

4.1.1 INTRODUCTION

This chapter evaluates the land use and social conditions for areas potentially affected by the Preferred Alternative. This evaluation considers current and future land uses, parkland, zoning, public policy, community facilities, and socioeconomic conditions.

Land use is the activity occurring on a particular piece of land and in the structures that occupy the land. Land uses may be categorized broadly (e.g., residential, commercial, industrial) or in more detail (e.g., single-family residential, multi-family residential, warehousing, and storage). Zoning is the classification and regulation of land according to use categories, usually developed by local jurisdictions. Zoning controls the type, density, and bulk of development in a given jurisdiction by establishing districts where specific land uses are allowed. Community facilities include churches, daycare centers, police and fire stations, and schools, all of which contribute to the overall character of an area. The regulatory context and methodology for the analysis of land use and social conditions are discussed below, followed by a description of existing and future land use and social conditions, and the potential for impacts from the Preferred Alternative.

REGULATORY CONTEXT

For purposes of environmental review under NEPA, the FRA follows the NEPA regulations issued by the Council on Environmental Quality and its own Procedures for Considering Environmental Impacts published May 26, 1999 (64 FR 28545). Together, these authorities stipulate consideration of a Project's impacts on existing and planned land uses. Local land use plans as well as comprehensive regional plans are evaluated with respect to the Project to identify conflicts. Open space and areas devoted to recreation (passive and active) are also identified to determine whether the Project could adversely affect these sites.

Under FRA's procedures, an environmental review should also consider a Project's potential to adversely impact the socioeconomic environment—including available jobs (number and type), community disruption or cohesion, demographic shifts, and the need for and availability of relocation housing. Potential impacts on existing businesses and local government services and revenues should also be considered.

METHODOLOGY

The first step in the analysis of the land use and social conditions was the collection of the required information about the project study area. As discussed in Chapter 2, "Purpose and Need," the Farley Complex occupies a superblock located from West 31st to West 33rd Streets and from Eighth Avenue to Ninth Avenue in far West Midtown Manhattan. The Development Transfer Site is located on the east side of Eighth Avenue between West 33rd and West 34th Streets. The study area for the project's potential land use and socioeconomic impacts extends a ¼-mile around the project site and the Development Transfer Site and is generally bounded by

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West 38th Street to the north, Sixth Avenue to the east, West 26th Street to the south, and Tenth Avenue to the west (see Figure 4.1-1). The size of the study area was based on a consideration of potential project impacts during construction and operation and the suggested radius in the *CEQR Technical Manual* as appropriate for land use analyses. The Project would not displace any existing or future residents, and therefore the analyses do not consider the need for and availability of relocation housing.

LAND USE, ZONING, PUBLIC POLICY, OPEN SPACE, AND PARKLAND

The analysis of land use, zoning, public policy, open space, and parkland was performed through the following six steps:

1. Identification of land uses and land use patterns, community facilities, parklands, and open space;
2. Review of local and regional government regulations (including zoning), policies, and plans influencing growth, development, and preservation in the study area;
3. Identification of development trends and planned transportation and development projects;
4. Projection of future conditions with the Project and the potential impacts related to land use, community facilities, and open space;
5. Determination of the Project's consistency with the various land use and zoning plans and policies and future developments; and
6. Where impacts are identified, description of mitigation measures to eliminate or reduce the magnitude and/or severity of the impacts.

SOCIAL CONDITIONS

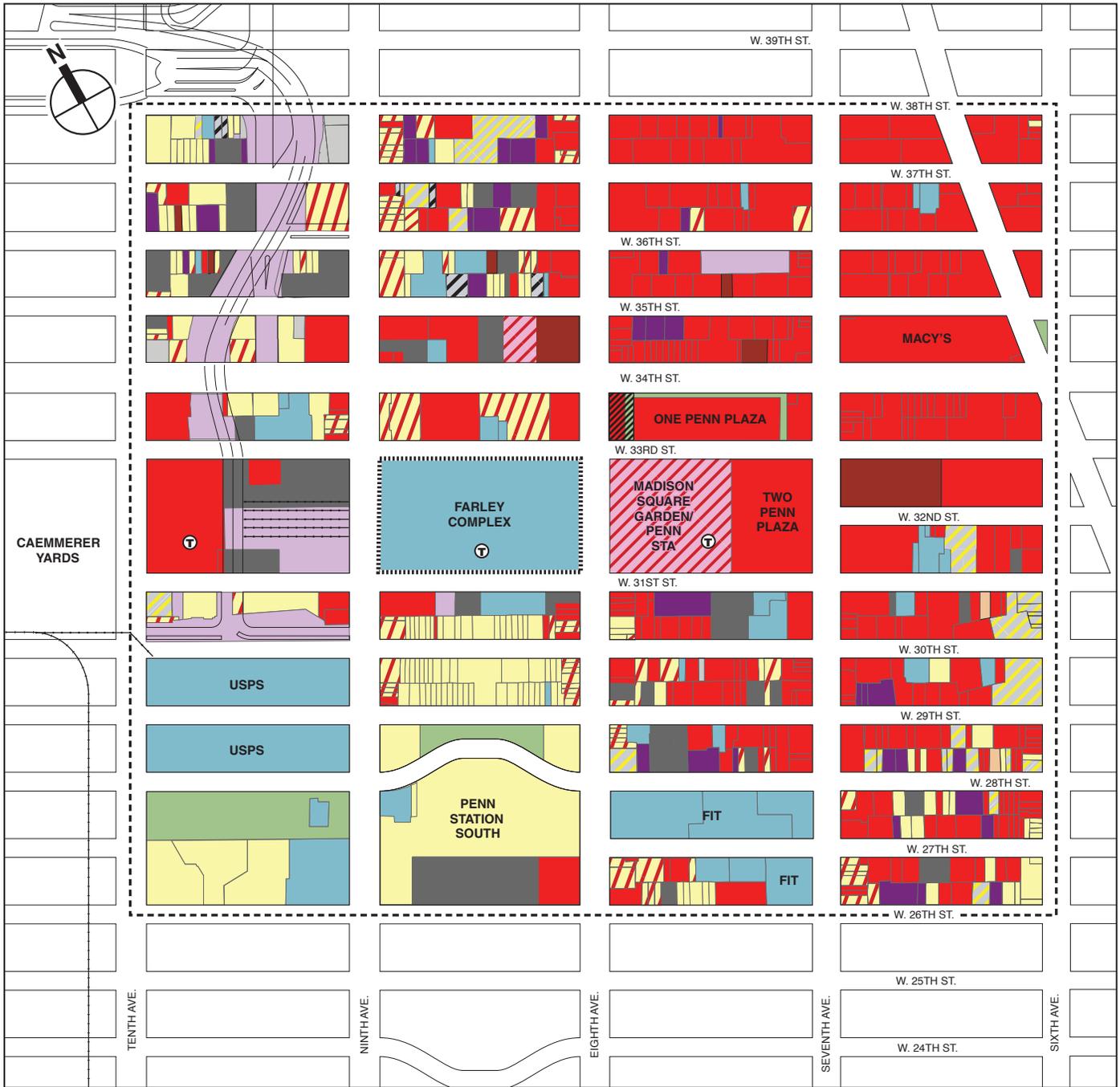
The analysis of social conditions was performed by identifying the existing and projected population within the study area. The purpose of this analysis was to consider the potential for the project alternatives to bifurcate neighborhoods, adversely affect community cohesiveness and neighborhood character (e.g., through increased noise and traffic), and alter pedestrian circulation and accessibility to local businesses.

