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

Project: Medford Operations Center (the "Proposed Action")

Date: December 1, 2023

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 PSEG Long Island 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: Medford Operations Center (the "Proposed Action")

Location: 3351 NY 112 Medford, NY 11763, Suffolk County Tax Map (SCTM) District 0200; Section 574; Block 02; Lots 3.1, 16 and 17.1.

SEQR Status: Type I

Conditioned Negative Declaration: No

Proposed Action Description:

The property consists of three adjacent tax lots totaling 24.26± acres that are located north of the Brookhaven Professional Center, south of Fairfield Villas at Medford (multifamily rental apartments), east of Medford Avenue (NY 112) and west of Cedarhurst Avenue in the hamlet of Medford, Town of Brookhaven, Suffolk County, New York. The property address is 3351 NY 112 Medford, NY 11763 which is currently occupied by "Country Fair Entertainment Park". The property is further identified as Suffolk County Tax Map (SCTM) District 0200; Section 574; Block 02; Lots 3.1, 16 and 17.1. An assessment under SEQRA was performed in 2022 for the purchase of the property, for which a Negative Declaration was issued on May 19, 2022. The Proposed Action, as depicted on the Site Plan, prepared by Nelson & Pope, dated July 2023 (the "Site Plan"), involves conversion of the existing 10,690± square foot (SF) Country Fair recreational building to an administrative office building and construction of a 21,000+/- SF warehouse and 16,000+/- SF fleet garage for service vehicles. Also proposed are 396 surface parking stalls, including 239 standard vehicle parking spaces with the requisite Americans with Disabilities Act (ADA) handicap accessible spaces for employee and visitor use; 90 10-foot x 20 foot, 55 15-foot x 40 foot, and 12 15-foot x 80-foot fleet vehicle parking spaces. Also proposed is a fleet gasoline and diesel fueling station with above ground gasoline and diesel storage tanks equipped with fire, leak, overfill and vapor recovery protections. The

main fleet parking lot which will contain 40 fleet spaces, will be covered by a solid canopy supporting an array of photovoltaic solar panels to power canopy underlighting and support proposed Electric Vehicle (EV) charging units. PSEG LI on behalf of LIPA is working to convert the entire fleet to electric by 2030 pursuant to recent NYS mandates. This includes the conversion of 80 light duty vehicles (sedans, pickup trucks, and Sports Utility Vehicles) to electric vehicles by 2027, approximately 20 EV chargers for employees, followed by approximately 65 additional medium and heavy-duty fleet vehicles by 2030.

Other site features include:

- landscaping and vegetative screening;
- an existing field that will be revegetated with native pine barrens and oak-hickory vegetation;
- existing forested habitat including a small area in the southeastern corner of the site and existing perimeter buffers that will be retained, a portion of which will be improved through the removal of invasive species and selective replacement of shrubs with native pine barrens species;
- open yard areas for equipment and material storage;
- facility dumpster area;
- outdoor lighting;
- facility signage;
- facility fencing;
- guard booth;
- 30 foot by 60 foot pole climbing training area consisting of three 35-foot, three 40-foot and three 45-foot poles;
- onsite sidewalks and curbing;
- required drainage structures including catch basins and subsurface leaching pools and green infrastructure that includes a wet meadow; and
- two Innovative/ Alternative Onsite Wastewater Treatment System (I/A OWTS) to serve the proposed administrative office building and warehouse and maintenance garage.
- Traffic signal on NY 112 at new Medford Operations Center access driveway

The Medford Operations Center will accommodate 115+/- employees and provide the needed parking spaces for employees and fleet vehicles. The Proposed Action will create new building demolition and construction jobs and enhance the service capabilities of PSEG Long Island in the area by consolidating operations at a centralized location and providing modern facilities, equipment and site infrastructure.

Reasons Supporting This Determination:

The Proposed Action is a "Type 1" as defined in SEQRA. An Environmental Assessment ("EA") was completed by PSEG Long Island. The EA analyzed the potential environmental impacts of the Proposed Action. Based on a review of the Proposed Action's scope of work in

accordance with the requirements of SEQRA, a Full Environmental Assessment Form Parts 1, 2 & 3 ("FEAF") were prepared. Key findings are outlined below.

Land Use

From a land use perspective, the proposed administrative offices, fleet parking, fueling station and maintenance facility (Medford Operations Center) is similar to other nearby uses, including the area's two office complexes, two auto repair facilities, two commercial gas stations, a construction and landscaping materials and equipment storage facility, and other mixed commercial and industrial uses (see Figure 9). The Proposed Action is, however, adjacent to a multifamily residential development and a few scattered detached single-family homes and offices. Various strategies are proposed to prevent or mitigate any potential impacts on adjacent land uses from future site activities.

The Proposed Action site has a total of 24.26± acres, which allows for the main portion of the development to be clustered toward the west side of the property along the NY 112 commercial corridor in areas of previous site clearing and development. Deep setbacks and vegetated buffers consisting of native vegetation and proposed enhanced landscaping are provided to ensure suitable screening from the development. An additional 5.73± acres of pine barrens vegetation will be planted in existing onsite fields to restore a significant portion of the site to a more natural pine barrens, oak-hickory forest or native meadow condition. A total of 4.43± acres of existing woodlands will be retained for a total 10.16± acres of native vegetation after development. The Proposed Action also includes the removal of invasive vegetation in some areas of the existing onsite woodlands and enhancement of these areas with native understory species to augment and improve vegetated buffers and screening, expand and enhance wildlife habitat, significantly reduce the potential need for fertilizers and irrigation, and mitigate impacts on adjacent land uses. Two state of the art I/A OWTS will also be installed including one to serve the proposed administrative building and another to serve the warehouse and fleet garage. The proposed I/A OWTSs will be suitably sized, and located, and will provide advanced wastewater treatment that will help protect groundwater resources. Development area perimeter fencing will also be installed to provide site security and property delineation.

