

A. INTRODUCTION

The Office of the Deputy Mayor for Economic Development, in coordination with the New York City Economic Development Corporation (NYCEDC) and the City of New York Department of Housing Preservation & Development (HPD), is sponsoring an initiative to allow for the implementation of an approximately 1.7 million gross-square-foot¹ (gsf) (1.648-million zoning-square-foot) mixed-use development on 10 City-owned sites. These 10 sites are located in Manhattan Community District 3 generally along Delancey and Essex Streets on the Lower East Side (see **Figure 1-1**). Five of the sites (Sites 2, 3, 4, 5, and 6) are located within the former Seward Park Extension Urban Renewal Area (SPEURA), which was established in 1965 and expired in 2005. Four sites (Sites 7, 8, 9, and 10) are located within the 2008 East Village/Lower East Side Rezoning area. The tenth site (Site 1) is in neither. The 10 City-owned sites and demapped sections of Broome and Suffolk Streets that would be mapped as City streets and sections of Clinton and Delancey Streets that would be demapped encompass the project site (“project site”) (see **Figure 1-2**).





The program for the proposed development on Sites 1–6 and 8–10 is expected to include a variety of mixed-income residential, commercial such as retail and office space, and community or cultural uses. The project would also include provisions for parking and publicly accessible open space. Site 7 has been considered part of the project site since the community planning process commenced in 2008 and all City-owned properties in the area were identified. However, in the proposed development project, Site 7 would retain its current function as a municipal parking garage, which would continue to support the existing neighborhood uses, as well as the potential new development on the development sites.

The project site is the largest underdeveloped City-owned site south of 96th Street, and the purpose of adopting the proposed land use actions is to allow for the implementation of a mixed-use development on the project site, which has the following goals: (1) transform several underutilized City-owned properties into a thriving, financially viable, mixed-use development; (2) provide affordable and market-rate housing units, commercial and retail uses, community facilities and other neighborhood amenities (e.g., parking, a new and expanded facility for the public Essex Street Market, and publicly accessible open space); and (3) knit these sites back into the larger, vibrant Lower East Side neighborhood.

To facilitate the redevelopment project, a number of discretionary actions would be required. Adoption of proposed Uniform Land Use Review Procedure (ULURP) actions would involve public review by a number of entities, which include, depending on the action, Manhattan Community Board 3, the Manhattan Borough President, the New York City Planning Commission (CPC), and the New York City Council. These actions include zoning map changes

¹ This number does not include below-grade parking space or space in the existing parking garage on Site 7.



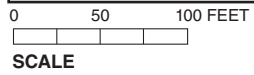
-  Former Seward Park Urban Renewal Area (URA)
-  Former Seward Park Extension URA
-  Proposed Development Sites
- * Site 7 Would not be Redeveloped Under the Proposed Actions
-  2008 East Village/Lower East Side Rezoning Boundary



Proposed Development Sites
Figure 1-1



3	Proposed Development Site
343	Block Number
37	Lot Number
	Streets to be Mapped
	Streets to be Demapped



NOTE: This figure has been revised for the FGEIS.

Proposed Street Mapping and Demapping Actions
Figure 1-2

Seward Park Mixed-Use Development Project

and zoning text amendments, zoning special permits, authorization, City map amendment, the disposition of City-owned property, approval of an Urban Development Action Area Project (UDAAP), and an acquisition. Mayoral and Borough Board approval of the business terms with the developer or developers to be selected pursuant to Request for Proposals (RFPs) may also be required, as applicable. Should the discretionary actions subject to ULURP be approved, an RFP process would commence to solicit proposals for development under the approvals. Further details regarding the discretionary approvals for the proposed actions are provided below in Section C.

B. PROJECT BACKGROUND

The Seward Park Mixed-Use Development Project is located in the historically economically and ethnically diverse Lower East Side. By the turn of the 20th century, the Lower East Side was an immigrant neighborhood known for its bustling street-level commercial activity and its overcrowded tenement buildings. In the mid-1950s through the 1970s, portions of land on the Lower East Side, including the former Seward Park Extension Urban Renewal Area (SPEURA), were deemed appropriate for urban renewal under the City's Urban Renewal Law. Development in these urban renewal areas had 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.

SEWARD PARK EXTENSION URBAN RENEWAL AREA

Established in 1965, the SPEURA was bordered by Essex Street, Grand Street, Bialystoker Place, and Delancey Street (see **Figure 1-1**). It was located directly north of the original Seward Park Urban Renewal Area (SPURA) that was designated in 1955. In 1967, demolition began in the SPEURA to clear land for new housing and commercial buildings. In addition, Broome Street between Norfolk and Clinton Streets and Suffolk Street between Grand and Delancey Streets were demapped (see **Figure 1-2**) although they continue to function as streets. The first new buildings in the SPEURA were completed in 1972. These buildings, Seward Park Extension East and West, included 360 units built by the New York City Housing Authority. An additional 600 units were built in the SPEURA by St. Mary's Roman Catholic Church. In the 1980s, the Chinatown Planning Council built 156 units and the United Jewish Council built 124 senior units. In total, since the establishment of SPEURA in 1965, 1,240 units of housing have been built in portions of the SPEURA; however, the sites now designated as Sites 2-6 for the proposed actions were never developed. The SPEURA plan proposed largely commercial development on those remaining sites.

