14.1 POTENTIAL INDIRECT IMPACTS

Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems (40 CFR § 1508.8).

The Proposed Project would not involve a new transit service, a change in the frequency of existing transit service or the provision of a new station that would have the potential to change accessibility to the surrounding land uses. The Proposed Project would improve passenger circulation within the existing 68th Street/Hunter College subway station, pedestrian circulation on the existing sidewalks above the station, and would bring the station into substantial compliance with ADA. Therefore, the project does not have the potential to create pressure for induced growth in the area.

Potential indirect effects of construction related to social conditions (including visual resources and community character), historic resources, and traffic were evaluated in conjunction with the analyses of direct effects in Chapter 3, Chapter 4, and Chapter 5 of the EA, respectively.

14.2 POTENTIALLY CUMULATIVE IMPACTS

CEQ regulations for implementing NEPA define a cumulative effect (40 C.F.R. 1508.7) as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of agency (federal or non-federal) or person undertaking such other actions” (CEQ, 1978).

Cumulative impact analysis is resource specific and generally performed for the environmental resources directly impacted by a federal action under study, such as a transportation project. However, not all of the resources directly impacted by a project will require a cumulative impact analysis. The resources subject to a cumulative impact assessment should be determined on a case-by-case basis, depending on which resources are impacted by the Proposed Project.

A cumulative impact may result when the incremental effect of a project, considered together with the effects of other actions—past, present or in the reasonably foreseeable future—produces an effect greater than that expected by each project individually. Cumulative impacts may occur from actions that are minor individually, but collectively significant over time.

The preceding EA analyses indicates that the 68th Street/Hunter College Subway Station Improvement Project would generate short-term temporary impacts to historic resources and visual characteristics to the neighborhood as a result of the presence of construction equipment and construction activity.

Additionally, the Proposed Project would generate short-term impacts to passenger circulation within the station during construction and vehicular and pedestrian circulation on the streets and sidewalks above the station where traffic lanes and portions of the sidewalk would be closed during part of the construction period. Maintenance and Protection of Traffic plans would be developed and approved by NYCDOT prior to construction of the project to mitigate the effects of construction on traffic and pedestrian circulation in the vicinity of the project.

The area surrounding the Proposed Project is a long-established residential and commercial neighborhood. Because the area has no vacant development lots and no large-scale construction projects were identified in the project area, any construction projects that could occur in the same period as the Proposed Project likely would be interior renovations and would not result in major transportation impacts.

An inventory of other reasonably foreseeable projects was conducted for the transportation analysis (see Appendix C: Transportation Analysis). A cumulative transportation impact analysis was conducted in the Transportation Analysis by evaluating the effects of transportation projects, including MTA NYCT's Second Avenue Subway and other projects, including hospital development in the area in addition to background population growth. No significant cumulative transportation impacts were identified.

Based on the distance between hospital development (more than 0.5 mile to the east on York Avenue) and the construction schedule (Phase I of the Second Avenue Subway is expected to be complete prior to construction of the 68th Street/Hunter College Subway Station Improvement Project), no cumulative construction impacts are anticipated.

No significant adverse indirect and cumulative impacts are anticipated as a result of the construction and operation of the 68th Street/Hunter College Subway Station Improvement Project.