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PLANNING BOARD OFFICE
TOWN OF SOUTHOLD

April 6, 2021

Charles R. Cuddy, Esq.
P.O. Box 1547
Riverhead, NY 11901

Re: **SEQR AMENDED Final Scope - Strong's Storage Buildings**
3430 Mill Road, Mattituck
SCTM#1000-106.-6-10 & 13.4

Dear Mr. Cuddy:

The following resolution was adopted at a meeting of the Southold Town Planning Board on Monday, April 5, 2021:

WHEREAS, this site plan is for the proposed construction of two (2) buildings for boat storage, one at 52,500 sq. ft. and the other at 49,000 sq. ft., located on 32.6 acres in the MII and R-80 Zoning Districts where there are 69,245 sq. ft. of existing boatyard buildings; and

WHEREAS, on February 10, 2020 the Southold Town Planning Board, pursuant to State Environmental Quality Review Act (SEQRA) 6 NYCRR, Part 617, determined that the proposed action is a Type I action pursuant to 617.4(b)(10): Any Unlisted action, that exceeds 25 percent of any threshold in this section, occurring wholly or partially within or substantially contiguous to any publicly owned or operated parkland, recreation area or designated open space, including any site on the Register of National Natural Landmarks pursuant to 36 CFR Part 62, 1994 [see 617.17]. The physical alteration of 3.74 acres exceeds 25% of the 10 acre threshold listed in 617.4(b)(6); and

WHEREAS, on August 10, 2020 the Southold Town Planning Board declared itself as Lead Agency and issued a Positive Declaration for the action; and

WHEREAS, on September 11, 2020 the applicant submitted a Draft Scope prepared by P.W. Grosser Consulting Inc.; and

WHEREAS, pursuant to the Regulations of the State of New York Title 6 Department of Environmental Conservation Chapter VI General Regulations Part 617 State Environmental Quality Review the Planning Board held a public hearing on the Draft Scope on November 2, 2020; and

WHEREAS, on November 16, 2020 the public comments received to date were discussed at a Planning Board work session; the public comment period was held open until December 7, 2020 and additional written comments were received; and

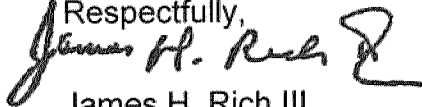
WHEREAS, The Planning Board, as Lead Agency, included in this Final Scope all rationale, reasoning, comments and elements necessary to thoroughly analyze all identified potential adverse environmental impacts of the proposed project; and

WHEREAS, certain clarifications and corrections were agreed to by the Planning Board at the applicant's request; therefore be it

RESOLVED, that the Southold Town Planning Board adopts the **Amended Final Scope** for Strong's Yacht Center Proposed Boat Storage Buildings dated April 5, 2021.

The Amended Final Scope is available on the Town's Website at <http://24.38.28.228:2040/weblink/0/doc/1047267/Page1.aspx>

If you have any questions regarding the information contained in this resolution, please contact the Planning Board Office.

Respectfully,

James H. Rich III
Vice Chairman

Encl.

- Scott Russell, Southold Town Supervisor
- Yvette Aguilar, Riverhead Town Supervisor
- Southold Town Clerk for Southold Town Board
- Southold Town Zoning Board of Appeals
- Southold Town Building Department
- Southold Town Engineer
- Southold Town Police Department
- Southold Town Local Waterfront Revitalization Program Coordinator
- Southold Town Highway Department
- Southold Tree Committee
- Southold Economic Advisory Council
- Mattituck Fire District
- Suffolk County Department of Public Works
- Suffolk County Department of Health Services
- Suffolk County Water Authority
- Suffolk County Planning Commission
- Suffolk County Legislator Albert Krupski
- Sheri Aicher, New York State Department of Environmental Conservation
- Michelle Gibbons, New York State Department of Environmental Conservation
- NYS Natural Heritage Program
- New York State Department of Transportation
- PSEG Long Island/ National Grid
- Environmental Notice Bulletin
- Town Website
- Any Interested Party
- File

Amended Final Scope

DRAFT ENVIRONMENTAL IMPACT STATEMENT

STRONG'S YACHT CENTER – PROPOSED BOAT STORAGE BUILDINGS

3430 MILL ROAD

MATTITUCK, TOWN OF SOUTHOLD, NY

SCTM No.: DISTRICT 1000, SECTION 106, BLOCK 6, LOTS 10 & 13.4

April 5, 2021

Introduction

This document is the Final Scope for the Draft Environmental Impact Statement (DEIS) for a site plan application to the Town of Southold Planning Board that includes the development of two boat storage buildings of 52,500 square feet (sq. ft.) and 49,000 sq. ft., along with associated improvements including water supply, sewage disposal, site grading and drainage, landscaping and lighting, to support the existing operations of the Strong's Yacht Center. The proposed development would be situated on a 32.96±-acre parcel located on the west side of Mattituck Creek, which is zoned Marine II (M-II) and Residential Low-Density A (R-80). All development is proposed to occur on the portion of the site zoned M-II. The subject property is designated Suffolk County Tax Map (SCTM) Nos. 1000-106-6-10 and 13.4.

The proposed action is subject to permits and approvals from the Town of Southold Planning Board (site plan), Town of Southold Trustees (Wetlands Permit), Suffolk County Department of Health Services (SCDHS) (Water Supply and Sanitary Disposal), and New York State Department of Environmental Conservation (NYSDEC) (State Pollution Discharge Elimination System [SPDES] Permit for Stormwater Discharges from Construction Activity). The proposed application has been reviewed by the NYSDEC and has received an Article 25 (Tidal Wetlands) Permit for select regulated project components and a Non-Jurisdictional determination for all work landward of the 10-foot contour, by permit dated January 31, 2020 (Permit ID 1-4738-01843/0028). The permit, however, was granted prior to the Positive Declaration under SEQRA. The proposed application has been reviewed by Suffolk County Water Authority (SCWA) and the availability of water has been determined through an extension of the water main. The Suffolk County Planning Commission (SCPC) has General Municipal Law planning review authority over the proposed action. Utility service connections are also required from PSEG Long Island and National Grid.

The proposed application was filed with the Town Building Department on August 27, 2018. A Notice of Disapproval requiring site plan review before the Town Planning Board was issued on September 18, 2018. Subsequent to the filing of the application and the Notice of Disapproval, and at the request of the Town Planning staff, the Applicant attended a work session with the Town Planning Board on October 15, 2018. The Applicant continued to provide additional project information in 2018 and 2019.

On February 10, 2020, the Planning Board classified the action as Type I and commenced coordinated review with the involved agencies. After review of Part 1 of the Full Environmental Assessment Form (FEAF) and materials transmitted thereafter, the Planning Board caused to be prepared Part 2 and Part 3/Determination of Significance and identified one or more significant adverse impacts that may result from the proposed project. On August 10, 2020, a Positive Declaration was issued by the Planning Board, as lead agency.

To ensure that the DEIS will address all significant issues, in accordance with the New York State Environmental Quality Review Act (SEQRA) regulations set forth at 6 NYCRR §617.8, formal scoping is being undertaken. This Final Scope provides a description of the proposed action and the proposed content for the DEIS, based upon the FEAF Part 2 and FEAF Part 3/Determination of Significance, as prepared by the Town Planning Board. This Final Scope has been prepared in accordance with 6 NYCRR §617.8(e) and sets forth the following:

- Brief description of the proposed action;
- Potentially significant adverse impacts;
- Extent and quality of information needed to adequately address potentially significant adverse impacts;
- Initial identification of mitigation measures; and
- Reasonable alternatives to be considered.

The proposed organization and overall content of the DEIS is also included herein.

Brief Description of the Proposed Project

The proposed action includes the construction of two boat storage buildings of 52,500 SQ. FT. and 49,000 SQ. FT. to support the operations of the Strong's Yacht Center, with associated improvements including gravel-based driveways and parking areas, water supply, sewage disposal, site grading and drainage, landscaping and lighting. Also proposed is the removal of a pool and patio.

The Strong's Yacht Center is situated on a 32.96±-acre parcel located south of Old Mill Road and on the west side of Mattituck Creek on lands zoned M-II (approximately 16.46 acres) and R-80 (approximately 16.5 acres). Prior to its purchase by Strong's in April 2017, the subject site was known as the Mattituck Inlet Marina and Shipyard which existed as a full-service marina, maintenance, repair and storage operation for over 60 years. As illustrated on the proposed site development plans prepared by Young & Young, the subject property is currently comprised of 40 boat slips with associated ramps and fueling and developed with eight buildings to support the operation of the marina, as well as the sale, maintenance, dockage and storage of boats. The eight existing buildings include the following:

- Building 1: One-story residence (1,610 SQ. FT.)
- Building 2: Two-story office (2,702 SQ. FT.)

