

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

Project: Southold to Shelter Island New 13 kV Underground Feeder Cable Project

Date: August 18, 2017

This notice is issued in accordance with Article 8 (State Environmental Quality Review Act ("SEQRA")) 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 Long Environmental Assessment Form prepared by PS&S Engineering, P.C., dated May 22, 2017 ("EA"), as evaluated consistent with guidance published by the New York State Department of Environmental Conservation pursuant to SEQRA, that the proposed project described below will not result in significant adverse impacts on the environment and a Draft Environmental Impact Statement ("DEIS") will not be prepared.

Name of Action: Southold to Shelter Island New 13 kV Underground Feeder Cable Project (the Proposed Project or Project)

Location: Town of Southold, NY,
Town of Shelter Island, NY, and
land of New York State underneath the bottom of the Shelter Island Sound North

SEQR Status: Unlisted

Conditioned Negative Declaration: No

Proposed Project Description:

The Proposed Project is located within the Town of Southold (including the Village of Greenport), the Town of Shelter Island (including the hamlet of Shelter Island Heights) and within the land underneath the bottom of the Shelter Island Sound North. The Project involves the installation of a new 13kV underground feeder cable to reliably supply electric power to Shelter Island obviating the need to rely on temporary emergency generation that had been placed on Shelter Island during the summer following the loss of a 13 kV submarine feeder crossing Shelter Island Sound North. Additionally, the Project will support the growing energy needs of the Town of Shelter Island. The new cable will replace the primary feeder cable to Shelter Island that was damaged and failed following Hurricane Sandy in November 2012. The new feeder cable will be approximately 3.1 miles long, originating at the Southold Substation in the Town of Southold and terminating on Chase Avenue in the hamlet of Shelter Island Heights (see Figure 1 – USGS Site Location Map). The Project route has three sections: Southold to Greenport (North Fork) Land Feeder Cable Route, Greenport to Shelter Island Horizontal Directional Drill (HDD) Crossing, and Shelter Island Land Feeder Cable Route.

The Project's major scope of work elements include:

- Installation of new pad mounted (PMH-11) gear at the corner of the Southold Substation property, inside the existing perimeter security fence.
- The Southold to Greenport (North Fork) Land Feeder Cable Route will involve installation of a new 3-2/C 1000AL underground feeder cable located within a 6-inch conduit, by a mix of HDD and open trench method, along approximately 2.0 miles (10,660 feet) of existing roadways, from the Southold Substation to the terminus of 5th Street in Greenport. Two spare conduits will be laid alongside the feeder-containing conduit to add or replace feeders without significant additional expense and delay. An additional 600 linear feet of spare conduit will be installed from Southold Substation to the intersection of Chapel Lane and NYS Route 25 to reduce the amount of ground disturbance by projects that may occur at a future date. Fifteen pre-cast concrete manhole structures will be installed along this section of the route. The manhole structures will allow for cable splicing and future maintenance. PSEG Long Island will restore disturbed road areas along the Project route in the Town of Southold and Village of Greenport.
- The Greenport to Shelter Island Horizontal Directional Drill (HDD) Crossing will involve the installation of three new 13kV dedicated underground feeder cables each approximately 0.62 miles (3,290 feet) long beneath the floor of Shelter Island Sound North, from the boring entry at the terminus of 5th Street in the Village of Greenport to the boring exit at the North Ferry Parking Lot in the hamlet of Shelter Island Heights. The feeder cables will be installed by HDD method within three (3) new conduits at a minimum depth of 72 inches at mean high water (MHW) level with a variable target depth between 20 to 120 feet below the bottom of the Shelter Island Sound.
- Installation of two new manholes to submersible PMH gears, one at the HDD entry site in Greenport and one at the HDD exit site in Shelter Island.
- The Shelter Island Land Feeder Cable Route will involve the installation by open trench method of a new 3-2/C 1000AL XLPE underground cable located within a 6-inch conduit along approximately 0.46-miles (2,430 feet) of existing roadways, starting from the HDD exit site on Shelter Island at the southwest corner of the North Ferry Parking Lot. The cable will run east towards Summerfield Place and Clinton Avenue, then east and south on Cedar Avenue (North Ferry Road), then west on Chase Avenue, to a new riser pole, #3.5, to be installed on the north side of Chase Avenue where it connects to the existing overhead 13kV Shelter Island overhead electrical grid. Three pre-cast concrete underground manhole structures will be installed along this project section. The manhole structures will allow for cable splicing and future maintenance. PSEG Long Island will restore the length of the project route in the Town of Shelter Island.
- Installation of a new wood riser pole, Pole #3.5 (45 feet tall), on Chase Avenue to connect the feeder cable to the Shelter Island electrical grid. The two existing adjacent wood poles, Pole #3 and Pole #4 are 40 feet and 35 feet tall, respectively.

