

Chapter 20:

Growth-Inducing Aspects of the Proposed Actions

The term “growth-inducing aspects” generally refers to the potential for a proposed project to trigger additional development in areas outside the project site that would otherwise not have such development without the proposed project. The 2014 *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.

As detailed in Chapter 1, “Project Description,” and Chapter 2, “Land Use, Zoning, and Public Policy,” the proposed actions would facilitate the development of approximately 426,576 gross square feet (gsf) of local and destination retail uses, including restaurant space, an enlargement of the existing Macy’s department store, a supermarket, and cinema space—all of which are similar or complimentary to existing retail uses on the site, which comprise the 1.27-million-gsf Staten Island Mall (the Mall). As described in Chapter 3, “Socioeconomic Conditions,” while the proposed project would add a substantial amount of retail to the project site, this retail would support the existing businesses at the Mall. The area already has a well-established retail market anchored by the existing Mall, and therefore the proposed project would not alter the land use mix of the study area, nor would it introduce new economic activities that would alter existing economic patterns. The retail uses added by the proposed project would generate additional foot traffic within the Mall and additional vehicle traffic to retail uses near the Mall, which would be expected to increase the customer base for existing businesses. While the proposed project would result in a cinema, which is a use not present on the project site, this use would be a complementary entertainment use that would be expected to increase the customer base within and surrounding the Mall. The cinema use would therefore not result in any land use conflicts or alter existing economic patterns.

While the new uses would be expected to contribute to growth in the City and State economies, they would not be expected to induce additional notable growth outside the project site. It is not anticipated that the proposed enlargement would increase the local population of the area, since it is expected that many of the new jobs would go to residents already living in the surrounding area. It is possible that development resulting from the proposed actions and other developments in the area could prompt some new retail development from those looking to capitalize on the area’s increased consumer base. Induced commercial development, if it were to occur, would be limited and would likely include stores catering to the new workers and shoppers. The projected 60.9 percent capture rate for department stores suggest that additional department stores could be developed without generating competitive impacts on existing and planned stores. In addition, the projected 65.3 percent capture rate for grocery stores suggest that additional grocery stores could be developed without generating competitive impacts on existing and planned stores. However, the above-described growth potential would be more closely tied to

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demand generated by the area's residential population rather than an incremental consumer base generated by the proposed project.

Because the proposed project would expand an existing commercial center, it would not require major new infrastructure. As discussed in Chapter 8, "Water and Sewer Infrastructure," the infrastructure (e.g. sewers or water supply) in the study area is sufficiently well-developed and the proposed actions would not result in an expansion of infrastructure capacity in the surrounding area. The site is accessible to major roadways, including Richmond Avenue, and is in close proximity to the West Shore Expressway. It is also located near central Staten Island's numerous residential neighborhoods.

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