

State Environmental Quality Review  
**NEGATIVE DECLARATION**  
Notice of Determination of Non-Significance

**Project:** Kings Highway Substation and Associated Distribution Feeder Installation and Conversion and Reconductoring Project

**Date:** March 27, 2018

This notice is issued in accordance with Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law and its implementing regulations at 6 NYCRR Part 617 and 21 NYCRR Part 10052.

The Long Island Power Authority (“Authority”) has determined, based on information provided by PSEG Long Island and the Full Environmental Assessment Form and related documents (the “EA”) prepared by PS&S Engineering, P.C. (PS&S) that the proposed project described below will not have a significant adverse impact on the environment and a Draft Environmental Impact Statement will not be prepared.

**Name of Action:** Kings Highway Substation and Associated Distribution Feeder Installation and Conversion and Reconductoring Project (the “Proposed Project”)

**Location:** 225 Rabro Drive, Hauppauge, Town of Islip, Suffolk County, NY District 500, Section 24, Block 1, Lot 18.5 (the “Property”)

**SEQR Status:** Unlisted

**Conditioned Negative Declaration:** No

**Proposed Project Description:**

This Negative Declaration summarizes the environmental review of the proposed construction of the Kings Highway Substation (the Proposed Substation) and Associated Distribution Feeder Installation and Conversion and Reconductoring (C&R) Work (the Proposed Off-Site Work)) Project (collectively referred to as the “Proposed Project”). The Proposed Off-Site Work includes the Proposed Feeder Installation and Proposed C&R Work.

The Proposed Project is located in the Town of Islip, NY and is planned to reinforce and strengthen the electric distribution system to meet area load growth demands. The

Proposed Project would involve the construction of a new utility substation to be located at 225 Rabro Drive in the hamlet of Hauppauge, Town of Islip, Suffolk County, New York. The Proposed Substation would be constructed on a 3.6-acre lot owned by the Authority. The Proposed Substation property is currently developed with a vacant one story warehouse/office building (approximately 40,000 square feet) and associated appurtenances (i.e. paved surface parking lot and landscaping). The Proposed Project's major scope of work elements include:

- Asbestos and lead paint abatement, followed by the demolition of the existing commercial building along with associated parking lot and landscaping at the Proposed Substation property.
- Construction of three (3) 138-13kV transformers (33 MVA) and associated equipment installed on concrete pads. Equipment to be installed would include breakers, switches, bus supports, and cable terminations. Space will be reserved for a potential installation of an additional 138-13kV transformer at an undetermined future date. A 1,000 square foot control house (approximately 11 feet in height) will also be constructed.
- The Proposed Substation would connect to an existing 138kV overhead transmission line that is located immediately adjacent to the north of the Proposed Substation property through two (2) takeoff towers with a height of 85 feet and two (2) stepdown utility poles with heights of approximately 105 feet, which would be installed within the Proposed Substation property. Four lightning arrestors with heights of 70 feet will be installed throughout the Proposed Substation property.
- The Proposed Substation would be enclosed by an 8-foot high perimeter security fence and accessed on the north side of Rabro Drive via a double-swing gate. The associated perimeter fence will include a green fence panels to screen the site. Additional vegetation will be planted around the perimeter of the substation property to further reduce visibility from surrounding
- Installation of approximately 30,545 linear feet of underground distribution feeder cables throughout the area, including NY-111, Kings Highway, Willets Path, Bridge Branch Road, Rabro Drive, Old Willets Path and Schoolhouse Lane. These Proposed Feeder Installations will be completed underneath existing paved roadways utilizing HDD and open trench methods.
- The Proposed C&R Work will include the in-kind replacements of wooden distribution poles, ranging in 30 to 45 feet in height. In this case, in-kind replacements of utility poles include a pole installed along the same alignment that is within ten feet in height of the pole being replaced, and within five feet laterally of the original location. The Proposed C&R Work will also include upgrades to pole top equipment, including transformers, switching equipment and electric cables.