PSEG Long Island and PS&S Engineering, P.C. prepared the draft EA and supporting documents. On or about August 25, 2016, LIPA circulated the draft EA to involved and interested agencies and informed

them that LIPA intended to be lead agency for the coordinated SEQRA review. The Village of Greenport disputed lead agency status and the issue was submitted to DEC for resolution. By Decision dated November 10, 2016, DEC determined that LIPA should be lead agency. On or about June 28, 2017, LIPA circulated the revised EA and a notice of a 30-day comment period to the United States Army Corps of Engineers, New York State Department of Environmental Conservation, New York State Department of Transportation, New York State Office of General Services, New York State Office of Planning and Development, Village of Greenport and the Shelter Island Heights Property Owners Corporation,. No comments were received.

Based on the EA and supporting documents, the Proposed Project will not result in significant adverse environmental impacts and a DEIS will not be prepared.

Reasons Supporting This Determination:

The EA evaluates the potential impact of the Proposed Project upon land use, natural resources, visual resources and character of the area, energy use, traffic, environmental hazards and human health resources.

At all locations, the conduits and cables (cable) will be installed underneath paved road and parking areas or underneath the bottom of the Shelter Island Sound. There will be only one (1) new pole, which will be of similar height and material as existing poles within the utility right-of-way. Therefore, no significant visual impacts are anticipated from construction of the Project. The construction of the Project will not result in any permanent visible changes except for twenty surface manhole covers along the Project route, which will be installed flush with the roadway.

The Project will not be located in any wetland areas. Some Project locations are adjacent to wetlands, but the Project will be installed underneath paved, already disturbed areas, so no potential impact on wetlands is anticipated from construction of the Project. Both HDD entry and exit points, the two points closest to the Shelter Island Sound, in Greenport and Shelter Island respectively, also will be located in paved, previously disturbed areas.

In August 2016, PSEGLI submitted a Joint Permit Application to the New York State Department of Environmental Conservation (NYSDEC), requesting an Excavation and Fill in Navigable Waters and Individual Tidal Wetlands Permit, and to the United States Army Corps of Engineers (USACE), requesting a Section 404 Clean Water Act Permit and coverage under the Nationwide Number 12 Permit. These permits will authorize directional drilling to install underground cables (including the excavation of jack pits) in tidal and freshwater wetland adjacent areas. These permits will also authorize installation of a pole riser in a tidal wetland adjacent area along Chase Avenue. Thus, it is not anticipated that the Proposed Project will have any significant adverse impacts on wetland environments.

On land, the cable will be installed at a shallow depth of approximately five feet below ground surface. The construction will be completed immediately above the groundwater surface, which is located at a depth of approximately 5 – 15 feet throughout the Project route. The HDD entry and exit points will be located to a depth of approximately six feet below ground surface. As the Proposed Project enters areas closer to the Shelter Island Sound North there may be some contact with brackish groundwater. However, this brackish groundwater is not within the area of the aquifer that provides Long Island with potable water. Groundwater

encountered during Project drilling will be pumped, treated, and discharged in compliance with all state and federal regulations.

The section of the cable that crosses underneath the Shelter Island Sound will be located at least 20 to 120 feet below the bottom of the Sound. Neither the cable itself nor the installation activities are anticipated to have any contact with or impact to the waters, sediment, fauna or aquatic life of the Sound.

While the installation of a cable underneath the floor of a body of water by HDD is considered a routine operation, there is a minimal possibility for a frac-out, which is the inadvertent release of drilling fluids/mud (water/bentonite mixture) during construction that occurs due to a large increase in pressure within the borehole. For this Project a frac-out can occur only if the drilling fluid pushes through the 20 to 120 feet thickness of sediment at the bottom of the Sound. The Project's potential for a frac-out is minimal due to the thickness of the overlaying sediment. If a frac-out does occur, sediment will be disturbed and will mix with the drilling fluid. The floating sediment and drilling fluid could be carried away by tidal movement, but also could settle in a thin layer over shell fish beds. This could adversely impact shell fish harvesting that season, but there will not be any continuing adverse impact in any future seasons, so any impact would be limited.