4.1.2 EXISTING CONDITIONS

LAND USE

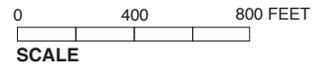
PROJECT SITE AND DEVELOPMENT TRANSFER SITE

The project site includes the approximately 1.3 million-sf Farley Complex that occupies a superblock over the Penn Station rail tracks and platforms between Eighth and Ninth Avenues from West 31st Street to West 33rd Street. The Farley Building fronts on Eighth Avenue and covers the eastern half of the block. It contains space for mail sorting and distribution uses, public lobbies, retail windows, and administration spaces for New York City's Postmaster General. The building also has existing connections to Platform 12. The Western Annex covers the western half of the block to Ninth Avenue, over the rail yard west of Penn Station. Much of the interior space of the Western Annex is used for truck loading and unloading. Truck entrances



- Farley Complex Boundary
- ▨ Development Transfer Site
- - - - Study Area Boundary (Approximately 1/4-Mile)
- Ⓣ Transportation Below
- Residential
- ▨ Residential (with Commercial Below)
- Commercial and Office Buildings
- ▨ Entertainment
- Hotel

- Public Facilities and Institutional
- Transportation and Utility
- Industrial and Manufacturing
- Open Space
- Parking Facility
- Vacant
- ▨ Under Construction
- ▨ Vacant Building



Existing Land Use
Figure 4.1-1

are located on West 33rd Street and on the Ninth Avenue end of the building off of a service driveway. Back-in loading docks are located along the West 31st Street frontage near Ninth Avenue.

The Development Transfer Site is located on the east side of Eighth Avenue between West 33rd and West 34th Streets. This approximately 35,000 sf site is the western portion of the block that contains One Penn Plaza, a 57-story office tower. The Development Transfer Site contains a one-story retail building along the length of the Eighth Avenue frontage, two additional small, one-story retail buildings, and an elevated paved plaza to the east. A portion of the below-grade One Penn Plaza parking garage is located within the boundaries of the Development Transfer Site. The northwest and southwest corners of the Development Transfer Site contain subway entrances to the Eighth Avenue subway line (A, C, and E lines).

STUDY AREA

As shown in Figure 4.1-1, commercial uses dominate the eastern portion of the study area. Adjacent to and east of the Development Transfer Site between West 33rd and West 34th Streets is One Penn Plaza, a 57-story office tower, with a one-story retail building along Seventh Avenue. One Penn Plaza is set in the center of a large paved plaza above the street level and has a throughblock retail arcade and pedestrian thoroughfare at street level and a concourse parallel to the LIRR concourse beneath. Located east of the Farley Complex, Madison Square Garden and its related theater occupy a large site between West 31st and West 33rd Streets on the east side of Eighth Avenue. With a total of 19,500 arena seats, it is the venue for a variety of sports events and concerts. Sharing the superblock with Madison Square Garden is Two Penn Plaza, located on the west side of Seventh Avenue between West 31st and West 33rd Streets. It is a 1.56 million-sf, 30-story office building built in 1967. The building fronts on a 0.4-acre plaza, which contains steps, planters, and lighting and serves as an entry and gathering place for the building and for Madison Square Garden and Penn Station, both of which have entrances from Seventh Avenue at West 32nd Street. The 1,700-room Hotel Pennsylvania facing Seventh Avenue occupies the western half of the block bounded by West 33rd Street to the north, Sixth Avenue to the east, West 32nd Street to the south, and Seventh Avenue to the west and is directly across Seventh Avenue from Two Penn Plaza.

Transportation uses dominate the blocks immediately surrounding the project site. The Penn Station complex, which lies to the east of the Farley Complex beneath Madison Square Garden on the superblock between West 31st and West 33rd Streets and Seventh and Eighth Avenues, is the busiest rail passenger transportation facility in the nation, with over 530,000 people passing through the concourse daily in 2007. Transportation uses are predominately located in the area west of Ninth Avenue between West 30th and West 37th Streets, where rail facilities (used by Amtrak, MTA, and New Jersey Transit) and Lincoln Tunnel highway infrastructure cross the landscape in open cuts and where the availability of vacant land has created a large inventory of parking lots. Several non-transportation manufacturing and industrial uses are concentrated north of the project site between West 35th and 37th Streets, in the portion of the Garment Center within the study area. Throughout this area north of the project site, former industrial structures have been reused for commercial offices, theaters, studios and other entertainment support, and art galleries, etc.

Community facilities in the study area include several churches and houses of worship, the New York Police Department (NYPD) Midtown South Precinct at 35th Street between Eighth and Ninth Avenues, NYPD's Manhattan South Traffic Task Force located at West 30th Street

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between Sixth and Seventh Avenues, two New York City Fire Department (FDNY) facilities—Engine 1 and Ladder 24 at 142 West 31st Street and Fire Patrol 1 on the south side of West 30th Street between Seventh and Eighth Avenues, and a public school south of Chelsea Park at the corner of West 26th Street and Ninth Avenue. Several large institutional facilities located in the southern portion of the study area include the United States Parcel Post Building bounded by West 29th and West 30th Streets and Ninth and Tenth Avenues and the Morgan General Mail Facility and Annex bounded by West 28th and West 29th Streets and Ninth and Tenth Avenues (together, the Morgan Facility) and the Fashion Institute of Technology (FIT) between West 26th and 28th Streets and Seventh and Eighth Avenues. The southern block of the Morgan Facility contains a 1.3 million-gross-sf (gsf) facility (constructed in 1992), which is connected to the northern building by an elevated walkway across West 29th Street. The 1.4 million-gsf northern building, constructed in the 1930s, is connected to the Farley Building by a wide underground tunnel through which mail is transported and chilled water from the Morgan Facility is provided to the Farley Building.

The majority of residential uses in the study area are located north and south of the project site between Eighth and Tenth Avenues. A number of residential uses containing a mix of 3- to 12-story apartment buildings are located along West 29th and West 30th Streets. Between West 26th and 29th Streets and Eighth and Ninth Avenues is the Penn South cooperative residential development, containing five 22-story buildings in a landscaped setting. Only a portion of the Penn South development is located in the study area. (There are five additional Penn South buildings located south of West 26th Street, which are not part of the study area.) The residential complex was constructed in 1962 by the International Ladies' Garment Workers Union. The area west of Penn South between West 28th and 26th Streets form a large superblock and contain Chelsea Park along West 28th Street and Elliot Houses, a New York City Housing Authority residential development, along West 26th Street.