There were several attempts in the 1980s and 1990s to redevelop the remaining five SPEURA sites: a proposal in 1988 by the LeFrak Organization, a 1993 proposal by Kraus Enterprises, and a 2001 proposal by a joint partnership of the LeFrak Organization and Edward J. Minskoff Equities. The 1988 LeFrak proposal included a mix of affordable and market-rate housing units. Kraus Enterprises' proposal in 1993 included residential units, park space, retail, and a movie theater. The LeFrak/Minskoff proposal in 2001 also included a mix of affordable and market-rate housing units. In 2003, HPD and NYCEDC, for discussion purposes, proposed a program of affordable and market-rate residential units and commercial uses for the SPEURA. These plans and the proposal for discussion did not move forward because of a lack of community consensus.

The urban renewal area designation expired in 2005. Today, the former SPEURA comprises a mix of affordable housing, institutional, community, and cultural uses, and the five remaining underdeveloped sites. These five sites (Sites 2–6) remain underutilized and comprise the largest, underdeveloped City-owned sites in Manhattan south of 96th Street; they include parking lots, a partially vacant former market building, a residential building with seven occupied units, a former fire station with a commercial tenant, and a building that is vacant except for a ground-floor retail tenant.

2011 COMMUNITY BOARD 3 PLANNING GUIDELINES

With the goal of gaining broad community consensus on a development program for the project site, Manhattan Community Board 3 (CB3) embarked on a planning process for the sites starting in 2008, and invited the City to be part of the discussions. NYCEDC, HPD, and the New York City Department of City Planning (DCP) participated in the process, providing technical support and resources to facilitate the community’s discussion and analysis. Over the course of more than two years, CB3 worked to develop a set of project guidelines that CB3 unanimously adopted in January 2011. CB3 subsequently worked with the City to understand the urban design opportunities of the project and passed a set of urban design principles in June 2011. Together, these project guidelines and design principles express the community’s desired mixed-use, mixed-income characteristics of the program for the project site and urban design preferences with respect to the site’s layout, height, and density.

The community guidelines and urban design recommendations adopted by CB3 serve as a broad framework for defining key elements of the current project proposal. The guidelines call for a mixed-use and mixed-income development that is reflective of, and compatible with, adjacent communities. CB3 recommends that the design of the proposed development conform to the principles of contextual design, such that building orientation and access should support and enhance the existing pedestrian realm and integrate with the existing neighborhood.

C. PROJECT DESCRIPTION

SITE DESCRIPTION

As shown on **Table 1-1**, the project site contains a mix of parking, active, vacant, and partially vacant commercial uses, and a residential building with 7 occupied units. Within the project area, Suffolk Street is demapped between Grand and Delancey Streets and Broome Street is demapped between Norfolk and Clinton Streets. Sites 1, 3, 4, and 6 are each entirely occupied by surface parking. Sites 1, 3, and 6 contain a total of approximately 300 public parking spaces and Site 4 contains approximately 100 commercial parking spaces for neighborhood businesses. Sites 2 and 5 also contain surface parking; Site 2 has 90 spaces for City vehicles and Site 5 has 100 public parking spaces. The remainder of Site 2 is occupied by one of the four Essex Street Market buildings; the former market section of the building at 78-92 Essex Street is vacant, while the storefronts on Delancey Street contain a diner and a liquor store. In addition to surface parking, Site 5 contains three buildings: a walk-up residential building at 400 Grand Street that is under the jurisdiction of HPD and also contains a ground-floor visitor center for the Lower East Side Jewish Conservancy; a three-story building that is mostly vacant except for a ground-floor shoe repair store at 402 Grand Street; and a former fire station at 185 Broome Street that formerly housed a film prop company and is occasionally used to house furniture sales. Site 7 is a 362-space municipal public parking garage and would retain its current function as a municipal

Seward Park Mixed-Use Development Project

parking garage. Sites 8, 9, and 10 contain the other three Essex Street Market buildings, only one of which now operates as a public market. The building at 130-144 Essex Street (on Site 8) is vacant and used for the storage of refuse generated by the market in the building on Site 9. The Essex Street Market building on Site 9 (96-124 Essex Street) is approximately 20,000 square feet, of which approximately 15,000 square feet are the public market. The market currently has 23 vendors. The building, constructed in 1939 to provide an indoor retail market space for pushcart vendors, also contains retail and restaurant space on the Delancey and Rivington Street frontages. The building at 150 Essex Street (on Site 10) contains a health clinic run by the Community Healthcare Network.

