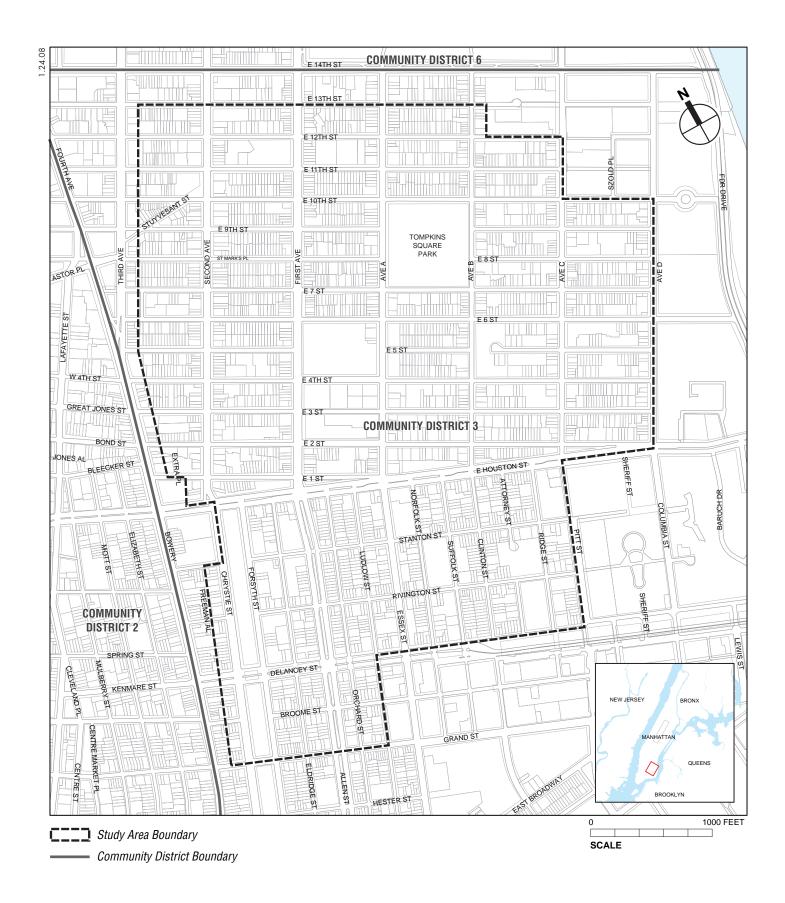
A. INTRODUCTION

The New York City Department of City Planning (DCP) on behalf of the City Planning Commission (CPC) as lead agency, and in conjunction with the New York City Department of Housing Preservation and Development (HPD), is proposing a number of actions, including zoning map and text amendments and the disposition of a City property, that are collectively referred to in this Final Environmental Impact Statement (FEIS) as the "proposed actions" or "proposed project." The area of the proposed actions (the "primary study area" or "rezoning area") is within Manhattan Community District 3 and is generally bounded by East 13th Street on the north; Avenue D to the east; East Houston Street, Delancey Street and Grand Street on the south; and the Bowery and Third Avenue on the west (see Figure 1-1). Under the proposed actions, the current zoning designations would be amended. In addition, HPD is proposing disposition of a City-owned property for the purposes of development, to facilitate the development of a residential project with ground-floor retail. It is the purpose of the proposed actions to preserve the low- to mid-rise character of the East Village and Lower East Side neighborhoods while focusing new development towards specific areas that are more suitable for new residential construction with incentives for affordable housing. Specifically, it is the objective of this proposal to:

- Protect the low- to mid-rise streetwall that characterizes much of the study area;
- Address the community's request for contextual rezoning;
- Reinforce use of several avenues as corridors for mixed retail/residential buildings;
- Provide opportunities for housing development and incentives for affordable housing along selected wide streets and major corridors; and
- Protect existing commercial uses in proposed R8B districts.

In order to assess the environmental impacts of the development that could occur under the proposed actions, DCP has developed a reasonable worst-case development scenario (RWCDS). This RWCDS identifies both projected and potential development sites that, for EIS analysis purposes, are assumed to be developed under the proposed actions. As defined by DCP, projected development sites are sites that are more likely to develop as a result of the proposed actions. DCP has also defined potential development sites, which are sites that could be developed but are assumed to have less development potential than the projected development sites. The RWCDS projects that the proposed actions could result in a net increase of 1,383 residential units (including 23 enlargements), 348 of which would be affordable, and a net decrease of 74,439 gross square feet of commercial space compared to conditions in the future without the proposed actions. With this proposal, development would be concentrated along the wider avenues and streets of the study area, such as Delancey Street and East Houston Street.

The RWCDS projects future conditions with the proposed zoning through an analysis year of 2017 and this EIS assesses the incremental differences between the future with and without the



proposed actions. This EIS will analyze the RWCDS on the projected development sites as a whole and assess development on the potential development sites for site-specific impacts. As the proposed actions would rezone a large area, development would be expected to occur over a number of years. Therefore, this EIS has an impact analysis year of 2017.

The FEIS analyzes a range of alternatives to the proposed actions, in addition to the proposed actions itself. Among the alternatives considered, the R7A/C6-3A with Inclusionary Alternative was developed largely in response to concerns expressed by Manhattan Community Board 3, elected officials, and members of the public, and is, therefore, under particularly active consideration by the lead agency, the CPC. The R7A/C6-3A with Inclusionary Alternative is described more fully and analyzed in Chapter 23, "Alternatives." Upon completion of the environmental review process, it is possible, in accordance with SEQRA and CEQR, that the CPC could select an alternative, rather than the proposed actions. Subsequent to the publication of the DEIS, the modified ULURP application [C 080397(A) ZMM and N 080398(A) ZRM] for the zoning map and text amendments which are analyzed in the R7A/C6-3A with Inclusionary Alternative were filed by the DCP on July 3, 2008, and are contained in Appendix A.

This 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 2001 *CEQR Technical Manual*. It contains this description of the proposed actions and their environmental setting; the short- and long-term environmental impacts of the proposed actions; the identification of any significant adverse environmental impacts; a discussion of alternatives to the proposed actions; any irreversible and irretrievable commitments of resources as a result of the proposed actions; and a description of any mitigation measures necessary to minimize significant adverse environmental impacts that could occur under the proposed actions. This set of proposed actions is also subject to the City's Uniform Land Use Review Procedure (ULURP). The CPC is the lead agency in this environmental review and ULURP process. The <u>Draft Environmental Impact Statement (DEIS)</u> and ULURP applications were certified as complete on May 5, 2008. Public hearings will be held by Manhattan Community Board 3, the Manhattan Borough President, CPC (<u>August 13, 2008</u>, <u>which was the date of the combined DEIS and ULURP public hearing</u>), and the City Council during the seven-month ULURP review process.

B. BACKGROUND TO THE PROPOSED ACTIONS

STUDY AREA HISTORY

The Lower East Side and the East Village—the latter of which originally grew as part of the Lower East Side's Eastern European community that expanded northward from the overcrowded streets south of Houston Street during the late 1800s—are longstanding residential communities comprised mostly of 19th century tenements with supporting institutional uses. At the turn of the 20th century, the Lower East Side was widely considered the most famous immigrant neighborhood in the United States, known for its bustling street-level commercial activity and its overcrowded and unsanitary tenement buildings. Attempts to improve living conditions included the introduction of "dumbbell" and "new law" tenements in 1878 and 1901, respectively, and the establishment of a number of settlement houses.

In the 1960s and 1970s, HPD and CPC deemed large tracts of land on the Lower East Side as appropriate for urban renewal under the City's Urban Renewal Law. Development in these

urban renewal areas has typically taken the form of multi-tower residential buildings on large superblocks along the East River from East 14th Street to as far south as the Manhattan Bridge.

Most buildings in the East Village, generally identified as the primary study area north of East Houston Street, date from the turn of the 20th century and originally housed churches, settlement houses, social clubs, and other institutional uses serving the immigrant community and have remained virtually unchanged through much of the 20th century. While many of these institutional uses evolved to meet the changing needs of the neighborhood population, overall, the character of the East Village east of Third Avenue remained unchanged until the mid-1970s. Although much of the East Village outwardly appears much as it did a hundred years ago, interior uses, particularly along Broadway, Lafayette Street, and Bowery, have changed considerably as former manufacturing loft buildings in this area were converted to both residential and commercial uses during the 1970s and into the early 1980s.

Recent development in the East Village and the Lower East Side neighborhoods has been primarily residential in nature, including construction of new buildings and renovations of existing structures. Other types of development include the expansion of the area's academic institutions and the construction of a number of new, large-scale hotels on the Lower East Side south of East Houston Street. Much of the area of the proposed rezoning retains its low- to mid-rise character.

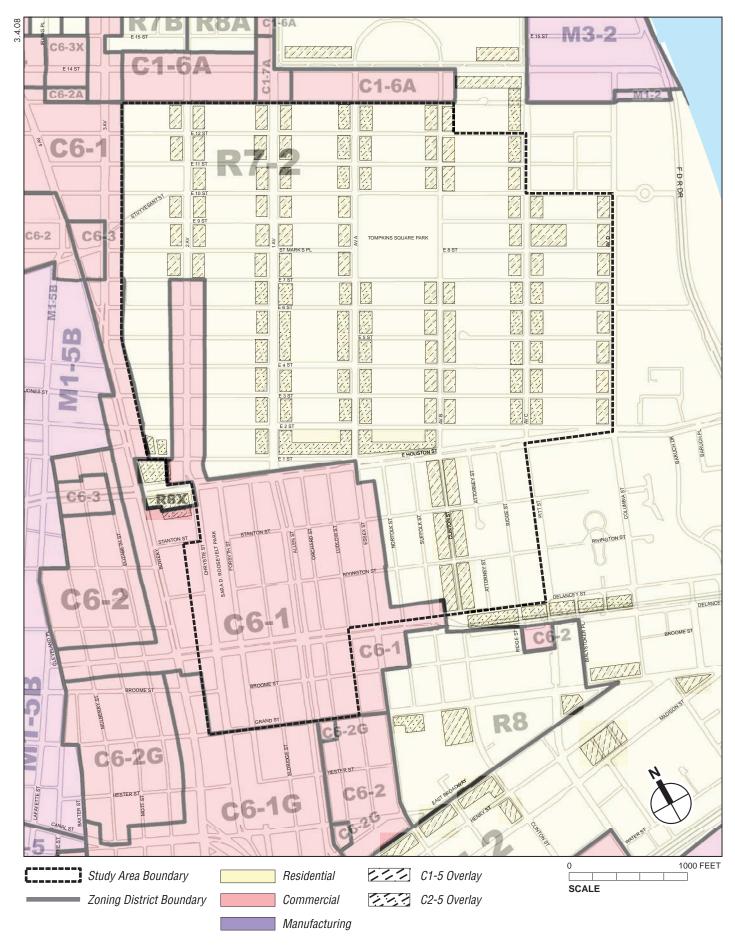
Current zoning in much of the primary study is outdated and does not contain mechanisms to ensure new development reflects the existing neighborhood character. Post-1961 amendments to the *Zoning Resolution* have provided new planning tools to address longstanding issues of harmonizing new development to existing context, most notably the use of contextual districts to restrict development to the appropriate scale and character in the surrounding neighborhoods.

EXISTING ZONING

The area of the proposed rezoning covers about 111 blocks of the East Village and Lower East Side neighborhoods in Manhattan Community District 3 (see Figure 1-2). Overall, the area is currently zoned for low- to medium-density residential and commercial uses. With the exception of a very small portion its northeast corner, the primary study area is currently zoned as it was in the 1961 *Zoning Resolution*.

Existing zoning in the area is predominately R7-2, which allows a maximum floor area ratio (FAR) of 3.44 for residential uses and 6.5 for community facilities. and no maximum building heights (only sky exposure plane restrictions). The southwestern portion of the study area is zoned C6-1, which has a maximum commercial FAR of 6. This zoning district also permits residential and community facility development up to 3.44 and 6.5 FAR, respectively (the same as R7-2 districts). Building heights in both R7-2 and C6-1 districts are governed by sky exposure planes and are thus dependent on zoning lot dimensions as opposed to maximum building height regulations. C1 and C2 overlays are mapped in the R7-2 district along the major north-south avenues and major east-west streets and permit commercial uses up to 2 FAR.

Under the existing R7-2 and C6-1 zoning, construction of non-contextual tower development is allowed without height limitation and has resulted in buildings that are inconsistent with the typical low- to mid-rise character of the neighborhood. Several out-of-scale 10- to 20-story tower developments are proposed or have been recently constructed in the primary study area, a stark contrast to the existing neighborhood character. At the same time, there is a need for new housing and affordable housing in both the East Village and the Lower East Side neighborhoods.



As described in greater detail below, the proposed actions seek to balance this housing need with the need to preserve the area's unique neighborhood character.

C. DESCRIPTION OF THE PROPOSED ACTIONS

OVERVIEW

As stated above, DCP is proposing zoning map amendments affecting all or portions of 111 blocks of the East Village and Lower East Side neighborhoods in Manhattan Community District 3. The proposed contextual zoning would provide for appropriately scaled development in these low- to mid-rise mixed-use neighborhoods. DCP is also proposing zoning text amendments to establishing incentives for the creation and preservation of affordable housing and to protect current ground-floor non-conforming—but legal—uses in existing R7-2 districts. In addition, HPD is proposing disposition of a City-owned property to facilitate the construction of a mixed-use development.

The rezoning area is generally bounded by East 13th Street on the north; Avenue D to the east; East Houston Street, Delancey Street and Grand Street on the south; and the Bowery and Third Avenue on the west. The proposed zoning map amendments would map contextual districts at densities appropriate to the existing land uses and built character of the area. Under the proposed actions, approximately 111 blocks of the East Village and Lower East Side neighborhoods currently zoned R7-2 and C6-1 would be rezoned to R7A, R7B, R8A, R8B, C4-4A, and C6-2A (see Figure 1-3). A new C2-5 commercial overlay would be mapped along Second Avenue between East 3rd Street and East 7th Street and would be consistent with the location of existing overlay districts along First Avenue, Avenue A, and Avenue C.\(^1\)

PROPOSED ZONING MAP AMENDMENTS

Described below are details for each of the existing and proposed zoning districts for the primary study area. Table 1-1 summarizes the City's zoning regulations under the existing and proposed conditions for the entire rezoning area. Because the primary study area is located within the Manhattan Core (as defined by the *Zoning Resolution*), off-street parking is not required.

RESIDENTIAL AVENUES NORTH OF AND MIDBLOCKS SOUTH OF EAST HOUSTON STREET – R7A

Under the proposed actions, approximately 23 percent of the rezoning area would be rezoned from R7-2 to R7A. About 90 blockfronts, along the avenues and north of East Houston Street, as well as portions of 17 blocks south of East Houston Street currently zoned R7-2 would be rezoned to an R7A district to reflect the prevailing mid-rise character of these areas. The Second Avenue blockfronts between East 3rd and East 7th Streets, currently C6-1, would also be rezoned to R7A. The R7A district designation permits residential and community facility uses up to 4 FAR and limits overall building height to 80 feet and street wall heights to 65 feet; base heights are required to be a minimum of 40 feet. New construction within the proposed R7A district would be required to line up with adjacent structures to maintain existing street wall characteristics.

¹ Subsequent to the publication of the DEIS, the modified ULURP application [C080397(A)ZMM and N080398(A)ZRM] for the zoning map and text amendments were filed by the DCP on July 3rd, 2008, and are contained in Appendix A.

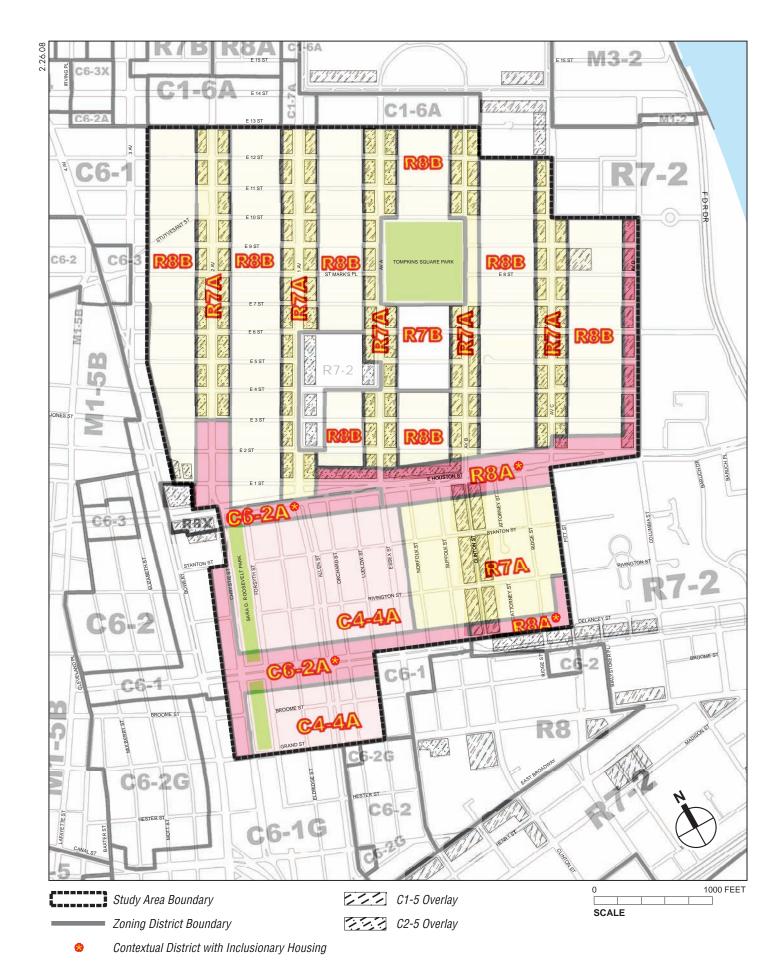


Table 1-1 Zoning Comparison

				Zoming Co	,p 442 15 0 11
		Maximum FAR			
Zoning District	Residential	Commercial	Community Facilities	Base Height (min/max) ¹	Building Height (max) ¹
Existing R7-2	3.44		6.5	Not required/60	N/A ²
Proposed R7A	4		4	40/65	80
Proposed R7B	3		3	40/60	75
Proposed R8A	5.4/7.2 ³		6.5	60/85	120
Proposed R8B	4		4	55/60	75
Proposed C2-5 overlay	N/A	2	N/A	N/A	N/A
Existing C6-1	3.44	6	6.5	Not required/85	N/A ²
Proposed C4-4A ⁴	4	4	4	40/65	80
Proposed C6-2A ⁵	5.4/7.2 ³	6	6.5	60/85	120

Notes:

- ¹ In feet.
- Governed by sky exposure plane regulations.
- The proposed text amendments would allow residential use to a maximum FAR of 5.4 without an affordable housing component; this maximum FAR would be increased to 7.2 with an affordable housing component.
- ⁴ R7A residential district equivalent.
- ⁵ R8A residential district equivalent.

Source: DCP, October 2007.

RESIDENTIAL MIDBLOCKS BETWEEN EAST 4TH STREET AND EAST 7TH STREET – R7B

Under the proposed actions, approximately 2 percent of the rezoning area would be rezoned from R7-2 to R7B. The midblock portions of three blocks south of Tompkins Square Park currently zoned R7-2 would be rezoned to an R7B district to reflect the prevailing low-scale character of these areas. The R7B district designation permits residential and community facility uses up to 3 FAR and limits overall building height to 75 feet and street wall heights to 60 feet; base heights are required to be a minimum of 40 feet. New construction within the proposed R7B district would be required to line up with adjacent structures to maintain existing street wall characteristics.

BLOCKFRONTS ON EAST HOUSTON STREET, AVENUE D, DELANCEY STREET, AND PITT STREET – R8A

Under the proposed actions, approximately 5 percent of the rezoning area would be rezoned from R7-2 to R8A. Portions of approximately 23 blockfronts, primarily along wide streets such as East Houston Street, Delancey Street, Avenue D, and Pitt Street, currently zoned R7-2 would be rezoned to an R8A district with inclusionary housing provisions. Under existing regulations, R8A districts allow a maximum residential FAR of 6.02. The proposed inclusionary housing amendment would reduce the maximum FAR for residential use in these districts to 5.4 for residential buildings that do not provide affordable units; however, the maximum residential FAR would increase to 7.2 FAR provided that 20 percent of residential floor area is used for units affordable to those earning up to 80 percent of the area median income (see discussion in "Inclusionary Housing Program" below). Community facility uses would be permitted up to 6.5 FAR (unaffected by the proposed zoning text amendment). The overall building heights would be limited to 120 feet and street wall heights to 85 feet; base heights are required to be a minimum of 60 feet. New construction within the proposed R8A districts would be required to line up with adjacent structures to maintain existing street wall characteristics.

RESIDENTIAL MIDBLOCKS NORTH OF EAST HOUSTON STREET - R8B

Under the proposed actions, approximately 43 percent of the rezoning area would be rezoned from R7-2 to R8B. The midblock portions of approximately 59 blocks currently zoned R7-2 would be rezoned to an R8B district to reflect the prevailing mid-rise character of these areas. The R8B district designation permits residential and community facility uses up to 4 FAR and limits overall building height to 75 feet and street wall heights to 60 feet; base heights are required to be a minimum of 40 feet. New construction within the proposed R8B district would be required to line up with adjacent structures to maintain existing street wall characteristics.

MIDBLOCKS FROM EAST HOUSTON STREET TO GRAND STREET, WEST OF ESSEX STREET – C4-4A

Under the proposed actions, approximately 11 percent of the rezoning area would be rezoned from C6-1 to C4-4A. Portions of approximately 26 blocks currently zoned C6-1 would be rezoned to a C4-4A district to reflect the prevailing mid-rise character of these areas. The C4-4A district designation permits residential, commercial, and community facility uses up to 4 FAR and limits overall building height to 80 feet and street wall heights to 65 feet; base heights are required to be a minimum of 40 feet. New construction within the proposed C4-4A district would be required to line up with adjacent structures to maintain existing street wall characteristics.

BLOCKFRONTS ON EAST HOUSTON STREET, SECOND AVENUE, DELANCEY STREET, AND CHRYSTIE STREET – C6-2A

Under the proposed actions, approximately 5 percent of the rezoning area would be rezoned from C6-1 to C6-2A. Portions of approximately 27 blockfronts, primarily along wide streets such as East Houston Street, Delancey Street, Chrystie Street and Second Avenue, currently zoned C6-1 would be rezoned to a C6-2A district. Under existing regulations, C6-2A districts allow a maximum residential FAR of 6.02. The proposed inclusionary housing amendment would reduce the maximum FAR for residential use in these districts to 5.4 for residential buildings that do not provide affordable units; however, the maximum residential FAR would increase to 7.2 FAR provided that 20 percent of residential floor area is used for units affordable to those earning up to 80 percent of the area median income (see discussion in "Inclusionary Housing Program" below). Commercial and community facility uses would be unaffected by the proposed text amendment and would continue to be permitted up to 6 and 6.5 FAR, respectively. Overall building heights would be limited to 120 feet and street wall heights to 85 feet; base heights are required to be a minimum of 60 feet. New construction within the proposed C6-2A districts would be required to line up with adjacent structures to maintain existing street wall characteristics.

C2-5 COMMERCIAL OVERLAY

Under the proposed actions, a C2-5 commercial overlay would be mapped over the rezoned blockfronts—from C6-1 to R7A—along Second Avenue between East 3rd and East 7th Streets. When mapped in R7A districts, C2-5 overlays permit commercial use up to 2 FAR and would be consistent with the location of existing overlay districts along Second Avenue to the north.

ZONING TEXT AMENDMENTS

INCLUSIONARY HOUSING PROGRAM

The proposed actions would apply the Inclusionary Housing program to the proposed R8A and C6-2A districts along the major transportation corridors throughout the primary study area, establishing incentives for the creation and preservation of affordable housing in conjunction with new development. Under the proposed Inclusionary Housing program, developments providing affordable housing are eligible for a floor area bonus, within contextual height and bulk regulations tailored to these areas.

R8A and C6-2A districts permit residential development up to 6.02 FAR. The proposed inclusionary housing amendment would reduce the maximum FAR for residential use in these districts to 5.4 for residential buildings that do not provide affordable units; however, the maximum residential FAR would increase to 7.2 FAR provided that 20 percent of residential floor area is used for units affordable to those earning up to 80 percent of the area median income. Affordable units can be provided either on the same site as the development earning the bonus, or off-site either through new construction or preservation of existing affordable units. Off-site affordable units must be located within Manhattan Community District 3 or within ½ mile of the compensated development.

NON-CONFORMING USES AND NON-COMPLYING BUILDINGS

To protect existing street-level commercial uses that currently exist as legal non-conforming uses in the R7-2 zoning districts, the proposed actions would include an additional text amendment to the *Zoning Resolution*, in Article V, Chapter 2, Non-Conforming Uses. Section 52-61, General Provisions, of that chapter excludes otherwise prohibited new ground-floor retail uses in R5, R6, and R7 zoning districts in Manhattan Community District 3, permitting such uses to be reactivated beyond the two-year discontinuance period described in the text. The proposed text change would extend the currently established regulations for qualifying uses in existing R7-2 districts to those same uses to R8B districts in Manhattan Community District 3; as such, existing non-conforming uses and spaces in the affected areas would be granted the same protections as they are today. There are currently no R8B districts in Manhattan Community District 3; R8B would be introduced to the primary study area as a result of the proposed actions.

Existing R7-2 districts, extensively mapped within the rezoning area, are among those cited in Section 52-61 of the *Zoning Resolution*. The proposed change, limited to the inclusion of "R8B districts in Manhattan Community District 3" in the full list of excluded districts, is consistent with the requirements as currently written. In the designated districts, "R5, R6, R7 and R8B districts in Manhattan Community District 3," as proposed in the amendment, non-conforming ground-floor or basement-level store uses in Use Group 6A, 6B, 6C, or 6F (excluding post offices, veterinary medicine for small animals, automobile supply stores, electrolysis studios and drive-in banks), in buildings designed for residential use, would be permitted to be re-activated or changed beyond the two-year discontinuance period. The proposed text amendment would maintain non-conforming use requirements and permissions as currently established for all sites rezoned to R8B.

PROPOSED HPD PROJECT

As part of the proposed actions, HPD is proposing disposition of a City-owned property located at 302 East 2nd Street (Block 372, Lot 49) within the primary study area. The proposed actions would facilitate the development of a residential building with ground-floor retail. The City-owned

site would be assembled with neighboring tax lots located at 5 Avenue D and 306-310 East 2nd Street (Block 372, Lots 43, 44, 47, and 48) and is listed in the RWCDS as Projected Development Site 167. The City-owned site is currently zoned R7-2 for residential use. The neighboring sites are zoned R7-2 (306 East 2nd Street) for residential use and R7-2/C1-5 (308 and 310 East 2nd Street and 5 Avenue D) for residential and commercial use. The proposed HPD-sponsored development would include 116 dwelling units, 23 of which would be affordable to low- to moderate-income households, and 7,844 square feet of ground-floor retail space. This development is expected to be complete in 2010 and analyzed in the 2017 build year.

D. REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

OVERVIEW

As stated above, the proposed actions are subject to CEQR, which requires the analysis of impacts from both the long- and short-term effects of proposed actions. For area-wide rezonings not associated with a specific development, the foreseeable future is generally considered to be a 10-year build-out period. This is assumed to be the length of time over which developers would act on the change in zoning and the effects of the proposed actions would be felt. Therefore for this EIS, the "Build" scenario identifies the amount, type, and location of development that is expected to occur by 2017 as a result of the above-described proposed actions. The future without the proposed actions, or "No Build" scenario, identifies development projections for 2017 absent the proposed actions. The incremental difference between the Build and No Build conditions serves as the basis for the environmental impact analyses presented in this EIS.

GENERAL CRITERIA FOR DETERMINING DEVELOPMENT SITES

To determine the RWCDS under the proposed actions, methodologies were employed following the 2001 *CEQR Technical Manual* guidelines, using reasonable build-out assumptions. These methodologies have been used to identify the amount and location of projected and potential future residential, commercial, and community facility growth. In determining the amount and location of new development, several factors were considered, including known development proposals, current market demands, past development trends, and DCP's "soft site" criteria (described below), for identifying likely development sites. Generally, for area-wide rezonings, which create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within a rezoning area. The first step in establishing the RWCDS for the proposed actions was to identify those sites where new development is reasonably be expected to occur.

Development sites selected based on the assumptions identified below were organized into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the foreseeable future because they are larger sites or are built to a relatively lower density. Potential development sites are less likely to be developed within a 10-year period because they are not as easily assembled

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¹ <u>The HPD proposal may be revised to include several additional tax lots than originally proposed, and could involve the transfer of air rights from adjacent lots. However, at the time of publication of this FEIS, no further information was known regarding such potential transfer; therefore, the RWCDS maintains the original assumptions for the HPD project and associated analysis.</u>

into single ownership, have an irregular shape, are in active use, reflect a significant amount of relatively recent renovation or alteration, or have some combination of these features.

In identifying the RWCDS, a general set of criteria was established used in determining development sites in the primary study area:

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

In addition to general criteria, area-specific criteria were used to identify projected development sites. Numerous factors were considered, including current and past development trends. The specific development site criteria are discussed below.

DEVELOPMENT SITE CRITERIA—NEW CONSTRUCTION

Under the RWCDS, development sites suitable for new construction were selected based on the following:

- 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 (including storage facilities) with three or fewer stories, or constructed to half or less of the proposed maximum residential FAR. The proposed R7A and C4-4A districts would permit a maximum FAR of 4, and the proposed R8A and C6-2A districts would permit a maximum FAR of 7.2 (with the full inclusionary housing bonus);
- Commercial or industrial loft buildings convertible to residential use. Many buildings of this type have been converted to residential uses throughout the city;
- Vacant residential buildings which could be reactivated under the proposed actions;
- Residential buildings constructed to half or less of the proposed residential FAR. In cases where the proposed actions created potential development on a site that is currently residential, the number of existing residential units is listed in the No Build scenario as "continued residential":
- Selected sites under ownership of the Roman Catholic Church. In the past year, the Roman Catholic Archdiocese of New York has closed, or signaled its intentions to close, a number of church, school and/or accessory parking sites throughout the city. Some of these properties within the primary study area could provide sites for new construction, redevelopment, or conversion to residential uses; and
- Board of Standards and Appeals (BSA) applications granted in the primary study area. For
 analysis purposes, it is assumed that residential development of these sites would proceed
 as-of-right under the proposed actions.

The following uses and types of buildings that meet these criteria were excluded from the development scenario because they are unlikely to be redeveloped as a result of the proposed actions:

• The sites of schools (public and private). All schools that meet the development criteria are built to near half the permitted FAR under the current zoning designation. They have not

been rebuilt or expanded despite the ability to do so, and it is unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these substantial community structures;

- The Delancey and Essex Municipal Parking Garage located just north of Delancey Street between Ludlow and Essex Streets and the municipal surface parking lot at the northwest corner of Eldridge and Stanton Streets;
- Buildings with six or more residential units that were built before 1974. These buildings are likely to be rent-stabilized and difficult to legally demolish due to tenant re-location requirements;
- Individual landmark buildings or buildings located within a historic district (and not calendared for designation as such by the New York City Landmarks Preservation Commission [LPC]);
- The sites of churches under ownership of the Roman Catholic Church (except as noted above) and other houses of worship;
- Community gardens;
- Condominium sites;
- Known development sites (of any size, currently under construction);
- Sites occupied by subsidized housing development and properties under the jurisdiction of the New York City Housing Authority (NYCHA);
- Sites occupied by U.S. Post Office facilities; and
- Sites occupied by New York Public Library (NYPL) facilities.

DEVELOPMENT SITE CRITERIA—ENLARGEMENTS

To address the possibility of building enlargements (including the expansion of rooftop or penthouse units) in the R7A and R8B districts, where maximum permitted FARs would increase slightly as a result of the proposed actions, this analysis examined a separate subset of sites with the capacity for such enlargement. Based on recent observed trends both within the rezoning area and in other, similarly-scaled areas of Manhattan, and due to the geographic size of the area being proposed for rezoning, it is reasonable to assume projected units on sites not already determined to be development sites as described above. Criteria were developed to identify sites where enlargements could reasonably be expected to occur as a result of the proposed actions and to conservatively estimate the number of additional dwelling units that could be added through enlargements, and include:

- Sites not designated as New York City Landmarks and not located within Historic Districts (as designated by the LPC);
- Sites not owned by the City of New York and not occupied by NYCHA;
- Selected house of worship sites;
- Sites built between 50 and 90 percent of the maximum residential FAR under the proposed zoning;
- Sites that have a lot width greater than 18 feet, with a 30-foot rear yard and where buildings have fewer than 5 stories and could be enlarged to 5 stories; the resulting enlargement would be 300 square feet;
- For sites in proposed R7A districts, an existing 6-story building with a 30-foot rear yard would be required to have a 10-foot setback to realize a 7th floor enlargement of 300 square feet; and

• For sites in proposed R8B districts, an existing 5-story building with a 30-foot rear yard would be required to have a 15-foot setback to realize a 6th floor enlargement of 300 square feet.

To achieve a reasonable estimate of future growth in the proposed R7A and R8B districts, past enlargement trends in areas of Manhattan where similar zoning changes were made were analyzed. In identifying these trends, it was estimated that 5 percent of sites meeting the above criteria were considered to be projected enlargement sites. Because it was considered less likely that enlargements would occur on the remaining 95 percent of the sites, these are considered to be potential enlargement sites. Using these ratios, 25 sites were determined to be projected enlargements.

NEW CONSTRUCTION DEVELOPMENT ASSUMPTIONS

To produce a reasonable conservative estimate of growth in the future with and without the proposed actions (Build and No Build conditions, respectively) and based on recent development trends, the RWCDS assumes that sites currently zoned to permit residential use would develop pursuant to current zoning in the future without the proposed actions. For sites zoned R7-2 with commercial overlays in the future without the proposed actions, it is assumed that developments would be constructed to 3.44 FAR, incorporating 0.85 FAR of commercial uses and 2.59 FAR of residential uses (see Table 1-2). Commercial uses would be located on a full-lot-coverage ground floor (with 0.15 FAR deducted from commercial use for residential lobbies and mechanical space). Setbacks of 60 or 85 feet are required, depending on whether sites front on narrow or wide streets. Sites currently zoned R7-2 and without commercial overlays would develop with residential uses only to 3.44 FAR. Sites currently zoned C6-1 are generally assumed to be developed to 3.44 FAR, incorporating 0.85 FAR of commercial uses at the ground floor, as in the R7-2 districts. It is estimated that one projected development site (4) and two potential development sites (199 and 206) in the C6-1 districts would be developed for commercial uses only to 6 FAR, as hotels. The new construction development assumptions for the No Build and Build Conditions are summarized in Table 1-2.

In the future without the proposed actions, sites that would be rezoned R7A or R8B with a C1-5 or C2-5 overlay, as well as those to be rezoned C4-4A, would develop to the maximum allowable 4 FAR with retail located on a full-lot-coverage ground floor (with 0.15 FAR deducted from commercial use for residential lobbies and mechanical space). Sites proposed R7A or R8B without an overlay would be developed to the maximum 4 FAR for residential uses only. Sites to be rezoned R8A with a C1-5 or C2-5 overlay, as well as those to be rezoned C6-2A, are assumed to develop to the maximum allowable 7.2 FAR (including the required affordable housing floor area), incorporating 0.85 FAR of commercial retail uses at the ground floor (with 0.15 FAR deducted from commercial use for residential lobbies and mechanical space). It is estimated that sites in the proposed R8A districts would be developed with residential use to the maximum allowable 7.2 FAR.

