

A. INTRODUCTION

Secondary impacts are those that are “caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable” (40 CFR 1508.8). Generally, these impacts are induced by the proposed project. Secondary effects can occur within the full range of impact types, such as changes in land use, economic vitality, neighborhood character, traffic congestion, and their associated effects on air quality and noise, water resources, and other natural resources.

Cumulative impacts result from the incremental consequences of an action (the project) when added to other past and reasonably foreseeable future actions (40 CFR 1508.7). The cumulative effects of an action may be undetectable when viewed in the individual context of direct and even secondary impacts, but when added to other actions can eventually lead to a measurable environmental change.

This chapter summarizes secondary effects of Alternative B, C, and Preferred Alternative D and addresses cumulative effects of the alternatives in combination with other aspects of the East Side Access Project as well as other projects that may affect Midtown Manhattan in the vicinity of the proposed project.

B. SECONDARY IMPACTS

Secondary impacts of the project alternatives would be limited to potential economic effects on existing commercial uses in the area surrounding the proposed facility, during construction and operation of the proposed facility. These potential effects, which are addressed in Chapter 15, “Construction Impacts” and Chapter 4, “Socioeconomic Conditions,” are summarized below.

POTENTIAL ECONOMIC EFFECTS DURING CONSTRUCTION*ALTERNATIVE A (NO ACTION ALTERNATIVE)*

As discussed in Chapter 15, “Construction Impacts,” Alternative A, the no action alternative, would affect the full length of East 49th and 50th Streets between Park and Madison Avenues (a distance of approximately 500 feet each) for approximately 15 months at each street. Excavation of each street would include the sidewalks and the full width of the streetbed. The project would implement a Maintenance and Protection of Traffic (MPT) plan to manage traffic flow on affected streets during the construction period and to minimize effects of construction on surrounding stores and businesses.

ALTERNATIVE B, C, AND PREFERRED ALTERNATIVE D (BUILD ALTERNATIVES)

For construction of any of the build alternatives, excavation of 50th Street would last approximately 21 months, and would affect a 125-foot-long stretch of the 50th Street streetbed,

extending from the western edge of the project site to the existing exterior wall (bulkhead) of the Grand Central Terminal trainshed below. No excavation of sidewalks would be required. This excavation would be much less extensive than that required by Alternative A.

The project would implement an MPT plan to manage traffic flow on affected streets during the construction period, and to minimize effects of construction on surrounding stores and businesses. Alternative delivery zones would be established when curbside truck standing zones are affected, and access to businesses—including the Palace Hotel and the ground-floor restaurant across 50th Street—would be maintained at all times.

Based on the above information and the additional detail set forth in Chapter 4, “Socioeconomic Conditions,” and Chapter 15, “Construction Impacts,” no significant adverse secondary economic impacts to surrounding businesses would result from construction activities associated with either Alternative B, C, or Preferred Alternative D.

POTENTIAL ECONOMIC EFFECTS DURING OPERATION

ALTERNATIVE A (NO ACTION ALTERNATIVE)

As discussed in Chapter 4, “Socioeconomic Conditions,” the East Side Access Project’s 50th Street ventilation functions would be housed beneath 49th and 50th Streets, between Park and Madison Avenues in Alternative A. The other functions proposed for the 50th Street facility would be located elsewhere. The existing midblock buildings on 49th and 50th Streets would remain in place.

ALTERNATIVE B, C, AND PREFERRED ALTERNATIVE D (BUILD ALTERNATIVES)

The presence of the 50th Street facility would not adversely affect the other businesses in the immediate area, including the offices in high-rise buildings around the project site, the Palace Hotel, or the ground-floor restaurant on the north side of 50th Street. The 50th Street block currently has a busy commercial setting, with numerous different parking and loading bays on both sides of the street and adjacent to the restaurant. The new facility would be a similar use with limited truck traffic, and would be consistent with the surrounding area. No significant adverse impacts to traffic conditions would occur, so deliveries and drop-offs at the other businesses on the block, including the Palace Hotel and the restaurant across the street, would not be adversely affected. Moreover, the restaurant’s location in a central Midtown location adjacent to a major hotel and several large office buildings would continue to provide the visibility needed to sustain a service business.