**Table 1-1
Proposed Development Sites – Existing Conditions**

Site No.	Block	Lot(s)	Address	Lot Area (sf)	Building Area (sf)	Residential Area (sf)	Commercial and Community Facility Area	No. Stories	Zoning
1	409	56	236 Broome Street	21,996	—	—	65 public parking spaces	—	C6-1
2	352	1, 28	80 Essex Street, 85 Norfolk Street	43,140	17,995	—	15,265 sf vacant; 1,300-sf diner; 1,430-sf liquor store; 90 City parking spaces	1	C6-1
3	346	40	135 Delancey Street	40,776	—	—	Approx. 190 public parking spaces	—	R8
4	346	40	155 Delancey Street	40,627	—	—	Approx. 100 commercial parking spaces	—	R8
5	346	40	400 Grand Street	60,712	3 buildings: 8,400; 12,500; 5,700	12,050 (7 households)	9,450 sf vacant; 4,200-sf storage space; 450-sf non-profit cultural org.; 450-sf shoe repair; 100 public parking spaces	2, 5, 3	R8
6	347	71	178 Broome Street	21,344	—	—	48 public parking spaces	—	R8
8	354	1	140 Essex Street	11,210	11,210	—	11,210 sf vacant	1	C4-4A
9	353	44	116 Delancey Street	20,817	20,750	—	15,000-sf market, 5,750 sf retail and restaurant	2	C4-4A, C6-2A
10	354	12	150 Essex Street	6,840	6,840	—	6,840-sf health clinic	1	C4-4A
Total				267,462¹	83,395	12,050	35,420 sf; 35,925 sf vacant; Approx. 400 public parking spaces; Approx. 190 other parking spaces		
7 ²	410	38	112 Ludlow Street	22,402	132,750	—	362 public parking spaces (garage)	5	C4-4

Notes:

1. This total does not include the demapped sections of Suffolk and Broome Streets that would be mapped, which total approximately 45,786 square feet. It also does not include the mapped sections of Clinton and Delancey Streets that would be demapped, which total approximately 17,580 square feet.

2. Site 7—a public parking garage—would not be redeveloped under the proposed actions, but is included for informational purposes.

Sources: NYCEDC; <http://gis.nyc.gov/doitt/nycitymap/>; <http://gis.nyc.gov/dof/dtm/index.jsf>; <http://a810-bisweb.nyc.gov/bisweb/bispi00.jsp>

SITE PLAN AND URBAN DESIGN

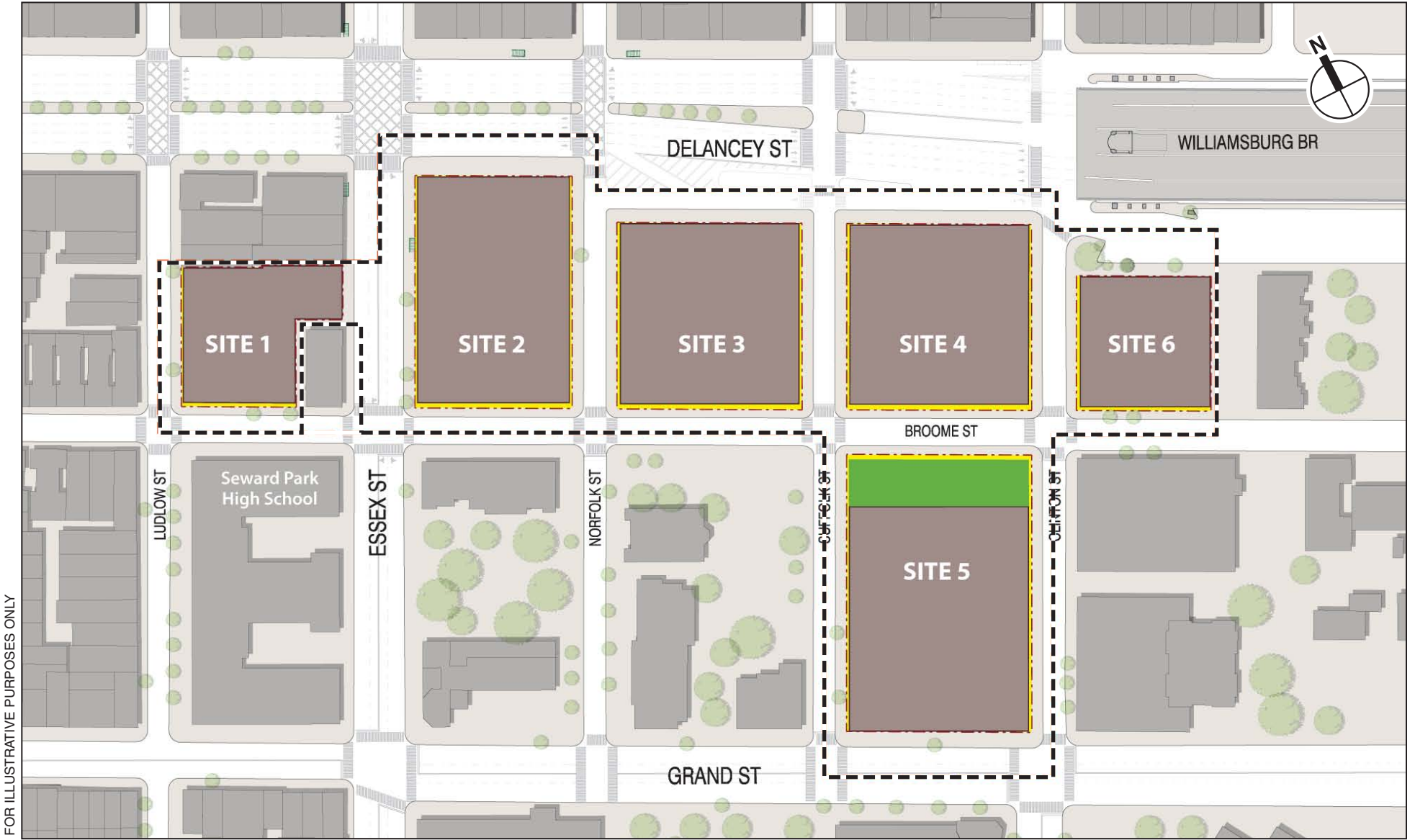
As currently contemplated, the program for the proposed actions would include up to approximately 1.7 million gsf (1.648 million zoning square feet) of mixed-use residential, commercial development, and community facility use.

