 16D (Heavy Service, Wholesale, or Storage Establishments):

Carpet cleaning establishments

Dry cleaning or cleaning and dyeing establishments, with no limitation on type of operation, solvents, #floor area# or capacity per establishment

Laundries, with no limitation on type of operation

Linen, towel or diaper supply establishments

Moving or storage offices, with no limitation as to storage or #floor area# per establishment

Packing or crating establishments

Photographic developing or printing with no limitation on #floor area# per establishment

Warehouses

Wholesale establishments, with no limitation on #accessory# storage

From Use Group 17A (Service or Wholesale Establishments):

Building materials or contractors' yards, including sales, storage, or handling of building materials, with no limitation on #lot area# per establishment, except that lumber yards shall be limited to 20,000 square feet of #lot area# per establishment

Produce or meat markets, wholesale

From Use Group 17B (Manufacturing Establishments):

Advertising displays

Aircraft, including parts

Apparel or other textile products from textiles or other materials, including hat bodies, or similar products

Beverages, non-alcoholic

Bottling work, for all beverages

Brushes or brooms

Cameras or other photographic equipment, except film

Canvas or canvas products

Carpets

Ceramic products, including pottery, small glazed tile, or similar products

Chemicals, compounding or packaging

Cork products

Cosmetics or toiletries

Cotton ginning, or cotton wadding or linters

Electrical appliances, including lighting fixtures, irons, fans, toasters, electric toys, or similar appliances

Electrical equipment assembly, including home radio or television receivers, home movie equipment, or similar products, but not including electrical machinery

Electrical supplies, including wire or cable assembly, switches, lamps, insulation, dry cell batteries, or similar supplies

Film, photographic

Food products, except slaughtering of meat or preparation of fish for packing

Fur goods, not including tanning or dyeing

Glass products from previously manufactured glass

Hair, felt or feather products, except washing, curing or dyeing

Hosiery

Ice, dry or natural

Ink or inked ribbon

Jute, hemp, sisal or oakum products

Laboratories, research, experimental or testing

Leather products, including shoes, machine belting, or

similar products

Luggage

Machines, business, including typewriters, accounting machines, calculators, card-counting equipment, or similar products

Machinery, miscellaneous, including washing machines, firearms, refrigerators, air-conditioning, commercial motion picture equipment, or similar products

Machine tools, including metal lathes, metal presses, metal stamping machines, woodworking machines, or similar products

Mattresses, including rebuilding or renovating

Metal finishing, plating, grinding, sharpening, polishing, cleaning, rust-proofing, heat treatment, or similar processes

Metal stamping or extrusion, including costume jewelry, pins and needles, razor blades, bottle caps, buttons, kitchen utensils, or similar products

Motorcycles, including parts

Musical instruments, including pianos or organs

Novelty products

Optical equipment, clocks or similar precision instruments  
Orthopedic or medical appliances, including artificial limbs, braces, supports, stretchers, or similar appliances

Paper products, including envelopes, stationery, bags, boxes, shipping containers, bulk goods, tubes, wallpaper printing, or similar products

Perfumes or perfumed soaps, compounding only

Pharmaceutical products

Plastic products, including tableware, phonograph records, buttons, or similar products

Printing or publishing, with no limitation on #floor area# per establishment

Rubber products, such as washers, gloves, footwear, bathing caps, atomizers, or similar products, excluding manufacture of natural or synthetic rubber

Scenery construction

Silverware, plate or sterling

Soap or detergents, packaging only

Sporting or athletic equipment, including balls, baskets, cues, gloves, bats, racquets, rods, or similar products

Statuary, mannequins, figurines, or religious art goods, excluding foundry operations

Steel products, miscellaneous fabrication or assembly, including steel cabinets, doors, fencing, metal furniture, or similar products

Textiles, spinning, weaving, manufacturing, dyeing, printing, knit goods, yarn, thread or cordage

Tobacco, including curing or tobacco products

Tools or hardware, including bolts, nuts, screws, doorknobs, drills, hand tools or cutlery, hinges, house hardware, locks, non-ferrous metal castings, plumbing appliances, or similar products

Toys

Umbrellas

Upholstering, bulk, excluding upholstering shops dealing directly with consumers

Vehicles, children's, including bicycles, scooters, wagons, baby carriages, or similar vehicles

Venetian blinds, window shades, or awnings, with no limitation on production or on #floor area# per establishment

Wax products

Wood products, including furniture, boxes, crates, baskets, pencils, cooperage works, or similar products

From Use Group 17C (Miscellaneous #Uses#):

Public transit, railroad or electric utility substations, open or enclosed, subject to the special permit provisions of Section 73-16 (Public Transit, Railroad or Electric Utility Substations) or 74-61 (Public Transit, Railroad or Electric Utility Substations)

Railroads, including rights-of-way, freight terminals, yards or appurtenances, or facilities or services used or required in railroad operations, but not including passenger stations

From Use Group 18:

Breweries, limited to 10,000 square feet of #floor area# per establishment

#Uses accessory# to the preceding listed #uses#

**115-20**

**SPECIAL BULK REGULATIONS**

**115-21**

**Floor Area Ratio, Open Space and Lot Coverage**

In C6-2 and C6-3 Districts, the underlying #floor area ratio# and #open space# provisions shall not apply. In lieu thereof, the maximum #floor area ratio# permitted for #commercial#, #community facility# or #residential uses#, separately or in combination, shall not exceed 6.0 in C6-2 Districts and 8.0 in C6-3 Districts. No #floor area# bonuses shall be permitted.

In C6-4 Districts, the underlying #floor area ratio# provisions, including #floor area# bonus provisions, shall apply to #residential# and #community facility uses#. For #commercial uses#, the maximum #floor area ratio# shall be 12.0, and no #floor area# bonuses shall apply.

In M1-4 Districts, the maximum #floor area ratio# permitted for #commercial#, #community facility# or #manufacturing uses#,

separately or in combination, shall be 2.0.

In C4 and C6 Districts, for #residential buildings# or the #residential# portion of a #mixed building#, the maximum #lot coverage# shall be 80 percent on a #corner lot# and 70 percent on an #interior# or #through lot#. However, no #lot coverage# provisions shall 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.

#### **115-22**

##### **Height and Setback Regulations**

In M1-4 Districts, the underlying height and setback regulations shall apply except as modified in Section 115-221 (Permitted obstructions).

In C4 and C6 Districts, the underlying height and setback regulations are modified as set forth in Sections 115-221 through 115-224 (Maximum building height), inclusive.

For #zoning lots# subject to the sidewalk widening requirements of Section 115-31, the boundary of the sidewalk widening furthest from the #street line# shall be considered the #street line# for the purposes of applying all height and setback regulations.

All heights shall be measured from the #base plane#.

#### **115-221**

##### **Permitted obstructions**

The provisions of Section 33-42 (Permitted Obstructions) shall apply to all #buildings# within the #Special Downtown Jamaica District#, except the provisions of paragraph (c) of section 33-42 shall not apply. In lieu thereof, the following regulations shall apply:

Elevator or stair bulkheads, roof water tanks, cooling towers or other mechanical equipment (including enclosures) may penetrate a maximum height limit or #sky exposure plane# provided that either:

- (a) the product, in square feet, of the #aggregate width of street walls# of such obstructions facing each #street# frontage, times their average height, in feet, shall not

exceed a figure equal to eight times the width, in feet, of the #street wall# of the #building# facing such frontage; or,

- (b) for #buildings# at least 120 feet in height, the #lot coverage# of all such obstructions does not exceed 20 percent of the #lot coverage# of the #building#, and the height of all such obstructions does not exceed 40 feet.

In addition, dormers may penetrate a maximum base height in accordance with the provisions of paragraph (c) of Section 23-621 (Permitted obstructions in certain districts).

### 115-222

#### Street wall location

C4 C6

In the districts indicated, #street walls# shall be provided in accordance with the provisions of this Section.

- (a) For all locations, except as specified on Map 3 (Street Wall Location) in the Appendix to this Chapter, the #street wall# of a #building# shall be located on the #street line# and extend along at least 70 percent of the #street# frontage of the #zoning lot#. No #street wall# location rules shall apply to the remaining portion of the #street frontage# of the #zoning lot#; however, any #street walls# provided in such portion shall be located on the #street line# or recessed within an #outer court#. All required #street walls# shall rise without setback to at least the minimum base height specified in Section 115-223 (Street wall height), or the height of the #building#, whichever is less. For #zoning lots# bounded by more than one #street line#, these #street wall# location requirements shall apply on all such #street lines#.
- (b) Map 3 specifies #street frontages# where the regulations set forth in this paragraph (b) apply.
  - (1) The #street wall# shall be located on the #street line# and extend along the entire #street# frontage as specified on Map 3, and shall rise without setback to at least the minimum base height specified in Section 115-223, or the height of the #building#, whichever is less. This requirement shall also apply along that portion of any #street line# that intersects such #street# frontage specified on Map 3 within 50 feet of



such intersection.

- (2) To allow articulation of #street walls# at the intersection of two #street lines# with mandatory #street wall# requirements, up to 50 percent of the area bounded by the two #street lines# and lines parallel to and 20 feet from such #street lines# may be unoccupied by a #building#.
- (3) Where corner articulation is specified on Map 3, the following regulations shall apply:
  - (i) Where base corner articulation is specified on Map 3, the #building# shall occupy, at every level up to the level of the setback provided pursuant to Section 115-223 (Street wall height), not less than 50 percent and not more than 75 percent of the area bounded by the two #street lines# and lines parallel to and 20 feet from such #street lines#.
  - (ii) Where tower corner articulation is specified on Map 3, no articulation is required where all portions of the #building# that exceed a height of 60 feet are located at least 10 feet from a #wide street line# and at least 15 feet from a #narrow street line#. Where a #building# rises without setback along those #street lines# where no setback is required as specified on Map 4b, the #building# shall cover, at every level above the setback provided pursuant to Section 115-223 (Street wall height), not less than 50 percent and not more than 75 percent of the area bounded by:
    - (a) the #street line# of the #street# where no setback is required;
    - (b) a line 10 feet from and parallel to a #wide street# with a setback requirement or 15 feet from and parallel to a #narrow street# with a setback requirement; and
    - (c) lines parallel to and 20 feet from such lines.

(4) No #street wall# location requirements shall apply to any open space fronting on Sutphin Boulevard between 94 and 95<sup>th</sup> Avenues #developed# pursuant to the Jamaica Gateway Urban Renewal Plan, as shown on Map 3.

(c) In all locations where #street walls# are required, recesses, not to exceed three feet in depth from the #street line#, shall be permitted on the ground floor where required to provide access to the #building#.

Above a height of 12 feet, up to 30 percent of the aggregate width of required street walls may be recessed beyond the #street line#, provided any such recesses deeper than 10 feet along a #wide street#, or 15 feet along a #narrow street#, are located within an #outer court#. Furthermore, no recesses shall be permitted within 30 feet of the intersection of two #street lines# except to articulate the #street walls# as set forth in this Section.

Existing #buildings# may be vertically #enlarged# by up to one #story# or 15 feet, without regard to the #street wall# location requirements of this Section.

#### **115-223**

##### **Street wall height**

C4 C6

In the districts indicated, except in the locations indicated on Maps 4A and 4B (Street Wall Height) in the Appendix to this Chapter, the minimum height, before setback, of a #streetwall# required pursuant to Section 115-222 (Street wall location) shall be 40 feet and the maximum height, before setback, shall be 60 feet. Any portion of a #building# that exceeds a height of 60 feet shall be set back at least 10 feet from a #wide street line# and at least 15 feet from a #narrow street line#.

In the locations indicated on Map 4A, required #street walls# shall rise without setback to the minimum height specified for that location on Map 4A or the height of the #building#, whichever is less. Any portion of a #building# that exceeds the maximum #street wall# height specified for that location shall be set back at least 10 feet from a #wide street line# and at least 15 feet from a #narrow street line#.

In the locations indicated on Map 4B, required #street walls# shall rise without setback to a minimum height of 40 feet or the height of the #building#, whichever is less. Above a height of

40 feet, no setbacks are required for any portion of the building.

**115-224**

**Maximum building height**

**C4 C6**

In C4-4A Districts, no #building or other structure# shall exceed a height of 80 feet.

In C4-5X Districts, no #building or other structure# shall exceed a height of 125 feet.

In C6-2, C6-3 and C6-4 Districts, no #building or other structure# shall exceed a height of 250 feet. However, no height limitations shall apply in those areas specified on Map 5 (Maximum Building Height) in the Appendix to this Chapter.

**115-30**

**MANDATORY IMPROVEMENTS**

**115-31**

**Sidewalk Widening**

The provisions of this Section shall apply to all #developments# fronting upon locations requiring sidewalk widenings as shown on Map 6 (Sidewalk Widening) in the Appendix to this Chapter. A sidewalk widening is a continuous, paved open area along the #street line# of a #zoning lot# having a depth of five feet or 10 feet, as set forth on Map 6. Such depth shall be measured perpendicular to the #street line#. Sidewalk widenings shall be improved as sidewalks to Department of Transportation standards, at the same level as the adjoining public sidewalk and directly accessible to the public at all times. No #enlargement# shall be permitted to decrease the depth of such sidewalk to less than such minimum required total sidewalk depth.