Based on review of the Proposed Project's scope of work by PS&S Engineering, P.C., the EA was prepared, including, among other documents, a Visual Environmental Assessment Form ("Visual EAF").

**Reasons Supporting This Determination:**

The Full Environmental Assessment and supplemental information ("EA") was completed by PS&S Engineering, P.C., and analyzed, reviewed, and supported by PSEG Long Island. The EA analyzed the potential environmental impacts of the Proposed Project. Supplemental information includes the Noise Study, prepared by PS&S, dated August 2016 (the "Noise Study"), Electric and Magnetic Field Assessment; The Kings Highway Substation Study (the "EMF Study"), prepared by Exponent, dated April 14, 2017 (the "EMF Study"), and Visual Resources Assessment (the "Visual Resources Assessment"), prepared by PS&S, dated September 2015, revised March 2017 and June 2017.

The Project Noise Study identifies measurements of existing sound levels at the closest residential and commercial property lines in the project vicinity which were obtained on August 27, 2015, and the worst-case sound propagation noise modeling at those same locations. The primary source of noise from the Proposed Substation at full build-out will be from four transformers and two HVAC units. The nearest residential properties located to the northwest and northeast of the Proposed Substation property were selected for the monitoring of existing sound levels in the project area along with nearest five commercial properties. The results of the Noise Study indicates that all projected noise levels from all Proposed Substation equipment at the closest residential and commercial properties in the vicinity of the Proposed Substation property will be in compliance with the applicable NYSDEC Noise Policy Guidelines (i.e., will not increase residential property line noise levels above 65 dBA, and will not increase existing ambient noise levels by more than 6 dBA), and will be in full compliance with the Town of Islip Noise Code Sound Level Limits of 65 dBA for commercial properties, and 55 dBA for residential properties during the daytime period of 7am to 10 pm, and 50 dBA for the residential nighttime period of 10pm to 7am. The worst case sound level impact due to all future substation equipment operating simultaneously at maximum capacity was modeled to be less than 47 dBA at the closest commercial property line, and 32 dBA at the closest residential property line, and will therefore result in an insignificant sound-level increase that is unnoticeable to barely perceptible. The October 2017 redesign of the Proposed Substation resulted in the reduction of the footprint of the substation equipment on the westerly side, whereby the remaining equipment is now further from New York State Route 111, and subsequently reducing any expected noise increases to receptors west of the Proposed Substation. The noise findings for all other receptors will remain the same. Thus, the Proposed Substation will have no significant adverse impact on the environment per the SEQRA or NYSDEC noise impact criteria. The Proposed Off-Site Work will not generate any noise once

construction has been completed. A complete copy of the Sound Impact Evaluation/Assessment is proved in **Appendix F**.

The Project EMF Study evaluated the potential impacts of the pre- and post-Project conditions of EMF levels on the Proposed Substation property. The evaluation was conducted by modeling field recorded magnetic fields for pre-construction conditions, in which none of the proposed equipment was in-service; and post-construction conditions, in which the substation equipment and a 138 kV loop in and out of the Proposed Substation property (i.e. connecting lines) were installed and in-service. Background magnetic-field levels located outside of the Proposed Substation fencing were recorded on March 24, 2017 by Exponent, Inc. A complete copy of Electric and Magnetic Field Assessment is included with this SEQR FEAF submittal as **Appendix H**.