The proposed development includes relocating the existing Essex Street Market to a new, larger facility. The new public market would be over 29,000 gsf and would accommodate 35 to 65 vendors (depending on the size of each stall). The larger space would create entrepreneurship opportunities for additional vendors and would allow for a variety of vendor price points. A new facility would be an opportunity for capital investment in the market to address many of the physical limitations of the existing facility. The new market facility would have an improved internal layout, better connections with the street, and expanded common gathering areas for public seating and market events. In addition, the new facility would be energy efficient, be fully compliant with the Americans with Disabilities Act, and have improved storage capabilities, garbage handling, and climate control. The City would give existing vendors at the time of the move the first opportunity to relocate their business to the new market facility, when the new facility on Site 2 is complete and ready for occupancy.

The urban design for the proposed development builds on the framework laid out in the CB3 urban design principles. The general concept for the massing incorporates elements from the building forms of the surrounding neighborhood, which vary from low-rise walk-ups to large towers-in-the-park. The project would incorporate a connected street grid, and new buildings would have retail and residential entrances on multiple sides to create ground-floor activity and provide necessary access. The buildings would incorporate streetwall design characteristics that are intended to activate the pedestrian realm and setback towers that will permit access to light and air. The development project would maximize street-level uses such as retail that support pedestrian activity throughout the development. A publicly accessible open space of approximately 10,000 square feet with a mix of active and/or passive recreation uses would be incorporated into the development as well. The proposed development would include up to 500 parking spaces on up to four sites (Sites 2 through 5).

To allow for comprehensive planning for the project site and to allow flexibility in design and massing, including the ability to distribute floor area across lots and modify bulk distribution, height, and placement of buildings, the project seeks approval of Large Scale General Development (LSGD) special permits that would apply to Sites 1 through 6 (see **Figure 1-3**). The LSGD would establish a maximum building envelope for each site, which is the three-dimensional space on the zoning lot within which a structure can be built, as permitted by applicable height, setback, and yard controls. Each of the maximum zoning envelopes on Sites 1 through 6 would be larger in terms of height, massing, tower locations, and floor area than what could ultimately be built on each development site to allow for flexibility of design. Buildings on Sites 1 through 6 would be massed with multiple setbacks, and the envelopes would establish base heights of between 60 and 85 feet (6–8 stories), with varying heights above. The upper portions of all buildings would be set back at least 10 feet from Delancey, Essex, Clinton, and Grand Streets, and 15 feet from Ludlow, Broome, Norfolk, and Suffolk Streets. The maximum building envelopes would allow potential towers on Sites 2 and 4 of up to 285 feet and 260 feet to the roof parapets, respectively (up to approximately 24 stories), and building heights of up to 160 feet to the roof parapets (up to approximately 14 stories) on Sites 1, 3, 5, and 6.¹ Sites 8, 9, and 10 would be consistent with massing requirements and maximum heights allowable under existing zoning. **Figures 1-4a** and **1-4b** show the massing controls and potential massings (in plan) for structures developed within the maximum building envelopes on Sites 1 through 6.

¹ Building heights to the tops of the mechanical bulkheads would be as follows: 190 feet on Sites 1, 3, 5, and 6; 315 feet on Site 2; and 290 feet on Site 4.



FOR ILLUSTRATIVE PURPOSES ONLY

NOT TO SCALE

NOTE: This figure has been revised for the FGEIS.



LEGEND AND NOTES

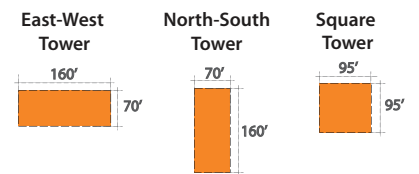
- Proposed Lot Lines
- Building Footprint
- Street Wall
- Midrise
- Tower
- Midrise only Zone
- Midrise and Tower Zone
- Maximum building height (excluding rooftop mechanical) shall not exceed number of stories as noted
- Maximum building height including rooftop mechanical

DESIGN CONTROLS

TOWER ORIENTATION:
Towers to be oriented to create variety.

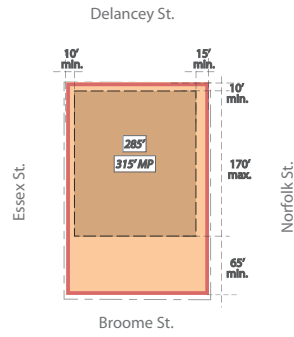
BUILDING SETBACKS:
Maximum base heights to be minimum 60' and maximum 85' high
Above the base, building to setback 10' (wide street) or 15' (narrow street) per zoning, except along Clinton Street where 10' setbacks are permissible.
Midrise levels to be maximum height of 120'

MAXIMUM TOWER DIMENSIONS (ABOVE 120')

