

A decorative horizontal bar consisting of a long dark maroon segment followed by a shorter light pink segment.

Environmental Assessment

Dormitory Authority of the State of New York
Hashamomuck Marine Waterways Access Site
Suffolk County, New York

December 2016

A decorative horizontal bar with three colored segments: green, orange, and blue.

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1.0 INTRODUCTION

This Environmental Assessment (EA) was prepared by Dewberry Engineers Inc. (Dewberry) on behalf of the New York State Department of Environmental Conservation (NYSDEC) and the Dormitory Authority of the State of New York (DASNY). The project is located in Southold, Suffolk County, New York, on the north shore of Southold Bay and at the mouth of Mill Creek (Figure 1). This project is subject to the National Environmental Policy Act (NEPA) of 1969 since the project is federally funded and requires federal approvals from the United States Fish and Wildlife Service (USFWS) and the US Army Corps of Engineers (USACE). An Environmental Assessment per 516 DM8.6 is required because federal funds will be used to construct the project. In addition to fulfilling the requirements of NEPA and its regulations, this EA also complies with applicable state environmental natural resource and cultural resource statutes, regulations and guidelines that may require permits, approvals, consultations with outside agencies or the implementation of mitigation measures.

This EA evaluates the potential impacts related to the construction of the Hashamomuck Marine Waterway Access Site (MWAS). The EA evaluates the impacts of the “proposed action”, the “no action” alternative, and three other alternatives considered, on the physical and human environment, including current land use, air quality, water resources, soils, cultural and historic resources, socioeconomics, environmental justice, and hazardous materials. A discussion of the impacts can be found in Sections 7 through 19. Based on the findings of these evaluations, the proposed project would not have any significant adverse impacts on the surrounding physical or human environment. Any impacts from the construction of the proposed project will be minor and temporary.

2.0 PROJECT SPONSOR

The NYSDEC is proposing construction of a Marine Waterways Access Site in Southold, New York. The NYSDEC will be the sponsor of the project in terms of satisfying the environmental review requirements of the EA document. A description of the proposed project, the alternatives considered, and the various EA items evaluated is provided below.

3.0 PROJECT BACKGROUND

The NYSDEC proposes to develop the Hashamomuck Marine Waterway Access Site in the Town of Southold, Suffolk County, New York (refer to Appendix A for site plans). The proposed development includes the construction of a new Marine Waterway Access Site (MWA) at Southold Bay in the Peconic Estuary. The construction of the MWAS will include the construction of a concrete boat launch ramp with a floating dock, a gangway to a second floating dock, installation of parking areas composed of asphalt pavement and associated entrance and exit roads, installation of a wildlife viewing/fishing pier, a canoe/kayak launch, installation of a vessel wash down station, and a pumpout station.



Figure 1: Project Location Map

portable sanitation station, installation of utilities, a stormwater basin, a picnic area, a wetland enhancement area and a nature trail on the east end of the project area. A five-foot wide pathway around the site will be ADA accessible. The proposed development would result in both surface and subsurface impacts, including limited excavation, piling installation, paving and filling activities, and construction of new structures and features.

The proposed project will be supported by funds from the USFWS. Since there is federal funding for the project, compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 is also required. In addition, the project will comply with various state and federal guidelines and statutes. The following presents a list of the anticipated permits and regulations to be required:

- NYSDEC Tidal Wetland Permit;
- NYSDEC Protection of Waters Permit for Excavation or Placement of Fill in Navigable Waters;
- 401 Water Quality Certification;
- NYS Department of State (NYSDOS) Coastal Zone Consistency Application;
- USACE Nationwide Permit 18, Minor Discharges;
- USACE Nationwide Permit 36, Boat Ramps;
- Section 106 of the NHPA of 1966, as amended (2000);
- Section 14.09 of the New York State Historic Preservation Act (NYSHA) of 1980; and
- NEPA of 1969, as amended.

4.0 PURPOSE AND NEED

The purpose of the proposed project is to provide additional outdoor, recreational opportunities in this portion of Long Island. The project is part of a larger, New York State effort to improve outdoor recreation facilities across the state. Currently, there is no public waterfront access in this portion of the Peconic Estuary. The proposed Hashamomuck Marine Waterway Access Site occupies approximately 3.7 acres and is located to the south of Old Main Road in Southold, Suffolk County, New York. The proposed project site would include:

- Thirty-one vehicle/trailer parking spaces, with one being ADA accessible and seven parking spaces for cars and trucks, with two being ADA accessible, are included;
- Canoe and kayak launch;
- Observation/Fishing pier;
- Two launch ramps for motorized boats;
- Floating dock with a marine pump station;
- A boat wash down station;
- A five-foot wide ADA accessible pathway loop from the parking area to the observation/fishing pier; and

- A picnic area.