New buildings in both the future with and without the proposed actions would be configured with a 10- or 15-foot setback at the required height. Because of the rezoning area's location within the Manhattan Core, off-street parking spaces are not required, and with the exception of 17 sites (selected on the basis of a 100-unit count threshold), parking is not considered as part of the build-out analysis in either scenario. An average dwelling unit size of 1,000 square feet is assumed for each site in both scenarios.

Table 1-2 New Construction Development Assumptions—No Build and Build Conditions

Tiew com		Development Assun	_		Julia Collattions
Location	Existing Zoning	No Build Development Assumption ¹	Proposed Zoning	Build Development Assumption ¹	Increment
Delancey to East Houston Streets between Essex and Pitt Streets	R7-2	3.44 residential	R7A	4 residential	0.56 residential
Second Avenue, First Avenue, Avenue A, Avenue B, Avenue C, Clinton Street	R7-2/C1-5 R7-2/C2-5	2.59 residential 0.85 commercial	R7A/C1-5 R7A/C2-5	3.15 residential 0.85 commercial	0.56 residential
Midblocks from East 4th to East 7th Streets between Avenues A and B	R7-2	3.44 residential	R7B	3 residential	-0.44 residential
East Houston, Delancey, and Pitt Streets	R7-2	3.44 residential	R8A	7.2 residential	3.76 residential
East Houston Street, Avenue D, Delancey Street	R7-2/C1-5 R7-2/C2-5	2.59 residential 0.85 commercial	R8A/C1-5 R8A/C2-5	6.35 residential 0.85 commercial	3.76 residential
Midblocks north of East Houston Street between Avenues A and B, excluding blocks from East 4th to East 7th Streets	R7-2	3.44 residential	R8B	4 residential	0.56 residential
Midblock between Avenues C and D and East 8th and East 9th Streets	R7-2/C1-5	2.59 residential 0.85 commercial	R8B/C1-5	3.15 residential 0.85 commercial	0.56 residential
Second Avenue between East 3rd and East 7th Streets	C6-1	0.85 commercial 2.59 residential	R7A/C2-5	0.85 commercial 3.15 residential	0.56 residential
East Houston Street to Grand Street, excluding frontage on East Houston, Delancey, and Pitt Streets	C6-1	0.85 commercial 2.59 residential or 6 commercial for selected hotel sites ²	C4-4A	0.85 commercial 3.15 residential	0.56 residential or -5.15 commercial and (+)3.15 residential for selected hotel sites ²
East Houston Street, Second Avenue south of East 3rd Street, Delancey Street, and Chrystie Street	C6-1	0.85 commercial 2.59 residential or 6 commercial for selected hotel sites ²	C6-2A	0.85 commercial 6.35 residential	3.76 residential or -5.15 commercial and (+)6.35 residential for selected hotel sites ²

Notes:

Source: DCP, October 2007.

THE FUTURE WITHOUT THE PROPOSED ACTIONS CONDITION

In the future without the proposed actions (No Build), given the existing zoning and residential and commercial trends in the area, it is anticipated that the primary study area would experience rapid residential growth and modest commercial growth. Anticipated development on all of the projected and potential sites identified in the RWCDS in the future without the proposed actions is presented on Tables 1-3 and 1-4, respectively.

As discussed above, the RWCDS assumes that development would occur on sites that are underbuilt as per current zoning. It is anticipated that, in the future without the proposed actions, there would be approximately 2,290 residential units and 450,928 square feet of commercial space on projected development sites. This represents a net increase of approximately 2,234 residential units and an increase of 1,809,780 square feet of total floor area over the existing conditions.

THE FUTURE WITH THE PROPOSED ACTIONS CONDITION

The new land uses that are expected to result from the proposed actions would represent a continuation of current land use trends in a manner compatible with surrounding land uses. The

¹ Development expressed as FAR.

² Projected Development Site 4 and Potential Development Sites 199 and 206.

EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

	escription		pment Sites		Existing	g Conditions					No Build Con	ditions						Build (Conditions				Inc	crement		Parking	
																			•								
									Max.							Max.						Affordable					
Site	Block	1 44	Address	Lot Area	Number of Buildings	Bldg Area	Built DUs FAR	Existing Zoning	Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Proposed Zoning	Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
1	35		37 120 RIVINGTON STREET	1,500	1	1,500	0 1	C6-1	6	60	1,275	3,885	5,160	4	C4-4A	4.00	80	1,275	4,725	7,275	5	0	1	0	0	0	0
1	35	4	38 118 RIVINGTON STREET	1,500	1	1,497	0 1	C6-1	6	60	1,275	3,885	5,160	4	C4-4A	4.00	80	1,275	4,725	7,275	5	0	1	0	0	0	0
1 Tota	40	Ω	24 330 GRAND STREET	3,000 2,975	3	2,997 5,338	0 2	C6-1	6	60	2,550 2,529	7,770 7,705	10,320 10,234	8	C4-4A	4.00	80	2,550 2,529	9,450 9,371	14,550 14,429	9	0	2	0	0	0	0
2 Tota			24 330 OKAND STREET	2,975	,	5,338	0 2	CO-1		00	2,529	7,705	10,234	8	04-4A	4.00	00	2,529	9,371	14,429	9	0	2	0	0	0	0
3	40	8 :	26 328 GRAND STREET	1,715	1	2,854	0 2	C6-1	6	60	1,458	4,442	5,900	4	C4-4A	4.00	80	1,458	5,402	8,318	5	0	1	0	0	0	0
3 Tota	41	0	13 89 RIVINGTON STREET	1,715 7,653	1	2,854	0 1	C6-1	6	60	1,458 45,918	4,442 0	5,900 45,918	0	C4-4A	4.00	80	1,458 6,505	5,402 24,107	8,318 37,117	5 24	0	24	0	0	6	6
4	41		16 95 RIVINGTON STREET	2,500	2	5,352	1 2	C6-1	6	60	15,000	0	15,000	0	C4-4A	4.00	80	2,125	7,875	12,125	8	0	8	0	0	0	0
4 Tota				10,153		5,352	1				60,918	0	60,918	0				8,630	31,982	49,242	32	0	32	0	0	6	6
5 5 Tota	41	0	52 115 RIVINGTON STREET	1,474 1,474	1	2,800 2,800	0 2	C6-1	6	60	1,253 1,253	3,818 3,818	5,071 5,071	4	C4-4A	4.00	80	1,253 1,253	4,643 4,643	7,149 7,149	5	0	1	0	0	0	0
6	41	1	12 168 ORCHARD STREET	4,400	1	4,400	0 1	C6-1	6	60	3,740	11,396	15,136	11	C4-4A	4.00	80	3,740	13,860	21,340	14	0	2	0	0	0	0
6 Tota				4,400		4,400	0				3,740	11,396	15,136	11				3,740	13,860	21,340	14	0	2	0	0	0	0
7 7 Tot a	41	1	19 159 LUDLOW STREET	1,063 1,063	0	0	0 0	C6-1	6	60	904 904	2,753 2,753	3,657 3,657	3	C4-4A	4.00	80	904 904	3,348 3,348	5,156 5,156	3	0	1	0	0	0	0
8	41	1 .	41 136 LUDLOW STREET	2,003	1	1,900	0 1	C6-1	6	60	1,703	5,188	6,890	5	C4-4A	4.00	80	1,703	6,309	9,715	6	0	1	0	0	0	0
8 Tota				2,003		1,900	0				1,703	5,188	6,890	5				1,703	6,309	9,715	6	0	1	0	0	0	0
9 0 T ete	41	2	2 174 ORCHARD STREET	2,450	1	2,450	0 1	C6-1	6	60	2,083	6,346	8,428	6	C4-4A	4.00	80	2,083	7,718	11,883	8	0	1	0	0	0	0
9 Tota 10	41	2	12 194 ORCHARD STREET	2,450 2,305	1	2,450 2,308	0 1	C6-1	6	60	2,083 1,959	6,346 5,970	8,428 7,929	6	C4-4A	4.00	80	2,083 1,959	7,718 7,261	11,883 11,179	7	0	1	0	0	0	0
10 Tot	al			2,305		2,308	0				1,959	5,970	7,929	6				1,959	7,261	11,179	7	0	1	0	0	0	0
11 11 Tot	41	3	25 298 GRAND STREET	2,288 2,288	1	3,826 3,826	0 2	C6-1	6	60	1,945 1,945	5,926 5,926	7,871 7,871	6	C4-4A	4.00	80	1,945 1,945	7,207 7,207	11,097 11,097	7	0	1	0	0	0	0
12	41	3	26 294 GRAND STREET	4,411	1	7,317	0 2	C6-1	6	60	3,749	11,424	15,174	11	C4-4A	4.00	80	3,749	13,895	21,393	14	0	2	0	0	0	0
12 Tot				4,411		7,317	0				3,749	11,424	15,174	11				3,749	13,895	21,393	14	0	2	0	0	0	0
13	41	3	29 290 GRAND STREET	2,187	1	4,376	0 2	C6-1	6	60	1,859	5,664	7,523	6	C4-4A	4.00	80	1,859	6,889	10,607	7	0	1	0	0	0	0
13 Tot 14	41.	5	10 172 ELDRIDGE STREET	2,187 2,228	0	4,376	0 0	C6-1	6	60	1,859 1,894	5,664 5,771	7,523 7,664	6	C4-4A	4.00	80	1,859 1,894	6,889 7,018	10,607 10,806	7	0	1	0	0	0	0
14 Tot				2,228		0	0				1,894	5,771	7,664	6	4			1,894	7,018	10,806	7	0	1	0	0	0	0
15 15 T-1	41	5 :	23 143 ALLEN STREET	1,400	1	2,880	1 2	C6-1	6	60	1,190	3,626	4,816	4	C4-4A	4.00	80	1,190	4,410	6,790	4	0	1	0	0	0	0
15 Tot 16	41.	5	27 135 ALLEN STREET	1,400 4,085	1	2,880 6,816	0 2	C6-1	6	60	1,190 3,472	3,626 10,580	4,816 14,052	11	C4-4A	4.00	80	1,190 3,472	4,410 12,868	6,790 19,812	13	0	2	0	0	0	0
16 Tot				4,085		6,816	0				3,472	10,580	14,052	11	4			3,472	12,868	19,812	13	0	2	0	0	0	0
17	41	5	36 121 ALLEN STREET	2,204	0	0	0 0	C6-1	6	60	1,873	5,708	7,582	6	C4-4A	4.00	80	1,873	6,943	10,689	7	0	1	0	0	0	0
17 Tot 18	41	6 :	23 165 ALLEN STREET	2,204 1,984	1	4,067	0 2	C6-1	6	60	1,873 1,686	5,708 5,139	7,582 6,825	5	C4-4A	4.00	80	1,873 1,686	6,943 6,250	10,689 9,622	6	0	1	0	0	0	0
18 Tot				1,984		4,067	0				1,686	5,139	6,825	5				1,686	6,250	9,622	6	0	1	0	0	0	0
19	41	6	53 172 ALLEN STREET	2,644	1	5,294	0 2	C6-1	6	60	2,247	6,848	9,095	7	C4-4A	4.00	80	2,247	8,329	12,823	8	0	1	0	0	0	0
19 Tot 20	41	6	56 167 ORCHARD STREET	2,644 1,988	1	5,294 2,000	0 1	C6-1	6	60	2,247 1,690	6,848 5,149	9,095 6,839	5	C4-4A	4.00	80	2,247 1,690	8,329 6,262	12,823 9,642	6	0	1	0	0	0	0
20 Tot				1,988		2,000	0				1,690	5,149	6,839	5				1,690	6,262	9,642	6	0	1	0	0	0	0
21	41	6	58 163 ORCHARD STREET	2,319	1	4,600	0 2	C6-1	6	60	1,971	6,006	7,977	6	C4-4A	4.00	80	1,971	7,305	11,247	7	0	1	0	0	0	0
21 Tot 22	al <u>(1)</u> 41	7	64 181 ORCHARD STREET	2,319 2,221	1	4,600 1,900	0 1	C6-1	6	60	1,971 1,888	6,006 5,752	7,977 7,640	6	C4-4A	4.00	80	1,971 1,888	7,305 6,996	11,247 10,772	7	0	1	0	0	0	0
22 Tot	al			2,221		1,900	0				1,888	5,752	7,640	6				1,888	6,996	10,772	7	0	1	0	0	0	0
23 23 Tot	41	8	39 301 BROOME STREET	1,918	1	1,827	0 1	C6-1	6	60	1,630	4,968	6,598	5	C4-4A	4.00	80	1,630	6,042	9,302	6	0	1	0	0	0	0
23 Tot 24	41	8	51 286 GRAND STREET	1,918 1,461	1	1,827 2,922	0 2	C6-1	6	60	1,630 1,242	4,968 3,784	6,598 5,026	5 4	C4-4A	4.00	80	1,630 1,242	6,042 4,602	9,302 7,086	5	0	1	0	0	0	0
24	41	8	52 284 GRAND STREET	1,461	1	2,788	0 2	C6-1	6	60	1,242	3,784	5,026	4	C4-4A	4.00	80	1,242	4,602	7,086	5	0	1	0	0	0	0
24	41	8	53 282 GRAND STREET	1,461	1	1,990	0 1	C6-1	6	60	1,242	3,784	5,026	4	C4-4A	4.00	80	1,242	4,602	7,086	5	0	1	0	0	0	0
24 Tot 25	al 41	9	73 296 BROOME STREET	4,383 5,087	1	7,700 6,050	0 0 1	C6-1	6	60	3,726 4,324	11,352 13,175	15,078 17,499	11	C4-4A	4.00	80	3,726 4,324	13,806 16,024	21,258 24,672	14 16	0	3	0	0	0	0
25 Tot	al			5,087		6,050	0				4,324	13,175	17,499	13	Ŭ			4,324	16,024	24,672	16	0	3	0	0	0	Ö
	41	9	75 300 BROOME STREET	2,495	1	2,450	1 1	C6-1	6	60	2,121	6,462	8,583	6	C4-4A	4.00	80	2,121	7,859	12,101	8	0	1	0	0	0	0
26 Tot 27		1	60 57 STANTON STREET	2,495 2,112	2	2,450 2,311	2 1	C6-1	6	60	2,121 1,795	6,462 5,470	8,583 7,265	5	C4-4A	4.00	80	2,121 1,795	7,859 6,653	12,101 10,243	7	0	1	0	0	0	0
27 Tot	al			2,112		2,311	2				1,795	5,470	7,265	5	5771			1,795	6,653	10,243	7	0	1	0	0	0	0
28			42 204 FORSYTH STREET	2,467	1	6,540	0 3		6	60	2,097	6,390	8,486	6	C4-4A	4.00	80	2,097	7,771	11,965	8	0	1	0	0	0	0
28 28 Tot		2 -	43 206 FORSYTH STREET	2,500 4,967	0	0 6,540	0 0	C6-1	6	60	2,125 4,222	6,475 12,865	8,600 17,086	6 13	C4-4A	4.00	80	2,125 4,222	7,875 15,646	12,125 24,090	8 16	0	3	0	0	0	0
29		8	34 154 DELANCEY STREET	3,525	1	5,045	0 1	C6-1	6	60	2,996	9,130	12,126	9	C6-2A*	7.20	120	2,996	22,384	28,376	22	4	13	4	0	0	0
29 Tot	al			3,525		5,045	0				2,996	9,130	12,126	9				2,996	22,384	28,376	22	4	13	4	0	0	0
			n of the FEIS. DCP learned that this and the second second section of the FEIS. DCP learned that this are second s					technical a	naiyses in the F	EIS are con	servative in so fai	r as they consider	this site as a pro	pjected comr	nercial/resident	tial developme	ent site in the	e KWCDS.									
, icast	JUE OIL	upici	10, 140/36, 101 IIIIOIIIIation regalding	uic L-ucaigilatio	ii piuutaa da	on relates to tills t	one.																				

Table 1-3
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

			nent Sites						_							r								1				
Site De	criptio	n			Existing	Conditions						No Build Con	ditions						Build C	onditions				Inc	crement		Parking	
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Affordable Dwelling Units	DUs	Affordable DU:	Parking No s Build	Parking Build	Parking Increment
30	348	36	150 DELANCEY STREET	2,200	1	4,400	0	2	C6-1	6	60	1,870	5,698	7,568	6	C6-2A*	7.20	120	1,870	13,970	17,710	14	3	8	3	0	0	0
30 Tota				2,200		4,400	0					1,870	5,698	7,568	6				1,870	13,970	17,710	14	3	8	3	0	0	0
31	353	42	124 DELANCEY STREET	2,500	1	4,625	0	2	C6-1	6	60	2,125	6,475	8,600	6	C6-2A*	7.20	120	2,125	15,875	20,125	16	3	9	3	0	0	0
31 Tota 32	353	47	100 NORFOLK STREET	2,500 3,500	1	4,625 7,000	0	2	C6-1	6	60	2,125 2,975	6,475 35,941	8,600 38,916	6 36	C6-2A*	7.20	120	2,125 2,975	15,875 22,225	20,125 28,175	16 22	3	9 -14	4	0	0	0
32	353	_	140 DELANCEY STREET	12,520	2	20,000	0		C6-1	6	60	20,000	0	20,000	0	C6-2A*	7.20	120	10,642	79,502	100,786	80	16	80	16	6	16	10
32	353	79	138 DELANCEY STREET	2,508	1	5,682	0	2	C6-1	6	60	5,682	0	5,682	0	C6-2A*	7.20	120	2,132	15,926	20,189	16	3	16	3	0	0	0
32	353		136 DELANCEY STREET	1,595	1	5,558	0		C6-1	6	60	5,558	0	5,558	0	C6-2A*	7.20	120	1,356	10,128	12,840	10	2	10	2	0	0	0
32	353 353	_	132 DELANCEY STREET 134 DELANCEY STREET	1,153 1,153	1	4,700 2,300	0		C6-1 C6-1	6	60 60	4,700 2,300	0	4,700 2,300	0	C6-2A* C6-2A*	7.20 7.20	120 120	980 980	7,322 7,322	9,282 9,282	7	1	7	1 1	0	0	0
32 Tota		, 00	104 BEENINGET OTKEET	22,429		45,240	0		00 1		- 00	41,215	35,941	77,156	36	00 Z/(7.20	120	19,065	142,424	180,553	142	28	106	28	6	16	10
33	409	17	95 DELANCEY STREET	5,420	1	12,325	0	2	C6-1	6	60	4,607	14,038	18,645	14	C6-2A*	7.20	120	4,607	34,417	43,631	34	7	20	7	0	0	0
33 Tota			ALLUDI OW OTREET	5,420		12,325	0		00.4			4,607	14,038	18,645	14	00.014	7.00	100	4,607	34,417	43,631	34	7	20	7	0	0	0
34 34 Tota	409	20	91 LUDLOW STREET	4,437 4,437	2	6,000 6,000	0	1	C6-1	6	60	3,771 3,771	11,492 11,492	15,263 15,263	11 11	C6-2A*	7.20	120	3,771 3,771	28,175 28,175	35,718 35,718	28 28	6	17 17	6	0	0	0
35	410	32	90 DELANCEY STREET	2,094	1	3,800	0	2	C6-1	6	60	1,780	5,423	7,203	5	C6-2A*	7.20	120	1,780	13,297	16,857	13	3	8	3	0	0	0
35 Tota				2,094		3,800	0					1,780	5,423	7,203	5				1,780	13,297	16,857	13	3	8	3	0	0	0
36 Tete	410	33	88 DELANCEY STREET	2,062	1	3,900	0	2	C6-1	6	60	1,753	5,341	7,093	5	C6-2A*	7.20	120	1,753	13,094	16,599	13	3	8	3	0	0	0
36 Tota 37	410	34	86 DELANCEY STREET	2,062 2,437	1	3,900 4,800	0	2	C6-1	6	60	1,753 2,071	5,341 6,312	7,093 8,383	5 6	C6-2A*	7.20	120	1,753 2,071	13,094 15,475	16,599 19,618	13 15	3	8 9	3	0	0	0
37 Tota			OC DED WICE ! CINCE!	2,437		4,800	0	_	00 1		- 00	2,071	6,312	8,383	6	00 27	7.20	120	2,071	15,475	19,618	15	3	9	3	0	0	0
38	410	64	114 DELANCEY STREET	6,510	1	23,000	0	4	C6-1	6	60	5,534	16,861	22,394	17	C6-2A*	7.20	120	5,534	41,339	52,406	41	8	24	8	0	0	0
38 Tota		0.7	400 DELANOEV OTDEET	6,510		23,000	0		00.4		00	5,534	16,861	22,394	17	00.04*	7.00	400	5,534	41,339	52,406	41	8	24	8	0	0	0
39	410 410	_	108 DELANCEY STREET 106 DELANCEY STREET	2,220 1,875	1	9,600 5,625	0		C6-1 C6-1	6	60 60	1,887 1,594	5,750 4,856	7,637 6,450	6 5	C6-2A* C6-2A*	7.20 7.20	120 120	1,887 1,594	14,097 11,906	17,871 15,094	14 12	3	8 7	3 2	0	0	0
39	410		104 DELANCEY STREET	1,875	1	5,625	0		C6-1	6	60	1,594	4,856	6,450	5	C6-2A*	7.20	120	1,594	11,906	15,094	12	2	7	2	0	0	0
39 Tota				5,970		20,850	0					5,075	15,462	20,537	15				5,075	37,910	48,059	38	8	22	8	0	0	0
40	412		196 ORCHARD STREET	2,181	1	2,108	0		C6-1	6	60	1,854	5,649	7,503	6	C6-2A*	7.20	120	1,854	13,849	17,557	14	3	8	3	0	0	0
40	412 412		198 ORCHARD STREET 187 EAST HOUSTON STREET	3,805 3,100	1	3,780 3,100	0		C6-1 C6-1	6	60 60	3,234 2,635	9,855 8,029	13,089 10,664	10 8	C6-2A* C6-2A*	7.20 7.20	120 120	3,234 2,635	24,162 19,685	30,630 24,955	24 20	5 4	14 12	5 4	0	0	0
40 Tota			TOT ENOT FIGURE OF CITALET	9,086		8,988	0		00.		- 55	7,723	23,533	31,256	24	00 27	7.20	120	7,723	57,696	73,142	58	12	34	12	0	0	0
41	412	21	201 EAST HOUSTON STREET	10,000	1	9,310	0	1	C6-1	6	60	8,500	25,900	34,400	26	C6-2A*	7.20	120	8,500	63,500	80,500	64	13	38	13	5	13	8
41 Tota 42	417	1 12	152 EAST HOUSTON STREET	10,000 2,181	1	9,310 4,300	0	2	C6-1	6	60	8,500 1,854	25,900 5,649	34,400 7,503	26	C6-2A*	7.20	120	8,500 1,854	63,500 13,849	80,500 17,557	64 14	13	38 8	13	5	13 0	0
42 Tota	417	12	153 EAST HOUSTON STREET	2,181	'	4,300	0		C0-1	0	00	1,854	5,649	7,503	6	C0-2A	7.20	120	1,854	13,849	17,557	14	3	8	3	0	0	0
43	417	13	157 EAST HOUSTON STREET	1,848	1	3,648	0	2	C6-1	6	60	1,571	4,786	6,357	5	C6-2A*	7.20	120	1,571	11,735	14,876	12	2	7	2	0	0	0
43 Tota	100		A COURT OFFE	1,848		3,648	0		00.4		22	1,571	4,786	6,357	5	00.014	7.00	100	1,571	11,735	14,876	12	2	7	2	0	0	0
44 44 Tota	423	21	119 CHRYSTIE STREET	2,512 2,512	1	7,224 7,224	0	3	C6-1	6	60	2,135 2,135	6,506 6,506	8,641 8,641	7	C6-2A*	7.20	120	2,135 2,135	15,951 15,951	20,222	16 16	3	9	3	0	0	0
45	424	27	141 CHRYSTIE STREET	2,520	1	4,130	0	2	C6-1	6	60	2,142	6,527	8,669	7	C6-2A*	7.20	120	2,142	16,002	20,286	16	3	9	3	0	0	0
45 Tota				2,520		4,130	0					2,142	6,527	8,669	7				2,142	16,002	20,286	16	3	9	3	0	0	0
46	424	35	324 BROOME STREET	4,309	1	12,920	0	3	C6-1	6	60	3,663	11,160	14,823	11	C6-2A*	7.20	120	3,663	27,362	34,687	27	5	16	5	0	0	0
46 Tota 47	425	30	169 CHRYSTIE STREET	4,309 4,548	2	12,920 7,500	0	2	C6-1	6	60	3,663 3,866	11,160 11,779	14,823 15,645	11 12	C6-2A*	7.20	120	3,663 3,866	27,362 28,880	34,687 36,611	27 29	5 6	16 17	5 6	0	0	0
47 Tota				4,548		7,500	0					3,866	11,779	15,645	12				3,866	28,880	36,611	29	6	17	6	0	0	0
48	425	31	167 CHRYSTIE STREET	2,742	1	5,250	0	2	C6-1	6	60	2,331	7,102	9,432	7	C6-2A*	7.20	120	2,331	17,412	22,073	17	3	10	3	0	0	0
48 Tota 49	425	32	165 CHRYSTIE STREET	2,742 2,650	1	5,250 4,800	0	2	C6-1	6	60	2,331 2,253	7,102 6,864	9,432 9,116	7	C6-2A*	7.20	120	2,331 2,253	17,412 16,828	22,073 21,333	17 17	3	10 10	3	0	0	0
49 Tota		. 32	JINTONE ONCE	2,650		4,800	0		55-1	3	30	2,253	6,864	9,116	7	00-ZA	7.20	120	2,253	16,828	21,333	17	3	10	3	0	0	0
50	426	27	201 CHRYSTIE STREET	2,500	1	5,000	0	2	C6-1	6	60	2,125	6,475	8,600	6	C6-2A*	7.20	120	2,125	15,875	20,125	16	3	9	3	0	0	0
50 Tota	400		400 CUDVETIC OTREET	2,500	4	5,000	0	_	00.1		60	2,125	6,475	8,600	6	00.04+	7.00	400	2,125	15,875	20,125	16	3	9	3	0	0	0
51 Tota	426	28	199 CHRYSTIE STREET	2,500 2,500	1	7,500 7,500	0	3	C6-1	6	60	2,125 2,125	6,475 6,475	8,600 8,600	6	C6-2A*	7.20	120	2,125 2,125	15,875 15,875	20,125 20,125	16 16	3	9	3	0	0	0
52		33	189 CHRYSTIE STREET	2,499	1	4,230		2	C6-1	6	60	2,123	6,472	8,597	6	C6-2A*	7.20	120	2,123	15,869	20,123	16	3	9	3	0	0	0
52 Tota				2,499		4,230	0					2,124	6,472	8,597	6				2,124	15,869	20,117	16	3	9	3	0	0	0
53 53 Toto		35	183 CHRYSTIE STREET	4,875 4,875	1	9,600	0		C6-1	6	60	4,144	12,626	16,770	13	C6-2A*	7.20	120	4,144	30,956	39,244	31	6	18	6	0	0	0
53 Tota 54		38	16 RIVINGTON STREET	4,875 6,900	1	9,600 8,400	0		C6-1	6	60	4,144 5,865	12,626 17,871	16,770 23,736	13 18	C6-2A*	7.20	120	4,144 5,865	30,956 43,815	39,244 55,545	31 44	9	18 26	9	0	0	0
54 Tota				6,900	·	8,400	0	_			30	5,865	17,871	23,736	18				5,865	43,815	55,545	44	9	26	9	0	0	0
55			24 2 AVENUE	7,498	2	1,512	0		C6-1	6	60	6,373	19,420	25,793	19	C6-2A*	7.20	120	6,373	47,612	60,359	48	10	28	10	0	0	0
55 Tota 56			42 2 AVENUE	7,498 3,294	2	1,512 5,790	0		C6-1	6	60	6,373 2,800	19,420 8,531	25,793 11,331	19 9	C6-2A*	7.20	120	6,373 2,800	47,612 20,917	60,359 26,517	48 21	10 4	28 12	10	6	0 14	8
56			46 2 AVENUE	7,500	1	6,400	0		C6-1	6	60	6,375	19,425	25,800	19	C6-2A*	7.20	120	6,375	47,625	60,375	48	10	28	10	0	0	0
56 Tota				10,794		12,190	0					9,175	27,956	37,131	28				9,175	68,542	86,892	69	14	41	14	6	14	8
57 57 T ota		27	11 2 AVENUE	4,947	1	13,009			NZS	6	60	4,205	12,813	17,018	13	C6-2A*	7.20	120	4,205	31,413	39,823	31	6	19	6	0	0	0
57 Tota				4,947		13,009	0					4,205	12,813	17,018	13				4,205	31,413	39,823	31	6	19	6	0	0	0

Table 1-3
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

		-	nent Sites	1		0 110			1							ı							1					
Site De	criptio	on		-	Existing	g Conditions			-			No Build Con	ditions						Build C	onditions				Inc	rement		Parking	
Site No.	Block	Lot	Address	Lot Area	Number of Buildings	Bldg Area	DUs	Built FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
58	457	7 33	23 2 AVENUE	3,504	1	7,014	0	2	C6-1	6	60	2,978	9,075	12,054	9	C6-2A*	7.20	120	2,978	22,250	28,207	22	4	13	4	0	0	0
58 Tota	344	4 52	420 DIDOE CEDELE	3,504 6,720	0	7,014	0	0	D7 0	3	F0	2,978	9,075	12,054	9	D7A	4.00	90	2,978	22,250	28,207	22	4	13 4	4	0	0	0
59 59	344	_	138 RIDGE STREET STANTON STREET	2,680	0	0	0	0	R7-2 R7-2	3	50 50	0	23,117 9,219	23,117 9,219	23 9	R7A R7A	4.00	80 80	0	26,880 10,720	26,880 10,720	11	0	2	0	0	0	0
59 Tota				9,400		0	0			-		0	32,336	32,336	32				0	37,600	37,600	38	0	5	0	0	0	0
60	344		52 CLINTON STREET	7,500	1	5,930	0		R7-2	3	50	6,375	19,425	25,800	19	R7A	4.00	80	6,375	23,625	36,375	24	0	4	0	5	6	1
60 60 Tota	344	1 144	50 CLINTON STREET	2,500 10,000	1	2,425 8,355	0	1	R7-2	3	50	2,125 8,500	6,475 25,900	8,600 34,400	6 26	R7A	4.00	80	2,125 8,500	7,875 31,500	12,125 48,500	32	0	6	0	0 5	6	0
61	344	157	ATTORNEY STREET	1,390	0	0,333	0	0	R7-2	3	50	0	4,782	4,782	5	R7A	4.00	80	0	5,560	5,560	6	0	1	0	0	0	0
61 Tota				1,390		0	0					0	4,782	4,782	5				0	5,560	5,560	6	0	1	0	0	0	0
62 62 T -1-	345	5 1	148 ATTORNEY STREET	1,765	1	1,750	0	1	R7-2	3	50	0	6,072	6,072	6	R7A	4.00	80	0	7,060	7,060	7	0	1	0	0	0	0
62 Tota 63	345	5 2	152 ATTORNEY STREET	1,765 2,500	1	1,750 2,500	0	1	R7-2	3	50	0	6,072 8,600	6,072 8,600	9	R7A	4.00	80	0	7,060 10,000	7,060 10,000	10	0	1	0	0	0	0
63 Tota		_		2,500		2,500	0		=	-		0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
64	345	5 6	162 ATTORNEY STREET	2,500	1	2,500	0	1	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
64 Tota	345	5 7	164 ATTORNEY STREET	2,500 2,500	1	2,500 2,500	0	1	R7-2	3	50	0	8,600 8,600	8,600 8,600	9	R7A	4.00	80	0	10,000	10,000 10,000	10	0	1	0	0	0	0
65 Tota			TOT ATTOMINET STREET	2,500		2,500	0	<u> </u>	11/1-2	3	30	0	8,600	8,600	9	INTA	4.00	00	0	10,000	10,000	10	0	1	0	0	0	0
66	345	5 8	166 ATTORNEY STREET	2,500	0	0	0	0	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
66 Tota 67		200	140 DIDGE STREET	2,500 2,500	4	2.500	0	4	D7 0	3	FO	0	8,600	8,600	9	D7A	4.00	90	0	10,000	10,000	10	0	1	0	0	0	0
67 Tota	345	26	149 RIDGE STREET	2,500	1	2,500 2,500	0	1	R7-2	3	50	0	8,600 8,600	8,600 8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
68	345	5 27	147 RIDGE STREET	2,500	1	2,480	0	1	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
68 Tota				2,500		2,480	0					0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
69	345 345		196 STANTON STREET 192 STANTON STREET	5,500 2,500	1	5,500 1,250	0		R7-2 R7-2	3	50 50	0	18,920 8,600	18,920 8,600	19 9	R7A R7A	4.00 4.00	80 80	0	22,000 10,000	22,000 10,000	22 10	0	3	0	7	8	0
69	345	_	194 STANTON STREET	2,500	1	1,250	0		R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
69 Tota				10,500		8,000	0			-		0	36,120	36,120	36				0	42,000	42,000	42	0	6	0	7	8	1
70	348	3 46	80 CLINTON STREET	15,262	1	23,814	0		R7-2	3	50	12,973	39,529	52,501	40	R7A	4.00	80	12,973	48,075	74,021	48	0	9	0	8	10	2
70 Tota	348	8 64	95 ATTORNEY STREET	15,262 2,000	1	23,814 4,000	0		R7-2	3	50	12,973 0	39,529 6,880	52,501 6,880	7	R7A	4.00	80	12,973	48,075 8,000	74,021 8,000	48 8	0	9	0	8	10 0	0
71	348		91 ATTORNEY STREET	4,633	1	0	0		R7-2	3	50	0	15,938	15,938	16	R7A	4.00	80	0	18,532	18,532	19	0	3	0	0	0	0
71 Tota				6,633		4,000	0					0	22,818	22,818	23				0	26,532	26,532	27	0	4	0	0	0	0
72 72 T-1-	350) 4	170 SUFFOLK STREET	5,000	1	7,500	0	2	R7-2	3	50	0	17,200	17,200	17	R7A	4.00	80	0	20,000	20,000	20	0	3	0	0	0	0
72 Tota 73	350	38	32 CLINTON STREET	5,000 2,062	0	7,500 0	0	0	R7-2	3	50	0 1,753	17,200 5,341	17,200 7,093	17 5	R7A	4.00	80	0 1,753	20,000 6,495	20,000 10,001	20 6	0	3 1	0	0	0	0
73 Tota				2,062		0	0		=	-		1,753	5,341	7,093	5				1,753	6,495	10,001	6	0	1	0	0	0	0
74	350	68	ATTORNEY STREET	2,500	0	0	0	0	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
74 Tota 75	350	1 69	155 ATTORNEY STREET	2,500 5,000	1	5,000	0	1	R7-2	3	50	0	8,600 17,200	8,600 17,200	9 17	R7A	4.00	80	0	10,000 20,000	10,000 20,000	10 20	0	3	0	0	0	0
75 Tota		00	100 M TORNET OTKEET	5,000	·	5,000	0		10, 2		- 00	0	17,200	17,200	17	IXIX	4.00	00	0	20,000	20,000	20	0	3	0	0	0	0
76	350	71	153 ATTORNEY STREET	5,050	1	6,250	0	1	R7-2	3	50	0	17,372	17,372	17	R7A	4.00	80	0	20,200	20,200	20	0	3	0	0	0	0
76 Tota		72	447 ATTORNEY CTREET	5,050	1	6,250	0	1	D7.0	2	F0	0	17,372	17,372	17	D7A	4.00	90	0	20,200	20,200	20	0	3	0	0	0	0
77 77 Tot a	350	/3	147 ATTORNEY STREET	2,040 2,040	1	1,850 1,850	0	1	R7-2	3	50	0	7,018 7,018	7,018 7,018	7	R7A	4.00	80	0	8,160 8,160	8,160 8,160	8	0	1	0	0	0	0
78	353		119 NORFOLK STREET	1,000	1	2,400	3		R7-2	3	50	0	3,440	3,440	3	R7A	4.00	80	0	4,000	4,000	4	0	1	0	0	0	0
78	353			2,514	0	0	0		R7-2	3	50	0	8,648	8,648	9	R7A	4.00	80	0	10,056	10,056	10	0	1	0	0	0	0
78 78 Tota	353	30	NORFOLK STREET	2,658 6,172	0	2,400	3	0	R7-2	3	50	0	9,144 21,232	9,144 21,232	9 21	R7A	4.00	80	0	10,632 24,688	10,632 24,688	11 25	0	3	0	0	0	0
79 Tota	353	3 34	107 NORFOLK STREET	2,500	1	2,500	0	1	R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
79 Tota				2,500		2,500	0					0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
80	354		NORFOLK STREET	1,092	0	0	0	0	R7-2	3	50	0	3,756	3,756	4 7	R7A	4.00	80	0	4,368	4,368	4	0	1	0	0	0	0
80 Tota	354	1 19	NORFOLK STREET	2,066 3,158	0	0	0	0	R7-2	3	50	0	7,107 10,864	7,107 10,864	11	R7A	4.00	80	0	8,264 12,632	8,264 12,632	13	0	2	0	0	0	0
81		4 25	NORFOLK STREET	2,500	0	0	0		R7-2	3	50	0	8,600	8,600	9	R7A	4.00	80	0	10,000	10,000	10	0	1	0	0	0	0
81 Tota				2,500		0	0					0	8,600	8,600	9				0	10,000	10,000	10	0	1	0	0	0	0
		65	161 SUFFOLK STREET	5,000 5,000	1	7,500		2	R7-2	3	50	0	17,200	17,200 17,200	17	R7A	4.00	80	0	20,000	20,000	20	0	3	0	0	0	0
82 Tota 83		5 59	171 SUFFOLK STREET	4,600	0	7,500 0	0		R7-2	3	50	0	17,200 15,824	17,200 15,824	17 16	R7A	4.00	80	0	20,000 18,400	20,000 18,400	20 18	0	3	0	0	0	0
83 Tota				4,600		0	0					0	15,824	15,824	16				0	18,400	18,400	18	0	3	0	0	0	0
84		3 2	42 AVENUE C	11,733	2	16,364	0	1	R7-2	3	60	9,973	30,388	40,362	30	R7A	4.00	80	9,973	36,959	56,905	37	0	7	0	6	7	1
84 Tota 85	376	3 1	AVENUE C	11,733 1,179	0	16,364 0	0	0	R7-2	3	60	9,973 1,002	30,388 3,054	40,362 4,056	30	R7A	4.00	80	9,973 1,002	36,959 3,714	56,905 5,718	37 4	0	7	0	6	7	0
85	376		AVENUE C	1,179	0	0	0		R7-2	3	60	1,002	3,054	4,063	3	R7A	4.00	80	1,002	3,714	5,718	4	0	1	0	0	0	0
85 Tota				2,360		0	0	_				2,006	6,112	8,118	6				2,006	7,434	11,446	7	0	1	0	0	0	0
86 86 T-1-		63	701 EAST 6 STREET	2,108	1	4,185		2	R7-2	3	60	1,792	5,460	7,252	5	R7A	4.00	80	1,792	6,640	10,224	7	0	1	0	0	0	0
86 Tota				2,108		4,185	0					1,792	5,460	7,252	5				1,792	6,640	10,224	7	0	1	0	0	0	0

