

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

**Project:** Hempstead Substation, Transmission Lines, and Distribution Lines Upgrade Project – Phase II (“Phase II of the Proposed Action”)

**Date:** June 27, 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 that Phase II of the Proposed Action described below will not have a significant adverse impact of the environment and a Draft Environmental Impact Statement will not be prepared.

**Name of Action:** Hempstead Substation, Transmission Lines, and Distribution Lines Upgrade Project – Phase II (“Phase II of the Proposed Action”)

**Location:** Within and Proximate to the Hempstead Substation (located at 115 West Columbia Street), Village of Hempstead; and various locations throughout the hamlets of East Meadow, West Hempstead and Uniondale, Town of Hempstead, Nassau County, New York

**SEQR Status:** Unlisted

**Conditioned Negative Declaration:** No

**Proposed Action Description:**

The project encompasses two Phases (Phase I and Phase II) and is collectively referred to as the “Proposed Action”. Phase II of the Proposed Action will be completed at and proximate to the Hempstead Substation located at 115 West Columbia Street (the “Substation Property”) in the Village of Hempstead; and various locations throughout the hamlets of East Meadow, West Hempstead and Uniondale, Town of Hempstead, New York. Additional details associated with Phase II are further detailed below.

PSEG Long Island (PSEG LI), as Agent for Long Island Power Authority (“LIPA”), previously completed Phase I of the Hempstead Substation, Transmission Lines and Distribution Lines Upgrade Project. A State Environmental Quality Review Act (SEQRA) review was previously

undertaken for Phase I and LIPA issued a negative declaration for Phase I on March 22, 2018. Phase I was completed in the summer of 2018 and consisted of the following: 1) installation of new 69kV substation equipment at the Hempstead Substation; 2) installation of a new 69kV underground transmission circuit; 3) upgrade and conversion of two existing 4kV distribution feeders to a 13kV feeder using existing conduit, 4) the replacement of overhead distribution poles and upgrade of pole-top equipment and primary distribution wire.

As the Phase II portion of the project was still in the planning stage, and engineering details necessary for the evaluation of potential impacts were not available, Phase II was not evaluated at that time. This SEQRA review evaluates the potential impacts of Phase II, as well as potential cumulative impacts of Phase I and II, where applicable. Phase II construction is scheduled to commence in July 2019.

Phase II includes the following activities: 1) de-energizing and removal of two sets of existing 23kV substation equipment; 2) installation of one set of 69kV substation equipment in the approximate location of the former 23kV equipment; 3) upgrade an existing 23kV overhead transmission circuit to 69kV from the Hempstead Substation to where the 23kV transmission circuit currently intersects the 69kV circuit; 4) upgrade and conversion of two remaining 4kV distribution feeders to 13kV feeders using existing spare conduit, and 5) replacement and installation of overhead distribution poles and replacement and installation of pole-top equipment and overhead distribution wire. Additional details associated with Phase II are described below and provided in Attachment A – Project Description.

#### *Hempstead Substation Upgrade*

Phase II upgrades include de-energizing and removing two sets of existing 23kV substation equipment and installing one set of 69kV substation equipment approximately within the current footprint of the two sets of the 23kV equipment. All of the work associated with Phase II will be completed within the northern portion of the existing Substation Property, which is approximately 0.24-acres in size and surrounded by fencing. Figure 1 depicts the location where Phase II activities will be completed with respect to the overall Substation Property. The existing control house located in an approximate 0.03-acre area in the northwest corner of the Substation Property will remain in-place. Therefore, the area of disturbance in the northern portion of the Substation Property associated with Phase II is approximately 0.21 acres.

#### *Distribution Feeders and Distribution Pole Upgrades*

Phase II will include upgrading and converting the two remaining 4kV distribution feeders to 13kV that were not converted during Phase I. The 4kV to 13kV distribution feeder upgrades consist of replacing underground exit feeder cable using existing spare conduit, and associated overhead conversion and reconductoring work (C&R) work, which includes replacement or installation of pole-top equipment and overhead wire.

One underground distribution exit feeder will exit the east side of the Substation Property and will extend approximately 25 feet east across Morrell Street; approximately 125 feet north on Morrell Street and approximately 35 feet east on Webb Avenue, terminating at a riser on existing Pole #0.5. The second underground distribution exit feeder will exit the east side of the Substation Property and will extend approximately 25 feet east across Morrell Street; approximately 150 feet south on Morrell Street; approximately 300 feet east on West Columbia Street, terminating at a riser on existing Pole #13.5.