The need for the project is to enhance the recreational opportunities for area residents and visitors to Southold Bay and the Peconic Estuary. The project is part of a larger effort and plan of the NYSDEC Division of Marine Resources to improve marine recreational and fishing access in the area in accordance with the MWAS management plan. This effort is supported by the Marine Recreational Fishing Access Plan and Generic Environmental Impact Statement prepared by the NYSDEC Division of Marine Resources in 1993, which cited a number of limitations on recreational and fishing access. The proposed project would be accessible to persons with disabilities. The pathway would be five feet wide and would extend to the observation/fishing pier. The pathway would be constructed using a compacted stone mixture that provides a hard smooth surface. When completed, this project will be the NYSDEC's first public access area in this portion of the Peconic Estuary.

Public Involvement: The project has been discussed with the Town of Southold and the Town of Southold Trustees and Planners were given the opportunity to review and provide comment on the project during development of the site plans in the summer of 2016. Public notice will be given as required for the various project permits.

5.0 EXISTING CONDITIONS

Land Use

The 3.7 acre site is currently vacant. The site was heavily disturbed due to previous site uses prior to its purchase by NYSDEC. Large portions of the site are covered by invasive species, including buckthorn (*Rhamnus sp.*), autumn olive (*Elaeagnus umbellata*), common reed (*Phragmites australis*), and Tree of Heaven (*Ailanthus altissima*). Other species found on site include multiflora rose (*Rosa multiflora*), red maples (*Acer rubrum*), high tide bush (*Baccharis halimifolia*) and smooth cordgrass (*Spartina alterniflora*). Large areas of the site also have little vegetation, consisting largely of bare sand and scattered grasses. A bulkhead extends along the shoreline perimeter of the site. The *Spartina alterniflora* occupies a narrow strip of land waterward of the bulkhead; some *Phragmites* is also found along the water's edge. Historically, the site had been the location of the Old Barge Restaurant, which had closed prior to the purchase of the site by the NYSDEC. The remnants of the restaurant were destroyed during Super Storm Sandy in October 2012. All structures and debris have been removed from the site.

Zoning

The project site is zoned Marine II District. The purpose of this district is to provide a waterfront location for a wide range of water-dependent and water related uses which require or benefit from direct access or location in marine or tidal waters and which, in general, are located on major waterways, open bayfronts or the Long Island Sound.

Vegetation

As described above, the majority of the site consists of buckthorn, autumn olive, common reed, and Tree of Heaven. Other species found on site include multiflora rose, red maples, high tide bush, and smooth cordgrass. Large areas of the site also have little ground cover, consisting largely of bare sand and Indian grass (*Sorghastrum nutans*), along with goldenrod, (*Solidago* spp.), and common mullein (*Verbascum thapsus*). Wetland vegetation onsite is found along the tidal edge of the property, primarily waterward of the existing bulkhead. Further discussion of the on-site wetlands is described in Section 16.0.

Fauna Species

The eastern portion of Long Island is home to a number of migratory species, particularly coastal and pelagic birds. As described above, the property has been severely altered due to past development on the site which includes a perimeter bulkhead landward of the coastline. On-site conditions do not provide typical habitat for most of these bird species; however, transient species may occasionally use the site for resting or foraging purposes in the waters adjacent to the site.

Onsite review of existing conditions was conducted in December 2015. Due to the time of year, fauna species that would typically use the site, especially during warmer months were not observed. An Osprey (*Pandion haliaetus*) nest was observed in an adjacent property approximately 350 feet north of the site on a residential lot along with an osprey platform observed in Mill Creek just east of the property. No ospreys were observed during our site visit.

Other species that may be observed onsite may include diamondback terrapins (*Malaclemys terrapin*), as brackish waters surround the property. The peninsula adjacent to the proposed mitigation site may provide suitable nesting habitat. Mammals such as *Peromyscus* species (deer and white footed mice), groundhogs (*Marmota monax*), and raccoon (*Procyon lotor*) may also utilize the property.