Table 1-3
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

Projected Development Sites Site Description		Existing	Conditions						No Build Cond	litions			l			Build Co	onditions				Inc	rement		Parking	
·																									
							Max.							Max.						Affordable					
Site No. Block Lot Address	Lot Area	Number of Buildings	Dida Araa		Built	Existing	Permitted FAR	Building	Commercial EA	Decidential EA	Total FA	Dila	Proposed Zoning	Permitted FAR	Building	Commercial FA	Residential FA	Total FA	Dila	Dwelling Units	Dila	Affordable DUs	Parking No Build		Parking
No. Block Lot Address 87 385 4 25 AVENUE B	2,087	Buildings	Bldg Area 1,750	0	FAR 1	Zoning R7-2	3	Height 60	Commercial FA 1,774	5,405	7,179	DUs 5	R7A	4.00	Height 80	1,774	6,574	10tal FA 10,122	DUs 7	0	DUs 1	0	0	Build 0	Increment 0
87 Total	2,087		1,750	0		107 2		00	1,774	5,405	7,179	5	KIN	4.00	00	1,774	6,574	10,122	7	0	1	0	0	0	0
88 387 33 69 AVENUE C	2,160	1	3,840	2	2	R7-2	3	60	1,836	5,594	7,430	6	R7A	4.00	80	1,836	6,804	10,476	7	0	1	0	0	0	0
88 Total 89 387 34 67 AVENUE C	2,160 2,160	1	3,840 3,050	0	1	R7-2	3	60	1,836 1,836	5,594 5,594	7,430 7,430	6	R7A	4.00	80	1,836 1,836	6,804 6,804	10,476 10,476	7	0	1	0	0	0	0
89 Total	2,160		3,050	0	_	17-2		00	1,836	5,594	7,430	6	IVA	4.00	00	1,836	6,804	10,476	7	0	1	0	0	0	0
90 390 1 111 AVENUE B	11,993	1	19,600	0	_	R7-2	3	60	0	41,256	41,256	41	R7A	4.00	80	0	47,972	47,972	48	0	7	0	9	11	2
90 390 105 119 AVENUE B 90 Total (2)	1,404 13,397	1	3,040 22,640	0	2	R7-2	3	60	0	4,830 46,086	4,830 46,086	5 46	R7A	4.00	80	0	5,616 53,588	5,616 53,588	6 54	0	1 8	0	9	0 11	2
91 390 39 227 EAST 7 STREET	1,950	1	950	0	0	R7-2	3	60	1,658	5,051	6,708	5	R7A	4.00	80	1,658	6,143	9,458	6	0	1	0	0	0	0
91 Total	1,950		950	0					1,658	5,051	6,708	5				1,658	6,143	9,458	6	0	1	0	0	0	0
92 391 7 139 AVENUE B 92 Total	5,057 5,057	1	8,307 8,307	0	2	R7-2	3	60	0	17,396 17,396	17,396 17,396	17 17	R7A	4.00	80	0	20,228 20,228	20,228	20	0	3	0	0	0	0
93 394 10 185 AVENUE B	8,467	1	16,333	0	2	R7-2	3	60	7,197	21,930	29,126	22	R7A	4.00	80	7,197	26,671	20,228 41,065	20 27	0	5	0	0	0	0
93 Total	8,467		16,333	0					7,197	21,930	29,126	22				7,197	26,671	41,065	27	0	5	0	0	0	0
94 394 36 654 EAST 12 STREET	3,853	1	4,500	0	1	R7-2	3	60	3,275	9,979	13,254	10	R7A	4.00	80	3,275	12,137	18,687	12	0	2	0	0	0	0
94 Total 95 398 34 26 AVENUE B	3,853 1,934	0	4,500 0	0	0	R7-2	3	60	3,275 1,644	9,979 5,009	13,254 6,653	10 5	R7A	4.00	80	3,275 1,644	12,137 6,092	18,687 9,380	12 6	0	1	0	0	0	0
95 Total	1,934		0	0				30	1,644	5,009	6,653	5				1,644	6,092	9,380	6	0	1	0	0	0	0
96 399 8 52 AVENUE A	11,540	1	11,500	0	1	R7-2	3	60	9,809	29,889	39,698	30	R7A	4.00	80	9,809	36,351	55,969	36	0	6	0	6	7	1
96 Total 97 399 28 238 EAST 4 STREET	11,540 2,212	1	11,500 2,208	0	1	R7-2	3	60	9,809 1,880	29,889 5,729	39,698 7,609	30 6	R7A	4.00	80	9,809 1,880	36,351 6,968	55,969 10,728	36 7	0	6 1	0	6	0	0
97 Total	2,212		2,208	0		2		30	1,880	5,729	7,609	6	.,,,,			1,880	6,968	10,728	7	0	1	0	0	0	0
98 406 29 548 EAST 13 STREET	1,274	1	1,162	0	1	R7-2	3	60	1,083	3,300	4,383	3	R7A	4.00	80	1,083	4,013	6,179	4	0	1	0	0	0	0
98 Total 99 406 36 202 AVENUE B	1,274 1,100	1	1,162 1,778	0	2	R7-2	3	60	1,083 935	3,300 2,849	4,383 3,784	3	R7A	4.00	80	1,083 935	4,013 3,465	6,179 5,335	3	0	1	0	0	0	0
99 Total	1,100		1,778	0		107 2		00	935	2,849	3,784	3	KIN	4.00	00	935	3,465	5,335	3	0	1	0	0	0	0
100 434 3 104 1 AVENUE	2,975	1	2,970	0	1	R7-2	3	60	2,529	7,705	10,234	8	R7A	4.00	80	2,529	9,371	14,429	9	0	2	0	0	0	0
100 Total 101 434 10 92 EAST 7 STREET	2,975 1,953	0	2,970 0	0	0	R7-2	3	60	2,529 1,660	7,705 5,058	10,234 6,718	8 5	R7A	4.00	80	2,529 1,660	9,371 6,152	14,429 9,472	6	0	2	0	0	0	0
101 434 10 92 EAST 7 STREET	1,953	U	0	0	U	R7-2	3	60	1,660	5,058	6,718	5	K/A	4.00	80	1,660	6,152	9,472	6	0	1	0	0	0	0
102 438 10 404 EAST 11 STREET	2,369	2	5,704	1	2	R7-2	3	60	2,014	6,136	8,149	6	R7A	4.00	80	2,014	7,462	11,490	7	0	1	0	0	0	0
102 Total	2,369	4	5,704	1		D7.0		00	2,014	6,136	8,149	6	D74	4.00	00	2,014	7,462	11,490	7	0	1	0	0	0	0
103 439 27 440 EAST 12 STREET 103 439 31 185 AVENUE A	1,695 5,000	0	5,520 0	0	0	R7-2 R7-2	3	60 60	1,441 4,250	4,390 12,950	5,831 17,200	13	R7A R7A	4.00 4.00	80 80	1,441 4,250	5,339 15,750	8,221 24,250	5 16	0	3	0	0	0	0
103 439 33 183 AVENUE A	2,500	0	0	0	0	R7-2	3	60	2,125	6,475	8,600	6	R7A	4.00	80	2,125	7,875	12,125	8	0	1	0	0	0	0
103 439 34 439 AVENUE A	7,500	0	0	0	0	R7-2	3	60	6,375	19,425	25,800	19	R7A	4.00	80	6,375	23,625	36,375	24	0	4	0	9	11	2
103 Total 104 444 42 33 1 AVENUE	16,695 2,900	1	5,520 5,120	0	2	R7-2	3	60	14,191 2,465	43,240 7,511	57,431 9,976	43 8	R7A	4.00	80	14,191 2,465	52,589 9,135	80,971 14,065	53 9	0	9	0	9	11 0	0
104 Total	2,900		5,120	0	_	10. 2		00	2,465	7,511	9,976	8	1071	1.00	00	2,465	9,135	14,065	9	0	2	0	0	0	0
105 446 29 79 1 AVENUE	7,200	1	7,200	0	1	R7-2	3	60	6,120	18,648	24,768	19	R7A	4.00	80	6,120	22,680	34,920	23	0	4	0	0	0	0
105 Total 106 447 32 89 1 AVENUE	7,200 2,425	0	7,200 0	0	0	R7-2	3	60	6,120 2,061	18,648 6,281	24,768 8,342	19 6	R7A	4.00	80	6,120 2,061	22,680 7,639	34,920 11,761	23 8	0	1	0	0	0	0
106 Total	2,425		0	0		2		30	2,061	6,281	8,342	6			50	2,061	7,639	11,761	8	0	1	0	0	0	0
107 449 5 126 2 AVENUE	3,334	1	6,588	0	2	R7-2	3	60	2,834	8,635	11,469	9	R7A	4.00	80	2,834	10,502	16,170	11	0	2	0	0	0	0
107 Total 108 452 33 171 1 AVENUE	3,334 2,317	1	6,588 10,425	4	5	R7-2	3	60	2,834 1,969	8,635 6,001	7,970	9	R7A	4.00	80	2,834 1,969	10,502 7,299	16,170 11,237	7	0	1	0	0	0	0
108 452 34 169 1 AVENUE	2,317	1	3,680	2		R7-2	3	60	1,969	6,001	7,970	6	R7A	4.00	80	1,969	7,299	11,237	7	0	1	0	0	0	0
108 Total	4,634		14,105	6				_	3,939	12,002	15,941	12	_			3,939	14,597	22,475	15	0	3	0	0	0	0
109 465 53 149 2 AVENUE	4,104 4,104	1	7,743 7,743	2	2	R7-2	3	60	3,488 3,488	10,629 10,629	14,118 14,118	11	R7A	4.00	80	3,488 3,488	12,928 12,928	19,904 19,904	13	0	2	0	0	0	0
110 372 31 316 EAST 3 STREET	1,688	1	2,700	4	2	R7-2	3	60	0	5,807	5,807	6	R8B	4.00	60	0	6,752	6,752	7	0	1	0	0	0	0
110 372 32 EAST 3 STREET	4,058	0	0	0	0	R7-2	3	60	3,449	10,510	13,960	11	R8B	4.00	60	3,449	12,783	19,681	13	0	2	0	0	0	0
110 Total 111 373 16 326 EAST 4 STREET	5,746 2,204	1	2,700	4	2	R7-2	3	60	3,449 0	16,317 7,582	19,766	16	R8B	4.00	60	3,449	19,535 8,816	26,433	20	0	3	0	0	0	0
111 373 16 326 EAST 4 STREET 111 373 17 328 EAST 4 STREET	2,204	1	3,921 3,372	3		R7-2 R7-2	3	60 60	0	7,582 7,582	7,582 7,582	8	R8B	4.00	60 60	0	8,816 8,816	8,816 8,816	9	0	1	0	0	0	0
111 Total	4,408		7,293	7					0	15,164	15,164	15				0	17,632	17,632	18	0	2	0	0	0	0
112 374 31 EAST 5 STREET	2,116	0	0	0	0	R7-2	3	60	0	7,279	7,279	7	R8B	4.00	60	0	8,464	8,464	8	0	1	0	0	0	0
112 Total 113 374 47 345 EAST 4 STREET	2,116 2,308	1	0 3,496	0	2	R7-2	3	60	0	7,279 7,940	7,279 7,940	7 8	R8B	4.00	60	0	8,464 9,232	9,232	9	0	1	0	0	0	0
113 Total	2,308		3,496	0					0	7,940	7,940	8				0	9,232	9,232	9	0	1	0	0	0	0
114 376 44 725 EAST 6 STREET	18,543	1	7,810	0	0	R7-2	3	60	0	63,788	63,788	64	R8B	4.00	60	0	74,172	74,172	74	0	10	0	13	15	2
114 Total 115 377 49 EAST 7 STREET	18,543 2,169	0	7,810 0	0	0	R7-2	3	60	0	63,788 7,461	63,788 7,461	64 7	R8B	4.00	60	0	74,172 8,676	74,172 8,676	74 9	0	10	0	13 0	15 0	0
115 Total	2,169	,	0	0	3	117-2	,	30	0	7,461	7,461	7	1,00	4.00	30	0	8,676	8,676	9	0	1	0	0	0	0
116 378 28 742 EAST 9 STREET	2,348	1	2,850	0		R7-2	3	60	0	8,077	8,077	8	R8B	4.00	60	0	9,392	9,392	9	0	1	0	0	0	0
116 378 29 744 EAST 9 STREET 116 378 30 746 EAST 9 STREET	2,348 2,348	1	2,850 2,219	0		R7-2	3	60 60	1 006	8,077 6,081	8,077	8	R8B P8B	4.00	60	0	9,392 7,396	9,392	9	0	1	0	0	0	0
116 378 30 746 EAST 9 STREET	7,044	1	7,919	0		R7-2	3	60	1,996 1,996	6,081 22,236	8,077 24,231	6 22	R8B	4.00	60	1,996 1,996	7,396 26,180	11,388 30,172	26	0	4	0	0	0	0
(2) See note in regards to Development Site #123	,		,						,,,,,,	,						,,,,,	.,								

(2) See note in regards to Development Site #123

Table 1-3
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

Projected Development Sites	T.																								
Site Description		Existing	Conditions						No Build Cond	ditions						Build C	onditions				Inc	crement		Parking	
							Max.							Max.						Affordable					
Site No. Block Lot Address	Lot Area	Number of Buildings	Bldg Area	DUs	Built FAR	Existing Zoning	Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Proposed Zoning	Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
117 379 21 424 EAST 10 STREET	3,721	1	3,703	0	1	R7-2	3	60	0	12,800	12,800	13	R8B	4.00	60	0	14,884	14,884	15	0	2	0	0	0	0
117 Total	3,721		3,703	0					0	12,800	12,800	13				0	14,884	14,884	15	0	2	0	0	0	0
118 379 44 741 EAST 9 STREET	2,307	1	3,600	0	2	R7-2	3	60	0	7,936	7,936	8	R8B	4.00	60	0	9,228	9,228	9	0	1	0	0	0	0
118 Total 119 385 24 238 EAST 3 STREET	2,307 5,253	1	3,600 4,300	0	1	R7-2	3	60	0	7,936 18,070	7,936 18,070	8 18	R8B	4.00	60	0	9,228 21,012	9,228 21,012	9 21	0	3	0	0	0	0
119 Total	5,253	'	4,300	0		IVI Z		- 00	0	18,070	18,070	18	ROB	4.00	00	0	21,012	21,012	21	0	3	0	0	0	0
120 386 61 219 EAST 3 STREET	2,251	2	775	1	0	R7-2	3	60	0	7,743	7,743	8	R8B	4.00	60	0	9,004	9,004	9	0	1	0	0	0	0
120 Total 121 389 51 619 EAST 6 STREET	2,251 2,366	1	775 4,500	0	2	R7-2	2	60	0	7,743 8,139	7,743 8,139	8	R8B	4.00	60	0	9,004 9,464	9,004 9,464	9	0	1	0	0	0	0
121 389 51 619 EAST 6 STREET	2,366	'	4,500	0	2	K1-2	3	60	0	8,139	8,139	8	KOD	4.00	60	0	9,464	9,464	9	0	1	0	0	0	0
122 389 52 617 EAST 6 STREET	2,256	1	2,258	0	1	R7-2	3	60	0	7,761	7,761	8	R8B	4.00	60	0	9,024	9,024	9	0	1	0	0	0	0
122 Total	2,256		2,258	0					0	7,761	7,761	8				0	9,024	9,024	9	0	1	0	0	0	0
123 390 5 121 AVENUE B 123 Total (3)	15,261 15,261	1	28,564 28,564	0	2	R7-2	3	60	0	52,498 52,498	52,498 52,498	52 52	R8B	4.00	60	0	61,044 61,044	61,044 61,044	61 61	0	9	0	10 10	12 12	2
124 392 40 645 EAST 9 STREET	2,300	0	0	0	0	R7-2	3	60	0	7,912	7,912	8	R8B	4.00	60	0	9,200	9,200	9	0	1	0	0	0	0
124 Total	2,300		0	0					0	7,912	7,912	8				0	9,200	9,200	9	0	1	0	0	0	0
125 392 43 EAST 9 STREET	2,768	0	0	0	0	R7-2	3	60	0	9,522	9,522	10	R8B	4.00	60	0	11,072	11,072	11	0	2	0	0	0	0
125 Total 126 393 59 EAST 10 STREET	2,768 4,738	0	0	0	0	R7-2	3	60	0	9,522 16,299	9,522 16,299	10 16	R8B	4.00	60	0	11,072 18,952	11,072 18,952	11 19	0	3	0	0	0	0
126 Total	4,738	L	0	0	j				0	16,299	16,299	16				0	18,952	18,952	19	0	3	0	0	0	0
127 394 32 646 EAST 12 STREET	5,163	1	5,165	0	1	R7-2	3	60	0	17,761	17,761	18	R8B	4.00	60	0	20,652	20,652	21	0	3	0	6	7	1
127 394 34 650 EAST 12 STREET 127 Total	5,163 10,326	1	6,415 11,580	0	1	R7-2	3	60	4,389 4.389	13,372 31,133	17,761 35,521	13 31	R8B	4.00	60	4,389 4,389	16,263 36,915	25,041 45,693	16 37	0	3 6	0	0	7	0
128 397 19 173 EAST 2 STREET	2,650	1	2,600	0	1	R7-2	3	60	2,253	6,864	9,116	7	R8B	4.00	60	2,253	8,348	12,853	8	0	1	0	0	0	0
128 Total	2,650		2,600	0					2,253	6,864	9,116	7				2,253	8,348	12,853	8	0	1	0	0	0	0
129 398 45 188 EAST 2 STREET	2,544	1	2,544	0	1	R7-2	3	60	0	8,751	8,751	9	R8B	4.00	60	0	10,176	10,176	10	0	1	0	0	0	0
129 Total 130 399 40 195 EAST 3 STREET	2,544 2,308	1	2,544 4,224	0	2	R7-2	3	60	0	8,751 7,940	8,751 7,940	9 8	R8B	4.00	60	0	10,176 9,232	10,176 9,232	9	0	1	0	0	0	0
130 Total	2,308		4,224	0		1(7-2	3	00	0	7,940	7,940	8	KOD	4.00	00	0	9,232	9,232	9	0	1	0	0	0	0
131 404 23 538 EAST 11 STREET	4,845	1	7,312	1	2	R7-2	3	60	0	16,667	16,667	17	R8B	4.00	60	0	19,380	19,380	19	0	3	0	0	0	0
131 Total	4,845	0	7,312	1		D7.0		00	0	16,667	16,667	17	Dob	4.00	00	0	19,380	19,380	19	0	3	0	0	0	0
132 405 19 EAST 12 STREET 132 Total	2,581 2,581	0	0	0	0	R7-2	3	60	0	8,879 8,879	8,879 8,879	9	R8B	4.00	60	0	10,324 10,324	10,324 10,324	10	0	1	0	0	0	0
133 406 19 526 EAST 13 STREET	2,581	1	1,875	0	1	R7-2	3	60	0	8,879	8,879	9	R8B	4.00	60	0	10,324	10,324	10	0	1	0	0	0	0
133 Total	2,581		1,875	0					0	8,879	8,879	9				0	10,324	10,324	10	0	1	0	0	0	0
134 406 23 536 EAST 13 STREET 134 406 24 538 EAST 13 STREET	2,581 6,681	1	0 6,681	0	1	R7-2 R7-2	3	60 60	0	8,879 22,983	8,879 22,983	9 23	R8B R8B	4.00 4.00	60 60	0	10,324 26,724	10,324 26,724	10 27	0	4	0	0	0	0
134 406 24 536 EAST 13 STREET	9,262	'	6,681	0	'	K1-2	<u> </u>	60	0	31,861	31,861	32	ROD	4.00	60	0	37,048	37,048	37	0	5	0	0	0	0
135 406 45 539 EAST 12 STREET	2,272	1	2,442	2	1	R7-2	3	60	0	7,816	7,816	8	R8B	4.00	60	0	9,088	9,088	9	0	1	0	0	0	0
135 Total	2,272		2,442	2					0	7,816	7,816	8				0	9,088	9,088	9	0	1	0	0	0	0
136 406 48 531 EAST 12 STREET 136 Total	5,163 5,163	0	0	0	0	R7-2	3	60	0	17,761 17,761	17,761 17,761	18 18	R8B	4.00	60	0	20,652 20,652	20,652 20,652	21	0	3	0	0	0	0
137 434 46 421 EAST 6 STREET	6,244	1	19,000	0	3	R7-2	3	60	0	21,479	21,479	21	R8B	4.00	60	0	24,976	24,976	25	0	3	0	0	0	0
137 434 48 419 EAST 6 STREET	1,703	0	0	0	0	R7-2	3	60	0	5,858	5,858	6	R8B	4.00	60	0	6,812	6,812	7	0	1	0	0	0	0
137 Total 138 438 11 406 EAST 11 STREET	7,947 2,369	0	19,000	0	0	R7-2	3	60	0	27,338 8,149	27,338 8,149	27 8	R8B	4.00	60	0	31,788 9,476	31,788 9,476	32 9	0	1	0	0	0	0
138 438 12 408 EAST 11 STREET	2,369	1	2,116	0	1	R7-2	3	60	0	8,149	8,149	8	R8B	4.00	60	0	9,476	9,476	9	0	1	0	0	0	0
138 Total	4,738		2,116	0					0	16,299	16,299	16				0	18,952	18,952	19	0	3	0	0	0	0
139 439 26 436 EAST 12 STREET	13,009	1	22,298	0	2	R7-2	3	60	0	44,751	44,751	45	R8B	4.00	60	0	52,036	52,036	52	0	7	0	9	10	1
139 Total 140 440 26 436 EAST 13 STREET	13,009 2,504	1	22,298 3,959	2	2	R7-2	3	60	0	44,751 8,614	44,751 8,614	45 9	R8B	4.00	60	0	52,036 10,016	52,036 10,016	52 10	0	7	0	9	10 0	0
140 Total	2,504		3,959	2		2			0	8,614	8,614	9				0	10,016	10,016	10	0	1	0	0	0	0
141 440 46 427 EAST 12 STREET	2,504	1	2,400	0	1	R7-2	3	60	0	8,614	8,614	9	R8B	4.00	60	0	10,016	10,016	10	0	1	0	0	0	0
141 Total 142 443 29 85 EAST 2 STREET	2,504 2,125	1	2,400 2,000	0	1	R7-2	3	60	0	8,614 7,310	8,614 7,310	7	R8B	4.00	60	0	10,016 8,500	10,016 8,500	9	0	1	0	0	0	0
142 Total	2,125		2,000	0		11.7-2	J	30	0	7,310	7,310	7	NOD	7.00	30	0	8,500	8,500	9	0	1	0	0	0	0
143 443 44 66 EAST 1 STREET	3,245	1	3,250	0	1	R7-2	3	60	0	11,163	11,163	11	R8B	4.00	60	0	12,980	12,980	13	0	2	0	0	0	0
143 Total	3,245		3,250	0		D7.0			0	11,163	11,163	11	Don	4.00	00	0	12,980	12,980	13	0	2	0	0	0	0
144 443 45 64 EAST 1 STREET 144 443 46 62 EAST 1 STREET	3,325 3,414	1	3,350 3,400	0		R7-2 R7-2	3	60 60	0	11,438 11,744	11,438 11,744	11 12	R8B R8B	4.00 4.00	60 60	0	13,300 13,656	13,300 13,656	13 14	0	2	0	0	0	0
144 Total	6,739		6,750	0	_	107.2		30	0	23,182	23,182	23	1,00	4.00	30	0	26,956	26,956	27	0	4	0	0	0	0
145 448 42 323 EAST 6 STREET	6,813	1	4,719	0		R7-2	3	60	0	23,437	23,437	23	R8B	4.00	60	0	27,252	27,252	27	0	4	0	0	0	0
145 Total	6,813 2,348	4	4,719	0	2	D7 0	2	60	0	23,437	23,437	23	Dob	4.00	60	0	27,252	27,252	27	0	4	0	0	0	0
146 450 22 336 EAST 9 STREET 146 Total	2,348	1	4,500 4,500	1	2	R7-2	3	60	0	8,077 8,077	8,077 8,077	8	R8B	4.00	60	0	9,392 9,392	9,392 9,392	9	0	1	0	0	0	0
147 450 23 338 EAST 9 STREET	2,125	1	1,000	0	0	R7-2	3	60	0	7,310	7,310	7	R8B	4.00	60	0	8,500	8,500	9	0	1	0	0	0	0
147 Total	2,125		1,000	0					0	7,310	7,310	7				0	8,500	8,500	9	0	1	0	0	0	0
148 451 47 329 EAST 9 STREET 148 451 48 EAST 9 STREET	1,476 1,845	0	3,024	5			3	60 60	0	5,077 6,347	5,077 6,347	5 6	R8B R8B	4.00 4.00	60 60	0	5,904 7,380	5,904 7,380	7	0	1	0	0	0	0
148 Total	3,321	U	3,024	5	U	11.7-2	J	30	0	11,424	11,424	11	NOD	7.00	30	0	13,284	13,284	13	0	2	0	0	0	0
149 452 20 324 EAST 11 STREET	1,250	0	0	0	0	R7-2	3	60	0	4,300	4,300	4	R8B	4.00	60	0	5,000	5,000	5	0	1	0	0	0	0
149 Total	1,250		0	0		D7.0			0	4,300	4,300	4	Don	4.00	00	0	5,000	5,000	5	0	1	0	0	0	0
150 458 43 12 EAST 2 STREET 150 Total	1,536 1,536	1	2,831 2,831	3		R7-2	3	60	0	5,284 5,284	5,284 5,284	5	R8B	4.00	60	0	6,144 6,144	6,144 6,144	6	0	1	0	0	0	0
130 Total	1,536		2,831	3					U	5,284	5,284	Э				0	0,144	0,144	6	0	T	0	0	U	U