One new underground distribution bypass will be installed. The bypass will originate at a riser on replacement Pole #2 located on Elk Street; and will extend approximately 160 feet east on Elk Street and approximately 85 feet south on Bennett Avenue, where it will connect to a new manhole to be installed. The bypass will extend approximately 390 feet northeast on Pennsylvania Avenue from the new manhole; then approximately 75 feet south on Tennessee Avenue, terminating at a riser on replacement Pole #4.

Phase II aboveground distribution work includes the in-kind replacement of 76 distribution poles, ranging in heights from 40 to 45 feet, the installation of 3 five new distribution poles ranging in heights from 40 to 45 feet, the in-kind replacement of one distribution pole that is 65 feet in height and the replacement of one 30-foot distribution pole with a 45-foot distribution pole. These pole replacements will allow for the upgrade of associated aboveground pole-top equipment and overhead primary distribution wire.

All pole replacement and installation work areas will be restored upon completion of work.

#### *69kV Aboveground Transmission Circuit and Pole Upgrades*

Phase II will include upgrading existing aboveground 23kV transmission circuit to 69kV transmission circuit, which will require the replacement of 28 transmission poles over a distance of approximately 3,340 linear feet (lf). These upgrades will generally be completed between the Substation Property and existing Pole #33, located near the intersection of Atlantic Avenue and Hilton Avenue, where a 69kV transmission circuit currently exists. As part of this work, 27 utility poles will be installed within 10 feet of their existing pole locations and one pole will be relocated within the existing overhead alignment, approximately 18 feet south of its former location. In addition, two of these wood poles will be replaced with steel poles. Figure 1 depicts the location where Phase II transmission activities will be completed. A summary of the pole work by location is provided below:

- West side of Morrell Street, between Webb Avenue and Substation Property: Two wood poles measuring 55 and 65 feet in height, will be replaced with wood poles measuring 80 and 75 feet in height, respectively. Work will occur over a distance of approximately 280 linear feet.
- North side of Bedell Street between the Substation Property and Franklin Avenue: Eight wood poles, ranging in height from 50 to 70 feet will be replaced with wood poles

ranging in height from 80 to 85 feet. Work will occur over a distance of approximately 1,150 linear feet.

- Along West and East sides of Franklin Avenue: Two wood poles, measuring 40 feet in height will be replaced with wood poles measuring 60 feet in height, and one wood pole measuring 55 feet in height will be replaced with a wood pole measuring 80 feet in height and relocated approximately 18 feet south of its former location. In addition, two wood poles measuring 55 and 60 feet in height, will be replaced with steel poles measuring 80 feet in height. Equipment alterations will also be completed on one existing pole to remain in-place. Transmission services will be removed from existing Pole #16, and the pole will be cut down to the height of the distribution services. Work will occur over approximately 500 linear feet.
- North side of Atlantic Avenue between Franklin Avenue and Hilton Avenue: Thirteen wood poles, ranging in height from 50 to 70 feet, will be replaced with wood poles measuring 80 feet in height. In addition, equipment alterations will be completed on one pole. Work will occur approximately 1,410 linear feet.
- West Side of Hilton Avenue, just south of Atlantic Avenue: A riser will be installed on existing Pole #34.

Pole-top equipment installations and/or modifications will be completed at select pole locations along the transmission circuit in addition to the above-listed pole work. All pole replacement and relocation work areas will be restored upon completion of work.

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

Based on a review of the Phase II scope of work as set forth in the attached PSEG LI design plans, a Full Environmental Assessment Form (FEAF), a Visual Assessment, Electromagnetic Field (EMF) Assessment and a Noise Assessment (Attachments B and C, respectively) were prepared to evaluate potential impacts of Phase II of the Proposed Action, as well as the cumulative impacts of Phase I and II, where applicable. Phase II of the Proposed Action is an “Unlisted” Action as that term is defined in SEQRA.

#### *a) Visual Impacts*

A Visual Assessment was performed to assess the potential for impacts from the Proposed Action based upon the proposed changes to aboveground infrastructure. The Visual Assessment is based on the guidance contained within the New York State Department of Environmental Conservation (NYSDEC) Visual Impact Assessment Methodology “Assessing and Mitigating Visual Impacts,” (DEP-00-2).