While the existing site use is recreational in nature, impacts from the change in use are considered to be minor, given the presence of other open space and recreational opportunities in the area, and the proposed enhancements to the site.

The Proposed Action site is located within the Central Pine Barrens Joint Planning and Policy Commission (CPBJPPC) Compatible Growth Area (CGA). The site is currently mostly cleared, landscaped primarily with lawn, with some pine barrens vegetation remaining. The quality of the pine barrens onsite is fair at best due to past fragmentation, limited size, presence of mixed native, non-native and invasive plant species such as garlic mustard and pokeweed.

The Proposed Action will include the required drainage infrastructure to collect and recharge stormwater runoff generated on-site from a two-inch design storm event and will include green drainage infrastructure in the form of a wet meadow or bioswale containing native plants. The

drainage system was designed to capture and treat the water quality volume required by NYS, which requires treatment for a 1.5-inch storm event. The two-inch design was utilized in order to adequately provide treatment for the water quality volume. The proposed wet meadow will provide increased stormwater treatment while maintaining green space and eliminate or significantly reducing the need for maintenance in support of Central Pine Barrens Comprehensive Land Use Plan (CLUP) objectives (see Appendix F for full assessment of Proposed Action consistency with CLUP policies).

Although certain aspects of the proposed action are not expressly listed as permitted uses within J-2 and A-1 zones, the proposed use of the site is compatible with zoning of nearby sites and with the broader land uses in the surrounding area given the predominance of other commercial and industrial uses in proximity to the site. Additionally, given the extent of the proposed screening of the site, impacts to land use and zoning will be minor.
As the Proposed Action has been designed to conform with the CPBJPPC CLUP Standards and Guidelines for Land Use, no significant land use impacts will result from the Proposed Action and future site activities.

Community Services
The Proposed Action will not create any new significant demand from community service resources. Emergency services in the area include police coverage by the Suffolk County Police Department (SCPD) Sixth Precinct, fire prevention and suppression by the Medford Volunteer Fire District, and ambulance services by Medford Volunteer Ambulance, Inc. The project site is also currently served by electric (LIPA/PSEG Long Island), natural gas (National Grid) and public water (Suffolk County Water Authority (SCWA) Distribution Area 15). A 12" water main is present along the property's frontage on NY 112 and fire hydrants are available in the area including one in front of the property. The site and immediate area are not currently sewered but several privately owned and operated sewage treatment plants serving small multifamily residential communities are present in the area.

The SCPD Sixth Precinct is located at the southwest corner of the intersection of County Road 83 and State Road 25 in Selden, which is a three-mile drive or approximately 3-5 minutes from the site. Medford Fire District's Station No. 2 serves the area. Station 2 is located one mile south of the Proposed Action site on the east side of NY 112 or roughly 1.5 minutes from the site. The Proposed Action site will have two accesses and parking aisles that are designed to fully accommodate the turning radii of fire trucks and allow for seamless circulation and accessibility throughout the site. The Proposed Action will adhere to New York State Fire and Building Codes to address fire safety issues and minimize the potential for emergency service calls. Fire/smoke alarms and hydrant(s) will be installed as necessary, and a suitable water supply and fire suppression system will be provided, including a separate suppression system for the fuel storage area. The Medford Volunteer Ambulance serves the area, and its headquarters are located at 1005 Sipp Avenue in Medford which is a 3.7-mile drive from the site or about five minutes from the site.

The area is not sewered; however, projected flow is relatively low and within guidelines for individual onsite sanitary systems to be used. The Proposed Action proposes two new I/A OTWS to replace existing onsite septic systems. The proposed I/A OTWSs will provide a level of sewage treatment that is superior to the existing onsite conventional septic systems. The Proposed Action will connect to public water for its potable water needs.

The Proposed Action includes the installation of onsite photovoltaic panels that will address some of the facility's energy needs as PSEG Long Island and LIPA begin efforts to convert the existing fleet from gasoline or diesel to electric.

Given the availability of community services, and the site improvements to ensure adequate access and connection, no impacts to community services will occur.

Transportation

Nelson + Pope has completed a Traffic Impact Study, dated July 2023, (the "Traffic Impact Study") (included as Appendix H), which investigated the potential traffic impacts associated with the proposed redevelopment of the existing 24.26± acre parcel. Access to the site will be provided via a proposed full movement signalized driveway on NYS Route 112 to support fleet vehicles and employee traffic and an existing unsignalized access on NYS Route 112 to support full movement visitor traffic and right-turn only movement for large fleet vehicles.

The following is a summary of the investigation and the findings of the Traffic Impact Study:

1. The following intersections were studied:
   - NYS Route 112 at Granny Road
   - NYS Route 112 at Site Access
   - NYS Route 112 at Horseblock Road
2. Turning movement traffic counts were collected at the study intersections on Tuesday, April 25, 2023, during the weekday AM (7:00-10:00 AM) and weekday PM (4:00-7:00 PM) peak hours. The weekend turning movement counts were collected on April 22, 2023, during the Saturday midday peak period (10:00 AM-2:00 PM).
3. Future No Build traffic volumes were determined by applying the annual growth factors for the Town of Brookhaven (1.3% per year) derived from the New York State Department of Transportation (NYSDOT) Long Island Transportation Plan 2000 Study. The site-generated traffic was estimated and distributed to the study intersections and then added to the No Build traffic volumes to generate the future Build traffic volumes.
4. The Proposed Action is anticipated to generate 52 trips (10 entering and 42 exiting) during the weekday AM peak hour, 44 trips (31 entering and 13 exiting) during the weekday PM peak hour, and 12 trips (5 entering and 7 exiting) during the Saturday midday peak hour.
5. Capacity analyses were conducted at all study intersections during the weekday AM, weekday PM and Saturday midday peak hours for the 2023 Existing Condition, 2026 No Build Condition and 2026 Build Condition.