Table 1-3 EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

Projected Develops Site Description	ment Sites	I	Fyisting	Conditions						No Build Cor	ditions			Ī			Build (Conditions				Inc	rement		Parking	
one Description			LAISHING	g conditions						NO Build Col	uttoris						Bulla	Conditions				IIIC	Tement		raiking	
								Max.							Max.						Affordable					
Site	Address	Lot Area	Number of Buildings	Dida Area	DUs	Built	Existing	Permitted FAR	Building	Commercial EA	Residential FA	Total EA	DUs	Proposed	Permitted FAR	Building	Commercial EA	Residential FA	Total FA	Dillo	Dwelling Units	DUo	Afferdable Dile	Parking No	Parking Build	Parking
Blook Est	83 EAST 4 STREET	2,404	1 1	Bldg Area 7,800	2	FAR 3	Zoning R7-2	3	Height 60	O ()	8,270	Total FA 8,270	8	Zoning R8B	4.00	Height 60	Ommercial FA	9,616	9,616	DUs 10	0	DUs 1	Affordable DUs	Build 0	0	Increment
	6 79 EAST 4 STREET	4,808	1	4,800	0	_	R7-2	3	60	0	16,540	16,540	17	R8B	4.00	60	0	19,232	19,232	19	0	3	0	0	0	0
151 Total	4 040 5 4 0 7 0 0 7 0 5 7	7,212	4	12,600	2		D7.0	0	00	0	24,809	24,809	25	Dob	4.00	00	0	28,848	28,848	29	0	4	0	0	0	0
152 461 14 152 Total	4 212 EAST 6 STREET	4,850 4,850	1	8,356 8,356	0	2	R7-2	3	60	0	16,684 16,684	16,684 16,684	17 17	R8B	4.00	60	0	19,400 19,400	19,400 19,400	19 19	0	3	0	0	0	0
153 466 12	2 206 EAST 11 STREET	3,420	1	2,664	0	1	R7-2	3	60	0	11,765	11,765	12	R8B	4.00	60	0	13,680	13,680	14	0	2	0	0	0	0
153 Total 154 343 63	3 51 PITT STREET	3,420 2,487	0	2,664	0	0	R7-2	3	60	0	11,765 8,555	11,765 8,555	12 9	R8A*	7.20	120	0	13,680 17,906	13,680 17,906	14 18	4	9	0 4	0	0	0
154 Total	JULIU OIKEEL	2,487	0	0	0	0	17.7-2	3	00	0	8,555	8,555	9	NOA	7.20	120	0	17,906	17,906	18	4	9	4	0	0	0
155 343 68		2,100	0	0	0		R7-2	3	60	0	7,224	7,224	7	R8A*	7.20	120	0	15,120	15,120	15	3	8	3	8	16	8
	9 49 PITT STREET 1 210 DELANCEY STREET	1,875 1,875	1	0 1,875	0	1	R7-2 R7-2	3	60 60	0	6,450 6,450	6,450 6,450	6	R8A* R8A*	7.20 7.20	120 120	0	13,500 13,500	13,500 13,500	14 14	3	7	3	0	0	0
	2 208 DELANCEY STREET	1,875	0	0	0	0	R7-2	3	60	0	6,450	6,450	6	R8A*	7.20	120	0	13,500	13,500	14	3	7	3	0	0	0
	3 206 DELANCEY STREET	3,200 10,925	0	0 1,875	0	0	R7-2	3	60	0	11,008 37,582	11,008 37,582	11 38	R8A*	7.20	120	0	23,040 78,660	23,040 78,660	23	5 16	12 41	5 16	0	0	0 8
155 Total 156 345 15	EAST HOUSTON STREET	2,500	0	0	0	0	R7-2	3	60	0	8,600	8,600	9	R8A*	7.20	120	0	18,000	18,000	79 18	4	9	4	0	16 0	0
156 Total		2,500		0	0					0	8,600	8,600	9				0	18,000	18,000	18	4	9	4	0	0	0
157 345 16 157 Total	EAST HOUSTON STREET	2,500 2,500	0	0	0	0	R7-2	3	60	0	8,600 8,600	8,600 8,600	9	R8A*	7.20	120	0	18,000 18,000	18,000 18,000	18 18	4	9	4	0	0	0
	7 331 EAST HOUSTON STREET	2,000	1	2,000	0	1	R7-2	3	60	0	6,880	6,880	7	R8A*	7.20	120	0	14,400	14,400	14	3	8	3	0	0	0
158 345 19	RIDGE STREET	1,000	0	0	0	0	R7-2	3	60	0	3,440	3,440	3	R8A*	7.20	120	0	7,200	7,200	7	1	4	1	0	0	0
158 Total 159 348 33	3 156 DELANCEY STREET	3,000 2,725	1	2,000 2,725	0	1	R7-2	3	60	0 2,316	10,320 7,058	10,320 9,374	10 7	R8A*	7.20	120	0 2,316	21,600 17,304	21,600 21,936	22 17	3	11 10	3	0	0	0
159 Total		2,725		2,725	0				30	2,316	7,058	9,374	7		20	.20	2,316	17,304	21,936	17	3	10	3	0	0	0
160 348 70 160 Total	178 DELANCEY STREET	2,500 2,500	1	2,499 2,499	0	1	R7-2	3	60	0	8,600 8,600	8,600 8,600	9	R8A*	7.20	120	0	18,000 18,000	18,000 18,000	18 18	4	9	4	0	0	0
	5 168 DELANCEY STREET	2,500	1	2,499	0	1	R7-2	3	60	2,125	6,475	8,600	6	R8A*	7.20	120	2,125	15,875	20,125	16	3	9	3	0	0	0
161 Total		2,500		2,500	0					2,125	6,475	8,600	6				2,125	15,875	20,125	16	3	9	3	0	0	0
162 350 18 162 Total	3 287 EAST HOUSTON STREET	5,000 5,000	1	5,125 5,125	1	1	R7-2	3	60	4,250 4,250	12,950 12,950	17,200 17,200	13 13	R8A*	7.20	120	4,250 4,250	31,750 31,750	40,250 40,250	32 32	6	19 19	6	0	0	0
	2 317 EAST HOUSTON STREET	1,080	1	1,080	0	1	R7-2	3	60	0	3,715	3,715	4	R8A*	7.20	120	0	7,776	7,776	8	2	4	2	0	0	0
	3 173 ATTORNEY STREET	1,080	1	1,062	0	1	R7-2	3	60	0	3,715	3,715	4	R8A*	7.20	120	0	7,776	7,776	8	2	4	2	0	0	0
163 Total 164 355 57	7 265 EAST HOUSTON STREET	2,160 2,000	1	2,142 3,100	0	2	R7-2	3	60	0	7,430 6,880	7,430 6,880	7	R8A*	7.20	120	0	15,552 14,400	15,552 14,400	16 14	3	8	3	0	0	0
164 Total	200 EXCTITOUS TOTALEST	2,000	•	3,100	0	_	117 2	J	00	0	6,880	6,880	7	110/1	7.20	120	0	14,400	14,400	14	3	8	3	0	0	0
	4 322 EAST 3 STREET	2,810 2,810	1	7,200	0	3	R7-2	3	60	2,389	7,278	9,666	7	R8A*	7.20	120	2,389 2,389	17,844	22,621	18	4	11	4	0	0	0
165 Total 166 372 41	1 9 AVENUE D	2,239	1	7,200 4,416	0	2	R7-2	3	60	2,389 1,903	7,278 5,799	9,666 7,702	6	R8A*	7.20	120	1,903	17,844 14,218	22,621 18,024	18 18	4	11 12	4	0	0	0
	7 AVENUE D	2,155	1	4,416	0	2	R7-2	3	60	1,832	5,581	7,413	5	R8A*	7.20	120	1,832	13,684	17,348	17	3	12	3	0	0	0
166 Total 167 372 43	3 5 AVENUE D	4,394 2,241	0	8,832 0	0	0	R7-2	3	60	3,735 1,905	11,380 5,804	15,115 7,709	11 6	R8A*	7.20	120	3,735 1,905	27,902 14,230	35,372 18,040	35 17	7	24 11	7	8	22	14
	4 310 EAST 2 STREET	3,325	1	8,394	4		R7-2	3	60	2,826	8,612	11,438	9	R8A*	7.20	120	2,826	21,114	26,766	25	5	16	5	0	0	0
	7 308 EAST 2 STREET	1,014	1	2,870	2	_	R7-2	3	60	862	2,626	3,488	2	R8A*	7.20	120	862	6,439	8,163	7	1	5	1	0	0	0
	B 306 EAST 2 STREET B 302 EAST 2 STREET	2,648 5,298	0	0	0	0	R7-2 R7-2	3	60	2,251 0	6,858 18,225	9,109 18,225	7 18	R8A* R8A*	7.20 7.20	120 120	2,251 0	16,815 38,146	21,316 38,146	21 46	9	14 28	9	0	0	0
167 Total		14,526		11,264	6					7,844	42,126	49,969	42				7,844	96,743	112,431	116	23	74	23	8	22	14
168 372 52 168 Total	2 298 EAST 2 STREET	2,649 2,649	1	2,000	0	1	R7-2	3	60	0	9,113 9,113	9,113 9,113	9	R8A*	7.20	120	0	19,073 19,073	19,073 19,073	19 19	4	10 10	4	0	0	0
169 373 36	AVENUE D	3,632	0	0	0	0	R7-2	3	60	3,087	9,407	12,494	9	R8A*	7.20	120	3,087	23,063	29,238	23	5	14	5	0	0	0
	3 25 AVENUE D	4,975	1	14,800	0	3	R7-2	3	60	4,229	12,885	17,114	13	R8A*	7.20	120	4,229	31,591	40,049	32	6	19	6	0	0	0
169 Total 170 374 32	2 EAST 5 STREET	8,607 2,116	0	14,800	0	0	R7-2	3	60	7,316 1,799	22,292 5,480	29,608 7,279	22 5	R8A*	7.20	120	7,316 1,799	54,654 13,437	69,286 17,034	55 13	3	32 8	11 3	0	0	0
170 Total		2,116		0	0			_		1,799	5,480	7,279	5				1,799	13,437	17,034	13	3	8	3	0	0	0
171 374 34 171 Total	4 55 AVENUE D	3,294 3,294	1	3,280 3,280	0	1	R7-2	3	60	2,800 2,800	8,531 8,531	11,331 11,331	9	R8A*	7.20	120	2,800 2,800	20,917	26,517 26,517	21 21	4	12 12	4	0	0	0
172 374 36	5 53 AVENUE D	1,760	1	3,344	0		R7-2	3	60	1,496	4,558	6,054	5	R8A*	7.20	120	1,496	11,176	14,168	11	2	7	2	0	0	0
172 Total	2 O4 AVENUE D	1,760		3,344	0		D7.0		60	1,496	4,558	6,054	5	DCA+	7.00	400	1,496	11,176	14,168	11	2	7	2	0	0	0
173 376 32 173 376 33		994 12,462	1	2,999 12,462	0		R7-2 R7-2	3	60 60	845 10,593	2,574 32,277	3,419 42,869	3 32	R8A* R8A*	7.20 7.20	120 120	845 10,593	6,312 79,134	8,002 100,319	6 79	1 16	4 47	1 16	7	17 0	10 0
173 Total		13,456		15,461	2					11,438	34,851	46,289	35				11,438	85,446	108,321	85	17	51	17	7	17	10
174 377 42 174 Total	2 101 AVENUE D	2,818 2,818	0	0	0		R7-2	3	60	2,395 2,395	7,299 7,299	9,694 9,694	7	R8A*	7.20	120	2,395 2,395	17,894 17,894	22,685 22,685	18 18	4	11 11	4	0	0	0
175 378 32	2 127 AVENUE D	2,186	1	2,186	0		R7-2	3	60	1,858	5,662	7,520	6	R8A*	7.20	120	1,858	13,881	17,597	14	3	8	3	0	0	0
175 Total	4 422 AVENUE D	2,186	_	2,186	0		D7.0		60	1,858	5,662	7,520	6	DCA+	7.00	400	1,858	13,881	17,597	14	3	8	3	0	0	0
176 378 34 176 Total	+ IZS AVENUE D	2,186 2,186	1	2,186 2,186	0		R7-2	3	60	1,858 1,858	5,662 5,662	7,520 7,520	6	R8A*	7.20	120	1,858 1,858	13,881 13,881	17,597 17,597	14 14	3	8	3	0	0	0
177 378 40	EAST 8 STREET	4,324	0	0	0	0	R7-2	3	60	3,675	11,199	14,875	11	R8A*	7.20	120	3,675	27,457	34,808	27	5	16	5	0	0	0
177 Total	9 229 EAST 2 STREET	4,324 2,075	1	2,050	0		R7-2	3	60	3,675 0	11,199 7,138	14,875 7,138	7	R8A*	7.20	120	3,675 0	27,457 14,940	34,808 14,940	27 15	5 3	16 8	5 3	0	0	0
178 Total	JAZO LAGI Z GIREET	2,075		2,050	0		11.1-2	3	30	0	7,138	7,138	7	NoA	1.20	120	0	14,940	14,940	15	3	8	3	0	0	0
179 384 21	1 EAST 2 STREET	4,000	0	0	0	0	R7-2	3	60	0	13,760	13,760	14	R8A*	7.20	120	0	28,800	28,800	29	6	15	6	0	0	0
179 Total 180 384 33	3 11 EAST HOUSTON STREET	4,000 5,893	1	2,838	0	0	R7-2	3	60	0	13,760 20,272	13,760 20,272	14 20	R8A*	7.20	120	0	28,800 42,430	28,800 42,430	29 42	6 8	15 22	6 8	0	0	0
180 Total	E. E. C. HOUSTON OTKEET	5,893		2,838	0		2		30	0	20,272	20,272	20		20	.20	0	42,430	42,430	42	8	22	8	0	0	0
Grand Total		789,133		930,829						450,929		2,740,609	2,289				376,491	3,622,883	4,375,864	3,649	348	1,360	348	128	208	80
(2) Prior to publication	of the FEIS, DCP learned that the	and a the series and a few	/ 014-	#400\!!! t l			and the state of the later	- The decide		barbarah amada sa a	- 4h - FFIO			and the state of the		al an add a self-el		DIMODO					·			

(3) Prior to publication of the FEIS, DCP learned that the existing parish house (on Site #123) will not be redeveloped for residential use. The density based technical analyses in the FEIS are conservative in so far as they consider this site as a projected residential development site in the RWCDS. Please see Chapter 18, "Air Quality," and Chapter 19, "Noise," for information regarding the E-designation process as it relates to this site.

Table 1-3
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Projected Development Sites

Site Description	Existing	Conditions			No Build Conditions						Build C	onditions				In	crement		Parking	
Site No. Block Lot Address	Number of Lot Area Buildings	Built Bldg Area DUs FAR	Max. Existing Permitted Zoning FAR	Building Height	Commercial FA Residential	FA Total FA	DUs	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	DUs	Affordable Dwelling Units	DUs	Affordable DUs	Parking No s Build	Parking Build	Parking Increment
PROPOSED ENLARGEMENTS								-												
E-1 345 20 155 RIDGE STREET	10,000 1	35,045 56 3.5	R7-2 3.44	50	0 35,045	35,045	56	R7A	4.00	60	0	40,000	40,000	56	0	0	0			
E-2 348 51 169 RIVINGTON STREET	3,320 1	11,480 12 3.46	C1-5/R7-2 3.44	50	1,600 9,880	11,480	12	R7A	4.00	60	1,600	11,680	13,280	12	0	0	0			
E-3 350 65 165 ATTORNEY STREET	2,500 1	6,750 18 2.7	7 R7-2 3.44	50	0 6,750	6,750	18	R7A	4.00	60	0	7,350	7,350	18	0	0	0			
E-4 376 27 270 EAST 7 STREET	2,059 1	4,272 4 2.07	7 R7-2 3.44	40	0 4,272	4,272	4	R8B	4.00	50	0	5,993	5,993	6	0	2	0			
E-5 386 1 37 AVENUE B	4,664 1	9,617 6 2.06	C1-5/R7-2 3.44	40	2,000 7,617	9,617	6	R7A	4.00	50	2,000	10,833	12,833	9	0	3	0			
E-6 389 6 103 AVENUE B	1,876 1	5,798 5 3.09	C1-5/R7-2 3.44	40	1,000 4,798	5,798	5	R7A	4.00	50	1,000	5,504	6,504	6	0	1	0			
E-7 391 41 337 EAST 8 STREET	2,324 1	4,744 3 2.04	R7-2 3.44	30	1,000 3,744	4,744	3	R8B	4.00	50	1,000	8,296	9,296	8	0	5	0			
E-8 391 51 317 EAST 8 STREET	1,437 1	4,288 2 2.98	R7-2 3.44	40	0 4,288	4,288	2	R8B	4.00	50	0	5,748	5,748	3	0	1	0			
E-9 402 43 94 AVENUE B	1,552 1	5,016 6 3.23	C1-5/R7-2 3.44	50	1,000 4,016	5,016	6	R7A	4.00	60	1,000	4,896	5,896	6	0	0	0			
E-10 402 64 503 EAST 6 STREET	2,271 1	7,285 8 3.2	C2-5/R7-2 3.44	50	1,000 6,285	7,285	8	R7A	4.00	60	1,000	7,535	8,535	8	0	0	0			
E-11 404 42 327 EAST 10 STREET	2,369 1	6,990 10 2.95	R7-2 3.44	50	0 6,990	6,990	10	R8B	4.00	60	0	7,290	7,290	10	0	0	0			
E-12 406 14 516 EAST 13 STREET	2,581 1	8,810 8 3.4	R7-2 3.44	50	1,200 7,610	8,810	8	R8B	4.00	60	1,200	8,285	9,485	8	0	0	0			
E-13 406 34 206 AVENUE B	4,898 1	11,719 14 2.39	C1-5/R7-2 3.44	50	1,100 10,619	11,719	14	R7A	4.00	60	1,100	11,087	12,187	14	0	0	0			
E-14 434 12 96 EAST 7 STREET	2,271 1	7,676 7 3.38	R7-2 3.44	50	1,500 6,176	7,676	7	R8B	4.00	60	1,500	6,551	8,051	7	0	0	0			
E-15 435 11 94 ST MARK'S PLACE	1,829 1	5,895 10 3.22	C1-5/R7-2 3.44	50	1,000 4,895	5,895	10	R7A	4.00	60	1,000	5,345	6,345	10	0	0	0			
E-16 435 35 115 AVENUE A	2,442 1	5,450 4 2.23	3 C1-5/R7-2 3.44	40	1,100 4,350	5,450	4	R7A	4.00	50	1,100	4,878	5,978	5	0	1	0			
E-17 439 1 182 1 AVENUE	2,825 1	8,816 8 3.12	C1-5/R7-2 3.44	50	1,763 7,053	8,816	8	R7A	4.00	60	1,763	9,013	10,776	8	0	0	0			
E-18 440 48 423 EAST 12 STREET	2,512 1	7,039 12 2.8	R7-2 3.44	40	0 7,039	7,039	12	R8B	4.00	50	0	8,285	8,285	13	0	1	0			
E-19 445 25 118 EAST 4 STREET	2,404 1	8,270 24 3.44	R7-2 3.44	50	0 8,270	8,270	24	R8B	4.00	60	0	8,745	8,745	24	0	0	0			
E-20 447 5 96 2 AVENUE	2,425 1	5,796 5 2.39	C6-1 6.00	40	1,500 4,296	5,796	5	R7A	4.00	50	1,500	4,728	6,228	5	0	0	0			
E-21 450 52 45 ST MARK'S PLACE	2,500 1	7,376 4 2.95	R7-2 3.44	40	0 7,376	7,376	4	R8B	4.00	50	0	10,000	10,000	7	0	3	0			
E-22 453 5 182 2 AVENUE	2,058 1	5,555 4 2.7	7 C1-5/R7-2 3.44	50	1,111 4,444	5,555	4	R7A	4.00	60	1,111	4,885	5,996	4	0	0	0			
E-23 459 18 64 EAST 4 STREET	2,633 1	7,500 0 2.85	R7-2 3.44	40	7,500 0	7,500	0	R8B	4.00	50	7,500	3,032	10,532	3	0	3	0			
E-24 467 21 224 EAST 12 STREET	2,485 1	6,381 4 2.57	7 R7-2 3.44	40	0 6,381	6,381	4	R8B	4.00	50	0	9,827	9,827	7	0	3	0			
E-25 468 43 237 EAST 12 STREET	2,117 1	6,335 10 2.99	C1-5/R7-2 3.44	50	0 6,335	6,335	10	R8B	4.00	60	0	6,797	6,797	10	0	0	0			
SUBTOTAL PROJECTED ENLARGEMENTS	70,352	203,903 244			25,374 178,529	203,903	244				25,374	216,583	241,957	267	0	23	0			
GRAND TOTAL PROJECTED SITES	859,485	1,134,732 300			476,303 2,468,21	2,944,512	2,533				401.865	3.839.466	4,617,821	3,916	348	1.383	348			
GRAND TOTAL PROJECTED SITES	609,485	1,134,732 300			470,303 2,468,21	2,944,512	2,533				401,865	3,039,466	4,017,821	3,916	J48	1,383	348			

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Potential Developm	ment Sites																										
Site Description				Existing Condition	ons						No Build Co	onditions						Build	Conditions				Incre	ement		Parking	
Site			Number o	f			Built	Existing	Max. Permitted	Building				Dwellling	Proposed	Max. Permitted	Building				Dwellling	Affordable Dwelling		Affordable	Parking No	Parking	Parking
No. Block Lot	Address	Lot Area	Buildings	Land Use	Bldg Area	DUs	FAR	Zoning	FAR	Height	Commercial FA	Residential FA	Total FA	Units	Zoning	FAR	Height	Commercial FA	Residential FA	Total FA	Units	Units	DUs	DUs	Build	Build	Increment
181 354	1 140 ESSEX STREET	11,163	1	commercial	11,156	0	1	C6-1	6	60	9,489	28,912	38,401	29	C4-4A	4.00	80	44,652	0	89,304	0	0	-29	0	0	0	0
181 Total 182 408	4 74 ORCHARD STREET	11,163 2,187	1	commercial	11,156 3,999	0	2	C6-1	6	60	9,489 1,859	28,912 5.664	38,401 7,523	29 6	C4-4A	4.00	80	44,652 1,859	0 6,889	89,304 10,607	7	0	-29 1	0	0	0	0
182 Total	4 14 GRODARD GIREET	2,187	1	commercial	3,999	0		00 1		- 00	1,859	5,664	7,523	6	04 4/1	4.00	- 00	1,859	6,889	10,607	7	0	1	0	0	0	0
183 410 2	24 113 LUDLOW STREET	1,789	1	commercial	3,505	1	2	C6-1	6	60	1,521	4,634	6,154	5	C4-4A	4.00	80	1,521	5,635	8,677	6	0	1	0	0	0	0
183 Total		1,789	1		3,505	1		00.1			1,521	4,634	6,154	5	21.11			1,521	5,635	8,677	6	0	1	0	0	0	0
184 410 5	51 113 RIVINGTON STREET	1,348 1,348	1	commercial	2,700 2,700	0	2	C6-1	6	60	2,700 2,700	0	2,700 2,700	0	C4-4A	4.00	80	1,146 1,146	4,246 4,246	6,538 6,538	4	0	4	0	0	0	0
	15 97 STANTON STREET	1,725	1	commercial	1,975	0	1	C6-1	6	60	1,466	4,468	5,934	4	C4-4A	4.00	80	1,466	5,434	8,366	5	0	1	0	0	0	0
185 Total		1,725	1		1,975	0					1,466	4,468	5,934	4				1,466	5,434	8,366	5	0	1	0	0	0	0
	16 99 STANTON STREET	1,650	1	commercial	2,438	0	1	C6-1	6	60	1,403	4,274	5,676	4	C4-4A	4.00	80	1,403	5,198	8,003	5	0	1	0	0	0	0
186 Total 187 412 7	72 161 ESSEX STREET	1,650 1,793	1	mixed-use	2,438 3,506	2	2	C6-1	6	60	1,403 1,524	4,274 4,644	5,676 6,168	5	C4-4A	4.00	80	1,403 1,524	5,198 5,648	8,003 8,696	5 6	0	1	0	0	0	0
187 Total	. I . I I I I I I I I I I I I I I I I I	1,793	1		3,506	2	_				1,524	4,644	6,168	5	Ü. "(1,524	5,648	8,696	6	0	1	0	0	0	0
	28 155 ALLEN STREET	1,884	1	residential	3,076	3	2	C6-1	6	60	1,601	4,880	6,481	5	C4-4A	4.00	80	1,601	5,935	9,137	6	0	1	0	0	0	0
188 Total	25 406 EODOVTH CTDEET	1,884	1	mixed ::==	3,076	3	_	CC 4			1,601	4,880	6,481	5	C4 44	4.00	00	1,601	5,935	9,137	6	0	1	0	0	0	0
189 418 3 189 Total	35 106 FORSYTH STREET	2,013 2,013	1	mixed-use	3,140 3,140	2	2	C6-1	6	60	1,711	5,214 5,214	6,925 6,925	5	C4-4A	4.00	80	1,711 1,711	6,341 6,341	9,763 9,763	6	0	1	0	0	0	0
	43 293 BROOME STREET	1,918	1	mixed-use	2,872	1	2	C6-1	6	60	1,630	4,968	6,598	5	C4-4A	4.00	80	1,630	6,042	9,302	6	0	1	0	0	0	0
190 Total		1,918	1		2,872	1					1,630	4,968	6,598	5				1,630	6,042	9,302	6	0	1	0	0	0	0
191 418 5	54 280 GRAND STREET	2,191 2,191	1	commercial	4,471 4,471	0	2	C6-1	6	60	1,862 1,862	5,675	7,537	6	C4-4A	4.00	80	1,862 1,862	6,902 6,902	10,626 10,626	7	0	1	0	0	0	0
	55 278 GRAND STREET	2,191	1	commercial	3,909	0	2	C6-1	6	60	1,863	5,675 5.677	7,537 7.540	6	C4-4A	4.00	80	1,863	6,905	10,626	7	0	1	0	0	0	0
192 Total	SO ETO STOWN STITLE	2,192	1	Commorcial	3,909	0		00.		- 55	1,863	5,677	7,540	6	0.1 II.	1.00	- 55	1,863	6,905	10,631	7	0	1	0	0	0	0
	58 272 GRAND STREET	2,192	2	commercial	4,700	2	2	C6-1	6	60	1,863	5,677	7,540	6	C4-4A	4.00	80	1,863	6,905	10,631	7	0	1	0	0	0	0
193 Total 194 348 3	27 440 DELANCEY CIDEET	2,192 1,100	2		4,700 3,210	2	2	C6-1		60	1,863 935	5,677 2,849	7,540 3,784	6	C6-2A*	7.20	120	1,863 935	6,905 6,985	10,631 8,855	7	1	1 4	0	0	0	0
194 348 3	37 148 DELANCEY STREET	1,100	1	commercial	3,210	0	3	C6-1	ь	60	935	2,849	3,784	3	C6-ZA	7.20	120	935	6,985	8,855	7	1	4	1	0	0	0
	61 223 EAST HOUSTON STREET	3,750	1	commercial	8,233	0	2	C6-1	6	60	3,188	9,713	12,900	10	C6-2A*	7.20	120	3,188	23,813	30,188	24	5	14	5	0	0	0
195 Total		3,750	1		8,233	0					3,188	9,713	12,900	10				3,188	23,813	30,188	24	5	14	5	0	0	0
196 415 196 Total	3 158 ELDRIDGE STREET	10,055 10,055	1	public facility or in	16,000 16,000	0	2	C6-1	6	60	8,547 8,547	26,042 26,042	34,589 34,589	26 26	C6-2A*	7.20	120	8,547 8,547	63,849 63,849	80,943 80,943	64 64	13 13	38 38	13 13	0	0	0
	77 119 ORCHARD STREET	1,824	1	commercial	6,300	0	3	C6-1	6	60	1,550	4,724	6,275	5	C6-2A*	7.20	120	1,550	11,582	14,683	12	2	7	2	0	0	0
197 Total		1,824	1		6,300	0					1,550	4,724	6,275	5				1,550	11,582	14,683	12	2	7	2	0	0	0
	10 246 ELDRIDGE STREET	1,907	1	mixed-use	3,520	1	2	C6-1	6	60	1,621	4,939	6,560	5	C6-2A*	7.20	120	1,621	12,109	15,351	12	2	7	2	0	0	0
198 Total	49 43 DELANCEY STREET	1,907 5,000	1	public facility or in	3,520 ns 12,838	0	3	C6-1	6	60	1,621 30,000	4,939	6,560 30,000	5	C6-2A*	7.20	120	1,621 4,250	12,109 31.750	15,351 40,250	12 32	6	7 32	6	0	0	0
199 Total		5,000	1	F = = = = = = = = = = = = = = = = = = =	12,838	0	_				30,000	0	30,000	0				4,250	31,750	40,250	32	6	32	6	0	0	0
	49 139 EAST HOUSTON STREET	7,384	1	commercial	24,800	0	3	C6-1	6	60	24,800	0	24,800	0	C6-2A*	7.20	120	6,276	46,888	59,441	47	9	47	9	0	0	0
200 Total 201 422 5	53 145 EAST HOUSTON STREET	7,384 2,175	1	mixed-use	24,800 5,076	5	2	C6-1	6	60	24,800 1,849	5,633	24,800	6	C6-2A*	7.20	120	6,276 1,849	46,888 13,811	59,441 17,509	47 14	9	47 8	9	0	0	0
201 422 5	OU 1-0 LAGI HOUSION SIREET	2,175	1	mixeu-d5e	5,076	5		C6-1	U	00	1,849	5,633	7,482 7,482	6	C6-2A*	7.20	120	1,849	13,811	17,509	14	3	8	3	0	0	0
202 423 1	16 329 BROOME STREET	2,225	1	mixed-use	6,130	2		C6-1	6	60	1,891	5,763	7,654	6	C6-2A*	7.20	120	1,891	14,129	17,911	14	3	8	3	0	0	0
	17 327 BROOME STREET	1,902	1	commercial	3,750	0	2	C6-1	6	60	1,617	4,926	6,543	5	C6-2A*	7.20	120	1,617	12,078	15,311	12	2	7	2	0	0	0
202 Total 203 423 2	26 250 GRAND STREET	4,127 1,333	2	commercial	9,880 3,993	0	3	C6-1	6	60	3,508 1,133	10,689 3,452	14,197 4,586	3	C6-2A*	7.20	120	3,508 1,133	26,206 8,465	33,222 10,731	26 8	5	16 5	5 2	0	0	0
203 Total	200 SIVIND OTKELT	1,333	2	Sommordia	3,993	0	<u> </u>	55 1		- 00	1,133	3,452	4,586	3	00 Z/N	7.20	120	1,133	8,465	10,731	8	2	5	2	0	0	0
204 423 2	29 244 GRAND STREET	1,875	1	commercial	4,751	0	3	C6-1	6	60	1,594	4,856	6,450	5	C6-2A*	7.20	120	1,594	11,906	15,094	12	2	7	2	0	0	0
204 Total	00 400 OUDVOTIE OTREET	1,875	1		4,751	0		00.1		00	1,594	4,856	6,450	5	00.011	7.00	400	1,594	11,906	15,094	12	2	7	2	0	0	0
205 423 12 205 Total	26 109 CHRYSTIE STREET	539 539	1	commercial	1,475 1,475	0	3	C6-1	6	60	458 458	1,396 1,396	1,854 1,854	1	C6-2A*	7.20	120	458 458	3,423 3,423	4,339 4,339	3	1	2	1	0	0	0
	28 173 CHRYSTIE STREET	4,346	3	mixed-use	5,242	3	1	C6-1	6	60	26,076	0	26,076	0	C6-2A*	7.20	120	3,694	27,597	34,985	28	6	28	6	0	0	0
206 Total		4,346	3		5,242	3					26,076	0	26,076	0				3,694	27,597	34,985	28	6	28	6	0	0	0
	38 18 DELANCEY STREET	1,459	1	commercial	2,930	0		C6-1	6	60	1,240	3,779	5,019	4	C6-2A*	7.20	120	1,240	9,265	11,745	9	2	5	2	0	0	0
207 425 3 207 Total	39 16 DELANCEY STREET	1,017 2,476	1 2	commercial	1,594 4.524	0	2	C6-1	6	60	864 2,105	2,634 6.413	3,498 8,517	3 6	C6-2A*	7.20	120	864 2,105	6,458 15,723	8,187 19.932	6	3	9	3	0	0	0
208 443	8 32 2 AVENUE	5,450	1	commercial	8,900	0	2	C6-1	6	60	4,633	14,116	18,748	14	C6-2A*	7.20	120	4,633	34,608	43,873	35	7	20	7	0	0	0
208 Total		5,450	1		8,900	0					4,633	14,116	18,748	14				4,633	34,608	43,873	35	7	20	7	0	0	0
	12 48 EAST 3 STREET	1,000	1	residential	2,800	3	3	C6-1	6	60	0	2,800	2,800	3	C6-2A*	7.20	120	850	6,350	8,050	6	1	3	1	0	0	0
209 Total		1,000	1		2,800	3					0	2,800	2,800	3				850	6,350	8,050	6	1	3	1	0	0	0

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Potential Develop Site Description	pment Sites	I		Existing Condition							No Build Co	nditions			1			Duild	Conditions				Inor	ement	ı	Parking	
Site Description				Existing Condition	ліъ						NO Bulla CC	munions						Bullu	Conditions				IIICI	emem		Farking	
									Max.							Max.						Affordable					
Site No. Block Lot	Address	Lot Area	Number of Buildings		Bldg Area	DUs	Built FAR	Existing Zoning	Permitted FAR	Building Height	Commercial EA	Residential FA	Total FA	Dwellling Units	Proposed Zoning	Permitted FAR	Building Height	Commercial EA	Residential FA	Total FA	Dwellling Units	Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
	29 31 2 AVENUE	4,510	2	commercial	13,188	4		C6-1	6 6	60	3.834	11.681	15,514	12	C6-2A*	7.20	120	3.834	28.639	36,306	29	6	17	6	0	0	0
210 Total		4,510	2		13,188	4					3,834	11,681	15,514	12				3,834	28,639	36,306	29	6	17	6	0	0	0
211 457 211 Total	32 29 2 AVENUE	2,277 2,277	1	commercial	5,794 5,794	2	3	C6-1	6	60	1,935 1,935	5,897 5,897	7,833 7,833	6	C6-2A*	7.20	120	1,935 1,935	14,459 14,459	18,330 18,330	14	3	9	3	0	0	0
	23 32 EAST 3 STREET	1,311	1	residential	3,680	3	3	C6-1	6	60	0	3,680	3,680	3	C6-2A*	7.20	120	1,114	8,325	10,554	8	2	5	2	0	0	0
212 Total		1,311	1		3,680	3					0	3,680	3,680	3				1,114	8,325	10,554	8	2	5	2	0	0	0
213 458 213 Total	24 34 EAST 3 STREET	1,311 1,311	1	residential	3,680 3,680	2	3	C6-1	6	60	0	3,680 3,680	3,680 3,680	2	C6-2A*	7.20	120	1,114 1,114	8,325 8,325	10,554 10,554	8	2	6	2	0	0	0
214 458	25 36 EAST 3 STREET	1,311	1	residential	3,680	2	3	C6-1	6	60	0	3,680	3,680	2	C6-2A*	7.20	120	1,114	8,325	10,554	8	2	6	2	0	0	0
214 Total 215 458	35 28 EAST 2 STREET	1,311 1,526	1	residential	3,680	2	3	C6-1	6	60	0	3,680	3,680	2	C6-2A*	7.20	120	1,114 1,297	8,325 9,690	10,554 12,284	10	2	6 8	2	0	0	0
215 Total	33 20 EAST 2 STREET	1,526	1	residential	3,888	2		C0-1	0	00	0	3,888	3,888	2	C0-2A	7.20	120	1,297	9,690	12,284	10	2	8	2	0	0	0
	139 66 CLINTON STREET	4,087	1	commercial	4,340	0	1	R7-2	3	50	3,474	10,585	14,059	11	R7A	4.00	80	3,474	12,874	19,822	13	0	2	0	0	0	0
216 Total 217 345	35 188 STANTON STREET	4,087 1,715	1	commercial	4,340 3.000	0	2	R7-2	3	50	3,474 0	10,585 5,900	14,059 5,900	11 6	R7A	4.00	80	3,474 0	12,874 6,860	19,822 6.860	13 7	0	2	0	0	0	0
217 Total		1,715	1		3,000	0			_		0	5,900	5,900	6				0	6,860	6,860	7	0	1	0	0	0	0
218 350 218 Total	21 9 CLINTON STREET	1,600 1,600	1	mixed-use	3,000	2	2	R7-2	3	50	1,450 1,450	1,550 1,550	3,000	2	R7A	4.00	80	1,360 1,360	5,040 5,040	7,760 7,760	5	0	3	0	0	0	0
219 355	45 182 NORFOLK STREET	2,558	1	residential	4,375	3	2	R7-2	3	50	0	8,800	8,800	9	R7A	4.00	80	0	10,232	10,232	10	0	1	0	0	0	0
219 Total	04 400 011550111 055 555	2,558	1	11.61	4,375	3		D= *	_		0	8,800	8,800	9	D=:	4	5 -	0	10,232	10,232	10	0	1	0	0	0	0
220 355 220 Total	61 169 SUFFOLK STREET	2,400 2,400	1	residential	2,880 2.880	5	1	R7-2	3	50	0	8,256 8,256	8,256 8,256	8	R7A	4.00	80	0	9,600 9.600	9,600 9,600	10	0	1	0	0	0	0
221 377	1 110 AVENUE C	1,503	1	mixed-use	2,790	2	2	R7-2	3	60	1,278	3,893	5,170	4	R7A	4.00	80	1,278	4,734	7,290	5	0	1	0	0	0	0
221 Total 222 386	5 45 AVENUE B	1,503 3,225	2	mixed-use	2,790 5,523	5	2	R7-2	3	60	1,278 2,741	3,893 8,353	5,170 11,094	8	R7A	4.00	80	1,278 2,741	4,734 10,159	7,290 15,641	5 10	0	2	0	0	0	0
222 386	7 49 AVENUE B	1,725	2	mixed-use	2,304	2		R7-2	3	60	0	5,934	5,934	6	R7A	4.00	80	0	6,900	6,900	7	0	1	0	0	0	0
222 386	8 51 AVENUE B	1,530	2	mixed-use	1,920	2	1	R7-2	3	60	0	5,263	5,263	5	R7A	4.00	80	0	6,120	6,120	6	0	1	0	0	0	0
222 Total 223 387	35 65 AVENUE C	6,480 4,320	6	public facility or ins	9,747 8 8.656	9	2	R7-2	3	60	2,741 3,672	19,550 11,189	22,291 14.861	20	R7A	4.00	80	2,741 3,672	23,179 13.608	28,661 20,952	23	0	2	0	0	0	0
223 Total		4,320	1	public facility of file	8,656	0	_	TO Z	3	00	3,672	11,189	14,861	11	IOA	4.00	00	3,672	13,608	20,952	14	0	2	0	0	0	0
	35 151 AVENUE C	1,909 1,909	1	transportation- or u	3,657	0	2	R7-2	3	60	1,623	4,944 4,944	6,567 6,567	5	R7A	4.00	80	1,623	6,013	9,259	6	0	1	0	0	0	0
224 Total 225 398	29 34 AVENUE B	1,909	1	commercial	3,657 3,800	2	2	R7-2	3	60	1,623 1,620	4,944	6,557	5	R7A	4.00	80	1,623 1,620	6,013 6,004	9,259 9,244	6	0	1	0	0	0	0
225 Total		1,906	1		3,800	2			_		1,620	4,937	6,557	5				1,620	6,004	9,244	6	0	1	0	0	0	0
226 402 226 Total	41 98 AVENUE B	1,844 1,844	1	commercial	3,168 3,168	1	2	R7-2	3	60	1,584 1,584	1,584 1,584	3,168 3,168	1	R7A	4.00	80	1,567 1,567	5,809 5,809	8,943 8,943	6	0	5 5	0	0	0	0
227 402	42 96 AVENUE B	1,400	1	mixed-use	1,839	1	1	R7-2	3	60	1,190	3,626	4,816	4	R7A	4.00	80	1,190	4,410	6,790	4	0	1	0	0	0	0
227 Total 228 404	56 299 EAST 10 STREET	1,400 2,610	1	residential	1,839 4.530	5	2	R7-2	3	60	1,190 2,219	3,626 6,760	4,816 8,978	7	R7A	4.00	80	1,190 2,219	4,410 8,222	6,790 12,659	8	0	1	0	0	0	0
228 Total	30 299 EAST 10 STREET	2,610	1	residential	4,530	5		K1-2	3	60	2,219	6,760	8,978	7	K/A	4.00	00	2,219	8,222	12,659	8	0	1	0	0	0	0
229 437	25 155 AVENUE A	5,980	1	public facility or ins	10,608	0	2	R7-2	3	60	5,083	15,488	20,571	15	R7A	4.00	80	5,083	18,837	29,003	19	0	3	0	0	0	0
229 Total 230 448	4 110 2 AVENUE	5,980 3,250	1	public facility or ins	10,608 5,476	0	2	C6-1	6	60	5,083	15,488 19,500	20,571 19,500	15 20	R7A	4.00	80	5,083	18,837 13,000	29,003 13,000	19 13	0	-7	0	0	0	0
230 Total		3,250	1		5,476	0					0	19,500	19,500	20				0	13,000	13,000	13	0	-7	0	0	0	0
231 449 231 Total	30 131 1 AVENUE	1,375 1,375	1	commercial	1,350 1,350	0	1	R7-2	3	60	1,169 1,169	3,561 3,561	4,730 4,730	4	R7A	4.00	80	1,169 1,169	4,331 4,331	6,669 6,669	4	0	1	0	0	0	0
232 454	40 207 1 AVENUE	1,720	1	public facility or ins	2,640	0	2	R7-2	3	60	1,462	4,455	5,917	4	R7A	4.00	80	1,462	5,418	8,342	5	0	1	0	0	0	0
232 Total 233 436	8 404 EAST 9 STREET	1,720 1,500	1	residential	2,640 2,868	0	2	R7-2	3	60	1,462 1,275	4,455 3.885	5,917 5,160	4	R7A	4.00	80	1,462 1,275	5,418 4.725	8,342 7,275	5	0	1	0	0	0	0
233 436 233 Total	6 404 EAST 9 STREET	1,500 1,500	1	residential	2,868 2,868	3	2	K/-2	3	60	1,275 1,275	3,885	5,160 5,160	4	K/A	4.00	80	1,275 1,275	4,725 4,725	7,275 7,275	5	0	1	0	0	0	0
234 344	56 213 STANTON STREET	3,837	1	public facility or ins		0		R7-2	3	50	0	13,199	13,199	13	R7A	4.00	80	0	15,348	15,348	15	0	2	0	0	0	0
234 344 234 Total	60 99 PITT STREET	19,263 23,100	3	public facility or ins	57,574 66.954	0	3	R7-2	3	50	0	66,265 79,464	66,265 79,464	66 79	R7A	4.00	80	0	77,052 92,400	77,052 92,400	77 92	0	11	0	0	0	0
235 372	30 314 EAST 3 STREET	2,401	1	residential	3,520	3	1	R7-2	3	60	0	8,259	8,259	8	R8B	4.00	60	0	9,604	9,604	10	0	1	0	0	0	0
235 Total 236 372	22 220 5 4 5 7 2 5 7 5 5 7	2,401	1		3,520 2,823	3		R7-2	3	60	0	8,259	8,259	8	Don	4.00	60	0	9,604	9,604	10	0	1	0	0	0	0
236 372 236 Total	33 320 EAST 3 STREET	1,425 1,425	1	residential	2,823	4	2	K/-2	3	60	0	2,823 2,823	2,823	4	R8B	4.00	60	1,211 1,211	4,489 4,489	6,911 6,911	4	0	0	0	0	0	0
237 373	13 320 EAST 4 STREET	1,803	1	residential	2,592	3	1	R7-2	3	60	0	6,202	6,202	6	R8B	4.00	60	0	7,212	7,212	7	0	1	0	0	0	0
237 Total 238 373	61 289 EAST 3 STREET	1,803 1,988	1	public facility or ins	2,592 3,611	0	2	R7-2	3	60	0 3,611	6,202	6,202 3,611	6	R8B	4.00	60	0	7,212 7,952	7,212 7,952	8	0	1 8	0	0	0	0
238 Total	3. Los Enor o officer	1,988	1	pablic facility of the	3,611	0	Ĺ	107 2	<u> </u>		3,611	0	3,611	0	NOD	4.00	00	0	7,952	7,952	8	0	8	0	0	0	0
	62 287 EAST 3 STREET	2,052	1	residential	2,870	4	1	R7-2	3	60	0	7,059	7,059	7	R8B	4.00	60	0	8,208	8,208	8	0	1	0	0	0	0
239 Total 240 373	63 285 EAST 3 STREET	2,052 2,084	1	residential	2,870 2,917	4	1	R7-2	3	60	0	7,059 7,169	7,059 7,169	7	R8B	4.00	60	0	8,208 8,336	8,208 8,336	8	0	1	0	0	0	0
240 Total		2,084	1		2,917	4			,		0	7,169	7,169	7				0	8,336	8,336	8	0	1	0	0	0	0
241 375 241 Total	29 740 EAST 6 STREET	2,135 2,135	1	public facility or ins	3,877	0	2	R7-2	3	60	3,877 3,877	0	3,877 3,877	0	R8B	4.00	60	0	8,540 8,540	8,540 8,540	9	0	9	0	0	0	0
241 10tal		2,135			3,877	0					3,877	0	3,8//	0				U	8,540	8,540	9	U	9	U	0	U	U