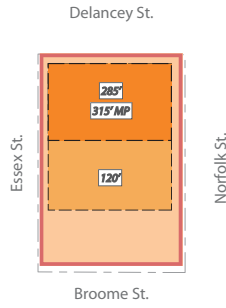


SITE 2

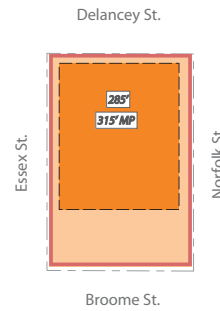
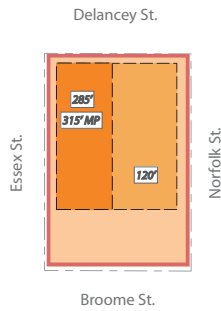
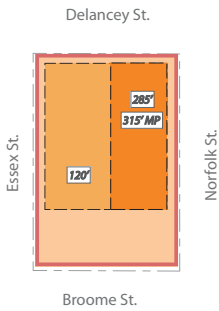
MIDRISE & TOWER ZONE ENVELOPE



POTENTIAL ENVELOPE OPTIONS



ADDITIONAL MASSING ALTERNATES



LEGEND AND NOTES

- Proposed Lot Lines
- Building Footprint
- Street Wall
- Midrise
- Tower
- Midrise only Zone
- Midrise and Tower Zone
- Maximum building height (excluding rooftop mechanical) shall not exceed number of stories as noted
- Maximum building height including rooftop mechanical

DESIGN CONTROLS

TOWER ORIENTATION:

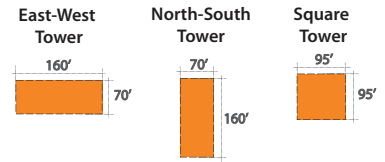
Towers to be oriented to create variety.

BUILDING SETBACKS:

Maximum base heights to be minimum 60' and maximum 85' high
Above the base, building to setback 10' (wide street) or 15' (narrow street) per zoning, except along Clinton Street where 10' setbacks are permissible.

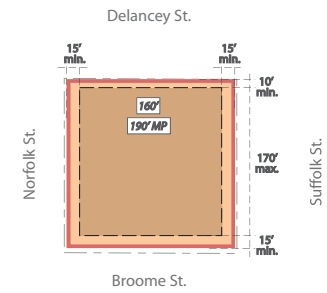
Midrise levels to be maximum height of 120'

MAXIMUM TOWER DIMENSIONS (ABOVE 120')

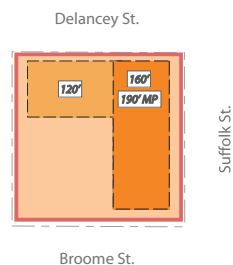
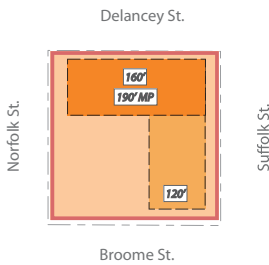


SITE 3

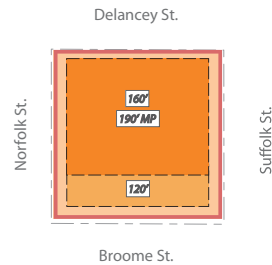
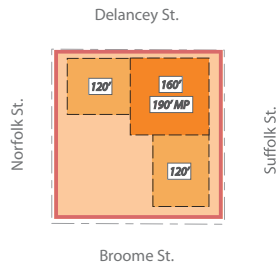
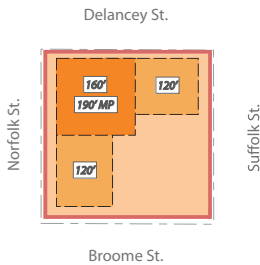
MIDRISE & TOWER ZONE ENVELOPE



POTENTIAL ENVELOPE OPTIONS



ADDITIONAL MASSING ALTERNATES



SOURCE: Beyer Blinder Belle



Illustrative LSGD Massing (Sites 2 and 3)

Figure 1-4b

Seward Park Mixed-Use Development Project

Figure 1-5 shows an illustrative rendering of the proposed development; Sites 1 through 6 are shown with illustrative massings rendered within the maximum building envelopes.

