

## **Chapter 24: Growth-Inducing Aspects of the Proposed Actions**

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The term “growth-inducing aspects” generally refers to the potential for a proposed project to trigger additional development in areas outside a project site that would otherwise not have such development without the proposed project. The 2021 *City Environmental Quality Review (CEQR) Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed action is appropriate when a project: (1) adds substantial new land use, residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or (2) introduces or greatly expands infrastructure capacity.

- The Proposed Project and the Alternative Scenario would be limited to the Development Site, which consists of Block 676, Lots 1 and 5 in the Hudson Yards neighborhood of Manhattan, Community District 4 (the Western Rail Yard [WRY] Site). The Development Site occupies the entire area bounded by West 30th and West 33rd Streets and Eleventh and Twelfth Avenues and comprises the western portion of the John D. Caemmerer West Side Yard, an active rail yard where the Long Island Rail Road (LIRR) stores commuter trains. The portion of West 33rd Street and the sidewalks between Eleventh and Twelfth Avenues would be affected by the proposed City Map amendment and revocable consent.
- The Proposed Project and the Alternative Scenario would both increase the density of the Development Site compared to existing conditions and the No Action scenario. Specifically, while the No Action scenario would comprise approximately 5 million gross square feet (gsf) of development, the Proposed Project and the Alternative Scenario would each comprise approximately 6.2 million gsf of development, for an increment of approximately 1.2 million gsf in either With Action scenario. The Proposed Project and the Alternative Scenario would result in less residential development than the No Action scenario; instead, the Proposed Project would include a hotel resort with gaming, and the Alternative Scenario would include additional office, hotel, and retail development. The Proposed Actions are not anticipated to induce development on any other site.

As discussed in Chapter 3, “Socioeconomic Conditions,” the Proposed Actions would not result in the direct displacement of any residential tenants as the Development Site does not currently contain any residential uses, and the Proposed Actions would not result in socioeconomic changes that would alter the residential market in a manner that would lead to notable project-generated rent pressures. As compared to the No Action condition, the With Action condition would introduce fewer market rate dwelling units, but would maintain the same number of affordable dwelling units. Because the With Action condition would introduce a higher proportion of affordable units than the No Action condition, the With Action condition would reduce the potential to introduce or accelerate a trend toward increases in rents as compared to the No Action condition.

## **Western Rail Yard Modifications**

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While the Proposed Actions would result in the introduction of new residents, workers, and visitors to the Hudson Yards neighborhood and generate new economic activity, the area's market conditions are already influenced by large residential, worker, and visitor populations such that an influx in consumer expenditure would not be expected to alter or accelerate market conditions in a manner that could lead to substantial indirect business displacement. The growth in commercial and residential space would be consistent with existing development trends in the study area. Therefore, the Proposed Actions are not expected to introduce or accelerate a trend of changing socioeconomic conditions.

In addition, the Proposed Actions would not include the introduction or expansion of infrastructure capacity (e.g., sewers, central water supply) that would result in indirect development; any proposed infrastructure improvements would be made to support development of the Development Site itself.

Overall, the Proposed Actions are not expected to induce any significant additional growth beyond that identified and analyzed in this EIS. \*