23.0 Growth-Inducing Aspects

This chapter assesses the potential growth-inducing aspects of the Proposed Actions (i.e., "secondary" impacts that could trigger further development). The 2021 *CEQR Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed action is appropriate when an action:

- Adds substantial new land use, new 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

- Introduces or greatly expands infrastructure capacity.

Approval of the Proposed Actions would facilitate the development of residential space, including permanently affordable housing pursuant to MIH, new local retail, and community facility space to support new opportunities for housing and job growth. The Proposed Actions reflect DCP's ongoing engagement process with the community to achieve the following land use objectives:

- Expand housing opportunities by allowing residential uses as-of-right and requiring permanently affordable housing through the MIH program in new development, conversions, and expansions to support neighborhood diversity and further the City's equity and Fair Housing goals.
- Promote economic recovery, resilience, and growth by allowing a wider range of compatible commercial, community facility, and light manufacturing uses; modernizing outdated zoning provisions; and reducing existing zoning barriers to accommodate a more balanced mix of uses.
- Establish appropriate FAR and bulk regulations that ensure new development harmonizes with the surrounding built context and incentivizes mixed-use buildings.
- Promote the adaptive reuse of existing commercial buildings by eliminating nonresidential floor area preservation requirements, where applicable.

As discussed in Chapter 1, "Project Description," approval of the Proposed Actions are anticipated to result in a net increase of approximately 9,676 dwelling units (DU), including 1,940 to 2,890 permanently affordable units; 462,129 gsf of retail space (local retail), 81,755 gsf of community facility use, a decrease of 732,619 gsf of commercial office space, a decrease of 69,782 gsf of industrial/warehouse space, and a decrease of 1,093,808 gsf of non-residential space to be converted to residential use. The environmental consequences of this growth are analyzed in Chapters 2 through 19 of this EIS.

The projected increase in residential population is likely to increase the demand for neighborhood services in the Affected Area, ranging from community facilities to local goods

and services. This would enhance the growth of local commercial corridors in the Affected Area. The potential growth that would be generated by the Proposed Actions is considered as part of the Reasonable Worst-Case Development Scenario (RWCDS). The Proposed Actions would also lead to additional growth in the City and State economies, primarily due to employment and fiscal effects during construction on the projected/potential development sites or sites that would convert from non-residential to residential use and operation of these developments after construction is completed. However, this secondary growth would be expected to occur incrementally throughout the region and is not expected to result in any significant impacts in any specific area or at any specific site.

The Proposed Actions would result in more intensive land uses within the Affected Area. However, it is not anticipated that the Proposed Actions would generate significant secondary impacts resulting in substantial new development in nearby areas. The neighborhoods surrounding the Affected Area already have a well-established residential market and a critical mass of non-residential uses, including office, retail, light industrial, and community facility uses, and the Proposed Actions would not create the critical mass of uses or populations that would induce additional development outside of the Affected Area. The Proposed Actions would encourage increased development in a transit-rich area of Manhattan, with access to several subway lines, the Long Island Railroad, MetroNorth, NJ Transit, PATH, and Amtrak. Therefore, approval of the Proposed Actions would not induce significant new growth in the surrounding area.