- Building 3: One-story storage (17,320 SQ. FT.)
- Building 4: One-story storage (169 SQ. FT.)
- Building 5: One-story storage (341 SQ. FT.)
- Building 6: One-story storage (10,766 SQ. FT.)
- Building 7: One-story storage (15,076 SQ. FT.)
- Building 8: One-story storage (22,425 SQ. FT.)

The two proposed buildings would become Building 9 (49,000 SQ. FT.) and Building 10 (52,500 SQ. FT.). Upon implementation of the proposed action, the total gross floor area of all buildings would increase from 69,245 SQ. FT. to 171,929 SQ. FT.

The proposed buildings would be situated to the west of Buildings 7 and 8, which would allow direct access and transport of yachts from the existing lift station to each of the proposed buildings. The purpose of the proposed action is to provide indoor and heated winter storage for yachts that utilize local waters in the peak season but are required to be transported to warmer climates in the winter months due to a lack of adequate storage in the Town of Southold and across the entire east end of Long Island. Based upon an average yacht size of 60 feet, it is estimated that approximately 88 yachts could be stored within the proposed buildings during the winter months; all of which would arrive to the site via Mattituck Inlet (as confirmed by surveys and soundings for the entire Inlet). It is also expected that maintenance and repair activities for larger vessels would occur on the subject property, having direct access from the Mattituck Inlet via the existing lift, further supporting a demand of the existing local boating market. There are approximately 13 full-time staff at the Strong's Yacht Center and, upon implementation of the proposed action, the Applicant expects to create an additional 15 career positions.

The subject parcel is adjacent to Federal and State-regulated Tidal Wetlands (Mattituck Creek), with a portion of the site located within a 100-year floodplain (Zone AE: Elevation 8). The proposed buildings would be constructed in a portion of the site located within a 500-year floodplain (Zone X) at Elevation 10.0. The proposed action has been reviewed and approved by the NYSDEC by permit dated January 31, 2020, however this permit was granted prior to the proposed action being classified under SEQRA as a Type I action and receiving a positive declaration from the Lead Agency. Additional review from the NYSDEC tidal wetlands permitting agency may be required.

Due to significant grade changes on the site, the proposed project will require approximately 134,000 cubic yards of cut for the placement of the proposed buildings at Elevation 10.0. The proposed excavation plan includes two routes for truck movements and would occur over a projected duration of approximately seven (7) months based upon loads of 30 cubic yards per truck and six-day work weeks. An additional six months is projected to complete the proposed project, inclusive of the retaining wall, infrastructure and two buildings (i.e., total construction duration is 13 months).

The proposed plan includes the installation of a concrete and evergreen retaining wall along the west side of Buildings 9 and 10 and along the north side of Building 10, which serves to both stabilize the slope as well as enhance the visual screening of the subject property. The total proposed disturbance is 3.9± acres, with approximately 493 trees of six-inch diameter or greater proposed for removal.

As part of the proposed action, one new on-site wastewater treatment system (I/A OWTS) would be installed and an existing on-site sanitary system would be replaced with an I/A OWTS. The two systems would be designed to serve the Strong's Yacht Center operations, inclusive of all buildings, the office and marina. Also proposed is an extension of the water main from Naugles Drive by 765 feet to allow for the site to be served by the public supply system. Upon implementation of the proposed action, the existing on-site supply well would be available for non-potable use.

Regarding stormwater management, the proposed action includes the installation of on-site leaching pools, French drains and the use of pervious gravel to accommodate stormwater from the proposed development. The proposed stormwater management plan is designed to accommodate a two-inch rain event, in accordance with Town of Southold regulations.

It is noted that in addition to the full-service marina operation, the Strong's Yacht Center currently hosts six commercial fishing boats, and also supports the Marine Program of the Cornell Cooperative Extension of Suffolk County, by hosting eight (8) FLUPSYs (Floating Upweller Systems), which provide protected nurseries for hard clam seed to assist with the NYS Shellfish Restoration Initiative. None of these activities would be affected by the proposed action.

In order to develop the site as proposed, the following approvals are required:

Agency	Permit/Approval
Town of Southold Planning Board	Site Plan Review and Approval
Town of Southold Trustees	Wetlands Permit
Suffolk County Department of Health Services	Wastewater Disposal and Water Supply
Suffolk County Planning Commission	Review and Approval
New York State Department of Environmental Conservation	State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharge during Construction Activities Tidal Wetlands Permit and Non-Jurisdictional Determination (Permit ID 1-4738-01843/0028 dated January 31, 2020)
Suffolk County Water Authority	Extension of Water Main and New Connection
PSEG Long Island/National Grid	Electric and Natural Gas service connections
Town of Southold Highway Superintendent	Review temporary road apron, possible curb cut permit required.
NYS Office of Parks, Recreation, and Historic Preservation	Review for archeological significance

The section of the DEIS entitled *Description of the Proposed Action* will provide a thorough

description of the existing conditions on the 32.6±-acre subject property and the proposed action. The *Description of the Proposed Action* section of the DEIS will specifically include information relating to the following:

- Project location, setting, land use and zoning (with appropriate maps and aerial photographs).
- Summary of the surrounding land uses and zoning.
- Physical characteristics of the site, including property acreage, site cover types (e.g., pervious and impervious areas), and existing structures.
- Project layout and design, including information about the proposed development, zoning compliance, changes in site cover types, site access and circulation, and parking.
- Infrastructure requirements, including water supply, sanitary waste disposal, drainage, and utilities.
- Solid waste generation and the proposed plans for on-site minimization and recycling.
- Project objectives and benefits to the community, including a summary of the project's consistency with the proposed land uses set forth in the *Local Waterfront Revitalization Program* (LWRP).
- Projected construction schedule.
- Required permits and approvals.

Potentially Significant Adverse Impacts

The DEIS will be prepared in accordance with this Final Scope promulgated by the lead agency and in accordance with 6 NYCRR §617.9(b). Based upon review of the site, architectural plans and elevations, site plans and the FEAF Part 1 prepared by the Applicant, the Planning Board prepared a FEAF - Parts 2 and 3/Determination of Significance, for the proposed application which indicates that one or more significant adverse impacts may result from the proposed project. The Planning Board issued a Positive Declaration on August 10, 2020, specifically identifying as potential moderate to large impacts to Land, Surface Waters, Groundwater, Flooding, Air, Plants and Animals, Aesthetic Resources, Noise, and Community Character. The DEIS will fully address the identified potential significant adverse impacts, as well as other relevant issues. Where the impact analyses conducted in the DEIS indicate the potential for significant adverse impacts, the DEIS will set forth measures to mitigate those impacts.

A description of each section of the DEIS is set forth below, followed by a proposed outline for the DEIS.

Natural Environmental Resources

Impact on Soils and Topography

This section of the DEIS will identify the existing soil type(s) on the subject property, based upon the Suffolk County Soil Survey and any available test hole data. The grading program will also be discussed, based upon the required plans and data (e.g., estimates of volumes of soil excavated, cut/filled, removed from site and maximum depths of cut/fill). The topographic conditions will be evaluated, and a topographic map will be provided. The existing and proposed changes to slopes will be included, and stabilization measures will be identified in detail. Construction-related impacts will also be discussed, including truck trips for soil removal and associated truck routes. Mitigation measures for soil limitations/constraints, erosion, sedimentation, and dust generation, to the extent necessary, will be included. See the section on Construction-related impacts for more details. The DEIS will also:

1. Discuss the types and tested physical characteristics of the soils on site that will be subject to excavation, future load bearing, and installation of sanitary systems and stormwater conveyance systems. The location, size, and thickness of any clay or buried peat formations will be described and mapped.
2. Discuss potential adverse impacts to sea grass and on shellfish from potential sedimentation.
3. Discuss possible mitigation for these potential adverse impacts.

