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

Project: PSEG Long Island/LIPA Central Business Operations Center

Date: January 9, 2026

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 ("LIPA" or the "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 and Nelson, Pope, and Voorhis 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: PSEG Long Island/LIPA Central Business Operations Center ("Proposed Action")

Location: 92 Duryea Road, Melville, Town of Huntington, Suffolk County, NY 11747; SCTM#: 400-267-1-13.2,14,14.1 &14.2.

SEQR Status: Type I

Conditioned Negative Declaration: No

Proposed Action Description:

The Proposed Action involves the construction of a new business operations center and its associated electrical supply. Specifically, this includes: the construction of the Central Business Operations Center ("CBOC") building; the installation of a new distribution switchgear ("Substation Upgrades") in the southwest corner of the Ruland Road Substation (the "Substation"); and the installation of underground distribution feeders from the distribution switchgear through the existing transmission right-of-way ("ROW") to the CBOC, and the installation of an underground distribution feeder from an existing underground feeder (the "Feeder(s)"). The Proposed Action will also include the installation of temporary electrical service to support construction of the CBOC, which will be removed at the end of the construction.

The CBOC property consists of four tax lots totaling 16.47± acres that are owned by LIPA and located on the southwest corner of Duryea Road and Maxess Road in the hamlet of Melville, Town of Huntington, Suffolk County, New York. The Substation and transmission ROW consist of a single lot, consisting of approximately 33.04± acres that is also owned by LIPA and located adjacent to the south of the CBOC property (see Figures 1-1 and 1-2). The Feeders originating from the Substation will exit the Substation and enter the existing transmission ROW, then continue east, then north into the CBOC property. The existing ROW will need to be expanded approximately 20 feet to accommodate the Feeders. The other Feeder will splice into an existing

underground feeder located immediately outside of the CBOC property and will connect to a pad-mounted switchgear that will be installed within the CBOC property.

The Proposed Action involves the development of approximately 9.35± acres (57± percent) of the 16.47±-acre CBOC property. The CBOC will be constructed mainly within a previously cleared area of the site, which will preserve the remaining 7.12± acres of the CBOC property, consisting of primarily coastal oak-heath forest to the south and west. In addition, approximately 1.14± acres of successional old field, associated with the Feeders, will be restored at the completion of construction. The CBOC includes the construction of a two-story 88,526 square foot ("SF") gross floor area building with a 12,816 SF protected equipment yard with a gravel floor, which will include equipment supporting the electrical and mechanical CBOC infrastructure. The first floor of the office building will be 63,109 SF and the second floor will be 25,417 SF. The two-story building will have a maximum height of 42 feet above finished grade (52-foot stair tower), which is generally consistent with the two- and three-story office/commercial/light industrial buildings in the area. All site features are shown in Attachment 2 – Overall Site Plan.

Approximately 4.89± acres of the Proposed Action site will consist of impervious ground cover (building footprint, parking lot, driveways, sidewalk, guard booth, etc.) and the remaining portion of the development area will be reseeded and landscaped. The north and east property frontages (Duryea Road and Maxess Road, respectively) will be landscaped with a combination of street trees, shrubs, groundcover plantings and grass (see Attachment 6 – Landscape Plan).

Ingress and egress will be provided from Duryea Road (identified as "Drive A" in Attachment 2 – Overall Site Plan). A one-way exit will be provided at the southeast corner of the CBOC property onto southbound Maxess Road. This exit will also be available for ingress and egress during an emergency. A guard booth will be constructed between the primary site access and the proposed parking lot. Major street connections in the area include Broadhollow Road ("SR 110"), Pinelawn Road/Wellwood Avenue (County Road ["CR"] 3) and the Long Island Expressway ("LIE").

An onsite surface parking lot containing a total of 137 parking spaces, including 28 electric vehicle ("EV") charging spaces (20% of the total spaces) and 5 Americans with Disabilities Act ("ADA") spaces will be constructed to serve PSEG LI employees at the CBOC. Parking space dimensions are proposed to be 10 foot by 20 foot consistent with and, in some cases, slightly larger than standard vehicle spaces. Handicap spaces will be ADA-compliant. Parking lot aisles will be 24 feet wide, consistent with typical parking standards, and allowing for two-way access and the necessary space to accommodate the turning radius of large vehicles such as firetrucks to maneuver freely throughout the site. The lane to the south, behind the proposed building (Drive B, as identified on the proposed attached Site Plans) will be 20 feet wide and the one-way egress on to Maxess Road (southeast side of property) will be 15 feet wide. Two 16-foot-wide truck loading docks will also be constructed on the northwest side of the building.

Various modes of transportation are also available in the area of the Proposed Action, including Suffolk Transit Bus ("STB") Route 1 with bus stops located 0.34 to 0.4 miles west of the CBOC property. Sidewalks are present along both sides of Duryea Road and Broadhollow Road and crosswalks with traffic and pedestrian signalization are available at the east/west and north/south crossings of the Broadhollow Road/Duryea Road intersection to facilitate safe and efficient street crossings. STB Route 1 provides connections to the Long Island Rail Road ("LIRR") Huntington Station.

The proposed CBOC will be storm hardened to sustain operations under emergency conditions, will be built to current industry best practices to meet future growth demands, and will facilitate the improvement of electric service to LIPA's customers. Offices will be used mostly by engineers, operators, and security personnel that are critical to operating, managing, and maintaining electrical system functions throughout the LIPA service territory. The facility will include telecom rooms, offices, meeting and training rooms, break rooms, restrooms with showers and lockers, and an open work area. As noted previously, a guard booth will be constructed between the primary site access and the proposed parking lot and a second booth will be provided adjacent to the west truck loading driveway. A black nine-foot-high anti-scale rail security fence will be installed around the perimeter of the CBOC, and a crash barrier will be installed around three sides of the proposed office building. There is also an existing eight-foot security fence with barbed wire along the property's westerly boundary, which is owned by the adjacent property owner, the United States Postal Service ("USPS").