### *Hempstead Substation Upgrade*

The Hempstead Substation is located north of West Columbia Street and west of Morell Street in the Village of Hempstead, Nassau County, New York. The Substation Property is bounded to the west and north by the Long Island Rail Road Hempstead Train Station and associated parking area. The Hempstead Transit Center is located immediately south of the Substation Property, on the south side of West Columbia Street. A four-story residential apartment building and an associated parking area are located immediately east of the Substation Property, on the east side of Morrell Street. In addition, a single-family residence is located immediately northeast of the Substation Property, on the east side of Morrell Street. With the presence of the Long Island Rail Road Hempstead Train Station, Hempstead Transit Center and the existing substation facility, the immediate area includes significant industrial type infrastructure.

The existing substation equipment (including Phase I equipment) occupies a footprint that generally encompasses the entirety of the Substation Property's 0.45-acre lot. During Phase I, new substation equipment was installed in the southern portion of the Substation Property, which was previously undeveloped. With the exception of one lightning mast with a height of 50 feet, and one substation take-off structure (a metal-framed structure which supports the transmission line that is connected to other substation equipment) measuring approximately 42 feet in height, the maximum height of the Phase I substation equipment is 17 feet. The lightning mast and take-off structure that were installed are of a similar height to the existing distribution poles located outside of the Substation Property. Although the Phase I portion of the Substation Property was previously undeveloped, those changes were consistent with the existing visual character of the adjacent Phase II portion of the Substation Property and its immediate surrounding area.

The Phase II replacements of certain existing equipment in the northern portion of the Substation Property similarly will not change existing conditions. With the exception of three lightning masts with heights of 50 feet, and one take-off structure measuring approximately 42 feet in height, the maximum height of the Phase II substation equipment is also 17 feet. The lightning masts and take-off structure that will be installed are of a similar height to the existing distribution poles located outside of the Substation Property. Existing substation equipment located in the Phase II portion of the substation property that is planned for removal has a maximum height of approximately 21.5 feet.

As Phase I and Phase II consist of the installation of aboveground substation equipment, cumulative visual impacts were evaluated for the substation. Cumulatively, the location of the Phase I and Phase II substation equipment will not significantly change the views from the four-story apartment building or the single-family residence located to the east of the substation. Furthermore, this equipment is consistent with the other existing industrial infrastructure of the immediate area. Thus, the location of the substation equipment installed as part of Phase I and Phase II of the Proposed Action will not result in a significant adverse impact.

The existing six-foot chain link fence with wooden privacy screening around the Substation Property will be replaced with a new six-foot chain link fence with Permahedge screening, which will reduce the visibility of the substation equipment from surrounding sidewalks and roadways.

#### *69kV Aboveground Transmission Circuit and Pole Upgrades*

Phase II will include upgrading existing aboveground 23kV transmission circuit to a 69kV transmission circuit, which will require the replacement of 28 transmission poles over a distance of approximately 3,340 linear feet. Of these poles, 26 existing wood poles will be replaced with taller wood poles, and two existing wood poles will be replaced with taller steel poles, as described below. No aboveground transmission circuit and associated pole upgrades were completed during Phase I; therefore, aboveground visual impacts were only evaluated for Phase II and no cumulative visual impact evaluation is required here.

The Phase II aboveground transmission circuit and pole upgrades will be completed between the Hempstead Substation and existing Pole #33, located near the intersection of Atlantic Avenue and Hilton Avenue, where a 69kV transmission circuit currently exists. The heights of the 28 poles along the transmission route will be increasing between 10 and 30 feet. Specifically, the poles will increase from heights ranging from 40 and 70 feet to heights ranging from 60 to 80 feet. The potential for visual impacts associated with the Phase II overhead transmission circuit and associated pole replacements were evaluated based on the guidance contained in the NYSDEC Visual Impact Assessment Policy. The potential for visual impacts was assessed by preparing and evaluating visual renderings depicting current and future views at ten locations along the route. The visual rendering locations were selected to demonstrate publicly accessible viewpoints, representative of various areas along the transmission route. The visual renderings are provided in Appendix A.

Although Phase II will result in replacement poles being installed that are up to 30 feet taller in height than existing poles, these pole replacements will not significantly alter visual conditions when compared to the existing conditions, as utility infrastructure currently exists along this route and as land uses adjacent to the transmission route primarily consist of commercial and light industrial uses. The pole height increases are visible from a public park, Mirschel Park. However, existing transmission poles are currently visible from Mirschel Park and the presence of taller poles will not interfere with the public's use or enjoyment of the park.