In order to minimize the potential for any adverse impacts of a frac-out, HDD Frac-Out Contingency Plan has been prepared which requires continuous monitoring of HDD for frac-out warnings and identifies immediate response actions to prevent a potential frac-out. The HDD Frac-Out Contingency Plan also requires the availability of equipment and materials to undertake specified actions to immediately curb impacts if a frac-out does occur. Thus limited and minimized, the potential for adverse environmental impact from a frac-out is not significant.

Osprey are the only special concern species observed to occur adjacent to the Proposed Project site. Their nests exist at elevated locations. No Project construction activities will take place in the vicinity of observed nests during osprey breeding season. The parameters of the Project construction activities do not create a foreseeable possibility that the Proposed Project will disturb any ospreys or their nests. No impacts to this species are anticipated as a result of the Proposed Project.

The construction work required to install the cable will result temporarily in minor increases in air emissions, ambient noise, and vibration levels. Noise impacts were evaluated throughout the Project route and will be minimal and temporary. The largest increases in ambient noise levels would be from the HDD work at the terminus of 5th Street in the Village of Greenport. This noise will be minimized with noise reducing panels installed around the HDD equipment. Although perceptible vibration levels may be experienced at locations immediately adjacent to construction areas, they are expected to only occur for very short periods of time at any particular location. Vibration levels from a similar HDD project were analyzed, and it was determined that the levels generated by the HDD equipment (0.003 – 0.186 in/sec) is lower than the level required to cause any "threshold damage" (0.75 in/sec).

The Proposed Project is expected to take approximately six (6) to eight (8) months to complete. Construction is expected to commence on or after September 15, 2017 and to be completed by May 2018, including restoration efforts.

The Proposed Project will require work within roadways. A traffic control plan will be implemented to prevent lane closures and allow traffic to always flow in both directions. The construction along roads in

the Town of Southold will take approximately eight weeks to complete. In addition, the road construction on one block of Front Street and five blocks of Fifth Street in the Village of Greenport will take approximately five weeks to complete. As the work will proceed in segments, each block will experience temporary construction-related impacts only for a few days. In the immediate vicinity of construction activities, access to residences and businesses will be temporarily limited, but at no point completely blocked. During work shifts, a worker will be assigned to move protective barriers to allow access to properties. At all times there will be a path for emergency equipment to access all residences and businesses. At completion of all work shifts access will be returned to normal. Each property will be affected for a period of time ranging from ten minutes to one hour. Notifications will be sent in advance to local residences and businesses.

Work within the Town of Shelter Island will take approximately six weeks to complete. The entire route on Shelter Island will be installed underground using open trench method, which will require lane closures and lane shifts. However, at least one lane of traffic will be maintained in each direction. There are no major roadways within Shelter Island and traffic delays will be minimal. Residences and businesses along the route will experience temporary increases to ambient noise levels. However, work will progress at such a rate that individual residences and businesses will only experience increases to ambient noise levels for approximately 1 – 3 business days.

The HDD work zone for the Greenport to Shelter Island Sound North crossing will be located at the terminus of 5th Street, where there are no driveways or adjacent residential properties. The North Ferry Company is located at the only commercial property adjacent to the Shelter Island HDD work zone. The construction will not impact the operation of this property. There are no commercial properties located adjacent to the Greenport HDD work zone. The nearest residence to the HDD entry point is approximately 160 feet to the north-northeast. Thus, this HDD drilling activity is unlikely to impact traffic or noise levels in the homes and shops, which are all further north on 5th Street. The HDD location is in the parking lot adjacent only to a small marina and beach. Since the HDD drilling activity will not occur during the summer season, May through mid-September, the HDD is not anticipated to cause a significant adverse impacts to village residents' or visitors' use of the park, which is focused on the summer season. All equipment for the HDD crossing of the Shelter Island Sound North will be staged at the terminus of 5th Street, in a portion of the park area that is south of the Shelter Island ferry parking lot, or in a remote staging area.

The Proposed Project was also evaluated for the effects on land use and cultural and natural resources. After construction has been completed, the entirety of the Project will exist below grade, with the exception of the PMH gear installed at the Southold Substation and the new riser pole located on Chase Avenue in Shelter Island. Therefore the Project will have no significant continuing impacts on land use or cultural resources. Since the Proposed Project will be completed through paved rights-of-way and below the Shelter Island Sound North it is not anticipated that there will be impacts to natural resources in the area.


For Further Information:

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