All utilities serving the development will be installed underground.

The CBOC will connect to the South Huntington Water District ("SHWD") via an 8-inch water main along Duryea Road for potable drinking water and emergency fire suppression uses. An 18-inch PVC Suffolk County Sewer District No. 3 (Southwest Sewer District) sewer main (also in Duryea Road) will also be installed for collection, conveyance, and ultimate treatment of sanitary waste at the Bergen Point Wastewater Treatment Plant ("WWTP"). An existing onsite irrigation well be abandoned in accordance with applicable well closure requirements.
v
The proposed Lighting Plan (see Attachment 4) includes 29 pole-mounted shielded outdoor light fixtures mounted at 20 feet above grade and 21 exterior wall mounted lights mounted at 15 feet above grade on the main building and 10 feet above grade on the equipment yard structure. PSEG LI will provide the electrical service and fiber optic connections for these lighting features. The Lighting Plan has been designed to ensure site safety and security while preventing or minimizing any potential impactful glare, light trespass, "skyglow," aesthetic impacts, and inefficient energy use.

<u>SEQRA Findings</u>

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") was prepared to evaluate potential impacts of the Proposed Action. The Proposed Action is an "Type I Action" as defined in SEQRA.

The FEAF evaluates the effect of the Proposed Action upon land use, natural resources, visual resources and character of the area, energy use, environmental hazards and human health resources. Key findings are outlined below.

Land Use and Community Character

The existing character of the Proposed Action area is of light industry and office park uses, including existing utility uses (electrical substation and transmission ROW) and community services providers (USPS) and a major employment hub for the surrounding community and region. Development in the area includes large one-to-three-story buildings, associated large surface parking lots, lawn and landscaping, and some corporate ground and façade signs. The Proposed Action retains the existing building scale, density and land use character of the area,

particularly to the north (although there is some variability in the existing condition) and provides a transition between the very large USPS building and smaller office buildings to the east. See conceptual site renderings in **Attachment 7** demonstrating this consistency. The CBOC property is split zoned by the Town as I-2 Light Industry on the west half of the property and R-40 Residence (one dwelling unit per acre) on the east half of the property. The 1.25-acre portion of the LIPA substation property and ROW that will be affected by this project consists primarily of a substation and overhead electric transmission line. This property is zoned R-40 Residence. The proposed CBOC is an important land use to improve essential services to regional residents and businesses.

The Proposed Action is easily accessible from the LIE, Broadhollow Road, Duryea Road and Maxess Road. The closest residential use is over 300 feet to the east and is separated by Maxess Road, wooded land, the transmission ROW, and other land uses including a two-to-three story office building and several greenhouses located along the east side of the road/west side of the Highland Green multifamily residential community.

The proposed CBOC makes efficient use of the property by utilizing existing cleared areas and maintaining existing woodlands on the west and south sides intact. Sufficient parking, access, and security is provided. Landscaping and outdoor lighting are appropriately designed to minimize impacts and enhance the visual quality of the development.

Equipment and essential CBOC infrastructure, such as aboveground fuel storage tanks, will be contained within the storage yard structure and will not be visible from off-site vantage points. The CBOC property's north and east property frontages (Duryea Road and Maxess Road, respectively) will be landscaped with a combination of street trees, shrubs, groundcover plantings and grass, including features such as rain gardens, foundation and parking island plantings, lawn areas, vegetated road side buffers providing screening that will enhance site character and visual quality (see **Attachment 6 – Landscape Plan**). This includes native species such as red chokeberry, arrowwood viburnum, American holly, Eastern red cedar, Eastern white pine and red oak, little bluestem, grass, and others, as well as one non-native ornamental species (Norway spruce). These plantings will improve the appearance of the site, help maintain the character of the area, offer wildlife habitat for human tolerant wildlife, and provide screening from the street and other vantage points. There is an existing row of London planetree street trees along the property's frontage on Duryea Road but currently no street trees along its frontage on Maxess Road. The Proposed Action includes the planting of ten red oak along this frontage.

Proposed rain gardens include areas to accept stormwater runoff and provide pretreatment including two stormwater forebays. Plantings in these areas include a mix of Perennials including blue flag iris and mountain mint; grasses, including foxsedge, Northern sea oats, purple lovegrass, soft rush, little bluestem, and prairie dropseed; and shrubs including black chokeberry, red twig dogwood, swamp rose mallow, inkberry holly, and grow-low fragrant sumac.

Parking lot islands will be vegetated with butterfly weed, yarrow, and prairie dropseed and foundation plantings will include wild geranium, little bluestem, Shenandoah switchgrass, New Jersey tea, and compact inkberry holly.

Lawn areas are proposed around the perimeter landscape plantings, rain gardens, and the proposed CBOC. These areas will be planted using a Long Island Sun and Shade Lawn Mix which consists of 70% tall fescue, 25% rye grass, and 5% bluegrass.

Onsite parking, which will include EV parking spaces and safe and convenient access to the site is provided. Outdoor lighting has been designed to provide site security and safety without significant light-related impacts such as light trespass, glare, visual quality effects, or excessive energy use as shown on the attached **Lighting Plan, Attachment 4,** with light intensity photometric data and contours showing illumination at 0.1, 0.5 and 1.0 footcandles. The proposed Lighting Plan includes 29 pole-mounted shielded outdoor light fixtures mounted at 20 feet above grade distributed around the parking areas and at key locations and 21 exterior wall mounted lights mounted at 15 feet above grade on the main building and 10 feet above grade on the equipment yard structure. Retention of much of the site's vegetation along with the proposed plantings from the landscaping plan will help to further minimize light related impacts. See attached **Lighting Plan, Attachment 4**. The building will have high quality office architecture to enhance the appearance of the building, site, and light industry/office park.