#### *Distribution Feeders and Distribution Pole Upgrades*

Phase I aboveground distribution work included the installation of two 45-foot poles in connection with the upgraded distribution feeders, and the replacement of 186 distribution poles ranging from 35 to 40 feet in height with new 45-foot poles, at the same relative

locations. The distribution pole installations were visually consistent with the former poles and did not create a significant visual impact.

Phase II aboveground distribution work includes the in-kind replacement (replacement of poles 10 feet taller or less, and within 10 feet of their original locations or within the existing overhead alignment) of 76 distribution poles, ranging in heights from 40 to 45 feet, the installation of five new distribution poles ranging in heights from 40 to 45 feet, the in-kind replacement of one distribution pole that is 65 feet in height and the replacement of one 30-foot distribution pole with a 45-foot distribution pole. The in-kind pole replacements will be installed within 10 feet of their original location and will consist of new poles that are 10 feet taller or less than the original pole locations, and therefore will not result in any visual impact. The five new 40 to 45-foot distribution poles being installed, as well as the 30-foot pole being replaced with a 45-foot pole, are all located in-line with the other poles and will therefore not result in any visual impacts. As such, Phase II distribution pole replacements and installations will not result in any visual impact.

Cumulatively, the Phase I and Phase II distribution pole upgrades will not result in any visual impact as the vast majority of these poles are proposed as in-kind replacements that are located within existing distribution pole alignments and are similar in height to nearby utility poles. Additionally, any new pole installations will be similar in height to nearby utility poles and are located in-line with existing utility poles. As such, the distribution pole replacements will not result in significant adverse visual impacts.

*b) Ecological Impacts*

Similar to Phase I, ground disturbances for Phase II will be required within the Substation Property to install footings to support planned structures and for the installation of the underground distribution exit feeders and underground distribution bypass. In addition, ground disturbances will be required for the replacement or installation of transmission and distribution poles for Phase II. The Substation Property and the locations of the Phase II 69kV aboveground transmission circuit, transmission pole installations, underground distribution exit feeders, underground distribution bypass and distribution pole installations do not contain surface waters, wetlands, or federal or state listed threatened or endangered animals or plants. As such, Phase II poses no potential to adversely impact ecological resources.

*c) Construction Impacts*

Construction for Phase I has already been completed. Phase II is not anticipated to result in any significant construction impacts. Potential impacts due to construction of the Phase II is discussed in Attachment D. Construction for Phase II will occur over a duration of approximately twelve months, starting in July 2019 and completing in June 2020. However, construction will not be on a continuous basis throughout this time.

All vehicles required for Phase II construction will be staged at a location to be secured by the contractor prior to commencement of construction. Similar to Phase I, the work within the Substation Property for Phase II will not create traffic impacts because all work will take place within the substation property. As a result, construction impacts associated with Phase II substation activities will be minimal. It is anticipated that Phase II work for the Substation Property will be completed between July 2019 and June 2020. However, the work may not be on a continual basis.

The Phase II aboveground work will occur along paved roads and will result in minimal traffic impacts. These impacts will be minimized through the use of flagging and traffic controls, in coordination with the Village of Hempstead Department of Public Works. Traffic disruptions will consist of minor lane diversions and possible short-term lane closings. Impacts on access to adjacent properties will be minimized using administrative controls, including publicly displayed notifications, and correspondence through PSEG LI External Affairs, and engineering/physical controls, such as flaggers, and road construction plates if needed to bridge roadway openings. In the immediate vicinity of construction activity, access to residences and businesses may be temporarily limited, but at no point completely blocked. Workers will be assigned to move protective barriers to allow access to properties as needed. At all times there will be a path for emergency services to access all residences and businesses. At completion of all work shifts, access will be returned to normal. Each property will be affected for a period of time ranging from approximately ten minutes to one hour. Notifications will be sent in advance to local residences and businesses. Phase II transmission work and distribution is anticipated to be completed over a period of 6 months; however, work may be on a continual basis throughout this time. This work will be completed between July 2019 and December 2019.

