Chapter 26: Cumulative Effects

A. INTRODUCTION

In accordance with the guidelines in the *City Environmental Quality Review (CEQR) Technical*, this chapter summarizes the proposed project's cumulative effects when considered with other planned developments in the area (those presented in "The Future Without the Proposed Project" sections of the previous chapters).

Cumulative impacts result from the incremental consequences of an action (the proposed project) when added to other past, present, and reasonably foreseeable future actions. The cumulative effects of an action may be undetectable when viewed in the individual context of direct and even indirect impacts, but can nevertheless eventually lead to a measurable environmental change. Cumulative impacts are the net result of both the proposed project and other projects planned near and around the project site. According to the *CEQR Technical Manual*, cumulative impacts are two or more individual effects on the environment that, when taken together, are significant or that compound or increase other environmental effects.

As discussed in detail in Chapter 1, "Project Description," the various Environmental Impact Statement (EIS) chapters address cumulative impacts by comprehensively defining the environmental setting expected in the future baseline (No-Action) condition, including a discussion of development projects expected to be completed independent of the proposed project (No Build projects), and the baseline growth in the No-Action condition.

To this end, this EIS considers as the future baseline condition the combination of existing conditions together with known development plans, recent approved land use actions, public policies, projected population and employment growth, and other general background growth. The potential impacts of the proposed project, presented in the previous chapters of this EIS, were assessed in comparison to the No-Action condition.

This chapter relies on the technical analyses of the EIS for a description of the No-Action condition, and summarizes the proposed project's potential effects in combination with anticipated conditions in the future without the proposed project.

B. SUMMARY OF CUMULATIVE EFFECTS

As described in Chapter 1, "Project Description," the No-Action condition in each technical area of this EIS incorporates approved or planned development projects within the appropriate study area that are likely to be completed by the respective analysis years (No Build projects). These background development projects for the 2023 and 2028 analysis years are identified in Chapter 2, "Land Use, Zoning, and Public Policy," and Chapter 14, "Transportation." Many of these projects will introduce residential and retail uses.

Although undertaken separately, the construction and operation of these various projects would have a cumulative effect on the study area, both during and after construction. The project's

cumulative operational effects are addressed in the technical chapters of this EIS (generally Chapters 2 through 20). Most notably, the analyses consider the potential cumulative effects of the proposed project in combination with the completion of the access improvements to the Hutchinson River Parkway (HRP) adjacent to the project site. The HRP improvements would include reconfiguring the HRP on- and off-ramps and introducing a new service road along the southbound HRP between Exit 2 (Westchester Avenue) and Exit 3 (Pelham Parkway). This service road would run along HRP adjacent to the project site. These potential connections would change vehicle-trip patterns near the project site and would alter visual and natural resources near the project site. In addition, the analyses qualitatively account for potential changes to background conditions and travel patterns as a result of the Metro-North Railroad (MNR) Morris Park station project, which is intended to serve New Haven Line trains along existing Amtrak tracks, adjacent to the Bronx Psychiatric Campus, into Penn Station[1].

Temporary cumulative construction effects could occur if any of the No Build projects close to the project site have construction timetables that overlap with that of the proposed project. Construction activities for the nearby HRP improvements and the MNR Morris Park station projects are assumed to have the potential to overlap with the activities for the proposed project. With the overlapping activities, there is the potential for increased construction effects in the immediate vicinity of these projects when activities occur simultaneously, but these overlapping effects are not anticipated to be substantial. The HRP improvements and MNR Morris Park station projects are infrastructure projects where a substantial amount of workers and trucks is not expected to be required for construction. In addition, it is not expected that construction activities for the HRP improvements project would concentrate at any individual work area for a long period of time because of the lengthy corridor of that project. Both the HRP improvements and MNR Morris Park station projects are subject to their own separate environmental reviews, for which more detail on the predicted construction effects of each project would be available. At this time, no detailed information on these projects' construction activities and potential impacts is available.

The proposed project in combination with the other future development projects evaluated in this chapter and throughout this EIS would result in changes in the future conditions in the analysis study areas, and would result in certain cumulative significant adverse impacts. As presented in the various chapters, the proposed project is expected to result in significant adverse impacts to transportation, air quality, and construction-period transportation. Measures have been examined to minimize or eliminate the anticipated impacts and are presented in Chapter 22, "Mitigation." The proposed project would also have beneficial cumulative effects by transforming the vacated project site with the development of medical and professional offices proximate to surrounding businesses and healthcare organizations including Hutchinson Metro Center, the Bronx Psychiatric Center campus, the Westchester Square Medical Center, and Yeshiva University's Albert Einstein College of Medicine.

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[1] http://web.mta.info/mta/planning/psas/