Noise generation associated with the use of the CBOC property will be similar to surrounding properties and will include noise from HVAC equipment and worker vehicles. The generators are being sited for emergency use only. The Substation Upgrades and Feeders will not require the installation of any noise-generating equipment.

In addition, the equipment to be installed within the Substation will be consistent in height and appearance to existing substation equipment, and the Feeders will be installed entirely underground having no adverse effect on nearby land uses.

It is noted that the CBOC property is far outside the threshold half-mile buffer area of the closest delineated Disadvantaged Community and Potential Environmental Justice Area (See **Disadvantaged Communities Map** in **Figure 3-3**)[1]. The Proposed Action does not contain and is not adjacent to or near any State or National Register eligible or listed buildings, landmarks, places, cemeteries, historic districts or documented archaeological resources and is not within an archaeologically sensitive buffer area as mapped by the New York State ("NYS") Office of Parks, Recreation and Historic Preservation's Cultural Resources Information System. See **Historic and Archeological Resources Map** provided in **Figure 3-4**.

The CBOC property is split between both the Town of Huntington R-40 Residence District and the I-2 Light Industry District. The Substation and transmission ROW are located within the R-40 Residence District. The Proposed Action is designed at a suitable and compatible development density and building coverage with 50-foot front yard setbacks and a building height that will be consistent with area buildings and the local land use patterns of the I-2 Light Industry District.

As the Proposed Action has been designed to conform with existing land uses in the area and will utilize both existing and new vegetation to provide additional screening to the CBOC property, no significant land use or community character impacts will result from the Proposed Action and future site activities.

[1] The two districts share the boundary from which the buffer area was measured.

Community Services

The Proposed Action will not create any new significant demand from community service resources. The Suffolk County Police Department ("SCPD") patrols the area. The Second Precinct headquarters are located at 1071 Park Avenue in Huntington, which is approximately a 15-minute drive north from the proposed CBOC property. The proposed CBOC will include an 8-foot-high perimeter security fence, a gatehouse, guard booth, outdoor lighting to provide a safe and secure exterior environment, and various other site security features. The SCPD also patrols the Substation area. See attached plans and Perimeter Fence Detail, **Attachment 8**.

Currently, the Melville Fire District/Fire Department ("MFD") serves the Proposed Action area. According to the Fire District's website, the MFD is 15 square miles in area and includes over 7,100 homes and 1,100 businesses. The MFD is a volunteer organization with ±110 members who respond to over 2,400 calls each year and are governed by a Board of Fire Commissioners. The MFD operates four fire stations including MFD headquarters located at 531 Sweethollow Road, MFD Station 1 at 60 Amityville Road, MFD Station 2 at 500 South Service Road, and MFD Station 3 at 274 Old Country Road in Melville. The closest fire station is MFD headquarters which is approximately two miles or a five-minute drive from the proposed CBOC property, and all four stations are no more than a ten-minute drive or 4.2 miles from the proposed CBOC property. The MFD has three companies, a Rescue Squad, and a Fire Police Unit. The MFD currently also provides fire protection services for the Substation.

Major apparatus of the MFD include four (4) rescue engines or pumpers, one (1) heavy rescue truck, two (2) brush trucks, five (5) ambulances, two (2) tower or ladder trucks, one (1) special operations vehicle, two (2) fire police vehicles, one (1) first responder vehicle and one (1) fly vehicle or fire commander/chief vehicle. The Proposed Action will adhere to the NYS Fire and Building Codes to address fire safety issues and minimize the potential for emergency service calls. Fire/smoke alarms and onsite 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. An 8-inch SHWD main is present along Duryea Road to provide a suitable supply of water to the site. PSEG LI has met with the local fire marshal to discuss the proposed CBOC to ensure a safe and secure building and site. Minor changes were made to the fire water plan based on technical comments received from the fire marshal. The site plan has also been designed to facilitate access to and around the proposed building and site by large trucks to ensure unencumbered fire vehicle access.

There are also several local public and private ambulance services available to serve the proposed CBOC property including the MFD, which currently operates five ambulances and provides EMS services.

The proposed CBOC will connect to existing public water and sewer infrastructure to ensure a safe and potable water supply for employees and for use in fire safety and suppression and to ensure safe and enhanced treatment of sanitary wastes before disposal offsite. The proposed CBOC property is outside of, but next to, Suffolk County Sewer District 3 and an available 18-inch sewer main will connect to this system to ensure that all sanitary waste generated at the site is properly collected, conveyed and treated at the Bergen Point WWTP. To ensure compatibility with the

municipal system, an application will be made to the SCDH. If for some unexpected reason, a connection cannot be secured at this time, an onsite Innovative/Alternative Onsite Wastewater Treatment Systems ("I/A OWTSs") will be installed to ensure that public health and groundwater resources are protected to the maximum extent practicable and ensure public health.

The proposed CBOC will be constructed in accordance with modern building codes. To minimize landscape irrigation demands, the Proposed Action includes the retention of 7.12± acres of natural woodlands and the use of many native or plant species or other non-invasive species that are well adapted to site conditions to minimize irrigation needs and other impacts.

Regarding the local school district, the Proposed Action will not affect enrollment or place any strain on the school district.