All work associated with the Proposed Action, including pole installations, will be completed during daytime hours, with the exception of select transmission pole installations along Bedell Street, between North Franklin Street and the LIRR train tracks, which will be completed during nighttime hours in cooperation with the Village of Hempstead. The drilling activities for these pole installations will be completed during daytime hours. Night pole installations along Bedell Street will alleviate traffic impacts in these areas that would occur if the poles were installed during the day. Drilling work will be completed within less than 1 day at any given pole location. Due to the temporary nature of these construction activities, these activities will not result in significant noise impacts. The installation of poles into the boreholes will not cause any significant noise impacts. Nighttime construction in these areas will require temporary supplemental lighting and intermittent noise as a result of pole installation work. However, to ensure that these light impacts will not significantly impact nearby residences, administrative controls will be implemented, as necessary, including re-directing and shutting off light sources when not in use. In addition, engineering controls will be implemented, as necessary, including installation of sound proofing blankets, which will decrease the potential noise impacts to nearby properties.



With respect to excavation work, project personnel will determine the potential for contaminated soils through indicators such as presence of free product, stained soils, and oil or chemical odors. All contractors involved in Phase II construction activities will be required to submit an acceptable Health and Safety Plan (HASP) to PSEG LI prior to construction.

The contractor will be required to remove and dispose of any contaminated soils it identifies in accordance with all applicable laws and regulations, and such measures will avoid or eliminate pathways for human exposure. Therefore, Phase II construction would not result in a significant adverse impact on the environment due to hazardous materials.

*d) Electromagnetic Field Impacts*

The estimated electromagnetic field (EMF) levels for the Hempstead Substation will be significantly lower than the magnetic field “prudence avoidance” health standard set forth by the New York State Public Service Commission (NYSPSC) for EMF exposure. According to the NYSPSC’s Statement of Interim Policy on Magnetic Fields of Major Electric Transmission Facilities (issued and effective September 11, 1990), the standard for magnetic field is 200 milligauss (mG).

The potential EMF impact of the substation equipment associated with the Proposed Action (Phase I and Phase II) has been evaluated relative to the EMF levels modeled for the Kings Highway Substation. For comparison purposes, the Kings Highway Substation is a 138kV substation containing two 138kV transmission circuits, six 138kV gas circuit breakers, three 138/13.8kV 33MVA transformers, and three switchgears with a capacity to connect a total of eleven 13.8kV feeders. In contrast, at the completion of the Proposed Action, the Hempstead Substation will consist of two 69kV transmission circuits, two gas circuit breakers, two 69/13.8kV 33MVA transformers, and two switchgears with a capacity to connect a total of five 13.8kV feeders. Thus, the Kings Highway Substation will operate at a significantly higher capacity as compared to the Proposed Action, and accordingly will have higher EMF levels, but still within acceptable health standards set forth by the NYSPSC. Therefore, the EMF levels of the Proposed Action will be lower than the estimated EMF levels at Kings Highway Substation and will also be within acceptable health standards set forth by the NYSPSC.

The EMF study that was undertaken for the Kings Highway Substation determined that the maximum EMF levels, at the fence line 60 feet away from the substation equipment, will be 56.8 mG, and that EMF levels exponentially decline as the distance away from the substation equipment increases. The closest residential locations to the Substation Property are a four-story residential apartment building and a single-family residence, both located approximately 65 feet from the proposed substation equipment. Therefore, given that these distances are slightly greater than the distance used to calculate the expected EMF levels for the Kings Highway Substation, the expected maximum EMF levels at the four-story residential building and the one-story residence will be similar to, or slightly less than 56.8 mG. The Electric and

Magnetic Field Assessment for the Kings Highway Substation is provided in Appendix B for reference purposes.

The potential EMF impact of the overhead transmission line was only evaluated for Phase II, as Phase I did not include any overhead transmission. The potential EMF of the overhead transmission has been evaluated relative to the EMF levels modeled for the West Bartlett Substation. The EMF study that was undertaken for the West Bartlett Substation determined that the peak load maximum EMF level immediately below the overhead 69kV transmission circuit will be 10.0 mG. Since there is no difference between the West Bartlett Substation 69kV overhead transmission circuit and the Proposed Action's 69kV overhead transmission circuit relative to EMF levels, the peak load EMF level immediately below the Proposed Action's 69kV transmission circuit will be approximately the same as at West Bartlett (approximately 10.0 mG). The Electric and Magnetic Field Assessment for the West Bartlett Substation is provided in Appendix B for reference purposes.