6. In the No Build Condition, the signalized intersection of NYS Route-112 at Granny Road is projected to operate at an overall Level of Service (LOS) C during the weekday AM, weekday PM and Saturday midday peak hours. With the construction of the Proposed Action, the intersection will continue to operate at the same LOS as the No Build condition, with minor increases in delays in some individual traffic movements. Therefore, no significant impacts are created by the Proposed Action and hence no mitigations are required.
7. In the No Build Condition, the signalized intersection of NYS Route-112 at Horseblock Road (County Road 16) is projected to operate at an overall LOS C, D and D during the weekday AM, weekday PM and Saturday midday peak hours. With the construction of the Proposed Action, the intersection will continue to operate at the same LOS as the No Build condition, with minor increases in delays in some individual traffic movements. Therefore, no significant impacts are created by the Proposed Action and hence no mitigations are required.
8. After the construction of the Proposed Action, the westbound approach of the signalized intersection of NYS Route- 112 at the proposed new side driveway will operate at an overall LOS A during the weekday AM, weekday PM and Saturday midday peak hours.
9. After the construction of the Proposed Action, the westbound approach of the unsignalized intersection of NYS Route- 112 at the existing site driveway will operate at an overall LOS C, D and C during the weekday AM, weekday PM and Saturday midday peak hours.
10. The signal warrant analysis was performed for the proposed intersection of NY 112 at the Medford Operations Center driveway. The review of the results of the signal warrant analysis based on the guidelines provided in the United States Department of Transportation's Manual on Uniform Traffic Control Devices demonstrates that none of the three (3) referenced signal warrants were met during the weekday for 2026 Build conditions. Therefore, the signal warrant criteria alone do not support the need for a signal. However, the gap analysis, described below, supports the need for a signal based on the lack of adequate intervals between vehicles for fleet vehicles to safely exit the facility.
11. A gap analysis was conducted for the northbound and southbound NYS Route 112 approaches in the vicinity of the proposed site access driveway. According to the gap study conducted at the existing Operations Center located in Patchogue, the critical gap required for a utility truck to make a turnout at the site is 11 seconds. Therefore, the number of gaps greater than 11 seconds recorded on NYS Route 112 and the number of exiting trucks that can be processed during these gaps during the weekday AM and PM peak periods were summarized. Based on the gap analysis, a total of 15 trucks can be processed during the weekday AM peak hour and a total of 9 trucks can be processed during the PM peak hours. Comparing the available gaps and the number of exiting trucks, the available gaps are not sufficient to accommodate the trucks exiting the site during the AM Peak hour. Therefore, the installation of a traffic signal at this driveway, which is proposed as part of the Proposed Action, is necessary for trucks to adequately and safely exit the site during the analyzed peak periods.

Based on the results of the Traffic Impact Study (see Appendix H), The Proposed Action will not result in any significant adverse traffic impacts.

Community Character

The Proposed Action retains the existing two-story building and site driveway off NY 112 at the northwest corner of the property, as well as the 10-space [1]visitor parking lot in front of that building. All other existing buildings and structures will be removed. The buildings to be removed along NY 112 will be replaced with a vegetated berm. A new parking lot will be constructed where the mini golf and go kart track are currently located but will not be readily visible from outside of the property line. A new access driveway extending from NY 112, east to the interior of the site where the proposed fueling station will also be constructed. However, the two berms and new native landscaping, including evergreens proposed along the main frontage of the property to screen the interior of the site from public view will provide a more natural appearance compared to the current views of the mini golf course and go kart track. Planted parking islands and access driveway plantings and shade trees will further enhance vegetative screening and beautify the site. The proposed 29-foot-high medium duty fleet vehicle parking canopy,[2] 31.5-foot garage and warehouse, and fueling station will be located behind the vegetated berm and the existing two-story building to remain. The new structure closest to public streets (the parking canopy) will be setback approximately 310 feet from NY 112 and approximately 620 feet from Cedarhurst Avenue. Based on the proposed berm, landscaping, existing structure to remain and low heights of the proposed buildings and structures, most of the interior of the site for the most part will not be visible from the street once proposed trees and plantings become established and mature (see photosimulations provided in Appendix I-2).

The west facing façade of the existing two-story building to remain will be modified for office purposes. This includes: replacement of windows, construction of a new building entrance, removal and replacement of existing cladding on the front façade, and retention of certain desirable features such as the brick facing and windows at the south end of the building facing NY 112. These improvements will help enhance the visual quality of the structure and will be consistent with the mixed commercial and office character of the area. The tallest structure (the existing building to be retained) has a maximum height of 33-feet. As such, all new buildings will be consistent and compatible in height with the surrounding scale of development. Modified building and proposed building and canopy elevations are shown in Appendix I-1. A Rendered Photolocation Map and Rendered Photosimulations designed to depict the 20-year condition were also prepared and included in Appendix I-2, which show the layout of the proposed development, site landscaping and all key features.

The proposed fueling station canopy will be located behind (east of) the proposed vegetative buffer along NY 112 and is not expected to be clearly visible or standout once vegetation is fully established (see Photosimulation 1 in Appendix I-2). An open storage and training yard

[1] These 10 spaces are included in the 239 standard parking spaces described earlier.

[2] The height is measured from average grade to the peak of the pitched roof.

will be located approximately 490 feet from NY 112, farther from Cedarhurst Avenue and 70-75 feet from the south property boundary and will be screened by landscaping. There will be a deep vegetated buffer along Cedarhurst Avenue, which varies in width from approximately 30 feet at the edge of the existing parking lot in the northeast corner of the lot to approximately 550 feet upon the completion of revegetation in the southeastern portion of the site. The buffer will consist of existing native pine barrens forest and 5.73± acres of new native pine barrens plantings, adding to the existing 4.43± acres of forest to remain and another 0.47± acres of nonnative landscaping species, thereby giving the appearance of a highly vegetated lot. Perimeter woodlands will be retained, some areas of invasive species will be removed and replaced with native species, and buffers will be supplemented where needed to provide greater screening, an enhanced natural visual quality, and improved wildlife habitat. New structures are generally centrally located on the site and setback from adjacent properties to the north and south.