In relation to energy use, the proposed facility will be of modern efficient construction. Twenty-eight EV charging stations will be installed for office use to facilitate and support the use and charging of electric vehicles and reduce reliance on nonrenewable energy resources.

As the Proposed Action will provide benefit to the entire LIPA service territory, and can be accommodated by existing community services, the Proposed Action will have no significant impacts on the foregoing.

Transportation

The proposed CBOC would generate a conservative 151 vehicle trips during its anticipated peak hour of activity (Weekday AM Peak hour) as shown in **Table 3-1 and below**. These trips, however, would approach and leave the site from Maxess Road, Duryea Road via Broad Hollow and other streets, thereby distributing the trips along different streets.[2] This trip generation will have very little overall impact on the local road system based on the projected road capacity.

TRIP GENERATION

Time Period	Distribution	General Office Building ITE LUC 710 (88,526 SF)
Weekday AM Peak Hour	Enter	133
	Exit	18
	Total	**151**
Weekday PM Peak Hour	Enter	26
	Exit	124
	Total	**150**
Saturday Midday Peak Hour	Enter	25
	Exit	22
	Total	**47**

Source: Trip generation, 11th Edition, published by ITE

[2] As indicated, the existing number of trips during the Weekday AM and PM peaks (431 and 256, respectively) determined by the Town of Huntington is for Maxess Road only. Since there are numerous crossroads adjacent to the office/industrial district, trips are greatly distributed directly to or from Melville Park Road, Huntington Quadrangle, Road, Baylis Road, etc. to Broad Hollow Road or Pinelawn Road, thereby avoiding Maxess Road.

In addition, the Proposed Action uses only a portion of the proposed CBOC property leaving 7.12± acres as undeveloped woodland instead of providing a full property buildout that would generate more vehicle trips. The site is located in close proximity and with easy access to and from the LIE and Broad Hollow Road (SR 110) to facilitate access by office commuters without crossing through residential neighborhoods. Moreover, Suffolk County Transit provides nearby bus service within walking distance of the property for people seeking mass transit with connections to nearby LIRR stations including Huntington Station and Amityville Station, as well as other major destinations along its route.

The access to the proposed CBOC property from Duryea Road maximizes sight distance, distance from the Maxess Road intersection, and minimizes vehicle conflicts to support traffic safety.

During operation, the proposed Feeders and Substation Upgrades will not result in any additional vehicle trips into the area.

Based on the above information and analyses and project scale and design, there will be no significant traffic impacts associated with the Proposed Action.

Natural Resources

Topography

The area of proposed clearing and development is flat to gently sloping with no moderate or steep slopes except for any remaining mulch or topsoil stockpiles. Remaining stockpiled materials used by the former nursery business will be removed prior to development and may be replaced with clean sand that will be suitable for development or landscaping and ensure proper grading for development and stormwater management. Based on these conditions, no moderate or steep slopes, embankments, ponds, streams, wetlands, unique geologic or geomorphic features, unusually high or low elevations, or shallow groundwater are known to be present onsite and there are no significant topographic constraints to development. Minor modifications will be made to site topography to ensure that the CBOC property is suitably graded to properly manage and direct stormwater runoff, including temporary containment and temporary residence, into two shallow vegetated stormwater forebays for pretreatment of runoff before ultimate discharge into a subsurface drainage basin that will be installed, backfilled, regraded and paved over for use as a facility parking lot. Grading will also be needed to ensure a suitable base for building construction. Since grade at the site is presently flat to gently sloping, significant grading is not expected.

Site excavation and ground surface disturbance will, however, be necessary for installation of the sediment basin for the construction phase that will be located on the northeast side of the CBOC property and will be converted to the proposed underground stormwater infiltration basin and later backfilled, paved over and used as part of the proposed parking in the area around and between Drives A and B and their adjacent parking spaces. Any restrictive soil layers such as clay or compact silt encountered in and around proposed subsurface drainage structures should be removed to ensure suitable soil drainage. Other soil disturbances will include installation of catch basins, underground storm drains, two stormwater forebays, other underground site utilities, parking and driveways, sidewalks, and the proposed office building. These actions will require temporary removal of soil, in some cases stockpiling, backfilling, and regrading to provide a

suitable surface and grade for site development and drainage. All disturbance areas associated with the Substation and the Feeders will be restored to original grade at the completion of construction, with the exception of small impervious areas, such as the concrete pad for the distribution switchgear and manhole covers for the Feeders.

Grading plans and erosion and sediment control measures are included showing clearing and disturbance limits as well as existing and proposed elevations. Project construction will include onsite staging, washout, sediment basin, silt fencing, and other essential construction features. In addition, a Grading and Drainage Plan has been prepared (see **Attachment 3**) as well as a preliminary Stormwater Pollution Prevention Plan ("SWPPP") (see **Appendix A**).

A total of 10.60± acres or 59.82 percent of the 17.72± acre project site (CBOC site and adjacent property) will be cleared/disturbed for development leaving 7.12± acres natural/undisturbed. Most of the 17.72± acre site was used by the prior landscape nursery business for plantings and storage or is part of the previously disturbed portion of the Substation, requiring limited additional clearing of woodlands to meet project needs. Once developed, 4.89± acres of the 17.72±-acre development site surface will be covered by impervious surfaces including the building footprint, parking lot, site driveways, sidewalks, etc., 5.69± acres will be landscaped, revegetated or reseeded, 0.02± acres will be covered by landscaping stone or gravel, and as noted above, 7.12± acres will remain natural. The Proposed Action makes efficient use of the available land, minimizes stormwater runoff, and impacts on natural woodlands and wildlife habitat.