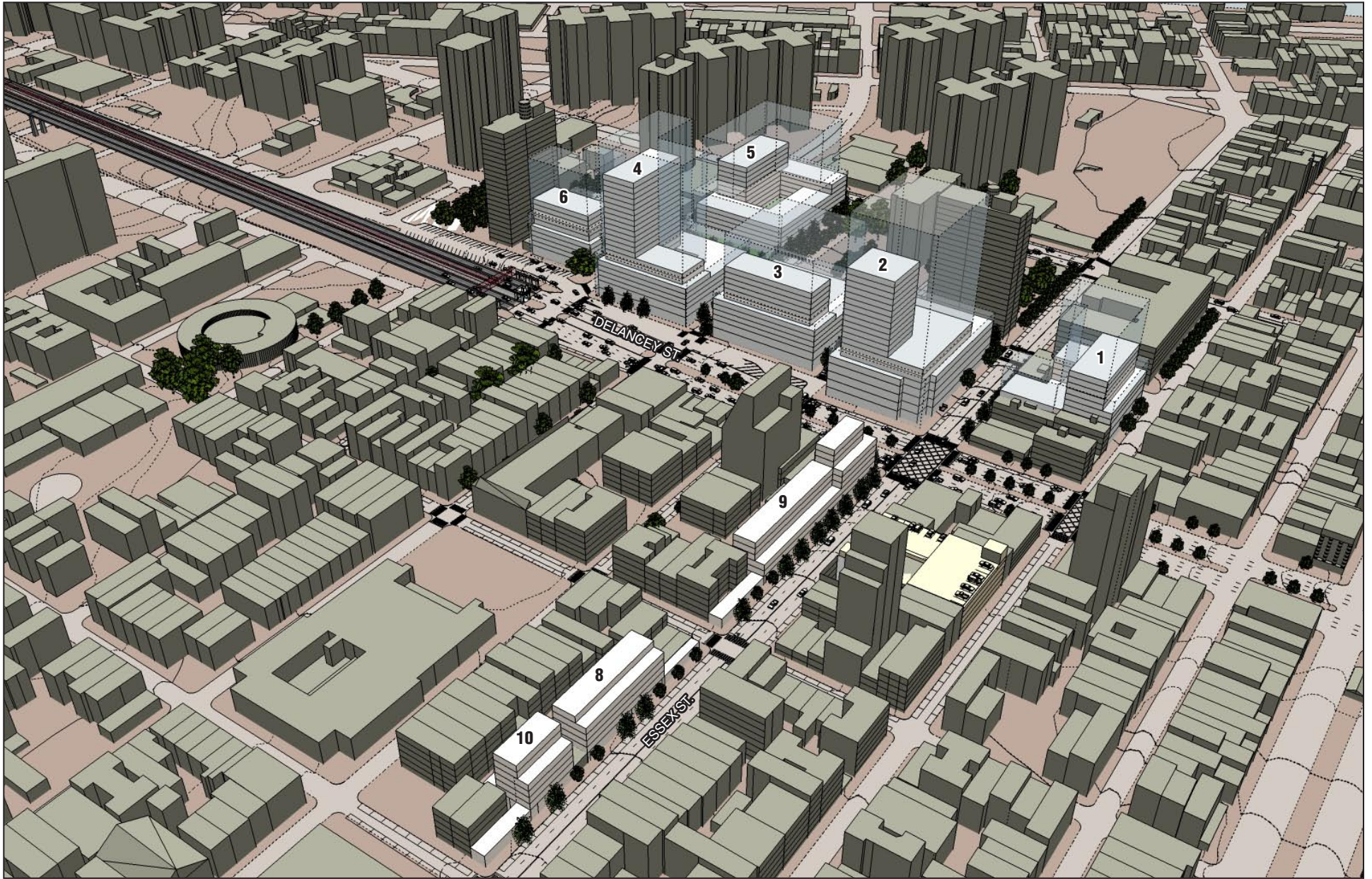
The proposed land uses and illustrative massings are intended to be illustrative of a possible configuration of the proposed uses and the possible interactions among those proposed uses across the project site. The eventual built configuration of uses would be subject to change based on the results of the environmental review, the results of developer(s)' response(s) to the RFP(s), market conditions, and further discussion with stakeholders, among other factors.

The City is currently in the process of considering how sustainability measures might be implemented as part of the project. Through an RFP process, the City would look favorably upon proposals that enhance the energy efficiency of buildings, use fewer raw materials, make the best of natural light where appropriate, improve indoor air quality, and decrease the total impact on the natural and human environment. These designs could include features aimed at reducing energy consumption such as energy-efficient building envelopes, high-efficiency heating, ventilation, and air conditioning (HVAC) systems, incinerators and generators, and window glazing to optimize daylighting and solar heat gain and to reduce heat loss. Housing developments on all sites are expected to be certified under the Enterprise Green Communities Program. If a housing development can not be certified under the Enterprise Green Communities Program, because American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 90.1-2007 does not apply to its construction methodology, the development would be designed and constructed to reduce construction and demolition waste and to incorporate sustainable design features that reduce energy consumption and greenhouse gas emissions in an amount equivalent to that which would be necessary to achieve certification under the Enterprise Green Communities Program. For housing developments on City-owned sites that are managed by NYCEDC and can not comply with the Enterprise Green Communities Program, because ASHRAE Standard 90.1-2007 does not apply to their construction methodology, consultation with the Mayor's Office of Environmental Coordination would be required to ensure that sustainability measures equivalent to that which would be necessary to achieve certification under the Enterprise Green Communities Program are implemented. For sites that may be under the jurisdiction of HPD, the Land Disposition Agreement between HPD and the developer(s) would require a commitment to certification under the Enterprise Green Communities program or to the incorporation of equivalent sustainability measures. For housing developments on City-owned sites that are managed by NYCEDC, the commitment to certification under the Enterprise Green Communities program or to the incorporation of equivalent sustainability measures would be required through the provisions of a contract of sale or long-term lease or other legally binding agreement between NYCEDC and the developer(s).