Impact on Water Resources (Groundwater and Surface Waters)

This section of the DEIS will describe the groundwater conditions, including depth to groundwater and groundwater quality beneath the subject property, based upon relevant documentation. The Groundwater Management Zone IV (as classified under Article 6 of the SCSC) within which the subject property is located, and site drainage characteristics will be described. Groundwater flow direction based upon Suffolk County Groundwater Contour Maps and field study will be identified and an assessment of the potential impacts to downgradient resources and nearby wells will be included. The location of private and public wells will also be determined and a study to determine any impacts this action might have on the quantity and quality of potable water for those wells will be provided. This section will also include calculations of projected sanitary flow, discussion of the proposed method of sanitary disposal (i.e., the on-site wastewater treatment systems [I/A OWTS]), and consistency with Article 6 of the SCSC. The SCDHS Notice of Incomplete Application issued for the proposed action will also be included and consultations with the SCDHS would be undertaken as part of the DEIS and described herein. The proposed installation of four, 2,000-gallon liquid propane aboveground tanks and consistency with Article 12 of the SCSC would be evaluated.

Groundwater quantity (i.e., water usage) will also be evaluated, including the extension of the public water supply main to the subject property and the availability of water supply based upon

consultations with the SCWA. The post-development benefits of the water supply main would also be identified. The impacts to groundwater quantity available to neighboring wells will also be evaluated based on field studies over four seasons.

The impacts to surface waters would be evaluated, including the appropriateness of the proposed use given the site's location and existing marina operations. Drainage and post-development stormwater management measures, and erosion control measures, will also be discussed and evaluated in accordance with the relevant standards. The surrounding wetlands will be described and the findings of the NYSDEC will be included. An assessment of the Trustees standards for the issuance of a Wetlands Permit will also be included. Finally, the effects of climate change as it relates to sea level rise and flooding will be addressed. Mitigation measures which may reduce potential water quality or quantity impacts will also be identified, as necessary. The DEIS will also:

1. Analyze and discuss in detail the impacts on private wells in the surrounding area including technical details on groundwater depth, quality, quantity, freshwater lens, saltwater interface, amount of flow in GPM, direction of travel, and travel times. Include zones of influence from each wellhead.
2. Analyze and discuss the effect of excavation on groundwater, as well as any expected impacts to neighboring wells. Include an analysis on the potential for salt-water intrusion into neighboring well as a result of the excavation's effect on groundwater in the area.
3. Discuss onsite and nearby tidal wetlands and the NYSDEC's input, ecological communities in those wetlands and their ecosystem services and values, including contributions to surface water quality.
4. Water quality – include a discussion on the current and potential adverse moderate to large impacts to surface water quality in the short and long term (duration). Provide the NYSDEC shellfish closure areas, types of pollutants occurring in the creek currently, types of chemicals in marina and vessel maintenance needs in the proposed construction and operation of the marina facility and mitigation. Include, but not limited to, dissolved oxygen, clarity, eutrophication, and sustainability for estuarine and marine life, as well as existing sources of stormwater. The potential for sedimentation during construction, and resulting, post-construction, long-term stormwater runoff contributions from the site will be described and quantified.
5. Discuss the potential impacts to water quality from an increase in boat traffic from large boats as a result of this action, including increased turbidity and chemical introduction through bottom paints and other boat maintenance practices.
6. Discuss the narrowness of the creek in this area and tidal flow restrictions in an acceptable model. Include a discussion on added restrictions to the tidal flow volume and velocity that could result from the increase in the size and number of boats moored or docked in the creek as a result of this action, and any additional future docks, and potential effects on water quality from reduced tidal flushing that may result.
7. Discuss possible mitigation for these potential adverse impacts.

8. Clarifications

- Will the proposed action adversely impact any wellhead zone of influence, or the quantity or quality of water in the aquifer that supplies nearby residential wells?
- An analysis of the groundwater on site and its contributions to the aquifer serving nearby wells under existing conditions, and the potential adverse effects, if any, to the aquifer serving nearby wells following excavation.
- Conduct the analysis over the course of a year to account for seasonal fluctuation in rainfall and aquifer recharge.
- Study and describe the nature of the aquifer that supplies the nearby wells, and the relationship of the subject property as a contributing source to that aquifer; or show that this subject property is not a contributing source and that the proposed excavation will not affect the quantity of water available to nearby wells.
- Direction of groundwater travel and travel times: What direction is groundwater traveling on site? Would the excavation disrupt or interrupt groundwater travel or timeframes to reach surface waters?
- Depth of freshwater lens and elevation of the saltwater interface: Will the proposed excavation alter the saltwater interface in a way that may cause saltwater intrusion into the aquifer or nearby wellhead zones of influence? Will the proposed excavation cause upconing and saltwater intrusion by reducing the amount of fresh water entering the aquifer used by the nearby wells. At what elevations does potable freshwater begin and end (at the expected saltwater interface) on site pre and post excavation?

Impact on Ecological Resources

Environmental studies will be detailed and undertaken over a multi-season period (all four seasons) to properly assess potential impacts.

This section of the DEIS would address the existing ecological resources on the subject property. As part of the DEIS, a qualified biologist/ecologist will inspect the site to determine the vegetation, wildlife, and general habitat character. An inventory of flora and fauna, as observed, will be prepared and included in this section of the DEIS, and an assessment of the species that could be expected to utilize the subject site will be performed. Protected native plants; plant and animal species listed as endangered, threatened, and special concern (or with other protective status), will be identified, including the noted piping plover, southern sprite, and Eastern box turtle, and suitability of habitat as roosting or summary foraging habitat for protected New York State and Federally-protected bat species. An assessment of potential impacts to the contiguous Town of Southold woodland identified as 25.29 acres to the south (SCTM#1000-106-6-20.3) and the adjacent tidal wetlands of Mattituck Creek will also be performed. Consultations with the New York Natural Heritage Program will be undertaken for site information. This section of the DEIS will include the quantitative impacts to habitats as well as a qualitative assessment of the impacts to plants and animal species. Mitigation measures to reduce potential impacts will be identified. The DEIS will also:

Impact on Plants and Animals

1. Discuss potential adverse impacts to sea grass and on shellfish.
2. Provide a complete description of the ecological communities represented in the forest and their ecological relationships to those of the adjoining Town-owned preserve. Forests provide important ecosystem services within their bounds and for the surrounding landscape and waterways; these ecosystem services will be described. For example, the forest ecosystem of the subject property, contiguous with forest protected by the Town, is the last relatively large block of native forest supplying clean groundwater to Mattituck Inlet that has not been converted to farmland or interrupted by residential and commercial development, with their attendant sanitary system and stormwater impacts.
3. Discuss the cumulative effect of the elimination of the forest on the subject property on the total native forest cover in the Town of Southold. Native forest cover in the Town is relatively rare in comparison with agricultural land and residential/commercial development; remaining patches are isolated from one another, existing as "islands" in the overall landscape. What patches do remain are of varying sizes, spatial relationships with wetlands and waterways, and habitat value.
4. Include a discussion on the potential adverse impacts of net forest loss on wildlife species that have large home ranges, including birds and bats, and that seek deep forest cover and travel between forest patches.
5. Provide a complete analysis and discussion on the proposed destruction of the forest on the slopes, the forest interior exposed and new forest edge, proximity to the boundary of a 25.29-acre, Town-owned, preserve. Include the following: direct harm to the preserve by reducing the overall size of the forest and by removing its buffer area trees that had developed in a high-wind environment; exposure of trees that grew in an environment protected from high wind to northeast, with attendant potential for: destabilization of root systems and tree throw; drying of soils; increased light exposure from sunlight and night-time lighting at the storage facility and marina (effects on plants, as well as insects and wildlife, requiring shade and moisture); introduction of invasive species to disturbed soils; higher soil temperatures and effects on seedling growth and forest regeneration; reduction in forest litter because of convective drying and wind; result in reduction of nutrients available for plants and increase in the effects of drought conditions in summer and the depth of freeze events in the winter; increase in the ratio of forest edge to forest interior that results from decreasing the overall size of the forest, including impacts of physical damage and biological invasions; reduction of uninterrupted forest cover on successful nesting of warblers, thrushes, vireos and other songbirds; reduction or loss of populations of wildlife species requiring the seclusion offered by forest interiors and those requiring nocturnal conditions without artificial light intrusion; degradation of habitat because of noise reaching further into the forest, both during construction and permanently, from traffic and operations at the marina and storage site.
6. Evaluate and discuss the need to remove 493 trees and carbon sequestration and if planting of trees elsewhere can be accomplished to offset tree loss.