Cut and fill calculations were provided by the project's civil engineers, see **Appendix B**. Based on these calculations, an overall net import of 8,840± cubic yards ("CY") of fill will be required for the Proposed Action which is expected to require a total of 295± truckloads, spread out over the course of several months.

The risk of soil erosion due to slope, 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. Based on proposed mitigations, the Proposed Action will not result in any significant adverse impacts to topography.

Soils

An assessment of soil characteristics was conducted based on the United States Department of Agriculture ("USDA") Soil Survey of Suffolk County, New York, and the more recent USDA Natural Resources Conservation Service's Web Soil Survey. These resources include soils maps indicating that the soils onsite in the area to be developed consists of Haven loam, 0 to 2 percent slopes ("HaA soils") which are well-suited for development due to typically gentle slope, soil depth, permeability and drainage, and low erosion rate and other characteristics with only minor soil-related limitations that will not cause any significant impact or limitation and are easily addressed if necessary. As discussed previously, soil will have to be excavated, stockpiled, used as backfill, and supplemented with additional imported fill of suitable texture based on the project engineer's cut and fill calculations a total of 8,840± CY of fill will have to be brought to the site to create the necessary balance. HaA soils are medium textured well drained soils.

A total of 18 soil test borings were completed on the CBOC site indicating primarily sand and gravel to a depth of up to 42 feet below ground surface and groundwater was not encountered in any of the test borings which were at depths of 22-42 feet. The project will connect to public sewers thereby eliminating any need for onsite sewage disposal.

Based on existing site surface topography, depth to groundwater is therefore expected to average 45 feet below ground surface **(USGS, 2016)**. The proposed drainage infrastructure includes a system of catch basins, green pretreatment forebays and subsurface infiltration basins to meet the design and capacity needs. Stormwater generated on-site at the CBOC property will first be directed to the two stormwater forebays/rain gardens for pretreatment. This will help to reduce suspended sediment and associated pollutants from entering the infiltration basin and the underlying groundwater and will allow for the uptake of nutrients by plant life. The permeability of the soil will also serve to help during a high-volume storm event without very slow or excessive drainage that can reduce the benefits of filtration. Any runoff generated with the Feeders or at the Substation is considered minor and will not require additional stormwater storage.

Overall, the redeveloped portion of the CBOC property will require minimal grading. The HaA soil type does 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 SWPPP will be prepared and implemented in accordance with the SPDES General Permit for Stormwater Discharges from Construction Activity to ensure that soil disturbed during construction activities will not migrate off the site. Moreover, HaA soils are supportive of vegetation and agriculture. They are medium textured and well drained unlike many of Long Island's soils which are often coarse grained excessively drained sands which do not hold water well and place greater demand on landscape irrigation systems. The Proposed Action therefore presents no potential for significant adverse impacts to soils.

Surface Water and Wetlands

The Proposed Action will include 1.70± acres of building including the main building, protected equipment yard and guard booth and 3.08± acres of mostly pavement and some concrete bringing the total proposed impervious lot coverage to 4.78± acres or 29.0 percent of the 16.47± acre CBOC property. The overall increase in impervious surface will necessitate that onsite stormwater management devices are installed to prevent impacts. The Proposed Action includes a series of stormwater catch basins, subsurface drainage piping, two stormwater runoff collection forebays for sediment settling and pretreatment of runoff before subsurface recharge, and an underground/under parking lot infiltration basin within the CBOC property. No stormwater management devices are required for the work associated with the Substation or Feeders.

Stormwater will be collected, pretreated and recharged onsite through an underground leaching system, designed in accordance with the NYS Stormwater Design Manual. Sanitary sewer will be discharged to a County Sewer collection system for conveyance to and treatment at the Bergen Point WWTP and discharged offshore. The project will involve the development or disturbance of 10.60± acres leaving 7.12± acres in its natural oak-heath forest condition and areas that will be revegetated. Leaving the 7.12± acres natural, minimizing the area to be landscaped with fertilizer dependent vegetation, and planting mostly native or well adapted plants will reduce the long-term

need for landscape fertilization and irrigation to mainly the lawn area, thereby further minimizing impacts on the area's groundwater quality and supply. The Proposed Action therefore presents no potential for significant adverse impacts to surface waters or wetlands.

Groundwater, Water Supply, Wastewater Management

The Proposed Action will connect to an existing 18-inch diameter PVC Southwest Sewer District No. 3 sewer main that currently passes by the CBOC Property along the center line of Duryea Road for treatment at the Bergen Point WWTP. This will help to ensure proper handing, conveyance, treatment, and disposal of wastewater generated onsite, offshore at the WWTP in accordance with applicable standards, and further minimizing impacts from the proposed project on local groundwater. There is no sanitary flow and discharge associated with the portion of the Proposed Action related to the Substation or Feeders, and therefore these components of the Proposed Action will not require conveyance, treatment, and disposal of wastewater.

Similarly, the Proposed Action will connect to an existing eight-inch SHWD water main, as previously discussed, for its indoor water supply, landscaping, and fire suppression needs which will ensure a clean and abundant supply of routinely monitored potable drinking water for the proposed CBOC. A rain sensor will be installed on the irrigation system to prevent unneeded irrigation applications. As previously noted, well adapted native landscaping will be provided and a large portion of the property will be undisturbed and thus in its native undeveloped vegetated condition, which will reduce the need for additional irrigation. The Substation or Feeders will not require water during their operation, and therefore these components of the Proposed Action will not increase water usage.