The potential EMF impact of the underground transmission and underground distribution (Phase I and Phase II) portions of the Proposed Action have been evaluated relative to the EMF levels modeled for the Berry Street Substation. The potential EMF impact of the underground transmission was only evaluated for Phase I of the Proposed Action, as Phase II will not include underground transmission. The potential EMF impact of underground distribution was evaluated for both Phase I and Phase II of the Proposed Action, as both phases include underground distribution. The EMF study that was undertaken for the Berry Street Substation determined that the peak load maximum EMF level immediately above the underground 69kV transmission circuit will be 28.6 mG. Since there is no difference between the Berry Street Substation 69kV underground transmission circuit and the Proposed Action's 69kV underground transmission circuit relative to EMF levels, the peak load EMF level immediately above the Proposed Action's 69kV transmission circuit will be approximately the same as at Berry Street (approximately 28.6 mG). The Electric and Magnetic Field Assessment for the West Bartlett Substation is provided in Appendix B for reference purposes.

The underground 13kV distribution feeders for Phase I and Phase II of the Proposed Action will operate at a lower voltage than the 69kV underground transmission circuit installed as part of Phase I, and therefore will have EMF levels lower than 28.6 mG.

The potential EMF impact of the overhead 13kV distribution portions of the Proposed Action was evaluated for both Phase I and Phase II, as both phases include overhead distribution. The 13kV overhead distribution will operate at a lower voltage than the overhead 69 kV transmission portions of the Proposed Action, and therefore will have EMF levels lower than 10.0 mG.

The potential cumulative EMF impact of areas where the Phase II overhead transmission line (approximately 10.0 mG), and the Phase I underground transmission line installed during Phase I (approximately 28.6 mG) overlap is anticipated to result in an EMF of less than the sum (approximately 38.6 mG) of the two transmission circuits.

Based on a comparative analysis of the Kings Highway Substation, Berry Street Substation and West Bartlett Substation EMF Assessments that involved projects operating at equal or higher capacities and equal or higher voltages, the predicted EMF levels from Phase I and Phase II of the Proposed Action would be well below the 200 mG threshold established by the NYSPSC and would not result in any significant adverse environmental impacts.

e) Noise Impacts

A Noise Impact Assessment Study for the Proposed Action was undertaken in October 2017 to evaluate the potential noise impact associated with full implementation of the Proposed Action (Phase I and Phase II), including the installation of two 69/13kV transformers.

Existing ambient noise levels were measured by continuous noise monitoring for 24 hours, from October 26 to October 27, 2017 at five locations around the Substation Property. The five monitoring locations were as follows: 1) the southern corner of the single-family residential property, located northeast of the Substation Property (closest residential receptor); 2) the north property line adjacent to Long Island Rail Road parking area; 3) the east property line located between the Substation Property and adjacent four-story residential building; 4) the south property line, located between the Substation Property and the Hempstead Transit Center; and 5) the southeast corner of the commercial property located southwest of the Substation Property (closest commercial receptor). The existing ambient noises levels at the above monitoring locations ranged from 59 a-weighted decibels (dBA) to 67 dBA during the daytime and from 54 dBA to 64 dBA during the nighttime. With respect to the nearest receptors, existing ambient noise levels at the nearest residential and commercial properties were 62 dBA and 65 dBA during daytime, respectively, and 54 dBA and 61 dBA during nighttime, respectively.

Projected noise levels were modeled based on measured existing ambient noise conditions, the spatial arrangement of the proposed substation equipment, and noise data test reports received from the substation equipment manufacturer. The only new sources of noise as a result of the Proposed Action are the two new 69/13kV transformer banks. Based on the completed Noise Study, the maximum projected noise level from the new 69kV transformers at the nearest residential and commercial receptors are 43.7 dBA and 31.4 dBA, respectively. The maximum projected noise levels at the nearest residential and commercial receptors are significantly lower than the existing ambient daytime and nighttime noise levels, and will therefore not result in any perceptible noise increase above existing ambient noise levels. The Noise Impact Assessment Study for the Hempstead Substation is provided in Appendix C for reference purposes.

The transmission and distribution portions of the Proposed Action will not require the installation of any noise generating equipment, and therefore will not have any impact on existing ambient noise conditions.

**For Further Information:**

Contact Person: Daniel Rogers, Manager Estimating, Permitting & Risk Management  
PSEG Long Island

Address: 999 Stewart Avenue, Bethpage, NY 11714

Telephone Number: (800) 490-0025

E-mail: [PSEGLongIslandSEQR@pseg.com](mailto:PSEGLongIslandSEQR@pseg.com)

/s/ Rick Shansky

Rick Shansky

Vice President of Operations Oversight

Dated: June 27, 2019