Finfish and shellfish may utilize the waters surrounding the site. Mill Creek (on the eastern end of the property) is known to have bay scallops and hard clams. Hashamomuck Pond to the north of the site is one of the top clam and scallop harvesting sites for the Town of Southold.

6.0 ALTERNATIVES

Several design alternatives, as well as a no action alternative, were considered for the site and are described below.

6.1 Alternative Site Locations

The proposed site was the only location evaluated for the proposed MWAS. The site was deemed to be a suitable MWAS location as it is currently vacant, was previously

disturbed prior to its purchase by NYSDEC, and is located in a protected waterway area making it suitable for boating and fishing activities.

6.2 Alternatives Considered but Eliminated from Detailed Analysis

Alternative 1

Alternative 1 includes the construction of a parking area at the west end of the site equipped with 20 vehicle/trailer parking spaces spread throughout the parking area and 6 vehicle parking spaces positioned by the boat launch. The east end of the site has a 5-foot wide access path. This alternative was considered but eliminated from detailed evaluation. This alternative minimizes the amount of proposed pavement and impacts to resources; however, it was determined that the space available was not used efficiently and the area for parking was not fully utilized to the maximum extent.

Alternative 2

Alternative 2 is split into Alternatives 2A and 2B. Alternative 2A includes the construction of a parking area with 20 trailer parking spaces located centrally within the site and 10 vehicle parking spaces located at the west end of the site. The parking and drive areas extend from the west end of the site towards the observation pier at the east end of the site. There are two (2) site exit drives (one towards the west end of the site and one towards the east end of the site). The east end of the site has a 5-foot wide access path. Alternative 2B is the same as 2A, with the exception that there is only one (1) site exit drive, which is located towards the west end of the site. Both Alternatives 2A and 2B were considered but eliminated from detailed evaluation. The proposed locations for roadways and parking areas were deemed to be inefficient with regards to traffic and circulation. As a result, this alternative proves difficult for maneuvering boats and trailers within the site.

Alternative 3

Alternative 3 includes the construction of a parking area extending from the west end of the site towards to the observation/fishing pier at the east end of the site. The parking area provides 30 trailer parking spaces spread throughout the area and 9 vehicle parking spaces, 6 of which are located by the canoe/kayak launch. This alternative has the wash down station located next to Old Main Road and has two (2) site exit drives. The east end of the site has a 5-foot wide access path. This alternative was considered but eliminated from detailed evaluation. It was determined that the additional pavement for the proposed second exit drive and three (3) additional vehicle parking spaces was not justified due to impacts to environmental resources with minimal positive effects on traffic and circulation.

6.3 Alternatives Considered

No Action Alternative

Under the No Action Alternative, the project would not be constructed and the site would remain undeveloped. The outdoor recreation area, including boat launch ramps, canoe/kayak launch area, floating dock, observation/fishing pier, the accessible pathway for people with disabilities, and associated site improvements would not occur, and NYSDEC's marine recreational fishing access mission will not be achieved. As a result, the site will continue to be susceptible to the spread of invasive species and unmet recreational demand.

Preferred Alternative – Alternative 4

Alternative 4, the Preferred Alternative, includes the construction of a parking area at the west end of the site equipped with 31 vehicle/trailer parking spaces spread throughout the area and 6 vehicle parking spaces positioned by the canoe/kayak launch. The east end of the site has a 5-foot wide accessible path. Based on review of the alternatives by the NYSDEC, Alternative 4 is the Preferred Alternative for the final concept. This alternative meets the planning objectives for this plot of land and provides for safe maneuvering of trailers and boats, efficient use of space, ability to promote other uses, and minimizes impacts to environmental resources. The Preferred Alternative is further described below.

The Preferred Alternative consists of the construction of a parking lot at the west end of the site. A single lane boat wash down station with permeable pavers will be provided along the east side of the exit roadway. A stormwater basin will be installed to the east of the boat wash down station. The parking lot will provide access to a double lane concrete boat launch ramp with a floating dock, as well as to a kayak/canoe launch.