DISCRETIONARY ACTIONS SUBJECT TO CEQR AND SEQRA

The proposed mixed-use development would require multiple City approvals. Some of these are discretionary actions requiring review under the City Environmental Quality Review (CEQR) process. The Office of the Deputy Mayor for Economic Development (ODMED) is the lead agency for CEQR. The potential discretionary actions that would be required for the proposed development include:

- **Disposition:** Disposition of Sites 1 through 6 and 8 through 10 by the City of New York for the purpose of subsequent development;
- **Urban Development Action Area Project Designation (UDAAP):** Designation of Sites 1 through 6 and 8 through 10 as an Urban Development Action Area Project;



Illustrative Rendering with Maximum Building Envelopes and
RWCDs Massing - View South

Figure 1-5

- **Acquisition:** Acquisition of a portion of Site 2 for the sole purpose of the relocated Essex Street Market;
- **Zoning Map Change:** Zoning map amendment for a C2-5 commercial overlay on Sites 3, 4, 5, and 6;
- **Special Permit:** Special permit from the CPC pursuant to Section 74-743 of the Zoning Resolution (ZR) of the City of New York for an LSGD, applicable to Sites 1-6 to allow the following in order to achieve a superior site plan:
 - Redistribution of floor area, lot coverage and dwelling units between zoning lots and across zoning district boundaries;
 - Waiver of height and setback regulations;
 - Waiver of rear yard regulations, rear yard equivalent regulations, and rear yard setback regulations;
 - Waiver of minimum base height;
 - Waiver of minimum distance between legally required windows and any wall in an inner court;
 - Waiver of outer court regulations; and
 - Waiver of planting requirements;
- **Special Permit:** Special permit from the CPC pursuant to ZR Section 74-744 for an LSGD, applicable to Sites 1-6, to allow the following:
 - Waiver of regulations regarding the location of residential uses relative to non-residential use;
 - Waiver of regulations regarding the location of commercial uses; and
 - Permit Use Group 10, 11A, and certain 12A uses in C2 districts;
- **Special Permits:** Four special permits from the CPC pursuant to ZR Sections 13-562 and 74-52 to allow for the development of up to four public parking garages on Sites 2 through 5;
- **Authorization:** Authorization pursuant to ZR section 74-744(c)(2) to modify signage regulations to permit C6-1 signage regulations along certain streets;
- **Zoning Text Amendment:** Zoning text amendment to ZR Sections 74-743 and 74-744 to:
 - Eliminate the planting strip requirement in the proposed sidewalk widenings;
 - Allow commercial FAR to be shifted from the C6 district to the C2 district;
 - Allow Use Group 10, 11A, and certain 12A uses in the C2 zoning district; and
 - Allow the modification of certain signage regulations;
- **Street Mapping:** Mapping of the demapped section of Suffolk Street between Grand and Delancey Streets and the demapped section of Broome Street between Norfolk and Clinton Streets as new streets through the project site (see **Figure 1-2**); and
- **Street Mapping:** Demapping of sections of Delancey Street between Norfolk and Clinton Streets and of Clinton Street between Delancey and Grand Streets that were previously mapped to widen Delancey and Clinton Streets, thereby aligning the mapped streets with the existing built street condition (see **Figure 1-2**).

Mayoral and Borough Board approval of the business terms with the developer or developers to be selected pursuant to RFPs, may also be required, as applicable. In addition, NYCEDC and HPD will coordinate with the MTA-New York City Transit (NYCT) regarding subway easement

areas. Construction financing for the residential buildings may come from a variety of private and public (local, state, and federal) sources, including, but not limited to funding from HPD, the New York City Housing Development Corporation, and the United States Department of Housing and Urban Development. In addition, potential construction funding may be provided by other state funding sources, including New York State Homes & Community Renewal (HCR) and the New York State Housing Finance Agency (HFA).

D. ANALYTICAL FRAMEWORK FOR ENVIRONMENTAL REVIEW

In order to address the potential range of responses to the RFP(s), the environmental review analyzes a Reasonable Worst-Case Development Scenario (RWCDS) that conservatively considers for each impact category the reasonable worst-case potential for environmental effects. While the proposed discretionary actions have been defined, the development program and design specifics under those actions would be dependent on the RFP response(s). Thus, pursuant to City Environmental Quality Review (CEQR), a ~~Final Draft~~ Generic Environmental Impact Statement (~~DE~~GEIS) has been prepared that will consider the environmental impacts based on the RWCDS.

A GEIS is a more general EIS that analyzes the impacts of a concept or overall plan rather than those of a specific project plan. The GEIS is useful when the details of a specific impact cannot be accurately identified, as no site-specific project has been proposed, but when a broad set of further projects that fit within the RWCDS is likely to result from the agency's action. It should be noted that the program analyzed in the RWCDS is being used for illustrative and analysis purposes only; a site-specific breakdown is required for the environmental review. This is not meant to indicate an actual development program.

The proposed actions would change the regulatory controls governing land use and development on the project site and would allow the project site to be developed. This ~~DE~~GEIS has been prepared pursuant to CEQR and the 2012 edition of the *CEQR Technical Manual*, which was released in January 2012, and it analyzes the proposed actions' potential to generate significant adverse environmental impacts as the redevelopment takes place. The ~~DE~~GEIS considers alternatives that would reduce or eliminate impacts identified in the technical analyses and proposes mitigation for such impacts, to the extent practicable. The proposed actions would permit a range of development options; from among these, the ~~DE~~GEIS will examine the anticipated "reasonable worst-case development scenario." The approach to the analysis framework is further discussed below.

