

This chapter provides an assessment of the potential growth-inducing aspects of the proposed Plan. These generally refer to “secondary” impacts that could trigger additional development in areas outside of the Willets Point Development District that would not have such development without the proposed Plan. The *City Environmental Quality Review (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.

The proposed Plan would transform a largely underutilized site with substantial environmental degradation into a lively, mixed-use, sustainable community and regional destination. The Plan would introduce a variety of uses, including residential, retail, office, hotel, convention center, community facility, open space, and parking (see Chapter 1, “Project Description,” for details).

As described in Chapter 2, “Procedural and Analytical Framework,” it is anticipated that if the proposed Plan is approved and the District is redeveloped into a new mixed-use community, additional development could occur on Citi Field parking lot B (Lot B) and on Lot D, a surface parking lot south of Roosevelt Avenue that is currently used by commuters, as well as for Mets games and USTA National Tennis Center events. While specific development plans for Lots B and D have not yet been proposed, it is anticipated that approximately 280,000 sf of office and 184,500 sf of retail could potentially be developed on Lot B, and that a five-level parking garage containing approximately 1,543 parking spaces could be developed on Lot D. This garage would replace the parking uses on Lots B and Lot D, and provide additional parking to serve the new commercial uses developed on Lot B. While any future development on Lots B or D would require its own environmental review process subject to CEQR, this Final Generic Environmental Impact Statement (FGEIS) considers the cumulative impacts of both the Willets Point Development Plan and the proposed development on Lots B and D.

While the uses proposed for the District would contribute to growth in the local Queens, City, and State economies, they would not be expected to induce notable growth outside of the District and anticipated development on Lots B and D. As described in Chapter 3, “Land Use, Zoning, and Public Policy,” it is unlikely that the proposed Plan and development on Lots B and D would alter land use patterns in surrounding neighborhoods. Given the recent trend to redevelop underutilized sites near the Flushing River waterfront, it is possible that the proposed Plan and new development on Lots B and D could encourage further redevelopment of some nearby underutilized sites along the Flushing River. However, given that such changes are already under way, potential development parcels are limited, and the District is physically separated from surrounding neighborhoods by water bodies, roadways, and parkland, the ability of the proposed

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Plan to alter land use and economic patterns or induce substantial growth in the study area would be minimal.

As described in Chapter 2, substantial infrastructure and roadway improvements would be provided as part of the proposed Plan. New sanitary and stormwater lines would be installed in the District, and a new pump station would be constructed, or water reclamation facility could potentially be constructed to accommodate the additional sanitary and stormwater demand generated by future development in the District and on Lots B and D. Some existing water mains would be replaced and possibly realigned, and additional power lines (and potentially a new cogeneration facility and/or substation) would be provided to serve the new uses in the District. New roadways would be provided within the District, and new ramps connecting the District to the Van Wyck Expressway would be constructed. Infrastructure and roadway improvements included in the proposed Plan are intended to support the anticipated growth in the District and on Lots B and D. The infrastructure in the study area is already well-developed such that improvements associated with the proposed Plan would not induce additional growth. *