

Greenpoint-Williamsburg Rezoning EIS

CHAPTER 1: PROJECT DESCRIPTION

A. INTRODUCTION

The New York City Department of City Planning (DCP) is proposing zoning map and zoning text amendments, changes to the city map involving street demapping and, in association with the NYC Department of Parks and Recreation, establishment of a park (collectively, “the proposed action”), affecting the Greenpoint and Williamsburg areas of northern Brooklyn within Community District 1. The area affected by the proposed action covers approximately 184 blocks in Greenpoint and Williamsburg, and is bounded generally by the East River, the Williamsburg Bridge, the Brooklyn-Queens Expressway, and McGuinness Boulevard (refer to Figure 1-1). In the proposed action area, existing manufacturing zoning and special mixed-use district designations would be changed to permit residential use on the waterfront, residential and mixed use on most of the upland area, and to restrict certain areas currently zoned M3 to light industrial uses.

As discussed below, a reasonable worst case development scenario (RWCDs) for development associated with the proposed action has been identified. The RWCDs includes two development scenarios, identified throughout the EIS as Scenario A and Scenario B. Scenario A assumes that the current proposal by TransGas Energy Systems, LLC, to construct a 1,100 megawatt power plant on the site of the Bayside Fuel facility is not approved, whereas Scenario B assumes that the power plant is approved.¹ As such, under Scenario A, Bayside Fuel is assumed to continue to occupy its current site in the future without the proposed action, and would be displaced by the proposed park in the future with the proposed action. Under Scenario B, the TransGas power plant is assumed to be an approved development in the future without the proposed action, which would remain in the future with the proposed action, and that site would be excluded from the proposed park.

Projected developments, considered likely to occur in the foreseeable future, i.e., a ten-year period following the adoption of the proposed action, are expected to occur on 76 sites, and potential developments, which are considered possible but less likely, have been identified for 264 sites. Compared to conditions absent the proposed action, it is anticipated that the proposed action under Scenario A would result in a net change on the 76 projected sites as follows: a net increase of approximately 7,391 dwelling units and 253,698 sf of commercial/retail space as well as a new park; and a decrease of approximately 949,997 sf of vacant land, 642,686 sf of vehicle and open storage uses, 557,906 sf in vacant buildings, 1,136,269 sf of industrial/manufacturing/warehousing space, and 24,876 sf of automotive uses. For Scenario B, the net changes would be the same, except that the proposed park would be smaller, the

¹ On November 12, 2004, TransGas filed a purported “amendment” to its original Article X application setting forth a new design for its power plant, in which many of the structures would be constructed below ground and the site would include approximately 6 acres of open space at the ground level. The City has opposed this submission on the basis that it is not legally permitted and that the radical re-design set forth therein is not technically feasible and continues to conflict with the City’s planned use for the site. For informational purposes, the open space ratio calculations for the proposed action under Scenario B with this new design are set forth in Appendix I to the FEIS.

reduction in industrial/manufacturing/warehousing space would be 1,076,864 sf, and the reduction in vacant land would be 555,764 sf (see discussion of Projected Development Scenario below for details).²

This Environmental Impact Statement (EIS) has been prepared in conformance with applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, and follows the guidance of the *CEQR Technical Manual*, October 2001.

The EIS includes review and analysis of all impact categories identified in the *CEQR Technical Manual*. The EIS contains a description and analysis of the proposed action and its environmental setting; the environmental impacts of the proposed action, including its short and long term effects, and typical associated environmental effects; identification of any significant adverse environmental effects that can be avoided through incorporation of corrective measures into the proposed action; a discussion of alternatives to the proposed action; the identification of any irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented; and a description of any necessary mitigation measures proposed to minimize significant adverse environmental impacts.

As the proposed action would rezone a large area encompassing approximately 184 blocks, and a ten-year period is typically believed to be the length of time over which a projection can be made on changes due to the rezoning, the EIS considers an Analysis year of 2013.

B. PURPOSE AND NEED FOR PROPOSED ACTION

The proposed action is intended to provide opportunities for new residential and commercial development and enhancement and upgrade of the waterfront areas, including new parkland on the waterfront to provide waterfront access and recreational opportunities. Over the last two decades, the Greenpoint and Williamsburg areas have experienced substantial growth in their residential population, resulting in a housing shortfall and increasing demands for new dwelling units. While the residential population dramatically increased, the industrial sector has declined, leaving many large properties vacant or underutilized. In addition, as a result of the 1961 rezoning efforts, existing residential buildings in manufacturing districts became non-conforming uses, barred from continued residential occupancy when vacant for two years, and not allowed to expand or rebuild when substantially damaged by fire.

The decline of industrial activity, particularly water-dependent industry, during recent decades has been pronounced in Greenpoint and Williamsburg. Industrial sectors such as garment and textile manufacturing, which once dominated Williamsburg, have nearly disappeared from the area as companies have closed or moved their operations abroad. At the same time, residential activity has spread beyond its traditional boundaries in Greenpoint-Williamsburg. In particular, the conversion of loft buildings to residential use has been widespread, showing a strong demand for new housing. Analysis conducted by DCP has revealed over 100 industrial buildings in the proposed action area containing residential use. In

² During the period in which the FEIS was being prepared for publication, information became available which indicates that three potential development sites in the RWCDs (Sites 3.1, 222, and 327) may be developed within the foreseeable future. In order to provide for a more conservative assessment, Appendix J therefore includes a technical memorandum which considers the environmental effects of the proposed action under a revised RWCDs which considers these sites as projected development sites for analysis purposes. FEIS chapters analyzing the proposed action should be read in conjunction with this technical memorandum.

addition to the observed loft conversion activity, there has been residential development and conversion activity in recent years within those portions of Williamsburg and surrounding areas where zoning permits them as-of-right. In Greenpoint, in addition to loft conversion activity, there has been new residential construction activity in recent years within the Franklin Street Special Mixed Use District, as well as in nearby residential districts.

The proposed action would create opportunities for new housing development on underutilized and vacant land formerly used for manufacturing, where there is no longer a concentration of industrial activity and where strong demand for housing exists. It would bring existing non-conforming residential uses into conformance. In addition, the mixed-use districts proposed in certain areas would permit the continuation of light industrial uses as well as the residential re-use of underutilized and vacant land. Replacing the Northside and Franklin Street Special District designations with residential and Special Mixed Use District (MX) designations has a range of benefits, including greater flexibility for residential and mixed-use development, such as infill development, as well as more flexible home occupation provisions. In addition, the proposed action would facilitate the redevelopment of the area's derelict East River waterfront, establishing a blueprint for a revitalized waterfront with a continuous public walkway and enlarged parks along approximately 2 miles of the East River, including the mapping of a new park along the waterfront between North 9th Street and the northern edge of Bushwick Inlet. The proposed action would produce new waterfront development with a sensitive transition to the adjoining neighborhoods, a pedestrian-friendly streetscape, and a compelling skyline. Light industry and residences would be permitted to coexist in mixed-use areas, and manufacturing zoning would be retained in areas where concentrations of industrial activity exist.

C. DESCRIPTION OF THE PROPOSED ACTION

The New York City Department of City Planning is proposing zoning map and text amendments, changes to the city map involving street demapping and, in association with the NYC Department of Parks and Recreation, establishment of a park (collectively, "the proposed action") affecting the Greenpoint and Williamsburg areas of northern Brooklyn within Community District 1. As shown in Figure 1-1, the area affected by the proposed action covers approximately 184 blocks in Greenpoint and Williamsburg, and is bounded generally by the East River, the Williamsburg Bridge, the Brooklyn-Queens Expressway, and McGuinness Boulevard. Each component of the proposed action is discussed below.

Proposed Zoning Map Changes

The proposed zoning map changes would replace the Franklin Street and Northside Special Mixed Use Districts and portions of M3-1, M1-1, M1-2, C8-1, C8-2, R6, and R6/C1-3 districts with residential, commercial overlay, and Special Mixed Use Districts. Under the proposal, upland areas that are occupied primarily by residential and community facility uses would be rezoned as residential districts. Proposed residential districts occur along Franklin Street, in the heart of Northside on blocks surrounding Bedford Avenue, to the east of McCarren Park, and near Grand Street. Special Mixed Use Districts are proposed for areas where residential buildings built prior to the 1961 zoning exist among industrial buildings as well as fully or partially converted loft buildings. Contextual zoning would be employed in most of the residential and mixed use districts to ensure that new development on the upland portion of the neighborhood respects the existing low-rise character. Height factor zoning is proposed for blocks near



 Proposed Action Area Boundary



 Proposed Action Area Boundary

tall structures such as bridges and elevated highways and on blocks with irregularly shaped lots. The proposal would map light industrial districts (M1-2) in the area between McCarren Park and Kent Avenue/Franklin Street, and along Newtown Creek just west of the Pulaski Bridge. On the waterfront, R6 and R8 districts are proposed, with commercial overlays proposed on the waterfront side of West Street, Kent Avenue, Commercial Street, and on portions of Franklin Street and Quay Street. Commercial overlays are also proposed along Grand Street, Bedford Avenue, Green Street, Greenpoint Avenue, and North 6th Street.

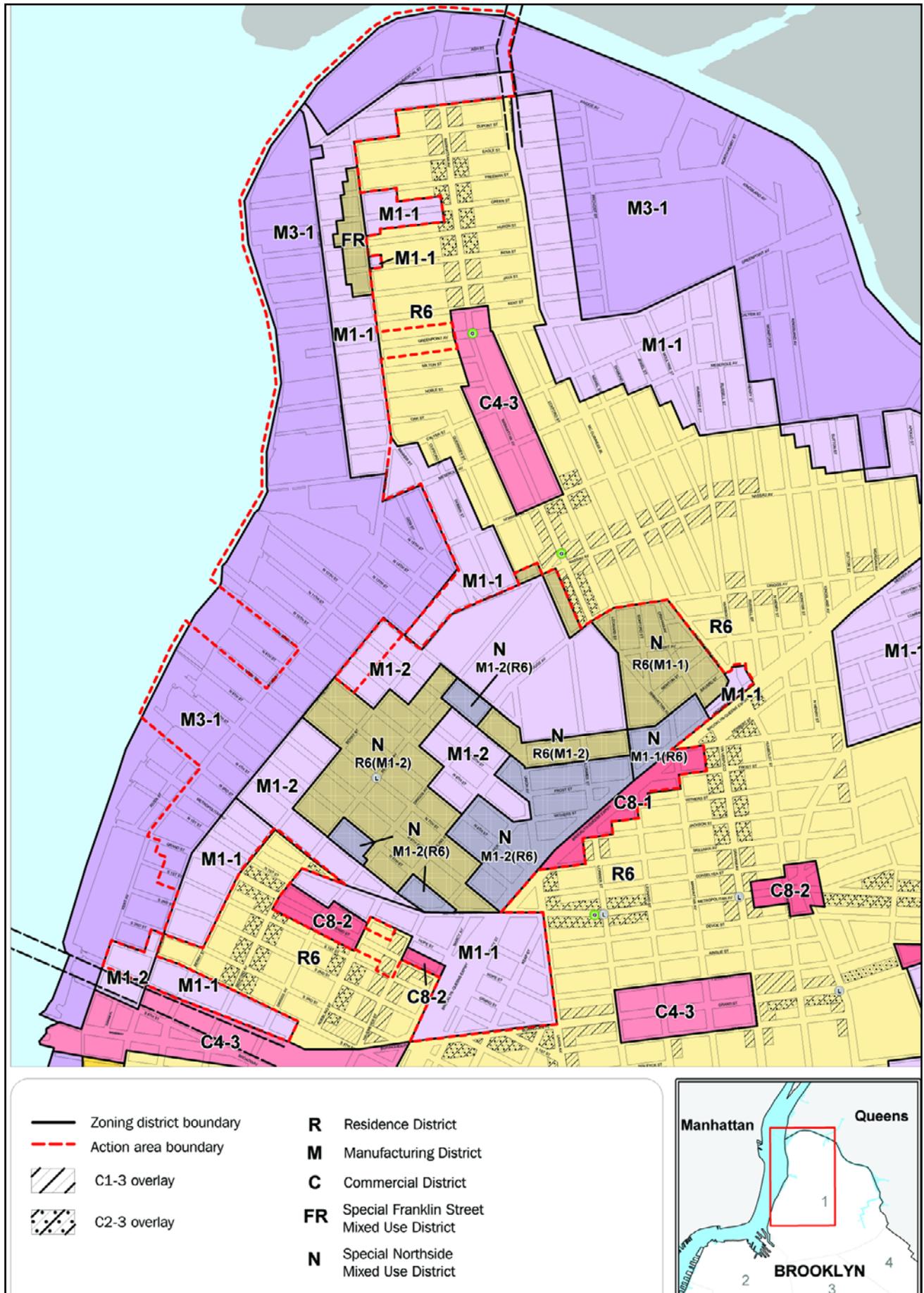
As shown in the existing zoning map in Figure 1-2, the area proposed for rezoning encompasses a number of non-residentially zoned districts, including M3-1 (floor area ratio (FAR) of 2.0), M1-2 (2.0 FAR), M1-1 (1.0 FAR), C8-1 (1.0 FAR), and C8-2 (2.0 FAR) districts, as well as the Special Franklin Street Mixed Use District and the Special Northside Mixed Use District. The Special Franklin Street Mixed Use District allows new residential uses as-of right with a maximum FAR of 2.43. The Special Northside Mixed Use District contains portions (R6(M1-2), R6(M1-1)) that allow new residential uses and minor enlargements of light manufacturing uses as-of-right, and portions (M1-2(R6), M1-1(R6)) that allow light manufacturing use and certain small residential developments as-of-right.

As detailed below, with the proposed zoning map amendments, those areas would be rezoned to residential and mixed use districts. With the proposed zoning map amendments, the upland areas would be rezoned to: R6, R6A, R6B, M1-2/R6, M1-2/R6A, M1-2/R6B, M1-2/R7A, R6/C1-4, R6A/C1-4, R6B/C1-4, R6/C2-4, R6A/C2-4, and R6B/C2-4. On the waterfront, R6 (2.43 FAR) and R8 (6.02 FAR) districts are proposed, yielding an average of 4.3 FAR on waterfront parcels. C2-4 commercial overlays are also proposed for portions of waterfront sites. Zoning text changes would establish special bulk rules for this waterfront area, in order to produce new waterfront development with a compelling skyline, a sensitive transition to the adjoining neighborhoods, and a pedestrian-friendly streetscape. As discussed below, commercial overlays are proposed on the waterfront side of West Street, Commercial Street, Kent Avenue, and portions of Quay Street and Franklin Street, as well as along Green Street, Greenpoint Avenue, Bedford Avenue, Grand Street, and North 6th Street. The proposed action would also result in the elimination of the Special Northside and Special Franklin Street Mixed Use Districts, which would be replaced with R6, R6A, R6A/C1-4, R6B/C1-4, M1-2/R6, R6B, M1-2/R6A, M1-2/R6B, M1-2/R7A, and R6B, C2-4/R6B, R6A, and M1-2/R6A districts, respectively. In addition, the proposal would rezone an area between McCarren Park and Kent Avenue/Franklin Street, as well as two blocks between Manhattan Avenue and the Pulaski Bridge, from M3-1 to M1-2.

Figure 1-3 illustrates the proposed zoning designations, and the following provides a more detailed discussion of the proposed zoning changes.

M3-1 to Special Mixed Use District (M1-2/R6, M1-2/R6A, M1-2/R6B)

Specified areas currently zoned M3-1, within one or two blocks of the waterfront in Greenpoint and Williamsburg, are proposed for mixed use designations in order to accommodate a mix of light industrial and residential uses. The M1-2 (2.0 FAR) district component would allow industrial or commercial use. The R6B (2.0 FAR), R6A (3.0 FAR), and R6 (2.2 FAR on narrow streets and 3.0 FAR on wide streets) district components are proposed to suit the built context of particular areas. R6B districts mandate a maximum streetwall height of 40 feet and a maximum building height of 50 feet. R6A districts mandate a maximum streetwall height of 60 feet and a maximum building height of 70 feet. Buildings in MX districts with an R6 residential district designation are subject to a maximum base height of 60 feet and a maximum building height of 110 feet.



Source: NYC Department of City Planning (March 2004)

M3-1 to R6 and R8 Districts with C2-4 Commercial Overlay (Waterfront)

Several waterfront blocks in Greenpoint and Williamsburg, currently zoned M3-1, are proposed for rezoning to R6 (2.43 FAR) and R8 (6.02 FAR) districts (see Figure 1-3). The R6 and R8 districts would produce parcels with an average proposed density of 4.3 FAR. Some blocks would be zoned entirely R6. The proposed action also includes a Waterfront Access Plan (WAP) and waterfront zoning text changes modifying waterfront zoning regulations within the area governed by this WAP, which are discussed in the “Proposed Zoning Text Amendments” section below. A C2-4 commercial overlay (maximum commercial FAR of 2.0; maximum of one commercial floor in mixed buildings) would allow local retail use on the upland street, and along Green Street, Greenpoint Avenue, and North 6th Street. Additional regulations would allow selected commercial uses on other portions of the site fronting public access areas.

M3-1 to M1-2

Several non-waterfront blocks roughly between Kent Avenue/Franklin Street and McCarren Park and areas north of Box Street in Greenpoint, which are currently zoned M3-1 (2.0 FAR) for heavy industrial use, are proposed for M1-2 (2.0 FAR) districts. The proposed districts would accommodate light industrial uses and commercial use, and would require enclosure of industrial uses.

M1-2 and M1-1 to Special Mixed Use District (M1-2/R6, M1-2/R6A, M1-2/R6B)

Specified areas currently zoned M1-2 and M1-1, within one block of the waterfront in Greenpoint and adjoining the current Northside Special District, are proposed for mixed use designations in order to accommodate a mix of light industrial and residential uses (see Figure 1-3). The M1-2 (2.0 FAR) district component would allow industrial or commercial use. The R6B (2.0 FAR), R6A (3.0 FAR), and R6 (2.2 FAR on narrow streets and 3.0 FAR on wide streets) district components are proposed to suit the built context of particular areas. R6B districts mandate a maximum streetwall height of 40 feet and a maximum building height of 50 feet. R6A districts mandate a maximum streetwall height of 60 feet and a maximum building height of 70 feet. Buildings in MX districts with an R6 residential district designation are subject to a maximum base height of 60 feet and a maximum building height of 110 feet.

C8-1 to Special Mixed Use District (M1-2/R6)

Portions of blocks near the Brooklyn-Queens Expressway which are currently zoned C8-1 are proposed for a mixed use designation in order to accommodate a mix of light industrial and residential uses. The M1-2 (2.0 FAR) district component would allow industrial or commercial use. Buildings in MX districts with an R6 residential district designation are subject to a maximum FAR of 2.2 on a narrow street and 3.0 on a wide street, a maximum base height of 60 feet, and a maximum building height of 110 feet.

C8-2 to R6/C1-4 and R6/C2-4

As shown in Figures 1-2 and 1-3, portions of the Grand Street corridor that are currently zoned C8-2 are proposed for R6 districts (under Quality Housing, 2.2 FAR on narrow streets and 3.0 FAR on wide streets; or a maximum of 2.43 FAR without Quality Housing), with commercial overlays of C1-4 and C2-4 (maximum 2.0 FAR commercial; maximum of one commercial floor in mixed buildings) permitting a range of local retail uses.