Outdoor lighting has been designed to prevent excessive lighting, glare, and light trespass. A total of approximately 70 light emitting diode (LED) luminaires will be installed throughout the area to be developed, which include under canopies with light shining downward from the canopies. Lighting will be distributed in parking areas, under the parking and fueling canopies, along sidewalks, at building entrances, and in outdoor storage areas to ensure public safety and site and equipment security. Existing vegetation and proposed plantings will help to further reduce potential light trespass. Photometric data shown on the Lighting Plan (Sheet C-106 of the Site Plan Set) demonstrates very limited spillover, and with existing and proposed vegetation, outdoor lighting is not expected to have a significant community character or visual impact on adjacent properties or street rights-of-way. The Proposed Action also retains vegetated perimeter buffers supplemented by additional plantings where needed to enhance screening and block artificial light from adversely affecting adjacent properties.

Finally, fleet vehicle operators will comply with New York State law and PSEG Long Island policy prohibiting idling to no more than 0.5 minutes to be tracked by Telematics. All vehicles and equipment will be maintained per federal, State and ANSI guidelines including maintenance of mufflers to prevent unnecessary or excessive noise.

Based on the facility design, above-described future conditions and the renderings, the Proposed Action will not result in significant impacts on community character.

Natural Resources

Topography

The Proposed Action site is relatively flat to gently sloping. A thin band of 3 – 8% slopes is present through the middle portion of the parcel from north to south, though the remainder of the site has minimal sloping which does not exceed 3%. Most of the topographical changes occur where the miniature golf course is currently located. However, the gradients are manmade, and the course undergoes changes from upward slopes into artificial ponds. Despite the most dramatic changes in topography on-site at this location, the total change in elevation

is only 17± feet. The remainder of the site is mostly flat, with very slight changes in elevation. Once the existing buildings and structures are cleared for development, slight to moderate excavations and grading are expected to take place. In total, 15.54 acres of the site will be regraded. This overall grading plan will make way for proper installation of the facilities, including drainage structures, the new Innovative/Alternative Onsite Wastewater Treatment Systems (I/A OWTS), and other utilities and structures with opportunities for reincorporation of excess soil back into the site to reduce truck traffic associated with export of material. Overall, a net import of fill will be required for the Proposed Action. Topographical cut on the site totals approximately 19,255 CY which includes 10,050 CY for buildings and foundations, 4,000 CY for drainage and sanitary structures, and 5,205 CY for site grading. Approximately 51,030 CY of material is required to achieve the final site grades, resulting in a net import of fill of approximately 31,775 CY of material. These calculations do not include excavation material replacement for remediation activities, as the extent of said activities will be determined upon discussions with the NYSDEC and EPA. The soil characteristics and topography of the existing site are ideal for such construction to take place, even after excavation and backfilling for stormwater drainage, sanitary system, and underground utility installations.

Disturbed areas will be graded to establish level building areas and direct stormwater runoff to the appropriate drainage, treatment, and recharge areas. The regraded site will have 12.53 acres of 0 – 3% slopes, 1.74 acres of 3 – 8% slopes which are primarily comprised of the northeastern parking area and yard area, 0.36 acres of 8 – 15 % slopes which are primarily comprised of topographical transition areas throughout the site, and the remaining 0.91 acres of the site to be regraded is primarily comprised greater than 15% slopes in areas of the berms, wet meadow, and topographical transitions. The remaining 8.72 acres of the site will not be regraded and will retain the existing topographical characteristics. Exposed soil will be stabilized by building construction, paving, temporary seeding, and intermittent planting of native species in parking medians, along the proposed southerly access driveway, in tree planters and parking islands, and on berms along the property's frontage on NY 112. As mentioned earlier, the redevelopment and re-grading of the site will range from slight to moderate[3] due to topographic variances and new land uses across the proposed clearing areas. Most of the clearing will be to establish level building areas and direct stormwater runoff to the appropriate drainage, treatment, and recharge areas. All clearing and rough grading of the site will be conducted in accordance with the proposed Site Plan and under supervision of a qualified site supervisor. Since the topographic conditions of the site are generally flat to slightly sloping (no more than 8%), the cutting of the slopes found across the potential build site as well as the grading are not expected to be significant. The Overall Grading and Drainage Plan (Sheet C-103 of the Site Plan) designed by a licensed professional engineer will eliminate any minor soil restrictions posed by the small area of gentle-to-moderately steep slopes. Excavation for the construction of the stormwater drainage system and its associated connections to adjacent stormwater management structures and proposed wet meadow will require the use of on-site backfill material and regrading to reincorporate suitably textured soils back into the site.

[3] Moderate grading will occur in areas where 3% -8% slopes exist.

As a result of the relatively flat to gently sloping nature of the site's topography, significant topographic alterations will not occur. The majority of regrading will be in the area of the existing mini golf course and related to the construction of vegetated berms along the NY 112 frontage. There are no unique geomorphic landforms on-site and a variety of stormwater, erosion and sedimentation controls will be implemented to address the minor excavations and topographic and soil stabilization concerns identified. The risk of soil erosion, based on soil descriptions from the Soil Survey of Suffolk County, New York, suggests only slight erosion potential which will be managed through engineering design and control measures. The Action will not result in any significant adverse impacts to topography.