All mandatory sidewalk widenings must provide lighting in accordance with the requirements of paragraph (n) of Section 37-04 (Requirements for Urban Plazas), except that the minimum level of illumination shall be not less than two horizontal foot candles throughout the entire mandatory sidewalk widening.

Sidewalk widenings of 10 feet or more must provide one linear foot of seating for every 150 square feet of mandatory sidewalk

widening. In addition, the provisions of Section 62-672 (Seating) shall apply.

#### **115-32**

##### **Street Tree Planting**

All new #developments# or #enlargements# that increase the existing #floor area# by at least 20 percent shall provide and maintain trees of not less than three inch caliper at the time of planting in the sidewalk adjacent to the #zoning lot#. Such trees shall be provided for the entire length of the #street# frontage of the #zoning lot# at maximum intervals of 25 feet except where the Commissioner of Parks and Recreation determines that such tree planting would be infeasible.

Trees shall be planted with gratings flush to grade in at least 200 cubic feet of soil per tree, with a depth of soil of at least 3 feet, 6 inches. Species shall be selected, installed and maintained in accordance with the specifications established by the Department of Parks and Recreation.

#### **115-33**

##### **Refuse Storage, Recreation Space and Planting Areas**

All #residential buildings# shall provide refuse storage space, recreation space and planting areas in accordance with the provisions of Section 28-23 (Refuse Storage and Disposal) and Section 28-30 (RECREATION SPACE AND PLANTING AREAS), whether or not they are #developed# or #enlarged# pursuant to the Quality Housing Program.

#### **115-40**

##### **RESIDENTIAL CONVERSIONS**

In all #commercial districts#, the conversion to #dwelling units# of non-#residential buildings#, or portions thereof, erected prior to January 1, 1977, shall be permitted subject to Sections 15-11 (Bulk Regulations), 15-12 (Open Space Equivalent) and 15-30 (Minor Modifications), paragraph(b).

#Uses# in #buildings# erected prior to January 1, 1977, containing both #residential# and non-#residential# #uses# shall not be subject to the provisions of Section 32-42 (Location within Building).

115-50

**SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS**

115-51

**Parking and Loading Regulations**

Within the #Special Downtown Jamaica District#, the off-street parking and loading regulations shall be modified as follows:

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 shall apply, except as modified in this Section. However, for any #use# that is not allowed in a C4 District, the underlying off-street parking requirements of the applicable C6-2, C6-3, C6-4 or M1-4 District shall apply.

The provisions of Section 36-12 (Maximum Size of Accessory Group Parking Facilities) shall be modified as follows: An #accessory group parking facility# may contain up to 300 off-street parking spaces.

The provisions of Section 36-21 (General Provisions) pertaining to accessory off-street parking spaces for commercial or community facility uses shall be modified as follows: #Uses# in Use Groups 6B (Offices), 10B (Wholesale Establishments) and 11B (Wholesale Establishments), with parking requirement category B1, shall be required to provide one parking space per 2,000 square feet of #floor area#.

The provisions of Sections 36-342 (Reduced requirements in other C1 or C2 Districts or in C4, C5 or C6 Districts) and 36-344 (Waiver of requirements in other C1 or C2 Districts or in C4, C5 or C6 Districts) shall not apply in the #Special Downtown Jamaica District#.

115-51

**Location of Access to the Street**

Map 2 (Ground Floor Use and Transparency and Curb Cut Restrictions) in the Appendix to this Chapter specifies locations where curb cuts shall be prohibited within the #Special Downtown Jamaica District#.

However, where permitted or required #accessory# off-street parking and loading requirements apply in a location where such curb cuts are prohibited, a curb cut may be allowed, provided that the City Planning Commission certifies to the Commissioner

of Buildings that such #zoning lot# has access only to such prohibited location and that such curb cut shall be no greater than 20 feet in width.

An application to the City Planning Commission for certification respecting such curb cut shall be accompanied by a site plan drawn to a scale of at least one sixteenth inch to a foot, showing the size and location of the proposed curb cut.

The waiver provisions of Article III, Chapter 6 (Accessory Off-Street Parking and Loading Regulations) shall not apply to the special location of access requirements of this Section.

#### 115-60

#### **SPECIAL PERMIT TO MODIFY USE OR BULK REGULATIONS**

For any #development#, #enlargement#, alteration or change of #use# on a #zoning lot# within the #Special Downtown Jamaica District#, the City Planning Commission may permit modification of the #use# or #bulk# regulations, except #floor area ratio# provisions, provided the Commission shall find that such:

- (a) modification will aid in achieving the general purposes 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 and the only practicable way to achieve 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.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

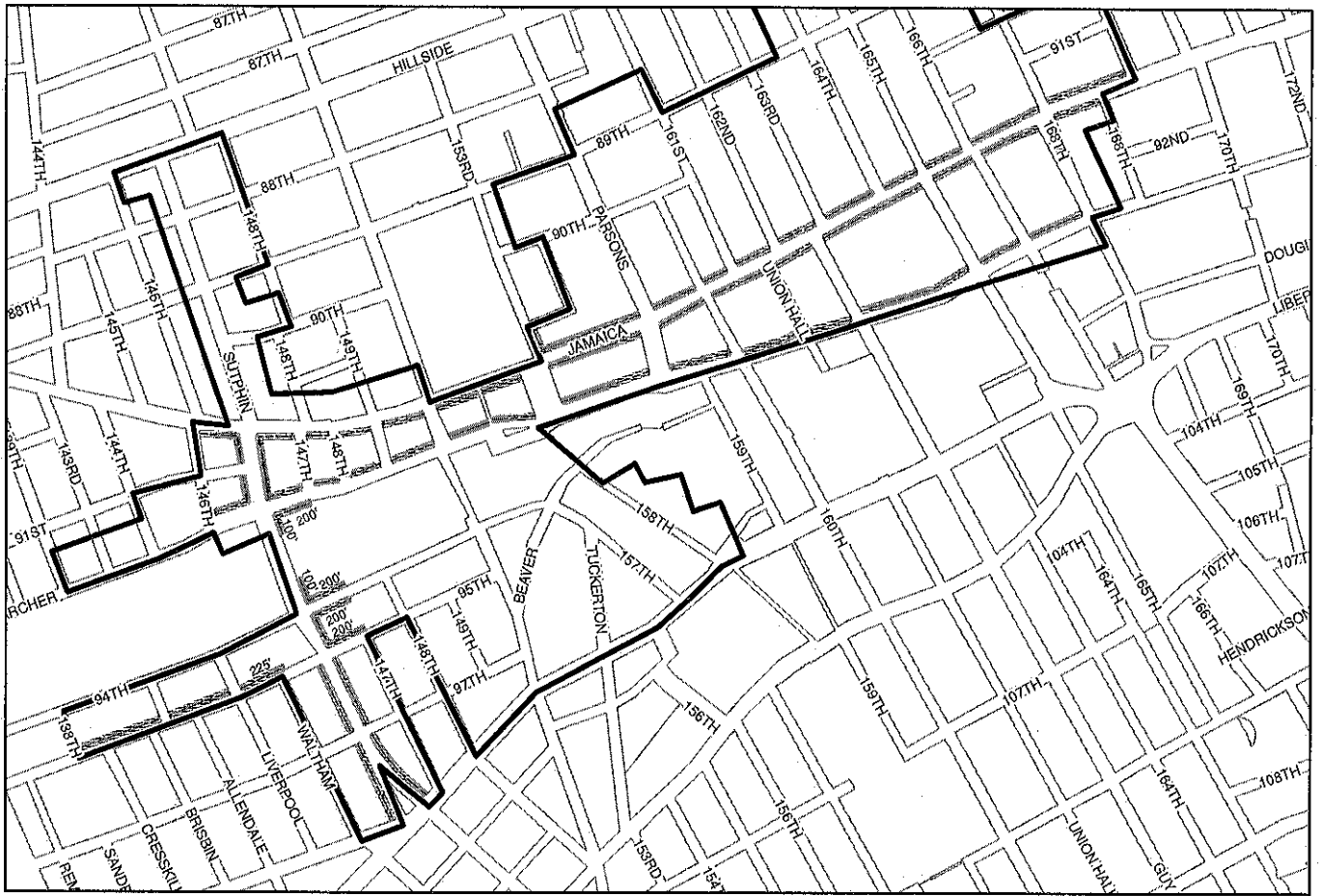
APPENDIX

- Map 1 - Special Downtown Jamaica District
- Map 2 - Ground Floor Use and Transparency and Curb Cut  
Restrictions
- Map 3 - Street Wall Location
- Map 4 - Street Wall Height
- Map 5 - Maximum Building Height
- Map 6 - Sidewalk Widening

(END)





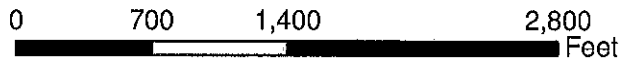


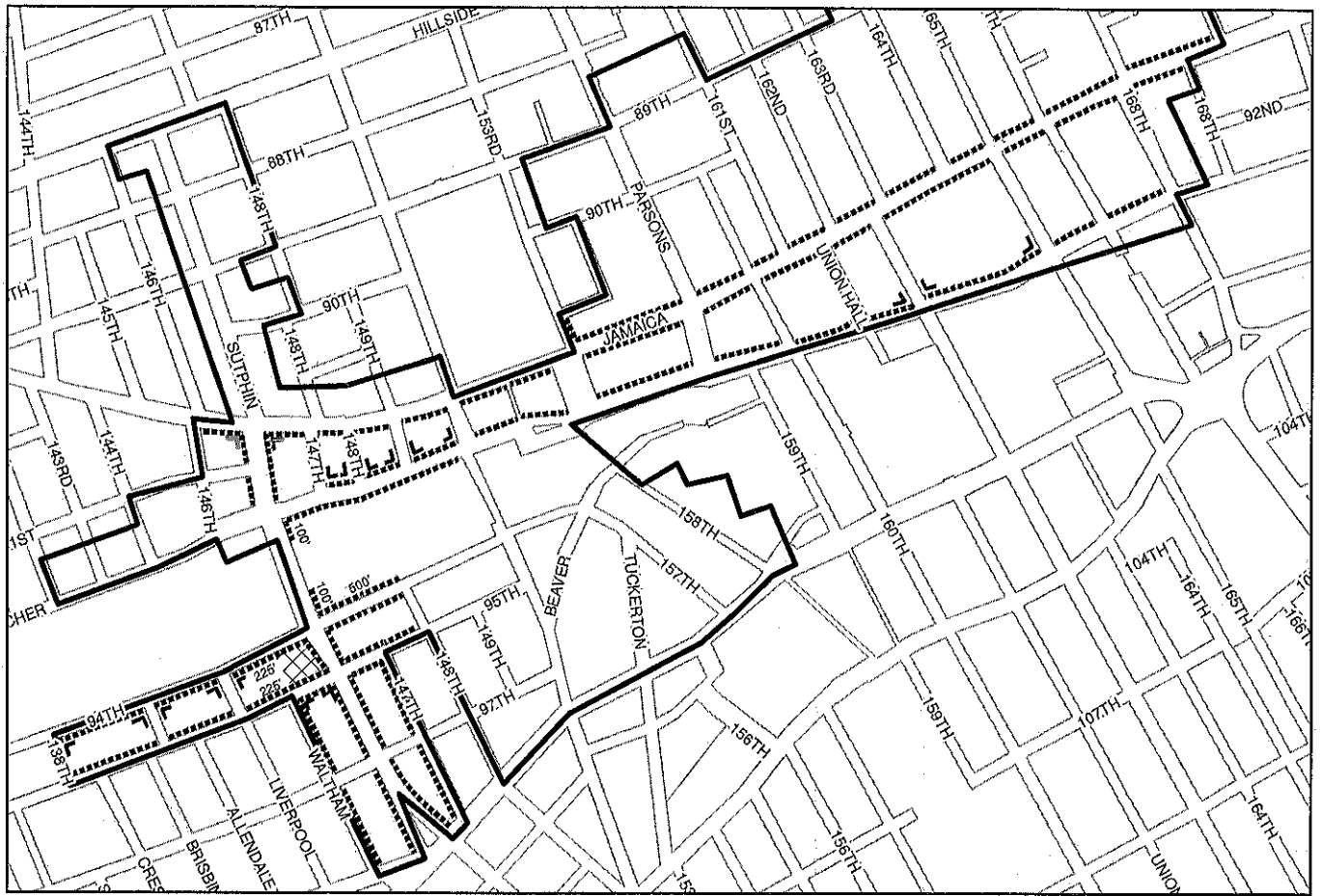


## SPECIAL DOWNTOWN JAMAICA DISTRICT

MAP 2 - Ground Floor Use and Transparency and Curb Cut Restrictions






-  Special Downtown Jamaica District
-  Ground Floor Use Restrictions,  
Minimum 50% Transparency Required,  
Curb Cuts Restricted