7. Assess the action to Mattituck Inlet and the Significant Coastal Fish and Wildlife Habitat (SCFWH) documentation.
8. Tidal marsh – include an assessment on the impacts from current and increase boat traffic on low and high marsh areas within the creek. Discuss the impact from boat wakes, emissions and chemicals (bottom paints) on the ecosystem.
9. Discuss possible mitigation for these potential adverse impacts.

Impact to the Environment

The DEIS will also:

1. Discuss the operations of the site and the overall impact on the environment.
2. Describe the short- and long-term impacts to the ecosystem, biodiversity habitats and the rarity and significance of Mattituck Creek as an estuary, both from construction activities as well as from operations. Discuss the impacts to the wetlands on east side of inlet and wildlife (egrets, osprey and waterfowl).
3. The subject property's relationship to surrounding land uses and location within surface-and groundwater contributing areas to Mattituck Creek will be described and mapped.
4. Discuss possible mitigation for these potential adverse impacts.

Impact on Flooding

1. Climate Change and Resiliency:

The DEIS will describe the potential adverse impact on the parcel resulting from climate change and sea level rise. The DEIS will:

- Discuss SEQRA's implementing regulations and measures to avoid or reduce impacts associated with the effects of climate change such as sea level rise and flooding. See NYCRR:617.9(b)(5)(iii)(i)]. Include the potential impacts associated with coastal flooding, storm events, and rising sea levels. The future physical climate risk due to storm surge (including sea level rise) and flooding should be considered in project design. The analysis will specifically analyze the effect of rising groundwater on upland resources. The analysis will also consider the effects of intensifying precipitation-- including more seasonal precipitation and higher rates and more total precipitation during storms-- both during construction and operation. The action will be assessed to the following:
 - 2014 ClimAID update (Horton et al. 2014) and the New York State Community Risk and Resiliency Act (CRRRA) SLR projections.
 - Using Natural Measures to Reduce the Risk of Flooding and Erosion Guidance (NYDEC).
 - Community Risk and Resiliency Act Guidance for Consideration of Flood Risk in Smart Growth Public Infrastructure Assessment (NYDEC).

- USGS Groundwater-Flow Modeling - Long Island, New York.
2. The relationship of final landscape elevations to the potential for nor'easter and other weather events to inundate the property during and post construction will be discussed in the DEIS to fully afford proper review of adverse water quality impacts.
 3. The increase in frequency of potential inundation events related to predicted climate change effects will also be discussed.
 4. Discuss possible mitigation for these potential adverse impacts.

Human Resources

Impact on Human Health

1. Provide an analysis on the chemicals stored and disposed on site and the potential adverse impacts from the increase in volume of chemicals used and stored on site during the proposed action.
2. Provide NYSDEC regulations related to the storage of chemicals on site.
3. Assess potential impacts to neighboring wells (see section on Water Resources for more details).
4. Discuss possible mitigation for these potential adverse impacts.

Impact on Transportation

The proposed action could result in a moderate to large adverse impact by significantly increasing the number of vehicles (including construction and service vehicles) on local and regional roadways for long durations. Capacity of the roadways may be adversely impacted. The proposed action will add substantial traffic to the area and due to current road conditions, traffic, and intersection conditions, the roads may not have the ability to handle it. The level of service (LOS) at intersections may be adversely impacted.

The design and condition of the roads leading to the site (route) is a concern. Many areas exhibit stress cracks on the pavement. The design of the roads and the ability to increase traffic on these roads, including construction traffic and trucks, is a significant concern. Curves, declines and inclines exist on the route to the parcel.

Receptors along the route to the parcel may be adversely impacted for long durations. The proposed action could result in a moderate to large adverse impacts to the public and user groups from the increase of vehicular traffic on local and regional roads affecting the public's use and enjoyment of the roads while conducting activities (driving, walking, biking).

The number of truck trips proposed could result in large, adverse impacts to West Mill Road, Cox Neck Road, Suffolk County Route 48, New York State Route 25, Sound Avenue, Northville Turnpike, Suffolk County Route 58 and other local and regional roads.

This section of the DEIS will:

1. Provide a comprehensive vehicle traffic study in the DEIS conducted by an traffic engineer of all local and regional roads (include vehicle trips on Cox Neck Lane and West Mill Road) which includes real time data gathered over four seasons for all phases (including mobilization and demobilization of resources) of the proposed action: The study shall include: Real time traffic counts on Cox Neck Lane, West Mill Road, Suffolk County Route 48 and Sound Avenue, and best available data for NYS Route 25. Include the road capacity, existing number of vehicles (trucks) using the roadways, types of vehicles and anticipated vehicle trips and times, Level of Service at intersections, accident data (including data from the Southold Police Department) and the geometry of the roadways along the proposed truck routes. The traffic study shall include vehicle trip data sets from the operations of the marina facility and potential impacts from trucks hauling large boats on local roads. Discuss traffic mitigation including possible limitations on the trucks per day and limit the number of hours per day, and include how this would affect the duration of the construction phase. Discuss what temporary traffic signals will be considered. What traffic control measures will be implemented? Discuss what private resources that will be required to control traffic.

The traffic study would include, but not be limited to:

- Traffic counts over four seasons.
- Site and area visits for observations of existing traffic movements at various times of the day and under different conditions.
- Collection of data and evaluations as described above.
- Review of available traffic data from the NYSDOT and the Suffolk County Department of Public Works.
- Consultations with the Town of Southold Highway Department regarding local roadway conditions.
- Evaluation of accident data from the NYSDOT and Southold Town Police Department to determine if there are any existing accident problems and whether construction traffic may affect the existing accident patterns.
- Review the estimates of traffic anticipated to be generated during the construction of the proposed development. Determine the make-up of the added traffic and hourly new traffic volumes to be placed on the existing road system.
- Provide and discuss a vehicle routing plan for all phases of the project (site preparation, construction and operations after construction). Identify the roads used, speed limits, existing road condition with photographic representation, all intersections, all school zones, anticipated traffic levels and traffic chokepoints along a proposed route. Determine the dimensional characteristics of the road and the existing traffic control provided. Examine

whether the additional construction related traffic can safely be accommodated on the existing roadways. Discuss the suitability of the road capacity. The traffic flow along Cox Neck Lane and West Mill Road and how vehicles will navigate the curves on the roadways.

- Examine the proposed construction access road for the site from the standpoint of location, design and traffic safety.
 - Discuss the potential damage and destruction of local and regional roads by trucks and all other vehicle types involved in the staging, clearing, excavation, site preparation, construction and post construction and operations of the facility. Include the aprons at the access points. Provide all specifications of the loaded and unloaded trucks involved in the excavation and construction.
 - Discuss specific provisions for a performance guarantee to assure appropriate reclamation/restoration of any areas (including local roadways) that may be required, or in the event that the project does not come to completion after a specifically defined period of time.
 - Potential mitigation measures to reduce potential impacts will be identified.
2. Evaluate and discuss the duration of potential adverse impacts from all vehicle trip types included in each phase and post construction, the wear and tear on roadways caused by vehicle types, quality of life impacts to the community and receptors along the routes including adjacent Towns where vehicles will be travelling.
 3. Discuss the potential increase in trailered vessel traffic and if trucks should be limited to certain hours, low speeds and the number of trucks per day.
 4. Include a roadway user group safety study and analysis in the DEIS during all four seasons on the use of the roadways (route) by user groups, including potential adverse impacts on pedestrians walking (with Strollers), jogging, biking and children waiting for the school bus that will could be adversely impacted by vehicles including loaded trucks. Include an analysis of the proposed truck route's road width and the capacity to accommodate two vehicles passing at the same time and location as a pedestrian or cyclist, and whether the roads are currently safe for such an interaction, including the perceived safety from the perspective of the pedestrian or cyclist.
 5. Discuss the impacts of vibration from loaded trucks on structures along the vehicle route(s).
 6. Discuss the effects of excavation and vibration from machinery, heavy equipment and trucks on structures surrounding the site.
 7. Provide a detailed analysis on the potential, long-term adverse impacts to adjacent roadways (surfaces, condition), surrounding properties, neighborhood(s), and region through the clearing, excavation, storing and transporting of cleared vegetation, excavated materials and construction

of the site over a multi-month period in multiple phases.