Despite the diversity of uses in the study area, the pattern of land uses that support specific areas of distinctive character that are described in more detail in Chapter 3, "Land Use, Zoning and Public Policy," of the Farley/Moynihan Project 2006 FEIS.¹

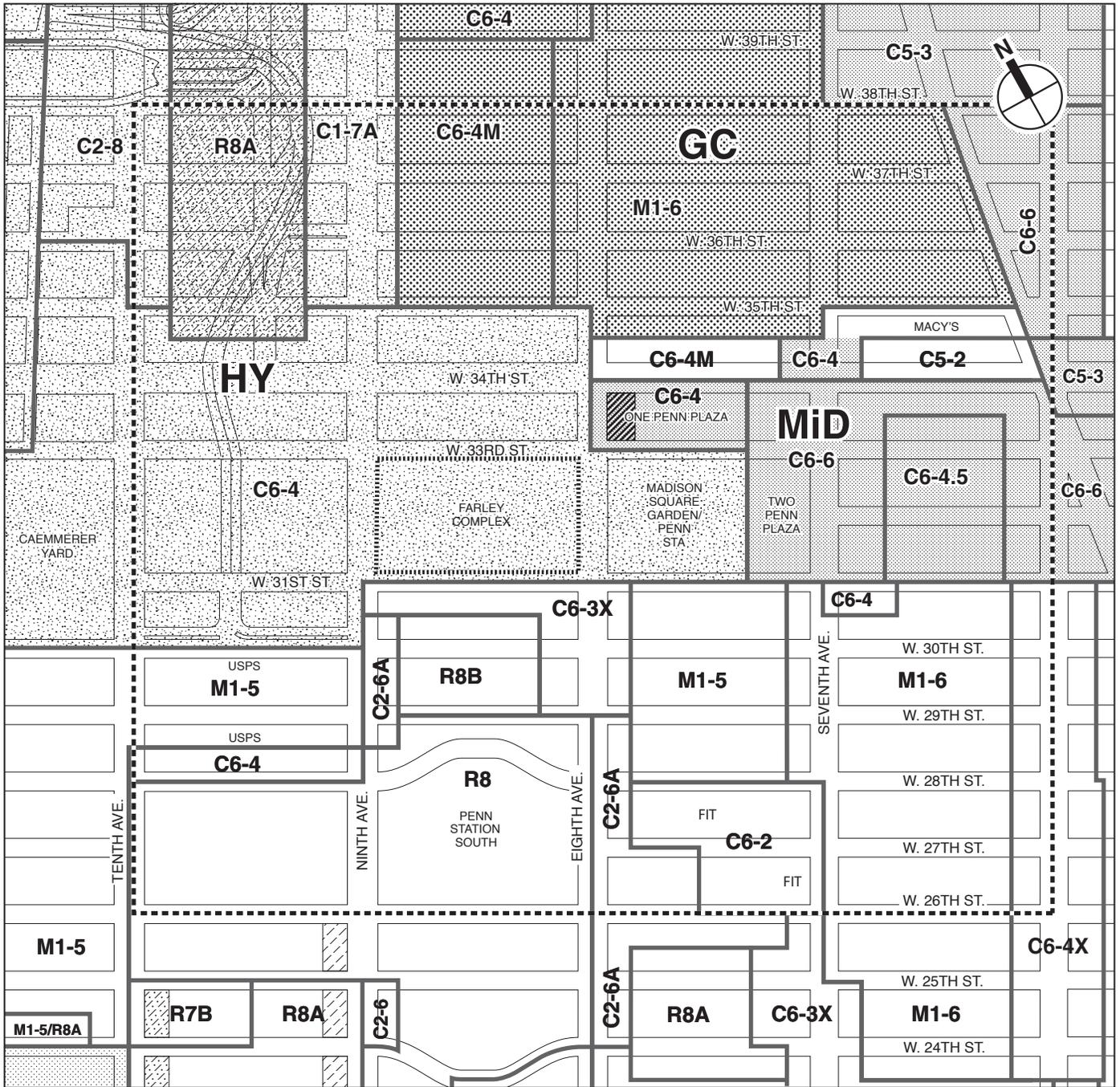
ZONING

The study area contains various commercial, residential, and manufacturing districts. However, the project site as well as the adjoining study area contains part of three special use districts mapped by the City to promote specific development and urban design objectives oriented to the character and planning goals of a particular area. The requirements of the underlying zoning districts are modified for special use districts.

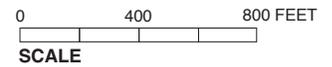
PROJECT SITE AND DEVELOPMENT TRANSFER SITE

The Farley Complex is located in the southern portion of the Special Hudson Yards District (see Figure 4.1-2) in Subarea B3 (Farley Post Office Subarea) of Subdistrict B (Farley Corridor Subdistrict). Subarea B3 is entirely occupied by the Farley Complex—east of Eighth Avenue is located in Subarea B4 (Penn Station Subarea) and west of Ninth Avenue is located in Subarea B2 (Central Blocks Subarea). The C6-4 commercial district is the underlying zoning for the Farley Complex. The maximum floor area ratio (FAR) is 10.0 for commercial uses (same as the

¹ The 2006 FEIS is incorporated by reference and is available at http://www.nylovesbiz.com/pdf/MoynihanStation/FEIS_default.asp



- Farley Complex Boundary
- Development Transfer Site
- - - - - Study Area Boundary (Approximately 1/4-Mile)
- Zoning District Boundary
- C1-5 Overlay
- C2-5 Overlay
- Special Hudson Yards District
- Special Midtown Development District
- Special Garment Center District



Existing Zoning
Figure 4.1-2

underlying C6-4 district). The maximum FAR for residential uses is 6.0, which is lower than the underlying C6-4 district. Subarea B3 is the only subarea of Subdistrict B that contains no bonus mechanisms to increase FAR and the only subarea that allows residential development without a commercial minimum development. Unused floor area can be transferred off-site through the landmarks transfer provision of the Zoning Resolution of the City of New York (Zoning Resolution).

The Development Transfer Site is located in the Special Midtown District; however, it is not located in any of the five special subdistricts. The base maximum FAR in this portion of the Special Midtown District is 10 FAR for commercial and residential uses (same as the underlying C6-4 district). The maximum as-of-right floor area can increase by 1 FAR with an urban plaza bonus and increase by 2 FAR with a special permit for subway station improvements.

The Special Midtown District also contains urban design provisions regarding height and setback and pedestrian circulation that apply to the Development Transfer Site. All new development or enlargement on lots with more than 70,000 sf of new floor area must provide pedestrian circulation spaces. Pedestrian space can include arcades, building entrances, relocation or renovation of a subway stair, sidewalk widening, subway station improvement, through block connections, or urban plazas. Elimination or reduction in size of existing plazas or other public amenities for which a floor area bonus has been used requires a special permit from the New York City Planning Commission (CPC).

STUDY AREA

The study area contains the Special Hudson Yards District, the Special Midtown District, and the Special Garment Center District. Three out of five subdistricts within the Special Hudson Yards District (Subdistricts B, C, and D) are mapped in the study area. Subdistrict A, located west of Tenth Avenue, and Subdistrict E, located south of the Port Authority Bus Terminal, are the only subdistricts of the Special Hudson Yards District not mapped in the study area. Zoning mechanisms for the Special Hudson Yards District establish methods to increase density above the basic maximum FAR. The District Improvement Bonus (DIB) allows an increase in density through a monetary contribution to the Hudson Yards District Improvement Fund (HYDIF). HYDIF would be used to provide financing support or direct funding for physical improvement in the area. In high-density districts that permit residential use at 12.0 FAR through bonuses, residential development above 10.0 FAR is allowed through the inclusionary housing program of the Zoning Resolution. The inclusionary housing program allows an increase in floor area in exchange for providing affordable housing either on- or off-site.

The Special Midtown District is irregularly shaped and generally extends from 31st to 61st Streets and from Third to Eighth Avenues. The portion of the Special Midtown District located west of Sixth Avenue is located in the study area. Adopted in May 1982, the Special District was created to strengthen the Midtown business core by guiding growth toward areas most able to accommodate new development (primarily the West Side) while preserving historic areas, landmarks, and the Theater District; protecting the Fifth Avenue shopping district; and fostering a substantially better pedestrian environment. The eastern portion of the superblock between West 31st and West 33rd Streets and Seventh and Eighth Avenues is currently occupied by the Two Penn Plaza development. This development is zoned C6-6 and the frontage along Seventh Avenue to a depth of 100 feet is located within the Penn Center Subdistrict. North of this superblock, the western portion of the One Penn Plaza block is zoned C6-4 and the eastern portion is zoned C6-6.