M1-1 to R6, R6A, R6B, and R6A/C2-4

Areas currently zoned M1-1 south of North 1st Street and west of Berry Street in Williamsburg, and west of Franklin Street in Greenpoint, are proposed for R6A (3.0 FAR), R6B (2.0 FAR) and R6 (under Quality Housing, 2.2 FAR on narrow streets and 3.0 FAR on wide streets; or a maximum of 2.43 FAR without Quality Housing) residential designations. R6B districts mandate a maximum streetwall height of 40 feet and a maximum building height of 50 feet. R6A districts mandate a maximum streetwall height of 60 feet and a maximum building height of 70 feet. The C2-4 overlay (maximum 2.0 FAR commercial; maximum one commercial floor in mixed buildings) permits a range of local retail uses.

R6 and R6/C1-3 to R6/C1-4 and R6/C2-4

Portions of the Greenpoint Avenue corridor in Greenpoint that are currently zoned R6 are proposed for R6/C2-4, and portions of the Grand Street corridor and portions of two blocks on the west side of Havemeyer Street in Williamsburg that are currently zoned R6 and R6/C1-3 are proposed for R6/C1-4 districts. The commercial overlays of C1-4 and C2-4 would permit a range of local retail uses.

M1-2 to R6B

A portion of one block currently zoned M1-2 north of North 9th Street and west of Berry Street in Williamsburg is proposed for an R6B (2.0 FAR) residential designation. R6B districts mandate a maximum streetwall height of 40 feet and a maximum building height of 50 feet.

Special Franklin Street Mixed Use District to R6B, R6B/C2-4 R6A, and M1-2/R6A

The Special Franklin Street Mixed Use District, which allows new residential use as-of-right (2.43 maximum residential FAR; Quality Housing option not allowed), is proposed for R6B (2.0 FAR) and R6A (3.0 FAR) residential districts. R6B districts mandate a maximum streetwall height of 40 feet and a maximum building height of 50 feet. R6A districts mandate a maximum streetwall height of 60 feet and a maximum building height of 70 feet. A C2-4 commercial overlay is proposed on both the north and south sides of Green Street west of Franklin Street within the area proposed for R6B zoning. The C2-4 overlay (maximum 2.0 FAR commercial; maximum one commercial floor in mixed buildings) permits a range of local retail uses. A small segment of the Special Franklin Street Mixed Use District would be rezoned to an M1-2/R6A Mixed Use District.

Special Northside Mixed Use District to Special Mixed Use District (M1-2/R6, M1-2/R6A, M1-2/R6B, and M1-2/R7A)

Portions of the Special Northside Mixed Use District with primarily manufacturing designations – M1-1(R6), M1-2(R6) – which currently allow light manufacturing use and some small residential developments as-of-right (2.43 maximum residential FAR; Quality Housing option not allowed), are proposed for Special Mixed Use Districts (M1-2/R6B, M1-2/R6A, M1-2/R7A, M1-2/R6). The M1-2 (2.0 FAR) district component would allow industrial or commercial use. The R6B (2.0 FAR), R6A (3.0 FAR), R7A (4.0 FAR), and R6 (2.2 FAR on narrow streets and 3.0 FAR on wide streets) districts are proposed to suit the built context of particular areas. Buildings in MX districts with an R6 residential district designation are subject to a maximum base height of 60 feet and a maximum building height of 110 feet. R6B districts mandate a maximum streetwall height of 40 feet and a maximum building height of 50 feet. R6A districts mandate a maximum streetwall height of 60 feet and a maximum building height of 70 feet. R7A districts mandate a maximum streetwall height of 65 feet and a maximum building height of 80 feet.

Portions of the Special Northside Mixed Use District with primarily residential designations – R6(M1-1), R6(M1-2) – which currently allow new residential use as-of-right (2.43 maximum residential FAR; Quality Housing option not allowed), are proposed for Special Mixed Use Districts (M1-2/R6B, M1-2/R6A, M1-2/R6). The M1-2 (2.0 FAR) district component would allow industrial or commercial use. The R6B (2.0 FAR), R6A (3.0 FAR), and R6 (under Quality Housing, 2.2 FAR on narrow streets and 3.0 FAR on wide streets; or a maximum of 2.43 FAR without Quality Housing) districts are proposed to suit the built context of particular areas. R6B districts mandate a maximum streetwall height of 40 feet and a maximum building height of 50 feet. R6A districts mandate a maximum streetwall height of 60 feet and a maximum building height of 70 feet.

Special Northside Mixed Use District to R6, R6A, R6B, R6B/C1-4, and R6A/C1-4

Portions of the Special Northside Mixed Use District with primarily residential designations – R6(M1-1), R6(M1-2) – which currently allow new residential use as-of-right (2.43 maximum residential FAR; Quality Housing option not allowed), are proposed for R6B (2.0 FAR), R6A (3.0 FAR), and R6 (under Quality Housing, 2.2 FAR on narrow streets and 3.0 FAR on wide streets; or a maximum of 2.43 FAR without Quality Housing) districts. R6B districts mandate a maximum streetwall height of 40 feet and a maximum building height of 50 feet. R6A districts mandate a maximum streetwall height of 60 feet and a maximum building height of 70 feet. A C1-4 commercial overlay is proposed along the west side of Bedford Avenue extending from North 4th Street to North 10th Street and along the east side of Bedford Avenue from North 5th to North 8th Streets.

One block of the Special Northside Mixed Use District with a primarily manufacturing designation – M1-2(R6) – which currently allows light manufacturing use and some small residential developments as-of-right (2.43 maximum residential FAR; Quality Housing option not allowed), is proposed for an R6 district (under Quality Housing, 2.2 FAR on narrow streets and 3.0 FAR on wide streets; or a maximum of 2.43 FAR without Quality Housing).

Proposed Zoning Text Amendments

Greenpoint-Williamsburg Waterfront Access Plan (WAP)

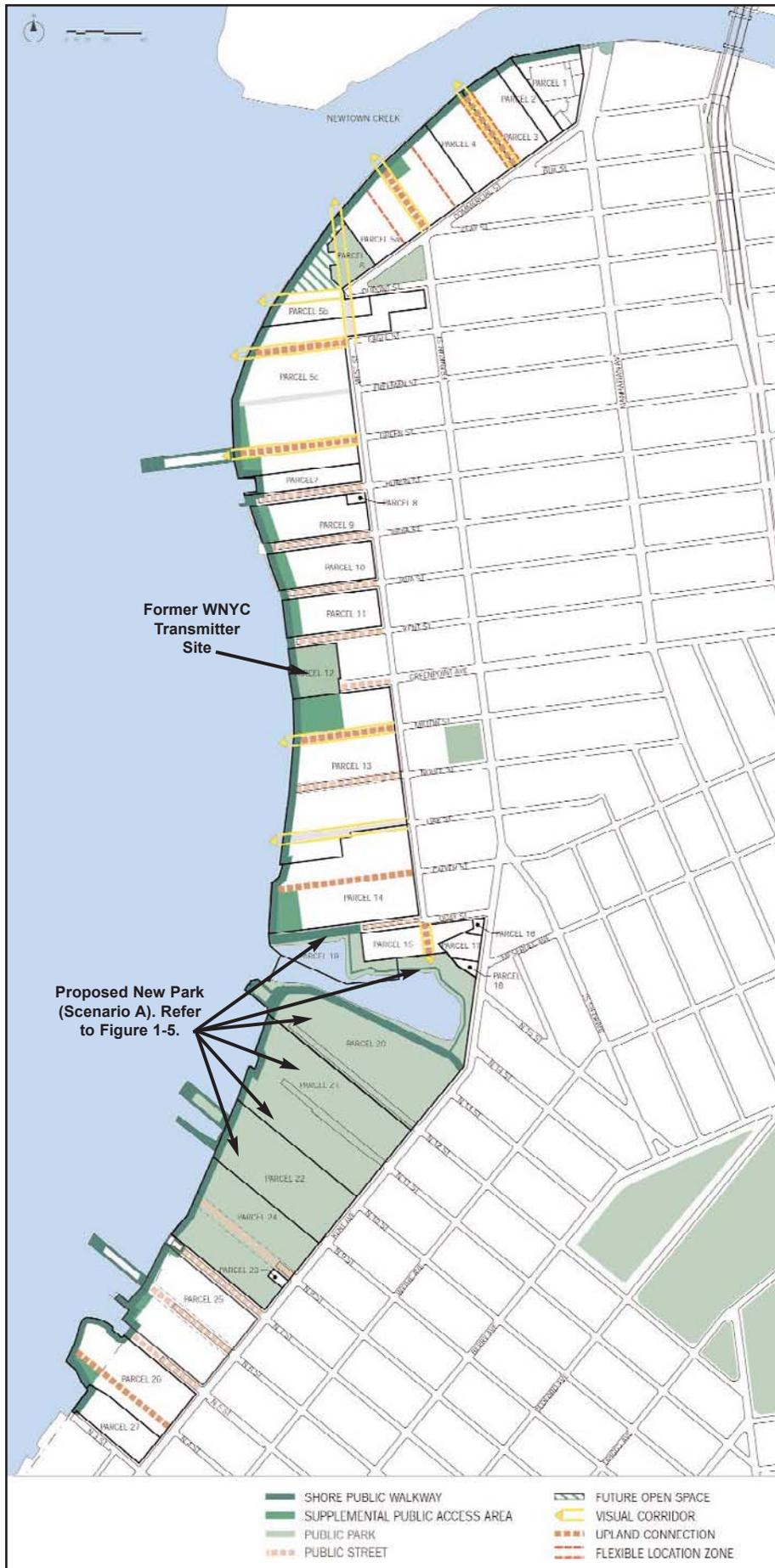
A Waterfront Access Plan (WAP) tailors the public access requirements of waterfront zoning to the specific conditions of a particular location on the waterfront. The proposed action includes the creation of a WAP for the Greenpoint-Williamsburg waterfront between Manhattan Avenue and North 3rd Street, in order to provide a coordinated network of waterfront open spaces. As per section 62-80 of the Zoning Resolution, this WAP would modify the general public access requirements of waterfront zoning within this area, identifying locations and parameters for the configuration of required shore public walkways, upland connections, supplemental public access areas, and visual corridors. The WAP does not increase the total public access requirement on a given parcel.

The Greenpoint-Williamsburg WAP, which becomes part of the zoning text, is being proposed in order to establish a coordinated framework for public access to the Greenpoint-Williamsburg waterfront in advance of development. The Greenpoint-Williamsburg WAP takes advantage of this opportunity to enlarge existing waterfront park spaces and to mandate connections to the neighborhood at important locations.

Together with existing waterfront parks and proposed new parkland, the Greenpoint-Williamsburg WAP would provide a mechanism for coordinated, site-by-site development of an interconnected public open space network. The WAP is illustrated in Figure 1-4, and the elements of this open space network would include:

- Existing and proposed waterfront parks, including Newtown Barge Park, the former WNYC transmitter site at the end of Greenpoint Avenue, the planned State Park on the Williamsburg waterfront between North 7th and North 9th Streets, and the planned street-end park at Manhattan Avenue.
- Mapped parkland. As part of the Greenpoint- Williamsburg rezoning, the waterfront blocks between North 9th Street and the northern edge of Bushwick Inlet would be mapped as parkland (a total of approximately 27.8 acres, not including land under water). Together with the state park, the proposed mapped park would accommodate venues for Olympic events such as beach volleyball and aquatics, as identified within NYC2012's Olympic bid. As discussed in the "Proposed Changes to the City Map" section below, development Scenario B would result in a smaller park, extending only from North 9th Street to the southern edge of North 12th Street.
- A continuous shore public walkway. The WAP envisions a continuous shore public walkway running from the end of Manhattan Avenue in Greenpoint to the end of North 3rd Street in Williamsburg. Subject to design standards, this path would generally trace the water's edge, linking the open spaces along the East River.
- Public access to piers. Pedestrian public access would be required on all piers, in accordance with the requirements of waterfront zoning.
- Supplemental access areas. Where sites generate supplemental access requirements, the WAP applies them strategically to enlarge other waterfront open spaces. Supplemental access is mapped adjacent to parks (e.g., the former WNYC transmitter site), alongside shore public walkways, and at other locations where they provide important connections. Where supplemental access requirements widen the shore public walkway, features could include tot lots, landscaped sitting areas, or access points to the water.
- Upland connections. Public streets provide pedestrian access to the shore public walkway at certain locations. In locations where access is not available via public streets, the WAP requires upland connections to provide publicly accessible walkways connecting to upland streets. For instance, an upland connection is mandated at Green Street, creating an important east-west connection between a commercial corridor and a pier that would not be required without the WAP.
- Visual corridors. Visual corridors, which require unobstructed views to the water, can be located within mapped streets or on private property. The WAP proposes visual corridors both in conjunction with upland connections (e.g., at Green Street), and at locations where upland connections cannot be mandated (e.g., at Oak Street), in order to extend views from the street grid to the water at every possible location.

Together, this combination of parks and publicly accessible open spaces would create an open space network comprising up to approximately 49 acres above water along the Greenpoint-Williamsburg waterfront.



Source: NYC Department of City Planning (July 2004)

Special Regulations Applicable in WAP Area

The proposal includes special bulk and use regulations applicable within the waterfront area between Manhattan Avenue and North 3rd Street which is governed by the Greenpoint-Williamsburg Waterfront Access Plan. These regulations would:

- Establish height and setback regulations to ensure that buildings at the upland end of waterfront blocks meet the neighborhood at a characteristic scale, and to allow taller buildings with a variety of heights closer to the water. Buildings within 100 feet of the first upland street would be limited to 65 feet in height. Buildings in other portions of R6 districts would be subject to a maximum base height of 65 feet, with a height of 85 feet permitted after a setback, and a maximum height of 150 feet subject to floor plate and setback regulations. Buildings in R8 districts would be subject to a maximum base height of 70 feet, with a height of 85 feet permitted after a setback, and a maximum height of 250 feet subject to floor plate and setback regulations. For sites with multiple towers in R8 districts, up to half those towers could rise to a maximum height of 350 feet subject to floor plate and setback regulations.
- Modify tower floor plate regulations to facilitate site plans containing fewer towers, while ensuring that towers do not exceed a maximum length or width. Towers in R8 districts would be permitted floor plates of up to 11,000 square feet (compared to 7,000 sf for zoning lots less than 1.5 acres or 8,100 sf for larger lots under standard waterfront zoning regulations). Towers in R6 districts would be subject to the existing floor plate maximum of 8,100 sf. No dimension of the rectangle in which a tower floor plate is inscribed may exceed 170 feet.
- Modify building setback regulations. Under the proposed changes, buildings must set back above a maximum base height of 65 feet in R6 districts and 70 feet in R8 districts. Buildings exceeding 110 feet in R6 districts, or 210 or 310 feet in R8 districts, would be required to set back at 110, 210, or 310 feet as applicable, such that the building floor plate above this height is no more than 85 percent of the building floor plate below this height.
- Permit small retail uses, limited to 10,000 square feet per establishment, at other locations on waterfront blocks, in order to activate streets and public access areas. Docks for water taxis (with capacity limited to 99 passengers) would be a permitted use on the waterfront throughout the WAP area.
- Allow floor area, as well as public access requirements, to be distributed without regard to district boundaries or mapped streets, within parcels as established within the WAP.
- Establish streetscape regulations, including requirements for streetwall development along Commercial Street, West Street, Franklin Street, and Kent Avenue, restrictions on the ground-floor street frontage of parking structures, and street tree planting requirements.
- Establish a process to allow the phased development of required public access elements on large sites undergoing phased development, subject to CPC certification.

A draft of the proposed zoning text for the special regulations applicable in WAP area is provided in Appendix E.

Proposed Changes to the City Map

The proposed action includes amendments to the City Map to demap portions of several streets and map the resultant parcel as park. The park would be mapped in four contiguous segments. The mapping action would be different for each of the two scenarios analyzed in the EIS, as detailed below and illustrated in Figure 1-5:

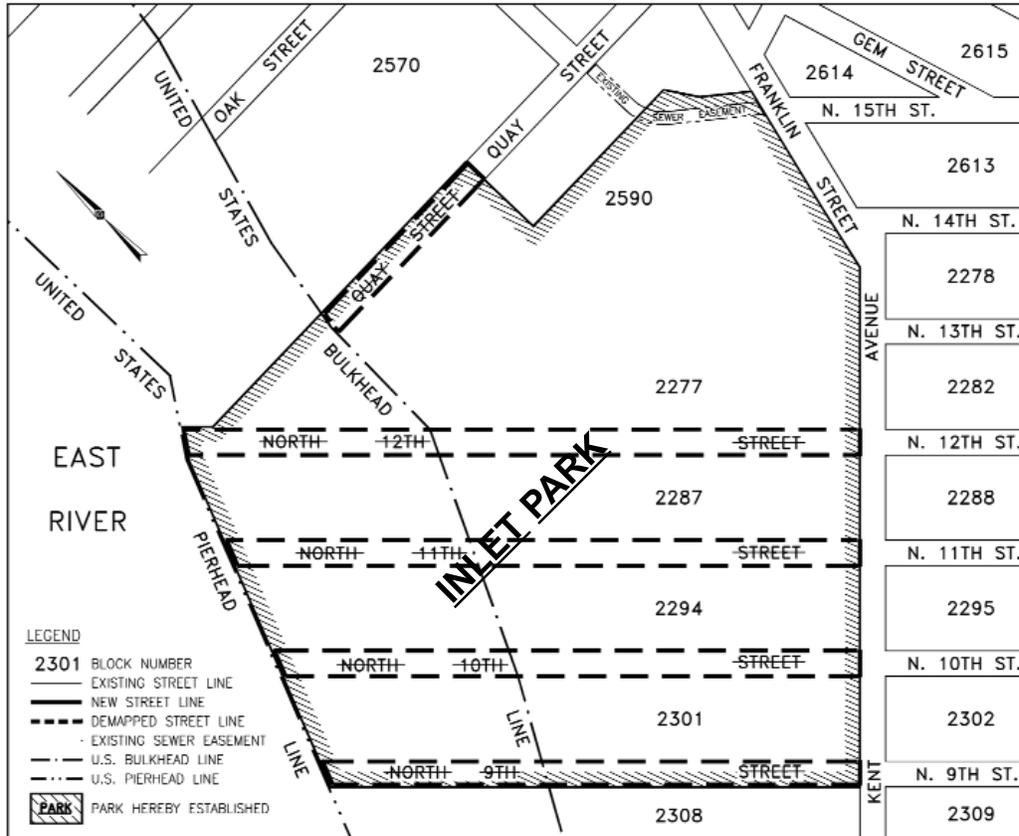
Scenario A

- The demapping of North 9th Street between Kent Avenue and U.S. Pierhead Line. This segment of the street is currently mapped but not built.
- The demapping of North 10th Street between Kent Avenue and U.S. Pierhead Line. This segment of the street is currently mapped but not built.
- The demapping of North 11th Street between Kent Avenue and U.S. Pierhead Line. This street segment, which is mapped at a width of 60 feet, handles very low traffic volumes, as it serves mostly to provide access to a record storage warehouse on the waterfront and a Department of Sanitation (DOS) parking lot further inland on the block.
- The demapping of North 12th Street between Kent Avenue and U.S. Pierhead Line. Traffic volumes on this street segment, which is mapped at a width of 60 feet, are relatively light, as it serves mostly to provide access to a record storage warehouse and a Bayside Fuel depot on the waterfront, and a Department of Sanitation (DOS) parking lot further inland on the block.
- The demapping of a portion of Quay Street between West Street and U.S. Bulkhead Line. This segment of the street is mapped at a width of 60 feet but not built. Half the width of the street is currently occupied as private parking.
- The establishment of the “Inlet” Park within the area bounded by North 9th Street, Kent Avenue, Franklin Street, Quay Street and U.S. Pierhead Line, extending from North 9th Street to the northern edge of Bushwick Inlet as a public park (see Figure 1-5). The mapping would be undertaken in four segments. As shown in Figure 1-5, the northeastern and northwestern segments of the park would extend from North 12th Street to the northern edge of Bushwick Inlet encompassing the area bounded by North 12th Street, Kent Avenue, Franklin Street, Quay Street and the U.S. Pierhead Line; the middle segment would extend from the northern line of North 10th Street to the southern line of North 12th Street, and the southern segment would extend from the southern line of North 9th Street to the northern line of North 10th Street. The overall park parcel would comprise approximately 45.5 acres, including an estimated 17.7 acres of land under water, for a net of approximately 27.8 acres.