Soils

As assessment of soil characteristics was conducted based on the United States Department of Agriculture's Soil Survey of Suffolk County, New York information which showed that soils on-site are generally well-suited for development and would face mostly minor limitations or development constraints. Possible minor issues based on soil characteristics include:

- The permeable nature of the PlA and PlB soils. This issue specifically relates to the use of conventional on-site septic systems combined with rapid soil permeability and high volumes of on-site sanitary discharge or other potential pollutants. The redevelopment will utilize the installation of two new I/A OWTSs that would serve the proposed fleet garage and warehouse and the office building, which will be designed to reduce total nitrogen concentrations to 19 mg/l or less, compared to existing system nitrogen concentrations of 55-60 mg/l.
- The concern of moderate to rapid recharge of irrigation water due to the well-drained nature of the soils. Again, this will be addressed as the existing portion of the site that currently demonstrates this characteristic (driving range) is to be replanted with native plants that are adapted to sandy well-drained soils and do not require additional irrigation or fertilizers. Native plantings present nearby in the wet and dry meadows will help to sequester stormwater pollutants, absorb available nutrients contained in runoff, and stabilize soil. The revegetation strategy also addresses the issue of landscape maintenance, as native plantings will require no or temporary maintenance to ensure establishment of the plantings.
- Stormwater traveling from the proposed on-site treatment into the green infrastructure (i.e., the wet meadow) will reduce pollutants from entering groundwater. The permeability of the soil will also serve to help during a high-volume storm event as quicker infiltration will reduce the likelihood of drowning the plants or the meadow becoming a haphazard retention pond. Groundwater is present at an elevation of 54± feet above mean sea level (amsl) beneath the site. Based on existing site surface topography, depth to groundwater is therefore expected to range between 71± feet and 97± feet below grade, providing substantial separation from subsurface drainage and sanitary structures and ample space for subsurface storage and filtration. This drainage infrastructure includes a system of catch basins and subsurface leaching pools will be installed to meet the design and capacity requirements of a two-inch rainfall.

- Overall, the redeveloped portion of the site will require slight to moderate grading in certain areas of construction. The existing soil types do not generally pose significant limitations for what is to be constructed per the proposed plans. The potential for issues related to soil characteristics will be mitigated by proper grading, slope stabilization, and dust and erosion techniques. A State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity and Stormwater Pollution Prevention Plan (SWPPP) will also be prepared and implemented to ensure that soil disturbed during construction activities will not migrate off the site.

Given the proposed engineering controls for soil stabilization, and the proposed erosion control measures, no impacts to soils will occur as a result of the Proposed Action.

Surface Water and Wetlands

The Proposed Action site does not contain and is not located adjacent to any wetlands or surface water bodies that might otherwise be affected. The closest natural surface waterbody or wetland, as indicated by the National Wetlands Inventory (NWI), is a 0.15-acre freshwater pond, designated PUBHx (excavated man-made palustrine feature that is permanently flooded and has an unconsolidated bottom), which lies approximately 800 feet east of the subject property. Stormwater runoff from proposed buildings and pavement will be directed to a system of on-site catch basins consisting of 65 12-foot diameter, 15-foot deep (effective depth) leaching pools, as well as a 7,000 SF two-foot-deep constructed wet meadow with a storage capacity of 14,000 CF. Total projected runoff from the proposed development based on a two-inch design storm is 105,296 CF and the total drainage system capacity, including 1,168 CF± to be captured and recharged by existing and proposed on-site drainage structures is 113,547 CF, thereby providing surplus storage capacity (see attached Overall Grading and Drainage Plan – Sheet C-103 of the Site Plan). The Action therefore presents no potential for significant adverse impacts to surface waters or wetlands.

Groundwater

The Proposed Action site is within Hydrogeologic Zone III and the Central Pine Barrens CGA which subjects the development to specific regulations to protect surface water, groundwater, and ecological resources. CPBJPPC has promulgated the standards and guidelines for the CGA in accordance with applicable state law. The Proposed Action conforms to these standards, the analysis of which is presented in Appendix F.

Hydrogeologic Zone III is a deep recharge zone containing groundwater of generally good to excellent quality, and some isolated areas of contamination. As such, it is important to ensure adequate wastewater treatment to prevent water quality impacts. The total projected flow from the proposed office/administrative building is 1,118 gallons per day (gpd) while the total projected flow from the fleet garage and warehouse is 1,480 gpd for a total of 2,598 gpd. This level of wastewater discharge on a site that is 24.26± acres is insignificant, especially when considering the well-drained soils, considerable depth to groundwater, proper system siting, installation and design, and that existing onsite septic systems will be replaced by two proposed I/A OWTSs with advanced sewage treatment capabilities. As such, the Proposed Action is

considered protective of the environment and fully consistent with the spirit and intent of the CLUP's standards and policies.

The proposed fueling station and above ground diesel and gasoline storage tanks subject the Proposed Action to the Central Pine Barrens Standard 5.3.3.2 'Other chemical contaminants of concern'. Compliance with this standard is achieved as the site is not within a Water Supply Sensitive Area, as defined by the Central Pine Barrens standards, and the fueling infrastructure will include secondary containment, overfill protection, leak detection, tank vapor recovery and fire safety requirements. The protections will help to prevent spills, leaks, and accidents, protect groundwater and provide necessary fire suppression in the event of an emergency. Impacts related to these on-site uses are unlikely based on proper design, siting, installation, maintenance and system safeguards.

Based on the Suffolk County Soil Survey and actual soil data collected at the site, the proposed sanitary and stormwater leaching pools will be installed and functioning within granular soils typically consisting of coarse to fine sand intermixed with minor amounts of coarse to fine grave, sand and silt. Overall, soils are well drained and depth to groundwater after site grading will be suitable for stormwater and pretreated wastewater disposal, without significant impacts.