Based on the above information, no significant adverse secondary economic impacts to surrounding businesses would result from operation of any of the build alternatives.

C. CUMULATIVE IMPACTS

CUMULATIVE IMPACTS DURING CONSTRUCTION

Construction of the project alternatives would not result in any significant adverse cumulative impacts with other aspects of the East Side Access Project. Cut-and-cover construction would not be required on nearby streets, other than a limited amount of such construction at: the 44th Street vent plant between Vanderbilt and Madison Avenues, the 55th Street vent plant between Park and Madison Avenues, and new entrances. These elements of the East Side Access Project

were analyzed in the FEIS, together with the extensive cut-and-cover construction required on 49th and 50th Streets by Alternative A. As described in the FEIS, a project design option that required cut-and-cover construction on 52nd, 53rd, and 54th Streets between Madison and Park Avenues, known as Option 1, was eliminated from consideration.

Construction of the project alternatives would not result in any significant adverse cumulative impacts with any other projects in the vicinity of the 50th Street facility. All properties in the area surrounding the facility are already occupied by large high-rise office buildings, and no proposed construction projects in this area have been identified.

Outside the study area, changes are proposed throughout Manhattan, including the introduction of Long Island Rail Road (LIRR) service to Grand Central Terminal, the development of the Second Avenue Subway, a large-scale rezoning and redevelopment of the far West Side of Manhattan, and rezoning of the Con Edison First Avenue Properties between East 35th and East 41st Streets. Growth from development projects, including the far West Side project, would not significantly change conditions in the immediate area of the 50th Street facility.

Based on the information presented above, no significant adverse cumulative impacts, with other aspects of the East Side Access Project or other projects in the vicinity, would result from construction activities associated with any of the build alternatives.

CUMULATIVE IMPACTS DURING OPERATION

Operation of the project alternatives would not result in any significant adverse cumulative impacts with any other projects in the vicinity of the 50th Street facility. As mentioned above, all properties in the area surrounding the facility are already occupied by large high-rise office buildings, and no new planned developments in this vicinity have been identified.

Operation of the 50th Street facility would not result in any significant adverse cumulative impacts with projects planned for other parts of Midtown or the rest of Manhattan. The two largest such projects, the West Midtown rezoning and the redevelopment of Lower Manhattan, are located far from the proposed project area, and do not overlap to any significant extent in terms of potential environmental impacts.

Finally, operation of the 50th Street facility would not result in any significant adverse cumulative impacts with other aspects of the East Side Access Project. As described in Chapter 7, "Traffic and Transportation," an intersection level of service analysis was conducted using the *Highway Capacity Manual* (HCM) methodology to analyze the combined effect of trucks generated by the 50th Street facility and other trips generated by the East Side Access Project that were analyzed in the FEIS. This analysis demonstrated that the combination of East Side Access taxi trips and project-generated truck trips would not result in any significant adverse impacts at the new intersections affected by the facility—Park and Madison Avenues at 49th Street and 50th Street, and would not result in any additional significant adverse impacts at the other intersections that were not already identified in the FEIS.

Based on the information presented above, no significant adverse cumulative impacts, with other aspects of the East Side Access Project or other projects in the vicinity of the 50th Street facility, including the Second Avenue Subway, would result from operation of any of the project alternatives.

D. CONCLUSIONS

No significant adverse secondary economic impacts to surrounding businesses would result from construction or operation of any of the build alternatives. The project would implement an MPT plan to manage traffic flow on affected streets during the construction period, and to minimize effects of construction on surrounding stores and businesses. No significant adverse cumulative impacts, with other aspects of the East Side Access Project or other projects in the vicinity, would result from construction activities associated with any of the build alternatives. Similarly, no significant adverse cumulative impacts with other projects would result from operation of any of the build alternatives. *