A marine pump station would be located on a floating dock at the end of a gangway. The marine pump station would be available for boats to pump out their sanitary holding tanks, a feature intended to improve water quality in the Bay. Piping will carry the wastewater from the pump station to the holding tank located near the entrance to the parking lot. Electric and telephone service will be available at the holding tank/pump house location, such that arrangements can be made to pump out the holding tank when it is full. An underground water line will provide water to the boat wash down station. Sanitary facilities will consist of "Port-A-John" units located to the south of the wash down station. These units would be pumped out on an as-needed basis. A handicapped-accessible parking space is located adjacent to the "Port-A-John" units.

A 5-foot wide loop path will traverse the east end of the site and provide access to a fishing and observation pier. The pier will extend out from the bulkhead; the first set of pilings (in the water) will span the narrow section of shoreline between the bulkhead and the water, to minimize disturbance to any shoreline vegetation. The pier will have a "T" configuration with a 6-foot wide deck leading to the "T" end section, which will be 10 feet in width. An information kiosk, benches, and a picnic area will be installed along the path for recreation.

Tidal wetlands are present, with a combination of *Spartina alterniflora* and *Phragmites* vegetation found along the waterfront. As a result of the anticipated impacts to this tidal wetland fringe, wetland mitigation is proposed. The proposed mitigation activities are described below in Section 16. 0 Wetlands.

The ramp profile for the proposed boat launch and floating dock is included in Appendix A. The profile depicts the floating docks attached to the concrete abutment, as well as the 8-inch thick reinforced concrete launch ramp. The existing grade profiles for the east side and west side of the proposed boat launch are shown to illustrate the difference in existing ground elevation across the span of the launch. Note that the ramp grade is at the maximum of 15% and there is still a slight drop off at the end, which would require rip-rap protection. The top of the ramp will be located approximately 1.5-feet above the mean high water level. The ramp will be constructed within a cofferdam in lieu of using push slab construction methods to minimize the impacts of dewatering and turbidity.

7.0 EFFECTS ANALYSIS: LAND USE AND ZONING AND FARMLANDS

The natural, physical and human resources that may potentially be impacted by the proposed project, as well as proposed mitigation measures, are described below.

7.1 Potential Impacts to Land Use and Zoning and Farmlands – Preferred Alternative

The proposed construction of the Marine Waterway Access Site would cause permanent changes to the current land use. The site would no longer be vacant. The proposed project would convert the 3.7 acres to boating access, recreational use and open space. A majority of the existing vegetation would be removed and replaced with the proposed site features; native species would be planted in those areas that would be disturbed, but are proposed to remain as open space. The proposed project would be a benefit to the community by providing an additional recreational facility. It would provide free boating access to Southold Bay. It would also provide open space and an ADA accessible walkway and observation/fishing pier for public use. Sanitary facilities would be provided, both for emptying boat holding tanks and for those people using the land-based recreational facilities; the holding tank and “Port-A-John” facilities would be pumped out on an as-needed basis. The sanitary facilities are intended to prevent water degradation of the Bay.

The proposed project is also consistent with the current zoning, as the site is located on Mill Creek/Southold Bay and provides the public with a boat launch and recreational/open space; therefore, no adverse impacts are anticipated.

There is no farmland located in the proposed project area and no areas are zoned as agricultural. Therefore, no additional analysis is required.

7.2 Potential Impacts to Land Use and Zoning and Farmlands – No Action Alternative

The No Action Alternative would have no impact on land use and zoning or farmlands.

8.0 EFFECTS ANALYSIS: AIR QUALITY

The project area is located within the Environmental Protection Agency (EPA) Region 2, which includes New York, New Jersey, the Virgin Islands and Puerto Rico. The EPA has established National Ambient Air Quality Standards (NAAQS) to protect public health. There are six criteria pollutants that are used as indicators of air quality: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (PM)_{2.5} and PM₁₀. The New York Metropolitan Transportation Council, which includes New York City, Long Island, the lower Hudson Valley and Nassau and Suffolk Counties, administers the Congestion Management and Air Quality (CMAQ) Program for the region. The region is in marginal non-attainment for 8 hour ozone.

8.1 Potential Impacts to Air Quality – Preferred Alternative

The proposed project would have minor, temporary air quality impacts during construction from exhaust and dust generated from construction vehicles and from motor boats using the boat launch. The air quality would not be permanently degraded and the impacts would not affect the status of the region's attainment, nor would it have an impact on the existing marginal, non-attainment status for ozone. Therefore, no adverse air quality impacts are anticipated from the proposed project.

8.2 Potential Impacts to Air Quality – No Action Alternative

The No Action Alternative would have no impact on air quality.

