

**A. INTRODUCTION**

The federal Council on Environmental Quality's regulations implementing the procedural provisions of the National Environmental Policy Act (NEPA), set forth at 40 CFR Parts 1500-1508, requires federal agencies to consider the environmental consequences of their actions, including not only direct effects, but also secondary or indirect and cumulative effects.

**B. INDIRECT EFFECTS**

The proposed Wyandanch Intermodal Transit Facility Project will provide a place for residents and visitors to gather or wait comfortably for public transit; improve the current poor state of pedestrian and bicycle safety in the area surrounding the Project Site; and increase parking capacity on weekdays. As a central location where people can conveniently access and/or transfer between different modes of transportation, the Project will serve the community and its residents by providing more travel opportunities, encouraging economic development in downtown, creating a new plaza for community access to public open space, and improving pedestrian, bicycle, and vehicular safety. By increasing the amount of parking to meet the existing and future demand for parking near the LIRR Wyandanch station, the Project will address the existing overcrowding at parking lots near the station, which causes roadway congestion nearby because of illegally parked vehicles. Overall, the Project will largely have beneficial indirect effects on the surrounding community and the Town of Babylon as a whole.

**SHORT-TERM INDIRECT EFFECTS**

During construction of the Project, there will be short-term secondary benefits as well as some temporary adverse effects. The expenditures of construction workers employed on the Project Site will support local businesses. Some of these benefits will be expected in the vicinity of the Project Site as well as in the Town of Babylon as a whole. In addition, the construction of the Project will require materials produced outside the New York metropolitan area. Structural steel, concrete, and other procurements may be manufactured in other communities in New York or elsewhere in the United States. The demand for infrastructure and materials associated with the Project will likely spur job creation and other economic benefits in these communities.

As stated in Chapter 12, "Construction Impacts," construction of the Project will create a temporary disruption in the surrounding neighborhood and could affect local residents and businesses. However, since this effect will be temporary, it will not substantially inhibit the long-term vitality of the area.

**LONG-TERM INDIRECT EFFECTS**

As described in Chapter 1, "Purpose and Need," one of the primary purposes of the Project is to encourage redevelopment and investment on the Project Site and in surrounding downtown

## Wyandanch Intermodal Transit Facility

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Wyandanch. The Town of Babylon's *Wyandanch Downtown Revitalization Plan* (May 2009) concluded that the commuters anticipated to utilize the Project will bring retail buying power to the area that can lead to more retail options for local residents and allow for viable retail uses on Strategic Site A. The Project will allow development to continue across Strategic Site A and ultimately encourage development throughout the Urban Renewal Area in downtown Wyandanch.

### C. CUMULATIVE EFFECTS

The *Wyandanch Downtown Revitalization Plan*, completed in May 2009, served as a proposed Urban Renewal Plan, a Nomination under New York State's Brownfield Opportunity Areas (BOA) Program, and a Final Generic Environmental Impact Statement prepared in accordance with New York's State Environmental Quality Review Act (SEQRA) that analyzed the cumulative impacts of the projected build-out of the Wyandanch Urban Renewal Area, including the proposed Wyandanch Intermodal Transit Facility and the other development anticipated.

The analysis presented in the *Wyandanch Downtown Revitalization Plan* considered a full range of environmental issues and did not identify any significant adverse impacts. Implementation of the *Wyandanch Downtown Revitalization Plan* including the proposed intermodal transit facility is expected to result in largely positive benefits for the hamlet and region. Cumulatively, these projects would serve to alleviate blighted conditions and act as catalysts for the revitalization and redevelopment of downtown Wyandanch. Brownfields would be remediated and redeveloped. A new zoning code would serve to foster redevelopment and resurgence of downtown Wyandanch by allowing for mixed uses and greater density. Property assemblage would allow for areas large enough to accommodate commercial and residential development and attract developers. Pedestrian safety would be enhanced by public or private investment in traffic calming methods and other transportation improvements along Straight Path. Greater police presence and an active nightlife would serve to keep eyes on the street and stimulate a safer environment for Wyandanch residents, business owners, and visitors. Redevelopment and revitalization strategies would translate to new businesses and housing options, an increase in both property and non-property related tax dollars, the creation of jobs from construction and operation of new businesses, and an overall greater quality of life in the community.

The proposed Wyandanch Intermodal Transit Facility will support the mixed-use development projects anticipated to occur in the Wyandanch downtown area in the future by providing for convenient access to transit, by providing space for community gathering, and by providing for enhanced vehicular and pedestrian safety. \*