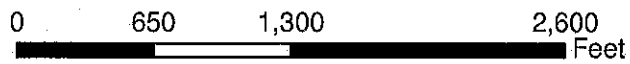


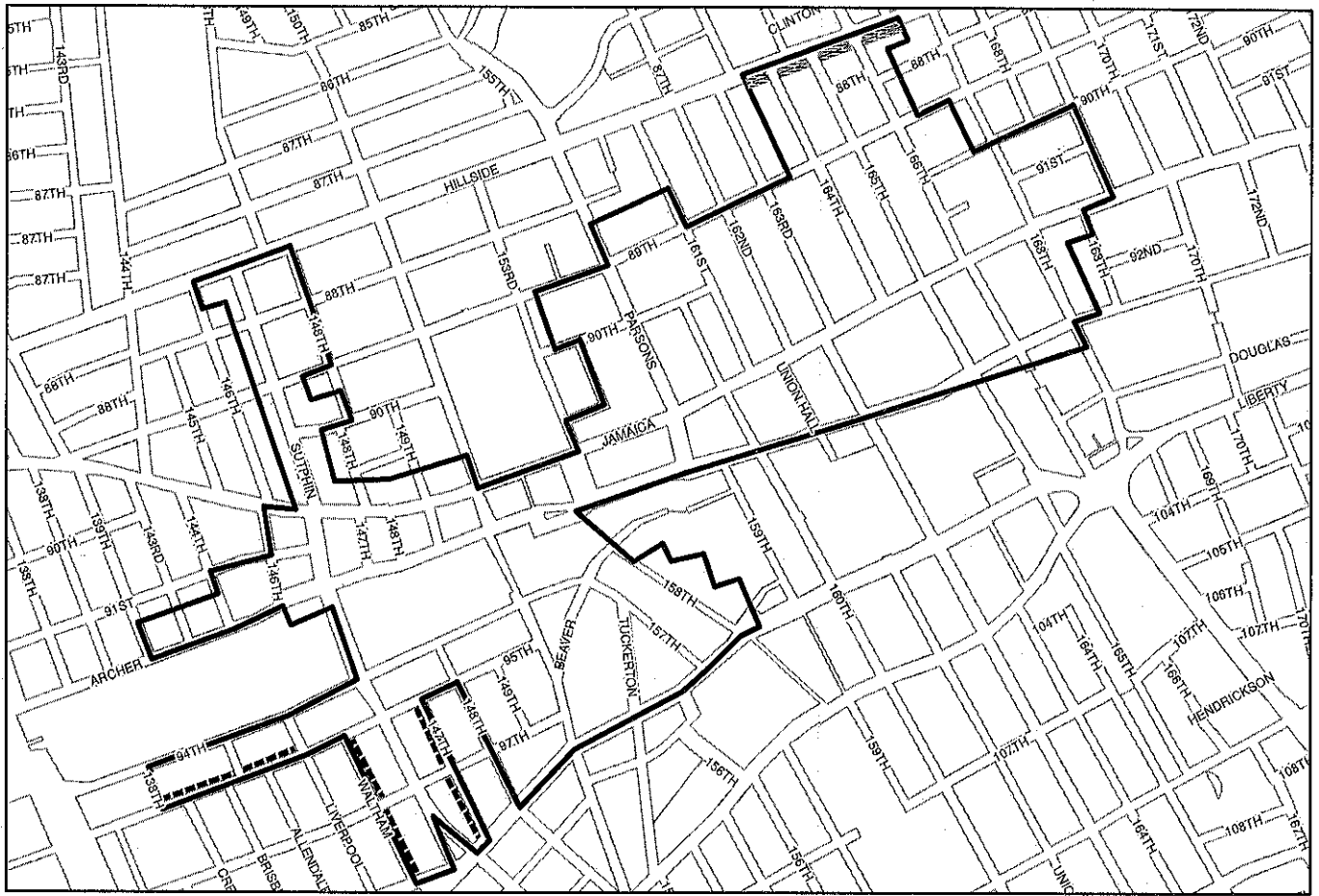


# SPECIAL DOWNTOWN JAMAICA DISTRICT

MAP 3 - Streetwall Location




-  Special Downtown Jamaica District
-  Streetwall Location
-  No street wall location requirement shall apply if developed pursuant to the Jamaica Gateway Urban Renewal Plan
-  Required Base Corner Articulation
-  Required Corner Articulation Above Setback

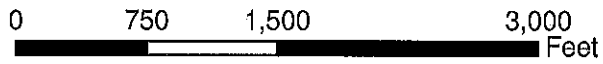




# SPECIAL DOWNTOWN JAMAICA DISTRICT

MAP 4a - Streetwall Height

-  Special Downtown Jamaica District
-  30' Min. - 40' Max.
-  65' Min. - 80' Max.





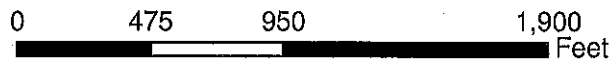


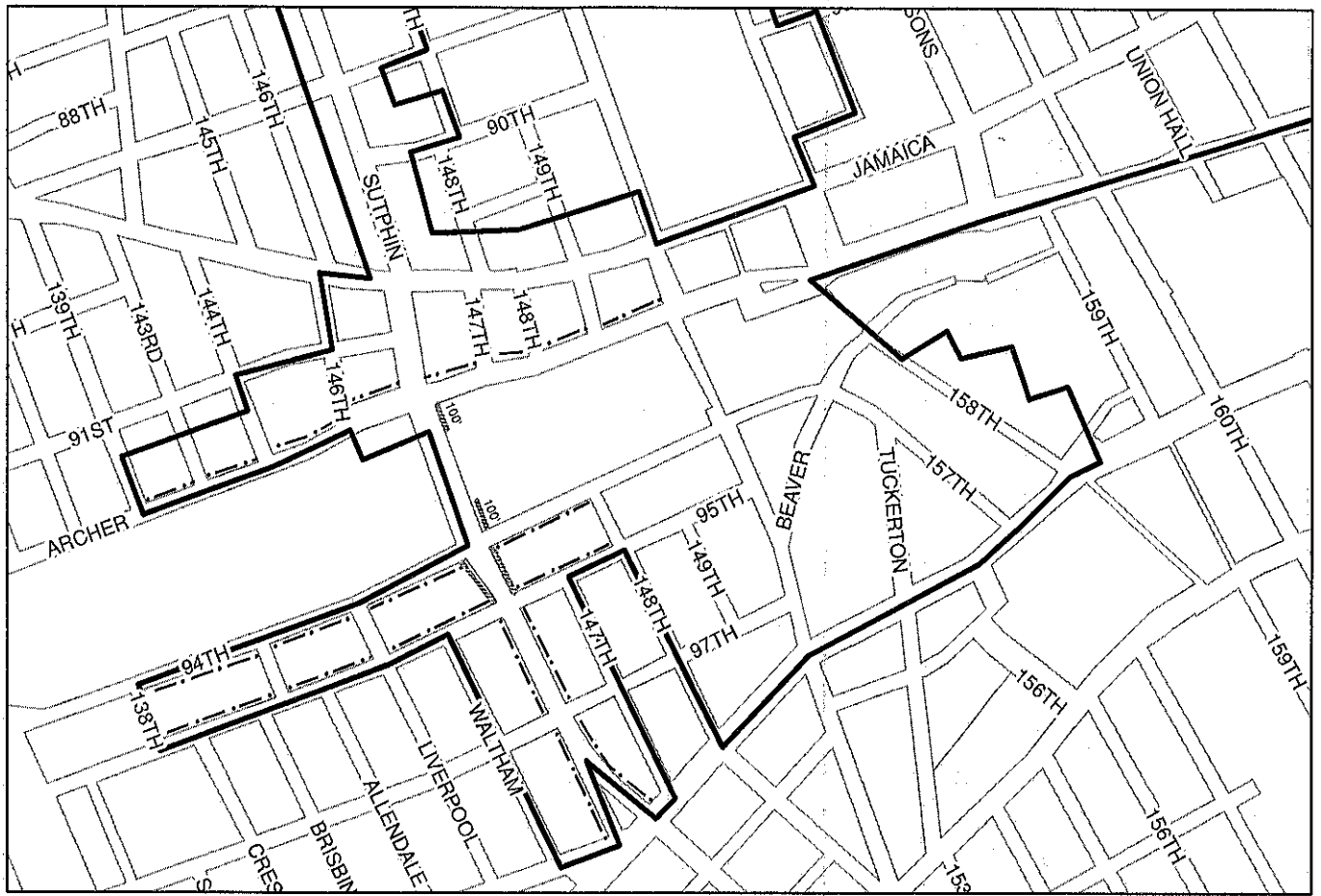


# SPECIAL DOWNTOWN JAMAICA DISTRICT

MAP 5 - Maximum Building Height


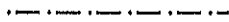

-  Special Downtown Jamaica District
-  No Building Height Limit

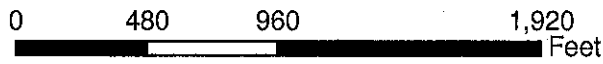




# SPECIAL DOWNTOWN JAMAICA DISTRICT

MAP 6 - Sidewalk Widening

-  Special Downtown Jamaica District
-  5' Sidewalk Widening
-  10' Sidewalk Widening



**Proposed Zoning Text Amendment Establishing the  
Special Downtown Jamaica District – A Text**

Matter in Graytone or Underlined is new, to be added;  
Matter in ~~Strikeout~~ is old, to be deleted;  
Matter within # # is defined in Section 12-10;`  
\* \* \* indicate where unchanged text appears in the Zoning Resolution

**11-12  
Establishment of Districts**

\* \* \*

**Establishment of the Special Downtown Brooklyn District**

In order to carry out the special purposes of this Resolution as set forth in Article X, Chapter 1, the #Special Downtown Brooklyn District# is hereby established.

**Establishment of the Special Downtown Jamaica District**

In order to carry out the special purposes of this Resolution as set forth in Article XI, Chapter 5, the #Special Downtown Jamaica District# is hereby established.

\* \* \*

**12-10  
Definitions**

\* \* \*

**Inclusionary Housing designated area**

An “Inclusionary Housing designated area” is a specified area in which the Inclusionary Housing Program is applicable, pursuant to the regulations set forth in Section 23-90, inclusive. Such #Inclusionary Housing designated areas# are identified in Section 23-922 or in Special Purpose Districts, as applicable.

\* \* \*

**Special Downtown Brooklyn District**

\* \* \*

**Special Downtown Jamaica District**

The "Special Downtown Jamaica District" is a Special Purpose District designated with the letters "DJ" in which regulations set forth in Article XI, Chapter 5, apply. The #Special Downtown Jamaica District# and its regulations supplement, modify and supersede those of the districts on which it is superimposed.

\* \* \*

**14-44**

**Special Zoning Districts Where Certain Sidewalk Cafes are Permitted**

\* \* \*

	#Enclosed Sidewalk Cafe#	#Unenclosed Sidewalk Cafe#
The Bronx		
City Island District	No	Yes

	<u>#Enclosed Sidewalk Cafe#</u>	<u>#Unenclosed Sidewalk Cafe#</u>
<u>Queens</u>		
<u>Downtown Jamaica District</u>	<u>No</u>	<u>Yes</u>

	#Enclosed Sidewalk Cafe#	#Unenclosed Sidewalk Cafe#
Staten Island		
South Richmond Development District	Yes	Yes

\* \* \*

**15-011**

**Applicability within Special Districts**

The provisions of this Chapter shall apply in any #Special Mixed Use District# as modified by Article XII, Chapter 3 (Special Mixed Use District).

The provisions of this Chapter shall apply in the #Special Downtown Jamaica District# as modified by Article XI, Chapter 5 (Special Downtown Jamaica District).

\* \* \*

**23-011**

**Quality Housing Program**

\* \* \*

(c) The Quality Housing Program shall not apply to:

- (1) Article VII, Chapter 8 (Large Scale Residential Developments);



(2) Special Purpose Districts, except the following:

\* \* \*

(vii) the #Special Long Island City Mixed Use District#; ~~and~~

(viii) the #Special Downtown Brooklyn District#; ~~or~~

(ix) the #Special Downtown Jamaica District#;

\* \* \*

**23-142**

**In R6, R7, R8 or R9 Districts**

R6 R7 R8 R9

Except as otherwise provided in the following Sections:

Section 23-144 (~~In R6, R7, and R8 Districts~~ In designated areas where the Inclusionary Housing Program is applicable)

\* \* \*

**23-144**

**In ~~R6, R7 and R8 Districts~~ designated areas where the Inclusionary Housing Program is applicable**

~~In R6, R7 and R8 Districts~~ #Inclusionary Housing designated areas# where the Inclusionary Housing Program is applicable, as listed in the following table, the maximum permitted #floor area ratios# shall be as set forth in Section 23-942 (~~In R6, R7 and R8 Districts~~ Inclusionary Housing designated areas). The locations of such districts are specified in Section 23-922 (~~Certain R6, R7 and R8 Districts~~ Inclusionary Housing designated areas).

\* \* \*

**23-90**

**INCLUSIONARY HOUSING**

\* \* \*

**23-921**

**R10 Districts**

The Inclusionary Housing Program shall apply in all R10 Districts located in #Inclusionary Housing designated areas#, subject to the provisions relating to such designated areas, and in all other R10 Districts, subject to the provisions of Section 23-941 (In R10 Districts other than Inclusionary Housing designated areas), as applicable.

**23-922**

**Certain R6, R7 and R8 Districts Inclusionary Housing designated areas**

The Inclusionary Housing Program shall apply in the following areas:

\* \* \*

The Inclusionary Housing Program shall apply in special purpose districts when specific zoning districts or areas are defined as #Inclusionary Housing designated areas# within the special purpose district, pursuant to this Section.