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

242 375 32 746 EAST 6 STREET 242 Total 243 376 21 258 EAST 7 STREET 243 Total 244 376 24 264 EAST 7 STREET 244 Total 245 376 25 266 EAST 7 STREET 245 Total		Number of Buildings 1 1 1	Land Use residential residential		Built DUs FAR	Existing Zoning	Max.		No Build Cond	litions						Build (Conditions				Incre	ement		Parking	
242 375 32 746 EAST 6 STREET 242 Total 243 243 376 21 258 EAST 7 STREET 243 Total 2424 Total 244 376 24 264 EAST 7 STREET 245 Total 25 266 EAST 7 STREET 245 Total 25 266 EAST 7 STREET	2,134 2,134 2,059 2,059 2,059 2,059 2,059	Buildings 1 1 1 1	residential	3,542	DUs FAR																				
242 375 32 746 EAST 6 STREET 242 Total 243 376 243 Total 24 258 EAST 7 STREET 244 376 24 264 EAST 7 STREET 244 1376 24 264 EAST 7 STREET 245 Total 25 266 EAST 7 STREET 245 Total 24 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	2,134 2,059 2,059 2,059 2,059 2,059	1			2 2		Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
243 376 21 258 EAST 7 STREET 243 Total 244 376 24 264 EAST 7 STREET 244 Total 245 376 25 266 EAST 7 STREET 245 Total 245 Total 25 266 EAST 7 STREET 25	2,059 2,059 2,059 2,059 2,059	1	residential	3,542		R7-2	3	60	0	7,341	7,341	7	R8B	4.00	60	0	8,536	8,536	9	0	1	0	0	0	0
243 Total 244 376 24 264 EAST 7 STREET 244 Total 245 245 376 25 266 EAST 7 STREET 245 Total 25 266 EAST 7 STREET	2,059 2,059 2,059	1	residential		2				0	7,341	7,341	7				0	8,536	8,536	9	0	1	0	0	0	0
244 376 24 264 EAST 7 STREET 244 Total 245 376 25 266 EAST 7 STREET 245 Total	2,059 2,059			3,578	4 2	R7-2	3	60	0	3,578	3,578	4	R8B	4.00	60	0	8,236	8,236	8	0	4	0	0	0	0
244 Total 245 376 25 266 EAST 7 STREET 245 Total 245 Total 245 Total	2,059	1	residential	3,578 3,696	3 2	R7-2	3	60	0	3,578 3,696	3,578 3,696	3	R8B	4.00	60	0	8,236 8,236	8,236 8,236	8	0	5	0	0	0	0
245 Total	2,059	1	roordorida	3,696	3	IV. E	J	- 55	0	3,696	3,696	3	TOD	1.00	00	0	8,236	8,236	8	0	5	0	0	0	0
			residential	3,764	4 2	R7-2	3	60	0	3,764	3,764	4	R8B	4.00	60	0	8,236	8,236	8	0	4	0	0	0	0
246 376 26 268 FAST 7 STREET	2,059	1	residential	3,764 3,491	4 2	R7-2	3	60	0	3,764 7,104	3,764 7,104	7	R8B	4.00	60	0	8,236 8,260	8,236 8,260	8 8	0	1	0	0	0	0
246 Total	2,065	1	residential	3,491	4 2	K1-2	3	60	0	7,104	7,104	7	ROD	4.00	60	0	8,260	8,260	8	0	1	0	0	0	0
247 376 43 743 EAST 6 STREET	2,090	1	mixed-use	3,680	1 2	R7-2	3	60	0	7,190	7,190	7	R8B	4.00	60	0	8,360	8,360	8	0	1	0	0	0	0
247 Total 248 376 22 260 FAST 7 STREET	2,090	1		3,680 4.316	1	D7.0			0	7,190 4.316	7,190	7	Don	4.00		0	8,360	8,360	8	0	1 5	0	0	0	0
248 376 22 260 EAST 7 STREET 248 Total	2,059	1	residential	4,316	3 2	R7-2	3	60	0	4,316	4,316 4,316	3	R8B	4.00	60	0	8,236 8,236	8,236 8,236	8	0	5	0	0	0	0
249 376 23 262 EAST 7 STREET	2,059	·	residential	4,154	4 2	R7-2	3	60	0	4,154	4,154	4	R8B	4.00	60	0	8,236	8,236	8	0	4	0	0	0	0
249 Total	2,059	1		4,154	4				0	4,154	4,154	4				0	8,236	8,236	8	0	4	0	0	0	0
250 377 10 356 EAST 8 STREET 250 Total	1,804	1	residential	2,928 2,928	3 2	R7-2	3	60	1,533 1,533	4,672 4,672	6,206 6,206	5 5	R8B	4.00	60	1,533 1,533	5,683 5,683	8,749 8,749	6	0	1	0	0	0	0
250 Total 251 377 52 271 EAST 7 STREET	2,169	1	residential	3,728	5 2	R7-2	3	60	0	3,728	3,728	5	R8B	4.00	60	0	8,676	8,749	9	0	4	0	0	0	0
251 Total	2,169	1		3,728	5				0	3,728	3,728	5				0	8,676	8,676	9	0	4	0	0	0	0
252 377 53 269 EAST 7 STREET	2,169	1	residential	3,657 3,657	5 2	R7-2	3	60	0	7,461	7,461	7	R8B	4.00	60	0	8,676	8,676	9	0	1	0	0	0	0
252 Total 253 377 61 253 EAST 7 STREET	2,169 2,413	1	residential	3,657	5 1	R7-2	3	60	0	7,461 8,301	7,461 8,301	7 8	R8B	4.00	60	0	8,676 9,652	8,676 9,652	9 10	0	1	0	0	0	0
253 Total	2,413	1	roordorittal	3,155	5	IVI E	J	- 00	0	8,301	8,301	8	NOD	1.00	00	0	9,652	9,652	10	0	1	0	0	0	0
254 377 64 247 EAST 7 STREET	2,332		public facility or ins	5,825	0 3	R7-2	3	60	0	0	0	0	R8B	4.00	60	0	9,328	9,328	9	0	9	0	0	0	0
254 377 65 EAST 7 STREET 254 377 66 243 EAST 7 STREET	2,381		parking-related residential	3,084	0 0	R7-2 R7-2	3	60 60	0	8,191 8,191	8,191 8,191	8	R8B R8B	4.00 4.00	60 60	0	9,524 9,524	9,524 9,524	10 10	0	1	0	0	0	0
254 Total	7,094	2	residential	8,909	3 1	K1-2	3	60	0	16,381	16,381	16	ROD	4.00	60	0	28,376	28,376	28	0	12	0	0	0	0
255 378 43 393 EAST 8 STREET	6,574	1	public facility or ins	10,350	0 2	R7-2	3	60	0	22,615	22,615	23	R8B	4.00	60	0	26,296	26,296	26	0	4	0	0	0	0
255 Total	6,574	1		10,350	0		_		0	22,615	22,615	23				0	26,296	26,296	26	0	4	0	0	0	0
256 385 30 250 EAST 3 STREET 256 Total	4,671 4.671	1	public facility or ins	4,865 4.865	0 1	R7-2	3	60	0	16,068 16,068	16,068 16,068	16 16	R8B	4.00	60	0	18,684 18.684	18,684 18.684	19 19	0	3	0	0	0	0
257 387 42 289 EAST 4 STREET	2,645	1	public facility or ins	2,878	0 1	R7-2	3	60	0	9,099	9,099	9	R8B	4.00	60	0	10,580	10,580	11	0	1	0	0	0	0
257 Total	2,645	1		2,878	0				0	9,099	9,099	9				0	10,580	10,580	11	0	1	0	0	0	0
258 390 52 207 EAST 7 STREET 258 Total	3,880 3.880	1	public facility or ins	6,983 6.983	22 2	R7-2	3	60	0	6,983 6,983	6,983 6,983	22	R8B	4.00	60	0	15,520 15.520	15,520 15.520	16 16	0	-6 -6	0	0	0	0
259 393 61 349 EAST 10 STREET	2,369		mixed-use	4,115	3 2	R7-2	3	60	600	3,515	4,115	3	R8B	4.00	60	2,014	7,462	11,490	7	0	4	0	0	0	0
259 Total	2,369	1		4,115	3				600	3,515	4,115	3				2,014	7,462	11,490	7	0	4	0	0	0	0
260 399 11 206 EAST 4 STREET 260 399 51 173 EAST 3 STREET	32,246 3,408		public facility or ins	39,246 13.632	0 1	R7-2 R7-2	3	60 60	0	110,926 11,724	110,926 11,724	111 12	R8B R8B	4.00 4.00	60 60	0	128,984 13.632	128,984 13,632	129 14	0	18 2	0	0	0	0
260 Total	35.654	2	public facility of Iris	52,878	0 4	K1-2	3	60	0	122,650	122,650	123	ROD	4.00	60	0	142,616	142,616	143	0	20	0	0	0	0
261 404 46 319 EAST 10 STREET	2,369	1	residential	4,181	5 2	R7-2	3	60	0	8,149	8,149	8	R8B	4.00	60	0	9,476	9,476	9	0	1	0	0	0	0
261 Total 262 404 47 317 EAST 10 STREET	2,369	1	residential	4,181	5 4 2	D7.0	3	60	0	8,149	8,149	8	Dep	4.00	60	0	9,476	9,476	9	0	1	0	0	0	0
262 404 47 317 EAST 10 STREET 262 Total	2,369 2,369	1	residential	4,100 4,100	4 2	R7-2	3	60	0	8,149 8,149	8,149 8,149	8	R8B	4.00	60	0	9,476 9,476	9,476 9,476	9	0	1	0	0	0	0
263 404 52 307 EAST 10 STREET	2,863	1	residential	5,500	5 2	R7-2	3	60	0	9,849	9,849	10	R8B	4.00	60	0	11,452	11,452	11	0	2	0	0	0	0
263 Total	2,863	1		5,500	5	D= -			0	9,849	9,849	10	Des	1.55	0.7	0	11,452	11,452	11	0	2	0	0	0	0
264 404 53 305 EAST 10 STREET 264 Total	2,795 2,795	1	residential	5,556 5,556	5 2	R7-2	3	60	0	9,615 9,615	9,615 9,615	10 10	R8B	4.00	60	0	11,180 11,180	11,180 11,180	11 11	0	2	0	0	0	0
265 405 39 545 EAST 11 STREET	4,130	1	public facility or ins	4,962	0 1	R7-2	3	60	3,511	10,697	14,207	11	R8B	4.00	60	3,511	13,010	20,031	13	0	2	0	0	0	0
265 405 41 543 EAST 11 STREET	2,065		public facility or ins	4,805	0 2		3	60	0	0	0	0	R8B	4.00	60	0	8,260	8,260	8	0	8	0	0	0	0
265 Total 266 406 52 525 EAST 12 STREET	6,195 2,272	2	rooidontio!	9,767 3.650	2 2	R7-2	3	60	3,511	10,697 7.816	14,207 7.816	11 8	Don	4.00	60	3,511 0	21,270 9,088	28,291 9,088	21 9	0	11	0	0	0	0
266 406 52 525 EAST 12 STREET 266 Total	2,272	1	residential	3,650	2 2	K1-2	3	60	0	7,816	7,816	8	R8B	4.00	00	0	9,088	9,088	9	0	1	0	0	0	0
267 429 12 99 EAST 2 STREET	2,950	3	mixed-use	4,648	0 2	R7-2	3	60	2,508	7,641	10,148	8	R8B	4.00	60	2,508	9,293	14,308	9	0	2	0	0	0	0
267 Total	2,950	3		4,648	0				2,508	7,641	10,148	8				2,508	9,293	14,308	9	0	2	0	0	0	0
268 429 28 135 EAST 2 STREET 268 Total	3,010 3,010	1	residential	4,200 4,200	2 1	R7-2	3	60	0	10,354 10,354	10,354 10,354	10 10	R8B	4.00	60	0	12,040 12,040	12,040 12,040	12 12	0	2	0	0	0	0
269 434 50 415 EAST 6 STREET	1,998		public facility or ins	3,734	0 2	R7-2	3	60	0	0	0	0	R8B	4.00	60	0	7,992	7,992	8	0	8	0	0	0	0
269 Total	1,998	1	,	3,734	0				0	0	0	0				0	7,992	7,992	8	0	8	0	0	0	0
270 435 16 104 ST MARK'S PLACE	7,751	-	public facility or ins	12,882	0 2	R7-2	3	60	0	26,663	26,663	27	R8B	4.00	60	0	31,004	31,004	31	0	4	0	0	0	0
270 435 48 109 EAST 7 STREET 270 435 49 107 EAST 7 STREET	1,912 5.655	-	public facility or ins	4,000 5.626	0 2	R7-2 R7-2	3	60 60	0	0 19,453	0 19,453	0 19	R8B R8B	4.00 4.00	60 60	0	7,648 22.620	7,648 22.620	8 23	0	8	0	0	0	0
270 435 52 101 EAST 7 STREET	1,966		public facility or ins	4,772	0 2		3	60	0	0	0	0	R8B	4.00	60	0	7,864	7,864	8	0	8	0	0	0	0
270 Total	17,284	4		27,280	0				0	46,117	46,117	46				0	69,136	69,136	69	0	23	0	0	0	0

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Potential Development Sites	_					_																		
Site Description			Existing Condition	ons		_			No Build Conditions						Build	Conditions				Incre	ement	——	Parking	
																						1		
																						1		
ov.					B. 11		Max.	B			D		Max.	D. 11.0					Affordable				D	
No. Block Lot Address	Lot Area	Number of Buildings	Land Use	Bldg Area	Built DUs FAR	Existing Zoning	Permitted FAR	Building Height	Commercial FA Residential	A Total FA	Dwellling Units	Proposed Zoning	Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Dwelling Units	DUs	Affordable DUs	Parking No Build	Parking Build	Parking Increment
271 440 44 429 EAST 12 STREET	1,701	1	public facility or ins	_	0 0	R7-2	3	60	0 5,851	5,851	6	R8B	4.00	60	0	6,804	6,804	7	0	1	0	0	0	0
271 Total	1,701	1		0	0				0 5,851	5,851	6				0	6,804	6,804	7	0	1	0	0	0	0
272 444 20 62 EAST 3 STREET	1,900	1	residential	2,748	4 1	R7-2	3	60	0 6,536	6,536	7	R8B	4.00	60	0	7,600	7,600	8	0	1	0	0	0	0
272 444 21 64 EAST 3 STREET 272 Total	1,890 3,790	1 2	residential	3,488 6,236	8 2	R7-2	3	60	0 3,488 0 10,024	3,488 10,024	4	R8B	4.00	60	0	7,560 15,160	7,560 15,160	8 15	0	4	0	0	0	0
273 445 16 100 EAST 4 STREET	1,803	1	commercial	3,400	0 2	R7-2	3	60	3,400 0	3,400	0	R8B	4.00	60	0	7,212	7,212	7	0	5 7	0	0	0	0
273 Total	1,803	1	commercial	3,400	0	11.7	J		3,400 0	3,400	0	TOD	1.00	- 55	0	7,212	7,212	7	0	7	0	0	0	0
274 448 18 68 EAST 7 STREET	2,271	1	residential	4,016	4 2	R7-2	3	60	0 4,016	4,016	4	R8B	4.00	60	0	9,084	9,084	9	0	5	0	0	0	0
274 Total	2,271	1		4,016	4				0 4,016	4,016	4				0	9,084	9,084	9	0	5	0	0	0	0
275 449 20 62 ST MARK'S PLACE 275 Total	2,563 2,563	1	public facility or ins	4,589 4,589	0 2	R7-2	3	60	0 0	0	0	R8B	4.00	60	0	10,252 10,252	10,252 10,252	10	0	10 10	0	0	0	0
276 450 38 73 ST MARK'S PLACE	2,348	1	residential	4,142	4 2	R7-2	3	60	0 4,142	4,142	4	R8B	4.00	60	0	9,392	9,392	9	0	5	0	0	0	0
276 Total	2,348	1		4,142	4		-		0 4,142	4,142	4				0	9,392	9,392	9	0	5	0	0	0	0
277 454 65 311 EAST 12 STREET	2,065	1	residential	4,000	4 2	R7-2	3	60	0 4,000	4,000	4	R8B	4.00	60	0	8,260	8,260	8	0	4	0	0	0	0
277 Total	2,065	1		4,000	4	D7.0			0 4,000	4,000	4	Don	4.00	- 00	0	8,260	8,260	8	0	4	0	0	0	0
278 458 44 10 EAST 2 STREET 278 Total	1,600 1,600	1	residential	3,052 3,052	1 2	R7-2	3	60	0 3,052 0 3,052	3,052 3,052	1	R8B	4.00	60	0	6,400 6,400	6,400 6,400	6	0	5	0	0	0	0
279 460 23 224 EAST 5 STREET	3,824	1	public facility or ins	5,052 s 5,956	0 2	R7-2	3	60	0 3,032	13,155	13	R8B	4.00	60	0	15,296	15,296	15	0	2	0	0	0	0
279 Total	3,824	1		5,956	0				0 13,155	13,155	13				0	15,296	15,296	15	0	2	0	0	0	0
280 464 27 234 EAST 9 STREET	1,192	1	transportation- or u	u 2,384	0 2	R7-2	3	60	2,384 0	2,384	0	R8B	4.00	60	0	4,768	4,768	5	0	5	0	0	0	0
280 464 31 236 EAST 9 STREET	1,160	0	vacant	0	0 0		3	60	0 3,990	3,990	4	R8B	4.00	60	0	4,640 448	4,640 448	5	0	1	0	0	0	0
280 464 132 238A EAST 9 STREET 280 Total	112 2,464	1 2	commercial	220 2,604	0 2	R7-2	3	60	0 385 2,384 4,376	385 6,760	0	R8B	4.00	60	0	9,856	9,856	10	0	5	0	0	0	0
281 460 26 230 EAST 5 STREET	1,939	1	residential	2,832	3 1	R7-2	3	60	0 6,670	6,670	7	R8B	4.00	60	0	7,756	7,756	8	0	1	0	0	0	0
281 Total	1,939	1		2,832	3				0 6,670	6,670	7				0	7,756	7,756	8	0	1	0	0	0	0
282 465 58 231 EAST 9 STREET	1,633	1	commercial	3,083	1 2		3	60	0 5,618	5,618	6	R8B	4.00	60	0	6,532	6,532	7	0	1	0	0	0	0
282 465 59 229 EAST 9 STREET 282 Total	1,450 3,083	1 2	commercial	2,836 5,919	0 2	R7-2	3	60	0 4,988 0 10,606	4,988 10,606	5 11	R8B	4.00	60	0	5,800 12,332	5,800 12,332	6 12	0	1 2	0	0	0	0
283 468 26 234 EAST 13 STREET	2,211	1	residential	3,299	4 1	R7-2	3	60	0 7,606	7,606	8	R8B	4.00	60	0	8.844	8,844	9	0	1	0	0	0	0
283 Total	2,211	1		3,299	4				0 7,606	7,606	8				0	8,844	8,844	9	0	1	0	0	0	0
284 468 54 215 EAST 12 STREET	2,581	1	residential	5,024	5 2	R7-2	3	60	0 5,024	5,024	5	R8B	4.00	60	0	10,324	10,324	10	0	5	0	0	0	0
284 Total	2,581	1		5,024	5	D7.0			0 5,024	5,024	5	Don	4.00	- 00	0	10,324	10,324	10	0	5	0	0	0	0
285 397 27 191 EAST 2 STREET 285 Total	2,038	1	residential	2,272 2,272	1 1	R7-2	3	60	1,732 5,278 1,732 5,278	7,011 7,011	5	R8B	4.00	60	1,732 1,732	6,420 6,420	9,884 9,884	6	0	1	0	0	0	0
286 343 66 55 PITT STREET	2,118	1	commercial	2,106	0 1	R7-2	3	60	0 7,286	7,286	7	R8A*	7.20	120	0	15,250	15,250	15	3	8	3	0	0	0
286 Total	2,118	1		2,106	0				0 7,286	7,286	7				0	15,250	15,250	15	3	8	3	0	0	0
287 348 38 100 CLINTON STREET	1,000	1	mixed-use	2,500	2 3	R7-2	3	60	1,000 1,500	2,500	2	R8A*	7.20	120	850	6,350	8,050	6	1	4	1	0	0	0
287 Total 288 348 71 176 DELANCEY STREET	1,000 2,500	1 1	residential	2,500 5,250	4 2	R7-2	3	60	1,000 1,500 0 8,600	2,500 8,600	9	R8A*	7.20	120	850 0	6,350 18,000	8,050 18,000	6 18	4	9	4	0	0	0
288 Total	2,500	1	residential	5,250	4	IVI Z	3	00	0 8,600	8,600	9	TOA	7.20	120	0	18,000	18,000	18	4	9	4	0	0	0
289 350 54 301 EAST HOUSTON STREE	T 936	1	mixed-use	2,988	3 3	R7-2	3	60	400 2,588	2,988	3	R8A*	7.20	120	796	5,944	7,535	6	1	3	1	0	0	0
289 Total	936	1		2,988	3				400 2,588	2,988	3				796	5,944	7,535	6	1	3	1	0	0	0
290 350 60 313 EAST HOUSTON STREI	1,080 1,080	1	residential	3,540 3,540	3 3	R7-2	3	60	0 3,715 0 3,715	3,715 3,715	4	R8A*	7.20	120	0	7,776	7,776	8	2	4	2	0	0	0
290 Total 291 350 61 315 EAST HOUSTON STREI		1	residential	2,800	4 3	R7-2	3	60	0 3,715 0 3,715	3,715	4	R8A*	7.20	120	0	7,776 7,776	7,776 7,776	8	2	4	2	0	0	0
291 Total	1,080	1	roordornar	2,800	4	10, 2			0 3,715	3,715	4	110/1	7.20	120	0	7,776	7,776	8	2	4	2	0	0	0
292 355 51 249 EAST HOUSTON STREE		1	residential	2,799	4 2	R7-2	3	60	0 4,837	4,837	5	R8A*	7.20	120	0	10,123	10,123	10	2	5	2	0	0	0
292 Total	1,406	1		2,799	4	D= -	-		0 4,837	4,837	5	Doit	7	155	0	10,123	10,123	10	2	5	2	0	0	0
293 355 52 251 EAST HOUSTON STREI 293 Total	1,406 1,406	1	mixed-use	2,450 2,450	3 2	R7-2	3	60	0 4,837 0 4,837	4,837 4,837	5	R8A*	7.20	120	0	10,123 10,123	10,123 10,123	10 10	2	5	2	0	0	0
294 355 53 253 EAST HOUSTON STREE		1	commercial	6,780	0 3	R7-2	3	60	0 4,837	7,774	8	R8A*	7.20	120	0	16,272	16,272	16	3	8	3	0	0	0
294 Total	2,260	1		6,780	0				0 7,774	7,774	8				0	16,272	16,272	16	3	8	3	0	0	0
295 372 3 18 AVENUE C	1,080	1	residential	3,420	4 3	R7-2	3	60	0 3,420	3,420	4	R8A*	7.20	120	918	6,858	8,694	7	1	3	1	0	0	0
295 372 4 20 AVENUE C 295 372 5 22 AVENUE C	1,592 1,620	1	residential	4,320 4,320	8 3	R7-2 R7-2	3	60 60	0 4,320 0 4,320	4,320 4,320	8	R8A*	7.20 7.20	120 120	1,353 1,377	10,109 10,287	12,816 13,041	10 10	2	2	2	0	0	0
295 372 5 22 AVENUE C 295 Total	4,292	3	residential	12,060	20	K/-2	3	00	0 4,320 0 12,060	12,060	8 20	N.OA.	1.20	120	3,648	27,254	34,551	27	5	7	5	0	0	0
296 375 41 65 AVENUE D	1,614	1	mixed-use	3,040	2 2	R7-2	3	60	1,372 4,180	5,552	4	R8A*	7.20	120	1,372	10,249	12,993	10	2	6	2	0	0	0
296 Total	1,614	1		3,040	2				1,372 4,180	5,552	4				1,372	10,249	12,993	10	2	6	2	0	0	0
297 429 39 11 AVENUE A	1,500	1	commercial	3,918	0 3	R7-2	3	60	1,275 3,885	5,160	4	R8A*	7.20	120	1,275	9,525	12,075	10	2	6	2	0	0	0
297 Total 298 429 40 9 AVENUE A	1,500 1,507	1	mixed-use	3,918 4,558	3 3	R7-2	3	60	1,275 3,885 1,281 3,903	5,160 5,184	4	R8A*	7.20	120	1,275 1,281	9,525 9,569	12,075 12,131	10 10	2	6	2	0	0	0
298 Total	1,507	1	xcu use	4,558	3 3	11.7-2	3	30	1,281 3,903	5,184	4	NOA	1.20	120	1,281	9,569	12,131	10	2	6	2	0	0	0
299 429 41 7 AVENUE A	1,258	1	mixed-use	3,765	2 3	R7-2	3	60	1,242 2,523	3,765	2	R8A*	7.20	120	1,069	7,988	10,127	8	2	6	2	0	0	0
299 429 43 118 EAST 1 STREET	2,116	1	residential	3,900	4 2	R7-2	3	60	0 3,900	3,900	4	R8A*	7.20	120	1,799	13,437	17,034	13	3	9	3	0	0	0
299 Total	3,374	2		7,665	6	D7.0	_	60	1,242 6,423	7,665	6	DCA+	7.00	400	2,868	21,425	27,161	21	4	15	4	0	0	0
300 429 49 108 EAST 1 STREET 300 Total	2,118 2,118	1	residential	5,040 5,040	2 2	K7-2	3	60	0 5,040 0 5,040	5,040 5,040	2	R8A*	7.20	120	1,800 1,800	13,449 13,449	17,050 17,050	13 13	3	11 11	3	0	0	0
301 372 36 19 AVENUE D	826	1	mixed-use	2,481	2 3	R7-2	3	60	702 2,139	2,841	2	R8A*	7.20	120	702	5,245	6,649	5	1	3	1	0	0	0
301 372 37 17 AVENUE D	826	1	mixed-use	2,075	2 3			60	702 2,139	2,841	2	R8A*	7.20	120	702	5,245	6,649	5	1	3	1	0	0	0
301 Total	1,652	2		4,556	4				1,404 4,279	5,683	4				1,404	10,490	13,299	10	2	6	2	0	0	0
302 374 37 45 AVENUE D	7,040	2	public facility or ins		35 2	R7-2	3	60	5,984 18,234	24,218	18	R8A*	7.20	120	5,984	44,704	56,672	45 45	9	26	9	0	0	0
302 Total 303 375 44 59 AVENUE D	7,040 2,201	1	residential	16,386 7,567	35 8 3	R7-2	3	60	5,984 18,234 0 7,567	24,218 7,567	18 8	R8A*	7.20	120	5,984 1,871	44,704 13,976	56,672 17,718	45 14	3	26 6	3	0	0	0
303 Total (1)	2,201	1	- Coluctinal	7,567	8	117-2	3	30	0 7,567	7,567	8	NOA	1.20	120	1,871	13,976	17,718	14	3	6	3	0	0	0
(1) Prior to publication of the FEIS DCP learned that the		•				•						17 . 1 . 1 . 1												_

(1) Prior to publication of the FEIS. DCP learned that this site was recently developed with a condominium. The density based technical analyses in the FEIS are conservative in so far as they consider this site as a potential commercial/residential development site in the RWCDS. Please see Chapter 11. "Hazardous Materials." and Chapter 19. "Noise." for information regarding the E-designation process as it relates to this site.