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The Special Garment Center District, mapped between Broadway and 100 feet east of Ninth Avenue, generally between West 35th and West 40th Streets, was instituted in 1987 to provide adequate space for the future needs of the interrelated network of manufacturers, suppliers, wholesalers, and showrooms that serve the fashion industry. The Special Garment Center District's underlying manufacturing zoning is augmented by additional regulations for a "Preservation Area" mapped on the midblocks starting from 100 feet in from the avenues, and excluding buildings fronting on the avenues. Conversion to office use in the Special Garment Center District is permitted only if an equal amount of space is preserved for manufacturing, wholesale, or showroom uses elsewhere in the Special District. In this way, the Preservation Area is intended to provide a relocation area for fashion-related firms as buildings are converted to conventional office space.

The portion of the Special Garment Center District in the study area is located west of Broadway between West 35th and West 38th Streets. The area 100 feet east of Ninth Avenue to 100 feet west of Eighth Avenue has an underlying zoning district of C6-4M. This area is also designated as Preservation Area P2. For buildings with fewer than 70,000 sf of floor area, Preservation Area P2 allows as-of-right conversions to any use permitted in the C6-4M district and new residential or community facility buildings. Conversion of buildings with more than 70,000 sf of floor area would be permitted, subject to preservation requirements. Preservation Area P2 permits a base FAR of 10.0 for commercial and community facility uses (which is the same as the underlying C6-4M district), which can increase to 12.0 FAR through the DIB. The base residential FAR is 6.5 (which is less than the base 10.0 FAR for the underlying C6-4M district) and can be increased to 9.0 FAR, and further increased from 9.0 to 12.0 through the tiered approach for the inclusionary housing program, described above for Subdistrict C.

The area east of the Preservation Area P2 is zoned M1-6, a moderate- and high-density manufacturing district that permits commercial and manufacturing uses to an FAR of 10. M1-6 districts also permit, by special permit, a selective number of community facility uses (Use Group 4A) to an FAR of 10. Bonuses are available to increase the FAR to 12 in the M1-6 district. The midblocks between Seventh and Eighth Avenues, West 35th and West 40th Streets, and Broadway and Seventh Avenue, West 35th to West 37th Street, are designated as Preservation Area P1. Community facility and residential uses are not permitted in Preservation Area P1. Preservation Area P1 permits convenience, retail, or service establishments, public service establishments, manufacturing, heavy services, wholesale, or storage establishments (those listed in Section 121-111 and 121-112 of the Zoning Resolution). Conversions to office uses (Use Group 6B) in the Preservation Area P1 are permitted, subject to preservation requirements. Conversions to those uses that are permitted as-of-right in the Preservation Area P1 are permitted without the floor area preservation requirements.

The portion of the study area located south of the project site and east of Eighth Avenue is not located in any special district and contains residential and commercial districts to primarily support residential uses. R8 is the dominant residential zoning designation in this area of Chelsea and is concentrated on the blocks between Eighth and Tenth Avenues where Penn South and Elliot Houses are located. R8 is a general residence district that allows a maximum residential FAR of 6.02. An R8B district is located on the midblocks north of West 29th Street between Eighth and Ninth Avenues. R8B districts differ from R8 districts in that they promote greater lot coverage and apply modified height and setback regulations designed to be compatible with existing low-rise buildings in neighborhoods. The maximum FAR for R8B districts is 4.0. R8A with a C2-5 overlay is mapped north of West 35th Street in the midblocks between Ninth and Tenth Avenues. The maximum FAR for the R8A district is 6.0 for residential uses and 6.5 for

community facility uses. Since the area is also mapped with a C2-5 overlay, the maximum FAR would be 2.0 for commercial uses in commercial buildings only; otherwise, commercial uses are limited to 1.0 FAR in the base of a residential building.

The majority of the Morgan Facility between Ninth and Tenth Avenues is zoned M1-5, which supports light manufacturing and commercial uses of up to 5.0 FAR. Community facility uses (Use Group 4 only) are permitted up to 6.5 FAR. M1-6 districts, located south of the study area west of Eighth Avenue, permit commercial and manufacturing uses to an FAR of 10.0. M1 districts permit manufacturing uses within completely enclosed buildings that conform to strict performance standards for noise, vibration, smoke, and odors, limiting their impact on adjacent residential areas. Light industries typically found in M1 districts include printing, production of apparel or textiles, electrical supplies, automotive parts, paper products, and machinery. Transportation uses, such as railroad rights-of-way, freight terminals, yards, and other facilities or services used or required in railroad services, are also permitted in M1 districts. Other transportation uses include vehicle storage for motor vehicles or open storage for commercial or public utilities, parking lots and garages, automotive service stations, automotive storage, and automotive manufacturing and repairs. Retail and office uses are also permitted in M1 districts.

PUBLIC POLICY

The analysis of existing zoning gives a strong indication of public policy for land use in a given area at a given point in time. PlaNYC is a City-wide policy that would be applicable to the project site, Development Transfer Site, and study area. However, other public policies apply specifically to the project site, Development Transfer Site, and study area in various forms. These include federal, State, and City transportation improvement policies for Penn Station, Business Improvement Districts, and New York City Council-adopted 197-a plans for Community Boards. A Business Improvement District (BID) is a public-private partnership in which property and business owners elect to make a collective contribution to the maintenance, development, and promotion of their commercial district. BIDs deliver such supplemental services as sanitation and maintenance, public safety and visitor services, marketing and promotional programs, capital improvements, and beautification in designated areas. Section 197-a of the New York City Charter authorizes Community Boards and Borough Boards, as well as the Mayor, CPC, DCP, and any Borough President to sponsor plans for the development, growth, and improvement of the City, its Boroughs, and communities.

PLANYC

In 2007, the Mayor's Office of Long Term Planning and Sustainability released *PlaNYC: A Greener, Greater New York*. PlaNYC represents a comprehensive and integrated approach to planning for New York City's future. It includes policies to address three key challenges that the City faces over the next twenty years: (1) population growth; (2) aging infrastructure; and (3) global climate change. Elements of the plan are organized into six categories—land, water, transportation, energy, air quality, and climate change—with corresponding goals and initiatives for each category.

Local Law 17 of 2008 established the New York City Office of Long-Term Planning and Sustainability and the requirement for this office to develop and coordinate the implementation of a comprehensive, long-term sustainability plan for the City. Local Law 17 of 2008 requires that sustainability plan to be updated by April 2011 and every four years thereafter. PlaNYC is

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the City's long-term sustainability plan until such time as it is updated by the Office of Long-Term Planning and Sustainability.

PENN STATION TRANSPORTATION IMPROVEMENT POLICIES

The existing Penn Station is an aging facility with insufficient capacity to meet the continuing demand for intercity and commuter rail service in New York City. Penn Station's track system is physically limited by the bedrock into which it is cut and by its connections to tunnels. Current passenger facilities cannot accommodate projected increases in ridership from the intercity and commuter rail services without lengthy delays that could compromise safety. As described in Chapter 2, "Purpose and Need," the project site has been identified by federal, State, and City agencies to be developed as a safe and efficient intermodal transportation facility and commercial center to meet New York's future transportation needs.