8. Include a discussion about whether using barges to transport materials is a viable alternative for mitigating impacts from transporting materials associated with the site preparation and construction of the project.
9. Discuss how streets will be repaired. The DEIS will also address specific provisions for performance bonding to assure appropriate reclamation/restoration of any areas (including local roadways) that may be required after excavation, or in the event that the project does not come to completion after a specifically defined period of time.
10. Provide a comprehensive boat (vessel) traffic study analysis in the DEIS of the potential moderate to large significant increase of boats to the Mattituck Inlet. Include the existing conditions analysis and potential adverse impacts on:
 - a. Boat Characteristics - Include the number of additional new boats added to Mattituck Inlet, average size of these boats, average draft and maximum draft?
 - b. Navigation - Provide the depth of inlet from Long Island Sound to the marina. Navigation suitability of Mattituck Inlet, navigation impediments, narrowness of the creek in the area to the north west of the marina. Discuss if the project will include dredging in the future and any potential impacts from dredging.
 - c. Discuss the washing, fueling of, and operation of boats and potential threats from these practices of introducing pollutants into the waterway. The impact of potential fuel spills and cleaning materials spills.
 - d. Provide the potential growth inducing aspects resulting for the action of a significant moderate to large increase of large boats using the Mattituck Inlet/Creek. Include the management of boats on site, staging areas of arriving boats, sufficiency of current dock, plans for additional docks, dredging, any new dock configurations and facility configuration to accommodate vessels, sufficiency of dimensions of travel lifts to haul boats, and other anticipated impacts on the waterway to user groups. User groups include boats of all sizes, manual and engine powered, kayaks, paddleboarders, swimmers and commercial fisherman.
 - e. Include hours of operation, particularly of heavy machinery. During the hauling and launching season the hours of operation of the travel lift. Other boat moving machinery and cleaning apparatus. Identify additional equipment needed to haul-out, put-in, transport, service and store boats.
 - f. Provide an assessment of all boat support services in the area including the availability of functioning pump out boats and stations. How does the marina handle sanitary and solid waste in boats? What advisories does or will the marina provide to boaters on pollutants (coliform bacteria) capable of entering the waterway. How will the disposal of solid and sanitary waste be prevented in the waterway?
 - g. Discuss possible mitigation for these potential adverse impacts.

11. Clarifications:

- Level of Service analyses should correlate to the routing plan for vehicles to and from the subject site. At a minimum the following intersections should be included:
 - Intersection of West Mill Road and Cox Neck Road.
 - Intersection of Cox Neck Road and Sound Avenue/ County Route 48.

- The Lead Agency is requiring an analysis to assess the impacts of the proposed action to the safety of all user groups along the route for vehicles to and from the subject site. This includes a Traffic Safety Evaluation and a Pedestrian and Cyclist Safety Evaluation.

- Elements of these evaluations include but are not limited to the following:
 - Sight distances at intersections and around curves in the roadways.
 - Width of pavement.
 - Locations and width of shoulders along the route.
 - Assessment of the amount of space a pedestrian or cyclist would have on the pavement when two vehicles pass each other.
 - Assessment of any other existing traffic, pedestrian or cyclist safety infrastructure (e.g. signage or pavement markings).
 - Assessment of the safety of a pedestrian when two vehicles pass each other while a cyclist or pedestrian is traveling on the shoulder.
 - Assessment of the perceived safety by pedestrians and cyclists given the pavement width and speed limits along the route and expected traffic generated by this project.
 - Assessment of large trucks' turning radii and their ability to complete safe turning movements at all intersections and safely navigate all corners in the streets along the route, e.g. truck template for route traveled by the largest vehicles expected to make regular trips in and out of the site.
 - Accident data from the New York State Accident Location Information System for the last three years for intersections and their immediate vicinity.
 - Driveway locations and operation including the potential for stacking on the public street during busy times.
 - West Mill Road and Cox Neck Road in particular must have these evaluations.

Impact on Aesthetic Resources

If constructed the subject proposal may significantly alter the shoreline and community character of Mattituck Inlet environs and this potential impact must be fully evaluated. The proposed action is of scale and dimension that will be visible from publicly accessible scenic resources (Mattituck Creek) by operators of vessels using the waterway during seasonal use resulting in a potential moderate

impact to scenic enjoyment of the waterway. Note that Mattituck Creek is a Federal waterway. The proposed action could result in a moderate to large adverse impact to the aesthetic resource (Mattituck Creek) through the diminishment of public enjoyment by users and members of the community under different circumstances and activities in a location that also has an important role in recreation and tourism economy. Both are important and changes to scenic and aesthetic resources may have adverse impacts on both the quality of life of residents and broader economic impacts.

This section of the DEIS will describe the existing viewshed and general consistency or compatibility with existing elements of the community. As part of the assessment of impacts on visual resources, 3D computer-generated imagery would be provided to depict post-development viewshed changes from Mattituck Creek and the adjacent roadway. The proposed buildings and cement and evergreen retaining wall, as well as the site and building lighting, would be described. The impacts to the community character as it relates to changes to the existing natural landscape with the proposed development would be evaluated. The impacts to community character as it relates to the viewshed from waterway (Mattituck Creek) will be evaluated and the project's consistency with the proposed use of land as set forth in approved LWRP, will be discussed. Measures to mitigate impacts will be identified, as appropriate. The DEIS will:

1. Provide a detailed visual impact analysis for the action, including (dimensional relief and color of site structures existing and proposed) identification of the project's zone of visual influence (ZVI), identification of sensitive receptors (scenic views including views from Mattituck Creeks, outdoor recreation facilities, historic properties, etc.) within that zone, and viewshed analyses to determine if and how sensitive receptors would be affected. Computer-generated imagery for viewshed changes should not be limited to views from Mattituck Creek and the adjacent roadway.
2. Include detailed visual renderings of the proposed action, and alternative actions, to reflect how the development would be viewed from the waters of Mattituck Inlet, as well as any surrounding residential development.
3. Include a visual rendering of a typical yacht to be stored in the building as it would appear traveling south down the creek towards the marina from the perspective of a person in a kayak on the creek headed north.
4. Possible mitigation for adverse impacts.

Impact to Community Character

The proposed action could result in an irreversible, adverse impacts to existing community character (physical alteration on site over a multi-year period, large building size and noise) and from the intensity of the proposed operations near residences. Adverse impacts could occur to the community from the construction timeframe in increased intensity and long duration. The DEIS will discuss and analyze:

1. How the proposed action conforms to the town's community character priority (as stated in the Comprehensive Plan Update), which is to "protect its scenic resources.
2. The historic and rural character of this section of Mattituck Inlet defined by in part by the presence of the steeply sloped, thickly vegetated forest on and adjoining the site.
3. The potential permanent and irreversible adverse impacts on neighborhood character related

- to destruction of the forest on the slopes of the subject property.
4. The potential adverse impacts of introducing big-box storage facilities on the neighborhood character surrounding the site, the areas facing the site from across Mattituck Inlet, and the character of the general area traversed by boaters using the inlet should be presented and given thorough analysis.
 5. The aesthetic impacts of removing native forest and hillside upon the bucolic setting of the site.
 6. The potential adverse impacts from Transportation on community character (see above).

Impact on Open Space and Recreation

The proposed action could result in a moderate to large adverse impact and significantly interfere with nesting/breeding, foraging or overwintering habitat by removing 3.94 acres of vegetation, including the removal of important habitat features such as dead trees used for nesting and cover. This habitat area is connected to a 25.29 acre parcel with similar habitat that is protected by the Town of Southold (SCTM# 106-6-20.3) to the south. This woodland assemblage comprises the largest undeveloped acreage in the Mattituck Creek watershed. Other areas of woodland to the south and to the west on the R-80 zoned portion of the parcel may also be affected. The DEIS will discuss and analyze:

1. Discuss the potential adverse impacts to the Town owned preserved property, the deforestation and impacts to the user groups of the property including hikers.
2. Analyze the adverse impacts related to noise, changes in view-sheds, the effect on wildlife, and alteration of a sense of place from this project on the public's enjoyment of the Town owned preserved property during all phases of the action.
3. Discuss the impacts of the increased large vessel traffic in the inlet, and its effects on small local vessels, kayaks, and paddle boarders attempting to navigate the narrow creek.
4. Potential mitigation for adverse impacts.