The two proposed 14,329-gallon above ground subbase diesel storage tanks will be designed to ensure environmental protection from spills, leaks, or overfilling. The CBOC property is not identified as being within a SCDHS Water Supply Sensitive Area or any special groundwater protection area or overlay district, critical environmental area, or other unique designation targeting the protection of water resources or other natural resources. Nevertheless, it is imperative that the necessary precautions and best management practices are implemented. Therefore, the proposed storage tanks will be equipped with secondary containment, overfill protection, leak detection, and will be installed above ground on a concrete pad. The protections will help to prevent spills, leaks, and accidents, and protect groundwater and allow for periodic inspection. Best management practices and project mitigations that will be implemented to prevent fuel-related impacts include the following:

- Containment provisions to comply with requirements of authorities having jurisdiction.
- Tanks to be above ground subbase-mounted steel tanks on concrete pads.
- Double-walled tank construction with interstitial space leak detection.
- Factory installed and piped in accordance with UL 142 fuel oil tank standards.
- Factory-installed fuel supply and return lines from tank to engine; local fuel fill, vent line, overflow line, and tank drain line with shutoff valve.
- Tank level indicator.
- Low-Level Alarm Sensor/ Liquid-level device operates alarm contacts at 25 percent of normal fuel level.

- High-Level Alarm Sensor: Liquid-level device operates alarm and redundant fuel shutoff contacts at midpoint between overflow level and 100 percent of normal fuel level.
- Vandal-resistant fill cap.
- The tanks and area around the tanks will be routinely inspected to ensure there are no leaks or other hazards or adverse conditions.

Fuel storage will not be required for the Substation or Feeders, and therefore these components of the Proposed Action will not create impacts to the groundwater.

Impact to groundwater hydrology is expected to be minimal, as:

- 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 project design storm. In addition, the proposed stormwater forebays will provide enhanced stormwater treatment.
- Proposed vegetation in landscaped areas will include well adapted native vegetation requiring minimal maintenance once established. In addition, any disturbed areas along the ROW will be restored at completion of construction.
- The two stormwater forebays will facilitate the removal of suspended solids and pollutants from collected stormwater and any attached or accompanying contaminants, such as residual nutrients can be further attenuated through vegetative uptake, while other contaminants can be captured though soil filtration. The stormwater forebays will also help to remove solids that can clog the soil pore spaces of subsurface infiltration system.
- Depth to groundwater is more than sufficient to accommodate the development and allow for onsite recharge without significant impact. Stormwater forebays and subsurface leaching systems will control stormwater and provide treatment across the site. The CBOC will connect to public sewers for sanitary treatment thereby eliminating onsite discharge.
- 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 to allow proper drainage and filtration.
- The Proposed Action is not located within a SCDHS Water Supply Sensitive Area or any special groundwater protection area or overlay district, critical environmental area, or other unique designation targeting the protection of water resources or other natural resources.
- Any soil that is contaminated above applicable regulatory thresholds will be properly removed and disposed of in accordance with state and federal regulations.

The CBOC will also connect to the existing SHWD public water supply to ensure a clean and potable source of water. Given the foregoing mitigations and best management practices identified and the connection to public sewers, no significant impacts to groundwater are expected as a result of the Proposed Action.

Stormwater

The CBOC property is currently undeveloped, contains no buildings, structures, pavement or other impervious surfaces, is slightly over 40 percent cleared and nearly 60 percent wooded and currently contains no onsite drainage structures. The Substation and ROW are currently partially

developed with equipment typical of both uses. The Substation has a bluestone ground cover with no onsite drainage structures. The ROW has a vegetated ground cover with no onsite drainage structure. Precipitation on all undeveloped parts of the Proposed Action is either intercepted by existing vegetation or other surfaces and evaporated, absorbed by the roots of the existing vegetation and transpired by plant life, or infiltrates through pervious well-drained medium-textured soils into groundwater and/or runs off. Slopes onsite are minimal and due to site terrain, soil texture and vegetation, precipitation is likely retained onsite, recharged or absorbed by plant life.

The Proposed Action will include 1.70± acres of building, including the main building, protected equipment yard and guard booth and 3.08± acres of mostly pavement and some concrete, bringing the total proposed impervious lot coverage to 4.78± acres or 29.0 percent of the 16.47± acre CBOC property. The overall increase in impervious surface will necessitate that onsite stormwater management devices are installed to prevent impacts. The Proposed Action includes a series of stormwater catch basins, subsurface drainage piping, two stormwater runoff collection forebays for sediment settling and pretreatment of runoff before subsurface recharge, and an underground/under parking lot infiltration basin within the CBOC property. No stormwater management devices will be required for the Substation or the Feeders.

Stormwater will be collected, pretreated, and recharged onsite through an underground leaching system, designed in accordance with the NYS Stormwater Design Manual. Sanitary sewers will be discharged to a County Sewer collection system for conveyance to and treatment at the Bergen Point WWTP and discharged offshore. The Proposed action is within the Town of Huntington's SHWD and will connect to this resource for its dependable and routinely monitored potable drinking water supply. The project will involve the development or disturbance of 10.60± acres leaving 7.12± acres in its natural oak-heath forest condition. Leaving the 7.12± acres natural, minimizing the area to be landscaped with fertilizer dependent vegetation, and planting mostly native or well adapted plants will reduce the long-term need for landscape fertilization and irrigation to mainly the lawn area, thereby further minimizing impacts on the area's groundwater quality and supply. Most of the proposed landscaping will be located along the property's Duryea Road and Maxess Road frontages to provide aesthetic enhancement, visual interest, and provide partial screening.