Impact to groundwater hydrology is expected to be minimal:

- Site grades will be modified and improved to minimize stormwater related impacts and direct runoff to on-site drainage structures which will in turn be discharged into the ground. The proposed drainage system will be properly located and have sufficient capacity to accommodate runoff from the design storm. In addition, the proposed wet meadow will provide enhanced stormwater treatment.
- Proposed vegetation in native plant restoration areas will provide supplemental pollutant filtration for runoff, absorb residual nutrients, and help to restore part of the CGA to a more natural condition.
- The development utilizes almost entirely native plants which will not require the use of fertilizers (or require very little while plants are taking root) or irrigation as part of maintenance. Thus, the site will not contribute to unnecessary pollutant loading or overuse of water.
- Depth to groundwater is more than sufficient to accommodate the development without significant impact. Drainage pools and the wet meadow will control stormwater and provide treatment across the site. The two proposed I/A OWTSs located near the office building and adjacent to the fleet garage will prevent impacts from wastewater discharges.
- The proposed drainage system will include a wet meadow at the eastern edge of the impervious area of the site to help capture, store, filter, absorb, transpire, and recharge runoff from a large rainstorm event and provide excess storage. Runoff will be recharged into and through soils of suitable texture and have sufficient depth to comply with design standards.

- In the unlikely event that compacted soils or unsuitably textured poorly drained soils are encountered during leaching pool and drywell installation, the soil will be excavated three feet vertically and laterally around the proposed structure and will be backfilled with clean suitably textured well-drained sand.
- The development will accommodate protection of the land which is located within the Central Suffolk Special Groundwater Protection Area (SGPA) and CGA. Furthermore, the project area is outside of any New York State Department of Environmental Conservation (NYSDEC) designated freshwater and tidal wetlands.

Given the foregoing, no adverse impacts to groundwater will occur as a result of the Proposed Action.

Water Balance and Nitrogen

The Proposed Action site is located southeast of the regional groundwater divide and groundwater flow will travel southeast towards Bellport Bay. Most of the consumption of water and generation of wastewater occurs on the western part of the parcel where the primary attractions of the existing Country Fair Entertainment Park exist. Consumed water is used for irrigation, artificial attractions (miniature golf ponds, fountains, etc.), and overall operation of the arcade/restaurant and various facilities across the site. Of the 24.26± acres that make up the existing property, approximately 6 acres are being actively irrigated for the existing landscaped plantings. The grass on the driving range is rarely fertilized and the status of irrigation serving the area is not currently known. The remainder of the site is either wooded/open area or impermeable surface (parking lot) that does not require irrigation or water consumption in other forms.

The groundwater budget for an area is expressed in the hydrologic budget equation, which states that recharge is equal to precipitation minus evapotranspiration plus overland runoff; therefore, not all rain falling on the land is recharged into the ground. Loss in recharge is represented by the sum of evapotranspiration and overland runoff.

PSEG Long Island's contractor, Nelson Pope and Voorhis (NPV) has developed a microcomputer model, referred to as "**SONIR**" (**S**imulation **O**f **N**itrogen **I**n **R**echarge), which utilizes a mass-balance approach to determine the nitrogen concentration in recharge. Critical in the determination of nitrogen concentration is a detailed analysis of the various components of the hydrologic water budget, including recharge, precipitation, evapotranspiration and overland runoff.

The SONIR model was run to obtain the existing water budget and nitrogen concentration in recharge on the subject property (Lot 1). The results are based on current site conditions and land use coverages which include 1.03± acres of buildings, 4.87± acres of other impervious structures (5.9± total impervious), 4.92± acres of woodlands, 13.44± acres of nonnative landscaping. The property is estimated to have a total site recharge of 20.48 million gallons per year (MGY), with an estimated nitrogen concentration in recharge of 1.95 milligrams per liter (mg/l).

Utilizing the same mass balance model, the water balance and concentration of nitrogen in recharge was calculated for the Proposed Action.

The concentration of nitrates (as nitrogen) in the 24.76 MGY of recharge projected by SONIR for the proposed Operations Center, once fully occupied, is expected to decrease from an estimated 1.95 mg/l under the existing condition, to 0.74 mg/l under the proposed build condition for a difference of 1.21 mg/l. In addition, due to the significant depth to groundwater and absence of groundwater fed surface waters or wetlands on or immediately adjacent to the subject property, no significant impact from the increased volume of recharge on-site is expected.

Water Supply and Wastewater Management
The existing sanitary system present near the office building will be replaced with an I/A OWTS. It is required to treat a minimum of 1,118 gpd – the updated system is designed to treat up to 1,350 gpd. An additional I/A OWTS will be installed adjacent to the garage/fleet and parts building and is required to treat at least 1,480 gpd – this system will treat 1,900 gpd.

The Proposed Action will also connect to the existing SCWA public water supply to ensure a clean and potable source of water is provided to future PSEG Long Island employees and site visitors. Given the use of I/A OWTS to service the facility, no significant impacts to groundwater will occur as a result of the Proposed Action.

Stormwater
Currently, there are 4.87± acres of impervious surface and 1.03± acres of building(s) on the subject property. There is a series of drainage structures along the parking lot on the north side of the parcel. The precipitation that doesn't fall onto the site's impervious surfaces is landing on the undeveloped portions of the parcel, thus is being absorbed by vegetation, evaporating, or is recharged through the well-drained soils on-site. The site is flat and not much runoff is expected to occur aside from what occurs in the developed areas. In the steeper sloped areas, the porous soils increase infiltration enough to avoid heavy runoff.

The Proposed Action will increase the area of impervious surfaces, but a more advanced stormwater management system, including green infrastructure, will be introduced to the site to improve treatment and control runoff. That system includes five leaching pool areas to capture and properly treat runoff from the impervious surfaces. Two of the proposed leaching pool areas are present in the northern portion of the parcel and the remaining three are present closer to the southern border. The wet meadow will also capture and treat stormwater from the central portion of the site. Implementation of this drainage infrastructure across the redevelopment will reduce pollutants that may infiltrate the ground as well as reduce erosion and sedimentation.

An estimated 13.63± acres or 56.2 percent of the site will consist of impervious surfaces and buildings that will be designed and graded to direct runoff into the improved drainage system.

The remaining 10.16 acres of the site will consist of the new wet and dry meadows, restored woodlands, and existing woodlands, the latter of which will be mostly unchanged, thus incoming precipitation will either be absorbed by vegetation or quickly infiltrate the soils in these areas. Runoff affecting the landscaped areas will act in a similar manner and in several places will provide supplemental treatment, such as where the drainage system meets the wet meadow.