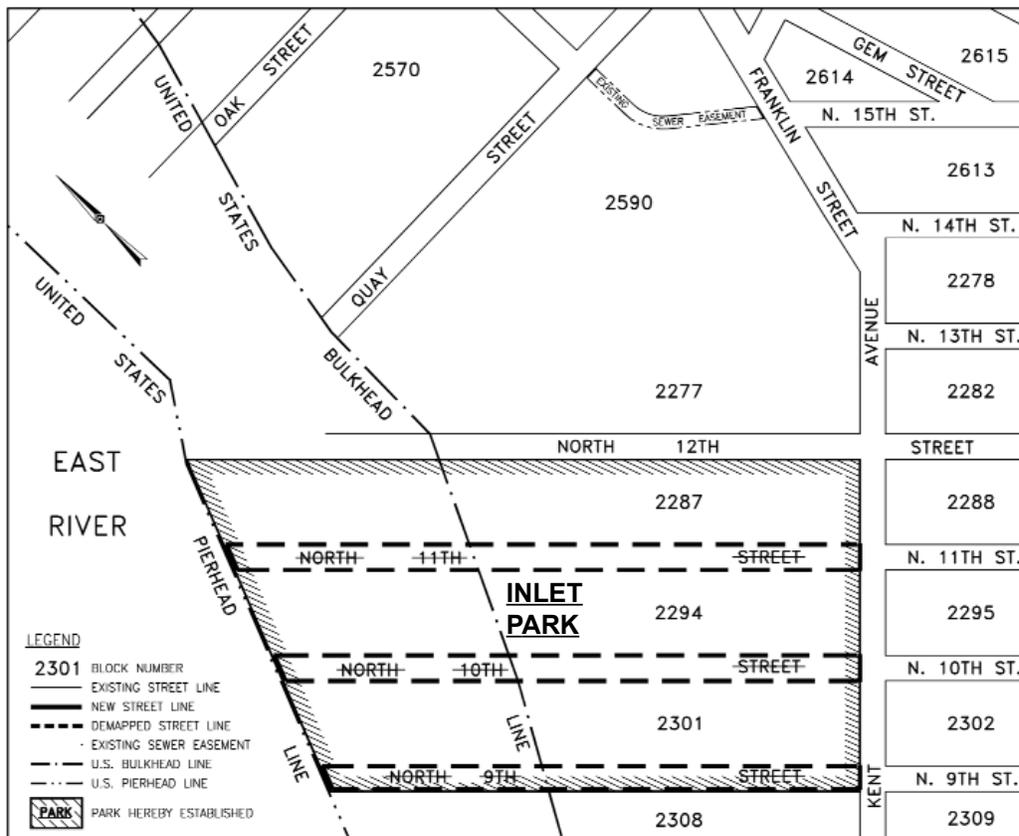
Scenario B

- The demapping of North 9th Street between Kent Avenue and U.S. Pierhead Line. This segment of the street is currently mapped but not built.
- The demapping of North 10th Street between Kent Avenue and U.S. Pierhead Line. This segment of the street is currently mapped but not built.

Proposed Changes to the City Map Under Scenario A and Scenario B



SCENARIO A



SCENARIO B

- The demapping of North 11th Street between Kent Avenue and U.S. Pierhead Line. This street segment, which is mapped at a width of 60 feet, handles very low traffic volumes, as it serves mostly to provide access to a record storage warehouse on the waterfront and a Department of Sanitation (DOS) parking lot further inland on the block.
- The establishment of the “Inlet” Park within the area bounded by North 9th Street, Kent Avenue, North 12th Street, and U.S. Pierhead Line, extending from North 9th Street to the southern edge of North 12th Street as a public park (see Figure 1-5). The mapping would be undertaken in two segments, which would be the same as the middle and southern segments described under Scenario A above. The overall park parcel would comprise approximately 25.4 acres, including an estimated 9.5 acres of land under water, for a net of approximately 15.9 acres.

(E) Designations

As described in greater detail in the Hazardous Materials, Air Quality, and Noise chapters of this document, the proposed zoning map changes include an (E) designation for hazardous materials remediation on all of the projected and potential development sites, with the exception of Site 211 (which would be subject to additional testing and/or remediation as part of either its acquisition by the City during the park mapping process or by TransGas during site development under the New York State Department of Environmental Conservation oversight if the power plant is approved.); as well as an (E) designation on 45 projected and potential development sites for noise abatement, on 4 sites for air quality HVAC emissions and on 10 sites for air quality industrial source emissions. The (E) designation is a mechanism which ensures that no significant adverse impacts would result from a proposed action because of steps which would be undertaken prior to the development of a rezoned site. The (E) designation would ensure that these identified sites would not be developed unless necessary remedial measures are implemented.

D. PROJECTED DEVELOPMENT SCENARIO

A reasonable worst case development scenario (RWCDs) for both “future no-action” and “future with-action” conditions will be analyzed for an Analysis year of 2013. For area-wide rezonings not associated with a specific development, a ten-year period is typically believed 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.

The future with-action (or With-Action) scenario identifies the amount, type, and location of development that is expected to occur by 2013 as a result of the proposed action. The future without the action (or No-Action) scenario identifies similar development projections for 2013 absent the proposed action. The incremental difference between the With-Action and No-Action scenarios serves as the basis for the impact analyses.

To determine the 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 residential development, several factors have been considered,

including known development proposals, past development trends, and the Department of City Planning's standard "soft site" criteria, described below, for identifying likely development sites. In formulating the projections, DCP was aware that there is a large demand for new housing in the area, but that the demand has been constrained by zoning that does not permit such development as-of-right. Generally, for area-wide rezonings, which create a broad range of development opportunities, new development could be expected to occur on selected, rather than all, sites within a rezoning area. The first step in establishing the development scenarios was to identify those sites where new development could reasonably be expected to occur.

In identifying the RWCDs, a set of criteria were established and all sites that met the criteria were identified. Development sites were identified based on the following criteria:

Any of the following categories of lots or assemblages totaling 5,000 square feet or larger (nearly all new construction in the area has been lots of this size or larger):

- Vacant lots.
- Auto-related uses including: parking lots, open junk yards, auto repair shops and gas stations. These uses are located on sites which do not contain previous investment in building or infrastructure, and are therefore less onerous to assemble and redevelop.
- Industrial or commercial buildings constructed to half or less of the proposed residential FAR. In the proposed districts including an R6 designation the residential FAR would be 3.0 on wide streets and 2.2 on narrow streets. The proposed R6B districts would permit an FAR of 2.0, and R6A districts would permit 3.0 FAR. The proposed R7A district would permit an FAR of 4.0. On waterfront sites, R6 (2.43 FAR) and R8 (6.02 FAR) zoning districts are proposed, yielding an average FAR of 4.3.
- Residential buildings constructed to half or less of the proposed residential FAR, where the building contains fewer than six units (buildings with six or more units may fall under New York State rent stabilization laws which offer residents certain protections that would make redevelopment unlikely). In cases where the proposed action created potential development on a site that is currently residential, the number of existing residential units is listed in the no action scenario as "continued residential."

As well as the following categories on lots of any size:

- Vacant residential buildings which could be reactivated under the proposed action.
- Industrial loft buildings convertible to residential use. Many loft buildings have been converted to residential use in the Williamsburg and Greenpoint neighborhoods.
- Board of Standards and Appeals (BSA) applications granted in the proposed action area. For analysis purposes, it is assumed that residential development of these sites would proceed as-of-right under the proposed action.

To produce a reasonable, conservative estimate of future growth, these sites were then divided into two categories – projected development sites and potential development sites. Many sites met one or more of the above criteria. The sites most likely to undergo new development were chosen from among this group, based on size, location and degree of underutilization. These are called projected development sites. The projected sites are those sites considered most likely to be developed in the foreseeable future, the 10-year period following the proposed action. The identification of projected non-waterfront sites is based on recent housing growth in the area, including adjustments to reflect possible future growth trends in the future with the proposed action. Waterfront sites are large and likely to take many years to develop; however, in order to achieve conservative projections, those waterfront sites considered most likely to develop within the foreseeable future are projected to build out completely by the Analysis year of 2013.

Potential sites are considered less likely to be developed over the approximately 10-year analysis period. However, the analysis recognizes that a number of potential sites could be developed under the proposed action in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDs (a net increase of 7,391 DUs and 253,698 sf of local retail). The potential sites are therefore also addressed in the EIS for site-specific effects. Potential development sites generally consist of smaller assemblages, and/or irregular-shaped parcels.

In the future without the proposed action, the identified projected and potential development sites are assumed to either remain unchanged from existing conditions, or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses and are deemed likely to support more active uses. Figures 1-6a and 1-6b show those projected and potential development sites that are expected to redevelop in the future without the proposed action, and Tables 1-1 and 1-2 identify the uses expected to occur on those sites under future No-Action conditions.

Figures 1-6c and 1-6d show the 76 locations identified as projected development sites under future action conditions, and Table 1-1 provides the development scenario for each projected site. Figures 1-6c and 1-6d also illustrate the 264 locations identified as potential development sites in the proposed action area, and the potential development sites are listed in Table 1-2.

All projected development sites identified for the future with-action conditions are analyzed for density-related and site-specific impacts in this EIS, whereas potential development sites are only analyzed for site-specific potential impacts. Density-related impacts are dependent on the amount of development projected on a site; i.e., the number of dwelling units and the resulting population's impact on traffic, mobile-source air quality, community facilities and services, and open space. Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include analysis for historic resources, shadows, urban design and visual resources, hazardous materials, stationary-source air quality, and noise.

The Future Without the Proposed Action (No-Action Conditions)

Within the proposed action area, little manufacturing development has occurred over the last two decades, even with the presence of available vacant sites. In the past 10 years, nearly no new industrial buildings have been constructed, and much industrial space has been converted to residential use. Recent development trends away from manufacturing and toward residential use are expected to continue, and as a result, the development of significant new manufacturing space is unlikely. However, large waterfront parcels could be used for a variety of industrial or commercial uses as-of-right.

New residential uses are prohibited in M1 and M3 districts, precluding as-of-right residential development or conversion. In the Special Northside Mixed Use District (M/R), only limited residential construction is allowed as-of-right with larger developments allowed by special permit, while residential conversion of industrial buildings is prohibited. The Special Franklin Street and Northside (M/R) Mixed Use Districts permit enlargement of underbuilt residential buildings pursuant to R6 regulations. However, such enlargements have not occurred within the proposed action area in recent years, and are therefore not considered likely to occur in the No-Action condition.

In the future without the proposed action, some as-of-right and BSA-approved developments are expected to occur both within the proposed action area and the surrounding area, including developments on some

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Legend

-  Potential Development Site
-  Projected Development Site
-  Proposed Action Area Boundary



Source: NYC Department of City Planning / Brooklyn Office (March 2004)





Legend

-  Potential Development Site
-  Projected Development Site
-  Proposed Action Area Boundary

Source: NYC Department of City Planning / Brooklyn Office (March 2004)



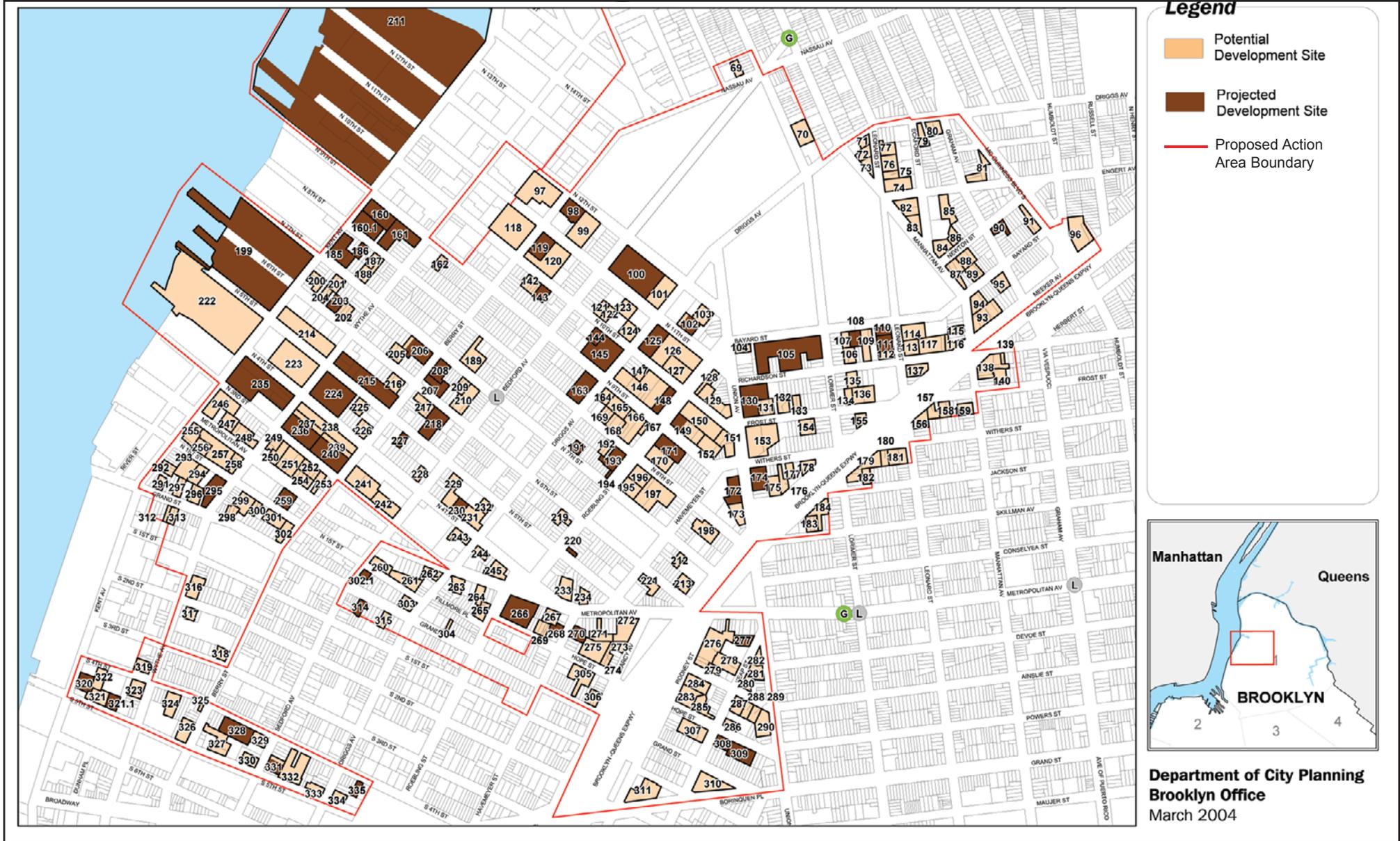


TABLE 1-2: POTENTIAL DEVELOPMENT SITES

Site Number	Block	Tax Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	NO ACTION			WITH ACTION					INCREMENT			
							Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Potential Commercial Floor Area	Potential Housing Units
1	2472	410	Industrial	106,036	M3-1	0.75	---	0	0	0	New Construction	R6	2.43	257,667	0	258	0	258
2	2472	425	Automotive*	123,206	M3-1	0.1	---	0	0	0	New Construction	R6	2.43	299,391	0	299	0	299
	2472	32	Vehicle and Open Storage	125,611	M3-1	0	---	0	0	0	New Construction	R6/R8	4.127	518,397	0	518	0	518
	2494	6	Industrial* <i>Sludge tank (lot)</i>	11,700	M3-1	0	---	0	0	0	New Construction	R6/R8	4.127	48,286	0	48	0	48
3.1				137,311			---	0	0	0				566,683	0	566	0	566
3.2	2472	100	Vehicle and Open Storage	266,579	M3-1	0	---	0	0	0	New Construction	R6/R8	4.3	1,121,290	0	1,121	0	1,121
	2482	1	Vacant Lot	1,971	M1-1	0	---	0	0	0	New Construction	M1-1/R6	2.2	4,336	0	4	0	4
	2482	4	Vacant Lot	1,627	M1-1	0	---	0	0	0	New Construction	M1-1/R6	2.2	3,579	0	4	0	4
	2482	6	Vacant Lot	1,667	M1-1	0	---	0	0	0	New Construction	M1-1/R6	2.2	3,667	0	4	0	4
4				5,265			---	0	0	0				11,582	0	12	0	12
	2482	7	Industrial	4,229	M1-1	0.86	---	0	0	0	New Construction	M1-1/R6	2.2	9,304	0	9	0	9
	2482	8	Industrial	2,779	M1-1	0.04	---	0	0	0	New Construction	M1-1/R6	2.2	6,114	0	6	0	6
5				7,008			---	0	0	0				15,418	0	15	0	15
6	2482	53	Industrial	9,270	M1-1	1.02	---	0	0	0	New Construction	M1-1/R6	2.2	20,394	0	20	0	20
7	2482	21	Industrial	24,200	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	72,600	0	73	0	73
	2482	39	Residential/Commercial	2,500	M1-1	1.35	Continued Residential	0	0	2	New Construction	M1-1/R6A	3	7,500	0	8	0	6
	2482	26	Industrial	35,800	M1-1	1.09	---	0	0	0	New Construction	M1-1/R6A	3	107,400	0	107	0	107
8				38,300			---	0	0	2				114,900	0	115	0	113
	2483	61	Parking	2,500	M1-1	0	---	0	0	0	New Construction	M1-1/R6A	3	7,500	0	8	0	8
	2483	62	Residential	2,500	M1-1	0.98	Continued Residential	0	0	3	New Construction	M1-1/R6A	3	7,500	0	8	0	5
9				5,000			---	0	0	3				15,000	0	16	0	13
	2483	14	Residential	2,500	M1-1	0.64	Continued Residential	0	0	2	New Construction	M1-1/R6A	3	7,500	0	8	0	6
	2483	15	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	15,000	0	15	0	15
11				7,500			---	0	0	2				22,500	0	23	0	21
	2483	20	Residential	2,500	M1-1	0.56	Continued Residential	0	0	1	New Construction	M1-1/R6A	3	7,500	0	8	0	7
	2483	19	Industrial	2,567	M1-1	0.97	---	0	0	0	New Construction	M1-1/R6A	3	7,701	0	8	0	8
	2483	17	Industrial	4,933	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	14,799	0	15	0	15
12				10,000			---	0	0	1				30,000	0	31	0	30
	2483	60	Automotive	2,500	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	7,500	0	8	0	8
	2483	59	Residential	2,500	M1-1	1.5	Continued Residential	0	0	5	New Construction	M1-1/R6A	3	7,500	0	8	0	3
13				5,000			---	0	0	5				15,000	0	16	0	11
14	2483	48	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	15,000	0	15	0	15
16	2483	45	Industrial	7,500	M1-1	1	---	0	0	0	New Construction	M1-1/R6	3	22,500	0	23	0	23
	2487	17	Industrial	23,000	M1-1	1.19	---	0	0	0	New Construction	M1-1/R6A	3	69,000	0	69	0	69
	2487	20	Industrial	2,500	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	7,500	0	8	0	8
	2487	18	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	15,000	0	15	0	15
	2487	21	Industrial	5,500	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	16,500	0	17	0	17
	2487	72	Industrial	12,500	M1-1	1.15	---	0	0	0	New Construction	M1-1/R6A	3	37,500	0	38	0	38
	2487	10	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	15,000	0	15	0	15
	2487	12	Industrial	10,000	M1-1	1.14	---	0	0	0	New Construction	M1-1/R6A	3	30,000	0	30	0	30
17				63,500			---	0	0	0				190,500	0	192	0	192
18	2503	1	Industrial/Residential	57,775	M1-1	1.8	---	0	0	0	Conversion	M1-1/R6A	3	52,100	0	38	0	38
	2511	12	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	R6B	2	10,000	0	10	0	10
	2511	14	Residential	2,500	M1-1	1	---	0	0	0	New Construction	R6B	2	5,000	0	5	0	5
	2511	11	Industrial	2,500	M1-1	1	---	0	0	0	New Construction	R6B	2	5,000	0	5	0	5
20				10,000			---	0	0	0				20,000	0	20	0	20
21	2511	31	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	R6B	2	10,000	0	10	0	10
	2512	52	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	15,000	0	15	0	15
	2512	54	Residential	2,500	M1-1	1.4	Continued Residential	0	0	2	New Construction	M1-1/R6A	3	7,500	0	8	0	6
23				7,500			---	0	0	2				22,500	0	23	0	21
24	2520	1	Industrial	57,475	M3-1	0.65	---	0	0	0	New Construction	R6	2.43	139,664	0	140	0	140
25	2521	1	Industrial	6,000	M1-1	0.5	---	0	0	0	New Construction	M1-1/R6A	3	18,000	0	18	0	18
	2521	5	Parking	2,500	M1-1	0	New Construction	0	2,500	0	(see projected tables)	M1-1/R6A	3	0	0	0	0	
	2521	6	Parking	1,500	M1-1	0	New Construction	0	1,500	0		M1-1/R6A	3	0	0	0	0	
	2521	7	Parking	1,500	M1-1	0	New Construction	0	1,500	0		M1-1/R6A	3	0	0	0	0	
26				5,500			---	0	5,500	0				0	0	0	0	
	2521	11	Residential	2,500	M1-1	0.77	Continued Residential	0	0	2	New Construction	M1-1/R6A	3	7,500	0	8	0	6
	2521	12	Industrial	2,500	M1-1	1	---	0	0	0	New Construction	R6B	2	5,000	0	5	0	5
	2521	13	Automotive	2,500	M1-1	1	---	0	0	0	New Construction	R6B	2	5,000	0	5	0	5
27				7,500			---	0	0	2				17,500	0	18	0	16
28	2521	32	Industrial	5,625	R6/FR	0.89	New Construction	13,669	0	14	New Construction	R6B	2	11,250	0	11	0	-3
	2522	18	Industrial	10,000	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	30,000	0	30	0	30
	2522	16	Industrial	6,575	M1-1	1.22	---	0	0	0	New Construction	M1-1/R6A	3	19,725	0	20	0	20
31				16,575			---	0	0	0				49,725	0	50	0	50
32	2522	24	Industrial	20,536	M1-1	1.12	---	0	0	0	Conversion/New Const	M1-1/R6A	3	36,885	0	37	0	37
	2530	55	Industrial	2,450	M3-1	1.37	---	0	0	0	New Construction	R6/R8	4.3	10,535	0	11	0	11