The two 1.5 to 2.5-foot-deep vegetated forebays include Stormwater Forebay 1, as shown on the Grading Plans, which will have 1,154 SF of surface area and 4,053 cubic feet ("CF") of volume, and Stormwater Forebay 2, which will have 1,120 SF of surface area and a volume of 3,200 CF. In total, these stormwater pretreatment structures will cover approximately 0.05 acres and have the capacity to pretreat a total of 54,300 gallons of runoff before discharge to the infiltration basin (see **Landscape Plans, Attachment 6**). The proposed infiltration basin will be located under the main parking lot in the area between and around Drive A and Drive B at the location of the construction stage sediment basin, thereby minimizing subsurface disturbance, as shown on the Erosion and Sediment Control Plans.

Detailed Erosion and Sediment Control Plans, the Grading and Drainage Plan (see **Attachment 3**) and SWPPP (see **Appendix A**) will help with the management of stormwater generated on-site during construction as well as for post-construction stormwater management. In addition, drainage

plans have been developed in accordance with the NYS Stormwater Management Design Manual and New York Standards and Specifications for Erosion and Sediment Control by professional engineers.

Potential fugitive dust impacts during site clearing, grading and construction will be mitigated through the implementation of dust, erosion, and sedimentation control measures, including silt fence, stabilized stone construction entrances, concrete washouts, stockpile protection, and tree protection. A detailed SWPPP is provided in **Appendix A**.

Based on the above, the Proposed Action will not result in any significant adverse impacts related to stormwater runoff.

Soil and Subsurface Contamination
An assessment of soil characteristics was conducted based on the USDA's Soil Survey of Suffolk County, New York, and the more recent USDA Natural Resources Conservation Service's Web Soil Survey. These resources include soils maps indicating that the soils onsite in the area to be developed consist of HaA soils which are well-suited for development due to typically gentle slope, soil depth, permeability and drainage, and low erosion rate and other characteristics with only minor soil-related limitations that will not cause any significant impact or limitation and are easily addressed if necessary. As discussed previously, soil will have to be excavated, stockpiled, used as backfill, and supplemented with additional imported fill of suitable texture based on the project engineer's cut and fill calculations a total of 8,840 CY of fill will have to be brought to the site to create the necessary balance. HaA soils are medium textured well drained soils.

A total of 18 soil test borings were completed on the CBOC site indicating primarily sand and gravel to a depth of up to 42 feet below ground surface and groundwater was not encountered in any of the test borings which were at depths of 22-42 feet. The project will connect to public sewer thereby eliminating any need for onsite sewage disposal.

Based on existing site surface topography, depth to groundwater is therefore expected to average 45 feet below ground surface **(USGS, 2016)**. This drainage infrastructure includes a system of catch basins, green pretreatment forebays and subsurface infiltration basins to meet the design and capacity needs. Stormwater generated on-site at the CBOC property will first be directed to the two stormwater forebays/rain gardens for pretreatment. This will help to reduce suspended sediment and associated pollutants from entering the infiltration basin and the underlying groundwater and will allow for the uptake of nutrients by plant life. The permeability of the soil will also serve to help during a high-volume storm event without very slow or excessive drainage that can reduce the benefits of filtration. Any runoff generated with the Feeders or at the Substation is considered minor and will not require additional stormwater storage.

Overall, the redeveloped portion of the CBOC property will require minimal grading. The HaA soil type does 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 SWPPP will be prepared and implemented in accordance with the SPDES General Permit for Stormwater Discharges from Construction Activity to ensure that soil disturbed during construction activities will not migrate

off the site. Moreover, HaA soils are supportive of vegetation and agriculture. They are medium textured and well drained unlike many of Long Island's soils which are often coarse grained, excessively drained sands which do not hold water well and place greater demand on landscape irrigation systems.

Past use of the site for farming and as a nursery may have impacted soils. All excavated soil will be reused on-site to the greatest extent possible. In the event that soil is removed from the site, it shall first be tested by the contractor in accordance with the disposal facility requirements. Any soil exhibiting signs of contamination (e.g., staining, odors, free product, etc.), will be segregated in a separate stockpile, tested, and disposed of in accordance with all applicable state and federal regulations. Miscellaneous debris onsite will be collected and properly disposed of prior to construction.

Based on existing conditions and project design 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 proposed CBOC will result in both direct and indirect impacts to the existing vegetation on the 16.47±-acre CBOC property and along the 1.25±-acre Feeder route area. Approximately 10.60± acres of the 17.72±-acre development site will be initially cleared or otherwise disturbed to accommodate the new facility, including the building footprint, parking areas, driveways, stormwater infrastructure, and associated utilities and future areas to be landscaped and reseeded with native seed mix. This represents about 59.82% of the total 17.72±-acre site.

The remaining 7.12± acres, primarily located in the southern and western portions of the CBOC property, consist of native coastal oak-heath forest and will be preserved in its natural state. This area will remain undisturbed, providing a critical refuge for native vegetation and wildlife, and maintaining ecological continuity with surrounding natural areas.

The installation of the Feeders on the two lots, excluding the work within the Substation, will result in temporary disturbance to approximately 1.16 acres of land, including 0.51 acre of coastal oak-heath forest, 0.30 acre of mowed roadside/ pathway, 0.17 acre of urban vacant lot, 0.15 acre of unpaved road/path, and 0.03 acre of mowed lawn with trees. Following installation, these areas will be restored with a native herbaceous/grass mix that will be periodically mowed and is identified herein as "successional field" once established.

No vegetation is required to be removed within the Substation.

The vegetation to be removed is largely located in the northeastern portion of the CBOC property and along the Feeder route area, which have been previously disturbed and includes areas such as mowed lawn with trees, flower/herb gardens, and urban vacant lots. These areas, while vegetated, do not represent high-quality or rare habitat types and are highly impacted by invasive species.