Impact from Noise

The proposed action could result in a moderate to large adverse impact from excessive noise levels during multiple phases over long duration. Noise associated with the operation of heavy equipment and trucks includes but is not limited to; engine noise, noise from moving and backing up heavy equipment (reversal warning sound) and the operation, accelerating and deceleration and Jake braking of trucks on site and on roadways. Similarly, operation of chain-saws and wood chippers for long durations may generate large, adverse noise impacts to receptors in the neighborhood. The DEIS will include, discuss and analyze the following:

1. A comprehensive noise study. Include in the assessment existing ambient noise levels, noise produced by all phases of the project, the sources of the noise, and including hours, duration, decibel level both at the source and at the receptor sites (e.g., the outdoor spaces of neighbors' properties such as decks or back yards), and impact on tranquility for residents within hearing range, as well as wildlife. Discuss the duration of each type of noise expected. Include an evaluation of cumulative noise generation where multiple machines/activities

might be running simultaneously. Include protocols for monitoring of the noise level during construction and during operations and include how noise will be attenuated or mitigated.

2. Analyze and discuss the potential significant adverse impacts from noise on the quality of life and to public health resulting from all phases of site work and construction over long durations over a multi-month period.
3. Include the potential adverse impacts from noise on receptors and wildlife generated by the operation of machinery, heavy equipment and trucks both on-site and off-site as they travel through neighborhoods and the region including:
 - Noise from the operation of machines, heavy equipment and truck engines moving and backing up (reversal warning sound), accelerating and deceleration.
 - Noise from Jake braking of trucks on roadways.
 - Noise from the operation of chain-saws and wood chippers for long periods and potential large, adverse impacts to receptors in the neighborhood and wildlife.
 - Noise generated by each alternative.
4. Clarify whether or not blasting will be conducted.
5. Discuss the adverse impacts on the quality of life from the noise generated from the action and what mitigation is proposed to lessen adverse impacts.

Impact on Air Quality

The proposal involves the operation of heavy machinery and trucks on and off site over a long duration of time that could result in moderate adverse impacts to local air quality.

This section of the document will address mobile source impacts (i.e., those related to construction activity) and post-development impacts to biomass as a result of the proposed land clearing activities. An air quality assessment will be performed and appended to the DEIS and summarized in the body of the text. The air quality assessment would include the following:

- **Mobile Sources** - The latest version of the Motor Vehicle Emission Simulator (MOVES2014b), developed by the USEPA Office of Transportation and Air Quality, will be used to estimate emissions associated with off-road and on-road mobile engines. If available, emission factors will be obtained from the NYSDEC or NYSDOT MOVES specific data for the County of Suffolk, otherwise national average emission factors in MOVES for Suffolk County using default distribution assumptions will be used. Mitigation measures, as required, will also be identified.
- **Off-Road Mobile Equipment** - Activity levels (i.e. hours of operation) of each piece of equipment will be estimated based on the square footage of the construction area and the associated activity type. The activity levels represent the total number of hours each piece of equipment is anticipated to be used for the duration of the project. Operating hours will be based on the projects need for the equipment rather than assuming continuous

operation. It is assumed that all off-road equipment will operate on diesel fuel. Off-road mobile equipment emission rates for criteria pollutants will be computed and compared with USEPA National Ambient Air Quality Standards (NAAQS). Emission rates for hazardous air pollutants (HAPs) will be computed and compared to New York State Department of Environmental Conservation DAR-1 Guidelines for the Evaluation and Control of Ambient Air Contaminants Under Part 212.

- On-Road Mobile Vehicles - Vehicle miles traveled (VMT) data for each on-road construction vehicle and employee trips will be estimated from roundtrip distances and the number of vehicles and employees based on the activity specific construction schedule. It is assumed that all on-road equipment will use either gasoline or diesel fuel. Typical vehicle types will be passenger car, passenger truck, single unit short-haul, and commercial short-haul. The emission rates for criteria pollutants on-road construction vehicles will be computed and compared to USEPA National Ambient Air Quality Standards (NAAQS). Emission rates for hazardous air pollutants (HAPs) will be computed and compared to New York State Department of Environmental Conservation DAR-1 Guidelines for the Evaluation and Control of Ambient Air Contaminants Under Part 212.
- Fugitive Dust - Fugitive dust emissions (particulate matter or PM) from site preparation, land clearing, equipment movement on unpaved areas, material handling will be calculated utilizing USEPA published emission factors (USEPA, Air Emission Factors and Quantification, AP-42: Compilation of Air Pollutant Emission Factors). Erosion control measures and water programs to minimize fugitive dust and particulate emissions at construction sites will be considered in the analysis. Estimated emission rates for particulate matter (PM) will be computed and compared to USEPA National Ambient Air Quality Standards (NAAQS) for PM2.5 and PM10.
- Carbon Sequestering – The proposal also involves the removal 3.94 acres of soil and vegetation including 493+ hardwood trees contributing to carbon sequestering. Carbon sequestration is the process by which atmospheric carbon dioxide is taken up by trees, grasses, and other plants through photosynthesis and stored as carbon in biomass (trunks, branches, foliage, and roots) and soils. The oak is the genus with the most carbon-absorbing capabilities, there are other notable deciduous trees that sequester carbon as well.

Carbon sequestering estimates will be determined utilizing published sources, including but not limited to: USEPA, Office of Atmospheric Programs, Greenhouse Gas Mitigation in U.S. Forestry and Agriculture carbon sequestering factors; U.S. Department of Energy, Energy Information Administration, Method for Calculating Carbon Sequestration by Trees in Urban and Suburban Settings; and/or 2006 Intergovernmental Panel on Climate Change (IPCC) Guidelines for National Greenhouse Gas Inventories. Sources will be dependent on the most up to date and appropriate specific to the types of vegetation/soil conditions and the classification of the area to be cleared. Soil types will be identified from soil boring logs and published data through the USDA Suffolk County Soil Survey.

Construction-Related Impacts

This section will address the construction-related impacts related to vegetation and material removal, site preparation, and construction activities. The proposed excavation plan will be presented, and the impacts associated with noise, traffic and land disturbance activities (e.g., dust) will be assessed. Measures to mitigate impacts will be identified, as appropriate. The DEIS will:

1. Identify specific materials e.g., excavated materials, vegetation, concrete and building materials.
2. Discuss the potential adverse impacts from water line and natural gas extensions on public roads.
3. Discuss why the project is necessary as proposed.
4. Discuss why this parcel is suitable for this project. This project will require large amount of forest, slope and soil removal.
5. Discuss why the construction of the buildings requires the need to excavate 134,921CY of soil and why the buildings cannot be constructed without excavation.
6. Clarify if the cubic yard calculation of soil to be excavated from the site includes a “swell” factor.
7. Discuss why the length of construction is necessary (13 months).
8. Discuss how the R-80 zoned portion of the parcel will be affected by the proposed action.
9. Provide a complete evaluation of impacts associated with all proposed mining, erosion, materials transport (including roadway impacts and impacts on nearby residential development), materials storage, materials sales, materials processing, vehicle operations, and habitat destruction. The proposed action requires an extensive amount of excavation, which will ultimately result in significant off-site transport of sands and gravels extracted from the site. Please provide official documentation in the DEIS that no action on-site constitutes mining.
10. Assess the noise from all stages of site preparation and construction as described in more detail in the Noise section above.
11. Describe in detail the process by which the temporary road will be constructed and the impacts that will result including but not limited to noise, vibration, vegetation and soil removal, and tree removal.
12. Discuss the potential of slope failure and effect of excavation and ground vibration from the operation of machinery, heavy equipment and trucks on existing neighboring structures.