TABLE 1-2: POTENTIAL DEVELOPMENT SITES (Cont'd)

Site Number	Block	Tax Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	NO ACTION			WITH ACTION					INCREMENT			
							Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Potential Commercial Floor Area	Potential Housing Units
34	2530	56	Industrial	2,550	M3-1	1.39	—	0	0	0	New Construction	R6/R8	4.3	10,965	0	11	0	11
	2530	1	Industrial	107,956	M3-1	0.36	—	0	0	0	New Construction	R6/R8	4.3	464,211	0	464	0	464
35	2531	3	Residential	2,500	M1-1	1.08	—	0	0	0	New Construction	M1-1/R6A	3	7,500	0	8	0	8
	2531	1	Vacant Lot	2,500	M1-1	0	New Construction	0	2,500	0	New Construction	M1-1/R6A	3	7,500	0	8	0	8
	2531	2	Vacant Lot	2,500	M1-1	0	New Construction	0	2,500	0	New Construction	M1-1/R6A	3	7,500	0	8	0	8
				7,500				0	5,000	0				22,500	0	24	0	24
36	2531	110	Residential	1,875	M1-1	0.99	—	0	0	0	New Construction	R6B	2	3,750	0	4	0	4
	2531	10	Residential	1,875	M1-1	1.44	Continued Residential	0	0	3	New Construction	M1-1/R6A	3	5,625	0	6	0	3
	2531	9	Residential	1,875	M1-1	1.44	Continued Residential	0	0	3	New Construction	M1-1/R6A	3	5,625	0	6	0	3
37	2531	12	Residential	5,000	M1-1	1	—	0	0	0	New Construction	R6B	2	10,000	0	10	0	10
	2531	36	Vacant Lot	2,500	M1-1	0	New Construction	0	2,500	0	New Construction	R6B	2	5,000	0	5	0	5
38	2531	35	Vacant Lot	2,500	R6/FR	0	New Construction	0	2,500	0	New Construction	R6B	2	5,000	0	5	0	5
				5,000				0	5,000	0				10,000	0	10	0	10
40	2532	1	Industrial	9,500	M1-1	1	—	0	0	0	New Construction	R6	2.2	20,900	0	21	0	21
41	2538	1	Industrial	108,843	M3-1	0.5	—	0	0	0	New Construction	R6/R8	4.3	468,025	0	468	0	468
42	2539	1	Industrial	15,000	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	45,000	0	45	0	45
	2539	8	Residential*	2,300	M1-1	0.73	Continued Residential	0	0	2	New Construction	R6B	2	4,600	0	5	0	3
44	2543	1	Industrial	102,390	M3-1	0.26	—	0	0	0	New Construction	R6/R8	4.3	440,277	0	440	0	440
	2549	10	Industrial	9,120	M1-1	0.92	—	0	0	0	New Construction	M1-1/R6A	3	27,360	0	27	0	27
47	2549	14	Industrial	10,050	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	30,150	0	30	0	30
48	2549	25	Industrial	4,750	M1-1	0.95	—	0	0	0	New Construction	M1-1/R6A	3	14,250	0	14	0	14
49	2549	28	Industrial	9,950	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	29,850	0	30	0	30
51	2549	36	Vacant Building	10,100	M1-1	3.19	—	0	0	0	Conversion	M1-1/R6A	3	32,250	0	23	0	23
	2556	46	Industrial	4,117	M3-1	1	—	0	0	0	New Construction	R6	2.43	10,004	0	10	0	10
	2556	45	Industrial	18,145	M3-1	0.98	—	0	0	0	New Construction	R6	2.43	44,092	0	44	0	44
				22,262				0	0	0				54,096	0	54	0	54
52	2556	57	Vacant Lot	1,579	M3-1	0	New Construction	0	1,500	0	New Construction	R6	2.43	3,837	0	4	0	4
	2556	58	Vacant Lot	7,544	M3-1	0.64	New Construction	0	7,500	0	New Construction	R6	2.43	18,332	0	18	0	18
	2556	55	Vacant Lot	3,350	M3-1	0.87	New Construction	0	3,000	0	New Construction	R6	2.43	8,141	0	8	0	8
53	2557	1	Industrial	10,500	M1-1	3.84	—	0	0	0	Conversion	M1-1/R6A	3	40,300	0	29	0	29
	2557	3	Industrial	7,078	M1-1	3.97	—	0	0	0	Conversion	M1-1/R6A	3	28,120	0	20	0	20
54	2557	7	Industrial	17,578			—	0	0	0				68,420	0	49	0	49
	2557	24	Industrial	30,825	M1-1	3.71	—	0	0	0	Conversion	M1-1/R6A	3	102,414	0	74	0	74
55	2562	39	Industrial	3,400	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	10,200	0	10	0	10
	2562	37	Industrial	3,178	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	9,534	0	10	0	10
58	2562	29	Industrial	6,578			—	0	0	0				19,734	0	20	0	20
	2562	29	Industrial	15,000	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	45,000	0	45	0	45
61	2568	1	Industrial	79,000	M3-1	1.27	—	0	0	0	New Construction	M1-1/R6A	3	237,000	0	237	0	237
62	2570	1	Vacant Lot	323,781	M3-1	0.36	—	0	0	0	New Construction	R6/R8	4.3	1,392,258	0	1,392	0	1,392
	2571	1	Industrial	18,125	M3-1	1.38	—	0	0	0	New Construction	M1-1/R6A	3	54,375	0	54	0	54
	2571	9	Residential	1,625	M1-1	0.97	—	0	0	0	New Construction	M1-1/R6A	3	4,875	0	5	0	5
63	2571	18	Industrial	19,750			—	0	0	0				59,250	0	59	0	59
	2571	18	Industrial	5,000	M1-1	1	—	0	0	0	New Construction	M1-1/R6B	2	10,000	0	10	0	10
65	2589	5	Industrial	17,550	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	52,650	0	53	0	53
66	2589	13	Industrial	18,537	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	55,611	0	56	0	56
67	2590	1	Industrial	79,843	M3-1	0.9	—	0	0	0	New Construction	R6/R8	4.3	343,325	0	343	0	343
	2590	210	Parking	5,604	M3-1	0.29	—	0	0	0	New Construction	R6	2.43	13,618	0	14	0	14
	2590	222	Commercial	7,651	M3-1	1	—	0	0	0	New Construction	R6	2.43	18,592	0	19	0	19
68	2590	215	Commercial	24,682	M3-1	0.55	—	0	0	0	New Construction	R6	2.43	59,977	0	60	0	60
				37,937			—	0	0	0				92,187	0	93	0	93
69	2644	43	Industrial	5,000	R6/N	1	New Construction	12,150	0	12	New Construction	M1-2/R6	2.2/3	11,000	0	11	0	-1
70	2679	46	Industrial/Residential	15,000	R6/N	0.4	New Construction	36,450	0	36	New Construction	M1-2/R6	2.2/3	33,000	0	33	0	-3
71	2697	16	Automotive	5,689	R6/N	0.88	New Construction	13,824	0	14	New Construction	M1-2/R6	2.2/3.0	12,516	0	13	0	-1
72	2697	7	Automotive	8,000	R6/N	1	New Construction	19,440	0	19	New Construction	M1-2/R6	2.2/3.0	17,600	0	18	0	-1
73	2697	1	Industrial	6,868	R6/N	0.97	New Construction	16,689	0	17	New Construction	M1-2/R6	2.2/3.0.0	15,110	0	15	0	-2
74	2698	1	Automotive	13,789	R6/N	0.32	New Construction	33,507	0	34	New Construction	M1-2/R6A	3	41,367	0	41	0	7
75	2698	5	Industrial	5,000	R6/N	0	New Construction	12,150	0	12	New Construction	M1-2/R6A	3	15,000	0	15	0	3
76	2698	7	Industrial	10,200	R6/N	0.98	New Construction	24,786	0	25	New Construction	M1-2/R6A	3	30,000	0	30	0	5
77	2698	15	Industrial	500	R6/N	1	New Construction	1,215	0	1	New Construction	M1-2/R6A	3	1,500	0	2	0	1
	2698	11	Industrial	7,400	R6/N	1.14	New Construction	17,982	0	18	New Construction	M1-2/R6A	3	25,380	0	25	0	7
			7,900					19,197	0	19				26,880	0	27	0	8

TABLE 1-2: POTENTIAL DEVELOPMENT SITES (Cont'd)

Site Number	Block	Tax Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	NO ACTION			WITH ACTION					INCREMENT			
							Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Potential Commercial Floor Area	Potential Housing Units
78	2698	25	Industrial	1,937	R6/N	1	New Construction	4,707	0	5	—	M1-2/R6B	2	0	0	0	0	-5
	2698	26	Industrial	10,206	R6/N	1.15	New Construction	24,801	0	25	—	M1-2/R6B	2	0	0	0	0	-25
79	2699	9	Industrial	12,143	R6/N	0	New Construction	29,508	0	30	—	M1-2/R6B	2	0	0	0	0	-30
	2699	9	Industrial	6,401	R6/N	1	New Construction	15,554	0	16	New Construction	R6B	2	12,802	0	13	0	-3
80	2699	15	Industrial/Residential	4,164	R6/N	0.71	New Construction	10,119	0	10	New Construction	R6B	2	8,328	0	8	0	-2
	2699	17	Industrial	4,048	R6/N	0	New Construction	9,837	0	10	New Construction	R6B	2	8,096	0	8	0	-2
81	2701	2	Automotive	8,212	R6/N	0	New Construction	19,956	0	20	—	M1-2/R6B	2	16,424	0	16	0	-4
	2701	2	Automotive	2,204	R6/N	0	New Construction	5,356	0	5	New Construction	R6B	2	4,408	0	4	0	-1
81	2701	1	Automotive	2,580	R6/N	0	New Construction	6,269	0	6	New Construction	R6B	2	5,160	0	5	0	-1
	2701	50	Automotive	4,575	R6/N	0	New Construction	11,117	0	11	New Construction	R6B	2	9,150	0	9	0	-2
82	2713	13	Industrial	9,359	R6/N	0.96	New Construction	22,742	0	22	—	M1-2/R6B	2.2/3.00	18,718	0	18	0	-4
	2713	9	Industrial	9,120	R6/N	0.96	New Construction	22,162	0	22	New Construction	M1-2/R6	2.2/3.00	20,064	0	20	0	-2
83	2713	13	Industrial	5,625	R6/N	1	New Construction	13,669	0	14	New Construction	M1-2/R6	2.2/3.00	12,375	0	12	0	-2
	2713	1	Industrial	14,745	R6/N	0.99	New Construction	35,831	0	36	—	M1-2/R6B	2.2/3.00	32,439	0	32	0	-4
84	2713	1	Industrial	7,183	R6/N	0.99	New Construction	17,455	0	17	New Construction	M1-2/R6	2.2/3.00	15,803	0	16	0	-1
	2714	33	Industrial	10,020	R6/N	1	New Construction	24,349	0	24	New Construction	M1-2/R6A	3	30,060	0	30	0	6
85	2714	13	Industrial	12,500	R6/N	0.5	New Construction	30,375	0	30	New Construction	M1-2/R6A	3	37,500	0	38	0	8
	2714	30	Industrial	5,000	R6/N	0.93	New Construction	12,150	0	12	New Construction	M1-2/R6A	3	15,000	0	15	0	3
86	2714	32	Industrial	1,656	R6/N	1	New Construction	4,024	0	4	New Construction	M1-2/R6A	3	4,968	0	5	0	1
	2714	32	Industrial	6,656	R6/N	1	New Construction	16,174	0	16	New Construction	M1-2/R6A	3	19,968	0	20	0	4
87	2719	8	Vacant Lot	15	R6/N	0	New Construction	36	0	0	New Construction	M1-2/R6A	3	45	0	0	0	0
	2719	11	Industrial	3,827	R6/N	0	New Construction	9,300	0	9	New Construction	M1-2/R6A	3	11,481	0	11	0	2
87	2719	4	Industrial	1,833	R6/N	1	New Construction	4,454	0	4	New Construction	M1-2/R6A	3	5,499	0	5	0	1
	2719	1	Industrial	5,993	R6/N	0.93	New Construction	14,563	0	15	New Construction	M1-2/R6A	3	17,979	0	18	0	3
88	2719	13	Industrial	11,668	R6/N	0.8	New Construction	28,353	0	28	—	M1-2/R6B	3	35,004	0	34	0	6
	2719	13	Industrial	2,500	R6/N	0.8	New Construction	6,075	0	6	New Construction	M1-2/R6A	3	7,500	0	8	0	2
88	2719	16	Residential	2,500	R6/N	0.8	New Construction	6,075	0	6	New Construction	M1-2/R6A	3	7,500	0	8	0	2
	2719	14	Industrial	5,000	R6/N	1	New Construction	12,150	0	12	New Construction	M1-2/R6A	3	15,000	0	15	0	3
89	2719	32	Industrial	10,000	R6/N	0.95	New Construction	24,300	0	24	—	M1-2/R6B	3	30,000	0	31	0	7
	2719	31	Residential	6,750	R6/N	0.83	New Construction	16,403	0	16	New Construction	M1-2/R6A	3	20,250	0	20	0	4
91	2720	41	Industrial	1,875	R6/N	0.83	New Construction	4,556	0	5	New Construction	M1-2/R6A	3	5,625	0	6	0	1
	2720	19	Automotive	8,625	R6/N	0.97	New Construction	20,959	0	21	—	M1-2/R6B	3	25,875	0	26	0	5
92	2720	44	Industrial	2,050	R6/N	0.98	New Construction	4,982	0	5	New Construction	R6B	2	4,100	0	4	0	-1
	2720	43	Industrial	6,300	R6/N	1	New Construction	15,309	0	15	New Construction	R6B	2	12,600	0	13	0	-2
92	2720	46	Parking	8,350	R6/N	0.20	Continued Residential	20,291	0	20	—	R6B	2	16,700	0	17	0	-3
	2720	45	Residential	2,050	R6/N	0.98	New Construction	4,982	0	5	—	R6B	2	0	0	0	0	-5
93	2724	33	Commercial	2,050	R6/N	0.98	New Construction	4,982	0	5	—	R6B	2	0	0	0	0	-5
	2724	30	Residential	2,400	R6/N	0.37	New Construction	5,832	0	6	—	R6B	2	0	0	0	0	-6
94	2724	45	Residential	2,400	R6/N	1.02	New Construction	5,832	0	6	Continued Residential	R6B	2	0	0	3	0	-3
	2724	31	Commercial	8,900	R6/N	0.22	Continued Residential	21,628	0	22	—	R6B	2	0	0	3	0	-19
95	2724	10	Industrial	3,715	M1-1/N	1.13	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	10,847	0	11	0	11
	2724	12	Industrial	590	M1-1/N	0	—	0	0	0	New Construction	M1-2/R6	2.2/3	1,770	0	2	0	2
96	2724	34	Commercial	4,995	M1-1/N	0.77	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	14,585	0	15	0	15
	2724	37	Vacant Building	3,120	M1-1	0	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	9,110	0	9	0	9
97	2724	30	Residential	2,500	M1-1/N	0.64	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2/3	5,500	0	6	0	4
	2724	31	Commercial	5,000	M1-1/N	0.19	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	14,600	0	15	0	15
98	2724	10	Industrial	19,920	M1-1/N	0.86	—	0	0	2	New Construction	M1-2/R6	3.00/2.20	56,412	0	58	0	56
	2724	12	Industrial	5,500	M1-1/N	0.86	—	0	0	0	New Construction	M1-2/R6	2.2/3	12,100	0	12	0	12
99	2724	7	Automotive	1,950	M1-1/N	1	—	0	0	0	New Construction	M1-2/R6B	2	3,900	0	4	0	4
	2724	7	Automotive	2,350	M1-1/N	0.8	—	0	0	0	New Construction	M1-2/R6	2.2/3	5,170	0	5	0	5
100	2724	7	Automotive	9,800	M1-1/N	0	—	0	0	0	New Construction	M1-2/R6	2.2/3	21,170	0	21	0	21
	2724	18	Industrial	8,800	M1-1/N	1	—	0	0	0	New Construction	M1-2/R6	2.43	21,384	0	21	0	21
101	2727	47	Residential	3,741	R6	0.66	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2	8,230	0	8	0	6
	2727	1	Automotive	19,440	M1-1	0.1	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	54,432	0	54	0	54
102	2727	1	Automotive	23,181	M1-1	0	—	0	0	2	—	M1-2/R6B	2	62,662	0	62	0	60
	2289	14	Industrial/Residential	36,000	M1-2	1.05	—	0	0	0	New Construction	M1-2/R6A	3	108,000	0	108	0	108
103	2290	10	Industrial	25,000	M1-2/N	1.37	—	0	0	0	New Construction	M1-2/R6A	3	75,000	0	75	0	75
	2291	17	Commercial	20,000	M1-2/N	1.74	—	0	0	0	Conversion/New Const	M1-2/R7A	4.3	80,000	0	70	0	70
104	2292	29	Industrial	10,000	R6/N	1	Conversion/New Const	14,300	0	14	Conversion/New Const	M1-2/R6A	3	20,000	0	20	0	6
	2292	33	Automotive	2,500	R6/N	1	New Construction	6,075	0	6	New Construction	M1-2/R6A	3	7,500	0	8	0	2
105	2292	12	Industrial	12,500	R6/N	0	New Construction	20,375	0	20	—	M1-2/R6B	2	27,500	0	28	0	8
	2292	11	Parking	7,500	R6/N	0.92	New Construction	18,225	0	18	New Construction	M1-2/R6A	3	22,500	0	23	0	5
106	2292	11	Parking	2,500	R6/N	0	New Construction	6,075	0	6	New Construction	M1-2/R6A	3	7,500	0	8	0	2
	2292	11	Parking	10,000	R6/N	0	New Construction	24,300	0	24	—	M1-2/R6B	2	30,000	0	31	0	7
107	2721	8	Industrial	5,000	R6/N	0.26	New Construction	12,150	0	12	New Construction	M1-2/R6A	3	15,000	0	15	0	3
	2722	36	Residential	2,500	R6/N	1.14	Continued Residential	0	0	3	New Construction	M1-2/R6A	3	7,500	0	8	0	5

