

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

**Project:** Pilgrim Substation Underground C&R Feeder(s) Project

**Date:** February 7, 2019

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 LXXXI 10052.

The Long Island Power Authority ("Authority") has determined, based on information provided by PSEG Long Island and the Environmental Assessment Form Parts 1, 2 & 3 prepared by Nelson, Pope and Voorhis, LLC ("NP&V") that the Proposed Action 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:** Pilgrim Underground C&R Feeder(s) Project

**Location:** LIPA right-of-way (ROW) and the Commack Road (C.R. 4) ROW between the Pilgrim Substation and Vanderbilt Motor Parkway in Commack, NY (the "Proposed Action") (Suffolk County Tax Map Number District: 0800, Section: 144, Block: 02, Lots: 052 & 053 and Section: 145, Block: 2, Lots: 4,6,8 & 18) Commack, Towns of Smithtown & Huntington, NY

**SEQR Status:** Unlisted

**Conditioned Negative Declaration:** No

**Proposed Project Description:**

The Proposed Action includes the installation of a new underground conduit and 13 kV cable from the Pilgrim Substation south to Vanderbilt Motor Parkway to supply increased loads in the surrounding area. An overhead feeder was considered, however, the circuit preferred route already has an overhead distribution circuit on one side of the street and a transmission circuit on the other side of the street. Installing the circuit on the transmission poles would necessitate changing out those poles with taller and larger poles. Due to these constraints, an underground feeder was determined to be the most appropriate option.

The cable will be installed within approximately 280' of existing conduit within the fence line of the Pilgrim substation, and then within a total of  $\pm 7,475$  linear feet of proposed new conduit. The conduit and cable will be installed by open trench (approximately 3,535') within the LIPA ROW from the Pilgrim Substation to approximately 330' east of Commack Road and via directional drilling (approximately 3,940') within existing LIPA ROW, existing Town recharge basin, and within the Commack Road ROW south to the project terminus at Vanderbilt Motor Parkway. Areas of open trench installation are located solely within the existing LIPA ROW. The Proposed Action will also include the installation of a manhole within the Commack Road ROW and seven composite boxes for cable splicing along the cable route. Two pad mounted gear (PMH) will be installed within the LIPA ROW south of the Town recharge basin. Additionally, the Proposed Action includes the installation of three new 45' wood poles (in line with existing wood poles), the replacement of three wood poles (removal of existing 40' poles and installation of 45' wood poles) and the installation of approximately 100' feet of aboveground cable from proposed Pole 1.5X across Vanderbilt Motor Parkway to newly proposed 45' pole (Pole #1.5) on the south side of Vanderbilt

Motor Parkway. The installation of Pole 15.5 on Florida Avenue is to accommodate a new switch which will allow for field switching capabilities during a contingency event. Photographs of the existing conditions for the areas of the proposed pole work are provided in the Photo Log (attached).

The Proposed Action also requires the acquisition of an easement from the Town of Smithtown for work within the recharge basin. Stabilization of the recharge basin slope will be conducted in addition to conduit and cable installation. Stabilization will include filling an area which has experienced slumping and appropriate grading. The stabilization area is approximately 2,000 square feet in size and will require approximately 500 cubic yards of clean fill.

The locations of the various components of the Proposed Action are illustrated in Figure 1. The total disturbance area for the project (including trenching, pole installation, drill pits, and areas of saw cut within the roadway) totals approximately 0.82 acres.

### **Reasons Supporting This Determination:**

In the course of preparing its recommendation, NP&V has prepared, and PSEGLI has subsequently reviewed, the Pilgrim Substation Underground C&R Feeder(s) Project Short Environmental Assessment Form Parts 1, 2 & 3 ("EAF"). The EAF analyzed the potential environmental impacts of the Proposed Project as set forth in a NYSDEC-approved form of EAF.

The work will be completed within previously disturbed areas and no environmentally sensitive areas will be disturbed as a result of the proposed construction. The Proposed Action will mainly involve underground improvements, with the exception of two pad mounted gears, the installation of three new 45' wood poles (which will be in line with and the same height as existing wood poles and overhead lines), replacement of three existing 40' wood poles with 45' wood poles/LBD risers and the installation of approximately 100' of overhead wire from the two proposed poles on Vanderbilt Motor Parkway.

The SEAF evaluated the effect of the Proposed Action upon land use, natural resources, visual resources and character of the area, energy use, environmental hazards and human health resources. No sensitive environmental resources were identified in the project area. Ground disturbance (including trenching of conduit, manhole and composite box installation, directional drilling access pits and installation/replacement of electrical poles) will take place along the maintained utility ROW and road ROWs in areas that have been previously disturbed by past road construction and regular mowing/maintenance. The level of disturbance from installation of the conduit, poles, manhole and composite box installation, and drill access pits will total approximately 0.82 acres. Disturbed areas will be restored to pre-construction conditions.

As the majority of the work is underground and the three new wood poles are proposed to be installed in-line with existing wood poles and overhead wire, visual impacts as a result of the Proposed Action will be minimal. There are no listed or eligible Federal or State Register of Historic Places sites, buildings or landmarks in the vicinity of the Proposed Action and no federal, state or locally designated historic districts in the area. The Proposed Action is within a New York State Office of Parks, Recreation and Historic Preservation ("OPRHP") designated archaeologically sensitive area. Past disturbance and grading/construction have occurred along the existing LIPA and road ROW, and in an existing recharge basin with existing overhead utilities, which have resulted in significant soil disturbances in these areas. A Phase I Cultural Resources Assessment was completed and found two isolated prehistoric artifacts. The report was submitted to OPRHP, who concluded that no archaeological resources would be impacted by the Proposed Action. No potential for a significant adverse impact on the environment, flora, fauna,

community character or historic resources has been identified as a result of the construction or operation of the Proposed Action.

No potential for a significant adverse impact on the environment, flora, animals, community character or human health has been identified as a result of the construction or operation of the Proposed Action. Based on the EAF and PSEGLI's recommendation according to the standards as set forth in SEQRA, the Proposed Action will not result in any significant adverse environmental impacts and a Draft Environmental Impact Statement will not be prepared.

**For Further Information:**

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          /s/ Rick Shansky            
Rick Shansky  
Vice President of Operations Oversight

Dated: February 7, 2019