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

	ial Deve	elopment Sites	1		Existing Condition	ins		1			No Build Co	onditions			I			Build	Conditions				Increment		Parking	,——
56			l e		Soliditio	-		1			Dana Ot				Ì			Duna						+		
	Block L	.ot Address LARGEMENTS	Lot Area	Number of Buildings	Land Use	Bldg Area	Built DUs FAR	Existin Zonin		Building Height	Commercial FA	A Residential FA	Total FA	Dwellling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Affordable Dwelling Units	Affordat DUs DUs	ble Parking No Build		Parking Increment
E-26	344	44 120 RIDGE STREET	4,375	1			22 3.4	2 R7-2	3.44	60	0	14,960	14,960	22	R7A	4.00	80	0	16,960	16,960	24	0	2 0			
E-27	344	63 97 PITT STREET	2,810	1			18 3.4	9 R7-2	3.44	50	800	9,005	9,805	18	R7A	4.00	60	800	10,305	11,105	18	0	0 0			
E-28	344	64 95 PITT STREET	2,814				18 3.5		3.44	50	1,000	8,990	9,990	18	R7A	4.00	60	1,000	10,256	11,256	18	0	0 0		 !	1
E-29	344	138 68 CLINTON STREET	1,637				7 3.4	+		50	800	4,855	5,655	7	R7A	4.00	60	800	5,251	6,051	7	0	0 0	+	+	
E-30 E-31	344 344	145 48 CLINTON STREET 149 173 STANTON STREET	2,500 2,500				2 2.6 5 2.7	_	3.44	25 50	6,525 0	0 6,875	6,525 6,875	2 5	R7A R7A	4.00	50 60	6,525	3,475 7,425	10,000 7,425	5 5	0	0 0	+	+	
E-32	344	150 175 STANTON STREET	2,500				8 2.7	_		50	1,200	5,675	6,875	8	R7A	4.00	60	1,200	6,275	7,475	8	0	0 0	+	+	
E-33	344	151 177 STANTON STREET	2,500	1			5 2.9	1 R7-2	3.44	50	0	7,267	7,267	5	R7A	4.00	60	0	8,617	8,617	5	0	0 0			
E-34	345	24 153 RIDGE STREET	2,500				12 2.8	+	3.44	50	500	6,500	7,000	12	R7A	4.00	60	500	7,100	7,600	12	0	0 0			ļ
E-35	345	25 151 RIDGE STREET	2,500				10 2.8	_		50	500	6,500	7,000	10	R7A	4.00	60	500	7,100	7,600	10	0	0 0		+	
E-36 E-37	345 345	34 190 STANTON STREET 48 115 PITT STREET	2,500 66,919				12 3.4 172 2.5	8 R7-2 4 R7-2		50 60	0	8,710 170,100	8,710 170,100	12 172	R7A R7A	4.00	60 80	0	9,460 210,100	9,460 210,100	12 212	0	0 0 40 0	+	+	
E-38	348	9 114 SUFFOLK STREET	2,500				15 3.5			50	600	8,150	8,750	15	R7A	4.00	60	600	9,075	9,675	15	0	0 0	1	1	
E-39	348	10 116 SUFFOLK STREET	2,500	1			8 3.6	0 R7-2	3.44	50	1,800	7,200	9,000	8	R7A	4.00	60	1,800	8,200	10,000	8	0	0 0			
E-40	348	14 149 RIVINGTON STREET	971	1			2 3.6	+	3.44	30	1,750	1,750	3,500	2	R7A	4.00	50	1,750	2,134	3,884	2	0	0 0		!	
E-41	348	15 151 RIVINGTON STREET	958				3 2.7	+		30	950	1,681	2,631	3	R7A	4.00	50	950	2,251	3,201	4	0	1 0	+	+	
E-42 E-43	348 348	16 153 RIVINGTON STREET 20 161 RIVINGTON STREET	988 2,500				2 3.5 16 3.5	_		30 50	1,190 1,200	2,310 7,675	3,500 8,875	2 16	R7A R7A	4.00	50 60	1,190 1,200	2,762 8,800	3,952 10,000	2 16	0	0 0	+-	+	
E-43	348	22 87 CLINTON STREET	2,500				13 3.3			50	1,400	7,040	8,440	13	R7A R7A	4.00	60	1,400	8,800	9,690	13	0	0 0	+	+ -	
E-45	348	23 89 CLINTON STREET	2,500				16 2.7	+		40	1,200	5,675	6,875	16	R7A	4.00	50	1,200	6,275	7,475	17	0	1 0			
E-46	348	25 93 CLINTON STREET	2,500	1			18 3.0		3.44	40	1,000	6,500	7,500	18	R7A	4.00	50	1,000	7,225	8,225	19	0	1 0		\bot	
E-47	348	43 88 CLINTON STREET	2,500				2 2.8	_	3.44	30	2,200	4,800	7,000	2	R7A	4.00	50	2,200	7,800	10,000	5	0	3 0		+	1
E-48 E-49	348 348	44 86 CLINTON STREET 45 84 CLINTON STREET	2,500 2,500				18 2.8 9 2.9	+		40 50	1,200 1,300	5,800 5,950	7,000 7,250	18 9	R7A R7A	4.00	50 60	1,200 1,300	6,450 6,600	7,650 7,900	19 9	0	0 0	+-	+-	1
E-49	348	48 78 CLINTON STREET	2,330				8 3.2	_	3.44	50	1,300	6,363	7,663	8	R7A	4.00	60	1,300	7.584	8,884	8	0	0 0	+	+	
E-51	348	49 165 RIVINGTON STREET	1,675				2 2.8			20	1,000	3,729	4,729	2	R7A	4.00	50	1,000	5,700	6,700	4	0	2 0	1		
E-52	348	50 167 RIVINGTON STREET	1,638	1			8 3.3	2 R7-2	3.44	40	800	4,642	5,442	8	R7A	4.00	50	800	5,217	6,017	9	0	1 0			
E-53	348	55 177 RIVINGTON STREET	1,600				0 2.2		3.44	10	3,600	0	3,600	0	R7A	4.00	50	3,600	2,800	6,400	3	0	3 0			
E-54 E-55	348 348	56 RIVINGTON STREET 69 85 ATTORNEY STREET	2,027 2,500				7 3.4	_	3.44	40 40	7,860	7,032 0	7,032 7,860	7	R7A R7A	4.00	50 50	7,860	7,532 1,450	7,532 9,310	8	0	1 0	+-	+-	1
E-56	349	14 153 STANTON STREET	2,500				10 3.2	_		50	1,200	6,885	8,085	10	R7A	4.00	60	1,200	7,685	8,885	10	0	0 0	+	+	
E-57	349	15 157 STANTON STREET	2,504				20 3.3	0 R7-2	3.44	50	0	8,255	8,255	20	R7A	4.00	60	0	9,055	9,055	20	0	0 0			
E-58	349	16 159 STANTON STREET	2,504	1			20 3.2	8 R7-2	3.44	50	0	8,201	8,201	20	R7A	4.00	60	0	9,001	9,001	20	0	0 0			
E-59	349	17 161 STANTON STREET	2,504				8 3.2		3.44	50	1,200	6,821	8,021	8	R7A	4.00	60	1,200	8,421	9,621	8	0	0 0			
E-60 E-61	349 349	24 55 CLINTON STREET 25 57 CLINTON STREET	2,500 2,500				16 3.3 18 3.3	_		50 50	800 800	7,511 7,550	8,311 8,350	16 18	R7A R7A	4.00	60	800 800	8,361 8,400	9,161 9,200	16 18	0	0 0	+	+	
E-62	349	33 156 RIVINGTON STREET	2,300				3 3.2		3.44	40	2,000	5,415	7,415	3	R7A	4.00	50	2,000	5,829	7,829	3	0	0 0	1	1	
E-63	350	2 168 SUFFOLK STREET	2,500	1			8 3.2	0 R7-2	3.44	50	1,200	6,794	7,994	8	R7A	4.00	60	1,200	7,694	8,894	8	0	0 0			
E-64	350	25 17 CLINTON STREET	2,500	1			8 2.5	_		50	1,250	5,000	6,250	8	R7A	4.00	60	1,250	5,500	6,750	8	0	0 0			
E-65 F-66	350 350	28 23 CLINTON STREET 33 162 STANTON STREET	2,500	1 1			16 2.7 20 3.3		3.44	50 50	700 0	6,175	6,875	16	R7A	4.00	60 60	700	6,725 9,140	7,425 9,140	16	0	0 0	+	+	
E-67	350	34 160 STANTON STREET	2,500 2,500				6 2.7	+	3.44	50	0	8,340 6,875	8,340 6,875	20 6	R7A R7A	4.00	60	0	7,425	7,425	20 6	0	0 0	+-	+	
E-68	350	35 158 STANTON STREET	2,500				16 3.2		3.44	50	0	8,063	8,063	16	R7A	4.00	60	0	8,813	8,813	16	0	0 0	1		
E-69	350	37 154 STANTON STREET	1,675	1			1 2.1	_		20	1,800	1,800	3,600	1	R7A	4.00	50	1,800	3,825	5,625	3	0	2 0			
E-70	350	39 30 CLINTON STREET	3,450	1			10 3.6	_	_	50	2,484	9,936	12,420	10	R7A	4.00	60	2,484	11,040	13,524	10	0	0 0			
E-71 E-72	350 350	46 16 CLINTON STREET 66 163 ATTORNEY STREET	2,500 2,500			1	8 2.2 18 2.3	_		50 50	800	4,766 6,750	5,566 6,750	8 18	R7A R7A	4.00	60 60	800	5,116 7,300	5,916 7,300	8 18	0	0 0	+-	+	
E-72	350	67 161 ATTORNEY STREET	2,500				18 2.7	_		50	0	6,750	6,750	18	R7A R7A	4.00	60	0	7,300	7,300	18	0	0 0	+	+	
E-74	350	78 180 STANTON STREET	1,990				0 2.0	+		20	4,000	0	4,000	0	R7A	4.00	50	4,000	3,540	7,540	4	0	4 0	_		
E-75	350	79 178 STANTON STREET	1,990				0 3.4	_		50	6,945	0	6,945	0	R7A	4.00	60	6,945	1,015	7,960	0	0	0 0	_	\perp	<u> </u>
E-76	353	23 127 RIVINGTON STREET	2,530				16 3.5	_		50	1,000	7,910	8,910	16	R7A	4.00	60	1,000	8,927	9,927	16	0	0 0	+-	+	
E-77 E-78	353 353	27 121 NORFOLK STREET 54 114 NORFOLK STREET	1,000 27,617	1			4 2.9 0 3.2	_		40 50	90,300	2,935	2,935 90,300	4 0	R7A R7A	4.00	50 60	90,300	3,335 13,396	3,335 103,696	0	0	0 0	+-	+	
E-78	353	7501 133 NORFOLK STREET	27,617				2 3.2			40	5,386	2,787	90,300 8,173	2	R7A R7A	4.00	50	5,386	13,396 4,537	9,923	4	0	2 0	+	+	
E-80	355	39 168 NORFOLK STREET	2,500	1			20 2.9	_		50	800	6,500	7,300	20	R7A	4.00	60	800	6,950	7,750	20	0	0 0	<u> </u>		
E-81	355	70 152 STANTON STREET	2,710				8 3.3	_		40	800	8,333	9,133	8	R7A	4.00	50	800	8,641	9,441	8	0	0 0	_	\bot	
E-82	355	71 150 STANTON STREET	1,075				3 3.2	_		40	800	2,724	3,524	3	R7A	4.00	50	800	3,032	3,832	3	0	0 0	+	 -	<u> </u>
E-83 E-84	355 355	72 148 STANTON STREET 73 146 STANTON STREET	1,238 1,617	1			3 2.9	_		40 40	800 0	2,808 3,608	3,608 3,608	3 4	R7A R7A	4.00 4.00	50 50	800 0	3,130 3,916	3,930 3,916	3 4	0	0 0	+-	+	
E-84	355	74 144 STANTON STREET	1,517				4 2.2	_		40	0	4,632	3,608 4,632	4	R7A R7A	4.00	50	0	3,916 5,248	3,916 5,248	5	0	1 0	+	+	<u> </u>
E-86	372	6 24 AVENUE C	2,325				9 2.3			40	1,000	4,381	5,381	9	R7A	4.00	50	1,000	4,861	5,861	9	0	0 0	_		
E-87	372	9 272 EAST 3 STREET	2,021				8 3.5	_		50	1,400	5,729	7,129	8	R7A	4.00	60	1,400	6,684	8,084	8	0	0 0	_	\bot	
E-88	372	10 274 EAST 3 STREET	2,021				9 3.	_		50	0	6,445	6,445	9	R7A	4.00	60	0	6,973	6,973	9	0	0 0	+-	+	
E-89	372 373	19 292 EAST 3 STREET 1 40 AVENUE C	2,401 1,923				9 2.8	_		50 30	500 1,500	6,420 3,300	6,920	9	R8B	4.00	60 50	500 1,500	6,720 3,684	7,220	9	0	0 0	+-	+	
E-90 E-91	373 373	1 40 AVENUE C 14 322 EAST 4 STREET	1,923 2,212			-	2 2.5	_		30	1,500	3,300 4,530	4,800 4,530	4	R7A R8B	4.00 4.00	50 50	1,500	3,684 8,327	5,184 8,327	8	0	4 0	+	+	
L-91	313	14 DEC LAGI 4 SIREEI	۷,۷۱۷	1 '	1	1	4 2.0	U K/-2	3.44	30	U	4,000	÷,330	4	IVOD	4.00	JU	U	0,321	0,327	0	U	- 0		1	1

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Potential Development Sites	1				1			No Build Conditions						Dild (Conditions				Inor	amant.		Dorking	
Site Description			Existing Conditions		 			No Build Conditions						Build (Conditions				incre	ement		Parking	
Site		Number of		Built	Existing	Max. Permitted	Building			Dwellling	Proposed	Max. Permitted	Building			D	wellling	Affordable Dwelling		Affordable	Parking No	Parking	Parking
No. Block Lot Address			Land Use Bl	dg Area DUs FAR	Zoning	FAR	Height	Commercial FA Residential FA	Total FA	Units	Zoning	FAR		Commercial FA	Residential FA		Units	Units	DUs	DUs	Build		Increment
E-92 373 15 324 EAST 4 STREET E-93 374 5 62 AVENUE C	2,212 1,992	1		4 2.22 3 2.52		3.44	30 40	0 4,921 1,000 4,022	4,921 5,022	3	R8B R7A	4.00	50 50	1,000	6,898 5,222	6,898 6,222	6 4	0	2	0	-		
E-94 374 7501 305 EAST 4 STREET	1,992	1		5 3.59	R7-2	3.44	50	0 4,664	4,664	5	R7A R7A	4.00	60	0	5,222	5,168	5	0	0	0			
E-95 376 4 96 AVENUE C	1,881	1		3 3.21	R7-2	3.44	40	1,000 5,030	6,030	3	R7A	4.00	50	1,000	5,881	6,881	4	0	1	0			
E-96 376 9 234 EAST 7 STREET	2,059	1	-	20 3.15	R7-2	3.44	50	0 6,490	6,490	20	R7A	4.00	60	0	7,226	7,226	20	0	0	0	\longmapsto		
E-97 376 10 236 EAST 7 STREET E-98 376 13 242 EAST 7 STREET	2,065 2,065	1		18 3.14 5 2.87	R7-2	3.44	50 30	800 5,690 0 5,922	6,490 5,922	18 5	R8B R8B	4.00	60 50	800 0	6,081 8,260	6,881 8,260	18 7	0	2	0		\longrightarrow	
E-99 376 54 719 EAST 6 STREET	3,437	1		16 2.67		3.44	50	0 9,180	9,180	16	R8B	4.00	60	0	9,955	9,955	16	0	0	0			-
E-100 376 62 703 EAST 6 STREET	2,002	1		0 3.59	R7-2	3.44	40	7,180 0	7,180	0	R7A	4.00	50	7,180	828	8,008	1	0	1	0	\longmapsto		
E-101 377 5 118 AVENUE C E-102 377 50 275 EAST 7 STREET	1,266 2,169	1	+	3 3.02 5 2.28		3.44	40 40	800 3,018 0 4,950	3,818 4,950	3 5	R7A R8B	4.00	50 50	800	3,522 8,676	4,322 8,676	9	0	4	0			
E-103 377 51 273 EAST 7 STREET	2,169	1		8 2.54	R7-2	3.44	30	0 5,500	5,500	8	R8B	4.00	50	0	8,577	8,577	11	0	3	0			
E-104 377 54 267 EAST 7 STREET	2,169	1		5 2.99		3.44	40	0 6,490	6,490	5	R8B	4.00	50	0	8,676	8,676	7	0	2	0	\longmapsto		
E-105 377 55 265 EAST 7 STREET E-106 377 59 257 EAST 7 STREET	2,413 2,413	1		5 2.83 12 3.59	R7-2 R7-2	3.44	50 50	0 6,840 0 8,655	6,840 8,655	5 12	R8B R8B	4.00	60 60	0	7,340 9,580	7,340 9,580	5 12	0	0	0	\vdash		
E-107 377 72 106 AVENUE C	1,718	1		2 3.00		3.44	30	0 5,154	5,154	2	R7A	4.00	50	0	5,672	5,672	3	0	1	0			
E-108 385 1 19 AVENUE B	2,093	1		7 2.80	R7-2	3.44	40	704 5,148	5,852	7	R7A	4.00	50	704	6,401	7,105	8	0	1	0	\longmapsto		
E-109 385 2 21 AVENUE B E-110 385 53 234 EAST 2 STREET	4,186 2,542	1		12 2.53 15 3.56	R7-2 R7-2	3.44	40 50	1,500 9,088 0 9,062	10,588 9,062	12 15	R7A R8B	4.00	50 60	1,500 0	10,068 9,782	11,568 9,782	13 15	0	0	0	\vdash	-+	
E-111 386 62 217 EAST 3 STREET	2,212	1		4 2.97		3.44	40	1,500 5,060	6,560	4	R8B	4.00	50	1,500	7,348	8,848	6	0	2	0			
E-112 387 37 55 AVENUE C	6,491	1		24 3.27		3.44	50	2,500 18,755	21,255	24	R7A	4.00	60	2,500	21,779	24,279	24	0	0	0	\Box	— Т	
E-113 387 133 650 EAST 6 STREET E-114 387 135 79 AVENUE C	1,940 8,730	1		3 2.13 6 2.03	R7-2 R7-2	3.44	40 40	800 3,340 10,970 6,720	4,140 17,690	3 6	R7A R7A	4.00	50 50	800 10,970	3,740 9,824	4,540 20,794	9	0	3	0	\vdash		
E-115 389 53 615 EAST 6 STREET	2,271	1		10 3.46		3.44	50	0 7,860	7,860	10	R8B	4.00	60	0	8,285	8,285	10	0	0	0			
E-116 390 23 330 EAST 8 STREET	2,153	1		2 2.44	R7-2	3.44	25	2,134 3,124	5,258	2	R8B	4.00	50	2,134	6,478	8,612	5	0	3	0			
E-117 390 34 115 AVENUE C E-118 390 57 197 EAST 7 STREET	1,218 1,600	1		2 2.37 10 3.33	R7-2	3.44	30 50	1,444 1,444 700 4,620	2,888 5,320	2 10	R7A R8B	4.00	50 60	1,444 700	2,024 5,100	3,468 5,800	3 10	0	0	0	-		
E-119 390 58 195 EAST 7 STREET	1,380	1		0 2.78	R7-2	3.44	40	3,836 0	3,836	0	R8B	4.00	50	3,836	1,684	5,520	2	0	2	0			
E-120 390 59 193 EAST 7 STREET	1,220	1		4 3.39		3.44	40	0 4,140	4,140	4	R8B	4.00	50	0	4,880	4,880	5	0	1	0			
E-121 390 60 191 EAST 7 STREET E-122 390 61 189 EAST 7 STREET	1,080 987	1		5 3.08 1 3.14	R7-2 R7-2	3.44	40 40	0 3,328 0 3,103	3,328 3,103	5 1	R8B R8B	4.00	50 50	0	4,320 3,948	4,320 3,948	6 2	0	1	0			
E-123 391 3 131 AVENUE B	6,541	1		18 3.38		3.44	60	0 3,103	22,117	18	R7A	4.00	80	0	23,517	23,517	19	0	1	0			
E-124 391 10 606 EAST 9 STREET	2,113	1		0 2.15	R7-2	3.44	40	4,548 0	4,548	0	R8B	4.00	50	4,548	2,526	7,074	3	0	3	0			
E-125 391 13 612 EAST 9 STREET E-126 391 14 614 EAST 9 STREET	1,878 9,750	1		4 2.90 31 3.38	R7-2 R7-2	3.44	40 50	0 5,452 2,000 31,000	5,452 33,000	4 31	R8B R8B	4.00	50 60	2,000	7,512 31,475	7,512 33,475	6 31	0	0	0			
E-120 391 19 624 EAST 9 STREET	1,520	1		3 2.21		3.44	40	600 2,760	3,360	3	R8B	4.00	50	600	3,856	4,456	4	0	1	0		\rightarrow	
E-128 391 33 137 AVENUE C	1,500	1		4 2.36	R7-2	3.44	40	600 2,940	3,540	4	R7A	4.00	50	600	3,420	4,020	4	0	0	0			
E-129 391 52 315 EAST 8 STREET E-130 392 4 149 AVENUE B	1,437 2,139	1	+	4 2.37 2 3.01		3.44	40 50	0 3,412 6,440 0	3,412 6,440	2	R8B R7A	4.00	50 60	0 6,440	4,358 1,449	4,358 7,889	5	0	0	0	\vdash		
E-130 392 4 149 AVENUE B E-131 392 16 362 EAST 10 STREET	2,139	1		8 2.34	R7-2	3.44	40	0 5,394	5,394	8	R8B	4.00	50	0	7,640	7,640	10	0	2	0		\rightarrow	
E-132 392 34 153 AVENUE C	1,909	1		8 3.27		3.44	50	1,000 5,245	6,245	8	R7A	4.00	60	1,000	5,797	6,797	8	0	0	0			
E-133 392 39 647 EAST 9 STREET E-134 393 4 165 AVENUE B	2,307 2,201	1		2 2.43	R7-2 R7-2	3.44	30 50	3,306 2,306 1,000 4,608	5,612 5,608	2	R7A R7A	4.00	50 60	3,306 1,000	5,406 5,400	8,712 6,400	5	0	3 0	0	-		
E-135 393 9 604 EAST 11 STREET	2,375	1		3 2.15	R7-2	3.44	30	0 5,110	5,000	3	R8B	4.00	50	0	9,500	9,500	7	0	4	0			
E-136 393 10 606 EAST 11 STREET	2,370	1		7 3.42		3.44	50	0 8,099	8,099	7	R8B	4.00	60	0	8,549	8,549	7	0	0	0			
E-137 393 48 375 EAST 10 STREET E-138 394 28 638 EAST 12 STREET	1,895 2,237			9 3.12		3.44	40 20	0 5,915 4,532 0	5,915 4,532	9	R8B R8B	4.00	50 50	0 4,532	7,580 4,416	7,580 8,948	11	0	2	0	\vdash		
E-138 394 28 638 EAST 12 STREET E-139 394 48 641 EAST 11 STREET	5,162			9 2.14		3.44	40	4,532 0 0 11,072	4,532 11,072	9	R8B	4.00	50	4,532 0	13,500	13,500	11	0	2	0			
E-140 395 3 199 AVENUE B	7,347	1		23 2.00	R7-2	3.44	60	2,000 12,696	14,696	23	R7A	4.00	80	2,000	15,619	17,619	26	0	3	0			
E-141 397 11 155 EAST 2 STREET E-142 397 12 157 EAST 2 STREET	3,584 7,788	1	+ +	20 3.44 40 3.53		3.44 3.44	50 50	1,200 11,130 0 27,500	12,330 27,500	20 40	R7A R8B	4.00	60 60	1,200 0	12,592 30,978	13,792 30,978	20 40	0	0	0	\longmapsto		
E-142 397 12 157 EAST 2 STREET E-143 397 15 165 EAST 2 STREET	7,788		† †	0 2.55		3.44	50	20,000 0	27,500	0	R8B	4.00	60	20,000	30,978	20,350	0	0	0	0		\rightarrow	
E-144 397 26 189 EAST 2 STREET	2,048	1		9 3.14	R7-2	3.44	50	0 6,439	6,439	9	R8B	4.00	60	0	6,800	6,800	9	0	0	0			
E-145 398 4 32 AVENUE A E-146 398 15 170 EAST 3 STREET	1,672 7.865			3 2.82 54 2.62		3.44	40	1,000 3,708	4,708	3	R7A	4.00	50	1,000	4,720	5,720	4	0	1	0	\longmapsto		
E-146 398 15 170 EAST 3 STREET E-147 398 24 188 EAST 3 STREET	7,865 2,542	1		54 2.62 10 3.52		3.44	40 50	0 20,642 600 8,340	20,642 8,940	54 10	R8B R8B	4.00	50 60	0 600	26,558 9,060	26,558 9,660	60 10	0	6	0	 	\longrightarrow	
E-148 399 39 197 EAST 3 STREET	2,212			16 3.53	R7-2	3.44	50	600 7,203	7,803	16	R7A	4.00	60	600	8,031	8,631	16	0	0	0			
E-149 399 58 157 EAST 3 STREET	4,328		1	18 2.50		3.44	40	0 10,827	10,827	18	R8B	4.00	50	0	15,548	15,548	23	0	5	0	\longmapsto	\longrightarrow	
E-150 402 1 94 AVENUE A E-151 402 3 98 AVENUE A	2,763 8,100			24 2.86 0 3.00		3.44	40 20	1,500 6,396 24,318 0	7,896 24,318	24 0	R7A R7A	4.00	50 50	1,500 24,318	6,738 8,082	8,238 32,400	24 8	0	8	0	\vdash	-+	
E-152 404 1 166 AVENUE A	1,510			2 3.09	R7-2	3.44	40	0 4,670	4,670	2	R7A	4.00	50	0	5,590	5,590	3	0	1	0			
E-153 404 5 502 EAST 11 STREET	1,520	1		5 2.49		3.44	40	0 3,779	3,779	5	R7A	4.00	50	0	4,159	4,159	5	0	0	0	\longmapsto	\longrightarrow	
E-154 404 9 510 EAST 11 STREET E-155 404 11 514 EAST 11 STREET	1,576 1,939	1		4 2.85 8 2.77		3.44	40 40	800 3,684 0 5,375	4,484 5,375	4 8	R8B R8B	4.00	50 50	0 800	5,504 7,756	6,304 7,756	6 10	0	2	0	\vdash	\rightarrow	
E-156 404 17 526 EAST 11 STREET	2,614			18 3.50		3.44	50	500 8,640	9,140	18	R8B	4.00	60	500	9,665	10,165	18	0	0	0			
E-157 404 26 544 EAST 11 STREET	2,370			10 3.38		3.44	50	0 8,010	8,010	10	R8B	4.00	60	0	8,835	8,835	10	0	0	0	igsquare		
E-158 404 27 546 EAST 11 STREET	2,370	1		10 3.43	R7-2	3.44	50	0 8,135	8,135	10	R7A	4.00	60	0	9,335	9,335	10	0	0	0			

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)

	scription	elopment Sites			Existing Condition	ons					No Build Co	onditions						Build	Conditions				Increme	nt		Parking	
Site No.	Block L	Lot Address	Lot Area	Number of Buildings	Land Use	Bldg Area	Built DUs FAR	Existing Zoning	Max. g Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Affordable Dwelling Units		ordable DUs	Parking No Build	Parking Build	Parking Increment
E-159	404	28 174 AVENUE B	1,750	1			8 3.5		3.44	50	1,000	5,150	6,150	8	R7A	4.00	60	1,000	6,000	7,000	8	0		0			
E-160 E-161	404 404	30 170 AVENUE B 31 168 AVENUE B	1,750 1,750				8 3.5 7 3.5	+	3.44	50 50	1,000	5,230 5,255	6,230 6,255	7	R7A R7A	4.00	60 60	1,000	6,000 5,755	7,000 6,755	8 7	0	0	0			
E-162	404	37 337 EAST 10 STREET	2,369	1			8 2.9	+	3.44	50	1,200	5,690	6,890	8	R8B	4.00	60	1,200	6,515	7,715	8	0	0	0			
E-163	404	38 335 EAST 10 STREET	2,369	1			9 3.3	+		50	1,200	6,770	7,970	9	R8B	4.00	60	1,200	7,395	8,595	9	0	0	0			
E-164 E-165	404 404	41 329 EAST 10 STREET 48 315 EAST 10 STREET	2,369 2,369	1			0 2.8		3.44	50 40	0 6,725	7,100 0	7,100 6,725	10 0	R8B R8B	4.00	60 50	0 6,725	7,475 2,751	7,475 9,476	10	0	3	0			
E-166	404	50 311 EAST 10 STREET	2,370	1			10 3.3	1	3.44	40	0	7,950	7,950	10	R8B	4.00	50	0	9,480	9,480	12	0		0			
E-167	404	51 309 EAST 10 STREET	2,801	1			10 3.6		3.44	40	0	10,080	10,080	10	R8B	4.00	50	0	11,204	11,204	11	0	1	0			1
E-168 F-169	404 404	57 297 EAST 10 STREET 58 295 EAST 10 STREET	2,539 2,610	1			7 3.0- 5 2.1-	R7-2	3.44	40 40	3,566 0	4,158 5,598	7,724 5,598	7 5	R7A R7A	4.00	50 50	3,566	5,550 5,955	9,116 5,955	8 5	0	0	0			
E-170	405	5 182 AVENUE A	4,918	1			32 3.1	R7-2	3.44	40	0	15,392	15,392	32	R7A	4.00	50	0	15,782	15,782	32	0	0	0			
E-171	405	7 186 AVENUE A	1,738	1			8 3.4	+	3.44	50	1,000	5,050	6,050	8	R7A	4.00	60	1,000	5,440	6,440	8	0		0			-
E-172 E-173	405 405	13 510 EAST 12 STREET 33 188 AVENUE B	2,581 1,810	1			20 3.6 4 2.3	+	3.44	50 50	0 800	9,290 3,480	9,290 4,280	20 4	R8B R7A	4.00	60 60	0 800	10,324 3,960	10,324 4,760	20 4	0	0	0			
E-174	405	34 186 AVENUE B	2,715				8 2.7		3.44	50	1,200	6,140	7,340	8	R7A	4.00	60	1,200	6,920	8,120	8	0	0	0			
E-175	405	35 182 AVENUE B	2,715	1		1	15 3.0		_	50	1,200	7,020	8,220	15	R7A	4.00	60	1,200	8,220	9,420	15	0	0	0			
E-176 E-177	405 405	47 531 EAST 11 STREET 51 519 EAST 11 STREET	2,581 5,163	1			8 3.3 12 2.0	R7-2	3.44	50 50	0	8,710 10,585	8,710 10,585	8 12	R8B R8B	4.00	60 60	0	9,135 11,710	9,135 11,710	8 12	0	0	0	\longrightarrow		
E-178	406	4 200 AVENUE A	2,472	1			15 3.4			60	1,000	7,495	8,495	15	R7A	4.00	80	1,000	8,691	9,691	16	0		0			
E-179	406	5 202 AVENUE A	2,472	1			6 2.1		3.44	40	1,000	4,399	5,399	6	R7A	4.00	50	1,000	5,595	6,595	7	0	1	0	\longrightarrow		
E-180 E-181	406 406	15 518 EAST 13 STREET 35 204 AVENUE B	2,581 1,110	1			8 3.4 3 2.9		3.44	50 40	1,200 800	7,610 2,428	8,810 3,228	8	R8B R7A	4.00	60 50	1,200 800	8,285 2,998	9,485 3,798	8	0	1	0	\rightarrow		
E-182	406	42 543 EAST 12 STREET	3,622				18 3.3			50	500	11,451	11,951	18	R8B	4.00	60	500	12,186	12,686	18	0	0	0			
E-183	406	55 519 EAST 12 STREET	2,581	1			12 2.8		3.44	40	800	6,659	7,459	12	R8B	4.00	50	800	9,155	9,955	14	0		0			·
E-184 E-185	429 429	7 22 1 AVENUE 8 24 1 AVENUE	2,200 2,287				3 2.3 2 3.0	+	3.44	40 30	2,700 4,900	2,528 2,000	5,228 6,900	2	R7A R7A	4.00	50 50	2,700 4,900	3,760 4,248	6,460 9,148	4	0	2	0	\rightarrow		
E-186	429	14 103 EAST 2 STREET	3,416	1			16 2.8	R7-2	3.44	50	1,958	7,834	9,792	16	R8B	4.00	60	1,958	8,506	10,464	16	0	0	0			
E-187	429	15 105 EAST 2 STREET	2,118				10 3.3		3.44	50	0	7,105	7,105	10	R8B	4.00	60	0	7,825	7,825	10	0	0	0	\longrightarrow		
E-188 E-189	429 429	16 107 EAST 2 STREET 17 109 EAST 2 STREET	2,648 2,648	1			20 3.3° 9 3.3°		3.44	50 50	0 1,785	8,924 7,139	8,924 8,924	20 9	R8B R8B	4.00	60 60	0 1,785	9,449 7,664	9,449 9,449	20 9	0	0	0	\rightarrow		
E-190	429	18 111 EAST 2 STREET	2,648	1			8 2.3	R7-2	3.44	40	0	6,173	6,173	8	R8B	4.00	50	0	9,419	9,419	11	0	3	0			
E-191	429 429	20 115 EAST 2 STREET 34 23 AVENUE A	2,118 1,230				5 2.4 3 3.5		3.44 3.44	40 40	0 1,232	5,096 3,156	5,096 4,388	5 3	R8B R7A	4.00	50 50	0 1,232	8,472 3,669	8,472 4,901	8	0	3	0			
E-192 E-193	429	35 17 AVENUE A	3,312	1			0 3.5		3.44	40	1,232	0	11,688	0	R7A R7A	4.00	50	11,688	1,560	13,248	2	0	2	0			
E-194	429	37 15 AVENUE A	1,580	1			3 3.4	R7-2	3.44	40	3,120	2,280	5,400	3	R7A	4.00	50	3,120	3,200	6,320	4	0	1	0			
E-195 E-196	429 432	38 13 AVENUE A 34 81 AVENUE A	1,488 2,480	1			2 2.6		3.44	30 40	1,306 2,480	2,612 5,064	3,918 7,544	2	R7A R7A	4.00	50 50	1,306 2,480	3,570 6,714	4,876 9,194	3 6	0	2	0			
E-197	432	35 79 AVENUE A	2,030	1			6 2.6			40	1,050	4,393	5,443	6	R7A	4.00	50	1,050	5,311	6,361	7	0		0	+		
E-198	434	13 98 EAST 7 STREET	2,271	1			12 3.2	R7-2	3.44	50	0	7,460	7,460	12	R8B	4.00	60	0	7,860	7,860	12	0	0	0			
E-199 E-200	434 434	15 102 EAST 7 STREET 26 126 EAST 7 STREET	2,271 2,241	1			8 3.5 6 3.3		3.44 3.44	50 50	1,622 1,520	6,488 6,080	8,110 7,600	6	R8B R8B	4.00	60 60	1,622 1,520	6,988 6,705	8,610 8,225	8 6	0	0	0			
E-201	434	33 101 AVENUE A	2,241				3 3.0		3.44	40	2,267	4,535	6,802	3	R7A	4.00	50	2,267	6,145	8,412	5	0	2	0	+		
E-202	434	34 99 AVENUE A	2,267	1			3 2.3		3.44	40	2,267	3,061	5,328	3	R7A	4.00	50	2,267	4,671	6,938	5	0	2	0			
E-203	434 434	35 97 AVENUE A 36 95 AVENUE A	2,300				2 2.6		3.44	40 40	2,267 1.518	3,061 4.554	5,328 6.072	2	R7A R7A	4.00	50 50	2,267 1.518	4,671 5,336	6,938 6,854	5 3	0	1	0	\rightarrow		
E-205	434	37 441 EAST 6 STREET	2,271				8 2.8			50	1,000	5,360	6,360	8	R7A	4.00	60	1,000	5,810	6,810	8	0	0	0			
E-206	434	42 431 EAST 6 STREET	2,271				4 2.7			40	1,188	5,100	6,288	4	R8B	4.00	50	1,188	7,896	9,084	7	0	3	0			1
E-207 E-208	434 434	43 429 EAST 6 STREET 44 427 EAST 6 STREET	4,163 2,270	1			20 2.2 15 3.5	_	_	50 50	0	9,187 7,980	9,187 7,980	20 15	R8B R8B	4.00	60 60	0	9,812 8,755	9,812 8,755	20 15	0		0			
E-209	434	54 407 EAST 6 STREET	1,945	<u> </u>			4 2.0	_		40	800	3,260	4,060	4	R8B	4.00	50	800	5,566	6,366	6	0		0			
E-210	435	4 122 1 AVENUE	2,287				8 2.6			50	1,228	4,909	6,137	8	R7A	4.00	60	1,228	5,389	6,617	8	0		0	— ∓		
E-211 E-212	435 435	5 124 1 AVENUE 10 92 ST MARK'S PLACE	2,287 1,542				7 3.0° 5 3.2°		_	50 50	1,402 991	5,608 3,964	7,010 4,955	7 5	R7A R7A	4.00	60 60	1,402 991	7,144 4,342	8,546 5,333	7 5	0		0			
E-213	435	15 102 ST MARK'S PLACE	2,518				17 3.5			50	1,773	7,052	8,825	17	R8B	4.00	60	1,773	7,390	9,163	17	0		0			
E-214	435	22 116 ST MARK'S PLACE	1,729				8 3.1	_		50	1,200	4,279	5,479	8	R8B	4.00	60	1,200	4,819	6,019	8	0		0	— ∓		
E-215 E-216	435 435	29 130 ST MARK'S PLACE 31 123 AVENUE A	2,195 1,686				8 3.5 4 3.1			50 40	1,100 1,312	6,600 3.936	7,700 5,248	8	R7A R7A	4.00	60 50	1,100 1,312	7,320 4,464	8,420 5,776	8 5	0		0			
E-217	435	32 121 AVENUE A	1,709	1			4 3.0	R7-2	3.44	40	1,315	3,945	5,260	4	R7A	4.00	50	1,315	4,473	5,788	5	0	1	0			
E-218	435	33 119 AVENUE A	2,425				6 3.0			40	3,600	3,850	7,450	6	R7A	4.00	50	3,600	4,335	7,935	6	0	0	0			
E-219 E-220	435 435	34 117 AVENUE A 36 113 AVENUE A	2,433 2,433				3 2.4 8 2.7			40 50	1,500	4,340 5,700	5,840 6,700	3 8	R7A R7A	4.00	50 60	1,500 1,000	4,827 6,228	6,327 7,228	3 8	0		0	\longrightarrow		
E-221	435	38 129 EAST 7 STREET	2,437				7 3.0			50	1,100	6,320	7,420	7	R8B	4.00	60	1,100	7,595	8,695	7	0		0			
E-222	435	39 127 EAST 7 STREET	2,437			1	12 3.5			50	1,742	6,968	8,710	12	R8B	4.00	60	1,742	7,943	9,685	12	0		0	<u> </u>		
E-223 E-224	435 436	42 121 EAST 7 STREET 1 138 1 AVENUE	2,145 1,200				1 2.13 2 2.80			30 30	4,579 1,109	0 2,251	4,579 3,360	2	R8B R7A	4.00	50 50	4,579 1,109	4,001 3,291	8,580 4,400	5 3	0	1	0	\rightarrow		
E-225	436	2 140 1 AVENUE	1,520				3 2.8	_		40	1,064	3,203	4,267	3	R7A	4.00	50	1,064	3,773	4,837	4	0	1	0			