TABLE 1-2: POTENTIAL DEVELOPMENT SITES (Cont'd)

Site Number	Block	Tax Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	NO ACTION			WITH ACTION					INCREMENT			
							Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Potential Commercial Floor Area	Potential Housing Units
106	2722	34	Industrial	5,000	R6/N	1	New Construction	12,150	0	12	New Construction	M1-2/R6A	3	15,000	0	15	0	3
				7,500				12,150	0	15				22,500	0	23	0	8
107	2722	8	Commercial	5,000	R6/N	1	New Construction	12,150	0	12	New Construction	M1-2/R6A	3	15,000	0	15	0	3
	2722	16	Industrial	2,498	R6/N	0.76	New Construction	6,070	0	6	New Construction	M1-2/R6A	3	7,494	0	7	0	1
	2722	13	Industrial	10,000	R6/N	1	New Construction	24,300	0	24	New Construction	M1-2/R6A	3	30,000	0	30	0	6
	2722	15	Industrial	2	R6/N	0	New Construction	5	0	0	New Construction	M1-2/R6A	3	6	0	0	0	0
109				12,500				30,375	0	30				37,500	0	37	0	7
112	2722	25	Industrial	5,000	R6/N	0.99	New Construction	12,150	0	12	New Construction	M1-2/R6A	3	15,000	0	15	0	3
113	2723	1	Industrial	10,000	M1-1/N	40000	—	0	0	0	Conversion	M1-2/R6A	3	40,000	0	29	0	29
	2723	7	Industrial	14,422	M1-1/N	1	—	0	0	0	New Construction	M1-2/R6A	3	43,266	0	43	0	43
	2723	5	Vacant Lot	578	M1-1/N	0	—	0	0	0	New Construction	M1-2/R6A	3	1,734	0	2	0	2
114				15,000				0	0	0				45,000	0	45	0	45
	2723	30	Residential	2,500	M1-1/N	0.42	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2/3	5,500	0	6	0	4
	2723	29	Vacant Building	2,500	M1-1/N	1	—	0	0	0	New Construction	M1-2/R6	2.2/3	5,500	0	6	0	6
115				5,000				0	0	2				11,000	0	12	0	10
	2723	33	Automotive	2,958	M1-1/N	1	—	0	0	0	New Construction	M1-2/R6	2.2/3	8,874	0	9	0	9
	2723	36	Industrial	2,500	M1-1/N	0.63	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8
116				5,458				0	0	0				16,374	0	17	0	17
	2723	38	Industrial	15,000	M1-1/N	0.98	—	0	0	0	New Construction	M1-2/R6A	3	45,000	0	45	0	45
	2723	37	Residential	2,500	M1-1/N	1.35	Continued Residential	0	0	4	New Construction	M1-2/R6A	3	7,500	0	8	0	4
117				17,500				0	0	4				52,500	0	53	0	49
118	2296	14	Industrial/Residential	45,000	M1-2	2.91	—	0	0	0	Conversion	M1-2/R6A	3	32,750	0	24	0	24
120	2297	1	Automotive	29,450	M1-2/N	0.23	—	0	0	0	New Construction	M1-2/R6A	3	88,350	0	88	0	88
121	2298	31	Industrial	5,000	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	15,000	0	15	0	15
122	2298	29	Residential	5,000	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	15,000	0	15	0	15
123	2298	13	Industrial	10,000	M1-2	1.4	—	0	0	0	New Construction	M1-2/R6A	3	30,000	0	30	0	30
124	2298	21	Industrial	10,000	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	30,000	0	30	0	30
126	2299	9	Industrial	38,000	M1-2	1.02	—	0	0	0	New Construction	M1-2/R6A	3	114,000	0	114	0	114
127	2299	21	Industrial	18,000	M1-2	0.5	—	0	0	0	New Construction	M1-2/R6A	3	54,000	0	54	0	54
	2300	1	Industrial	2,500	M1-2/N	0.4	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8
	2300	5	Industrial	5,000	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A	3	15,000	0	15	0	15
128				7,500				0	0	0				22,500	0	23	0	23
	2300	26	Industrial	19,500	M1-2/N	1.1	—	0	0	0	New Construction	M1-2/R6A	3	58,500	0	59	0	59
	2300	20	Automotive	4,275	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A	3	12,825	0	13	0	13
129				23,775				0	0	0				71,325	0	72	0	72
	2731	45	Industrial	5,000	M1-2/N	0.65	—	0	0	0	New Construction	M1-2/R6B	2	10,000	0	10	0	10
	2731	47	Industrial	2,500	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6B	2	5,000	0	5	0	5
	2731	44	Industrial	2,500	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6B	2	5,000	0	5	0	5
131				10,000				0	0	0				20,000	0	20	0	20
	2731	38	Parking	2,625	M1-2/N	0	—	0	0	0	New Construction	M1-2/R6B	2	5,250	0	5	0	5
	2731	41	Residential	3,600	M1-2/N	0.75	Continued Residential	0	0	2	New Construction	M1-2/R6B	2	7,200	0	7	0	5
132				6,225				0	0	2				12,450	0	12	0	10
	2731	36	Residential	2,500	M1-2/N	0.48	Continued Residential	0	0	2	New Construction	M1-2/R6B	2	5,000	0	5	0	3
	2731	35	Parking	2,500	M1-2/N	0	—	0	0	0	New Construction	M1-2/R6B	2	5,000	0	5	0	5
133				5,000				0	0	2				10,000	0	10	0	8
134	2732	33	Industrial/Residential	5,000	R6/N	1.5	—	0	0	0	New Construction	M1-2/R6A	3	2,850	0	3	0	3
135	2732	5	Industrial/Residential	6,900	M1-2/N	2.95	—	0	0	0	Conversion	M1-2/R6A	3	6,097	0	4	0	4
	2732	27	Industrial	7,500	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A	3	22,500	0	23	0	23
	2732	30	Industrial	7,500	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A	3	22,500	0	23	0	23
136				15,000				0	0	0				45,000	0	46	0	46
	2733	6	Residential	2,500	M1-1/N	0.79	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2	5,500	0	6	0	4
	2733	10	Automotive	2,823	M1-1/N	0	—	0	0	0	New Construction	M1-2/R6	3	8,469	0	8	0	8
	2733	7	Automotive	5,000	M1-1/N	0.5	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	13,668	0	14	0	14
137				10,323				0	0	2				27,637	0	28	0	26
	2734	5	Industrial	1,700	C8-1	1	—	0	0	0	New Construction	M1-2/R6	3	5,100	0	5	0	5
	2734	11	Automotive	3,395	C8-1	1	—	0	0	0	New Construction	M1-2/R6	3	10,185	0	10	0	10
	2734	3	Residential	2,500	C8-1	0.66	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2	5,500	0	6	0	4
	2734	4	Industrial	2,300	C8-1	1	—	0	0	0	New Construction	M1-2/R6	3	6,900	0	7	0	7
	2734	7	Industrial	7,960	C8-1	0.88	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	22,925	0	23	0	23
138				17,855				0	0	2				50,610	0	51	0	49
139	2734	13	Vacant Building	1,821	C8-1	1.85	—	0	0	0	Reactivation	M1-2/R6	3	3,375	0	3	0	3
	2734	35	Industrial	7,700	C8-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	16,940	0	17	0	17
	2734	38	Industrial	370	C8-1	0	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	962	0	1	0	1
140				8,070				0	0	0				17,902	0	18	0	18
	2304	36	Parking	2,500	R6/N	0	New Construction	6,075	0	6	—	R6B	2	0	0	0	0	-6
	2304	41	Residential	2,500	R6/N	1.1	New Construction	6,075	0	6	Continued Residential	R6B	2	0	0	3	0	-3

TABLE 1-2: POTENTIAL DEVELOPMENT SITES (Cont'd)

Site Number	Block	Tax Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	NO ACTION			WITH ACTION					INCREMENT				
							Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Potential Commercial Floor Area	Potential Housing Units	
141				5,000					12,150	0	12			0	0	3	0	-9	
	2304	14	Industrial	1,875	R6(M1-2)/	0	—	0	0	0	New Construction	R6A	3	5,625	0	6	0	6	
	2304	10	Industrial	4,375	R6(M1-2)/	1.33	—	0	0	0	New Construction	R6A	3	13,125	0	13	0	13	
	2304	13	Industrial	1,875	R6(M1-2)/	0	—	0	0	0	New Construction	R6A	3	5,625	0	6	0	6	
	2304	12	Industrial	1,875	R6(M1-2)/	1.5	—	0	0	0	New Construction	R6A	3	5,625	0	6	0	6	
142				10,000					0	0				30,000	0	31	0	31	
	2305	17	Vacant Lot	2,500	M1-2	0	—	0	500	0	— (see projected sites)	M1-2/R6A	3	0	0	0	0	0	
	2305	15	Industrial	2,500	M1-2	1	—	0	2,500	0	— (see projected sites)	M1-2/R6A	3	0	0	0	0	0	
	2305	16	Vacant Lot	2,500	M1-2	0.06	—	0	2,500	0	— (see projected sites)	M1-2/R6A	3	0	0	0	0	0	
144				7,500					0	5,500	0			0	0	0	0	0	
	2306	30	Industrial	9,860	M1-2	1.01	—	0	0	0	New Construction	M1-2/R6A	3	29,580	0	30	0	30	
	2306	15	Industrial	15,600	M1-2	0.99	—	0	0	0	New Construction	M1-2/R6A	3	46,800	0	47	0	47	
	2306	1	Automotive	10,092	M1-2	0.99	—	0	0	0	New Construction	M1-2/R6A	3	30,276	0	30	0	30	
	2306	28	Industrial	2,500	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8	
	2306	11	Industrial	9,450	M1-2	0.99	—	0	0	0	New Construction	M1-2/R6A	3	28,350	0	28	0	28	
	2306	27	Industrial	2,500	M1-2	0.8	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8	
146				50,002					0	0				150,006	0	151	0	151	
147	2306	9	Industrial	5,000	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	15,000	0	15	0	15	
	2307	33	Industrial	7,517	M1-2	1.16	—	0	0	0	New Construction	M1-2/R6A	3	22,551	0	23	0	23	
	2307	36	Industrial	2,500	M1-2	0.73	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8	
	2307	31	Automotive	4,933	M1-2	0.46	—	0	0	0	New Construction	M1-2/R6A	3	14,799	0	15	0	15	
	2307	38	Industrial	7,500	M1-2	1	—	0	0	0	Conversion/New Const	M1-2/R6A	3	15,000	0	15	0	15	
149				22,450					0	0				59,850	0	61	0	61	
150	2307	1	Industrial/Residential	30,000	M1-2	0.85	—	0	0	0	New Construction	M1-2/R6A	3	90,000	0	90	0	90	
	2307	16	Industrial	4,048	M1-2	0.96	—	0	0	0	New Construction	M1-2/R6A	3	12,144	0	12	0	12	
	2307	14	Industrial	4,642	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	13,926	0	14	0	14	
	2307	19	Industrial	6,435	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	19,305	0	19	0	19	
151				15,125					0	0				45,375	0	45	0	45	
	2307	25	Residential	3,600	M1-2	1.04	—	0	0	5	New Construction	M1-2/R6A	3	10,800	0	11	0	6	
	2307	27	Industrial	11,150	M1-2	1.11	—	0	0	0	New Construction	M1-2/R6A	3	33,450	0	33	0	33	
152				14,750					0	0				44,250	0	44	0	39	
	2736	48	Industrial	1,733	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A+	3.00/2.00	4,211	0	4	0	4	
	2736	9	Industrial	14,490	M1-2/N	0.83	—	0	0	0	New Construction	M1-2/R6B	2	28,980	0	29	0	29	
	2736	1	Industrial	18,850	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A	3	56,550	0	57	0	57	
153				35,073					0	0				89,741	0	90	0	90	
	2736	20	Industrial	7,487	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6B	2	14,974	0	15	0	15	
	2736	23	Industrial	2,510	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6B	2	5,020	0	5	0	5	
154				9,997					0	0				19,994	0	20	0	20	
	2737	10	Vacant Building	2,315	M1-2/N	0.99	—	0	0	0	New Construction	M1-2/R6	3	6,945	0	7	0	7	
	2737	11	Industrial	3,485	M1-2/N	0.64	—	0	0	0	New Construction	M1-2/R6	3	10,455	0	10	0	10	
155				5,800					0	0				17,400	0	17	0	17	
	2738	3	Residential/Commercial	2,500	C8-1	0.52	—	0	0	2	New Construction	M1-2/R6	2.2	5,500	0	6	0	4	
	2738	5	Automotive	6,100	C8-1	0.99	—	0	0	0	New Construction	M1-2/R6	3	18,300	0	18	0	18	
156				8,600					0	0				23,800	0	24	0	22	
157	2738	10	Industrial	5,462	C8-1	0.99	—	0	0	0	New Construction	M1-2/R6	3	16,386	0	16	0	16	
	2738	13	Automotive	5,000	C8-1	1.5	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	14,600	0	15	0	15	
	2738	15	Automotive	2,500	C8-1	1	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	6,834	0	7	0	7	
158				7,500					0	0				21,434	0	22	0	22	
	2738	24	Residential	2,500	C8-1	0.47	—	0	0	2	New Construction	M1-2/R6	2.2	5,500	0	6	0	4	
	2738	21	Industrial	5,000	C8-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	11,000	0	11	0	11	
159				7,500					0	0				16,500	0	17	0	15	
	2310	10	Parking	1,667	R6/N	0	—	0	4,051	0	4	New Construction	R6B	2	3,334	0	3	0	-1
	2310	9	Parking	1,667	R6/N	0	—	0	4,051	0	4	New Construction	R6B	2	3,334	0	3	0	-1
	2310	11	Residential	1,667	R6/N	0.84	—	0	4,051	0	4	New Construction	R6B	2	3,334	0	3	0	-1
162				5,001					12,153	0	12			10,002	0	9	0	-3	
164	2313	1	Industrial/Residential	7,800	M1-2	1.5	—	0	0	0	New Construction	M1-2/R6A	3	23,400	0	23	0	23	
	2313	7	Industrial	7,500	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	22,500	0	23	0	23	
	2313	5	Industrial	7,338	M1-2	0	—	0	0	0	New Construction	M1-2/R6A	3	22,014	0	22	0	22	
165				14,838					0	0				44,514	0	45	0	45	
	2313	22	Residential	2,500	M1-2	0.57	—	0	0	3	New Construction	M1-2/R6B	2	5,000	0	5	0	2	
	2313	13	Industrial	10,000	M1-2	0.75	—	0	0	0	New Construction	M1-2/R6A	3	30,000	0	30	0	30	
	2313	11	Parking	10,000	M1-2	0	—	0	0	0	New Construction	M1-2/R6A	3	30,000	0	30	0	30	
166				22,500					0	0				65,000	0	65	0	62	
167	2313	15	Industrial	3,000	M1-2	3	—	0	0	0	Conversion	M1-2/R6A	3	9,000	0	7	0	7	
	2313	23	Industrial	2,500	M1-2	0.5	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8	
	2313	24	Automotive	5,000	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	15,000	0	15	0	15	

TABLE 1-2: POTENTIAL DEVELOPMENT SITES (Cont'd)