**23-93**

**Definitions**

For the purposes of the Inclusionary Housing program, matter in italics is defined either in Section 12-10 (DEFINITIONS) or in this Section.

Administering agent

\* \* \*

The #administering agent# shall be a not-for-profit organization, unless the Commissioner of Housing Preservation and Development finds that a good faith effort by the developer of the #compensated development# to secure a qualified not-for-profit organization as the #administering agent# was unsuccessful. However, in #R6, R7 and R8 Inclusionary Housing designated areas#, the Commissioner may approve an entity that is responsible for compliance monitoring pursuant to City, State or Federal funding sources, to serve as the #administering agent# during such compliance period.

\* \* \*

Fair rent

\* \* \*

However, in #R6, R7 and R8 Inclusionary Housing designated areas# , the Commissioner of Housing Preservation and Development may determine that rents satisfying the requirements of City, State or Federal programs assisting #lower income housing# will be considered #fair rent#, provided that such rents do not exceed 30 percent of #lower income household's# income, as applicable, and provided further that upon expiration or termination of the requirements of the City, State or Federal program, rent increases and re-rentals shall be subject to the higher of the then-currently applicable Section 8 Standard or the Rent Stabilization Standard.

\* \* \*

In #R6, R7 and R8 Inclusionary Housing designated areas#, at initial occupancy of any #lower income housing#, a portion of the #fair rents# may be for the payment of the principal or interest on debt, and such housing may secure debt, provided that, as of the date of the approval of the #lower income housing plan#, the Commissioner of Housing Preservation and Development finds that the total annual rent, when

such interest and principal payments are deducted, is in compliance with the requirements of Section 23-95, paragraph (c), and provided that the lender agrees to enter into a written agreement which subordinates such debt to the provisions of the #lower income housing plan#.

Inclusionary Housing designated areas

“Inclusionary Housing designated areas” shall be those areas specified in Section 23-922 (Inclusionary Housing designated areas).

\* \* \*

Lower income household

\* \* \*

In ~~#R6, R7 and R8~~ Inclusionary Housing designated areas#, #lower income households# shall also include all existing households in tenancy, provided such households occupy units that are within a #building# in which rents for all occupied units are regulated by City or State law, and the aggregate maximum permitted annual rent roll for such occupied units, divided by the number of occupied units, is less than 30 percent of the applicable income limit for a #lower income household# as provided in this Section. In determining the applicable income limit for such #lower income households#, the Commissioner of Housing Preservation and Development may make adjustments, consistent with U. S. Department of Housing and Urban Development regulations, for the number of persons residing in each unit.

Lower income housing

\* \* \*

However, in ~~#R6, R7 and R8~~ Inclusionary Housing designated areas#, #lower income housing# shall include #standard units# assisted under City, State or Federal programs.

\* \* \*

~~R6, R7 and R8 designated areas~~

~~“R6, R7 and R8 designated areas” shall be those areas specified in Section 23-922 (Certain R6, R7 and R8 Districts).~~

\* \* \*

**23-941**

**In R10 Districts other than Inclusionary Housing designated areas**

The #floor area ratio# of a #development# may be increased from 10.0 to a maximum of 12.0 at the rate set forth in this Section, if the developer of such #development# provides #lower income housing# pursuant to Section 23-95 (Lower Income Housing Requirements).

\* \* \*

**23-942**

**In R6, R7 and R8 Districts Inclusionary Housing designated areas**

The provisions of this Section shall apply in the #Inclusionary Housing designated areas# set forth in Section 23-922, except within Waterfront Access Plan BK-1 and in R7-3 Districts within Community District 1, Borough of Brooklyn.

\* \* \*

(a) Maximum #floor area ratio#

The #floor area# of a #development# or #enlargement# may not exceed the base #floor area ratio# set forth in the following table, except that such #floor area# may be increased by one and one-quarter square feet for each square foot of #floor area# provided for #lower income housing#, up to the maximum #floor area ratio# specified in the table. However, the amount of #lower income housing# required to receive such bonus #floor area# need not exceed 20 percent of the total #floor area#, exclusive of ground floor non-#residential floor area#, in the #building#. In addition, the following rules shall apply:

<u>District</u>	<u>Base #floor area ratio#</u>	<u>Maximum #floor area ratio#</u>
R6*	2.2	2.42
R6**	2.7	3.6
R6A	2.7	3.6
R6B	2.0	2.2
R7A	3.45	4.6
R7X	3.75	5.0
R8A	5.40	7.2
<u>R9</u>	<u>6.0</u>	<u>8.0</u>
<u>R10</u>	<u>9.0</u>	<u>12.0</u>

-----  
 \* for #zoning lots#, or portions thereof, beyond 100 feet of a #wide street#

\*\* for #zoning lots#, or portions thereof, within 100 feet of a #wide street#

\* \* \*

**23-951  
 On-site new construction option**

\* \* \*

In #~~R6, R7 and R8~~ Inclusionary Housing designated areas#, if the #lower income housing# is subject to the requirements of City, State or Federal programs assisting the #lower income housing# that have size

and distribution requirements conflicting with the size and distribution requirements of this paragraph, (b), then the size and distribution requirements of this paragraph, (b), may be waived by the Commissioner of Housing Preservation and Development to facilitate the #development# of #lower income housing#.

**23-952**

**Substantial rehabilitation and off-site new construction options**

To qualify for one or more of these options, the designated #lower income housing# shall meet the following requirements:

- (a) The #lower income housing# shall be located either:

\* \* \*

Furthermore, in ~~#R6, R7 and R8~~ Inclusionary Housing designated areas#, the #administering agent# shall not be required to verify the income of households in tenancy, as of the date upon which the Commissioner of Housing Preservation and Development approves the #lower income housing plan#.

\* \* \*

**23-953**

**Preservation option**

To qualify for this option, the designated #lower income housing# shall meet the following requirements.

- (a) The #lower income housing# shall be located either:

\* \* \*

Furthermore, in ~~#R6, R7 and R8~~ Inclusionary Housing designated areas#, the #administering agent# shall not be required to verify the income of households in tenancy, as of the date upon which the Commissioner of Housing Preservation and Development approves the #lower income housing plan#.

\* \* \*

**24-161**

**Maximum floor area ratio for zoning lots containing community facility and residential uses**

\* \* \*

R1 R2 R3-1 R3A R3X R4-1 R4A R4B R5D R6A R6B R7-2 R7A R7B R7X R8 R9 R10

In the districts indicated, for #zoning lots# containing #community facility# and #residential uses#, the maximum #floor area ratio# permitted for a #community facility use# shall be as set forth in Section 24-11, inclusive, and the maximum #floor area ratio# permitted for a #residential use# shall be as set forth in Article II, Chapter 3, provided the total of all such #floor area ratios# does not exceed the greatest #floor

area ratio# permitted for any such #use# on the #zoning lot#.

In the designated areas set forth in Section 23-922 (~~Certain R6, R7 and R8 Districts~~ Inclusionary Housing designated areas), except within Waterfront Access Plan Bk-1, the #floor area ratios# of section 23-942 shall apply where the #residential# portion of a #building# is #developed# or #enlarged# pursuant to the quality housing program.

\* \* \*

### **35-31 Maximum Floor Area Ratio for Mixed Buildings**

C1 C2 C3 C4 C5 C6

In all districts, except as set forth in Section 35-311, the provisions of this Section shall apply to any #zoning lot# containing a #mixed building#.

The maximum #floor area ratio# permitted for a #commercial# or #community facility use# shall be as set forth in Article III, Chapter 3, and the maximum #floor area ratio# permitted for a #residential use# shall be as set forth in Article II, Chapter 3, provided the total of all such #floor area ratios# does not exceed the greatest #floor area ratio# permitted for any such #use# on the #zoning lot#. However, in C4-7 Districts within Community District 7 in the Borough of Manhattan, such maximum #residential floor area ratio# may be increased pursuant to the provisions of Section 23-90 (INCLUSIONARY HOUSING).

In the designated areas set forth in Section 23-922 (~~Certain R6, R7 and R8 Districts~~ Inclusionary Housing designated areas), except within Waterfront Access Plan BK-1, the #floor area ratios# of Section 23-942 shall apply where the #residential# portion of a #building# is #developed# or #enlarged# pursuant to the Quality Housing Program.

A non-#residential use# occupying a portion of a #building# that was in existence on December 15, 1961, may be changed to a #residential use# and the regulations on maximum #floor area ratio# shall not apply to such change of #use#.

\* \* \*

### **73-16 Public Transit, Railroad or Electric Utility Substations**

In all ~~#Residence Districts# or and~~ #Commercial Districts#, and in M1 Districts in the #Special Downtown Jamaica District#, the Board of Standard and Appeals may permit electric utility substations (including transformers, switches, or auxiliary apparatus) or public transit or railroad electric substations, limited in each case to a site of not more than 40,000 square feet, and in the case of electric utility substations to a site of not less than 10,000 square feet, provided that the following findings are made:

\* \* \*

### **74-61 Public Transit, Railroad or Electric Utility Substations**

In all ~~#Residence# and #Commercial Districts#, and in M1 Districts in the #Special Downtown Jamaica District#~~, the City Planning Commission may permit electric utility substations (including transformers, switches, or auxiliary apparatus) or public transit or railroad electric substations, limited in each case to a

site of not less than 40,000 square feet nor more than 10 acres, provided that the following findings are made:

\* \* \*

*Note: All text is new in Article XI, Chapter 5 - No underlining used.*

## **Article XI - Special Purpose Districts**

### **Chapter 5 Special Downtown Jamaica District**

#### **115-00 GENERAL PURPOSES**

The "Special Downtown Jamaica District" established in this Resolution is designed to promote and protect the public health, safety and general welfare of the Downtown Jamaica community. These general goals include, among others, the following specific purposes, to:

- (a) strengthen the business core of Downtown Jamaica by improving the working and living environments;
- (b) foster development in Downtown Jamaica and provide direction and incentives for further growth where appropriate;
- (c) encourage the development of affordable housing;
- (d) expand the retail, entertainment and commercial character of the area around the transit center and to enhance the area's role as a major transportation hub in the City;
- (e) provide transitions between the downtown commercial core, the lower-scale residential communities and the transportation hub;
- (f) improve the quality of new development in Downtown Jamaica by requiring the provision of specified public amenities in appropriate locations;
- (g) encourage the design of new development that is in character with the area;
- (h) enhance the pedestrian environment by relieving sidewalk congestion and providing pedestrian amenities; and
- (i) promote the most desirable use of land and thus conserve and enhance the value of land and buildings, and thereby protect the City's tax revenues.

#### **115-01 General Provisions**

In harmony with the general purposes and content of this Resolution and the general purposes of the #Special Downtown Jamaica District#, the regulations of the #Special Downtown Jamaica District# shall apply to all #developments#, #enlargements#, alterations and changes of #use# within the #Special Downtown Jamaica District#, except as otherwise provided in this Chapter. The regulations of all other

Chapters of this Resolution are applicable except as modified, supplemented or superseded by the provisions of this Chapter. In the event of a conflict between the provisions of this Chapter and other regulations of this Resolution, the provisions of this Chapter shall control.

Any special permit granted by the City Planning Commission before (the effective date of this amendment), may be started or continued, in accordance with the terms thereof, or as such terms may be subsequently modified, pursuant to the regulations in effect at the time such special permit was granted, subject to the provisions of Sections 11-42 (Lapse of Authorization or Special Permit Granted by the City Planning Commission Pursuant to the 1961 Zoning Resolution) and 11-43 (Renewal of Authorization or Special Permit).

## **115-02 District Plan and Maps**

The regulations of this Chapter implement the #Special Downtown Jamaica District# Plan.

The District Plan includes the following maps in the Appendix to this Chapter:

- Map 1 Special Downtown Jamaica District
- Map 2 Ground Floor Use and Transparency and Curb Cut Restrictions
- Map 3 Street Wall Location
- Map 4 Street Wall Height
- Map 5 Maximum Building Height
- Map 6 Sidewalk Widening

The maps are hereby incorporated and made part of this Resolution for the purpose of specifying locations where the special regulations and requirements set forth in the text of this Chapter apply.

## **115-03 Applicability of Article I, Chapter 1**

Within the #Special Downtown Jamaica District#, Section 11-15 (Environmental Requirements) shall apply, except that prior to issuing a building permit for any #development#, or for an #enlargement#, #extension# or a change of #use#, on a lot that has an (E) designation for hazardous material contamination, noise or air quality, the Department of Buildings shall be furnished with a report from the Department of Environmental Protection (DEP) of the City of New York stating:

- (a) in the case of an (E) designation for hazardous material contamination, that environmental requirements related to the (E) designation have been met for that lot; or
- (b) in the case of an (E) designation for noise or air quality, that the plans and drawings for such #development# or #enlargement# will result in compliance with the environmental requirements related to the (E) designation.