34TH STREET PARTNERSHIP

The project site, Development Transfer Site, and study area are located in the 34th Street Partnership BID, which generally stretches between Park and Tenth Avenues. Founded in 1992, the 34th Street Partnership, a not-for-profit corporation, is a coalition of property owners, tenants, and City officials working to revitalize a 31-block district in the heart of Midtown Manhattan. Through programs in the areas of sanitation and streetscape and security improvements, as well as public events, tourist assistance, and free retail services efforts, the 34th Street Partnership is aimed at promoting the district as a strategic Midtown business location.

CHELSEA 197-A PLAN

The Chelsea 197-a plan was developed by Manhattan Community Board 4 and adopted by the City Council in 1999. The plan sets forth recommendations for zoning changes intended to balance the need for new development with the need to preserve the neighborhood context within a 64-block area generally between West 14th and West 34th Streets west of Sixth Avenue in Manhattan. The portion within the study area generally includes the area between West 26th and West 34th Streets and Sixth and Tenth Avenues. The Chelsea Rezoning approved in 1999 was a significant action taken in response to the Chelsea 197-a plan, which mapped contextual districts, reduced permitted density in areas generally west of Eighth Avenue (including the Chelsea Historic District), and maintained existing density in other areas.

PARKLAND AND OPEN SPACE

The study area contains several open spaces, the largest being the 3.9-acre Chelsea Park, which is operated by the New York City Department of Parks and Recreation (DPR), that occupies an entire block between Ninth and Tenth Avenues, south of West 28th Street. Chelsea Park is devoted to both active and passive uses. Amenities include play equipment, such as swings and jungle gyms, a comfort station, basketball courts, and ball fields. In addition, the park has trees, planters, and lighting for passive users.

Penn South Houses, located between West 28th and West 23rd Streets and Eighth and Ninth Avenues, provides several open spaces for use by its residents and the public. Numerous sitting areas and landscaped paths are provided, along with play equipment for children.

The New York City Housing Authority (NYCHA) operates several open spaces in connection with the Elliott Houses and Chelsea Houses developments, which are located between West 25th and West 27th Streets and Ninth and Tenth Avenues. These open spaces have been recently refurbished and are equipped with jungle gyms, spray showers, benches, game tables, paths, and a garden.

Sitting areas are located outside of several institutional and commercial buildings in the study area. These sitting areas include the Farley Building steps along Eighth Avenue, the portion of the One Penn Plaza open spaces located on the Development Transfer Site, and the sitting areas at Two Penn Plaza. One community park—Bob’s Park—is located on West 35th Street between Dyer and Tenth Avenues. The park contains a landscaped sitting area and play equipment, and is accessible with a key obtained through the local Community Board.

SOCIOECONOMIC CONDITIONS

The socioeconomic characteristics and potential impacts of the Moynihan Station project are evaluated for a study area similar to that of the Land Use assessment. The study area includes the six census tracts that encompass or are adjacent to the project site (See Figure 4.1-2). Summary information on residential population, businesses, and employment are presented below and are based on the detailed socioeconomic analyses conducted as part of the 2006 FEIS analyses (see Chapter 4, “Socioeconomic Conditions” of the 2006 FEIS).

PROJECT SITE AND DEVELOPMENT TRANSFER SITE

Residential Population

There are no residential uses on the project site or Development Transfer Site.

Businesses and Employment

The Farley Complex is presently owned by ESDC. Portions of the Farley Complex are leased to the USPS, which continues to operate the retail portions of the Main Post Office and conduct some administration and processing functions. Most mail processing and distribution have been moved from the Farley Complex to other facilities, most notably the nearby USPS Morgan Facility. As a result, a majority of the interior spaces and loading facilities of the Farley Complex are not being used. The USPS indicates that about 500 employees continue to work at the Farley Complex.

The Development Transfer Site is located on the westernmost portion of the One Penn Plaza block, between West 33rd and West 34th Streets, closest to Eighth Avenue. In the area proposed for redevelopment, there are currently several businesses located in a one story structure, including:

- Duane Reade – located in a one-story building of about 7,700 square feet along Eighth Avenue with entrances on West 33rd and 34th Streets. The store is assumed to have an estimated 20 to 25 full time equivalent employees.
- “Local” Café and Cocktails – a restaurant located on the West 33rd Street frontage in a small building with two levels, a street entrance and a patio service area off of the existing raised public plaza. The restaurant is estimated to have a staff of about 20 full time equivalents employees.

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- Café 34 – a fast food restaurant located on the West 34th Street frontage in a small one story building. The restaurant is estimated to employ about 25 full time equivalent employees.

STUDY AREA

As described in Land Use, above, the project’s study area is a densely developed mixed-use area that comprises the western portions of the Midtown Manhattan Central Business District (CBD).

Residential Population

Based on the most recent U.S. Census, the study area had a population base of approximately 12,504 residents in 2000. Between 1990 and 2000, the study area population decreased by 201 residents, a 1.6 percent decline over the decade compared to a 3.3 percent increase in residential population for Manhattan, and a 9.4 percent increase for New York City (see Table 4.1-1). The population decline in the study area was primarily due to a decrease in the count of non-institutionalized persons living in group quarters (which includes homeless persons or those not reporting living in housing units).¹

**Table 4.1-1
Population Trends**

Area	Total Population		Percentage Change 1990 to 2000
	1990	2000	
Study Area	12,705	12,504	-1.6%
Manhattan	1,487,536	1,537,195	3.3%
New York City	7,322,564	8,008,278	9.4%

Source: U.S. Department of Commerce, Bureau of the Census, 1990 and 2000 Census, Summary File 1.

The population in the study area is generally concentrated south of the project site as well as in the area along West 34th Street between Eighth and Tenth Avenues. Census Tract 97—bounded by Eighth and Tenth Avenues and West 26th and West 30th Streets, which captures portions of major residential developments such as Elliot Houses and Penn South—contained over a third of the study area’s population in 2000. Penn South, also known as Mutual Redevelopment Houses, Inc., is a residential limited-equity cooperative community.

The population living in study area housing units has grown since the 2000 U.S. Census, including some 1,500 new housing units in major residential projects completed since 2000. Using the 2000 Census average household size of 1.72 persons per household, these new units have added a population of approximately 2,580 to the study area population (an increase of 20.6 percent). The growth in housing reflects a strong trend in new residential development along Sixth Avenue and areas to the west of the Farley Complex. In addition, FIT has completed a new

¹ Between the 1990 and 2000 Census, there was a 1,304-person decrease in the population categorized as “non-institutionalized in group quarters.” The 1990 Census reported 883 individuals “visible in street locations” (i.e., homeless), 719 of which were in Census Tract 111, which includes Penn Station. For many years, Penn Station, like many other large urban public transportation centers, has been used by homeless people for temporary refuge from inclement weather, and in some cases as a temporary home. City policy and Amtrak’s outreach efforts have resulted in placing homeless in residential shelters and, when necessary, enrolling people in drug and alcohol treatment programs. As a result, there are now far fewer homeless individuals in and around Penn Station. The 2000 Census reported 240 individuals in “other non-household living situations,” in the study area, all of which were in Census Tract 111.

dormitory facility that accommodates 1,104 students. Including the student population results in a total change of 3,684 persons or an increase of 29.5 percent from a 2000 population of 12,504 to current estimate of 16,188.

Businesses and Employment

In 2000 the study area contained approximately 88,243 private sector jobs, growing its private sector employment by 15.5 percent since 1991 (see Table 4.1-2). Employment in Manhattan as a whole grew by approximately 5 percent from 1991 to 2000, a period that saw several stages of the economic cycle, starting with the economic recession of the early 1990s, followed by the high-tech boom of the late 1990s and the downturn that started in 2000.