Site Number	Block	Tax Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	NO ACTION			WITH ACTION					INCREMENT			
							Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Potential Commercial Floor Area	Potential Housing Units
168	2313	26	Industrial	2,500	M1-2	1.3	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8
				7,500			—	0	0	0				22,500	0	23	0	23
	2313	29	Parking	2,531	M1-2	0.48	New Construction	0	2,000	0	New Construction	M1-2/R6A	3	7,593	0	8	0	8
169	2313	28	Parking	2,500	M1-2	0	New Construction	0	2,000	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8
	2313	27	Residential	2,500	M1-2	1.04	Continued Residential	0	0	1	New Construction	M1-2/R6A	3	7,500	0	8	0	7
				5,031			—	0	4,000	1				22,593	0	24	0	23
170	2314	1	Industrial	17,500	M1-2/N	0.99	—	0	0	0	New Construction	M1-2/R6A	3	52,500	0	53	0	53
173	2315	21	Industrial	9,375	NZS/N	1.22	—	0	0	0	New Construction	M1-2/R6	3	28,125	0	28	0	28
174	2741	8	Parking	2,500	M1-2/N	0	New Construction	0	2,500	0	— (see projected sites)	M1-2/R6A	3	0	0	0	0	0
	2741	3	Parking	10,000	M1-2/N	0.06	New Construction	0	10,000	0	— (see projected sites)	M1-2/R6A	3	0	0	0	0	0
	2741	7	Industrial	2,500	M1-2/N	1	Conversion	0	2,500	0	— (see projected sites)	M1-2/R6A	3	0	0	0	0	0
				15,000			—	0	15,000	0				0	0	0	0	0
175	2741	47	Industrial	9,360	M1-2/N	0.96	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	26,582	0	27	0	27
176	2741	13	Residential/Commercial	6,543	M1-2/N	0.69	Continued Residential	0	0	1	New Construction	M1-2/R6	2.2	14,394	0	14	0	13
177	2741	15	Parking	5,000	M1-2/N	0	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	13,668	0	14	0	14
178	2741	19	Automotive	6,050	M1-2/N	0.18	—	0	0	0	New Construction	M1-2/R6	3	18,150	0	18	0	18
179	2742	4	Automotive	1,545	C8-1	0	—	0	0	0	New Construction	M1-2/R6	3	4,635	0	5	0	5
	2742	2	Automotive	4,885	C8-1	0.85	—	0	0	0	New Construction	M1-2/R6	3	14,655	0	15	0	15
	2742	5	Automotive	600	C8-1	0	—	0	0	0	New Construction	M1-2/R6	3	1,800	0	2	0	2
	2742	9	Parking	8,546	C8-1	0	—	0	0	0	New Construction	M1-2/R6	3	25,638	0	26	0	26
180	2742	15	Industrial/Residential	5,000	C8-1	3.25	—	0	0	0	Conversion	M1-2/R6	3	4,063	0	3	0	3
181	2742	20	Industrial	5,100	C8-1	1	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	12,036	0	12	0	12
	2742	17	Industrial	7,400	C8-1	1	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	20,229	0	20	0	20
				12,500			—	0	0	0				32,265	0	32	0	32
182	2742	35	Industrial	5,000	C8-1	1	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	14,800	0	15	0	15
183	2746	41	Industrial	2,500	C8-1	0.38	—	0	0	0	New Construction	M1-2/R6	3	7,500	0	8	0	8
	2746	42	Industrial	2,500	C8-1	1	—	0	0	0	New Construction	M1-2/R6	3	7,500	0	8	0	8
	2746	40	Residential	2,500	C8-1	0.55	Continued Residential	0	0	1	New Construction	M1-2/R6	2.2	5,500	0	6	0	5
				7,500			—	0	0	1				20,500	0	22	0	21
184	2746	39	Residential/Commercial	11,500	C8-1	0.8	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2/3.00	33,580	0	34	0	32
186	2317	13	Vacant Lot	2,500	M3-1	0	New Construction	0	2,500	0	— (see projected sites)	M1-2/R6B	2	0	0	0	0	0
	2317	12	Vacant Lot	2,500	M3-1	0.4	New Construction	0	2,500	0	— (see projected sites)	M1-2/R6B	2	0	0	0	0	0
				5,000			—	0	5,000	0				0	0	0	0	0
187	2317	17	Vacant Lot	2,500	M3-1	0	—	0	0	0	New Construction	M1-2/R6B	2	5,000	0	5	0	5
	2317	16	Residential	2,500	M3-1	0.9	Continued Residential	0	0	2	New Construction	M1-2/R6B	2	5,000	0	5	0	3
188	2317	18	Industrial/Residential	5,000			—	0	0	2				10,000	0	10	0	8
189	2319	31	Commercial	10,000	M3-1	1	—	0	0	0	New Construction	M1-2/R6B	2	20,000	0	20	0	20
192	2321	14	Industrial	19,740	NZS/N	1	New Construction	47,968	0	48	New Construction	R6B	2	59,220	0	59	0	11
	2321	13	Residential	2,500	R6/N	1	New Construction	6,075	0	6	New Construction	R6B	2	7,500	0	8	0	2
				2,500	R6/N	0.4	New Construction	6,075	0	6	New Construction	R6B	2	7,500	0	8	0	2
195	2322	1	Industrial/Residential	5,000			—	0	0	12				15,000	0	16	0	4
196	2322	6	Industrial/Residential	12,500	M1-2/N	2.7	—	0	0	0	Conversion	M1-2/R6A	3	11,239	0	8	0	8
197	2322	28	Industrial/Residential	12,500	M1-2/N	2.56	—	0	0	0	Conversion	M1-2/R6A	3	10,656	0	8	0	8
	2322	10	Industrial	5,067	M1-2/N	1.48	—	0	0	0	New Construction	M1-2/R6A	3	15,201	0	15	0	15
	2322	11	Industrial/Residential	2,500	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8
	2322	30	Industrial	17,500	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A	3	52,500	0	53	0	53
				7,500	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A	3	22,500	0	23	0	23
198	2325	5	Industrial	32,567			—	0	0	0				97,701	0	99	0	99
200	2323	10	Industrial	10,183	M1-2/N	0.99	—	0	0	0	New Construction	M1-2/R6	2.2	22,403	0	22	0	22
	2323	9	Parking	5,800	M1-2/N	0.19	—	0	0	0	New Construction	M1-2/R6A/R6	3.00/2.43	15,950	0	16	0	16
				15,983			—	0	0	0				38,353	0	38	0	38
201	2325	5	Industrial	2,500	M3-1	0.91	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8
	2325	103	Vacant Lot	3,500	M3-1	0	—	0	0	0	New Construction	M1-2/R6A	3	10,500	0	11	0	11
	2325	4	Industrial	2,500	M3-1	1	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8
202	2325	12	Industrial	8,500			—	0	0	0				25,500	0	27	0	27
	2325	11	Residential	5,000	M3-1	1	—	0	0	0	New Construction	M1-2/R6B	2	10,000	0	10	0	10
	2325	11	Residential	2,500	M3-1	1	—	0	0	0	New Construction	M1-2/R6B	2	5,000	0	5	0	5
202	2325	26	Vacant Lot	7,500			—	0	0	0				15,000	0	15	0	15
	2325	24	Industrial	2,500	M3-1	0	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8
	2325	24	Industrial	2,500	M3-1	1.04	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8
	2325	25	Industrial	2,500	M3-1	1.15	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8
				7,500			—	0	0	0				22,500	0	24	0	24
202	2325	27	Vacant Lot	2,500	M3-1	0	New Construction	0	2,000	0	(see projected tables)	M1-2/R6A	3	0	0	0	0	0
202	2325	28	Vacant Lot	2,500	M3-1	0	New Construction	0	2,000	0		M1-2/R6A	3	0	0	0	0	0
202	2325	29	Industrial	2,500	M3-1	0.8	Conversion (Comm.)	0	2,500	0		M1-2/R6A	3	0	0	0	0	0

TABLE 1-2: POTENTIAL DEVELOPMENT SITES (Cont'd)

Site Number	Block	Tax Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	NO ACTION			WITH ACTION					INCREMENT		
							Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Potential Commercial Floor Area
203				7,500				0	6,500	0			0	0	0	0	0
	2325	31	Vacant Lot	2,500	M3-1	0	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	8
	2325	32	Residential	2,500	M3-1	1.05	Continued Residential	0	0	5	New Construction	M1-2/R6A	3	7,500	0	8	0
204				5,000				0	0	5				15,000	0	16	0
	2326	33	Industrial	1,250	M1-2	0.9	—	0	0	0	New Construction	M1-2/R6A	3	3,750	0	4	4
	2326	32	Residential/Commercial	2,200	M1-2	1.2	Continued Residential	0	0	2	New Construction	M1-2/R6A	3	6,600	0	7	0
	2326	34	Vacant Lot	3,750	M1-2	0	—	0	0	0	New Construction	M1-2/R6A	3	11,250	0	11	0
	2326	35	Residential	2,500	M1-2/N	1.28	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0
205				9,700				0	0	2				29,100	0	30	0
	2326	19	Industrial	13,333	M1-2	0.78	Comm. Conversion	0	10,000	0	— (see projected sites)	M1-2/R6B	2	0	0	0	0
	2326	17	Residential	2,500	M1-2	0.8	Continued Residential	0	0	4	New Construction	M1-2/R6B	2	5,000	0	5	0
	2326	18	Industrial	2,500	M1-2	1	—	0	0	0	— (see projected sites)	M1-2/R6B	2	0	0	0	0
206				18,333				0	10,000	4				5,000	0	5	0
207	2327	2	Industrial	10,495	R6(M1-2)/	1.07	Conv/New Const	25,503	0	26	Conv/New Const	M1-2/R6A	3	31,485	0	31	0
	2327	18	Residential	2,500	R6/N	0.96	New Construction	6,075	0	6	New Construction	R6B	2	5,000	0	5	0
	2327	16	Industrial	1,900	R6/N	1	New Construction	4,617	0	5	New Construction	R6B	2	3,800	0	4	0
	2327	17	Industrial	2,500	R6/N	0.98	New Construction	6,075	0	6	New Construction	R6B	2	5,000	0	5	0
209				6,900				16,767	0	17				13,800	0	14	0
	2327	34	Residential	2,117	R6(M1-2)/	1.18	Continued Residential	0	0	3	New Construction	M1-2/R6A	3	6,351	0	6	0
	2327	31	Residential	2,000	R6(M1-2)/	1.5	Continued Residential	0	0	3	New Construction	M1-2/R6A	3	6,000	0	6	0
	2327	19	Industrial	12,000	R6(M1-2)/	0.81	New Construction	29,160	0	29	New Construction	M1-2/R6A+	3.00/2.00	30,600	0	31	0
210				16,117				29,160	0	35				42,951	0	43	0
	2331	7	Residential	2,500	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6	2.2	5,500	0	6	0
	2331	8	Industrial	2,500	M1-2/N	0.75	—	0	0	0	New Construction	M1-2/R6	2.2	5,500	0	6	0
212				5,000				0	0	0				11,000	0	12	0
213	2331	42	Industrial/Residential	10,000	M1-2	2.45	—	0	0	0	Conversion	M1-2/R6	3.00/2.20	22,050	0	16	0
214	2333	1	Industrial	40,000	M3-1	1	—	0	0	0	New Construction	M1-2/R6A	3	120,000	0	120	0
	2334	23	Industrial	7,544	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	22,632	0	23	0
	2334	22	Vacant Building	2,492	M1-2	0.95	—	0	0	0	New Construction	M1-2/R6A	3	7,476	0	7	0
216				10,036				0	0	0				30,108	0	30	0
	2335	10	Vacant Building	4,000	R6(M1-2)/	0.99	New Construction	9,720	0	10	Conversion/New Const	M1-2/R6A	3	12,000	0	12	0
	2335	6	Commercial	4,000	R6(M1-2)/	0.38	New Construction	9,720	0	10	New Construction	M1-2/R6A	3	12,000	0	12	0
	2335	12	Residential	2,000	R6(M1-2)/	1.3	Continued Residential	0	0	4	New Construction	M1-2/R6A	3	6,000	0	6	0
217				10,000				19,440	0	24				30,000	0	30	0
219	2337	20	Industrial	6,990	R6/N	1	New Construction	16,986	0	17	New Construction	R6B	2	13,980	0	14	0
221	2339	7	Industrial	7,920	R6(M1-2)/	1	New Construction	19,246	0	19	New Construction	R6A/R6	3.00/2.43	17,424	0	17	0
222	2340	1	Industrial	214,329	M3-1	0.25	—	0	0	0	New Construction	R6/R8	4.3	921,615	0	922	0
223	2341	9	Industrial	54,850	M3-1	1.08	—	0	0	0	New Construction	M1-2/R6A	3	164,550	0	165	0
225	2342	16	Automotive	7,500	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	22,500	0	23	0
	2342	23	Industrial	6,200	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	18,600	0	19	0
	2342	26	Residential	2,408	M1-2	1.22	Continued Residential	0	0	3	New Construction	M1-2/R6A	3	7,224	0	7	0
226				8,608				0	0	3				25,824	0	26	0
	2343	18	Parking	2,500	R6/N	1	New Construction	6,075	0	6	New Construction	R6B	2	5,000	0	5	0
	2343	19	Residential	2,500	R6/N	0.9	New Construction	6,075	0	6	New Construction	R6B	2	5,000	0	5	0
228				5,000				12,150	0	12				10,000	0	10	0
229	2344	5	Industrial	13,750	M1-2/N	2.68	—	0	0	0	New Construction	M1-2/R6B	2	27,500	0	28	0
231	2344	25	Industrial	15,250	M1-2/N	0.98	—	0	0	0	New Construction	M1-2/R6B	2	30,500	0	31	0
232	2344	16	Industrial	5,792	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6B	2	11,584	0	12	0
233	2346	30	Industrial	11,325	N(M1-2/R6	1	—	0	0	0	New Construction	R6	2.2/3.0	31,937	0	32	0
234	2346	26	Automotive	5,944	M1-2/N	1.13	—	0	0	0	New Construction	R6	2.2/3.0	17,832	0	18	0
237	2350	2	Industrial	9,000	M1-2	0.39	—	0	0	0	New Construction	M1-2/R6A	3	27,000	0	27	0
238	2350	4	Industrial/Residential	27,000	M1-2	3.26	—	0	0	0	Conversion	M1-2/R6A	3	52,800	0	38	0
239	2350	24	Industrial	9,000	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	27,000	0	27	0
	2351	40	Industrial	15,140	M1-2	0.94	—	0	0	0	New Construction	M1-2/R6B	2	30,280	0	30	0
	2351	1	Industrial	10,492	M1-2	1	—	0	0	0	New Construction	M1-2/R6B	2	20,984	0	21	0
241				25,632				0	0	0				51,264	0	51	0
242	2351	28	Industrial	15,753	M1-2	0.86	—	0	0	0	New Construction	M1-2/R6B	2	31,506	0	32	0
243	2352	20	Industrial	7,500	M1-2	0	—	0	0	0	New Construction	M1-2/R6B	2	15,000	0	15	0
	2353	6	Vacant Lot	3,500	M1-2	0	—	0	0	0	New Construction	M1-2/R6	2.2	7,700	0	8	0
	2353	8	Vacant Lot	1,500	M1-2	0	—	0	0	0	New Construction	M1-2/R6	2.2	3,300	0	3	0
244				5,000				0	0	0				11,000	0	11	0
	2353	26	Industrial/Residential	3,968	M1-2	1.42	—	0	0	0	New Construction	M1-2/R6	3	11,904	0	12	0
	2353	13	Automotive	6,825	M1-2	0.5	—	0	0	0	New Construction	M1-2/R6	3	20,475	0	20	0
	2353	28	Industrial	1,014	M1-2	0.49	—	0	0	0	New Construction	M1-2/R6	3	3,042	0	3	0
245				11,807				0	0	0				35,421	0	35	0
	2357	4	Industrial	6,375	M3-1	1.03	—	0	0	0	New Construction	M1-2/R6A	3	19,125	0	19	0

TABLE 1-2: POTENTIAL DEVELOPMENT SITES (Cont'd)

Site Number	Block	Tax Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	NO ACTION			WITH ACTION					INCREMENT			
							Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Potential Commercial Floor Area	Potential Housing Units
246	2357	1	Industrial	16,600	M3-1	0.51	—	0	0	0	New Construction	M1-2/R6A	3	49,800	0	50	0	50
				22,975			—	0	0	0				68,925	0	69	0	69
247	2357	25	Industrial/Residential	10,000	M1-2	3.56	—	0	0	0	Conversion	M1-2/R6A	3	14,250	0	10	0	10
	2357	18	Vacant Lot	2,614	M3-1	0	—	0	0	0	New Construction	M1-2/R6A	3	7,842	0	8	0	8
	2357	20	Vacant Lot	2,093	M3-1	0	—	0	0	0	New Construction	M1-2/R6A	3	6,279	0	6	0	6
	2357	22	Industrial	4,508	M3-1	0.99	—	0	0	0	New Construction	M1-2/R6A	3	13,524	0	14	0	14
	2357	21	Vacant Lot	2,210	M3-1	0.07	—	0	0	0	New Construction	M1-2/R6A	3	6,630	0	7	0	7
	2357	24	Industrial	2,269	M3-1	1.21	—	0	0	0	New Construction	M1-2/R6A	3	6,807	0	7	0	7
				13,694			—	0	0	0				41,082	0	42	0	42
	2358	1	Commercial	4,600	M1-1	0.42	—	0	0	0	New Construction	M1-2/R6A	3	13,800	0	14	0	14
	2358	38	Vacant Lot	1,580	M1-1	0	—	0	0	0	New Construction	M1-2/R6A	3	4,740	0	5	0	5
				6,180			—	0	0	0				18,540	0	19	0	19
249	2358	4	Industrial	8,400	M1-1	1.14	—	0	0	0	New Construction	M1-2/R6A	3	25,200	0	25	0	25
	2358	36	Vacant Lot	2,113	M1-1	0	—	0	0	0	New Construction	M1-2/R6A	3	6,339	0	6	0	6
				10,513			—	0	0	0				31,539	0	31	0	31
	2358	29	Industrial	8,108	M1-1	1	—	0	0	0	New Construction	M1-2/R6A	3	24,324	0	24	0	24
	2358	6	Industrial	8,225	M1-1	1.07	—	0	0	0	New Construction	M1-2/R6A	3	24,675	0	25	0	25
	2358	31	Industrial	4,113	M1-1	1	—	0	0	0	New Construction	M1-2/R6A	3	12,339	0	12	0	12
				20,446			—	0	0	0				61,338	0	61	0	61
	2358	11	Industrial	5,925	M1-1	1	—	0	0	0	New Construction	M1-2/R6A	3	17,775	0	18	0	18
	2358	15	Industrial	1,940	M1-1	0.32	—	0	0	0	New Construction	M1-2/R6A	3	5,820	0	6	0	6
	2358	14	Industrial	1,954	M1-1	1.45	—	0	0	0	New Construction	M1-2/R6A	3	5,862	0	6	0	6
				9,819			—	0	0	0				29,457	0	30	0	30
253	2358	22	Industrial	5,550	M1-1	0.35	—	0	0	0	New Construction	M1-2/R6A	3	16,650	0	17	0	17
	2358	25	Industrial	3,938	M1-1	0.5	—	0	0	0	New Construction	M1-2/R6A	3	11,814	0	12	0	12
	2358	27	Vacant Lot	1,983	M1-1	0	—	0	0	0	New Construction	M1-2/R6A	3	5,949	0	6	0	6
	2358	24	Residential	1,940	M1-1	1.07	Continued Residential	0	0	3	New Construction	M1-2/R6A	3	5,820	0	6	0	3
	2358	28	Vacant Lot	1,998	M1-1	0	—	0	0	0	New Construction	M1-2/R6A	3	5,994	0	6	0	6
				9,859			—	0	0	3				29,577	0	30	0	27
	2363	3	Industrial	10,800	M3-1	0.95	—	0	0	0	New Construction	M1-2/R6A	3	32,400	0	32	0	32
	2363	2	Industrial	1,807	M3-1	0.39	—	0	0	0	New Construction	M1-2/R6A	3	5,421	0	5	0	5
				12,607			—	0	0	0				37,821	0	37	0	37
	2363	38	Industrial	4,758	M3-1	1	—	0	0	0	New Construction	M1-2/R6A	3	14,274	0	14	0	14
	2363	36	Vacant Lot	4,670	M3-1	0	—	0	0	0	New Construction	M1-2/R6A	3	14,010	0	14	0	14
				9,428			—	0	0	0				28,284	0	28	0	28
	2363	9	Industrial/Commercial	28,575	M3-1	1.18	—	0	0	0	New Construction	M1-2/R6A	3	85,725	0	86	0	86
	2363	28	Vacant Lot	2,322	M3-1	0	—	0	0	0	New Construction	M1-2/R6A	3	6,966	0	7	0	7
				30,897			—	0	0	0				92,691	0	93	0	93
	2363	26	Automotive/Industrial	4,200	M3-1	0.71	—	0	0	0	New Construction	M1-2/R6A	3	12,600	0	13	0	13
	2363	20	Vacant Lot	2,500	M3-1	0.12	—	0	0	0	New Construction	M1-2/R6A	3	7,500	0	8	0	8
				6,700			—	0	0	0				20,100	0	21	0	21
260	2366	1	Parking	7,950	M1-1	0	—	0	0	0	New Construction	M1-2/R6	2.2	17,490	0	17	0	17
261	2366	32	Industrial	13,867	M1-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	30,507	0	31	0	31
	2366	16	Industrial	2,811	M1-1	1.05	—	0	0	0	New Construction	M1-2/R6	3	8,433	0	8	0	8
	2366	21	Vacant Lot	5,822	M1-1	1	—	0	0	0	New Construction	M1-2/R6	3	17,466	0	17	0	17
				8,633			—	0	0	0				25,899	0	25	0	25
263	2367	7	Industrial/Residential	7,200	M1-1	2.11	—	0	0	0	Conversion	M1-2/R6	3	3,800	0	3	0	3
264	2367	15	Industrial	6,400	M1-1	0.43	—	0	0	0	New Construction	M1-2/R6	3	19,200	0	19	0	19
	2367	27	Vacant Lot	1,474	M1-1	0	—	0	0	0	New Construction	M1-2/R6	3	4,422	0	4	0	4
	2367	28	Automotive	7,000	M1-1	1	—	0	0	0	New Construction	M1-2/R6	3	21,000	0	21	0	21
				8,474			—	0	0	0				25,422	0	25	0	25
	2368	19	Automotive	3,413	M1-1	0.99	—	0	0	0	New Construction	M1-2/R6	3	10,239	0	10	0	10
	2368	18	Residential	2,255	M1-1	0.93	Continued Residential	0	0	3	New Construction	M1-2/R6	2.2	4,961	0	5	0	2
	2368	21	Automotive	989	M1-1	0	—	0	0	0	New Construction	M1-2/R6	3	2,967	0	3	0	3
	2368	22	Industrial	2,130	M1-1	0.61	—	0	0	0	New Construction	M1-2/R6	3	6,390	0	6	0	6
				8,787			—	0	0	3				24,557	0	24	0	21
	2368	31	Vacant Lot	1,465	M1-1	0	—	0	0	0	New Construction	M1-2/R6	2.2	3,223	0	3	0	3
	2368	32	Vacant Lot	1,685	M1-1	0	—	0	0	0	New Construction	M1-2/R6	2.2	3,707	0	4	0	4
	2368	34	Residential	2,288	M1-1	1.08	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2	5,033	0	5	0	3
	2368	33	Vacant Lot	2,325	M1-1	0	—	0	0	0	New Construction	M1-2/R6	2.2	5,115	0	5	0	5
				7,763			—	0	0	2				17,078	0	17	0	15
271	2369	14	Industrial	10,300	M1-1	0.82	—	0	0	0	New Construction	M1-2/R6	2.2/3.00	25,441	0	25	0	25
272	2369	19	Automotive	17,604	M1-1	0.09	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	49,995	0	50	0	50
273	2369	27	Industrial	5,800	M1-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	12,760	0	13	0	13
	2369	38	Vacant Lot	4,025	M1-1	0	—	0	0	0	New Construction	M1-2/R6	2.2	8,855	0	9	0	9
	2369	37	Vacant Lot	2,277	M1-1	0	—	0	0	0	New Construction	M1-2/R6	2.2	5,009	0	5	0	5