The EMF modeling indicated that the electro-magnetic field levels will increase on the west, south, and east sides of the Proposed Substation property, but decrease rapidly with distance from the property. The EMF modeling indicated that the electro-magnetic field levels will decrease on the north side of the Proposed Substation property. The study calculated that the EMF of the Proposed Substation will result in an increase from 0.0 milligauss (mG) to 16.9 mG on the western edge of the Proposed Substation property for average-load conditions, and an increase from 3.6 mG to 43.2 mG for peak-load conditions. This will be the largest EMF increase for any side of the property. The nearest residential properties located approximately 300 feet to the northwest and northeast of the Proposed Substation property will have a slight reduction in EMF during average load. The property to the northwest will have its EMF reduce from 10.1 mG preproject to 9.4 mG post-project. The property to the northeast will have its EMF reduce from 2.0 mG pre-project to 1.8 mG post-project. During peak-load conditions the nearest residential property to the northwest will have its EMF increase from 51.5 mG preproject to 54.2 mG post-project. The nearest residential property to the northeast will have its EMF decrease from 10.1 mG pre-project to 8.9 mG post-project. Electromagnetic fields located in different geographic positions and at varying heights can offset each other. This is why certain areas around the substation will experience decreases during average-load conditions. The EMF Assessment indicated that the Proposed Substation will not significantly increase the existing levels of magnetic fields at residences in the neighborhood above current conditions, and therefore will not have a significant adverse impact on the surrounding areas. The increases in EMF will be comparable to the installation of a small appliance. The October 2017 redesign of the Proposed Substation resulted in the reduction of the footprint of the substation equipment on the westerly side, whereby the remaining equipment is now further from New York State Route 111, and subsequently reducing any expected EMF increases to receptors west of the Proposed Substation. The EMF findings for all other receptors will remain the same.

Increases in EMF from the Proposed Off-Site Work will be minimal, and is not expected to increase existing EMF levels. The Noise and EMF studies are provided in **Appendix D**.

The Visual Resource Assessment for the Project was prepared in accordance with NYSDEC Program Policy “Assessing and Mitigating Visual Impacts”. The Visual Resource Assessment assesses the visual and aesthetic impacts on scenic, recreational and historical areas from the construction and operation of the Proposed Project and identifies and examines the visual resources and the visual qualities of the landscape within a one-mile radius of the Proposed Substation property.

Based on the results of the field investigation and the visual impact assessment, performed in accordance with DEC Guidance Document DEC-00-2 , the Proposed Project will not have any significant adverse impacts on any designated Aesthetic Resources or the visual character of the study area. The Proposed Project will not significantly impair the visual landscape as experienced from any scenic or aesthetic resources of concern or interfere with or reduce the public’s, or area residents’, enjoyment and/or appreciation of the appearance of any inventoried scenic, open space, or other resource. Thus, there will be no significant adverse visual impacts as a result of the Proposed Project. A complete copy of the Visual Resources Assessment and the Kings Highway Substation Visualizations is included with this SEQR FEAF submittal as **Appendix A** and **Appendix B**, respectively.

The Natural Resource Assessment found that the Proposed Project would not be expected to result in any significant adverse environmental impacts. Also, with designed storm water best management practices, the Proposed Project would not create any adverse impacts to groundwater. No surface waters or wetlands were identified in the vicinity of the Proposed Substation property. Distribution Feeder #1 between Bridge Branch Road and NY-25, as well as Feeder #7 on Schoolhouse Lane proximate to Janet Court are located within NYSDEC regulated freshwater adjacent areas. The installation of distribution feeders underneath existing paved roadways, as well as the replacement and upgrades of existing distribution poles, are authorized activities under the existing NYSDEC General Wetlands Permit (Servco/PSEG LI NYSDEC Permit No. 1-990100011/00026). The Proposed Project would not result in the expansion of the existing cleared area; however some vegetation would need to be removed during construction. The Proposed Project also proposes landscape screening plantings and re-vegetation of the stormwater management area at the Proposed Substation property. Also the Proposed Project would not negatively affect endangered and threatened species. No federal or state listed animals or plants were identified on the Property. The Proposed Substation and Proposed Off-Site Work will not result in any significant adverse impacts to natural resources.

Based upon review of information provided, the Authority has determined that the Proposed Project would not have any significant adverse impacts on the environment and, accordingly, that an environmental impact statement is not required. A full statement of the reasons supporting this determination is set forth in the EA and related documents.

**For Further Information:**

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