## **115-10 SPECIAL USE REGULATIONS**

In the #Special Downtown Jamaica District#, the #use# regulations of the underlying district shall apply except as modified in this Section, inclusive. The #use# regulations of the underlying C4-5X, C6 and M1-4 Districts relating to #public parking garages# are modified in Section 115-11 (Public Parking Garages). The #use# regulations of the underlying C6-4 District relating to Use Group 11B, are modified in Section 115-12 (Use Group 11B in C6-4 Districts). Special ground floor #use# and transparency



regulations shall apply in the C4-5X and C6 Districts pursuant to Sections 115-13 (Ground Floor Use, Frontage and Major Building Entrance Regulations in C4-5X and C6 Districts) and 115-14 (Transparency Requirement in C4-5X and C6 Districts). The #use# regulations of the underlying M1-4 District, including Use Groups 3, 4, 6, 10, 16, 17 and 18, are modified as specified in Section 115-15 (Modification of Use Regulations in M1-4 Districts).

### **115-11 Public Parking Garages**

In the #Special Downtown Jamaica District#, the #use# regulations of the underlying C4-5X, C6-2, C6-3, C6-4 and M1-4 Districts shall be modified to permit #public parking garages# with a capacity of 150 spaces or less, as-of-right, subject to the provisions set forth for #accessory# off-street parking spaces in Sections 36-53 (Location of Access to the Street), 36-55 (Surfacing) and 36-56 (Screening). #Public parking garages# may be open or enclosed, provided that no portion of such #use# shall be located on a roof other than a roof which is immediately above a #cellar# or #basement#, except as provided by the special permit provisions of Section 74-52 (Parking Garages or Public Parking Lots in High Density Central Areas).

### **115-12 Use Group 11B in C6-4 Districts**

In C6-4 Districts, the provisions of Section 32-20 (Use Group 11), paragraph B. (Wholesale or Similar Establishments), shall be modified to allow wholesale establishments with no limitation on #accessory# storage.

### **115-13 Ground Floor Use, Frontage and Major Building Entrance Regulations in C4-5X and C6 Districts**

On designated #streets#, as shown on Map 2 (Ground Floor Use and Transparency and Curb Cut Restrictions) in the Appendix to this Chapter, the special ground floor #use#, frontage and major building entrance regulations of this Section shall apply to any #building or other structure# fronting on such #streets#.

#Uses# located on the ground floor level or within five feet of the level of the adjoining sidewalk, and within 30 feet of the #street line#, shall be limited to #community facility uses# without sleeping accommodations, as listed in Section 115-15 (Modification of Use Regulations in M1-4 Districts), and #uses# listed in Use Groups 5, 6A, 6B, 6C, 6D, 7A, 7B, 8A, 8B, 8D, 9, 10, 11, 12A, 12B and 12C. A building's #street# frontage shall be allocated exclusively to such #uses#, except for lobby space, entryways or entrances to subway stations.

In no event shall the length of #street# frontage occupied by lobby space, entrance space and/or a building entrance recess exceed, in total, 30 feet or 50 percent of the building's total #street# frontage, whichever is less.

Any #development# or any #enlarged# portion of a #building# located on a #zoning lot# with frontage on such designated #street# shall provide a major building entrance onto such #street#. However, #developments# or #enlargements# on #zoning lots# with frontage on more than one designated #street#, may provide a major building entrance on only one designated #street#.

### **115-14 Transparency Requirement in C4-5X and C6 Districts**

For any #development#, or for the #enlarged# portion of a #building#, on designated #streets# as shown on Map 2 (Ground Floor Use and Transparency and Curb Cut Restrictions) in the Appendix to this Chapter, each ground floor #street wall# shall be glazed with transparent materials which may include #show windows#, glazed transoms or glazed portions of doors. Such glazed area shall occupy at least 50 percent of the area of each such ground floor #street wall# measured to a height of 10 feet above the level of the adjoining sidewalk.

## 115-15

### Modification of Use Regulations in M1-4 Districts

The #use# regulations of the underlying M1-4 District shall apply, except as modified as follows:

#### Use Groups 3A and 4A

The following #community facility uses# as listed in Sections 22-13 (Use Group 3) and 22-14 (Use Group 4) shall be permitted as-of-right, provided that such #uses# are without sleeping accommodations:

From Use Group 3A:

College or universities, including professional schools but excluding business colleges or trade schools

Libraries, museums or non-commercial art galleries, without limitation

#Schools#;

From Use Group 4A:

Ambulatory diagnostic or treatment health care facilities, limited to public, private, for-profit or not-for-profit medical, health and mental health care facilities in which patients are diagnosed or treated by health care professionals, licensed by the New York State Department of Education or successor agency, for medical, health or mental health conditions, and where such patients are ambulatory rather than admitted. Such facilities shall not include the practice of veterinary medicine, #physical culture or health establishments# or ophthalmic dispensing

Clubs, except:

- (a) clubs, the chief activity of which is a service predominantly carried on as a business;
- (b) non-commercial outdoor swimming pool clubs;
- (c) any other non-commercial clubs with outdoor swimming pools located less than 500 feet from any #lot line#; or
- (d) any activity or #use# listed within the definitions of either #adult physical culture establishments# or #physical culture or health establishments# in Section 12-10 (DEFINITIONS)

Community centers or settlement houses

Rectories and parish houses

Non-commercial recreation centers

Philanthropic or non-profit institutions, without limitation on central office functions

Seminaries

Welfare centers

### **Use Groups 6 and 10**

All #uses# listed in Sections 32-15 (Use Group 6) and 32-19 (Use Group 10), shall be permitted and shall not be subject to the limitations specified in Section 42-12 (Use Groups 3A, 6A, 6B, 6D, 6F, 7B, 7C, 7D, 7E, 8, 9B, 9C, 10A, 10B, 10C, 11, 12A, 12C, 12D, 12E, 13, 14, and 16).

### **Use Groups 16, 17 and 18**

The following #uses# from Sections 32-25 (Use Group 16), 42-14 (Use Group 17) and 42-15 (Use Group 18) shall be permitted, provided that such #uses# are in completely enclosed #buildings#, except as specifically modified in this Section:

From Use Group 16A (Retail or Service Establishments):

Animal hospitals or kennels

Automobile, motorcycle, trailer or boat sales

Building materials sales, limited to 10,000 square feet of #lot area# per establishment

Carpentry, custom woodworking or custom furniture making shops

Electrical, glazing, heating, painting, paper hanging, plumbing, roofing or ventilating contractors' establishments

Fuel, ice, oil, coal or wood sales, limited to 5,000 square feet of #lot area# per establishment

Household or office equipment or machinery repair shops, such as refrigerators, washing machines, stoves, deep freezers or air conditioning units

Machinery rental or sales establishments

Mirror silvering or glass cutting shops

Motorcycle or motor scooter rental establishments

Sign painting shops, with no limitation on #floor area# per establishment

Silver plating shops, custom

Soldering or welding shops

Tool, die or pattern making establishments, or similar small machine shops

Trade schools for adults

From Use Group 16B (Automotive Service Establishments):

#Automotive service stations#, open or enclosed, provided that facilities for lubrication, minor repairs or washing are permitted only if located within a #completely enclosed building#

From Use Group 16C (Vehicle Storage Establishments):

Commercial or public utility vehicle storage, including #accessory# motor fuel pumps

From Use Group 16D (Heavy Service, Wholesale, or Storage Establishments):

Carpet cleaning establishments

Dry cleaning or cleaning and dyeing establishments, with no limitation on type of operation, solvents, #floor area# or capacity per establishment

Laundries, with no limitation on type of operation

Linen, towel or diaper supply establishments

Moving or storage offices, with no limitation as to storage or #floor area# per establishment

Packing or crating establishments

Photographic developing or printing with no limitation on #floor area# per establishment

Warehouses

Wholesale establishments, with no limitation on #accessory# storage

From Use Group 17A (Service or Wholesale Establishments):

Building materials or contractors' yards, including sales, storage, or handling of building materials, with no limitation on #lot area# per establishment, except that lumber yards shall be limited to 20,000 square feet of #lot area# per establishment

Produce or meat markets, wholesale

From Use Group 17B (Manufacturing Establishments):

Advertising displays

Aircraft, including parts

Apparel or other textile products from textiles or other materials, including hat bodies, or similar products

Beverages, non-alcoholic

Bottling work, for all beverages

Brushes or brooms

Cameras or other photographic equipment, except film

Canvas or canvas products

Carpets

Ceramic products, including pottery, small glazed tile, or similar products

Chemicals, compounding or packaging

Cork products

Cosmetics or toiletries

Cotton ginning, or cotton wadding or linters

Electrical appliances, including lighting fixtures, irons, fans, toasters, electric toys, or similar appliances

Electrical equipment assembly, including home radio or television receivers, home movie equipment, or similar products, but not including electrical machinery

Electrical supplies, including wire or cable assembly, switches, lamps, insulation, dry cell batteries, or similar supplies

Film, photographic

Food products, except slaughtering of meat or preparation of fish for packing

Fur goods, not including tanning or dyeing

Glass products from previously manufactured glass

Hair, felt or feather products, except washing, curing or dyeing

Hosiery

Ice, dry or natural

Ink or inked ribbon

Jute, hemp, sisal or oakum products

Laboratories, research, experimental or testing

Leather products, including shoes, machine belting, or similar products

Luggage

Machines, business, including typewriters, accounting machines, calculators, card-counting equipment, or similar products

Machinery, miscellaneous, including washing machines, firearms, refrigerators, air-conditioning, commercial motion picture equipment, or similar products

Machine tools, including metal lathes, metal presses, metal stamping machines, woodworking machines, or similar products

Mattresses, including rebuilding or renovating

Metal finishing, plating, grinding, sharpening, polishing, cleaning, rust-proofing, heat treatment, or similar processes

Metal stamping or extrusion, including costume jewelry, pins and needles, razor blades, bottle caps, buttons, kitchen utensils, or similar products

Motorcycles, including parts

Musical instruments, including pianos or organs

Novelty products

Optical equipment, clocks or similar precision instruments

Orthopedic or medical appliances, including artificial limbs, braces, supports, stretchers, or similar appliances

Paper products, including envelopes, stationery, bags, boxes, shipping containers, bulk goods, tubes, wallpaper printing, or similar products

Perfumes or perfumed soaps, compounding only

Pharmaceutical products

Plastic products, including tableware, phonograph records, buttons, or similar products

Printing or publishing, with no limitation on #floor area# per establishment

Rubber products, such as washers, gloves, footwear, bathing caps, atomizers, or similar products, excluding manufacture of natural or synthetic rubber

Scenery construction

Silverware, plate or sterling

Soap or detergents, packaging only

Sporting or athletic equipment, including balls, baskets, cues, gloves, bats, racquets, rods, or similar products

Statuary, mannequins, figurines, or religious art goods, excluding foundry operations

Steel products, miscellaneous fabrication or assembly, including steel cabinets, doors, fencing, metal furniture, or similar products

Textiles, spinning, weaving, manufacturing, dyeing, printing, knit goods, yarn, thread or cordage

Tobacco, including curing or tobacco products

Tools or hardware, including bolts, nuts, screws, doorknobs, drills, hand tools or cutlery, hinges, house hardware, locks, non-ferrous metal castings, plumbing appliances, or similar products

Toys

Umbrellas

Upholstering, bulk, excluding upholstering shops dealing directly with consumers

Vehicles, children's, including bicycles, scooters, wagons, baby carriages, or similar vehicles

Venetian blinds, window shades, or awnings, with no limitation on production or on #floor area# per establishment

Wax products

Wood products, including furniture, boxes, crates, baskets, pencils, cooperage works, or similar products

From Use Group 17C (Miscellaneous #Uses#):

Public transit, railroad or electric utility substations, open or enclosed, subject to the special permit provisions of Section 73-16 (Public Transit, Railroad or Electric Utility Substations) or 74-61 (Public Transit, Railroad or Electric Utility Substations)

Railroads, including rights-of-way, freight terminals, yards or appurtenances, or facilities or services used or required in railroad operations, but not including passenger stations

From Use Group 18:

Breweries, limited to 10,000 square feet of #floor area# per establishment

#Uses accessory# to the preceding listed #uses#

**115-20  
SPECIAL BULK REGULATIONS**

**115-21  
Floor Area Ratio, Open Space and Lot Coverage**

- (a) Maximum #floor area ratio# for #buildings# containing non-#residential uses#

In C6-2 and C6-3 Districts, the underlying #floor area ratio# and #open space# provisions shall not apply. In lieu thereof, the maximum #floor area ratio# permitted for #commercial# and #community facility# #uses#, separately or in combination, shall not exceed 6.0 in C6-2 Districts and 8.0 in C6-3 Districts. No #floor area# bonuses shall be permitted.

In C6-4 Districts, the underlying #floor area ratio# provisions, including #floor area# bonus provisions, shall apply to #community facility uses#. For #commercial uses#, the maximum #floor area ratio# shall be 12.0, and no #floor area# bonuses shall apply.

In M1-4 Districts, the maximum #floor area ratio# permitted for #commercial#, #community facility# or #manufacturing uses#, separately or in combination, shall be 2.0.

- (b) Maximum #floor area ratio# for #buildings# containing #residential uses#

The maximum #floor area ratio# for any #building# containing a #residential# #use# shall not exceed the #floor area ratio# set forth in Section 115-211 (Special Inclusionary Housing regulations) for the applicable district.

- (c) #Lot coverage#

In C4 and C6 Districts, for #residential buildings# or the #residential# portion of a #mixed building#, the maximum #lot coverage# shall be 80 percent on a #corner lot# and 70 percent on an #interior# or #through lot#. However, no #lot coverage# provisions shall 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.