TABLE 1-2: POTENTIAL DEVELOPMENT SITES (Cont'd)

Site Number	Block	Tax Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	NO ACTION			WITH ACTION					INCREMENT			
							Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Potential Commercial Floor Area	Potential Housing Units
274				6,302									13,864	0	14	0	14	
275	2369	40	Industrial/Residential	20,313	M1-1	6.2	—	0	0	0	Conversion	M1-2/R6	2.2	100,800	0	73	0	73
	2371	3	Industrial	2,625	M1-1	1	—	0	0	0	New Construction	M1-2/R6	3	7,875	0	8	0	8
	2371	10	Automotive	21,000	M1-1	0.07	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	60,480	0	60	0	60
	2371	5	Industrial	11,016	M1-1	1	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	31,426	0	31	0	31
	2371	1	Industrial	3,017	M1-1	1	—	0	0	0	New Construction	M1-2/R6	3	9,051	0	9	0	9
276				37,658				0	0	0				108,832	0	108	0	108
	2371	40	Vacant Building*	4,400	M1-1	2.68	—	0	0	0	New Construction	M1-2/R6	2.2	9,680	0	10	0	10
	2371	42	Industrial	11,735	M1-1	0.96	—	0	0	0	New Construction	M1-2/R6	2.2	25,817	0	26	0	26
278				16,135				0	0	0				35,497	0	36	0	36
279	2371	48	Industrial/Residential	5,050	M1-1	3.96	—	0	0	0	Conversion	M1-2/R6	2.2	5,000	0	4	0	4
280	2372	1	Industrial	5,750	M1-1	1.09	—	0	0	0	New Construction	M1-2/R6	2.2	12,650	0	13	0	13
281	2372	5	Industrial	10,184	M1-1	0	—	0	0	0	New Construction	M1-2/R6	3	30,552	0	31	0	31
282	2372	9	Automotive	5,282	M1-1	0.31	—	0	0	0	New Construction	M1-2/R6	3	15,846	0	16	0	16
283	2374	1	Industrial	15,698	M1-1	1	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	43,954	0	44	0	44
284	2374	7	Vacant Building	14,150	M1-1	0	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	37,525	0	38	0	38
	2374	27	Industrial	1,169	M1-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	2,571	0	3	0	3
	2374	31	Industrial	7,500	M1-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	16,500	0	17	0	17
	2374	28	Industrial	2,793	M1-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	6,144	0	6	0	6
285				11,462				0	0	0				25,215	0	26	0	26
286	2375	1	Industrial	5,000	M1-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	11,000	0	11	0	11
287	2375	5	Industrial	7,500	M1-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	16,500	0	17	0	17
288	2375	10	Industrial	5,060	M1-1	0.99	—	0	0	0	New Construction	M1-2/R6	2.2	11,132	0	11	0	11
289	2375	12	Industrial	5,908	M1-1	1.02	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	16,150	0	16	0	16
290	2375	16	Industrial	15,000	M1-1	0.83	—	0	0	0	New Construction	M1-2/R6	3	45,000	0	45	0	45
291	2378	40	Commercial	4,650	M3-1	0.97	—	0	0	0	New Construction	M1-2/R6	2.2	10,230	0	10	0	10
	2378	3	Industrial	1,998	M3-1	0.99	—	0	0	0	New Construction	M1-2/R6A	3	5,994	0	6	0	6
	2378	2	Industrial	2,225	M3-1	1	—	0	0	0	New Construction	M1-2/R6A	3	6,675	0	7	0	7
	2378	1	Industrial	2,625	M3-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	5,775	0	6	0	6
292				6,848				0	0	0				18,444	0	19	0	19
293	2378	11	Industrial	15,800	M3-1	1.01	—	0	0	0	New Construction	M1-2/R6A	3	47,400	0	47	0	47
294	2378	14	Industrial	10,000	M3-1	1.04	—	0	0	0	New Construction	M1-2/R6A	3	30,000	0	30	0	30
	2378	21	Industrial	11,705	M3-1	1.02	—	0	0	0	Conversion/New Const	M1-2/R6A/R6	3.00/2.43	21,654	0	22	0	22
	2378	26	Industrial	4,105	M3-1	1	—	0	0	0	Conversion/New Const	M1-2/R6	2.2	4,926	0	5	0	5
295				15,810				0	0	0				26,580	0	27	0	27
	2378	29	Industrial	6,069	M3-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	13,352	0	13	0	13
	2378	32	Industrial	2,441	M3-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	5,370	0	5	0	5
296				8,510				0	0	0				18,722	0	18	0	18
	2378	35	Vacant Lot	3,131	M3-1	0	—	0	0	0	New Construction	M1-2/R6	2.2	6,888	0	7	0	7
	2378	36	Residential	3,200	M3-1	0.94	—	0	0	2	New Construction	M1-2/R6	2.2	7,040	0	7	0	5
297				6,331				0	0	2				13,928	0	14	0	12
	2379	42	Vacant Lot	2,083	M1-1	0	—	0	0	0	New Construction	R6A	3	6,249	0	6	0	6
	2379	44	Vacant Lot	1,331	M1-1	0	—	0	0	0	New Construction	R6A	3	3,993	0	4	0	4
	2379	43	Vacant Lot	2,080	M1-1	0	—	0	0	0	New Construction	R6A	3	6,240	0	6	0	6
298				5,494				0	0	0				16,482	0	16	0	16
	2379	9	Industrial	9,175	M1-1	1.14	—	0	0	0	New Construction	M1-2/R6A	3	27,525	0	28	0	28
	2379	8	Industrial	2,700	M1-1	1	—	0	0	0	New Construction	M1-2/R6A	3	8,100	0	8	0	8
299				11,875				0	0	0				35,625	0	36	0	36
	2379	12	Industrial	2,559	M1-1	0.98	—	0	0	0	New Construction	M1-2/R6A	3	7,677	0	8	0	8
	2379	13	Industrial	2,520	M1-1	0.99	—	0	0	0	New Construction	M1-2/R6A	3	7,560	0	8	0	8
300				5,079				0	0	0				15,237	0	16	0	16
	2379	16	Industrial	4,350	M1-1	0.99	—	0	0	0	New Construction	M1-2/R6A	3	13,050	0	13	0	13
	2379	19	Industrial	6,980	M1-1	0.97	—	0	0	0	New Construction	M1-2/R6A	3	20,940	0	21	0	21
301				11,330				0	0	0				33,990	0	34	0	34
	2379	27	Industrial	3,185	M1-1	1	—	0	0	0	New Construction	R6A	3	9,555	0	10	0	10
	2379	24	Industrial	5,058	M1-1	0.16	—	0	0	0	New Construction	M1-2/R6A	3	15,174	0	15	0	15
302				8,243				0	0	0				24,729	0	25	0	25
	2381	14	Vacant Lot	1,488	C8-2	0	—	0	0	0	New Construction	R6	2.2	3,274	0	3	0	3
	2381	16	Vacant Lot	5,373	C8-2	0	—	0	0	0	New Construction	R6	2.2	18,201	0	18	0	18
	2381	15	Vacant Lot	1,456	C8-2	0	—	0	0	0	New Construction	R6	2.2	3,203	0	3	0	3
303				8,317				0	0	0				24,678	0	24	0	24
304	2382	28	Vacant Building*	1,794	C8-2	1.52	—	0	0	0	Reactivation	R6	2.2	2,730	0	3	0	3
305	2384	8	Industrial	14,600	M1-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	32,120	0	32	0	32
	2384	25	Vacant Lot	1,600	C8-2	0	—	0	0	0	New Construction	R6	2.2	3,520	0	4	0	4
	2384	23	Vacant Lot	1,600	C8-2	0	—	0	0	0	New Construction	R6	2.2	3,520	0	4	0	4
	2384	22	Vacant Lot	2,500	C8-2	0	—	0	0	0	New Construction	R6	2.2	5,500	0	6	0	6

TABLE 1-2: POTENTIAL DEVELOPMENT SITES (Cont'd)

Site Number	Block	Tax Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	NO ACTION			WITH ACTION					INCREMENT			
							Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Potential Commercial Floor Area	Potential Housing Units
306	2384	24	Vacant Lot	1,800	C8-2	0	—	0	0	0	New Construction	R6	2.2	3,960	0	4	0	4
				7,500			—	0	0	0				16,500	0	18	0	18
				10,000	M1-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	22,000	0	22	0	22
307	2386	12	Industrial	5,200	M1-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	11,440	0	11	0	11
	2386	14	Industrial	4,800	M1-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	10,560	0	11	0	11
				20,000			—	0	0	0				44,000	0	44	0	44
310	2399	1	Automotive	18,250	M1-1	0.09	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	51,100	0	51	0	51
	2399	8	Automotive	4,313	M1-1	0.52	—	0	0	0	New Construction	M1-2/R6	3	12,939	0	13	0	13
				22,563			—	0	0	0				64,039	0	64	0	64
311	2411	1	Industrial	17,660	M1-1	0.21	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	49,448	0	49	0	49
	2411	12	Parking	3,200	M1-1	0	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	7,680	0	8	0	8
312	2390	15	Vacant Building	2,500	M3-1	2.4	—	0	0	0	Reactivation	M1-2/R6	2.2	6,000	0	6	0	6
313	2390	17	Vacant Lot	2,500	M3-1	0	—	0	0	0	New Construction	M1-2/R6	2.2	5,500	0	6	0	6
	2390	16	Vacant Lot	2,500	M3-1	0	—	0	0	0	New Construction	M1-2/R6	2.2	5,500	0	6	0	6
				5,000			—	0	0	0				11,000	0	12	0	12
315	2393	23	Residential	2,500	C8-2	1.05	Continued Residential	0	0	2	New Construction	R6	2.2	5,500	0	6	0	4
	2393	24	Vacant Lot	2,500	C8-2	0	—	0	0	0	New Construction	R6	2.2	5,500	0	6	0	6
				5,000			—	0	0	2				11,000	0	12	0	10
316	2404	5	Industrial	3,654	M1-1	0.69	—	0	0	0	New Construction	R6	2.2	8,039	0	8	0	8
	2404	1	Industrial	7,500	M1-1	0.99	—	0	0	0	New Construction	R6	2.2	16,500	0	17	0	17
				11,154			—	0	0	0				24,539	0	25	0	25
317	2416	8	Residential	3,750	M1-1	0.51	Continued Residential	0	0	2	New Construction	R6	2.2/3.00	8,250	0	8	0	6
	2416	7	Vacant Lot	1,875	M1-1	0	—	0	0	0	New Construction	R6	2.2/3.00	4,125	0	4	0	4
				5,625			—	0	0	2				12,375	0	12	0	10
318	2416	27	Vacant Lot	5,350	M1-1	0	—	0	0	0	New Construction	R6	2.2/3.0	11,770	0	12	0	12
319	2428	30	Industrial	4,500	M1-2	1	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	9,900	0	10	0	10
	2428	28	Industrial	1,500	M1-2	1	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	3,300	0	3	0	3
	2428	29	Industrial	1,500	M1-2	1	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	3,300	0	3	0	3
				7,500			—	0	0	0				16,500	0	16	0	16
321	2441	47	Vacant Lot	1,010	M1-2	0	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	2,222	0	2	0	2
	2441	41	Industrial	10,560	M1-2	1.09	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	23,232	0	23	0	23
				11,570			—	0	0	0				25,454	0	25	0	25
322	2441	12	Industrial	8,921	M1-2	1.06	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	19,626	0	20	0	20
323	2441	24	Industrial/Residential	9,450	M1-2	6	—	0	0	0	Conversion	M1-2/R6	2.2/3.0	9,469	0	7	0	7
324	2442	11	Industrial	11,883	M1-1	0.63	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	26,143	0	26	0	26
325	2442	21	Vacant Building	989	M1-1	2.41	—	0	0	0	Reactivation	M1-2/R6	2.2/3.0	2,387	0	2	0	2
326	2442	25	Industrial/Residential	11,000	M1-1	6.69	—	0	0	0	Conversion	M1-2/R6	2.2/3.0	55,166	0	40	0	40
327	2443	6	Industrial*	10,000	M1-1	1	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	22,000	0	22	0	22
	2443	37	Vacant Lot*	4,250	M1-1	0	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	9,350	0	9	0	9
	2443	41	Vacant Lot*	1,171	M1-1	0	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	2,576	0	3	0	3
				15,421			—	0	0	0				33,926	0	34	0	34
329	2443	23	Automotive	7,452	M1-1	0.16	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	16,394	0	16	0	16
330	2443	30	Industrial	4,269	M1-1	0.71	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	9,392	0	9	0	9
	2443	29	Industrial	2,722	M1-1	0.85	—	0	0	0	New Construction	M1-2/R6	2.2/3.0	5,988	0	6	0	6
				6,991			—	0	0	0				15,380	0	15	0	15
331	2444	4	Parking	2,300	M1-1	0	—	0	0	0	— (see projected sites)	M1-2/R6	2.2/3.0	0	0	0	0	0
	2444	2	Vacant Lot	2,300	M1-1	0	—	0	0	0	— (see projected sites)	M1-2/R6	2.2/3.0	0	0	0	0	0
	2444	5	Residential/Commercial	2,300	M1-1	1.1	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2/3.0	5,060	0	5	0	3
	2444	3	Vacant Lot	2,300	M1-1	0	—	0	0	0	— (see projected sites)	M1-2/R6	2.2/3.0	0	0	0	0	0
332	2444	11	Industrial/Residential	25,300	M1-1	1.83	—	0	0	0	Conversion	M1-2/R6	2.2/3.0	11,550	0	8	0	8
333	2444	28	Industrial/Residential	4,950	M1-1	5.58	—	0	0	0	Conversion	M1-2/R6	2.2/3.0	9,206	0	7	0	7
334	2446	68	Industrial/Residential	5,500	M1-1	2.88	—	0	0	0	Conversion	M1-2/R6	2.2/3.0	5,275	0	4	0	4
				4,899,547				876,660	73,500	979				14,855,993	0	14,707	0	13,728

* city-owned parcel

of the identified projected development sites, as well as other sites in the area (see Chapter 2, "Land Use, Zoning, and Public Policy" for details). Because of the scarcity of sites on which residential development would be possible as-of-right in the future without the proposed action, it is assumed herein that none of the units developed in the proposed action area in the future without the proposed action would be low-to-moderate-income units.

Scenario A

Absent the proposed action, it is projected that approximately 866 new housing units would be constructed, converted, or reactivated on 30 of the 76 projected development sites by the Analysis year of 2013, including several variances that have been approved for new residential units in areas where zoning does not currently permit new residential uses. Aside from approved variances, residential units anticipated to be developed in the future without the proposed action are located within the limited areas where zoning currently permits new residential development as-of-right. All projected residential units under future No-Action conditions are located on non-waterfront blocks. In addition, development could occur in the future without the proposed action on 87 of the 264 identified potential development sites as-of-right pursuant to existing zoning. Refer to Figures 1-6a and 1-6b for the projected and potential development sites identified in the future without the proposed action.

Small retail stores are permitted as-of-right in M1 and M3 districts, and within the M/R portion of the Special Northside Mixed Use District. In all zoning districts currently mapped in the proposed action area, buildings designed for non-residential use may be converted to retail use as-of-right provided they have not been vacant for more than two years. Absent the proposed action, a total of 68,500 square feet of commercial space are projected on five of the 76 identified projected development sites. Of this projected commercial space, 53,500 square feet would be created in industrial buildings that convert to commercial use. In addition, it is projected that a 15,000 square foot catering hall would be located on one waterfront site. Commercial/retail space could also be developed on ten of the identified potential development sites under no-action conditions (including five projected development sites that also have a potential commercial component).

Given these projections, when combined with existing uses expected to remain in the future without the proposed action in 2013, the 76 projected development sites under Scenario A are expected to have 866 dwelling units (DUs), and 83,462 sf of commercial/retail space, 1,294,281 sf of industrial/manufacturing/warehousing space, 642,686 sf of vehicle and open storage, 32,309 sf of automotive uses, 619,913 sf of floor area in vacant buildings, and 949,997 sf of vacant land (refer to Table 1-1).

Scenario B

This scenario assumes that a 1,100-megawatt power plant would be developed on the site of the Bayside Fuel facility (Block 2277, Lot 1) in the future without the proposed action. Apart from this development, this scenario would be identical to Scenario A in terms of development anticipated to occur on the other projected and potential development sites. Therefore, under Scenario B the 76 projected development sites are also expected to have 866 dwelling units (DUs), and 83,462 sf of commercial/retail space, 642,686 sf of vehicle and open storage, 32,309 sf of automotive uses, 619,913 sf of floor area in vacant buildings, and 949,997 sf of vacant land. However, as shown in Table 1-1, the power plant is estimated to increase the amount of industrial/manufacturing/warehousing space on the 76 projected development sites to approximately 1,422,001 sf under Scenario B (compared to 1,294,281 under Scenario A). As in Scenario A, development which could occur as-of-right pursuant to existing zoning was identified on 87 of the 264 potential development sites in the future without the proposed action.

