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Growth-Inducing Aspects of the Proposed Project

The term “growth-inducing aspects” generally refers to the potential for a proposed project to trigger additional development in areas outside of the project site (i.e., directly affected area) that would not experience such development without the proposed project.

Introduction

The *2020 City Environmental Quality Review (CEQR) Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed project is appropriate when the project:

- › 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 (e.g., sewers, central water supply).

As described in **Chapter 1, Project Description**, Commodore Owner, LLC, is seeking several discretionary approvals from the City Planning Commission (CPC)—including special permits and zoning text amendments (the Proposed Actions)—to facilitate approximately 2,992,161 gsf (2,246,515 zsf) of mixed-use development space, including a hotel, office, and public space (the Proposed Project). The Development Site would contain approximately 2,108,820

gross square feet (gsf)¹ of office space; an approximately 452,950-gsf, 500-room hotel; public space; and retail space on the cellar, ground, and second floors of the proposed building. The Proposed Project would also include significant public realm improvements, as well as subway and mass transit improvements to enhance circulation and reduce congestion at Grand Central Terminal (GCT, or the Terminal) and the Grand Central – 42nd Street subway station.

The Development Site's exceptional connectivity to public transportation provides opportunities for major upgrades to the transit system as part of a new development. The at-grade and below-grade portions of the Development Site would continue to contain the subway station and rail station areas, with significant improvements that are discussed further in **Chapter 1, Project Description**. The ground floor would include a hotel lobby and an office lobby, a reconstructed Lexington Passage and MTA retail located along the passage, an approximately 5,300-sf Transit Hall, and approximately 2,400-sf of additional area for subway entries off 42nd Street and Lexington Avenue.

Principal Conclusions

The Proposed Actions would permit an increase in the maximum floor area ratio, a hotel use, and modifications to certain bulk regulations and mandatory district plan elements in order to facilitate the development of a new mixed-use, Class A office and hotel building on a site that is well-served by a variety of transit modes, including subway, bus, and regional train service. The Proposed Project would also provide significant improvements to the public realm, including major improvements to access and circulation within the Grand Central transportation network and new publicly accessible open space.

The Proposed Project would therefore significantly further the following stated goals from the *Greater East Midtown Rezoning FEIS*:

- › Protect and strengthen East Midtown as one of the world's premier business addresses and key job center for the City and region;
- › Seed the area with new modern and sustainable office buildings to maintain its preeminence as a premier office district;
- › Improve the area's pedestrian and built environments to make East Midtown a better place to work and visit; and
- › Complement ongoing office development in Hudson Yards and Lower Manhattan to facilitate the long-term expansion of the City's overall stock of office space.

These transportation, planning, and economic development goals would be realized in connection with the development of a first-class office, hotel, and retail building. As described in **Chapter 2, Land Use, Zoning, and Public Policy**, there are several developments that would bring substantial commercial growth to the neighborhood surrounding the Development Site, which is expected to occur independent of the Proposed Project. This would collectively result in approximately 3.3 million square feet of commercial office space within a 400-foot radius of the Development Site, growth that will occur in the

¹ Development may also occur under an All Office Scenario. Under this scenario, the overall building square footage and building massing would be the same as under the Proposed Project but would be comprised of approximately 2,561,770 gsf of office space, retail, and no hotel.

future without the Proposed Actions. Accordingly, while the Proposed Actions would result in increased development in a transit-rich area of Manhattan, with denser development focused around the intermodal GCT, it is not anticipated that the Proposed Actions would result in substantial new development in nearby areas that would generate significant secondary impacts.

While the Proposed Actions would provide transportation improvements, the infrastructure in the study area is already well developed such that improvements associated with the Proposed Actions would not induce additional growth.

Therefore, the Proposed Actions would not induce significant new growth in the surrounding area.