**Table 4.1-2
1991 and 2000 Private Sector Employment**

Study Area	Employment (Jobs)		Percent Change 1991 to 2000
	1991	2000	
Study area Total	76,387	88,243	15.5%
Census Tract 95	7,972	10,315	29.4%
Census Tract 97	438	333	-24.0%
Census Tract 101	15,870	24,005	51.3%
Census Tract 103	7,712	10,494	36.1%
Census Tract 109	32,904	33,988	3.29%
Census Tract 111	11,491	9,108	-20.7%
TOTAL, Remainder of Manhattan	1,610,123	1,682,955	4.5%
TOTAL, Manhattan	1,686,510	1,771,198	5.0%
Sources: NYSDOL and DCP.			

The geographic distribution of private sector employment within the study area varies widely, with the largest concentration of jobs located north of West 30th Street and east of Ninth Avenue. Census tracts 101 and 109—bounded by West 30th Street to the south, Eighth Avenue to the west, West 38th Street to the north, and Sixth Avenue to the east—collectively accounted for almost 58,000 (66 percent) of the study area’s private sector jobs in 2000. Industrial-based sectors (construction; manufacturing; transportation, communications and public utilities [TCPU]; wholesale; and “other industrial”) represent about 40 percent of the total employment in the study area. Most of these jobs are located south of West 34th Street, and between Eighth and Ninth Avenues in the Garment Center District. Among the industrial sectors, manufacturing makes up the largest share of industrial employment, with almost 15,000 jobs. However, its overall share has been declining as manufacturers have moved out of the study area and other industrial employers (namely TCPU and construction) have grown.

Additional public sector employment (not reflected in the private employment summaries shown) is generated by public transportation jobs associated with Penn Station, as well as USPS, which employs about 500 workers in the Farley Building. There are approximately 1,400 city employees at the headquarters of the New York City Human Resources Administration.

There are also several non-profit employers in study area, the largest of which is Group Health Incorporated, a Statewide non-profit health insurer. This organization has its headquarters on Ninth Avenue between West 34th and West 35th Streets. Public television broadcaster WNET (Thirteen) is also based in the study area at West 33rd Street and Tenth Avenue.

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Since 2000, the Midtown CBD and New York City in general has seen completion of many new commercial use buildings and a series of both growth and negative business cycles, including the most recent downturn beginning in 2008. Specifically in the study area, about 180,000 square feet of new commercial space has been completed in the study area since 2000 (generating about 720 workers based on a typical rate office rate of one worker per 250 square feet), as well as about 46,000 square feet of community facility space. As indicated in the No Build project list presented in Chapter 2, Manhattan continues to be a location of continued and dynamic economic growth over the long term.

4.1.3 NO ACTION ALTERNATIVE

LAND USE

PROJECT SITE AND DEVELOPMENT TRANSFER SITE

As described in Chapter 3, “Project Alternatives,” the No Action Alternative assumes the new intermodal transportation facility would not be constructed at the Farley Complex and that USPS will continue to occupy approximately 265,000 square feet for its operations. However, the No Action Alternative does incorporate the reuse of currently vacant and underutilized space in the Farley Complex and assumes approximately 1,069,000 square feet of the Farley Complex will be redeveloped with commercial uses, comprising 518,000 sf of retail and 551,000 sf of office. No land use changes are expected at the Development Transfer Site in the No Action Alternative.

STUDY AREA

In the No Action Alternative, a substantial number of development projects with estimated completion dates on or before 2015 (see Figure 3-9) will likely be constructed. In the immediately surrounding area outside the study area, there is one planned transportation project—the No. 7 subway line will be extended to serve the Hudson Yards area. The No. 7 subway line would extend approximately one mile, starting from its current terminal point at Times Square, westward beneath West 41st Street, and then southward beneath Eleventh Avenue to a new terminal station at West 34th Street and Eleventh Avenue.

On the block directly north and south of the Farley Complex, a 239-room hotel and a 106-unit residential building will be constructed, respectively. The No Action Alternative includes several new primarily residential developments between Sixth and Eighth Avenues in the study area. In the northern portion of the study area between Eighth and Tenth Avenues, a mix of residential and hotel projects would be constructed in the No Action Alternative. Along the east side of Tenth Avenue between West 30th and West 31st Streets, a site will be developed with a building containing hotel space and residential units. The only primarily commercial project in the study area included in the No Action Alternative is the redevelopment of the Hotel Pennsylvania at 15 Penn Plaza. This approximately 1.2-million-square-foot hotel, on the east side of Seventh Avenue between West 32nd and West 33rd Streets facing the Penn Station Block, is expected to be redeveloped with approximately 1.8-million sf of office space.

ZONING AND PUBLIC POLICY

No significant zoning changes are expected for the project site, the Development Transfer Site, or study area in the No Action Alternative.

PARKLAND AND OPEN SPACE

No new open spaces are expected to be added to the study area in the No Action Alternative.

SOCIOECONOMIC CONDITIONS

PROJECT SITE

In the No Action Alternative it is expected that ESDC/Moynihan Station Development Corporation (MSDC) would seek to create a commercial re-use of the large areas of the Farley Complex that are no longer in use by the USPS. The USPS is assumed to retain control of approximately 265,000 square feet of space, and a private developer selected by ESDC/MSDC is assumed to develop a commercial and retail infill of approximately 1,069,000 square feet. In addition to the USPS employment base of approximately 500 workers, the new commercial development could be expected to generate about 3,499 jobs, based on an estimate of one employee per 400 square feet for retail and one employee per 250 square feet for office.

On the Development Transfer Site, it is assumed that the existing uses and their employment base would remain.

STUDY AREA

As presented in Chapter 3, "Project Alternatives," there is a considerable amount of development expected on Manhattan's west side by 2015. The current recession and other market considerations may affect the likelihood that all of this expected development would occur by the 2015 analysis year.

Within the specific socioeconomic study area for the Moynihan Station project, the 2015 No Build projects are more limited, with 17 projects that will add about 2.0 million square feet of office space, about 1.1 million square feet of hotel use (or about 1,600 hotel rooms), 390,000 square feet of retail, and about 2,899 new residential units. A key redevelopment in the study area, the 15 Penn Plaza project, which is primarily an office project that replaces the Hotel Pennsylvania, is expected to eliminate about the same number of hotel rooms that would be built elsewhere in the study area.

The 2,899 new residential units are expected to add another 4,986 residents to the study area. This increases the current population estimate from 16,188 to 21,171, an increase of 30.8 percent and a clear indication of the continuing trend of residential growth in the areas immediately adjacent to the Midtown CBD, consistent with long standing public policy for the West Chelsea area, the corridor along Sixth Avenue, and the Hudson Yards. The new office and retail development can be expected to add about 9,000 workers to the study area, or about a 10 percent increase over the 2000 estimated private sector employment base.

4.1.4 POTENTIAL IMPACTS OF THE PREFERRED ALTERNATIVE

LAND USE

MOYNIHAN STATION

Moynihan Station would create more activity at the Farley Building and would create a new public destination for the site, which would have the beneficial effect of providing improved

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opportunities to integrate activity with the surrounding land uses. Furthermore, the Farley Building would be modified to accommodate the proposed passenger rail uses. These rail uses would be consistent with the surrounding uses in the area.

NON-STATION DEVELOPMENT

The commercial retail facilities at the Farley Complex would also help to generate more activity at the site and make the site more visible. The primarily residential or (in a variation of the project program) mixed-use building that would be constructed on the Development Transfer Site would be consistent with the strong residential and mixed-use presence to the west of the Development Transfer Site in the study area.

