

A. INTRODUCTION

This chapter summarizes the Proposed Actions' anticipated cumulative impacts, or effects which result from the incremental impact of the Proposed Actions when added to other past, present, and reasonably foreseeable future actions. This chapter relies on other chapters of this FEIS for a description of relevant future projects, and assesses the Proposed Actions' potential effects in combination with anticipated conditions in the future without the Proposed Actions.

PRINCIPAL CONCLUSIONS

The Proposed Actions, when added to other past, present, and reasonably foreseeable future actions, would not have the potential to result in significant adverse cumulative impacts. The Proposed Project would not have the potential to induce development, and therefore would not result in any significant adverse cumulative secondary impacts related to induced growth. The background projects in the study areas surrounding the Project Sites are limited in number and size and are typical of the suburban residential character of the surrounding neighborhoods. The proposed expansion of retail, entertainment, office, and hospitality uses at Belmont Park would complement the existing Belmont Park Racetrack, as well as the New York Racing Association (NYRA)'s future renovations at Belmont Park. Mitigation measures are proposed to account for reasonable worst-case operational traffic and construction conditions in the future with the Proposed Project.

B. METHODOLOGY

In accordance with 6 NYCRR Part 617.9, this chapter considers the Proposed Actions' "cumulative impacts." This chapter is largely based on a review of the other technical analyses included in this FEIS—particularly, Chapter 2, "Land Use, Zoning, and Community Character," Chapter 7, "Socioeconomic Conditions," and Chapter 11, "Transportation." Governmental entities with jurisdiction in an approximately ½-mile radius surrounding the Project Sites—including Nassau County, the Town of Hempstead, Village of Floral Park, Village of Bellrose, Village of South Floral Park, and the City of New York—as well as NYRA were contacted for information regarding planned future development and capital projects. Previous chapters included information about these planned No Action projects in a "Future without the Proposed Actions" section (see Table 2-3 in Chapter 2, "Land Use, Zoning, and Community Character"). These planned and in-construction development and major infrastructure projects (e.g., LIRR Third Track, NYRA's future renovations and nighttime horse racing at Belmont Park, etc.) that are anticipated to be completed in the area by 2021 were then taken into account when determining the Proposed Actions' potential impacts. This chapter summarizes the cumulative impacts of the Proposed Actions in combination with these other, separate projects.

The SEQR Handbook (NYSDEC, 3rd Edition, 2010) provides guidance on assessing cumulative impacts. Cumulative impacts occur when multiple actions affect the same resource(s). These impacts can occur when the incremental or increased impacts of an action, or actions, are added

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to other past, present and reasonably foreseeable future actions. Cumulative impacts must be assessed when actions are proposed, or can be foreseen as likely, to take place simultaneously or sequentially in a way that the combined impacts may be significant. For example, when there are two or more related actions; when two or more unrelated impacts may have related significant impacts; or when the actions are in close enough proximity to affect the same resources.

When defining cumulative impacts, Page 83 of *The SEQR Handbook* states:

“Cumulative impacts occur when multiple actions affect the same resource(s). These impacts can occur when the incremental or increased impacts of an action, or actions, are added to other past, present and reasonably foreseeable future actions. Cumulative impacts can result from a single action or from a number of individually minor but collectively significant actions taking place over a period of time. Cumulative impacts do not have to all be associated with one sponsor or applicant. They may include indirect or secondary impacts, long term impacts and synergistic effects.”

Pages 83-84 of *The SEQR Handbook* provides examples of when cumulative impact assessment should occur, as follows:

- If two or more simultaneous or subsequent actions themselves are related because:
 - one action is an interdependent part of a larger action or included as part of any long range plan;
 - one action is likely to be undertaken as a result of the proposed action or will likely be triggered by the proposed action;
 - one action cannot or will not proceed unless another action is taken or one action is dependent on another; or
- If the impacts of related or unrelated actions may be incrementally significant and the impacts themselves are related.

According to *The SEQR Handbook* (p. 84), “Another factor in examining whether two or more actions should be considered as contributing to cumulative impacts, is whether the two actions are in close enough proximity to affect the same resources.” While the Proposed Project and No Action projects are not interdependent, the projects are within close enough proximity to affect the same resources, warranting consideration of potential cumulative effects.