**115-211  
Special Inclusionary Housing regulations**

- (a) Applicability

R7A, R7X, C4-4A, C4-5X, C6-2, C6-3 and C6-4 Districts within the #Special Downtown Jamaica District# shall be #Inclusionary Housing designated areas#, pursuant to Section 12-10 (Definitions), for the purpose of making the Inclusionary Housing Program regulations of Section 23-90 (Inclusionary Housing Program), inclusive, applicable as modified , within the Special District.

- (b) Maximum #floor area ratio#



The maximum #floor area ratio# for any #building# containing #residences# shall not exceed the base #floor area ratio# set forth in the following table, except that such base #floor area ratio# may be increased to the maximum #floor area ratio# set forth in Section 23-942 through the provision of #lower income housing#, pursuant to the provisions relating to #Inclusionary Housing designated areas# in Section 23-90 (INCLUSIONARY HOUSING).

District	Base Far
R7A, C4-4A	3.45
R7X, C4-5X	3.75
R8, C6-2	5.4
R9, C6-3	6.0
R10, C6-4	9.0

(c) Modification of location requirements

The requirements of paragraph (a) of Section 23-952 (Substantial rehabilitation and off-site new construction options) shall be modified as follows: #Lower income housing# may be located in any #Inclusionary Housing designated area# within the #Special Downtown Jamaica District#.

(d) Height and setback

The height and setback regulations of paragraph (b) of Section 23-942 shall not apply. In lieu thereof, the special height and setback regulations of Section 115-22, inclusive, of this Chapter shall apply.

**115-22  
Height and Setback Regulations**

In M1-4 Districts, the underlying height and setback regulations shall apply except as modified in Section 115-221 (Permitted obstructions).

In C4 and C6 Districts, the underlying height and setback regulations are modified as set forth in Sections 115-221 through 115-225, inclusive.

For #zoning lots# subject to the sidewalk widening requirements of Section 115-31, the boundary of the sidewalk widening furthest from the #street line# shall be considered the #street line# for the purposes of applying all height and setback regulations.

All heights shall be measured from the #base plane#.

**115-221  
Permitted obstructions**

The provisions of Section 33-42 (Permitted Obstructions) shall apply to all #buildings# within the #Special Downtown Jamaica District#, except the provisions of paragraph (c) of Section 33-42 shall not

apply. In lieu thereof, the following regulations shall apply:

Elevator or stair bulkheads, roof water tanks, cooling towers or other mechanical equipment (including enclosures) may penetrate a maximum height limit or #sky exposure plane# provided that either:

- (a) the product, in square feet, of the #aggregate width of street walls# of such obstructions facing each #street# frontage, times their average height, in feet, shall not exceed a figure equal to eight times the width, in feet, of the #street wall# of the #building# facing such frontage; or
- (b) for #buildings# at least 120 feet in height, the #lot coverage# of all such obstructions does not exceed 20 percent of the #lot coverage# of the #building#, and the height of all such obstructions does not exceed 40 feet.

In addition, dormers may penetrate a maximum base height in accordance with the provisions of paragraph (c) of Section 23-621 (Permitted obstructions in certain districts).

## **115-222**

### **Street wall location**

C4 C6

In the districts indicated, #street walls# shall be provided in accordance with the provisions of this Section.

- (a) For all locations, except as specified on Map 3 (Street Wall Location) in the Appendix to this Chapter, the #street wall# of a #building# shall be located on the #street line# and extend along at least 70 percent of the #street# frontage of the #zoning lot#. No #street wall# location rules shall apply to the remaining portion of the #street frontage# of the #zoning lot#; however, any #street walls# provided in such portion shall be located on the #street line# or recessed within an #outer court#. All required #street walls# shall rise without setback to at least the minimum base height specified in Section 115-223 (Street wall height), or the height of the #building#, whichever is less. For #zoning lots# bounded by more than one #street line#, these #street wall# location requirements shall apply on all such #street lines#.
- (b) Map 3 specifies the #street# frontages where the regulations set forth in this paragraph, (b), apply.
  - (1) The #street wall# shall be located on the #street line# and extend along the entire #street# frontage as specified on Map 3, and shall rise without setback to at least the minimum base height specified in Section 115-223, or the height of the #building#, whichever is less. This requirement shall also apply along that portion of any #street line# that intersects such #street# frontage, specified on Map 3, within 50 feet of such intersection.
  - (2) To allow articulation of #street walls# at the intersection of two #street lines# with mandatory #street wall# requirements, up to 50 percent of the area bounded by the two #street lines# and lines parallel to and 20 feet from such #street lines# may be unoccupied by a #building#.
  - (3) Where corner articulation is specified on Map 3, the following regulations shall apply:
    - (i) Where base corner articulation is specified, the #building# shall occupy, at

every level up to the level of the setback provided pursuant to Section 115-223 (Street wall height), not less than 50 percent and not more than 75 percent of the area bounded by the two #street lines# and lines parallel to and 20 feet from such #street lines#.

(ii) Where tower corner articulation is specified, no articulation is required where all portions of the #building# that exceed a height of 60 feet are located at least 10 feet from a #wide street line# and at least 15 feet from a #narrow street line#. Where a #building# rises without setback along those #street lines# where no setback is required, as specified on Map 4 (Street Wall Height), the #building# shall cover, at every level above the setback provided pursuant to Section 115-223, not less than 50 percent and not more than 75 percent of the area bounded by:

- (a) the #street line# of the #street# where no setback is required;
- (b) a line 10 feet from and parallel to a #wide street# with a setback requirement or 15 feet from and parallel to a #narrow street# with a setback requirement; and
- (c) lines parallel to and 20 feet from such lines.

(4) No #street wall# location requirements shall apply to any open space fronting on Sutphin Boulevard between 94<sup>th</sup> and 95<sup>th</sup> Avenues #developed# pursuant to the Jamaica Gateway Urban Renewal Plan, as shown on Map 3.

(5) For building walls facing Archer Avenue on Blocks 9988 and 9994 the #street walls# required pursuant to this paragraph, (b), shall not be located along the Archer Avenue #street line#, but shall instead be located along the northern boundary of the Public Place mapped on each such block. Along such boundaries of each Public Place, no building entrances or windows are permitted up to a height of 30 feet within 100 feet of 146<sup>th</sup> Street on Block 9988 and within 100 feet of 147<sup>th</sup> Place on Block 9994. Such regulation is necessary to accommodate the development of a one #story building# which may be located within each Public Place.

(c) In all locations where #street walls# are required, recesses, not to exceed three feet in depth from the #street line#, shall be permitted on the ground floor where required to provide access to the #building#.

Above a height of 12 feet, up to 30 percent of the aggregate width of required #street walls# may be recessed beyond the #street line#, provided any such recesses deeper than 10 feet along a #wide street#, or 15 feet along a #narrow street#, are located within an #outer court#. Furthermore, no recesses shall be permitted within 30 feet of the intersection of two #street lines# except to articulate the #street walls# as set forth in this Section.

Existing #buildings# may be vertically #enlarged# by up to one #story# or 15 feet, without regard to the #street wall# location requirements of this Section.

**115-223**  
**Street wall height**

C4 C6

Except in the locations indicated on Map 4 (Street Wall Height) in the Appendix to this Chapter, the minimum and maximum heights before setback of a #street wall# required pursuant to Section 115-232 (Street wall location) shall be as set forth in the following Table:

<b>District</b>	<b>Minimum Street Wall Height</b>	<b>Maximum Street Wall Height</b>
C4-4A	40 feet	65 feet
C4-5X	40 feet	85 feet
C6	40 feet	60 feet

Any portion of a #building# that exceeds the maximum height of a #street wall# shall be set back at least 10 feet from a #wide street line# and at least 15 feet from a #narrow street line#.

In the locations indicated on Map 4, required #street walls# shall rise without setback to the minimum height specified for that location on Map 4 or the height of the #building#, whichever is less. Any portion of a #building# that exceeds the maximum #street wall# height specified for that location shall be set back at least 10 feet from a #wide street line# and at least 15 feet from a #narrow street line#.

However, in the locations indicated on Map 4 where no maximum #street wall# height or setback is required, #street walls# required pursuant to Section 115-222, shall rise without setback to a minimum height of 40 feet or the height of the #building#, whichever is less. Above a height of 40 feet, no setbacks are required for any portion of the building.

**115-224**

**Maximum building height**

**C4 C6**

In C4-4A Districts, no #building or other structure# shall exceed a height of 80 feet.

In C4-5X Districts, no #building or other structure# shall exceed a height of 125 feet.

In all C6 Districts, no #building or other structure# shall exceed a height of 250 feet. However, no maximum building height limitation shall apply on Block 9993, shown on Map 5 (Maximum Building Height) in the Appendix to this Chapter, if such #block# is developed pursuant to the Jamaica Gateway Urban Renewal Plan.

**115-225**

**Transition area**

**R6 R7 R8 R9 R10**

In the districts indicated, and in #Commercial Districts# where such #Residence District bulk# regulations are applicable, that portion of a #development# or #enlargement# located within 25 feet of an adjacent #zoning lot# in an R1, R2, R3, R4 or R5 District shall not exceed a maximum building height of 35 feet. In addition, an open area not higher than #curb level# shall be provided within eight feet of such adjacent

#zoning lot#. Such open area may be used for #accessory# parking.

## **115-30 MANDATORY IMPROVEMENTS**

### **115-31 Sidewalk Widening**

The provisions of this Section shall apply to all #developments# fronting upon locations requiring sidewalk widenings as shown on Map 6 (Sidewalk Widening) in the Appendix to this Chapter. A sidewalk widening is a continuous, paved open area along the #street line# of a #zoning lot# having a depth of five feet or 10 feet, as set forth on Map 6. Such depth shall be measured perpendicular to the #street line#. Sidewalk widenings shall be improved as sidewalks to Department of Transportation standards, at the same level as the adjoining public sidewalk and directly accessible to the public at all times. No #enlargement# shall be permitted to decrease the depth of such sidewalk to less than such minimum required total sidewalk depth.

All mandatory sidewalk widenings must provide lighting in accordance with the requirements of paragraph (n) of Section 37-04 (Requirements for Urban Plazas), except that the minimum level of illumination shall be not less than two horizontal foot candles throughout the entire mandatory sidewalk widening.

Sidewalk widenings of 10 feet or more must provide one linear foot of seating for every 150 square feet of mandatory sidewalk widening. In addition, the provisions of Section 62-672 (Seating) shall apply.

### **115-32 Street Tree Planting**

All new #developments# or #enlargements# that increase the existing #floor area# by at least 20 percent shall provide and maintain trees of not less than three inch caliper at the time of planting in the sidewalk adjacent to the #zoning lot#. Such trees shall be provided for the entire length of the #street# frontage of the #zoning lot# at maximum intervals of 25 feet except where the Commissioner of Parks and Recreation determines that such tree planting would be infeasible.

Trees shall be planted with gratings flush to grade in at least 200 cubic feet of soil per tree, with a depth of soil of at least 3 feet, 6 inches. Species shall be selected, installed and maintained in accordance with the specifications established by the Department of Parks and Recreation.

### **115-33 Refuse Storage, Recreation Space and Planting Areas**

All #residential buildings# shall provide refuse storage space, recreation space and planting areas in accordance with the provisions of Section 28-23 (Refuse Storage and Disposal) and Section 28-30 (RECREATION SPACE AND PLANTING AREAS), whether or not they are #developed# or #enlarged# pursuant to the Quality Housing Program.

## **115-40 RESIDENTIAL CONVERSIONS**

In all #Commercial Districts#, the conversion to #dwelling units# of non-#residential buildings#, or portions thereof, erected prior to January 1, 1977, shall be permitted subject to Sections 15-11 (Bulk Regulations), 15-12 (Open Space Equivalent) and 15-30 (Minor Modifications), paragraph (b).

#Uses# in #buildings# erected prior to January 1, 1977, containing both #residential# and non-#residential uses# shall not be subject to the provisions of Section 32-42 (Location within Building).

## **115-50**

### **SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS**

## **115-51**

### **Parking and Loading Regulations**

Within the #Special Downtown Jamaica District#, the off-street parking and loading regulations shall be modified as follows:

(a) Commercial and Manufacturing development

In C4, C6 and M1 Districts, the off-street parking and loading regulations of a C4-4 District shall apply, except as modified in this Section:

- (1) For any #use# that is not allowed in a C4 District, the underlying off-street parking requirements of the applicable C6-2, C6-3, C6-4 or M1-4 District shall apply.
- (2) In C4, C6 and M1 Districts, the provisions of Sections 36-12 (Maximum Size of Accessory Group Parking Facilities) and 44-12 (Maximum Size of Accessory Group Parking Facilities) shall be modified to permit an #accessory group parking facility# to contain up to 300 off-street parking spaces. Pursuant to the provisions of Sections 36-13 (Modification of Maximum Size of Accessory Group Parking Facilities) and 46-13 (Modification of Maximum Size of Accessory Group Parking Facilities), the Commissioner of Buildings may permit such #group parking facility# to contain up to 150 additional spaces.
- (3) In C4, C6 and M1 Districts, the provisions of Section 36-21 (General Provisions) pertaining to accessory off-street parking spaces for #commercial# or #community facility uses# shall be modified as follows: #uses# in Use Groups 6B (Offices), 10B (Wholesale Establishments) and 11B (Wholesale Establishments), with parking requirement category B1, shall be required to provide one parking space per 2,000 square feet of #floor area#.
- (4) Modification of Waiver of Parking Requirements
  - (i) In C4, C6 and M1 Districts, the provisions of Sections 36-23 (Waiver of Requirements for Spaces Below Minimum Number) and 44-23 (Waiver of Requirements for Spaces Below Minimum Number) shall only apply to #zoning lots# existing both on (the date of adoption of this amendment) and on the date of application for a building permit.
  - (ii) In C4, C6 and M1 Districts, for any #commercial use# permitted in a C4 or C6

District, the waiver provisions for a C4-4 District set forth in Section 36-232 (In districts with very low parking requirements) shall not apply. In lieu thereof, the maximum number of #accessory# off-street parking spaces for which requirements are waived shall be 15 spaces, pursuant to the waiver provisions for a C4-2 District set forth in Section 36-231 (In districts with high, medium, or low parking requirements).