13. Discuss the potential of destabilization of adjacent properties and impacts from vibration and excavation on adjacent properties, the impact of timing in between each phase, the threat of catastrophic soil loss and erosion if there is a pause in the project schedule due to weather or other event, and the future maintenance, type of construction, inspection schedules and monitoring for defects of the retaining wall. The potential catastrophic failure of the retaining wall, in whole or in part and effect on adjacent properties.
14. Address growth inducing actions and if there will be a future request to develop the property and/or increase the size of the marina/docks as a result of this proposed project. And if the marina and docks will be expanded as a result of this proposed project, discuss whether or not that would constitute the segmentation of the SEQRA review if that expansion is not included in this review.
15. Discuss the potential need to increase the boat storage capacity of the current site and for a future travel lift, boat staging, in water docking and the impact on adjacent wetlands.
16. Discuss if the excavated material can be removed by barge through Mattituck Inlet for off-site disposal.
17. Discuss how the unexpected site conditions, weather, pandemic, and work flow and schedule changes will be addressed to not impact the community?
18. Provide a complete evaluation of impacts associated with all proposed mining, erosion, materials transport (including roadway impacts and impacts on nearby residential development), materials storage, materials sales, materials processing, vehicle operations, and habitat destruction.
19. Discuss alternative plans for disposal of any excavated material that cannot be sold, and provide an evaluation of any disposal sites, other than commercially-operated sites specifically designed to receive fill. Identify the off-site disposal location.
20. Include a plan for specifically targeted and carefully undertaken soil borings to inform an excavation plan that is designed to prevent catastrophic mass soil movement and soil slumping. The DEIS will not rely solely on published soil surveys or soil borings performed by others for a project involving excavation of 134,000CY of a forested hill's soil, especially one adjoining a waterway. Without specifically targeted and carefully undertaken soil borings to inform an excavation plan, the potential exists for a catastrophic mass soil movement event during, or subsequent to, disturbance of the steep slopes by heavy equipment. The proposed excavation could cause sudden faulting and structural disturbances associated with the slope and soil slumping to the immediately adjoining and steeply sloped preserve, as well as cause sedimentation in the waterway. Sedimentation can have a devastating effect on the estuarine life in the inlet because of rapid burial and destruction of benthic organisms, such as shellfish or crustacea.
21. Discuss the effect of precipitation on the re-established steep slope with regard to potential exacerbation of soil movement. It also will show the new retaining structure can adequately

support the final slope and resulting hydrostatic pressure behind the wall.

22. Mitigation of potential adverse impacts.

Consistency with Community Plans and Studies

In 2020, the Town adopted The Southold Comprehensive Plan, the proposed project will be assessed to the goals and objectives of this plan and others. The DEIS will:

1. Include a section focused on the consistency between the proposed action (and alternative actions), and the relevant goals, objectives, and standards of existing planning, land use and policy documents relevant to the subject site and its surroundings.
2. An in-depth analysis of the action on the following policy and planning documents, legislation, and implementing rules and regulations:
 - Southold Town Comprehensive Plan
 - Natural Resources and Environment
 - Community Character
 - Land Use and Zoning (Marine Zoning Update)
 - Natural Hazards
 - Economic Development
 - Transportation and Infrastructure
 - Town of Southold Local Waterfront Revitalization Plan & Policies
 - State and local wetlands protection laws
 - The Mattituck Watershed Management Plan
 - "NYSDEC Environmental Resource Mapper" -with respect to wildlife evaluation
 - NYSDOS Coastal Significant Fish and Wildlife Habitat designations (Mattituck Inlet)
 - Articles 6,7 and 12 of the Suffolk County Sanitary Code

Impacts on Archeological and Cultural Resources

The parcel is located within an area with historic use and buildings. The DEIS will discuss the following potential, adverse impacts to archeological and cultural resources from the action. The DEIS will:

1. Discuss the project's potential impacts to historic and archeological resources.
 - a. Part 11 of the Full EAF for the project indicates that the project is not adjacent to a historic or archeological site. However, NYSDEC guidance on how to prepare the EAF notes that in preparing responses in this section of the EAF one must ask "Does the project site contain, or is it contiguous with, a known archaeological site, even though it may not be

included on the NY SHPO inventory?" As no archeological survey of the project area has been made it is not possible to answer this question in the negative.

- b. Although NYS OPRHP's Cultural Resources Information System (CRIS) does not identify the project area as archeologically sensitive, this should not be construed as meaning that the area does not have the potential to contain potentially significant archeological resources. CRIS relies on the prior identification of archeological sites in proximity to a given area to evaluate sensitivity. CRIS's archeologically sensitive GIS layer specifically states: "Note that locations outside of the buffer areas may also be archaeologically sensitive." In the case of the project area the failure to identify it as "sensitive" is a reflection of the total lack of prior archeological surveys in the immediate vicinity of the project. The project area's location on high ground adjacent to Mattituck Creek (believed to be part of a principal portage route used by Native Americans to travel from the North to South shores of Long Island), suggests that evidence of Native American occupation could be present.
- c. There are three unevaluated structures listed in CRIS within approximately 1000 feet of the project area. Include an evaluation as to if and how these structures may be visually or otherwise (noise, vibration during construction) affected by the project and, if potentially affected, if they satisfy the eligibility criteria for the State Register of Historic Places.

Other Required Sections

Social and Economic Impacts

1. Describe the public benefit to the community.
2. Economy
 - a. Provide a full economic analysis/study of the positive and negative impacts on the community and economy from the action, include the short- and long-term impacts and the viability of the commercial use. The number of jobs created (full-time and part time). Include the current levels of employment by Strong's at the site and employment that would be generated by job description, salary benefit levels, etc. Assess the impact of additional employees.
 - b. Discuss the claimed benefit to the local economy. It should include data about stored boat ownership and where the boat is docked during the season.
3. Threat to Public Safety: Fire

The DEIS will discuss the threat of fire and explosion on site from all ignitable sources. Include the evaluation of potential fire hazards, and if the Mattituck Fire Department is adequately equipped to respond to a fire at the site. This is of special concern given the size of the structures and the combustibles within the stored boats.

Use and Conservation of Energy - This section of the DEIS will describe the proposed energy sources, expected levels of consumption and means to reduce consumption. Consultations with the service providers (PSEG LI and National Grid) will be undertaken and the findings and recommendations of these providers will be included.

Unavoidable Adverse Effects - This section enumerates those short and long-term impacts that cannot be mitigated.

Irretrievable and Irreversible Commitment of Resources – This section includes a brief discussion of natural resources consumed as a result of project implementation. The discussion should include the irreversible impacts from excavation of sand, deforestation, on the Town owned preserve.

Include a discussion on the irreversible adverse short and long-term impacts on community character resulting from the potential degradation of the quality of life.

Growth-Inducing Aspects - The potential growth-inducing aspects of the project will be presented in this section. (See above)

Extent and Quality of Information Existing and Needed

To conduct the analyses of potential adverse impacts, available information will be collected and reviewed, and empirical information will be developed. While it is not possible to determine all information sources to be used, the following represent sources/research that have been preliminarily identified as necessary to perform the required analyses in the DEIS.

Impact on Soils and Topography

- USDA, Suffolk County Soil Survey
- USGS Topographic Map
- Proposed Site Development Plans
- Proposed Erosion and Sedimentation Control Plan
- Soil Boring Logs
- Cut/Fill Estimates
- Soil borings performed on site to inform the excavation

Impact on Water Resources

- Southold Town Comprehensive Plan (2020)
- Town of Southold Local Waterfront Revitalization Plan & Policies
- Water quality assessment of current conditions in Mattituck Inlet over all four seasons
- Water/Tidal flow modelling/study in front of the Marina.
- Study the groundwater supply to determine any impacts to neighboring wells on quality and quantity of groundwater as a result of this action (applicant generated)
- USGS Water Table map and monitoring well data, as available
- Suffolk County Groundwater Contour Maps
- Mattituck Inlet Surveys with Soundings
- Relevant plans, standards and regulations, including the SCDHS Suffolk County Sanitary Code, *New York Standards and Specifications for Erosion and Sediment Control, New York*

State Stormwater Management Design Manual, and the Suffolk County Comprehensive Water Resources Management Plan.

- NYSDEC Freshwater and Tidal Wetland maps
- NYSDEC Letter of Non-Jurisdiction
- U.S. Fish and Wildlife Service – National Wetlands Inventory
- Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps
- Chapter 236 (Stormwater Management) of the Town Code

Impact on Ecological Resources

- Southold Town Comprehensive Plan (2020)
- Town of Southold Local Waterfront Revitalization Plan & Policies
- Correspondence with the New York Natural Heritage Program
- Field investigations
- Published material regarding the potential presence of protected native plants, plant and animal species listed as endangered, threatened, and/or special concern (or with other protective status) and significant habitat areas on or in the vicinity of the project site
- Ecological Communities Map
- Ecological Inventory of Site for Observed Plants and ecological communities and observed/expected wildlife
- Tree Removal Plan updated with Tree Species, as identified during field visits
- State and local wetlands protection laws
- The Mattituck Watershed Management Plan
- NYSDEC Environmental Resource Mapper" - with respect to wildlife evaluation
- NYSDOS Coastal Significant Fish and Wildlife Habitat designations (Mattituck Inlet)
- Articles 6,7 and 12 of the Suffolk County Sanitary Code