REASONABLE WORST-CASE DEVELOPMENT SCENARIO

The proposed actions would allow for a range of new developments on the project site. While the actual development will depend on developer proposals and future market conditions, the City has developed a maximum development envelope, or RWCDS, for CEQR analysis purposes. The RWCDS was developed by establishing the maximum buildable floor area allowed under zoning (approximately 1.648 million zoning square feet) and assigning a 60 percent to 40 percent ratio of residential floor area to commercial floor area, in addition to community facilities use. To the extent that actual development proposals exceed the analysis envelope of the RWCDS, they would be subject to additional environmental review as appropriate. This RWCDS will be used as a framework to assess potential impacts.

SITE PROGRAM

Under a reasonable worst-case development scenario, it is assumed that the proposed actions would result in approximately 951,000 gsf of residential development (comprising 900 dwelling units, in accordance with the UDAAP application, of which half would be affordable units); up to approximately 632,300 gsf of commercial space; approximately 114,000 gsf of community facility or cultural uses; up to 500 parking spaces; and an approximately 10,000-square-foot publicly accessible open space on Site 5. The commercial space would include up to approximately 469,350 gsf of retail (including a grocery store), over 29,000 square feet of public market space, an approximately 97,500-square-foot hotel, and approximately 36,300 gsf of non-specific commercial uses. See **Table 1-2** and **Figure 1-3**. Note that the site-specific program shown in **Table 1-2** is illustrative only and for analysis purposes only; and this is not meant to indicate an actual development program. Pursuant to the proposed actions, the existing Essex Street Market, which is located on Site 9, would be relocated to a new, expanded public market facility on Site 2.

Table 1-2
Reasonable Worst-Case Development Scenario (RWCDS) Program

Site No.	Allowable Zoning Floor Area (zsf)	Total Gross Floor Area (gsf)	Residential (gsf)	Retail (gsf)	Hotel (gsf)	Other Comm. (gsf)	Public Market (gsf)	Community Facility (gsf)
1	142,708	140,682	74,951	60,731	0	0	0	5,000
2	280,410	355,200	0	167,294	97,450	36,304	29,152	25,000
3	265,038	254,258	168,239	71,019	0	0	0	15,000
4	264,063	346,351	256,663	69,688	0	0	0	20,000
5	394,602	311,458	229,603	47,855	0	0	0	34,000
6	138,593	122,026	88,101	18,925	0	0	0	15,000
8	44,840	46,652	37,862	8,790	0	0	0	0
9	90,384	94,168	75,361	18,807	0	0	0	0
10	27,360	26,642	20,402	6,240	0	0	0	0
Total	1,647,997	1,697,437	951,182	469,349	97,450	36,304	29,152	114,000
Notes:								
1. The RWCDS program is for illustrative purposes only; it does not represent an actual development program, which is dependent on a future developer(s) RFP process.								
2. Site 7, a public parking garage, would not be redeveloped under the proposed actions.								
3. The proposed actions would also include the provision for up to 500 parking spaces in 314,502 gsf of below-grade space.								

Residential

One of the goals of the proposed actions is to allow for the development of a mixed-income residential development. Under the RWCDS, approximately 951,000 gsf of residential development would be developed comprising 900 dwelling units. As contemplated in the RWCDS, these residential units would be developed on all the sites with the exception of Site 2. Half of these dwelling units would be dedicated for affordable housing and would include a mix of affordable housing options such as senior housing. However, for analysis purposes, the DEGEIS has not assumed a senior housing component since that would not be the most conservative assumption regarding demand for public school seats or publicly-funded day care services. It should be noted that nothing in this analysis precludes senior housing from being built.

Seward Park Mixed-Use Development Project

Commercial

In order to facilitate development flexibility, a wide range of commercial uses would be allowed under the LSGD plan. These commercial uses, totaling approximately 632,300 gsf, are expected to include retail, such as local and neighborhood services and some retail stores with a larger draw; a public market, which represents the relocation and expansion of the existing Essex Street Market; and other commercial uses such as offices. The DEGEIS also includes the analysis of a 200-room hotel and a grocery store, since these commercial uses have unique characteristics (particularly related to traffic and pedestrian activities).

Community Facility

The proposed development includes a total of approximately 114,000 gsf of community facility or cultural space that, as shown in **Table 1-2**, would be distributed among Sites 1 through 6. Again, this use is included as part of the proposed development to allow for site development flexibility.

Parking and Circulation

As noted above, Site 7 would remain a municipal public parking garage with a capacity of 362 spaces. In addition, the project proposes the inclusion of up to 500 parking spaces on up to four of the development sites to meet the project's demand and to replace the number of public parking spaces that could be lost as a result of the proposed actions. The proposed development seeks approval for four special permits to allow for these additional public parking facilities on Sites 2 through 5 within the LSGD. The RWCDs assumes that Sites 2 through 5 would provide the parking in approximately 314,500 gsf of below-grade space, which is a reasonable worst-case assumption for the maximum amount of below-grade space required to allow up to 500 parking spaces on up to four sites.

ANALYSIS YEARS

It is assumed that the proposed actions would be approved by 2012. Based on a compressed and conservative development timeline, design and construction would be undertaken in a continuous manner and is assumed to span 10 years with a full build-out anticipated to be by 2022. In the future without the proposed actions, it is expected that existing uses on the projected development sites would remain. In addition, the future without the proposed actions would account for other development projects that are planned to be in place by 2022 absent the proposed actions. *