- (iii) The provisions of Sections 36-342 (Reduced requirements in other C1 or C2 Districts or in C4, C5 or C6 Districts) and 36-344 (Waiver of requirements in other C1 or C2 Districts or in C4, C5 or C6 Districts) shall not apply in the #Special Downtown Jamaica District#.

(b) Residential Development

- (1) The provisions of Section 25-12 (Maximum Size of Accessory Group Parking Facilities) shall be modified to permit an #accessory group parking facility# to contain up to 300 off-street parking spaces. Pursuant to the provisions of Section 25-13 (Modification of Maximum Size of Accessory Group Parking Facilities), the Commissioner of Buildings may permit such #group parking facility# to contain up to 150 additional spaces.
- (2) The required accessory off-street parking space regulations for #residential developments# or #enlargements# of the underlying districts in the #Special Downtown Jamaica District# shall be modified as follows: The regulations set forth for an R6A District in Section 25-20 shall apply. The regulations set forth for an R6 District in Sections 25-50 (RESTRICTIONS ON LOCATIONS OF ACCESSORY OFF-STREET PARKING SPACES) inclusive, and 25-60 (ADDITIONAL REGULATIONS FOR PERMITTED OR REQUIRED ACCESSORY OFF STREET PARKING SPACES), inclusive, shall apply except as modified in paragraphs (b) (3) and (b) (4) of this Section.
- (3) In all #Residence Districts#, the provisions of Section 25-26 (Waiver of Requirements for Small Number of Spaces) are modified as follows:
  - (i) The provisions of Section 25-26 shall only apply to #zoning lots# existing both on (the date of adoption of this amendment) and on the date of application for a building permit.
  - (ii) For all new #residential developments# or #enlargements#, the maximum number of #accessory# off-street parking spaces for which requirements are waived shall be 5 spaces.
- (4) The provisions of Section 25-52 (Off-Site Spaces for Residences) and 25-521 (Maximum distance from zoning lot) shall be modified to permit the location of permitted or required off-street parking spaces #accessory# to #residences# on a #zoning lot# other than the same #zoning lot# as the #residences# to which such spaces are #accessory#, provided that such #zoning lot# is no more than 1,500 feet from the nearest boundary of the #zoning lot# occupied by the #residences# to which they are #accessory#.
- (5) The provisions of Section 36-42 (Off-Site Spaces for Residences) and 36-421 (Maximum distance from zoning lot) shall be modified to permit the location of permitted or required off-street parking spaces #accessory# to #residences# on a #zoning lot# other than the same #zoning lot# as the #residences# to which such spaces are #accessory#, provided that such

#zoning lot# is no more than 1,500 feet from the nearest boundary of the #zoning lot# occupied by the #residences# to which they are #accessory#.

## **115-52**

### **Location of Access to the Street**

Map 2 (Ground Floor Use and Transparency and Curb Cut Restrictions) in the Appendix to this Chapter specifies locations where curb cuts shall be prohibited within the #Special Downtown Jamaica District#.

However, where permitted or required #accessory# off-street parking and loading requirements apply in a location where such curb cuts are prohibited, a curb cut may be allowed, provided that the City Planning Commission certifies to the Commissioner of Buildings that such #zoning lot# has access only to such prohibited location and that such curb cut shall be no greater than 20 feet in width.

An application to the City Planning Commission for certification respecting such curb cut shall be accompanied by a site plan drawn to a scale of at least one sixteenth inch to a foot, showing the size and location of the proposed curb cut.

The waiver provisions of Article III, Chapter 6 (Accessory Off-Street Parking and Loading Regulations) shall not apply to the special location of access requirements of this Section.

## **115-60**

### **SPECIAL PERMIT TO MODIFY USE OR BULK REGULATIONS**

For any #development#, #enlargement#, alteration or change of #use# on a #zoning lot# within the #Special Downtown Jamaica District#, the City Planning Commission may permit modification of the #use# or #bulk# regulations, except #floor area ratio# provisions, provided the Commission shall find that such:

- (a) modification will aid in achieving the general purposes 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, and the only practicable way to achieve 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.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.



**APPENDIX**

- Map 1 - Special Downtown Jamaica District**
- Map 2 - Ground Floor Use and Transparency and Curb Cut Restrictions**
- Map 3 - Street Wall Location**
- Map 4 - Street Wall Height**
- Map 5 - Maximum Building Height**
- Map 6 - Sidewalk Widening**

\* \* \*

**123-64**

**Maximum Floor Area Ratio and Lot Coverage Requirements for Mixed Use Buildings**

- (a) Maximum #floor area#

\* \* \*

- (4) Maximum #floor area# in #mixed use buildings#

The maximum total #floor area# in a #mixed use building# in #Special Mixed Use Districts# shall be the maximum #floor area# permitted for either the #commercial#, #manufacturing#, #community facility# or #residential# portion of such #building#, as set forth in this Section, whichever permits the greatest amount of #floor area#.

However, in the #inclusionary housing designated areas# set forth in Section 23-922 (~~Certain R6, R7 and R8 Districts~~ Inclusionary Housing designated areas), except within Waterfront Access Plan Bk-1, the #floor area ratios# of Section 23-942 shall apply.

\* \* \*

End

**ATTACHMENT B**  
**TRANSPORTATION PLANNING ASSUMPTIONS**



## **Jamaica Rezoning Transportation Planning Assumptions**

The proposed rezoning project consists of projected development sites which would create approximately 1,685,551 sf of office, 3,861 dwelling units, 607,789 sf of destination retail, 352,072 sf of local retail, a 225-room hotel, and community facilities including 26,171 sf of social service office use, 35,599 sf of professional school, 57,841 sf of hospital, 13,358 sf of medical office, 98,757 sf of houses of worship, and 13,453 sf of community center uses. These development sites are distributed over a wide area of Jamaica with a concentration of office near Sutphin Boulevard/Archer Avenue, while the residential and retail uses are well distributed over the larger rezoning area. The proposed project would reduce industrial/manufacturing space by 614,752 sf. As such, the project's transportation demands would be the net difference between the proposed development and that which it replaces. This memo discusses the transportation planning assumptions that would be used in demand forecasting in the EIS.

### Project-Generated Demand

Tables 1 and 1a show the preliminary transportation planning assumptions to be used in the forecast for the new development in the AM, midday, PM and Saturday midday peak hours. The table provides the daily generation rates, mode choice, as well as the hourly and directional patterns. Table 2 provides the overall net resulting trip generation and weekday and Saturday peak hour demands for each mode of transportation.

### Net Transportation Demand

The net transportation demand would be the difference between future and baseline conditions. As indicated in Tables 2 and 2a, approximately 2,006 vehicle trips would be generated by new developments induced by the proposed action in the AM peak hour, 1,118 vph in the midday, 2,472 vph in the PM and 1,404 vph in the Saturday midday peak hour.

This net demand would then be assigned to the area roadways and transit facilities in order to assess any transportation impacts of the proposed rezoning. The trip distribution for residential and office uses will be based on Census travel patterns while retail and other uses will be based on population distribution within a 5 mile area. The preliminary traffic distribution is shown in Figure 1.

The net subway trips would be 1,911 in the AM and 2,720 in the PM peak hours, with the corresponding peak hour bus trips amounting to 1,515 trips and 2,419 trips, respectively. The vehicle trips would be assigned to the network and study area intersections identified in the scope and analyzed for impacts in the AM, midday, PM and Saturday midday peak hours. The transit and pedestrian trips would be

analyzed in the AM and PM peak hours. The subway trips would be assigned to the nearest stations and bus trips to the most direct routes. The analysis of subway stations will focus on those stations that are used by more than 200 persons per hour as per CEQR requirements.

Revised: December 13, 2005

**Table 1 : Jamaica Urban Renewal Area - Transportation Planning Assumptions**

Land Use:	Office	Residential	Destination Retail	Neighborhood Retail	Community Facility Miscellaneous	Hotel	Industrial
Size/Units:	1,685,551 gsf	3,861 DU	607,789 gsf	352,072 gsf	245,180 gsf	225 rooms	-614,752 GSF
Trip Generation:	(1) 18 0.9 per 1,000 sf	(2) 8,075 7,678 per du	(5) 75 100 per 1,000 sf	(7) 205 205 per 1,000 sf	(8)	(9) 5.82 8.61 per room	(10) 9.54 1.81 per 1,000 sf
Temporal Distribution:	(1) AM 11.8% MD 14.5% PM 13.7% SatMD 15.0%	(2) 9.1% 4.7% 10.7% 8.2%	(5) 2.3% 8.7% 8.9% 11.5%	(7) 3.1% 19.0% 9.6% 9.5%		(9) 6.6% 8.3% 7.7% 8.5%	(10) 13.2% 11.0% 14.2% 10.7%
Modal Splits:	(3) AM/PM/Sat MD 46.3% 2.0% 0.9% 1.0% 16.5% 7.0% 21.7% 7.0% 8.2% 83.0% 6.4% 0.0% 100.0% 100%	(3) 29.0% 0.8% 39.2% 19.8% 9.0% 2.2% 100.0%	(5) 20.0% 1.0% 23.0% 33.0% 23.0% 0.0% 100.0%	(7) 2.0% 3.0% 6.0% 6.0% 83.0% 0.0% 100.0%		(9) 30.1% 12.3% 18.9% 5.5% 33.2% 0.0% 100.0%	(5) AM/PM/Sat. MD 46.3% 2.0% 0.9% 1.0% 16.5% 7.0% 21.7% 7.0% 8.2% 83.0% 6.4% 0.0% 100.0%
In/Out Splits:	(1) AM 96% MD 39% PM 5% Sat MD 60%	(2) In 16.0% Out 84.0% In 50.0% Out 50.0% In 67.0% Out 33.0% In 53.0% Out 47.0%	(5) In 61% Out 39% In 55% Out 45% In 47% Out 53% In 55% Out 45%	(7) In 50% Out 50% In 50% Out 50% In 50% Out 50%		(9) In 41.0% Out 59.0% In 68.0% Out 32.0% In 59.0% Out 41.0% In 56.0% Out 44.0%	(4) In 88.0% Out 12.0% In 50.0% Out 50.0% In 24.0% Out 76.0% In 47.0% Out 53.0%
Vehicle Occupancy:	(1) Auto 1.42 Taxi 1.42	(3) 1.15 1.40	(6) 2.30 2.30	(7) 2.00 2.00		(9) 1.6 1.4	(10) 1.30 1.30
Truck Trip Generation:	(4) 0.29 per 1000 SF	(4) 0.06 per du	(4) 0.35 per 1000 SF	(4) 0.35 per 1000 SF		(4) 0.10 per 1000 SF	(4) 0.67 per 1000 SF
	(4) AM 9.6% MD 11.0% PM 2.0% Sat MD	(4) 12.2% 8.7% 1.0%	(4) 7.7% 11.0% 1.0%	(4) 7.7% 11.0% 1.0%		(4) 12.2% 8.7% 0.0%	(4) 14.0% 8.6% 1.0%
	AM/MD/PM	In 50.0% Out 50.0%	In 50.0% Out 50.0%	In 50.0% Out 50.0%		In 50.0% Out 50.0%	In 50.0% Out 50.0%

Notes :

- (1) Pushkarev & Zupan, "Urban Space for Pedestrian," 1975. Saturday rate is based on Colliseum FEIS. Vehicle occupancy based on Downtown Brooklyn Development FEIS, April 2004.
- (2) Pushkarev & Zupan, "Urban Space for Pedestrian," 1975. Saturday rate is based on ITE Land Use Code (220) apartment rate variation between weekday and Saturday.
- (3) Residential modal split are based on 2000 census journey-to-work data. Office modal are based on 2000 census reverse journey-to-work. Midday office mode are based on Downtown Brooklyn FEIS in demand forecast summary based on planning factors derived from One Jamaica Center EAS 1998. 40% linked trips are assumed.
- (4) Federal Highway Administration, "Curbside Pickup and Delivery and Arterial Traffic Impacts," 1981.
- (5) Destination Retail Trip rate is based on ITE Land Use Code (820) shopping center. Mode split from One Jamaica Center EAS 1998. 40% linked trips are assumed.
- (6) Based on travel surveys, conducted by PHA in November 1994, for the Northern Boulevard Stores (FEIS) September 1995.
- (7) 2001 GEOR Technical Manual. 70% linked trip are applied in the demand forecast summary based on survey within Bronxchester Retail Technical Memorandum, February 2004.
- (8) See separate trip generation summary for different types of community facilities.
- (9) Based on Marriott Hotel Transportation Survey, AKRF, August 1998. Use of JFK AirTrain is included in subway mode.
- (10) ITE Trip Generation Handbook Land Use Code 110 (Light Industrial)