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

	tial Develo	pment Sites			Existing Conditio	ons		1			No Build Co	nditions			Π			Build	Conditions				Incre	ment		Parking	
					J																						
Site				umber of			Bu			Building				Dwellling	Proposed	Max. Permitted	Building				Dwellling	Affordable Dwelling			Parking No		Parking
	Block Lot			uildings	Land Use	Bldg Area	DUs FA			1		Residential FA	Total FA	Units	Zoning	FAR			Residential FA	Total FA	Units	Units	DUs	DUs	Build	Build	Increment
E-226 E-227	436 436	3 142 1 AVENUE 5 146 1 AVENUE	2,000	1			11 :	.48 R7-2	3.44	40	1,000 1,653	3,965 4,962	4,965 6,615	11	R7A R7A	4.00 4.00	50 50	1,000	4,740 5,952	5,740 7,605	12	0	1	0		\Box	
E-228	436	7 402 EAST 9 STREET	1,000	1			4 :	_	3.44	30	0	2,442	2,442	4	R7A	4.00	50	0	3,162	3,162	5	0	1	0			
E-229	436	11 410 EAST 9 STREET	1,556	1				.06 R7-2	3.44	30	0	3,200	3,200	2	R8B	4.00	50	0	4,667	4,667	3	0	1	0			<u> </u>
E-230 E-231	436 436	16 418 EAST 9 STREET 20 424 EAST 9 STREET	2,254 3,384	1			13 :		3.44	50 50	0 2,025	7,955 8,315	7,955 10,340	13 18	R8B R8B	4.00 4.00	60 60	2,025	8,459 8,657	8,459 10,682	13 18	0	0	0		$\overline{}$	-
E-232	436	25 432 EAST 9 STREET	2,348	1			6	.15 R7-2	3.44	40	842	4,210	5,052	6	R8B	4.00	50	842	6,706	7,548	8	0	2	0			
E-233	436	30 135 AVENUE A	9,068	1			31	.06 R7-2	3.44	50	6,356	21,425	27,781	31	R7A	4.00	60	6,356	23,585	29,941	31	0	0	0			
E-234 E-235	436 436	52 95 ST MARK'S PLACE 56 93 ST MARK'S PLACE	10,437 3,103	1			72	.90 R7-2 .47 R7-2	3.44	50 40	6,051 7,658	24,204 0	30,255 7,658	72 1	R8B R7A	4.00 4.00	60 50	6,051 7,658	25,351 2,072	9,730	72 3	0	2	0		$\overline{}$	
E-236	436	57 87 ST MARK'S PLACE	5,630	1			25		3.44	40	0	15,000	15,000	25	R7A	4.00	50	0	18,360	18,360	28	0	3	0			
E-237	437	1 150 1 AVENUE	11,530	1			17	.99 R7-2	3.44	50	34,463	0	34,463	17	R7A	4.00	60	34,463	7,488	41,951	17	0	0	0			
E-238 E-239	437 437	8 162 1 AVENUE 15 268 EAST 10 STREET	1,266 2,300	1			7 :	.54 R7-2 .35 R7-2	3.44	40 40	1,120 5,403	3,358 0	4,478 5,403	7	R7A R8B	4.00 4.00	50 50	1,120 5,403	3,818 3,797	4,938 9,200	7	0	0	0		$\overline{}$	
E-240	437	16 270 EAST 10 STREET	2,400	1			13	.56 R7-2	3.44	50	0	8,553	8,553	13	R8B	4.00	60	0	9,078	9,078	13	0	0	0			
E-241	437	27 153 AVENUE A	2,976	1			30	_	3.44	40	1,000	7,122	8,122	30	R7A	4.00	50	1,000	7,616	8,616	30	0	0	0			
E-242 E-243	437 437	28 151 AVENUE A 29 149 AVENUE A	2,975 2,975	1			14	.24 R7-2 .47 R7-2	3.44	50 50	1,872 2,065	7,762 8,261	9,634	8 14	R7A R7A	4.00 4.00	60 60	1,872 2,065	8,854 8,807	10,726	8 14	0	0	0		\longrightarrow	
E-244	437	30 147 AVENUE A	2,975	1			13	.57 R7-2	3.44	50	2,065	8,508	10,635	13	R7A	4.00	60	2,065	9,054	11,181	13	0	0	0			
E-245	437	33 439 EAST 9 STREET	2,306	1			7 :		3.44	40	1,394	4,183	5,577	7	R8B	4.00	50	1,394	6,679	8,073	9	0	2	0			\bot
E-246 E-247	437 437	35 435 EAST 9 STREET 38 429 EAST 9 STREET	2,306 2,306	1			14 :	.21 R7-2 .22 R7-2	3.44	40 40	1,853 0	5,559 5,112	7,412 5,112	14 8	R8B R8B	4.00 4.00	50 50	1,853	7,055 7,608	8,908 7,608	15 10	0	1 2	0		\longrightarrow	
E-248	437	43 419 EAST 9 STREET	2,306	1			8 2		3.44	40	0	5,323	5,323	8	R8B	4.00	50	0	7,819	7,819	10	0	2	0		i	
E-249	438	2 166 1 AVENUE	2,225	1			4 :	.01 R7-2	3.44	50	1,050	5,647	6,697	4	R7A	4.00	60	1,050	6,559	7,609	4	0	0	0			
E-250 E-251	438 438	3 168 1 AVENUE 6 174 1 AVENUE	2,225 3,384	1			5 1	.94 R7-2 .77 R7-2	3.44	50 50	1,500 3,500	5,050 5,884	6,550 9,384	4 5	R7A R7A	4.00 4.00	60 60	1,500 3,500	6,178 7,588	7,678 11,088	4 5	0	0	0		\longrightarrow	
E-252	438	15 414 EAST 11 STREET	2,370	1			24		3.44	40	0	7,420	7,420	24	R8B	4.00	50	0	9,480	9,480	26	0	2	0			
E-253	438	25 434 EAST 11 STREET	2,553	1			13	.81 R7-2	3.44	40	1,795	5,385	7,180	13	R8B	4.00	50	1,795	8,181	9,976	16	0	3	0			
E-254 E-255	438 438	38 279 EAST 10 STREET 39 277 EAST 10 STREET	2,369 2,369	1			16	.27 R7-2 .47 R7-2	3.44	50 50	1,551 1,645	6,204 6,581	7,755	16 8	R8B R8B	4.00 4.00	60 60	1,551 1,645	6,529 7,006	8,080 8,651	16 8	0	0	0		\longrightarrow	
E-256	438	40 275 EAST 10 STREET	2,369	1			20	.47 R7-2	3.44	50	0	8,190	8,226 8,190	20	R8B	4.00	60	0	7,006 8,615	8,615	20	0	0	0			
E-257	438	43 269 EAST 10 STREET	2,369	1			20	.46 R7-2	3.44	50	0	8,205	8,205	20	R8B	4.00	60	0	8,680	8,680	20	0	0	0			
E-258 E-259	438 438	44 267 EAST 10 STREET 49 257 EAST 10 STREET	2,369 2,369	1			20 3	.42 R7-2	3.44	50 50	0 5,520	8,100 0	8,100 5,520	20 0	R8B R8B	4.00 4.00	60 60	0 5,520	8,575 1,125	8,575 6,645	20 0	0	0	0			
E-259	438	2 184 1 AVENUE	2,500	1			8 2	_	3.44	50	1,350	5,400	6,750	8	R7A	4.00	60	1,350	5,900	7,250	8	0	0	0		-	
E-261	439	3 186 1 AVENUE	2,500	1			8 :	.77 R7-2	3.44	50	1,384	5,536	6,920	8	R7A	4.00	60	1,384	6,836	8,220	8	0	0	0			
E-262	439	4 188 1 AVENUE	2,500	1			8 :		3.44	50	1,505	6,020	7,525	8	R7A	4.00	60	1,505	7,770	9,275	8	0	0	0		$\vdash \vdash$	
E-263 E-264	439 439	5 190 1 AVENUE 6 192 1 AVENUE	2,500 2,500	1			8 2	.70 R7-2 .58 R7-2	3.44	50 50	1,350 1,291	5,400 5,161	6,750 6,452	8	R7A R7A	4.00 4.00	60 60	1,350	5,900 6,161	7,250 7,452	8	0	0	0		$\overline{}$	
E-265	439	28 191 AVENUE A	2,695	1			9 :	.95 R7-2	3.44	40	1,987	5,961	7,948	9	R7A	4.00	50	1,987	7,521	9,508	11	0	2	0			
E-266	439	30 189 AVENUE A	1,260	1				.93 R7-2	3.44	40	923	2,767	3,690	3	R7A	4.00	50	923	3,487	4,410	4	0	1	0			<u> </u>
E-267 E-268	440 440	6 208 1 AVENUE 7 210 1 AVENUE	1,764 2,960	1			20		3.44	40 60	945	3,000 5,683	3,945 6,820	5 20	R7A R7A	4.00 4.00	50 80	945 1,137	3,714 6,608	4,659 7,745	6 21	0	1	0			-
E-269	440	11 406 EAST 13 STREET	1,140	1			1 ;	.46 R7-2	3.44	30	1,300	2,640	3,940	1	R7A	4.00	50	1,300	3,260	4,560	2	0	1	0			
E-270	440	12 408 EAST 13 STREET	1,448	1				.61 R7-2	3.44	20	603	3,175	3,778	2	R8B	4.00	50	603	5,189	5,792	4	0	2	0			<u> </u>
E-271 E-272	440 440	22 428 EAST 13 STREET 29 442 EAST 13 STREET	2,512 2,504	1				.85 R7-2 .02 R7-2	3.44	40 20	2,000 5,068	5,152 0	7,152 5,068	0	R8B R8B	4.00 4.00	50 50	2,000 5,068	6,608 4,948	8,608 10,016	3 5	0	5	0		\longrightarrow	
E-273	440	32 207 AVENUE A	2,575	1				.35 R7-2	3.44	40	3,735	2,311	6,046	2	R7A	4.00	50	3,735	4,079	7,814	4	0	2	0			
E-274	440	33 205 AVENUE A	2,575	1				.00 R7-2	3.44	40	1,450	6,272	7,722	6	R7A	4.00	50	1,450	7,052	8,502	7	0	1	0		Т	
E-275 E-276	440 440	34 203 AVENUE A 35 201 AVENUE A	2,575 2,575	1				.60 R7-2 .34 R7-2	3.44	50 40	1,050 1,200	8,220 4,824	9,270 6,024	13 6	R7A R7A	4.00 4.00	60 50	1,050	8,740 5,500	9,790 6,700	13 7	0	1	0		\longrightarrow	
E-277	440	36 199 AVENUE A	2,575	1				.22 R7-2	3.44	40	1,100	4,606	5,706	9	R7A	4.00	50	1,100	5,070	6,170	9	0	0	0			
E-278	440	47 425 EAST 12 STREET	2,504	1				.71 R7-2	3.44	40	0	6,792	6,792	12	R8B	4.00	50	0	8,243	8,243	13	0	1	0		Т	
E-279 E-280	443 443	16 59 EAST 2 STREET 19 65 EAST 2 STREET	9,667 1,407	1				.72 R7-2 .02 R7-2	3.44	30 30	26,282	0 2,848	26,282 2,848	3	R8B R8B	4.00 4.00	50 50	26,282	12,386 5,628	38,668 5,628	12 6	0	12 3	0		\longrightarrow	
E-281	443	28 83 EAST 2 STREET	2,083	1				.37 R7-2	3.44	40	0	7,018	7,018	4	R8B	4.00	50	0	8,264	8,264	5	0	1	0			
E-282	443	47 60 EAST 1 STREET	2,500	1				.85 R7-2	3.44	50	0	7,125	7,125	8	R8B	4.00	60	0	7,625	7,625	8	0	0	0		Т	
E-283 E-284	443 443	49 56 EAST 1 STREET 51 52 EAST 1 STREET	2,340 2,444	1			8 :	.60 R7-2	3.44	40 50	1,600	4,490 8,466	6,090 8,466	2 8	R8B R8B	4.00 4.00	50 60	1,600	7,760 9,018	9,360	5 8	0	3 0	0		\longrightarrow	
E-285	443	52 50 EAST 1 STREET	2,423	1				.52 R7-2	3.44	50	2,000	6,536	8,536	20	R8B	4.00	60	2,000	7,088	9,088	20	0	0	0			
E-286	443	54 46 EAST 1 STREET	2,424	1			_	.53 R7-2	3.44	50	0	8,556	8,556	24	R8B	4.00	60	0	9,108	9,108	24	0	0	0		\Box	
E-287 E-288	443 443	56 38 EAST 1 STREET 7501 79 EAST 2 STREET	19,281 3,844	1			13 2	.14 R7-2 .60 R7-2	3.44	50 50	4,000 2,953	37,236 10,892	41,236 13,845	13 4	R8B R8B	4.00 4.00	60 60	4,000 2,953	46,436 12,423	50,436 15,376	13 4	0	0	0		\longrightarrow	
E-289	444	28 78 EAST 3 STREET	2,517	1			20		3.44	40	0	7,018	7,018	20	R8B	4.00	50	0	8,764	8,764	22	0	2	0			
E-290	444	30 82 EAST 3 STREET	2,512	1			22	.0 1 107 2	3.44	50	0	8,880	8,880	22	R8B	4.00	60	0	9,505	9,505	22	0	0	0			
E-291 E-292	444 444	32 86 EAST 3 STREET 33 88 EAST 3 STREET	2,508	1			20 :	_	3.44	50 50	1,000	7,855 8.845	8,855 8,845	20	R8B R8B	4.00	60	1,000	8,480 9,470	9,480	20	0	0	0		\longrightarrow	-
⊏-292	444	33 88 EAST 3 STREET	2,506	1		1	22	.53 R7-2	3.44	50	0	8,845	8,845	22	R8B	4.00	60	0	9,470	9,470	22	U	0	0			1

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

	tial Develo	pment Sites		Existing Cor	nditions					No Build Co	nditions						Build	Conditions				Incre	ment		Parking	
Site			Numbe	er of		Built	Existing	Max. Permitted	Building				Dwellling	Proposed	Max. Permitted	Building				Dwellling	Affordable Dwelling		Affordable	Parking No	Parking	Parking
	Block Lot		Lot Area Buildin	ngs Land Use	Bldg Area	DUS FAR	Zoning	FAR			Residential FA	Total FA	Units	Zoning	FAR	TT		Residential FA	Total FA	Units	Units	DUs	DUs	Build	Build	Increment
E-293 E-294	444 444	34 43 1 AVENUE 38 41 1 AVENUE	10,200 1 2,429 1	1		77 3.26 16 3.33	R7-2 R7-2	3.44	50 50	3,500 1,620	29,775 6,480	33,275 8,100	77 16	R7A R7A	4.00 4.00	60	3,500 1,620	33,345 7,380	36,845 9,000	77 16	0	0	0		$\overline{}$	<u> </u>
E-295	444	39 39 1 AVENUE	2,500 1	1		14 3.25	R7-2	3.44	50	1,625	6,500	8,125	14	R7A	4.00	60	1,625	7,400	9,025	14	0	0	0			
E-296	445	2 56 2 AVENUE	1,440 1			0 2.71	R7-2	3.44	30	3,897	0	3,897	0	R7A	4.00	50	3,897	1,392	5,289	1	0	1	0		1	
E-297	445 445	3 58 2 AVENUE 6 64 2 AVENUE	2,100 1 1,698 1			3 2.25 4 3.54	R7-2 R7-2	3.44	50	945	3,780 4,404	4,725 6,004	3	R7A	4.00	60	945 1,600	5,187	6,132	3 4	0	0	0			-
E-298 E-299	445	17 102 EAST 4 STREET	1,803			4 3.54	R7-2	3.44	50 30	1,600	3,921	3,921	4	R7A R8B	4.00 4.00	60 50	0	5,192 7,212	6,792 7,212	7	0	3	0		$\overline{}$	
E-300	445	22 112 EAST 4 STREET	7,213	1		18 2.75	R7-2	3.44	50	2,350	17,500	19,850	18	R8B	4.00	60	2,350	21,175	23,525	18	0	0	0		i	
E-301	445	33 57 1 AVENUE	2,400 1			14 3.23	R7-2	3.44	50	1,560	6,180	7,740	14	R7A	4.00	60	1,560	6,996	8,556	14	0	0	0		-	
E-302 E-303	445 445	34 55 1 AVENUE 36 51 1 AVENUE	2,400 1 2,400 1	· _		15 3.31 12 3.47	R7-2 R7-2	3.44	50 50	1,560	6,375 6,764	7,935 8,324	15 12	R7A R7A	4.00 4.00	60 60	1,560 1,560	7,191 7,820	8,751 9,380	15 12	0	0	0			-
E-303	445	58 57 EAST 3 STREET	1,923			13 2.86	R7-2	3.44	40	0	5,492	5,492	13	R8B	4.00	50	0	6,688	6,688	14	0	1	0			
E-305	445	59 51 EAST 3 STREET	4,752	1		0 2.49	R7-2	3.44	40	11,835	0	11,835	0	R8B	4.00	50	11,835	7,173	19,008	7	0	7	0		i	
E-306	445	62 47 EAST 3 STREET	3,080 1	·		15 3.29	R7-2	3.44	50	2,600	7,530	10,130	15	R7A	4.00	60	2,600	8,930	11,530	15	0	0	0		1	
E-307 E-308	445 446	64 45 EAST 3 STREET 2 74 2 AVENUE	962 1 2,400 1			2 2.48	R7-2 R7-2	3.44	30 40	0 1,807	2,382 5,421	2,382 7,228	2 5	R7A R7A	4.00	50 50	1,807	3,582 6,765	3,582 8,572	3 6	0	1	0		\longrightarrow	
E-309	446	3 76 2 AVENUE	2,400			0 2.80	R7-2	3.44	30	6,708	0	6,708	0	R7A	4.00	50	6,708	2,880	9,588	3	0	3	0			
E-310	446	4 78 2 AVENUE	2,400 1	1		6 3.28	R7-2	3.44	50	1,574	6,294	7,868	6	R7A	4.00	60	1,574	7,590	9,164	6	0	0	0			
E-311	446	5 80 2 AVENUE	2,466 1	·		5 3.54	R7-2	3.44	50	2,182	6,545	8,727	5	R7A	4.00	60	2,182	7,682	9,864	5	0	0	0		ightharpoonup	
E-312 E-313	446 447	6 82 2 AVENUE 6 98 2 AVENUE	2,400 1 2,425 1	·		4 2.07 6 3.38	R7-2 R7-2	3.44	45 50	1,239	3,717 6,560	4,956 8,200	6	R7A R7A	4.00 4.00	50 60	1,239	4,029 7,952	5,268 9,592	6	0	0	0		\longrightarrow	1
E-314	447	7 100 2 AVENUE	2,425			6 2.71	R7-2	3.44	40	1,316	5,265	6,581	6	R7A	4.00	50	1,316	6,105	7,421	7	0	1	0			
E-315	447	9 306 EAST 6 STREET	4,850 1	1		32 2.05	R7-2	3.44	50	1,950	7,975	9,925	32	R8B	4.00	60	1,950	8,850	10,800	32	0	0	0			
E-316	447	11 310 EAST 6 STREET	2,425 1			25 3.40	R7-2	3.44	50	2,000	6,241	8,241	25	R8B	4.00	60	2,000	7,041	9,041	25	0	0	0			
E-317 E-318	447 447	19 326 EAST 6 STREET 28 95 1 AVENUE	2,425 1 4,850 1			19 2.87	R7-2 R7-2	3.44	50 50	1,350 2,619	5,610 14,854	6,960 17,473	19 20	R8B R7A	4.00 4.00	60 60	1,350 2,619	6,160 16,030	7,510 18,649	19 20	0	0	0			-
E-319	447	30 93 1 AVENUE	2,425			16 2.73	R7-2	3.44	50	1,310	5,312	6,622	16	R7A	4.00	60	1,310	5,888	7,198	16	0	0	0		 	
E-320	447	31 91 1 AVENUE	2,425 1	1		8 2.73	R7-2	3.44	50	2,350	4,275	6,625	8	R7A	4.00	60	2,350	4,851	7,201	8	0	0	0			
E-321	448	13 58 EAST 7 STREET	2,498 1	·		6 2.72	R7-2	3.44	40	1,698	5,094	6,792	6	R8B	4.00	50	1,698	8,294	9,992	9	0	3	0			
E-322 E-323	448 448	14 60 EAST 7 STREET 16 64 EAST 7 STREET	2,498 1 2,271 1			10 3.09	R7-2 R7-2	3.44 3.44	50 40	1,250	7,711 3,840	7,711 5,090	10	R8B R8B	4.00	60 50	1,250	8,486 6,336	8,486 7,586	10 3	0	2	0			
E-324	448	29 109 1 AVENUE	1,746			8 3.27	R7-2	3.44	50	800	4,905	5,705	8	R7A	4.00	60	800	5,433	6,233	8	0	0	0			
E-325	448	31 105 1 AVENUE	2,208 1	1		3 2.86	R7-2	3.44	50	1,500	4,811	6,311	3	R7A	4.00	60	1,500	6,065	7,565	3	0	0	0			
E-326	448	32 103 1 AVENUE	2,208 1			4 2.92	R7-2	3.44	50	1,000	5,448	6,448	4	R7A	4.00	60	1,000	6,416	7,416	4	0	0	0			
E-327 E-328	448 448	33 101 1 AVENUE 40 331 EAST 6 STREET	2,208 1 2,271 1	·		4 2.73	R7-2 R7-2	3.44	50 40	1,205	4,824 4,632	6,029 5,632	4	R7A R8B	4.00 4.00	60 50	1,205	5,572 8,084	6,777 9,084	7	0	3	0		\longrightarrow	
E-329	448	45 321 EAST 6 STREET	1,635			5 2.13	R7-2	3.44	30	0	3,488	3,488	5	R8B	4.00	50	0	6,485	6,485	8	0	3	0		 	
E-330	448	46 319 EAST 6 STREET	1,635 1	1		3 2.90	R7-2	3.44	30	0	4,748	4,748	3	R8B	4.00	50	0	6,540	6,540	5	0	2	0		ı	
E-331	448	47 317 EAST 6 STREET	1,635 1	1		4 2.45	R7-2	3.44	30	0	4,000	4,000	4	R8B	4.00	50	0	5,997	5,997	6	0	2	0			<u> </u>
E-332 E-333	448 448	48 315 EAST 6 STREET 49 313 EAST 6 STREET	1,635 1 1,676 1	1		8 2.14 3 3.27	R7-2 R7-2	3.44	30 30	0	3,504 5,480	3,504 5,480	8	R8B R8B	4.00	50 50	0	6,540 6,704	6,540 6,704	11 4	0	3	0		\longrightarrow	
E-334	448	50 311 EAST 6 STREET	2,044 1			0 2.68	R7-2	3.44	40	5,480	0	5,480	0	R8B	4.00	50	5,480	2,696	8,176	3	0	3	0		 	
E-335	448	51 309 EAST 6 STREET	2,044 1	1		0 2.68	R7-2	3.44	40	5,480	0	5,480	0	R8B	4.00	50	5,480	2,696	8,176	3	0	3	0			
E-336	448	52 307 EAST 6 STREET	2,271 1	1		10 3.21	R7-2	3.44	50	0	7,294	7,294	10	R8B	4.00	60	0	8,269	8,269	10	0	0	0			-
E-337 E-338	449 449	7 130 2 AVENUE 11 44 ST MARK'S PLACE	2,380 1 2,538 1	1		0 2.94 4 2.58	R7-2 R7-2	3.44	20 50	7,000 1,310	0 5,242	7,000 6,552	0	R7A R8B	4.00 4.00	50 60	7,000 1,310	2,520 6,142	9,520 7,452	3	0	3 0	0		\longrightarrow	
E-339	449	12 46 ST MARK'S PLACE	2,438 1	1		8 2.73	R7-2	3.44	50	0	6,645	6,645	8	R8B	4.00	60	0	7,445	7,445	8	0	0	0			
E-340	449	13 48 ST MARK'S PLACE	2,438 1			0 2.37	R7-2	3.44	40	5,773	0	5,773	0	R8B	4.00	50	5,773	3,871	9,644	4	0	4	0			
E-341	449	14 50 ST MARK'S PLACE	2,438 1			6 2.41		3.44	40	0	5,879	5,879	6	R8B	4.00	50	0	9,375	9,375	9	0	3	0		\longrightarrow	1
E-342 E-343	449 449	23 68 ST MARK'S PLACE 24 70 ST MARK'S PLACE	2,438 1 2,438 1			6 2.47 8 3.12	R7-2 R7-2	3.44	40 50	0	6,016 7,600	6,016 7,600	6 8	R8B R8B	4.00 4.00	50 60	0	9,752 8,075	9,752 8,075	10 8	0	4 0	0		-	
E-344	449	28 78 ST MARK'S PLACE	4,875 1			0 3.07	R7-2	3.44	40	14,970	0	14,970	0	R7A	4.00	50	14,970	3,400	18,370	3	0	3	0		i	
E-345	449	36 119 1 AVENUE	1,000 1			3 3.28	R7-2	3.44	40	800	2,480	3,280	3	R7A	4.00	50	800	2,880	3,680	3	0	0	0			
E-346	449 449	37 117 1 AVENUE 40 83 EAST 7 STREET	1,000 1			3 3.28 10 2.44	R7-2	3.44	40	1,000	2,280	3,280	3	R7A	4.00	50	1,000	2,680	3,680	3	0	0	0			
E-347 E-348		40 83 EAST 7 STREET 41 81 EAST 7 STREET	2,438 1 2,438 1			10 2.44 7 2.51	R7-2 R7-2	3.44 3.44	40 40	0 1,532	5,948 4,596	5,948 6,128	10 7	R7A R8B	4.00 4.00	50 50	0 1,532	6,648 8,220	6,648 9,752	11 11	0	4	0		\longrightarrow	
E-349	449	42 79 EAST 7 STREET	2,438 1			5 2.56	R7-2	3.44	40	1,558	4,675	6,233	5	R8B	4.00	50	1,558	8,194	9,752	9	0	4	0			
E-350	449	46 71 EAST 7 STREET	2,438 1			7 2.48	R7-2	3.44	40	0	6,048	6,048	7	R8B	4.00	50	0	9,752	9,752	11	0	4	0		\Box	
E-351 E-352	449 449	47 69 EAST 7 STREET 48 67 EAST 7 STREET	2,338 1 2,313 1			11 3.60 9 2.61	R7-2 R7-2	3.44 3.44	50 40	0	8,415 6,048	8,415 6,048	11 9	R8B R8B	4.00 4.00	60 50	0	9,290 9,252	9,290 9,252	11 12	0	3	0		\longrightarrow	
E-352	449	53 57 EAST 7 STREET	2,313 1			28 3.02	R7-2	3.44	50	0	7,358	7,358	28	R8B	4.00	60	0	9,252 7,700	7,700	28	0	0	0		\longrightarrow	
E-354	449	56 51 EAST 7 STREET	2,438 1			6 2.68	R7-2	3.44	50	0	6,528	6,528	6	R8B	4.00	60	0	7,253	7,253	6	0	0	0			
E-355	449	57 49 EAST 7 STREET	2,338 1			5 2.92	R7-2	3.44	40	0	6,826	6,826	5	R8B	4.00	50	0	9,352	9,352	8	0	3	0		<u>_</u>	1
E-356 E-357	450 450	5 138 2 AVENUE 6 140 2 AVENUE	3,353 1 6,709 1			5 2.57	R7-2 R7-2	3.44	45 50	2,155 22,274	6,465 0	8,620 22,274	5 0	R7A R7A	4.00 4.00	50 60	2,155 22,274	7,397 4,562	9,552 26,836	6	0	0	0		\longrightarrow	
E-357	450	8 144 2 AVENUE	3,354			0 3.00	R7-2	3.44	30	10,062	0	10,062	0	R7A R7A	4.00	50	10,062	3,354	13,416	3	0	3	0		$\overline{}$	
E-359	450	10 310 EAST 9 STREET	2,013 1			3 3.42		3.44	40	0	6,875	6,875	3	R8B	4.00	50	0	8,052	8,052	4	0	1	0		,	

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

	scription	-	nent Sites			Existing Condition	ons						No Build Co	onditions						Build	Conditions				Increme	nt		Parking	
Site No.	Block L	Lot	Address	Lot Area	Number of Buildings	Land Use	Bldg Area	Bi DUs F <i>i</i>		Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Affordable Dwelling Units		fordable DUs	Parking No Build	Parking Build	Parking Incremen
E-360	450	2	24 340 EAST 9 STREET	2,348	1			10	3.11	R7-2	3.44	50	0	7,299	7,299	10	R8B	4.00	60	0	7,749	7,749	10	0	0	0			
E-361 E-362	450 450		30 143 1 AVENUE 31 141 1 AVENUE	2,342 2,342	_				2.55	R7-2 R7-2	3.44	50 50	900	5,080 4,844	5,980 6,055	8	R7A R7A	4.00 4.00	60 60	900	5,580 5,324	6,480 6,535	8	0	0	0			
E-362	450		32 139 1 AVENUE	2,342	_				3.44	R7-2	3.44	50	1,618	6,472	8,090	9	R7A R7A	4.00	60	1,618	6,952	8,570	9	0	0	0	· ·		
E-364	450		36 77 ST MARK'S PLACE	2,348	1				2.13	R7-2	3.44	40	1,248	3,744	4,992	5	R7A	4.00	50	1,248	4,244	5,492	6	0	1	0			
E-365 E-366	450 450		37 75 ST MARK'S PLACE 39 71 ST MARK'S PLACE	2,398 2,348	1				2.08	R7-2	3.44	40 40	1,248 0	3,744 5,192	4,992 5,192	4 10	R8B R8B	4.00 4.00	50 50	1,248	6,240 7,688	7,488 7,688	6 12	0	2	0			
E-367	450		43 63 ST MARK'S PLACE	2,348					2.66	R7-2	3.44	50	0	6,250	6,250	13	R8B	4.00	60	0	6,625	6,625	13	0	0	0			
E-368	450		44 61 ST MARK'S PLACE	2,348	_				2.97	R7-2	3.44	40	0	6,972	6,972	5	R8B	4.00	50	0	9,392	9,392	7	0	2	0			
E-369 E-370	450 450		45 59 ST MARK'S PLACE 46 57 ST MARK'S PLACE	2,348 2,471	_				2.80	R7-2	3.44	40 40	0 6,142	6,572	6,572 6,142	9	R8B R8B	4.00 4.00	50 50	0 6,142	9,392 3,742	9,392 9,884	12 4	0	3	0			
E-371	450		48 53 ST MARK'S PLACE	2,348					2.60	R7-2	3.44	40	0	6,100	6,100	5	R8B	4.00	50	0	9,392	9,392	8	0	3	0			
E-372	450		50 49 ST MARK'S PLACE	2,348			-		3.51	R7-2	3.44	40	0	8,240	8,240	5	R8B	4.00	50	0	9,392	9,392	6	0	1	0	1		
E-373 E-374	450 450		54 41 ST MARK'S PLACE 55 39 ST MARK'S PLACE	1,211 1,211	1				3.17	R7-2	3.44	40 40	961 973	2,883 2,919	3,844 3,892	6 5	R8B R7A	4.00 4.00	50 50	961 973	3,569 3,238	4,530 4,211	7 5	0	0	0			<u> </u>
E-375	451		4 152 2 AVENUE	5,521					2.83	R7-2	3.44	30	9,650	5,950	15,600	3	R7A	4.00	50	9,650	12,434	22,084	9	0	6	0			
E-376	451		15 208 EAST 10 STREET	2,306	1		1		2.31	R7-2	3.44	40	0	5,328	5,328	5	R8B	4.00	50	0	8,324	8,324	8	0	3	0			
E-377 E-378	451 451		16 210 EAST 10 STREET 22 222 EAST 10 STREET	2,306 2,306	1		1		3.30 2.59	R7-2	3.44	50 50	0	7,612 5,978	7,612 5,978	11 9	R8B R8B	4.00	60 60	0	8,612 6,453	8,612 6,453	11 9	0	0	0	\rightarrow		
E-379	451	2	24 226 EAST 10 STREET	2,300					2.49	R7-2	3.44	40	0	5,728	5,728	8	R8B	4.00	50	0	8,974	8,974	11	0	3	0			
E-380 E-381	451 451		25 228 EAST 10 STREET 36 151A 1 AVENUE	2,300 2,308	_	-	1		3.01 2.74	R7-2	3.44	50 50	1,000 1,100	5,928 5,233	6,928 6,333	9	R8B R7A	4.00 4.00	60 60	1,000 1,100	6,853 5,762	7,853 6,862	9	0	0	0			
E-381	451	_	36 151A 1 AVENUE 38 149 1 AVENUE	2,308					3.33	R7-2	3.44	50	2,308	5,233	7,693	24	R7A	4.00	60	2,308	5,762	8,084	24	0	0	0	· ·		
E-383	451		46 331 EAST 9 STREET	2,306	_				3.30	R7-2	3.44	50	1,140	6,479	7,619	9	R8B	4.00	60	1,140	6,854	7,994	9	0	0	0			
E-384 E-385	451 451		52 319 EAST 9 STREET 55 313 EAST 9 STREET	2,306	_		1		3.27	R7-2	3.44	40 50	1,500 0	6,036 7,615	7,536 7,615	9 10	R8B R8B	4.00	50 60	1,500 0	7,724 8,115	9,224 8,115	11 10	0	0	0			
E-385	451		37 153 1 AVENUE	2,306 2,308					2.74	R7-2	3.44	50	1,267	5,066	6,333	7	R7A	4.00	60	1,267	6,676	7,943	7	0	0	0			
E-387	452		18 320 EAST 11 STREET	2,369	_				2.78	R7-2	3.44	40	700	5,885	6,585	35	R8B	4.00	50	700	6,506	7,206	36	0	1	0			
E-388	452 452	_	37 163 1 AVENUE 44 225 EAST 10 STREET	2,692 4,738	1 1				2.90 3.01	R7-2	3.44	30 50	2,600	5,200 14,265	7,800	4 39	R7A R8B	4.00 4.00	50 60	2,600	8,168 15,265	10,768	7 39	0	0	0	ı		
E-389	453	4	2 176 2 AVENUE	2,583	1				3.30	R7-2	3.44	50	3,000	5,518	14,265 8,518	8	R7A	4.00	60	3,000	6,948	15,265 9,948	8	0	0	0			
E-391	453		3 178 2 AVENUE	2,583					3.02	R7-2	3.44	50	1,300	6,509	7,809	4	R7A	4.00	60	1,300	8,173	9,473	4	0	0	0			
E-392 E-393	453 453		4 180 2 AVENUE 6 184 2 AVENUE	2,583 2,067					2.95 2.36	R7-2 R7-2	3.44	50 50	6,200 1,476	1,421 3,405	7,621 4,881	6	R7A R7A	4.00	60 60	6,200 1,476	2,253 4,035	8,453 5,511	1 6	0	0	0			
E-394	453		7 186 2 AVENUE	2,067	_				3.04	R7-2	3.44	40	1,571	4,713	6,284	8	R7A	4.00	50	1,571	5,742	7,313	9	0	1	0			
E-395	453		10 302 EAST 12 STREET	2,263					3.06	R7-2	3.44	50	1,386	5,546	6,932	8	R8B	4.00	60	1,386	6,250	7,636	8	0	0	0			1
E-396 E-397	453 453		11 304 EAST 12 STREET 61 311 EAST 11 STREET	32,160 8,397	1 1				3.17	R7-2	3.44	50 30	0 25,194	101,800	101,800 25,194	89 0	R8B R8B	4.00	60 50	0 25,194	106,000 8,394	106,000 33,588	89 8	0	0 8	0	<u> </u>		
E-398	454		1 192 2 AVENUE	5,123	1				2.88	R7-2	3.44	40	3,687	11,061	14,748	21	R7A	4.00	50	3,687	12,303	15,990	22	0	1	0			
E-399	454		39 209 1 AVENUE	1,713			-		2.22	R7-2	3.44	40	951	2,853	3,804	2	R7A	4.00	50	951	3,153	4,104	2	0	0	0			
E-400 E-401	454 454		41 205 1 AVENUE 42 203 1 AVENUE	1,295 1,295					2.57	R7-2	3.44	40 40	675 935	2,657 2,805	3,332 3,740	3	R7A R7A	4.00	50 50	675 935	3,257 3,505	3,932 4,440	4	0	1	0			
E-402	454		45 197 1 AVENUE	1,505					3.02	R7-2	3.44	40	1,505	3,041	4,546	4	R7A	4.00	50	1,505	3,846	5,351	5	0	1	0			
E-403	454		66 309 EAST 12 STREET	4,182					2.64	R7-2	3.44	40	0	11,054	11,054	13	R8B	4.00	50	0	16,728	16,728	19	0	6	0			
E-404 E-405	454 458		68 305 EAST 12 STREET 22 30 EAST 3 STREET	1,087 1,357		<u> </u>	1		2.43	R7-2	3.44	30 30	0	2,646 3,840	2,646 3,840	3	R8B R8B	4.00 4.00	50 50	0	3,588 5,428	3,588 5,428	5 5	0	2	0			
E-406	458		42 14 EAST 2 STREET	1,650					2.23	R7-2	3.44	30	0	3,680	3,680	3	R8B	4.00	50	0	6,600	6,600	6	0	3	0			<u> </u>
E-407 E-408	458 458		45 8 EAST 2 STREET 47 4 EAST 2 STREET	1,600 1,280			+		3.33 2.29	R7-2 R7-2	3.44	40 30	0 976	5,325 1,953	5,325 2,929	2	R8B R8B	4.00 4.00	50 50	0 976	6,400 2,967	6,400 3,943	3	0	1	0			
E-408	458		17 62 EAST 4 STREET	4,808	_		<u> </u>		2.60	R7-2	3.44	50	12,500	0	12,500	0	R8B	4.00	60	12,500	1,375	13,875	0	0		0			
E-410	459		21 70 EAST 4 STREET	2,708	1			0	2.49	R7-2	3.44	30	6,750	0	6,750	0	R8B	4.00	50	6,750	4,082	10,832	4	0		0			\vdash
E-411 E-412	459 459		23 74 EAST 4 STREET 31 61 2 AVENUE	2,325 2,400			1		3.01	R7-2	3.44	40 50	7,000 2,678	0 5,713	7,000 8,391	0	R8B R7A	4.00 4.00	50 60	7,000 2,678	2,300 6,922	9,300 9,600	2	0	0	0			
E-412	459		43 13 EAST 3 STREET	2,400				18	_	R7-2	3.44	50	0	7,500	7,500	18	R/A R8B	4.00	60	0	7,875	7,875	18	0	0	0			
E-414	460		27 232 EAST 5 STREET	2,020			1		2.42	R7-2	3.44	40	0	4,884	4,884	6	R8B	4.00	50	0	7,715	7,715	9	0	3	0			+
E-415 E-416	460 460		28 234 EAST 5 STREET 32 242 EAST 5 STREET	2,020 1,600	1		+	6	3.05 2.18	R7-2	3.44	40 30	0	6,155 3,486	6,155 3,486	6	R8B R8B	4.00 4.00	50 50	0	8,080 4,683	8,080 4,683	8	0		0			
E-417	460		33 244 EAST 5 STREET	1,620					2.32	R7-2	3.44	30	0	3,760	3,760	3	R8B	4.00	50	0	4,957	4,063	4	0		0			
E-418	460		37 77 2 AVENUE	4,760				28		R7-2	3.44	60	2,705	13,525	16,230	28	R7A	4.00	80	2,705	16,125	18,830	31	0	3	0			
E-419 E-420	460 460		39 75 2 AVENUE 43 87 EAST 4 STREET	2,000 1,696	_		+		2.77 2.77	R7-2 R7-2	3.44	40 40	1,600 1,000	3,942 3,700	5,542 4,700	4 8	R7A R7A	4.00 4.00	50 50	1,600	4,802 4,180	6,402 5,180	5 8	0	0	0	<u> </u>		
E-421	460		43 87 EAST 4 STREET	1,696					2.77	R7-2	3.44	40	1,000	3,700	4,700	8	R8B	4.00	50	1,000	5,784	6,784	10	0	2	0			
E-422	460		44 85 EAST 4 STREET	2,405				0		R7-2	3.44	40	5,958	0	5,958	0	R8B	4.00	50	5,958	3,662	9,620	4	0		0			
E-423 E-424	461 461		18 220 EAST 6 STREET 29 99 2 AVENUE	7,275 2,456		1	1	6	2.27 3.41	R7-2	3.44	30 50	16,479 1,676	0 6,703	16,479 8,379	6	R8B R7A	4.00 4.00	50 60	16,479 1,676	12,597 8,148	29,076 9,824	13 6	0	13 0	0			
E-425	461		31 95 2 AVENUE	2,494					3.10	R7-2	3.44	50	1,544	6,175	7,719	4	R7A	4.00	60	1,544	7,375	8,919	4	0	0	0			
E-426	461	3	32 93 2 AVENUE	2,425	1			4	2.83	R7-2	3.44	40	1,718	5,155	6,873	4	R7A	4.00	50	1,718	6,835	8,553	6	0	2	0			1