The proposed development site is also outside of any mapped Federal Emergency Management Agency (FEMA) "100-year" Special Flood Hazard Areas or 500-year flood zones and therefore is not prone to periodic flooding (FEMA, 2009).

According to the attached Overall Grading and Drainage Plan (Sheet C-103 of the Site Plan), the Proposed Action will capture, store, and recharge runoff into a system of roof drains, catch basins, subsurface stormwater leaching pools, and the proposed wet meadow. Based on the drainage calculations provided on the Overall Grading and Drainage Plan for a two-inch rainfall, the Proposed Action must provide a total of 105,296 CF of on-site storage (57,606 CF from Drainage Areas DA-A through DA-G and 47,690 from roof runoff); however, the Proposed Action provides a total of 113,547 CF of storage for a total surplus storage capacity of 8,251 CF.

A detailed erosion and sediment control plan (Sheet C-107 of the Site Plan) and a SWPPP will help with the management of stormwater generated on-site during construction as well as for post-construction stormwater management. The SWPPP will include a description of existing site conditions, including topography, soils, area waterbodies, and stormwater runoff characteristics; a description of the Proposed Action; a construction schedule; erosion and sediment controls planned during construction activities; appropriate monitoring and maintenance procedures for the erosion and sediment controls; pollution prevention measures to be employed during construction activities; and a post-construction stormwater analysis to ensure compliance with water quality and quantity requirements pursuant to New York State Technical Guidance standards.'

Potential fugitive dust impacts during site clearing, grading and construction will be mitigated through the implementation of dust, erosion and sedimentation control measures. This will ensure that the Proposed Action's drainage system will function properly and will not result in significant stormwater and erosion related impacts.

In sum, the Proposed Action will not result in any significant adverse impacts related to stormwater runoff.

Soil and Subsurface Contamination

Soil investigations were completed to address the potential presence of soil contamination on the subject property. The following presents an evaluation of the results of the investigation and its three rounds of sampling.

The laboratory analysis performed on the soil samples collected on December 6, 2023, from the sanitary system structures and stormwater leaching pools detected the presence of several volatile and semi-volatile organic compounds and metals. All of the concentrations were below the United States Environmental Protection Agency Underground Injection Control (USEPA UIC) Program standards, except for SWEP, SWWPN, STN and PGT. The stormwater leaching pools labeled "SWEP & SWWPN", septic tank "STN" servicing the main building and the primary grease trap servicing the main building will be remediated under USEPA UIC Program requirements.

1. The laboratory analysis performed on the soil samples collected on April 4, 2023, from nine (9) additional sanitary system structures and stormwater leaching pools detected the presence of several volatile and semi-volatile organic compounds and metals. All of the concentrations were below the USEPA UIC program standards.

2. The laboratory analysis performed on the soil samples collected from soil borings located throughout the property detected the presence of several metals, pesticides and one (1) volatile organic compound. All of the concentrations were below the NYSDEC Part 375 standards for Protection of Groundwater; however, fill material and a strong petroleum odor were observed in the samples collected from the golf driving range (B-1 DR) and in a structural soil boring (SB-4) located in the north central portion of the driving range.

Further investigation was conducted of the surface soils throughout the western portion of the golf driving range to determine the overall environmental condition of these soils as well as the source of the petroleum odor.

The laboratory analysis performed on the soil samples collected from soil borings located throughout the western half of the golf driving range detected the presence of several metals, PCB's and semi-volatile and one (1) volatile organic compound. Several of the concentrations were above the NYSDEC Part 375 Protection of Groundwater soil cleanup objectives. Areas of contaminated soil will be remediated in accordance with NYSDEC Part 375 standards, the extent of which will be determined through consultation with the NYSDEC.

Based on the above assessment, project design and identified remedial actions for contaminated areas, there are no significant adverse impacts from the Proposed Action on soils, and the Proposed Action will not result in a significant adverse impact to onsite soils.

Vegetation

The impacts to the ecological resources of a site are generally a direct result of clearing of natural vegetation, increased human activity and associated wildlife stressors, and the resulting loss and fragmentation of wildlife habitat. Most of the Proposed Action site has already been developed, thus little existing natural habitat is expected to be affected by construction and operations of the fleet facility. There are approximately 4.92± acres of wooded areas on the existing site, most of which will be undisturbed by the proposed construction and operation.

This quantity of natural space will also be improved after implementation of the plans, as the restorative component to the Proposed Action will seek to revitalize the understory of the wooded areas. A large portion of the lawn area currently being used as a driving range will be converted to woodlands, meadow and a wet meadow using native plants, for a total restoration area of 5.73 acres. The wet meadow is a significant part of the Proposed Action as it will manage a sizeable quantity of the stormwater drained from the mostly impermeable part of the site in a green infrastructure facility that will be planted with native facultative or wetland species and provide enhanced stormwater filtration and nutrient uptake prior to discharge. It will function as both a mitigation measure for on-site flooding and pollution as well as a buffer/transition zone from the Proposed Action site to the dry meadow and pine barrens habitat. This strategy addresses *S 5.3.3.6.4* of the CPBJPPC CLUP Standards and Guidelines for Land Use which states:

"Development designs shall consider the native planting suggestions contained in Figure 5-2 [of the Plan]."

In order to address this, the Proposed Action is maximizing efficiency of space (by reworking the already cleared space being used by Country Fair Entertainment Park) in order to maintain and expand contiguity of the adjacent natural space and to avoid further fragmentation of the pine barrens habitats. It is recognized that pitch pine-oak and oak-hickory habitats exist on the site with a thin strip of connectivity. They are separated by the landscaped grass/barren space being utilized as a driving range. The proposed action will increase acreage of native pine barren habitat through the restoration program (see Sheet LA-101 of the Site Plan) that will utilize native plant species thus improving connectivity and reducing the fragmentation that currently exists. Furthermore, areas to be cleared are to be delineated on the final site plan prior to construction to avoid inadvertent clearing or damage of existing habitats as well as minimizing encroachment on the open area proposed to be restored as a meadow.