Therefore, the Preferred Alternative would not adversely affect the land use character of the study area in general and would not result in significant adverse land use impacts.

ZONING

MOYNIHAN STATION

To facilitate the use of the Farley Building for rail service, it is expected that ESDC would exercise its override power with respect to Section 74-62 of the Zoning Resolution. However, the Project would remain consistent with the substantive requirements of the Zoning Resolution for the construction of a railroad passenger station. The proposed changes to the Farley Complex would simply extend existing rail passenger service westward. It would not require any new structures or expansion of building floor area.

NON-STATION DEVELOPMENT

With the development of a primarily residential or mixed-use building on the Development Transfer Site, it is expected that ESDC would exercise its override power with respect to portions of the Zoning Resolution for waivers of bulk regulations. This would not change local zoning laws or conflict with the overall zoning policy for the site or area. The proposed development would be consistent with the goals of the Special Midtown District to promote high-density development. Therefore, it is not expected that the development on the Development Transfer Site would have a significant adverse impact on zoning.

Since the issuance of the 2006 FEIS, CPC reviewed the site plan for the proposed building at the Development Transfer Site. CPC reviewed the proposed design features such as sidewalk widenings, streetwalls, tower setbacks, subway entrance improvements, an interior public space, and a through-block connection. The development of a primarily residential or mixed-use building on the Development Transfer Site would eliminate a portion of the public plaza area that was originally utilized as a zoning bonus in establishing the overall allowable floor area for One Penn Plaza. To compensate for the loss of the plaza area, the design for the building would include an enclosed interior public space. As recommended by CPC in 2006, the General Project Plan for the Project will require design elements for the interior public space such as seating, plantings, lighting, and other appropriate amenities. The hours of operation of the interior public spaces would be similar to other indoor public spaces (approximately 7 AM to 10 PM). The loss of the public plaza would not create a significant adverse impact with respect to zoning because of the passive interior public space created by the Preferred Alternative and the appropriateness

of locating intensive transit-oriented development around the Penn Station block to take advantage of the area's proximity to New York's largest rail and transit center.

PUBLIC POLICY

The Preferred Alternative would bring new activity to the Farley Complex block for the new Moynihan Station rail facility and commercial uses, and therefore it would be compatible with the goals of the 34th Street Partnership BID. The Preferred Alternative would have no influence on the recommendations for zoning changes or projected development for Chelsea in the plan developed under section 197-a of the New York City Charter, which was prepared by Manhattan Community Board 4 and adopted by the City Council in 1999. Therefore, the Preferred Alternative would be compatible with these policies.

The Preferred Alternative would create a safe, efficient, and contemporary intermodal transportation facility and commercial center by renovating a portion of the Farley Complex and incorporating it as part of the existing Penn Station complex. A new facility in the Farley Complex would connect to the existing rail infrastructure and would be coordinated with passenger operations in other sections of Penn Station. The new station would be designed to help ease congestion of rail traffic, redirect pedestrian movements in the vicinity of the Penn Station complex, and reduce crowding and conflicting movements of intercity and commuter rail users within the passenger terminal and connecting passages. It would also be designed to improve access to and egress from the platforms used by Amtrak, LIRR, and New Jersey Transit and the connections between Penn Station and the Farley Complex. The new transportation use would provide a needed increase in passenger circulation capacity, as well as enhanced safety, security, and quality for the Penn Station environment. Therefore, the Preferred Alternative would be consistent with the public policy goal of federal, State, and City agencies to redevelop the Farley Complex as a safe, efficient, and contemporary intermodal transportation facility and commercial center to meet New York's future transportation needs.

The Preferred Alternative would also be compatible with the goals and initiatives of PlaNYC, by creating transit-oriented development, providing new housing to meet the needs of current and future residents while making housing more affordable and sustainable, and improving and capitalizing on transit access. In general, the Preferred Alternative would be supportive of PlaNYC's underlying strategy of reducing the City's contribution to climate change while accommodating additional growth and development. The Preferred Alternative would develop a new, high-density, mixed-use, transit-oriented development building on the Development Transfer Site that is located in a dense, urban neighborhood. On a per capita basis, this type of development is more environmentally efficient than lower-density development. The neighborhood near the Development Transfer Site provides stores and services within walking distance, enabling residents and workers to run errands by foot or by bicycle, and the Preferred Alternative would strengthen this aspect of the neighborhood. The project site and Development Transfer Site are also accessible to public transportation, allowing many commuters to travel by mass transit instead of by automobile. Within a high-density development on the Development Transfer Site, residents inhabit smaller spaces on average, with fewer lights and appliances, and less area to heat and cool. Furthermore, many of the proposed residential units would share walls with neighboring units, which would provide insulation and reduce the need for heating even further. In addition, an analysis of the technical and economic feasibility of installing combined heat and power as part of any development on the Development Transfer Site would be undertaken in accordance with PlaNYC. Overall, the non-station development envisioned by the

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Preferred Alternative would be compatible with and supportive of the climate change goals of PlaNYC.

PARKLAND AND OPEN SPACE

MOYNIHAN STATION

Moynihan Station would not affect any of the parklands and open space in the study area. In addition, the Preferred Alternative would itself provide substantial and high quality areas of indoor public space, including the train hall, the intermodal hall, and the 32nd Street pedestrian corridor.

NON-STATION DEVELOPMENT

The development of a primarily residential or mixed-use building on the Development Transfer Site would result in the loss of approximately 0.40 acres of privately-owned but publicly accessible open space (the Eighth Avenue Plaza area at One Penn Plaza). This open space is not mapped parkland and contains seating areas but no active recreation facilities and as described above, the property owner would integrate new covered public spaces and amenities to compensate for the loss of the plaza area. The loss of 0.40 acres of urban plaza at this location is not considered significant given its size, location, and other characteristics and when considered in the context of the substantial and high quality area of indoor public space that would be created by the Preferred Alternative.

Therefore, the Preferred Alternative is not expected to adversely affect parkland and open space in the study area.

In accordance with established CEQR methodologies, an open space analysis was undertaken to determine whether the Preferred Alternative would have an indirect impact on a study area's open spaces. Indirect effects may occur when the population generated by the proposed action would be sufficient to noticeably diminish the ability of an area's open space to serve the existing or future population. As described in Chapter 6, "Open Space," of the 2006 FEIS, the new residents and workers that could be introduced to the study area as a direct result of the Preferred Alternative would not have a significant adverse impact on the adequacy of open space resources within the study area, even after consideration of the loss of the 0.40 acre urban plaza on the One Penn Plaza Block.

SOCIOECONOMIC CONDITIONS

MOYNIHAN STATION

Moynihan Station would not have an adverse effect on the existing residential and business community. As noted in Chapter 2, "Purpose and Need," the project would fulfill its long-standing goal to improve the condition and character of travel to and from New York City, reinforcing the commercial vitality of the western portions of the Midtown CBD and enhancing the growing areas to the west, north, and south of the Moynihan project.

While the amount of space occupied by Amtrak within the station (100,000 square feet) would be greater than the amount that was assumed in the 2006 FEIS to have been occupied by NJT (34,000 square feet), there would be no net change in overall Amtrak employment (or in employment for the other railroads) at the Penn Station complex; the same as was assumed in

the 2006 FEIS. In the short-term, the train station would not be expected to significantly change total employment for Amtrak or any other service providers using the new station, but over the long term would facilitate meeting the expected growth in demand for rail passenger services and thus increase associated employment. There is a projected increase in the amount of station-specific retail space that would be privately managed. The approximately 86,000 square feet of station retail space can be expected to generate demand for about 347 employees and would improve station amenities to passengers and other users of the station.