The Future With the Proposed Action (With-Action Conditions)

In the future with the proposed action, it is anticipated that a total of approximately 8,257 dwelling units and approximately 337,160 square feet of local commercial/retail space would be developed on the 76 upland and waterfront projected development sites. Residential development would consist of new construction (approximately 7,465 units), and reactivation/loft conversion (approximately 792 units). As discussed below, 5,544 of these projected units would be located on waterfront sites, and the remaining 2,713 units would be located on upland sites. The analyses of the proposed action will be performed for a ten year period (Analysis year 2013).

The average net dwelling unit size for conversions is assumed to be 1,100 zoning square feet (1,375 gross square feet per unit), reflecting the type of units that result from converting the large floor plates characteristic of loft buildings in the area. New residential construction on non-waterfront sites is expected to consist primarily of 4- to 7-story buildings, in keeping with the character of existing buildings in the neighborhood. Waterfront sites are expected to develop with low-rise, 4- to 6-story buildings on the upland portions as well as taller, 15- to 35-story buildings near the waterfront. The average net dwelling unit size for new construction is assumed to be 900 zoning square feet (1,000 gross square feet per unit), a figure representative of new construction in the surrounding area. It is anticipated that developers would use Quality Housing provisions, which are mandated in R6A, R6B, and R7A districts and optional in R6 districts.

For non-waterfront sites, the projected new housing units were assigned to those sites considered most likely to be developed. The following criteria were used in the assignment of projected development sites:

- Conversion of loft buildings well suited to residential use is generally considered more likely in the near term than new construction.
- Sites located in areas containing high levels of residential activity -- the residential core of the Northside neighborhood, near the waterfront, near McCarren Park, and near the current Special Franklin Street Mixed Use District and adjoining residential areas -- are considered more likely to be developed.
- Larger sites in common ownership are considered more likely to be developed than smaller sites or those in divided ownership.
- Redevelopment of older industrial buildings is considered more likely than redevelopment of more modern facilities.

Following these criteria, 72 non-waterfront sites are identified as projected development sites, with a total of 2,713 new housing units projected under the proposed action. Four additional projected development sites are located on the waterfront. Three of these waterfront sites are projected to develop fully, with a total of 5,544 housing units. Of these units, 2,351 units are projected to develop on Site 3 in Greenpoint, 1,999 units are projected to develop on Site 56, and the remaining 1,194 units are projected on Site 199 in Williamsburg (refer to Figure 1-6 and Table 1-1). The fourth waterfront site (Site 211) would be mapped as park as part of the proposed action, with the entire site mapped under Scenario A, and only the portion of the site south of North 12th Street mapped as park in Scenario B.

Under the proposed R6, R6B, R6A, and R7A districts, and the proposed Special Mixed Use Districts containing these residential designations, some underbuilt residential buildings could enlarge where additional floor area is permitted under the proposed height limit. However, such enlargements have not occurred in recent years within portions of the proposed action area where they are permitted as-of-right. There are structural difficulties in adding floors to the older residential buildings in the proposed action area, and adding floors to occupied buildings is often unfeasible because of the disruption to existing

occupants. In addition, the height limits in R6B, R6A, and R7A districts constrain the possibility of adding additional floors to buildings. Therefore, residential enlargements are not considered likely to occur in the future with the proposed action.

Two sites (Sites 206 and 331) are identified in the action condition where residential development is projected and additional new residential construction is possible, and the amount of projected and potential development is calculated accordingly. In addition, there are six sites (Sites 26, 144, 174, 186, 203, and 206) that have a potential commercial component in the No-Action, and are projected for residential development in the future with the proposed action.

The proposed C1-4 and C2-4 district overlays and Special Mixed Use (MX) designations allow new retail establishments as-of-right. In addition, in the proposed residential districts (R6, R6B, R6A), nonconforming manufacturing and commercial uses may be converted to retail use as-of-right, and residential buildings originally constructed with ground-floor commercial space may reactivate those spaces for retail use. Some new residential developments in the proposed action area are expected to include ground-floor retail. In keeping with recent trends in the area, some low-rise industrial buildings are expected to convert to retail use.

In the future with the action, 152,160 square feet of retail space is expected to be created on non-waterfront sites, in new residential buildings and in industrial buildings that convert to commercial use. In addition, 185,000 square feet of retail space is projected to be developed on waterfront sites. 105,000 square feet of this retail space, including two supermarkets of approximately 25,000 and 40,000 sf, is projected along West Street and Kent Avenue on Sites 3, 56, and 199. The remaining 80,000 square feet of projected retail space includes three 10,000 square foot restaurants facing the waterfront one each on Sites 3, 56 and 199) and 50,000 square feet of retail space in commercial overlays along Green and North 6th Streets. The total amount of new retail space projected in the future with the action is 337,160 square feet.

A total of 264 sites, which include industrial and commercial buildings as well as vacant parcels and a few vacant or underbuilt residential buildings, were considered less likely to be developed within the foreseeable future, and were thus considered potential development sites (Table 1-2 lists all potential development sites). The potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognizes that a number of potential sites could be developed under the proposed action in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDs. The potential sites are therefore also addressed in the EIS for site-specific effects.

In addition to the 264 potential development sites, certain sites proposed for Special Mixed Use District (MX) designations qualify as potential sites for residential development but, based on site characteristics and recent neighborhood activity, are projected to convert to commercial use. For these six sites (Sites 32, 55, 102, 149, 207, and 295), the projected commercial use is included within the analysis of projected sites, and the remaining residential development potential which could be built on top of the converted commercial building is included within the analysis of potential sites. The residential potential for those eight sites is listed as potential development in Table 1-2.

Reasonable Worst-Case Development Scenario (RWCDs)

The 76 projected development sites currently have 122 DUs, 14,962 sf of commercial uses, 1,455,168 sf of industrial/manufacturing/warehousing space, 694,866 sf of vehicle and open storage, 43,609 sf of

automotive uses, 946,756 sf in vacant buildings, and 994,281 sf of vacant land. The RWCDs for Scenario A and Scenario B under No-Action and With-Action conditions is discussed below, and Table 1-3 provides a summary of the RWCDs for the 76 projected development sites for each scenario.

TABLE 1-3
Summary of RWCDs for Scenario A and Scenario B on Projected Development Sites ⁽¹⁾

USE	FUTURE NO-ACTION		FUTURE WITH-ACTION		NET INCREMENT	
	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B
Residential (DUs)	866	866	8,257	8,257	7,391	7,391
Commercial (SF)	83,462	83,462	337,160	337,160	253,698	253,698
Mapped Park (acres - upland only)	N.A.	N.A.	27.8	15.9	27.8	15.9
Industrial/Manufacturing (SF)	1,294,281	1,422,001	158,012	345,137	-1,136,269	-1,076,864
Vehicle & Open Storage (SF)	642,686	642,686	0	0	-642,686	-642,686
Automotive (SF)	32,309	32,309	7,433	7,433	-24,876	-24,876
Vacant Buildings (SF)	619,913	619,913	62,008	62,008	-557,905	-557,905
Vacant Land (SF)	949,997	949,997	0	394,233	-949,997	-555,764

⁽¹⁾ The RWCDs summary shown is for the 76 identified projected development sites only.

Scenario A

The Future Without the Proposed Action

In the future without the proposed action (No-Action), some as-of-right and variance development is expected to occur on these sites. The No-Action development program is expected to consist of 866 DUs, 83,462 sf of commercial/retail, 1,294,281 sf of industrial/manufacturing/warehousing space, 642,686 sf of vehicle and open storage, 32,309 sf of automotive uses, 619,913 sf in vacant buildings, and 949,997 sf of vacant land (refer to Table 1-1 and Table 1-3).

The Reasonable Worst-Case Development Scenario (RWCDs) identified by DCP for No-Action conditions identified potential development on 87 of the 264 potential development sites that could occur as-of-right pursuant to existing zoning in the future without the proposed action. However, these potential developments are considered less likely to occur under No-Action conditions, and are therefore considered only for site-specific effects, where applicable.

The Future With the Proposed Action

With the redevelopment of these 76 projected development sites, it is expected that most of the No-Action uses would be replaced, although in a few cases some No-Action uses would remain while development rights would be used for the rest of a site to maximize permitted as-of-right development.

Under this scenario, the new development in the future with the proposed action would consist of 8,257 DUs, and 337,160 sf of commercial/retail, in addition to a new park with a land area of approximately 27.8 acres extending from North 9th Street to the northern edge of Bushwick Inlet (this includes not just the increment compared to no-action conditions, but all development induced by the proposed action in this scenario). As shown in Table 1-3, the projected incremental (net) change that would result from the proposed action at the 76 projected development sites under Scenario A is 7,391 DUs. There would also

be 253,698 sf of local retail, a new park with approximately 27.8 acres of land area, -949,997 sf of vacant land, -642,686 sf of vehicle and open storage uses, -557,906 sf in vacant buildings, -1,136,269 sf of industrial/manufacturing/warehousing space, and -24,876 sf of automotive uses.

DCP has also identified 264 sites which were considered less likely to be developed within the foreseeable future, and were thus considered potential development sites. However, as discussed above, the analysis recognizes that a number of potential sites could be developed under the proposed action in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDS. The potential sites are therefore addressed in the EIS for site-specific effects.

Scenario B

The Future Without the Proposed Action

As with Scenario A, some as-of-right and variance development is expected to occur on projected development sites in the future without the proposed action (No-Action) under this scenario. In addition, Scenario B assumes that a 1,100 Megawatt power plant (with an estimated 187,125 sf) would be developed on the Bayside Fuel site under No-Action conditions and would continue to occupy the site in the future with the proposed action, and a smaller park would be developed.

As shown in Table 1-3, the No-Action development program for Scenario B would be identical to that under Scenario A, except that it would include slightly more industrial/manufacturing/warehousing space as a result of the power plant development. The No-Action development program under Scenario B is expected to consist of 866 DUs, 83,462 sf of commercial/retail, 1,422,001 sf of industrial/manufacturing/warehousing space, 642,686 sf of vehicle and open storage, 32,309 sf of automotive uses, 619,913 sf in vacant buildings, and 949,997 sf of vacant land (refer to Table 1-3).

As with Scenario A, the RWCDS identified by DCP for no-action conditions identified potential development on 87 of the 264 potential development sites that could occur as-of-right pursuant to existing zoning in the future without the proposed action. The No-Action development program on these 87 sites would be identical to that under Scenario A. However, as with Scenario A, these potential developments are considered only for site-specific analyses, where applicable.

The Future With the Proposed Action

As with Scenario A, the new development induced by the proposed action under Scenario B would consist of 8,257 DUs, and 337,160 sf of commercial/retail, but the new park would be smaller, with a land area of approximately 15.9 acres, and extending only from North 9th Street to the southern edge of North 12th Street. Moreover, under Scenario B, the 1,100 MW power plant assumed under No-Action conditions would continue to occupy the Bayside Fuel site in the future with the proposed action, and the area at the northern edge of Bushwick Inlet would continue to be vacant. As shown in Table 1-3, the projected incremental (net) change that would result from the proposed action at the 76 projected development sites under Scenario B is 7,391 DUs, 253,698 sf of local commercial/retail, a new park with approximately 15.9 acres of land area, -555,764 sf of vacant land, -642,686 sf of vehicle and open storage uses, -557,906 sf in vacant buildings, -1,076,864 sf of industrial/manufacturing/warehousing space, and -24,876 sf of automotive uses.

As with Scenario B, 264 potential development sites have been identified, which were considered less likely to be developed within the foreseeable future.

As noted earlier, the proposed action includes special regulations applicable in the WAP area, which would allow docks for water taxis (with capacity limited to 99 passengers) as a permitted use on the waterfront throughout the WAP area. Therefore, the development of a water taxi stop at the Green Street pier on the Greenpoint waterfront is projected in the RWCDs under both Scenario A and Scenario B. The service is not being proposed as part of the action, it is only being evaluated as part of the RWCDs. This service would supplement the other transportation resources available in the area, providing residents of the immediate area with water taxi service to other points on the East River and Hudson River waterfronts.

Based on data from the 2000 Census, the average household size was estimated for the proposed action area and an approximate ¼-mile radius around it. Based on 2000 Census data, the average household size in this area is 2.27 persons per household. Based on this ratio, the approximately 7,391 net new dwelling units projected for development by the Analysis year of 2013 are estimated to generate approximately 16,778 new residents.

E. REQUIRED APPROVALS

The proposed action requires City Planning Commission (CPC) and City Council approvals through the Uniform Land Use Review Procedure (ULURP), and includes the following:

- A zoning map amendment to change the zoning in the affected areas from M1-1, M1-2, M3-1, C8-1, C8-2, R6, R6/C1-3, Special Northside Mixed Use District and Special Franklin Street Mixed Use District designations to residential and mixed use districts. The upland areas would be rezoned to: R6, R6A, R6B, M1-2/R6, M1-2/R6A, M1-2/R6B, M1-2/R7A, R6/C1-4, R6A/C1-4, R6B/C1-4, R6/C2-4, R6A/C2-4, and R6B/C2-4, with commercial overlays proposed along Grand Street, Bedford Avenue, North 6th Street, Green Street, and Greenpoint Avenue. R6 and R8 districts are proposed on the waterfront, with commercial overlays on West Street, Kent Avenue, Commercial Street, and a portion of Franklin Street, and with zoning text changes establishing special bulk rules for this waterfront area. In addition, the proposal would rezone an area between McCarren Park and Kent Avenue/Franklin Street, as well as two blocks between Manhattan Avenue and the Pulaski Bridge, from M3-1 to M1-2. The zoning map amendment would affect approximately 184 blocks in the Williamsburg, Greenpoint, and Bushwick Inlet areas.
- Zoning text amendments to: (a) establish a Waterfront Access Plan (WAP) for the Greenpoint-Williamsburg waterfront between Manhattan Avenue and North 3rd Street, in order to provide for a coordinated network of waterfront open spaces; and (b) delete the Special Franklin Street and Special Northside Mixed Use Districts. The WAP would identify specific locations for required shore public walkways, upland connections, supplemental public access areas, and visual corridors. The WAP also modifies the underlying use and bulk regulations applicable within the area governed by the Greenpoint-Williamsburg Waterfront Access Plan, to encourage varied building heights, control tower dimensions, and ensure that new development respects adjacent neighborhood scale on the portions of blocks that adjoin to the upland.
- Amendments to the City Map to demap portions of several streets and map the resulting parcel as parkland. Two different scenarios will be analyzed in the EIS, as detailed below:

Scenario A: demap North 9th, North 10th, North 11th, and North 12th Streets, and a portion of Quay Street west of Kent Avenue, and map the resultant approximately 45.5-acre parcel between North 9th Street to the south and the northern edge of Bushwick Inlet to the north as park (see Figure 1-5). The proposed park in this scenario includes approximately 17.7 acres of land under water, for a net of 27.8 acres, including approximately 5.7 acres within street segments being demapped.

Scenario B: demap North 9th, North 10th, and North 11th Streets west of Kent Avenue, and map the resultant approximately 25.4-acre parcel encompassing the area between North 9th Street and the southern edge of North 12th Street as park (see Figure 1-5). The proposed park in this scenario includes approximately 9.5 acres of land under water, for a net of 15.9 acres, including approximately 3.5 acres within street segments being demapped.

These actions are also subject to the City Environmental Quality Review (CEQR) procedures. The ULURP and CEQR review processes are described as follows:

Uniform Land Use Review Procedure

The City's Uniform Land Use Review Procedure (ULURP), mandated by Sections 197-c and 197-d of the City Charter, is a City process specifically designed to allow public review of a proposed action at four levels: the Community Board (CB), the Borough President and (if applicable) Borough Board, the City Planning Commission, and the City Council. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months. For a zoning text amendment, a non-ULURP public review process, which does not follow the same time limits as ULURP, must be conducted. It is expected that the non-ULURP text amendment will move through the process simultaneously with the ULURP zoning map amendment.

The process begins with a certification by DCP that the ULURP application is complete, which includes satisfying CEQR requirements (refer to description below). The application is then forwarded to the CB. The CB has 60 days in which to review and discuss the proposal, hold public hearings, and adopt recommendations regarding the project. Once this step is complete, the Borough President reviews the application for up to 30 days. CPC then has 60 days to review the application, during which time a ULURP public hearing is held. Following the hearing, CPC may approve, approve with modifications, or disapprove the application. If a DEIS is in the public review process, its required public hearing may be held jointly with the ULURP hearing. Comments made at the DEIS public hearing (the record for commenting remains open for 10 days after the hearing to receive written comments) are incorporated into a Final Environmental Impact Statement (FEIS); the FEIS must be completed at least 10 days before CPC action.

CPC forwards the application to the City Council, which has 50 days to act on the application. If the Council proposes a modification to the action its clock stops for 15 days, providing time for a CPC determination on whether the modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the action as approved by CPC. Following the Council's vote, the Mayor has 5 days in which to veto the Council's action. The City Council may override the mayoral veto withing 10 days.

Environmental Review (CEQR)

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

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

Determination of Significance: The lead agency’s first charge is to determine whether the proposed action may have a significant adverse impact on the environment. To do so, it must prepare or have prepared an Environmental Assessment Statement (EAS). The proposed Greenpoint-Williamsburg Rezoning action was the subject of an EAS, which was completed on August 1, 2003. The CPC determined that the action may have a significant adverse impact on the environment and issued a Positive Declaration on 8 October, 2003, requiring that an Environmental Impact Statement (EIS) be prepared.

Scoping: Once the lead agency issues a Positive Declaration, it must then issue a draft scope of work for the ensuing EIS. A draft scope of work was issued on 8 October, 2003. “Scoping” or creating the scope of work, is the process of focusing the environmental impact analyses on the key issues that are to be studied. CEQR requires a public scoping meeting as part of the process. A public scoping session was held on 13 November, 2003. A final scope of work was issued on June 4, 2004.

Draft Environmental Impact Statement (DEIS): In accordance with the final scope of work, a DEIS was prepared. The lead agency reviews all aspects of the document, calling on other city agencies to help, as it deemed appropriate. Once the lead agency is satisfied that the DEIS is complete, it issues a Notice of Completion and circulates the DEIS for public review. Where a DEIS is required, it must be deemed complete before the ULURP application can also be found complete. The Notice of Completion for the DEIS was issued on October 4, 2004.

Public Review: Publication of the DEIS and issuance of the Notice of Completion signal the start of the public review period. During this time, which must extend for a minimum of 30 days, the public has the opportunity to review and comment on the DEIS either in writing or at the public hearing convened for the purpose of receiving such comments. As noted above, where the CEQR process is coordinated with another city process that requires a public hearing, such as ULURP, the hearings may be held jointly. In any event, the lead agency must publish a notice of the hearing at least 14 days before it takes place, and must accept written comments for at least 10 days following the close of the hearing. All substantive comments received at the hearing become part of the CEQR record and must be summarized and responded to in the FEIS. A public hearing on the DEIS was held on January 19, 2005, at NYC Technical College in Downtown Brooklyn, to afford all interested parties the opportunity to submit oral and/or written comments. The record remained open through January 29, 2005, to allow submission of additional written comments on the DEIS.

Final Environmental Impact Statement (FEIS): After the close of the public comment period for the DEIS, the lead agency prepares an FEIS. This FEIS has incorporated relevant comments made on the

DEIS either in a separate chapter (Chapter 27, “Response to Comments”) or in changes to the body of the text, graphics, and tables. Once the lead agency determines the FEIS is complete, it issues a Notice of Completion and circulates the FEIS. As previously noted, the FEIS must be issued (with the notice of completion) at least 10 days before the decision-maker (CPC) can act to approve the action.