Additionally, the use of native plants in such a large portion will dramatically reduce the need, if any, for fertilizer. As stated in *S 5.3.3.6.3* of the CPBJPPC CLUP Standards and Guidelines for Land Use:

"No more than 15% of an entire development project site shall be established in fertilizer-dependent vegetation including formalized turf areas. Generally, nonnative species require fertilization; therefore, planting of such nonnative species shall be limited to the maximum extent practicable."

As the majority of plantings/vegetation will consist of native species, within both landscaped areas and restoration areas, operations and related maintenance will not require the use of fertilizers aside from the initial installation process.

Wildlife Impacts

Most of the natural habitat on the subject property consists of coastal oak-hickory. The species expected (and observed) on the property are at least somewhat tolerant of human activity.

Additionally, the populations that utilize the site are not expected to be greatly affected by construction and operations because clearing of natural habitat will be avoided or minimal and significant restoration and replacement of invasive species with native species is proposed (see Landscape Plan, sheet LA-101 of the Site Plan). Most of the future "clearing" for the facility will be removal of the existing go-kart track, mini-golf course, walkways, landscaping, and buildings associated with Country Fair Entertainment Park – in other words, areas that are not natural habitats for most species, especially those of concern as specified by the New York Natural Heritage Program (NYNHP). According to *S 5.3.3.6.2* of the CPBJPPC CLUP Standards and Guidelines for Land Use, there is an emphasis on maintaining "unfragmented open space":

"Subdivision and site design shall support preservation of natural vegetation in large unbroken blocks that allow contiguous open spaces to be established when adjacent parcels are developed. Subdivision and site designs should also be configured in such a way so as to prioritize the preservation of native pine barrens vegetation to the maximum extent practicable."

In the short term, it is expected that construction will result in temporary migration of wildlife species as loud noises and strong vibrations will cause some to flee. Since the site is home to human-tolerant species, it is likely they will migrate to the neighboring residential and commercial zones that have pockets of wooded areas. However, the downward trend in populations should begin to stabilize as heavy construction ceases and the species feel comfortable enough to return. The proposed plans are designed to minimize clearing of the forest in the southeastern portion of the site. Disturbance will be minimized to the maximum extent practicable by clustering development in the already cleared portions of the property and in open space areas, so that the parcel may maintain (and improve) its natural habitats.

There is also an extensive vegetative restoration component to the Proposed Action. Both the pitch pine-oak and oak-hickory habitats are disturbed, as invasive species have overtaken the understory habitat. Heavily impacted areas can be addressed by removing pockets of invasive species and be supplemented with species indicated on the proposed Landscape Plan (sheet LA-101 of the Site Plan). The large, landscaped grass area currently being used as a driving range will be converted into a meadow habitat (approximately 2.76 acres) and a woodland (approximately 2.97 acres). Native species will be planted so the area can be naturally established – this strategy will minimize the need for maintenance, with mowing being required every 3 – 5 years. This will also create a new habitat that otherwise wasn't present on the site. The meadow ecosystem will improve local biodiversity, provide food and habitat for mammals, birds, and insects, increase the population of pollinators, and stabilize soils. The presence of the meadow will also improve connectivity from the southeastern portion (pitch pine-oak) of the site to the northeastern portion (oak-hickory).

Rare, Threatened, and Endangered Species/Unique Habitats

The New York Natural Heritage Program ("NYNHP") was contacted to determine if there is any record of rare plants or wildlife onsite or in the vicinity. Appendix G contains a copy of

correspondence received from the NYNHP on May 4, 2023, regarding rare plants and animals or rare habitats on or in the vicinity of the subject property. The program listed two (2) endangered species; one (1) amphibian, the tiger salamander (*Ambystoma tigrinum*) and one (1) mammal, the northern long-eared bat (*Myotis septentrionalis*). In addition to the endangered animals, four (4) species considered "rare" by the NYNHP document were listed. They were all documented within 0.5 miles of the Proposed Action site by the NYNHP. These included: one (1) butterfly, the White-m Hairstreak (*Parrhasius m-album*) and three (3) vascular plant species: hyssop hedge nettle (*Stachys hyssopifolia*), veined thoroughwort (*Eupatorium subvenosum*), and pine barrens sandwort (*Mononeuria caroliniana*). None of the species documented in the letter from the NYNHP (which is included as Appendix G) were identified during the May 2023 and June 2023 site inspections. The endangered mammal, the Northern Long-Eared Bat (*Myotis septentrionalis*), will maintain potential habitat on site throughout construction and operation. The endangered amphibian, the tiger salamander (*Ambystoma tigrinum*), does not have suitable habitat on the existing site or adjacent sites as the surrounding area is heavily developed and lacks both vernal and permanent ponds required to live and breed, thus it is highly unlikely that populations exist anywhere near the subject property. The unlisted, but rare White-M Hairstreak Butterfly (*Parrhasius m-album*) does not have suitable habitat on the existing site, but the restoration portion of the Proposed Action may offer an opportunity for them to return/visit. The threatened vascular plant species: hyssop hedge nettle (*Stachys hyssopifolia*), veined thoroughwort (*Eupatorium subvenosum*), and pine barrens sandwort (*Mononeuria caroliniana*) are similar to the other species, as the restoration will greatly improve their odds of appearing and surviving on the site. In the existing state of the less disturbed portion of the site, they would be outcompeted by the rampant invasives or disrupted by the cultural practices of the current users. As such, the site is unlikely to be habitat for any of the aforementioned species. The restoration efforts alongside the construction in the already cleared areas will result in a more natural and vibrant habitat for all species.

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Dated: December 1, 2023