In addition to preserving a significant portion of native forest, the Proposed Action includes landscaping enhancements along the Duryea Road and Maxess Road frontages. These enhancements will incorporate a mix of street trees, shrubs, groundcover plantings, and grass, including the reuse of any viable nursery stock remaining onsite. These plantings will contribute to the visual appeal of the site, provide partial screening, and support pollinators and other urban wildlife. Disturbed areas along the Feeder route area will be restored with native grasses.

The proposed stormwater management system, which includes green pretreatment forebays and an underground infiltration basin, will also incorporate native plantings. These features will not only manage runoff from impervious surfaces but also provide additional green infrastructure that supports biodiversity and ecological function.

Overall, while the Proposed Action will result in the clearing of a portion of the area, the preservation of over 7 acres of native forest, combined with strategic landscaping and green infrastructure, will help mitigate vegetation impacts and maintain ecological value on the property.

Table 2-6 and referenced **below**, provides the changes in conditions for the various land types found across the site.

HABITAT QUANTITIES
Existing and Proposed Coverages

Habitat Type	CBOC Property		CBOC Site Change	Feeder Route Disturbance (1)		Feeder Route Change	Total		Total Change
	Existing Coverages (Acres)	Proposed Coverages (Acres)		Existing Coverages (Acres)	Proposed Coverages (Acres)		Existing Coverages (Acres)	Proposed Coverages (Acres)	
Wooded	9.43	7.12	-2.31	0.61	0.00	-0.61	10.04	7.12	-2.92
Landscaped	3.67	4.55	0.88	0.03	1.14	1.11	3.70	5.69	1.99
Unvegetated	3.37	0.00	-3.37	0.50	0.00	-0.50	3.87	0.00	-3.87
Impervious	0.00	4.78	4.78	0.11	0.11	0.00	0.11	4.89	4.78
Gravel	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.02	0.02
Total Acreage	**16.47**	**16.47**	**0.00**	**1.25**	**1.25**	**0.00**	**17.72**	**17.72**	**---**

Wildlife Impacts
Most of the natural habitat in the vicinity of the Proposed Action consists of coastal oak-heath forest, a native plant community that supports a variety of wildlife species. The species expected (and observed) in the vicinity of the Proposed Action are generally those that are adaptable and at least somewhat tolerant of human activity, such as common songbirds, small mammals, reptiles, and invertebrates. These species are typically found in suburban and edge habitats and are not considered highly sensitive to moderate levels of disturbance.

Importantly, the clearing of natural habitat will be largely avoided. Of the 17.72±-acre site, approximately 7.12± acres of contiguous native forest in the southern and western portions will remain undisturbed. This preserved area will continue to provide essential habitat for resident and transient wildlife, maintaining ecological connectivity and minimizing habitat fragmentation.

The areas to be developed are primarily composed of previously disturbed or modified landscapes, including mowed lawn with trees, flower/herb gardens, and urban vacant lots. These areas offer limited ecological value and are not considered critical wildlife habitat. As such, the direct loss of high-quality habitat is expected to be minimal. Temporary vegetation disturbance within the Feeder route area will be limited in duration and restored following installation. No vegetation is expected to be removed at the Substation.

The proposed landscaping plan, which includes native plantings and green infrastructure such as green pretreatment forebays, will provide supplemental habitat and foraging opportunities for pollinators and other urban-adapted species. These features will help to soften the transition between developed and natural areas and support biodiversity within the developed portion of the site.

Additionally, the preservation of the forested area will serve as a buffer against potential edge effects from the developed portion of the CBOC property, such as noise, light, and human activity. The proposed lighting plan has been designed to minimize light trespass and skyglow, further reducing potential impacts on nocturnal wildlife. In summary, while the Proposed Action will introduce new development to the site, the strategic avoidance of natural habitat, combined with thoughtful landscaping and lighting design, will help to minimize impacts to wildlife and maintain the ecological integrity of the site.

Rare, Threatened, and Endangered Species/Unique Habitats

The New York Natural Heritage Program does not have any records of documented occurrences of rare plant or animal species, nor any rare or state-listed natural communities, at the site of the Proposed Action or in its immediate vicinity (see **Figure 2-8**). This conclusion is based on a review of the program's comprehensive database of known occurrences of rare, threatened, and endangered ("RTE") species across NYS. In addition, no RTE species were observed onsite during field investigations conducted in April and August, 2025 as part of the environmental review process. These investigations included habitat assessments and visual surveys, which found no evidence of species or habitat types that would warrant special protection under state or federal endangered species regulations. The majority of the Proposed Action site consists of previously disturbed or managed landscapes, such as mowed lawn, ornamental plantings, and vacant lots, which are not conducive to supporting sensitive or specialist species. The coastal oak-heath forest located in the southern and western portions of the site is not known to support any RTE species. Furthermore, the Proposed Action has been designed to avoid disturbance to the most natural and contiguous habitat areas. Approximately 7.12± acres of native forest will be preserved in its current state, ensuring that any potential, undocumented use of the area by transient wildlife is not disrupted. Given the absence of known RTE species and the commitment to preserve significant natural habitat, the Proposed Action is not anticipated to result in any adverse impacts to rare, threatened, or endangered species or their habitats.

No potential for a significant adverse impact on the environment, flora, fauna, community character or human health has been identified as a result of the Proposed Action.

For Further Information:

Contact Person: Erin Gorman, Manager Environmental Projects and Permitting
PSEG Long Island

Address: 175 East Old Country Road, Hicksville, NY 11801

Telephone Number: (800) 490-0025

E-mail: PSEGLongIslandSEQR@psegliny.com

/s/ Jason Horowitz
Jason Horowitz

Deputy General Counsel, Long Island Power Authority

Dated: January 9, 2026