Impact on Transportation

- Southold Town Comprehensive Plan (2020)
- Four season Traffic Study analyzing real-time data (applicant generated) and including the construction phase as well as the operations of the completed site.
- Four season roadway user group study (applicant generated)
- Regional and local vehicle routing study and plan (applicant generated)
- Four season comprehensive boat (vessel) traffic study (applicant generated)
- Most-recent three-year accident data, as published by NYSDOT and accident data from the Southold Police Department if more recent or more detailed than that available from the NYSDOT
- The Institute of Transportation Engineers, Trip Generation Manual, 10th Edition
- The Institute of Transportation Engineers, Parking Generation Manual, 5th Edition
- Highway Capacity Manual, latest edition
- Consultations and/or review of available information from the Town of Southold Highway Department, NYSDOT and SCDPW

Impact on Aesthetic Resources and Community Character

- Southold Town Comprehensive Plan (2020)
- Town of Southold Local Waterfront Revitalization Plan & Policies
- Visual Impact Study that includes computer-generated imagery for viewshed changes from Mattituck Creek and adjacent roadways (Applicant generated)
- Architectural plans and elevations
- Site and area inspections
- Chapter 172 (Lighting, Outdoor) of the Town Code

Impact on Air Quality

- Southold Town Comprehensive Plan (2020)
- Town of Southold Local Waterfront Revitalization Plan & Policies
- Motor Vehicle Emission Simulator (MOVES2014b)
- Published emission factors from NYSDOT, NYSDEC or USEPA
- Construction schedule, with projected truck and equipment types
- USEPA, Air Emission Factors and Quantification, AP-42: Compilation of Air Pollutant Emission Factors
- Carbon sequestering estimates to be based on published sources, including but not limited to USEPA, Office of Atmospheric Programs, Greenhouse Gas Mitigation in U.S. Forestry and Agriculture carbon sequestering factors; U.S. Department of Energy, Energy Information Administration, Method for Calculating Carbon Sequestration by Trees in Urban and Suburban Settings; and/or 2006 Intergovernmental Panel on Climate Change (IPCC) Guidelines for National Greenhouse Gas Inventories.
- Tree Survey and Tree Identification, as provided by Land Use Ecological Services, Inc.
- Code of Federal Regulations – Title 40, Part 50, National Ambient Air Quality Standards (NAAQS).
- New York State Department of Environmental Conservation: DAR-1 Guidance (August 2016).

Impact from Noise

- Southold Town Comprehensive Plan (2020)
- Town of Southold Local Waterfront Revitalization Plan & Policies
- Comprehensive Noise Study (Applicant Generated)
- Chapter 180 Noise of the Southold Town Code

Impact on Archeological and Cultural Resources

- Southold Town Comprehensive Plan (2020)
- Town of Southold Local Waterfront Revitalization Plan & Policies
- Cultural Resource Survey including NYS CRIS system findings.
- Consultation with the NYS Office of Parks, Recreation and Historic Preservation office.

Social and Economic Impacts

- Southold Town Comprehensive Plan (2020)
- Comprehensive Social and Economic Impact Study on the Community and Town (Applicant Generated)

Construction-Related Impacts

- Proposed Site Development Plans
- Proposed Excavation Plan, including soil borings to evaluate and inform the plan
- Proposed Construction Schedule
- Traffic Study, User Group Study and Routing Plan (see above)
- Chapter 180 (Noise) of the Town Code

Initial Identification of Mitigation Measures

As the DEIS analyses have not yet been conducted, no specific mitigation measures have yet been developed. Nonetheless, where the impact analyses conducted in the DEIS indicate the potential for significant adverse impacts, the DEIS will set forth measures to mitigate those impacts within the topic sections, as presented herein.

Reasonable Alternatives to Be Considered

Pursuant to 6 NYCRR Part 617, the DEIS must contain a description and evaluation of reasonable alternatives to the proposed action that are feasible, considering the objectives and capabilities of the project sponsor. This DEIS will analyze the impacts of the following alternatives and compare (quantitatively and qualitatively) these impacts to those associated with implementation of the proposed action, based upon the specific issues outlined above:

1. No-Action (site remains as it currently exists).
2. Alternative Material Removal Plan – This alternative is intended to mitigate the impacts associated with the removal of material via trucks over local roadways and will include the barging of cleared vegetation including trees, stumps and excavated materials.
3. Constructing the project on another site.
4. Constructing the proposed storage buildings without the need for excavation.
5. Constructing smaller building(s) with less excavation.
6. The reconfiguration or reconstruction of existing buildings on-site for larger boat storage.

Proposed Organization and Overall Content of the DEIS

The DEIS will conform with the basic content requirements as contained in 6 NYCRR Part 617.9 (b)(3). The proposed outline of the DEIS is as follows:

Executive Summary

1.0 Description of the Proposed Action

- 1.1 Project Location and Site Conditions
- 1.2 Project Design and Layout
- 1.3 Project Objectives and Benefits
- 1.4 Construction and Operations
- 1.5 Required Permits and Approvals

2.0 Natural Environmental Resources

- 2.1 Impact on Soils and Topography
 - 2.1.1 Existing Conditions
 - 2.1.2 Potential Impacts
 - 2.1.3 Proposed Mitigation
- 2.2 Impact on Water Resources (Groundwater and Surface Water)
 - 2.2.1 Existing Conditions
 - 2.2.2 Potential Impacts
 - 2.2.3 Proposed Mitigation
- 2.3 Impact on Ecological Resources
 - 2.3.1 Existing Conditions
 - 2.3.2 Potential Impacts
 - 2.3.3 Proposed Mitigation
- 2.4 Impact on Flooding
 - 2.4.1 Existing Conditions
 - 2.4.2 Potential Impacts
 - 2.4.3 Proposed Mitigation

3.0 Human Environmental Resources

- 3.1 Impact on Human Health
 - 3.1.1 Existing Conditions
 - 3.1.2 Potential Impacts
 - 3.1.3 Proposed Mitigation
- 3.2 Impact on Transportation
 - 3.2.1 Existing Conditions
 - 3.2.2 Potential Impacts
 - 3.2.3 Proposed Mitigation
- 3.3 Impact on Aesthetic Resources
 - 3.3.1 Existing Conditions
 - 3.3.2 Potential Impacts
 - 3.3.3 Proposed Mitigation
- 3.4 Impact on Community Character
 - 3.4.1 Existing Conditions
 - 3.4.2 Potential Impacts
 - 3.4.3 Proposed Mitigation
- 3.5 Impact on Open Space and Recreation
 - 3.5.1 Existing Conditions
 - 3.5.2 Potential Impacts

3.5.3 Proposed Mitigation

- 3.6 Impact from Noise
 - 3.6.1 Existing Conditions
 - 3.6.2 Potential Impacts
 - 3.6.3 Proposed Mitigation
- 3.7 Impact on Air Quality
 - 3.7.1 Existing Conditions
 - 3.7.2 Potential Impacts
 - 3.7.3 Proposed Mitigation
- 3.8 Social and Economic Impacts
 - 3.8.1 Existing Conditions
 - 3.8.2 Potential Impacts
 - 3.8.3 Proposed Mitigation
- 3.9 Construction-Related Impacts
 - 3.9.1 Description of Proposed Construction Schedule and Activities
 - 3.9.2 Potential Impacts
 - 3.9.3 Proposed Mitigation
- 3.10 Consistency with Community Plans and Studies
 - 3.10.1 Existing Conditions
 - 3.10.2 Potential Impacts
 - 3.10.3 Proposed Mitigation
- 3.11 Impact on Archeological and Cultural Resources
 - 3.11.1 Existing Conditions
 - 3.11.2 Potential Impacts
 - 3.11.3 Proposed Mitigation

4.0 Other Required Sections

- 4.1 Use and Conservation of Energy
- 4.2 Adverse Impacts That Cannot Be Avoided (Short-Term and Long-Term)
- 4.3 Irretrievable and Irreversible Commitment of Resources
- 4.4 Growth-Inducing Impacts

5.0 Alternatives and Potential Impacts

- 5.1 Alternative 1- No-Action
- 5.2 Alternative 2 - Alternative Material Removal Plan Using Barges
- 5.3 Alternative 3 - Construct Project on Another Parcel
- 5.4 Alternative 4 — Construct Proposed Storage Building(s) Without Excavation
- 5.5 Alternative 5 — Construct Smaller building(s) with Less Excavation
- 5.6 Alternative 6 — Reconfigure or Reconstruct Existing Buildings On-site for Larger Boat Storage.

6.0 References