

A. INTRODUCTION

This chapter addresses the potential cumulative effects associated with the construction and operation of the Southampton to Bridgehampton Transmission Line and Expansion of the Bridgehampton Substation Project (the Proposed Action). Cumulative effects or impacts result from the incremental impact of an action 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 nevertheless when added to other actions can eventually lead to measurable environmental change. The analysis presented in this chapter places project-specific impacts of the Proposed Action into a broader context that takes into account the full range of impacts from actions currently taking place or planned within the project area and surrounding region at the same time as construction or operation of the Proposed Action (i.e. projects occurring east of Shinnecock Canal and west of the Town of East Hampton boundary in 2008). Such actions include the widening of County Road (CR) 39 from Sunrise Highway's eastern terminus to North Sea Road, west of the project area, as well as two local development projects. This chapter analyzes the cumulative effects of the combined construction and operation of the Proposed Action and these other regional and local transportation and development projects, along with the future baseline conditions presented in the previous chapters.

B. DESCRIPTION OF FUTURE ACTIONS

- **The CR 39 Improvement Project.** Between the end of Sunrise Highway (east of Shinnecock Canal) and North Sea Road (CR 38), CR 39 will be reconstructed with two travel lanes in each direction and a center turning lane (a five-lane cross-section), as part of an Early Implementation Plan to alleviate congestion. This County-funded improvement project commenced in September 2007 and is expected to be completed by Memorial Day of 2008.
- **Two Trees Farms subdivision.** According to the Town of Southampton's website, on February 15, 2007, the Town of Southampton Planning Board issued a State Environmental Quality Review Act (SEQRA) Findings Statement for the "Two Trees Farms" subdivision application.¹ The application would subdivide a 113.97-acre parcel into 35 residential lots, and preserve 61.51 acres as an agricultural reserve. The subdivision site is located within ½-mile south of the Direct Route Alternative and north of the LIRR tracks, on the east side of Hayground Road and west of Long Pond and Little Long Pond in Bridgehampton hamlet, and is situated within the CR80 zoning district. Development of the site would not materially change the current uses (vacant, agricultural, and residential), but density would increase.

¹ www.town.southampton.ny.us/seqra.html

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- **Orchard at Bull's Head Inn.** On February 22, 2007, the Town of Southampton received a draft scope for a Draft EIS for a site plan application for the Orchard at Bull's Head Inn. The site is located at 2546 Montauk Highway and 41 Bridgehampton Sag Harbor Turnpike in the hamlet of Bridgehampton and is located on about 3 acres. The site is currently zoned R20. The application proposes to restore an existing main building, barn, and two residences into a full service inn. Additionally, the application proposes the development of four cottages with associated parking and infrastructure.

C. POTENTIAL CUMULATIVE EFFECTS

LONG-TERM CUMULATIVE IMPACTS

For each impact and issue analyzed, this EIS considers existing conditions in the future (2008-09) when the project would be fully operational, were it to be approved and implemented, including known transportation, infrastructure, and development plans, public policies, and general background growth. To identify potential impacts, future baseline conditions are compared to conditions in the future with the project. To this extent, the analysis of the project's potential impacts considers the potential effects of projects expected to be constructed or operational in the future with the proposed project. As discussed in Chapters 2 through 16 of this EIS, the proposed project is not expected to result in any significant adverse impacts, including cumulative impacts.

In summary, the Proposed Action in combination with the other future initiatives evaluated in this chapter and throughout this EIS would result in changes in the future conditions of the project study areas, but would not be expected to create significant adverse cumulative impacts. With the widening of CR 39 in place, the Proposed Action would yield cumulative benefits by accommodating anticipated growth and development in the region. Similarly, the proposed transmission line would serve to accommodate much of the potential new growth associated with the proposed local development projects by providing for future load growth and increased system reliability on the East End. The cumulative traffic effects, and the incremental and associated air quality and noise effects, of the Proposed Action in combination with the local and regional transportation and development projects have been included in the impact assessments of the preceding EIS chapters. Where the effects of these projects were not specifically considered in the preceding EIS chapters, the potential increases in traffic, air emissions, and noise are expected to be within the future baseline condition levels analyzed in this EIS. In summary, the proposed project would not affect traffic circulation, would generate only a small number of vehicle trips, and would not involve any stationary sources of emissions or noise; therefore, the proposed project would not be expected to result in cumulative adverse impacts on traffic, air quality, and noise.

SHORT-TERM CUMULATIVE IMPACTS

Temporary cumulative effects could occur if the above mentioned projects have construction timetables overlapping with the proposed transmission line combined with a physical proximity to the Direct Route Alternative. The construction phase of the Proposed Action is currently expected to start in March 2008 and to last for approximately 3 to 4 months. As noted in Chapter 15, "Construction," the Proposed Action is not expected to generate significant off-site construction impacts in terms of truck traffic and other activities. Nonetheless, temporary

cumulative effects could occur if other projects in the vicinity of the Direct Route Alternative are constructed at the same time as the Proposed Action.

The projects with the highest likelihood of overlapping temporary cumulative effects would be the CR 39 Improvement Project and the Two Trees Farms subdivision. If the all underground route through the Village of Southampton is selected, construction of the transmission line and the CR 39 Improvement Project could physically overlap. This overlap would affect a small localized area in the vicinity of the intersection of North Sea Road with CR 39. By careful coordination between the two projects, the overlap of construction activity and any cumulative construction impacts could be avoided.

It should be noted that the subdivision project does not have a specific date for construction and the Orchard at Bull's Head Inn project is not in close enough physical proximity to the Direct Route Alternative to expect overlapping cumulative construction impacts. For the two alternatives that are in close proximity to the Orchard at Bull's Head Inn project (the LIRR Route and the Montauk Highway Alternatives), it is not expected that cumulative impacts would occur because only pole replacement and/or trenching are proposed in this vicinity. As discussed in Chapter 15, "Construction," the construction period for pole replacement and trenching would be short and off-site impacts limited. *