Since the current retail USPS operations would remain, the train station project itself would not result in any direct displacement of jobs or economic activity. As noted above, there are no residential uses in the Farley Complex

NON-STATION DEVELOPMENT

The larger Moynihan Station Development project is expected to provide commercial and mixed-use development opportunities through the introduction of about 750,000 square feet of commercial development in the Farley Complex (including mostly destination retail along with a potential 125-room hotel, and other uses) and a 1.1 million square foot mixed-use building on the Development Transfer Site with two development options considered including a mostly residential scenario (940 units with ground floor retail), or a hotel and residential project (with 450 hotel rooms, 630 residential units, and ground floor retail).

Based on the study area's average household size of 1.72 persons per household in 2000, and assuming 100 percent occupancy, the 940 apartments would introduce an estimated 1,617 residents to the study area by 2015. This would increase the study area population estimate to 22,791, an increase of 7.6 percent. The 630 apartment scenario would add an estimated 1,084 residents to the study area.

The Farley Complex commercial development and the Development Transfer Site ground floor retail can be expected to generate about 2,175 jobs, mostly in the retail sector (using a measure of 400 square feet per employee). The hotel component of the Development Transfer Site (under the mixed-use option) could potentially increase this employment estimate by another 150 employees.

The Development Transfer Site would not result in the direct displacement of any residents. The redevelopment of the site would displace the employment associated with the three businesses currently located there, resulting in the displacement of up to approximately 70 employees, but there would be a net increase in the number of jobs on this site under the Preferred Alternative. Given the large increase in employment generated by the project and the broad employment base already present in the area, the displacement of these on-site jobs would not be considered an adverse socioeconomic impact.

STUDY AREA

Consistent with federal guidance in examining a project's potential for community disruption and the possibility of demographic shifts, the guidance set forth in the *CEQR Technical Manual* establishes a specific examination of a project's potential to result in direct or indirect displacement of residents, businesses, or specific industries of concern. As noted above, Moynihan Station would not result in any direct residential displacement while the non-station development component of the Preferred Alternative would result in a small level of business displacement. The findings of the detailed assessment of potential impacts resulting from

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indirect displacement presented in the 2006 FEIS are summarized below including updated information as appropriate.

Indirect Residential Displacement

The Project would not result in significant adverse socioeconomic impacts due to indirect residential displacement. Based on *CEQR Technical Manual* guidelines, a significant socioeconomic impact can occur if a Project alters the local real estate market in a manner that leads to the displacement of existing residents. The Project would not have such an effect. The 940 apartments that could be introduced by the Project on the Development Transfer Site would be offered at rents comparable to residential rents for other modern, newly-constructed market-rate apartments in the surrounding area and housing that is expected to be built in the study area by 2015 (the expected build year for the project's 940 units). The market-rate rents that are expected would reflect, rather than alter, existing conditions and trends within the surrounding neighborhoods. Current rents for available new or renovated apartments in the area are higher than the median affordable rents of existing residents. In addition, the project's use of the 80/20 housing program could potentially add as many as 188 affordable housing units, if all of the residential units constructed at the Development Transfer Site were rental units.

The population potentially vulnerable to indirect residential displacement within the study area is limited. The vulnerable population consists primarily of residents of non-rent-regulated apartments and residents of Single Room Occupancy (SRO) dwellings. A large percentage of the study area's rental housing stock is covered by rent control or rent stabilization, which affords a high degree of protection against market-driven displacement pressures. The SRO units in the study area are subject to legal and community support structures that impose heavy penalties for illegal evictions. Although these protections have not always proven to be a firm barrier against displacement, it is reasonable to assume that with effective enforcement of the laws regulating tenancy of SRO dwellings and against illegal actions on the part of landlords, effective protection against displacement would be afforded to these residents even with the elevated market pressures that already exist in the study area. In any event, the Preferred Alternative is not expected to significantly increase such existing market pressures.

Indirect Business and Institutional Displacement

The Project would not result in significant adverse impacts due to indirect business and institutional displacement. The Project would not represent a substantial increase in the concentration of any particular economic sector, and no alteration of existing patterns would be expected. All of the uses contemplated under the Project are well established in the study area, which already has a dense and diverse amount of economic activity.

The Project would expand the existing base of transportation offerings within the study area, thereby drawing new transportation users and visitors to the area within and immediately surrounding the Farley Complex. Similarly, a hotel and banquet facility within the Farley Complex would attract and retain visitors within the study area. The proposed new retail development would add to the existing retail hub in and around Penn Station, and would result in a wider distribution of retail traffic—particularly pedestrian traffic—around the Penn Station hub area. This incremental pedestrian flow would not have any adverse effect on commercial property values within the study area east of the Farley Complex, where there are already heavy volumes of pedestrian traffic created by a multitude of uses, including the existing Penn Station, Madison Square Garden, Penn Plaza, and destination retail along West 34th Street. Locations within the study area where the project-generated population may generate a noticeable

pedestrian increment would be limited to the area immediately west of the Farley Complex (along Ninth Avenue) as well as immediately north along West 33rd Street and south along West 31st Street between Eighth and Ninth Avenues.

Current commercial uses along Ninth Avenue in the immediate vicinity of the Farley Complex include neighborhood retail and services such as restaurants, diners, a delicatessen, a stationary store, a coffee store, a dry cleaning service, a shoe repair store, and a cellular telephone store. Further west along the same West 31st Street block front is an auto parts store. A notable destination retail establishment is B&H Photo, a large discount photography, electronics, and related technology store on an entire Ninth Avenue east side block front (West 34th to West 33rd Streets). Commercial establishments within these thoroughfares could experience rent increases, as their property values could increase due to the increased pedestrian traffic. Most of the existing retail stores would benefit from the increased pedestrian flow, allowing them to increase their overall sales and avoid indirect displacement due to increased rent. Those that would be most vulnerable to indirect displacement due to increased rents would be those retail uses, such as the auto parts store, that may not be able to capitalize as effectively from the increased pedestrian flow.

In the No Action Alternative these thoroughfares will experience upward rent pressures from the continuation of new development in the area, including projects identified as part of the Hudson Yards redevelopment. In addition, in the No Action Alternative condition, the destination retail and commercial office uses expected to be developed in the Farley Annex even if the station were not built, would also generate increased pedestrian traffic and “cross-shopping” opportunities, which could increase rents in the same areas. Therefore, there is the potential for indirect business displacement in these limited areas in the No Action Alternative or the Preferred Action Alternative; the incremental pedestrian traffic generated by the unique elements of the Project (i.e., the new train station) would not increase property values in the study area sufficiently to result in significant indirect business or institutional displacement.

The study area already has a well-established mixed-use commercial economic base such that the introduction of new commercial development in the Farley Complex or at the Development Transfer Site would not significantly alter existing economic patterns. The project site is located in a stable and desirable marketplace, as demonstrated by relatively low vacancy rates. In addition, in the No Action Alternative by 2015 there would be an increase of about 2 million sf of office space will be in the study area, further strengthening the area’s commercial identity.

Adverse Effects on Specific Industries

The Project would not significantly affect business conditions in any industry or any category of business within or outside the study area, nor would the Project indirectly reduce employment or adversely affect the viability of any industry or category of business. Development under the Project would not introduce new, competing businesses that would drive out or otherwise diminish the performance of any identifiable business sector. Overall, the Project would reinforce existing business sectors, and provide new office space to retain and attract businesses.*