C. POTENTIAL IMPACTS OF THE PROPOSED ACTIONS

The Proposed Actions would not have the potential to induce development, and therefore would not result in any significant adverse cumulative secondary impacts related to induced growth (see Chapters 7, “Socioeconomic Conditions,” and 20, “Growth-Inducing Aspects”). The background projects in the study areas surrounding the Project Sites are limited in number and size and are typical of the suburban residential character of the surrounding neighborhoods (see Table 2-3 in Chapter 2, “Land Use, Zoning, and Community Character”).

There would be increased levels of traffic associated with the Proposed Actions and the No Action projects; however, mitigation measures are proposed to avoid or reduce identified significant adverse impacts (see Chapters 11, “Transportation,” and 17, “Mitigation”). Moreover, NYRA and NYAP have agreed to coordinate long-term schedules such that major events would not occur concurrently. Significant adverse construction traffic and construction noise impacts would also occur with the Proposed Project. As described in Chapter 15, “Construction,” and Chapter 17,

“Mitigation,” proposed mitigation measures would avoid or reduce these impacts, with the exception of construction noise impacts on outdoor spaces in areas immediately adjacent to Site B where no feasible or practicable measures have been identified.

The Proposed Project’s retail, entertainment, office, and hospitality uses would complement NYRA’s existing activities at Belmont Park Racetrack, as well as NYRA’s future renovations at Belmont Park. The proposed redevelopment would be integrated with the remaining Backyard and Paddock area to create a unified destination and to maximize the anticipated economic, community, and open space benefits. While some arena attendees would likely attend NYRA’s existing and potential future night racing events, NYRA’s proposed renovations are independent of the Proposed Actions and do not depend on the Proposed Actions. Similarly, the Proposed Actions do not in any way depend on or require NYRA’s proposed renovations. NYAP would work with NYRA to coordinate construction schedules and enhance the experience for Belmont Park patrons. For purposes of analysis it is conservatively assumed that both the Proposed Project and NYRA’s future renovations would begin construction in 2019 and be completed at or near the same time in 2021 (see also Chapter 15, “Construction”).

For each technical area analyzed, this FEIS considers existing conditions in the future (2021) when the Proposed 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 Proposed Project. To this extent, the analysis of the Proposed Project’s potential impacts considers the potential effects of projects expected to be constructed or operational in the future with the Proposed Project. See **Table 21-1** for a summary of the Proposed Actions’ potential cumulative impacts. As shown in the table, the Proposed Actions are not expected to result in any significant adverse cumulative impacts.

Table 21-1
Potential Cumulative Impacts

Technical Area	Potential Adverse Impacts ¹	Potential Cumulative Impacts
Land Use, Zoning, and Community Character	No significant adverse impact; land use on the Project Sites and other directly affected areas would increase in terms of density and intensity. The proposed expansion of retail, entertainment, office, and hospitality uses at Belmont Park would complement the existing Belmont Park Racetrack, as well as NYRA’s future renovations at Belmont Park.	No significant adverse cumulative impact – The background projects in the study areas surrounding the Project Sites are limited in number and size and are typical of the suburban residential character of the surrounding neighborhoods. Also, NYRA’s plans for night racing and renovation would be an expansion of an existing horse racing use at Belmont Park, and would not constitute a new land use.
Community Facilities and Utilities	No significant adverse impact; the Proposed Actions would place additional demands on community facilities and utilities; however, there are existing and proposed measures (e.g., <u>utility upgrades</u> , deployment of security personnel, as well as monitoring and screening procedures) in place to ensure that these services would not be overburdened.	No significant adverse cumulative impact – The background projects in the study areas surrounding the Project Sites are limited in number and size and are typical of the suburban residential character of the surrounding neighborhoods. <u>Deployment of security personnel in parking areas subject to the shared parking agreement would benefit NYRA activities as well as the Proposed Project.</u>

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Table 21-1 (cont'd)
Potential Cumulative Impacts