Table 1a : Jamaica Urban Renewal Area - Community Facilities Transportation Planning Assumptions

Land Use:	Social Service Office	Professional School	Hospital	Medical Office	House of Worship	Community Center
Size/Units:	26,171 gsf (1)	55,599 gsf (4)	57,841 gsf (3)	13,358 gsf (6) Staff 10 4.3 Visitors 33.6 14.5	98,757 gsf (7)	13,453 GSF (9)
Trip Generation:	Weekday Saturday	26,60 10.87 per 1,000 sf	36,99 24.69 per 1,000 sf	33.6 4.3 per 1,000 sf	19,18 21.83 (Sun = 77.12) per 1,000 sf	48 19 per 1,000 sf
Temporal Distribution:		(4)	(3)	(6)	(7)	(9)
AM	11.8%	7.2%	6.8%	24.0%	7.9%	7.1%
MD	14.5%	10.7%	8.4%	17.0%	4.0%	10.0%
PM	13.7%	12.6%	19.3%	24.0%	7.2%	7.2%
SatMD	15.0%	12.6%		17.0%	15.8%	14.2%
Modal Splits:		(4)	(5)	(6)	(8)	(2)
AM/PM/SAT	MD					
Auto	46.3%	10.0%	47.0%	20.0%	29.0%	5.0%
Taxi	0.9%	2.0%	24.0%	10.0%	0.8%	1.0%
Subway	16.5%	57.0%	5.0%	30.0%	39.2%	3.0%
Bus	21.7%	21.0%	13.0%	30.0%	19.8%	6.0%
Walk	8.2%	10.0%	11.0%	10.0%	9.0%	85.0%
Rail	6.4%	0.0%	0.0%	0.0%	2.2%	0.0%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
In/Out Splits:		(4)	(5)	(6)	(7)	(9)
AM	In 96%	In 94.0%	In 67%	In 94%	In 54%	In 61.0%
MD	Out 4%	Out 6.0%	Out 33%	Out 6%	Out 46%	Out 39.0%
PM	In 39%	In 46.0%	In 50%	In 50%	In 50%	In 55.0%
Sat MD	Out 61%	Out 54.0%	Out 33%	Out 12%	Out 52%	Out 29.0%
	In 5%	In 44.0%	In 33%	In 88%	In 71%	In 49.0%
	Out 40%	Out 43.0%	Out 50%	Out 50%	Out 29%	Out 51.0%
Vehicle Occupancy:		(4)	(5)	(6)	(2)	(2)
Auto	1.42	1.50	1.65	1.00	1.65	1.65
Taxi	1.42	1.50	1.40	1.40	1.40	1.40
Truck Trip Generation:		(3)	(3)	(3)	(3)	(3)
AM	0.29	0.29	0.67	0.29	0.29	0.29
MD	per 1000 SF	per du	per du	per 1000 SF	per du	per 1000 SF
PM	9.6%	9.6%	14.0%	9.6%	9.6%	9.6%
Sat MD	11.0%	11.0%	8.6%	11.0%	11.0%	11.0%
	1.0%	1.0%	2.0%	1.0%	1.0%	1.0%
AM/MD/PM	In 50.0%	In 50.0%	In 50.0%	In 50.0%	In 50.0%	In 50.0%
	Out 50.0%	Out 50.0%	Out 50.0%	Out 50.0%	Out 50.0%	Out 50.0%

Notes :

- (1) Pushkarev & Zupan, "Urban Space for Pedestrian," 1975. Saturday rate is based on Coliseum FEIS. Vehicle occupancy based on DOT ECC survey for Downtown Brooklyn.
- (2) PHA transportation planning factors based on area mode splits for other uses.
- (3) Federal Highway Administration, "Curbside Pickup and Delivery and Arterial Traffic Impacts," 1981.
- (4) Trip rate and temporal distribution are based on MetroTech FEIS, 1987 (University). Saturday rate based on ratio of weekday to Saturday rate in ITE code(540) and multiple the weekday (26.6) PHA assumptions on modal split.
- (5) Trip rates and temporal distribution based on the ITE Land Use code (610) hospital. Modal split and vehicle occupancy based Children's Hospital at Montefiore EAS.
- (6) Based on 506 East 78th Street Rezoning DEIS. Saturday rate based on ITE trip ratio between weekday and Saturday.
- (7) Based on the ITE Land Use code (660) church. Sunday rate is not used in the analysis
- (8) Based on 2000 census journey-to-work data.
- (9) Based on the ITE Land Use code (495) Recreational community Center.



Table 2a : Jamaica Urban Renewal Area - Community Facilities Demand Forecast Summary

Land Use:	Social Service Office	Professional school	Hospital	Medical Office	House of Worship	Community Center	Total Net Demand	
Size/Units:	26,171 gsf	35,599 gsf	57,841 gsf	13,358 gsf	98,757 gsf	13,463 GSF		
Peak Hour Trips:				Staff	150	46	524	
AM	56	68	146	27	76	65	552	
MD	68	101	178	40	137	48	566	
PM	85	119	144	32	341	36	732	
Sun MD	4	49	275	10				
<b>Person Trips:</b>								
AM	In: 25, Out: 1	In: 6, Out: 0	In: 46, Out: 23	In: 12, Out: 1	In: 23, Out: 20	In: 1, Out: 1	In: 113, Out: 46	
	Auto 0, Taxi 9, Subway 12, Bus 4, Walk 3, Railway/LIRR 53, Total 88	Auto 1, Taxi 37, Bus 6, Walk 0, Railway/LIRR 64, Total 101	Auto 23, Taxi 5, Bus 13, Walk 11, Railway/LIRR 98, Total 146	Auto 9, Taxi 16, Bus 12, Walk 6, Railway/LIRR 55, Total 49	Auto 1, Taxi 32, Bus 16, Walk 7, Railway/LIRR 80, Total 150	Auto 1, Taxi 1, Subway 2, Bus 24, Walk 0, Railway/LIRR 28, Total 46	Auto 1, Taxi 0, Subway 1, Bus 15, Walk 0, Railway/LIRR 18, Total 46	Auto 113, Taxi 35, Subway 99, Bus 67, Walk 59, Railway/LIRR 378, Total 524
MD	In: 0, Out: 0	In: 1, Out: 0	In: 21, Out: 21	In: 6, Out: 6	In: 15, Out: 15	In: 0, Out: 0	In: 57, Out: 63	
	Auto 0, Taxi 2, Bus 2, Walk 22, Railway/LIRR 0, Total 27	Auto 1, Taxi 27, Bus 10, Walk 5, Railway/LIRR 0, Total 35	Auto 21, Taxi 4, Bus 12, Walk 10, Railway/LIRR 0, Total 42	Auto 6, Taxi 9, Bus 6, Walk 3, Railway/LIRR 0, Total 24	Auto 15, Taxi 8, Bus 3, Walk 1, Railway/LIRR 39, Total 27	Auto 0, Taxi 2, Bus 2, Walk 30, Railway/LIRR 0, Total 35	Auto 0, Taxi 1, Subway 2, Bus 25, Walk 1, Railway/LIRR 29, Total 57	Auto 29, Taxi 63, Bus 42, Walk 81, Railway/LIRR 1, Total 283
PM	In: 1, Out: 28	In: 5, Out: 7	In: 22, Out: 45	In: 1, Out: 11	In: 21, Out: 19	In: 1, Out: 2	In: 51, Out: 112	
	Auto 1, Taxi 0, Subway 1, Bus 0, Walk 0, Railway/LIRR 3, Total 5	Auto 5, Taxi 30, Bus 11, Walk 5, Railway/LIRR 0, Total 51	Auto 22, Taxi 23, Bus 14, Walk 11, Railway/LIRR 0, Total 70	Auto 1, Taxi 8, Bus 2, Walk 5, Railway/LIRR 0, Total 16	Auto 21, Taxi 1, Subway 26, Bus 13, Walk 6, Railway/LIRR 2, Total 67	Auto 1, Taxi 0, Subway 1, Bus 11, Walk 0, Railway/LIRR 13, Total 22	Auto 2, Taxi 0, Subway 1, Bus 2, Walk 28, Railway/LIRR 0, Total 33	Auto 112, Taxi 34, Subway 94, Bus 66, Walk 61, Railway/LIRR 5, Total 373
Sat MD	In: 1, Out: 1	In: 3, Out: 2	In: 65, Out: 65	In: 3, Out: 3	In: 70, Out: 29	In: 1, Out: 0	In: 142, Out: 100	
	Auto 1, Taxi 0, Subway 0, Bus 0, Walk 0, Railway/LIRR 0, Total 1	Auto 3, Taxi 16, Bus 4, Walk 3, Railway/LIRR 0, Total 22	Auto 65, Taxi 33, Bus 7, Walk 18, Walk 15, Railway/LIRR 0, Total 138	Auto 3, Taxi 3, Bus 2, Walk 1, Railway/LIRR 0, Total 9	Auto 29, Taxi 1, Subway 39, Bus 20, Walk 9, Railway/LIRR 2, Total 99	Auto 0, Taxi 0, Subway 1, Bus 15, Walk 0, Railway/LIRR 18, Total 34	Auto 0, Taxi 0, Subway 1, Bus 1, Walk 2, Railway/LIRR 0, Total 4	Auto 100, Taxi 37, Subway 62, Bus 45, Walk 43, Railway/LIRR 5, Total 250
<b>Vehicle Trips:</b>								
AM	In: 17, Out: 1	In: 4, Out: 0	In: 28, Out: 14	In: 10, Out: 1	In: 14, Out: 12	In: 1, Out: 1	In: 74, Out: 29	
	Auto (Total) 0, Taxi 0, Truck 18, Total 18	Auto (Total) 4, Taxi 0, Truck 0, Total 4	Auto (Total) 14, Taxi 8, Truck 3, Total 25	Auto (Total) 7, Taxi 0, Truck 0, Total 7	Auto (Total) 14, Taxi 0, Truck 0, Total 14	Auto (Total) 0, Taxi 0, Truck 0, Total 0	Auto (Total) 25, Taxi 4, Truck 4, Total 33	Auto (Total) 29, Taxi 8, Truck 4, Total 41
MD	In: 0, Out: 1	In: 3, Out: 4	In: 25, Out: 25	In: 5, Out: 5	In: 7, Out: 7	In: 1, Out: 0	In: 42, Out: 42	
	Auto (Total) 0, Taxi 0, Truck 0, Total 0	Auto (Total) 3, Taxi 1, Truck 1, Total 5	Auto (Total) 25, Taxi 15, Truck 0, Total 40	Auto (Total) 5, Taxi 5, Truck 0, Total 10	Auto (Total) 7, Taxi 0, Truck 0, Total 7	Auto (Total) 0, Taxi 0, Truck 0, Total 0	Auto (Total) 42, Taxi 21, Truck 3, Total 66	Auto (Total) 42, Taxi 21, Truck 3, Total 66
PM	In: 1, Out: 20	In: 3, Out: 4	In: 14, Out: 27	In: 1, Out: 9	In: 13, Out: 12	In: 0, Out: 1	In: 32, Out: 73	
	Auto (Total) 1, Taxi 0, Truck 0, Total 1	Auto (Total) 3, Taxi 1, Truck 0, Total 4	Auto (Total) 14, Taxi 17, Truck 0, Total 31	Auto (Total) 9, Taxi 5, Truck 0, Total 14	Auto (Total) 13, Taxi 0, Truck 0, Total 13	Auto (Total) 0, Taxi 0, Truck 0, Total 0	Auto (Total) 32, Taxi 10, Truck 0, Total 42	Auto (Total) 73, Taxi 23, Truck 0, Total 96
Sun MD	In: 1, Out: 0	In: 2, Out: 0	In: 39, Out: 24	In: 2, Out: 2	In: 43, Out: 17	In: 1, Out: 0	In: 87, Out: 61	
	Auto (Total) 1, Taxi 0, Truck 0, Total 1	Auto (Total) 2, Taxi 0, Truck 0, Total 2	Auto (Total) 39, Taxi 24, Truck 0, Total 63	Auto (Total) 2, Taxi 2, Truck 0, Total 4	Auto (Total) 17, Taxi 1, Truck 0, Total 18	Auto (Total) 0, Taxi 0, Truck 0, Total 0	Auto (Total) 27, Taxi 27, Truck 0, Total 54	Auto (Total) 61, Taxi 27, Truck 0, Total 88
<b>Total</b>								
Total Vehicle	In: 103, Out: 40	In: 66, Out: 132	In: 140, Out: 140	In: 43, Out: 88	In: 114, Out: 202	In: 143, Out: 143	In: 143, Out: 143	
AM	103	66	140	43	114	143	143	
MD	66	132	140	88	140	140	140	
PM	43	97	140	88	140	140	140	
Sat MD	114	88	140	140	140	140	140	





Downtown Jamaica Redevelopment Plan  
 Preliminary Traffic Distribution  
 Figure 1