Table 1-4
EV/LES Rezoning; Reasonable Worst-Case Development Scenario (RWCDS)
Potential Development Sites

Potential Development Sites																						
Site Description	Existing Conditions					No Build Cor	nditions						Build (Conditions				Incre	ement		Parking	
Site No. Block Lot Address	Number of Lot Area Buildings Land Use Bidg Are:	Built I DUS FAR	Existing Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Proposed Zoning	Max. Permitted FAR	Building Height	Commercial FA	Residential FA	Total FA	Dwellling Units	Affordable Dwelling Units	DUs	Affordable DUs	Parking No Build		Parking Increment
E-427 461 33 91 2 AVENUE	2,425 1	4 3.29	R7-2	3.44	50	1,455	6,527	7,982	4	R7A	4.00	60	1,455	8,207	9,662	4	0	0	0			
E-428 462 18 38 EAST 7 STREET	8,652 1	0 2.57	R7-2	3.44	30	22,224	0	22,224	0	R8B	4.00	50	22,224	12,384	34,608	12	0	12	0			
E-429 462 24 115 2 AVENUE	1,470 1	1 2.44	R7-2	3.44	30	2,388	1,203	3,591	1	R7A	4.00	50	2,388	1,623	4,011	1	0	0	0			
E-430 463 14 10 ST MARK'S PLACE	3,120 1	20 3.47	R7-2	3.44	50	0	10,840	10,840	20	R8B	4.00	60	0	12,114	12,114	20	0	0	0	1		
E-431 463 16 14 ST MARK'S PLACE	3,420 1	8 2.96	R7-2	3.44	50	2,028	8,112	10,140	8	R8B	4.00	60	2,028	9,906	11,934	8	0	0	0	1		
E-432 463 18 18 ST MARK'S PLACE	3,120 1	16 2.43	R7-2	3.44	40	1,892	5,674	7,566	16	R8B	4.00	50	1,892	10,588	12,480	21	0	5	0	1		
E-433 463 23 28 ST MARK'S PLACE	3,120 1	9 2.47	R7-2	3.44	40	1,200	6,500	7,700	9	R8B	4.00	50	1,200	11,280	12,480	14	0	5	0	\vdash		
E-434 463 34 121 2 AVENUE E-435 463 39 37 EAST 7 STREET	2,500 1 1,875 1	4 3.38	R7-2 R7-2	3.44	50 35	1,692 1,558	6,768 3,117	8,460 4,675	3	R7A R8B	4.00	60 50	1,692 1,558	8,308 5,942	10,000 7,500	6	0	3	0	\vdash		
E-436 463 40 35 EAST 7 STREET	1,875 1	5 2.49	R7-2	3.44	40	700	4,820	5,520	5	R8B	4.00	50	700	6,800	7,500	7	0	2	0	1	-	
E-437 463 41 33 EAST 7 STREET	1.875 1	1 2.54	R7-2	3.44	40	4.977	0	4.977	1	R8B	4.00	50	4.977	2,523	7,500	4	0	3	0		+	
E-438 463 42 31 EAST 7 STREET	1,950 1	1 3.23	R7-2	3.44	40	6,292	0	6,292	1	R8B	4.00	50	6,292	1,508	7.800	3	0	2	0			
E-439 464 15 210 EAST 9 STREET	1,575 1	4 2.37	R7-2	3.44	30	1,575	2,154	3,729	4	R8B	4.00	50	1,575	4,725	6,300	7	0	3	0			
E-440 464 16 212 EAST 9 STREET	1,350 1	0 2.64	R7-2	3.44	30	3,564	0	3,564	0	R8B	4.00	50	3,564	1,836	5,400	2	0	2	0			
E-441 464 19 218 EAST 9 STREET	1,575 1	2 3.12	R7-2	3.44	40	1,575	3,339	4,914	2	R8B	4.00	50	1,575	4,725	6,300	3	0	1	0			
E-442 464 20 220 EAST 9 STREET	7,875 1	0 2.85	R7-2	3.44	30	22,460	0	22,460	0	R8B	4.00	50	22,460	9,040	31,500	9	0	9	0			
E-443 464 32 238 EAST 9 STREET	2,186 1	18 2.92	R7-2	3.44	40	1,597	4,791	6,388	18	R8B	4.00	50	1,597	6,947	8,544	20	0	2	0			
E-444 464 43 33 ST MARK'S PLACE	2,934 1	10 3.01	R7-2	3.44	50	1,767	7,068	8,835	10	R8B	4.00	60	1,767	7,614	9,381	10	0	0	0			
E-445 464 44 31 ST MARK'S PLACE	2,912 1	16 3.39	R7-2	3.44	40	1,972	7,888	9,860	16	R8B	4.00	50	1,972	9,676	11,648	18	0	2	0			
E-446 464 47 25 ST MARK'S PLACE	2,934 1	3 2.28	R7-2	3.44	40	1,800	4,886	6,686	3	R8B	4.00	50	1,800	9,936	11,736	8	0	5	0			
E-447 464 55 9 ST MARK'S PLACE	3,616 1	4 2.64	R7-2	3.44	40	3,616	5,928	9,544	4	R8B	4.00	50	3,616	10,848	14,464	9	0	5	0	1		
E-448 465 48 157 2 AVENUE	2,250 1	6 2.81	R7-2	3.44	50	2,100	4,220	6,320	6	R7A	4.00	60	2,100	4,910	7,010	6	0	0	0	\vdash		
E-449 466 14 210 EAST 11 STREET E-450 466 15 212 EAST 11 STREET	1,710 1 1,710 1	5 3.16	R7-2	3.44	40	0	5,400	5,400	5 5	R8B	4.00	50	0	6,840 6.840	6,840	6 7	0	1	0	\vdash		
E-450 466 15 212 EAST 11 STREET E-451 466 20 222 EAST 11 STREET	1,710 1 2,043 1	5 2.09	R7-2 R7-2	3.44	40 40	0	4,608 6,129	4,608 6,129	6	R8B R8B	4.00	50 50	0	8,172	6,840 8,172	8	0	2	0	\vdash		
E-452 467 16 214 EAST 12 STREET	2,043 1	4 2.59	R7-2	3.44	40	0	5,500	5,500	4	R8B	4.00	50	0	7.996	7.996	6	0	2	0	1	-	
E-453 467 17 216 EAST 12 STREET	2,272 1	10 2.89	R7-2	3.44	50	0	6,560	6,560	10	R8B	4.00	60	0	6,896	6,896	10	0	0	0			
E-454 467 18 218 EAST 12 STREET	2,308 1	5 2.58	R7-2	3.44	40	0	5,958	5,958	5	R8B	4.00	50	0	8,704	8,704	8	0	3	0			
E-455 467 20 222 EAST 12 STREET	2,485 1	23 2.10	R7-2	3.44	40	0	5,226	5,226	23	R8B	4.00	50	0	8,097	8,097	26	0	3	0			
E-456 467 46 231 EAST 11 STREET	2,550 1	5 3.14	R7-2	3.44	40	0	7,996	7,996	5	R8B	4.00	50	0	10,200	10,200	7	0	2	0			
E-457 467 48 227 EAST 11 STREET	2,550 1	19 2.09	R7-2	3.44	40	0	5,332	5,332	19	R8B	4.00	50	0	10,138	10,138	24	0	5	0			
E-458 467 49 225 EAST 11 STREET	2,550 1	8 2.68	R7-2	3.44	40	0	6,830	6,830	8	R8B	4.00	50	0	10,200	10,200	11	0	3	0			
E-459 467 50 223 EAST 11 STREET	3,400 1	20 2.20	R7-2	3.44	40	0	7,480	7,480	20	R8B	4.00	50	0	9,516	9,516	22	0	2	0			
E-460 468 35 205 2 AVENUE	2,823 1	19 3.55	R7-2	3.44	60	0	10,008	10,008	19	R7A	4.00	80	0	10,450	10,450	19	0	0	0			
E-461 468 36 203 2 AVENUE	2,879 1	0 2.67	R7-2	3.44	50	7,682	0	7,682	0	R7A	4.00	60	7,682	1,404	9,086	0	0	0	0	$ldsymbol{ldsymbol{\sqcup}}$		
E-462 468 37 201 2 AVENUE	2,750 1	8 3.26	R7-2	3.44	50	1,500	7,475	8,975	8	R7A	4.00	60	1,500	9,100	10,600	8	0	0	0	igwdot		
E-463 468 44 235 EAST 12 STREET	2,530 1	20 3.26	R7-2	3.44	50	0	8,240	8,240	20	R8B	4.00	60	0	8,765	8,765	20	0	0	0	└		
E-464 468 48 227 EAST 12 STREET	2,581 1	16 2.33	R7-2	3.44	40	0	6,024	6,024	16	R8B	4.00	50	0	9,520	9,520	19	0	3	0	igwdot		
E-465 468 49 225 EAST 12 STREET	2,581 1	9 2.32	R7-2	3.44	40	0	6,000	6,000	9	R8B	4.00	50	0	9,496	9,496	12	0	3	0	$\vdash \vdash$		
E-466 468 50 223 EAST 12 STREET	2,581 1	5 2.32	R7-2	3.44	40	0	6,000	6,000	5	R8B	4.00	50	0	9,496	9,496	8	0	3	0	\vdash		
E-467 468 51 221 EAST 12 STREET	2,581 1	13 2.92	R7-2	3.44	40	0	7,530	7,530	13	R8B	4.00	50	0	10,324	10,324	16	0	3	0	1		

proposed actions would allow for increased density of residential use along East Houston Street and Avenue D; the permitted density of residential use in the remainder of the study area would be similar to what is allowed currently but new development would be more restricted to be contextual with existing established medium-density residential neighborhoods. Similarly, the proposed actions would permit increased commercial density along the major transportation corridors—East Houston Street, Delancey Street, Chrystie Street, and Second Avenue—but would enforce contextual restrictions elsewhere within the existing commercial areas. The new development that is projected to result from the proposed actions would occur on underutilized sites. Overall, the development sites are fairly evenly distributed among the proposed new zoning districts, allowing new housing to be built along major corridors and wide streets and relieving the development pressure along the midblocks.

DCP has identified 180 projected development sites that are considered most likely to be developed in the future with the proposed actions (see Table 1-3 and Figure 1-4). In addition, there are 123 potential development sites that are considered less likely than the projected sites to be developed over the same 10-year analysis period (see Table 1-4 and Figure 1-5).

It is anticipated that new development occurring as a result of the proposed actions on the 180 projected development sites would consist of 3,650 residential units, including 348 affordable units, and 376,489 square feet of commercial space. The projected incremental change over conditions in the future without the proposed actions on the projected development sites is 1,360 residential units (including 348 affordable units) and a 74,439-square-foot reduction in the total amount of commercial space. Table 1-5 provides a summary of development projected in the future with the proposed actions by proposed rezoning district.

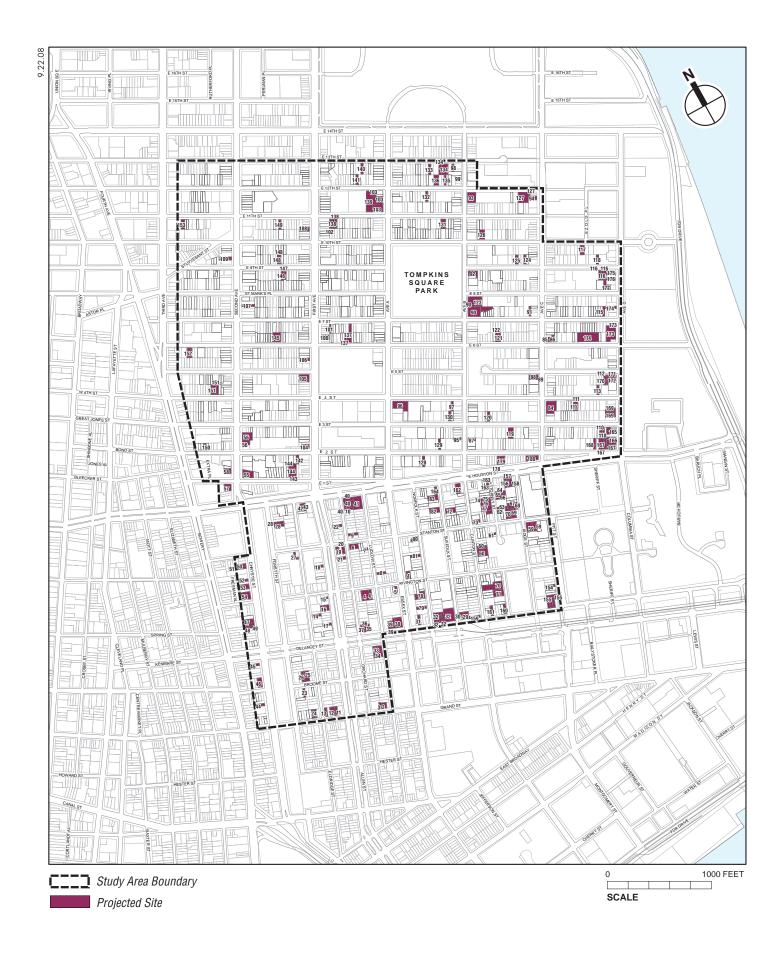
Projected Development Site 167 is the subject of a specific development proposal and requires the proposed rezoning and text amendments. Under the proposed actions, this site would be redeveloped as a residential building with 116 dwelling units, 23 of which would be affordable, and 7,844 square feet of ground-floor retail (see Figures 1-6 and 1-7). As one parcel comprising Projected Development Site 167 (Block 372, Lot 49) is owned by HPD, the project would be developed in partnership with HPD and a private developer. In addition to the proposed rezoning, this project would require additional discretionary actions including the disposition of City-owned property (a ULURP action), an Urban Development Action Area Program (UDAAP) designation, and project business approval (a non-ULURP action).

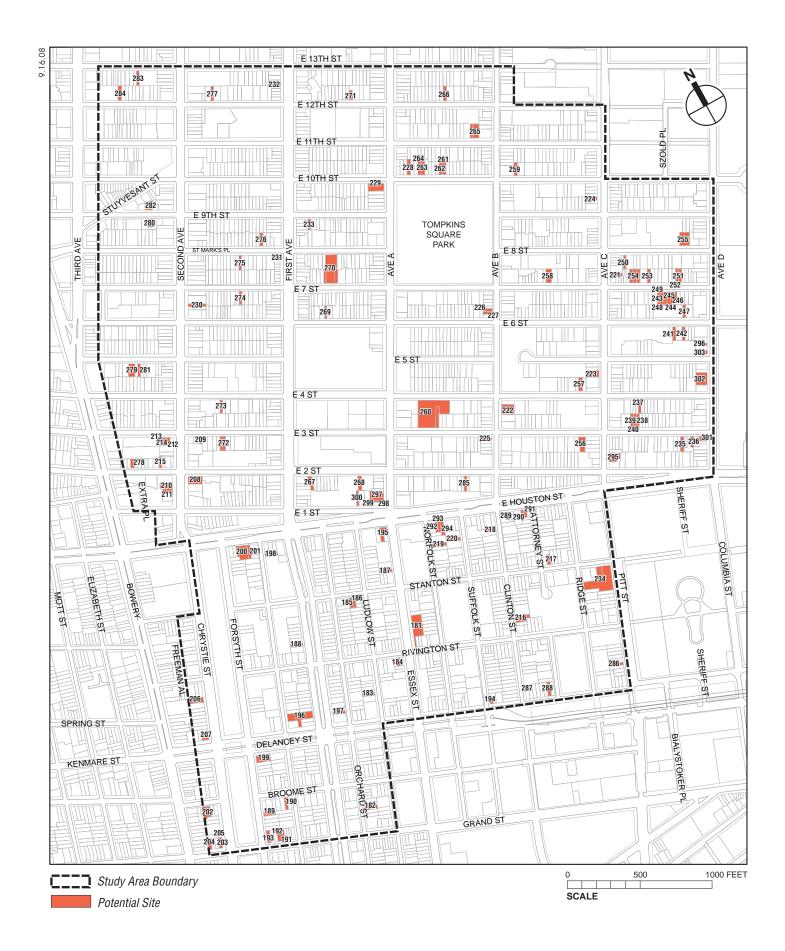
In the future without the proposed actions, it is assumed that this site would be redeveloped with fewer units: the City-owned lot would be redeveloped with 18 market-rate units and the other lots would be developed individually with a total of 24 market-rate units and 7,844 square feet of ground-floor retail space.

In addition to new construction anticipated on the projected development sites, 25 parcels meet the criteria for inclusion as projected enlargement sites (see Table 1-3 and Figure 1-8). These projected development sites can be expected to be developed with 267 dwelling units, a net increment of 23 units over conditions in the future without the proposed actions. There are also 442 potential enlargement sites.

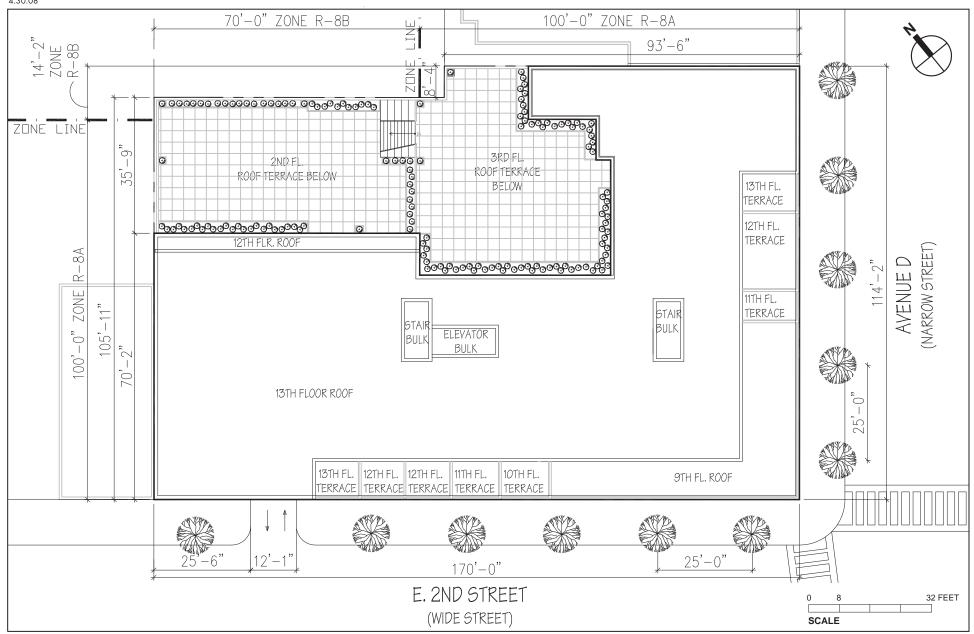
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¹ See footnote 1 on page 1-8.









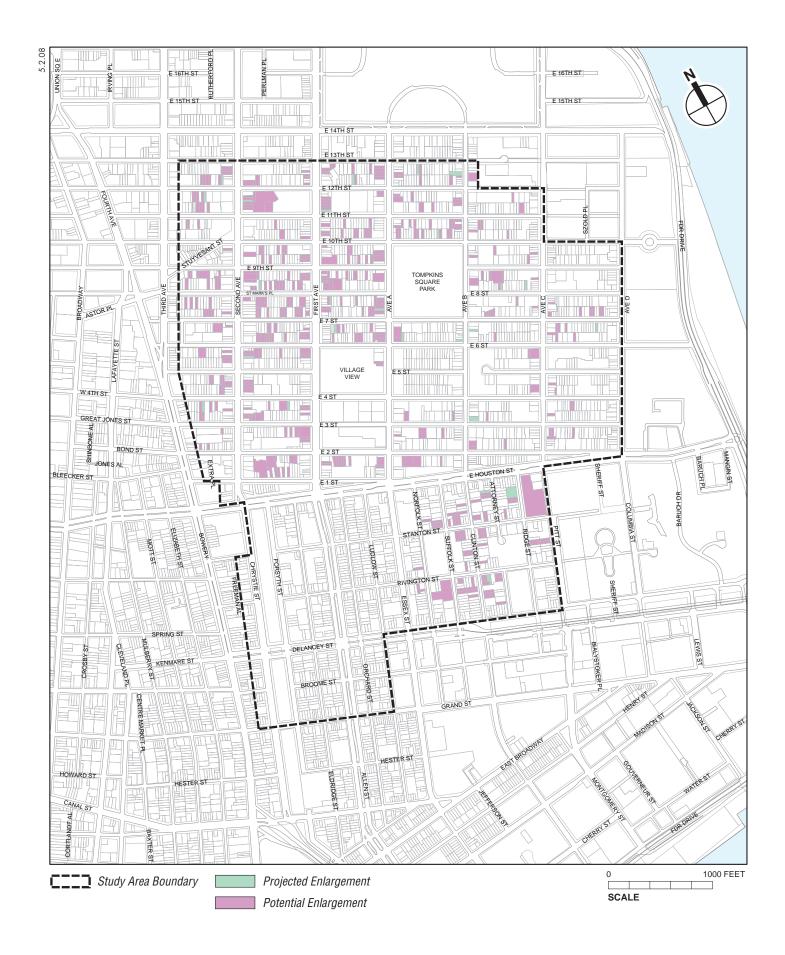


Table 1-5 Summary of No Build and Build Development

			Build	d			No-Bu		•	01110 Du	Incre		•
District Description	Sites (Count)	Commercial Floor Area	Residential	Dwelling	Affordable Dwelling Units	Commercial Floor Area	Residential	Dwelling	Affordable Dwelling Units	Commercial Floor Area	Residential		Affordable Dwelling Units
PROJECTED SITES	, ,												
Proposed C4-4A	28	70,090	259,746	260	0	122,378	187,273	187	0	-52,288	72,473	73	0
Proposed C6-2A*	30	125,797	939,781	940	188	147,948	361,162	361	0	-22,151	578,619	579	188
Proposed R7A	51	111,223	838,829	839	0	111,223	705,821	706	0	0	133,008	133	0
Proposed R8B	44	12,086	811,006	811	0	12,086	695,773	696	0	0	115,233	115	0
Proposed R8A*	27	57,293	773,522	800	160	57,293	339,652	340	0	0	433,870	460	160
TOTAL PROJECTED	180	376,489	3,622,884	3,650	348	450,928	2,289,681	2,290	0	-74,439	1,333,203	1,360	348
POTENTIAL SITES													
Proposed C4-4A	13	64,102	72,078	72	0	30,448	84,685	85	0	33,654	-12,607	-13	0
Proposed C6-2A*	22	56,599	422,827	423	85	117,764	130,129	125	0	-61,165	292,698	298	85
Proposed R7A	19	29,732	255,296	255	0	29,839	217,926	218	0	-107	37,370	37	0
Proposed R8B	51	12,509	716,691	717	0	23,156	496,314	496	0	-10,647	220,377	221	0
Proposed R8A*	18	23,149	258,256	258	52	13,958	110,423	116	0	9,191	147,833	142	52
TOTAL POTENTIAL	123	186,091	1,725,148	1,725	137	215,165	1,039,477	1,040	0	-29,074	685,671	685	137
GRAND TOTAL	303	562,580	5,348,032	5,375	485	666,093	3,329,158	3,330	0	-103,513	2,018,874	2,045	485
ENLARGEMENTS													
PROJECTED													
Proposed R7A	13												
Proposed R8B	12												
TOTAL PROJECTED	25	25,374	216,853	267	0	25,374	178,529	244	0	0	38,324	23	0
POTENTIAL													
Proposed R7A	226												
Proposed R8B	216												
TOTAL POTENTIAL	442	938,270	3,560,886	4,715	0	938,270	2,788,610	4,155	0	0	772,276	560	0
TOTAL ENLARGEMENTS	467	963,644	3,739,415	4,959	0	963,644	2,967,139	4,399		0	810,600	583	0
TOTAL ALL SITES	770	1,562,244	9,087,447	10,334	485	1,629,737	1,629,297	7,729	0	-103,513	2,829,474	2,628	485
Sources: Department of C	City Plan	ning, October	2007										

In total, the proposed actions would result in new 1,383 dwelling units and a reduction of 74,439 square feet of commercial use on the 205 projected development (new construction) and enlargement sites throughout the rezoning area. Overall, the proposed actions would reinforce the use of several avenues as corridors for mixed retail/residential buildings and provide opportunities for affordable housing along selected wide streets and major corridors while allowing for appropriately scaled development in the neighboring low- to mid-rise residential communities in the primary study area.

E. PUBLIC REVIEW PROCESS FOR THE PROPOSED ACTIONS

SUMMARY OF PROPOSED ACTIONS

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

- DCP is proposing a zoning map amendment that would affect approximately 111 blocks located within the East Village and Lower East Side neighborhoods of Manhattan Community District 3. The proposed rezoning would change an existing R7-2 zoning district to R7A, R7B, R8A and R8B zoning districts; an existing R7-2/C1-5 zoning district to R7A/C1-5, R8A/C1-5 and R8B/C1-5 zoning districts; an existing R7-2/C2-5 zoning district to R7A/C2-5, R8A/C2-5 and R8B/C2-5 zoning districts; and an existing C6-1 zoning district to C4-4A, C6-2A & R7A zoning districts.
- DCP is proposing a text amendment to *Zoning Resolution* Section 23-922, to allow the Inclusionary Housing bonus to be made applicable in R8A and C6-2A zoning districts within the rezoning area. These districts are proposed to be mapped along Houston Street, Delancey Street, Chrystie Street, Avenue D, Pitt Street, and Second Avenue.
- DCP is proposing a text amendment to *Zoning Resolution* Section 52-61 to make the provisions of this section applicable to R8B districts in Manhattan Community District 3. *Zoning Resolution* Section 52-34 allows vacant ground floor space designed for commercial use to be occupied with non-conforming Use Group 6 uses.
- HPD is proposing disposition of a city-owned property and related actions to facilitate the development of a residential project with ground floor retail. The project site is located at 5 Avenue D, and 302-310 East 2nd Street (Block 372, Lots 43, 44, 47, 48 and 49). ¹
- The proposed rezoning would change the zoning designation of the site from R7-2 and R7-2/C1-5 to R8A and R8A/C1-5.

PUBLIC REVIEW PROCESS

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

UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

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

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¹ See footnote 1 on page 1-8.

ensure a maximum total review period of approximately seven months. For a zoning text amendment, a non-ULURP public review process does not follow the same time limits as ULURP. However, it is expected that the non-ULURP text amendment would move through this process simultaneously with the ULURP zoning map amendment.

The ULURP process begins with a certification by CPC that the ULURP application is complete, which includes satisfying CEQR requirements (see the discussion below). The application is then forwarded to Manhattan Community Board 3, which has 60 days in which to review and discuss the proposal, hold public hearings, and adopt recommendations regarding the application. Once this step is complete, the Borough President reviews the application for up to 30 days. CPC then has 60 days to review the application, during which time a ULURP/CEQR public hearing is held. Comments made at the DEIS public hearing (the record for commenting remains open for 10 days after the hearing to receive written comments) are incorporated into a Final Environmental Impact Statement (FEIS); the FEIS must be completed at least 10 days before CPC makes its decision on the application. CPC may approve, approve with modifications, or deny the application. If the ULURP application is approved, or approved with modifications, it moves to the City Council for review. The City Council has 50 days to review the application and during this time will hold a public hearing on the proposed actions, through its Land Use Subcommittee. The Council may approve, approve with modifications, or deny the application. If the Council proposes a modification to the proposed actions, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the actions as approved by CPC. Following the Council's vote, the Mayor has 5 days in which to veto the Council's actions. The City Council may override the mayoral veto within 10 days.

ENVIRONMENTAL REVIEW (CEOR)

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

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

Determination of Significance: The lead agency's first charge is to determine whether the proposed actions may have a significant adverse impact on the environment. To do so, it must prepare an Environmental Assessment Statement (EAS). The proposed East Village/Lower East Side Rezoning Proposal was the subject of an EAS, which was completed on May 25, 2007. Based on that EAS, the CPC determined that the proposed actions may have a significant adverse impact on the environment and issued a Positive Declaration, requiring that an EIS be prepared.

Scoping: Once the lead agency issues a Positive Declaration, it must then issue a draft scope of work for the EIS. "Scoping" or creating the scope of work, is the process of identifying the

environmental impact analyses, the methodologies to be used, and the key issues to be studied. CEQR requires a public scoping meeting as part of the process. A public scoping meeting was held on the proposed plan and DEIS Scope (June 25, 2007). Based on the comments received at that scoping meeting, DCP reissued a Final Scope of Work in February 2008.

Draft Environmental Impact Statement (DEIS): The DEIS is to be prepared in accordance with the Final Scope of Work. The lead agency reviews all aspects of the document, relying on other City agencies to assist, as appropriate. Once the lead agency is satisfied that the DEIS is complete for public review, it issues a Notice of Completion and circulates the DEIS for public review. When a DEIS is required, it must be deemed complete before the ULURP application can also be found complete. The Notice of Completion for this DEIS was issued on May 5, 2008.

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

Final Environmental Impact Statement (FEIS): After the close of the public comment period for the DEIS (August 25, 2008), the lead agency prepares an FEIS. This FEIS must incorporate relevant comments on the DEIS, either in a separate chapter or in changes to the body of the text, graphics, and tables. Once the lead agency determines the FEIS is complete, it issues a Notice of Completion and circulates the FEIS. As previously noted, the FEIS must be issued (with the Notice of Completion) at least 10 days before the decision-maker can make a decision on the proposed actions.