Technical Area	Potential Adverse Impacts ¹	Potential Cumulative Impacts
Open Space	No significant adverse impact; the loss of a portion of the Belmont Park Backyard would be offset by the proposed on- and off-site public open space and associated improvements.	No significant adverse cumulative impact – The proposed redevelopment would be integrated with the remaining Backyard and Paddock area to create a unified destination and to maximize the anticipated open space and other benefits.
Historic and Cultural Resources	No significant adverse impact; <u>no known or potential archaeological or architectural resources on the Project Sites or within the other directly affected areas, and no direct (physical) or indirect (visual/contextual) impacts to architectural resources within the study area due to distance.</u>	No significant adverse cumulative impact; <u>NYRA's planned improvements are consistent with the existing uses and condition within Belmont Park and would not have the potential to result in cumulative impacts to historic and cultural resources.</u>
Visual Resources	No significant adverse impact; the Proposed Actions would result in some visibility of new structures from the surrounding community. <u>With the Proposed Project's planned lighting schemes and visual screens, there would be no significant adverse lighting impacts.</u>	No significant adverse cumulative impact – Other past, present, and reasonably foreseeable future actions are expected to be consistent visually with existing development. <u>NYRA's plans include night racing, which would include lighting on the Main Track located north of the Grandstand/Clubhouse. The Proposed Project's lighting schemes would not result in direct lighting beyond the Belmont Park property boundaries and into the adjoining residential neighborhoods and therefore no cumulative lighting impacts would occur.</u>
Socioeconomic Conditions	No significant adverse impact	No significant adverse cumulative impact – The Proposed Project would not have the potential to induce development, and therefore would not result in any significant adverse cumulative secondary impacts related to induced growth. The Proposed Actions and the No Action projects would serve to increase commercial investment in the study area.
Hazardous Materials	No significant adverse impact	No significant adverse cumulative impact – health and safety measures would be in place to protect against potential for hazardous materials impacts <u>to the extent additional areas are disturbed.</u>
Water Resources	No significant adverse impact	No significant adverse cumulative impact <u>NYAP and NYRA's plans for drainage improvements are separate from each other, and would have no effect on the other's drainage system.</u> – Stormwater runoff would be handled in accordance with applicable regulations.
Natural Resources	No significant adverse impact	No significant adverse cumulative impact

Table 21-1 (cont'd)
Potential Cumulative Impacts

Technical Area	Potential Adverse Impacts ¹	Potential Cumulative Impacts
Transportation	Potential significant adverse impacts; proposed mitigation measures would avoid or reduce these impacts.	No significant adverse cumulative impact – The Proposed Actions' significant adverse impacts and proposed traffic mitigation measures account for representative worst-case traffic conditions in the future with the Proposed Project, including NYRA operations and potential future night racing and other background projects. Additionally, to minimize traffic, NYAP and NYRA would coordinate long-term schedules such that major events would not occur concurrently.
Air Quality	No significant adverse impact	No significant adverse cumulative impact – The proposed parking facilities and heat and hot water systems would not result in any significant adverse air quality impacts.
Noise	No significant adverse impact	No significant adverse cumulative impact – The background projects are either far enough away from the Project Sites or not substantial such that no significant adverse cumulative noise impacts would be expected.
Climate Change	No significant adverse impact – The Proposed Actions would result in long-term GHG emissions; however, with the incorporation of the proposed green infrastructure, recycling, and energy efficiency measures, these impacts are not expected to be significant.	No significant adverse cumulative impact – The Proposed Actions and the No Action projects would result in long-term cumulative GHG emissions; however, with the incorporation of the proposed green infrastructure, recycling, and energy efficiency measures, these impacts are not expected to be significant. Also, the LIRR Third Track project is anticipated to result in long-term cumulative reductions in GHG emissions by providing improved transit service within the region. ²
Construction	Potential significant adverse construction-period traffic and noise impacts; proposed mitigation measures would avoid or reduce these impacts, with the exception of construction noise impacts on outdoor spaces in areas immediately adjacent to Site B where no feasible or practicable measures have been identified.	No significant adverse cumulative impact – The Proposed Actions' significant adverse impacts and proposed construction-related mitigation measures account for representative worst-case conditions in the future with the Proposed Project, including future NYRA construction and other background construction activities. Further, NYAP would work with NYRA to coordinate construction schedules. <u>LIRR's Third Track Project construction activities would be more than 3,000 feet from the Project Sites, and the cumulative construction effects of these two projects would be minimal.</u>

Notes:

¹ The Proposed Actions' potential adverse impacts are addressed in greater detail throughout this FEIS in the chapters pertaining to each technical area.

² *Long Island Rail Road Expansion Project from Floral Park to Hicksville Draft Environmental Impact Statement, November 2016.*