9.0 EFFECTS ANALYSIS: NOISE

The primary source of noise at the Hashamomuck Marine Waterway Access site would include the use of motor boats and cars entering and exiting the site. Temporary noise would be present during construction of the proposed facilities. The site is not adjacent to any residential areas. However, there are existing private marinas located on both sides of the proposed boat launch area which typically berth more boats than would be used at this proposed site. It is likely that more noise is generated by these existing marinas than would be generated from the proposed use of the subject site.

9.1 Potential Impacts from Noise – Preferred Alternative

The noise that would be generated during construction of the proposed facilities would be temporary and would not have an impact on the surrounding area. The long-term noise generated from the use of the project area is expected to be minimal, and less than is presently generated by surrounding facilities. Therefore, no adverse noise impacts are anticipated.

9.2 Potential Impacts from Noise – No Action Alternative

The No Action Alternative would have no impact on noise.

10.0 EFFECTS ANALYSIS: SOCIOECONOMICS

According to the 2010 Census, 12,169 full-time residents lived in the three census tracts that include the project area. As Table 1 below indicates, those who classified themselves as white ranged from 88.2% in Census Tract 1702.02 to 98.8% in Census Tract 1702.01. The percentage of the population who classified themselves as Black or African American ranged from 0.8% in Census Tract 1702.01 to 3.3 percent in Census Tract 1702.02. The remainder of the population, which includes all other races, ranged from 0.4 percent in Census Tract 1702.01 to 8.5 percent in Census Tract 1702.02. Those residents of Hispanic Origin, who may be of any race, ranged from 4.8% in Census Tract 1803 to 10.1% in Census Tract 1702.02.

Table 1 Population Characteristics of the Study Area							
Census Tract	Total population	Percent over the Age of 65	Race			Hispanic	Percent Below Poverty Level
			White	Black or African American	Other Non-White		
1702.01	5748	14.8%	98.8%	0.8%	0.4%	8.4%	2.2%
1702.02	4,029	14.3%	88.2%	3.3%	8.5%	10.1%	6.9%
1803	2,392	13.2%	94.4%	1.2%	5.6%	4.8%	0%

Source: US Census American Community Survey 2009-2014

10.1 Potential Impacts to Socioeconomics – Preferred Alternative

See Section 11.

10.2 Potential Impacts to Socioeconomics – No Action Alternative

See Section 11.

11.0 EFFECTS ANALYSIS: ENVIRONMENTAL JUSTICE

Executive Order 12898 Federal Action to Address Environmental Justice (EJ) in Minority Populations and Low-income Populations mandates that federal agencies identify and address disproportionately high and adverse human health or environmental effects of programs on minority and low-income populations. According to the US Census Bureau 2010-2014 American Community Survey, Census Tracts 1702.02 and 1702.01 (Figure 2) had a high rate of households with incomes below the poverty level. In addition, the percentage of people over the age of 65 is higher than in the surrounding area.



Figure 2: Census Tract Map

11.1 Potential Impacts to Socioeconomics and Environmental Justice – Preferred Alternative

The project would provide the public with a variety of recreational opportunities, including picnic areas, pathways and launches for canoes, kayaks and motor boats. Although various Socioeconomic and EJ populations are present in the project area, this project provides an additional recreational facility that is open to all members of the public at no charge. The site also would be accessible for those with disabilities. As a state-owned facility, there would be no charge to use the Hashamomuck Marine Waterway Access site. Therefore, no adverse impacts to individual Socioeconomic groups or EJ communities are anticipated.

11.2 Potential Impacts to Socioeconomics and Environmental Justice – No Action Alternative

The No Action Alternative would have no impact on Socioeconomic groups or EJ communities.

12.0 EFFECTS ANALYSIS: RECREATION

The proposed project would have a beneficial impact on recreational opportunities in the area. The project is designed to be ADA accessible. It will provide additional recreational opportunities in the form of a walking path, fishing pier and a boat launch. As a state facility, the Hashamomuck boat launch will be open to the public and is free of charge.

12.1 Potential Impacts to Recreation – Preferred Alternative

The proposed project will improve the marine recreational and fishing provided NYSDEC Division of Marine Resources in the area in accordance with the MWAS management plan. As the proposed project will improve a vacant site for recreational uses, no adverse impacts to recreation with the project area are anticipated.

12.2 Potential Impacts to Recreation – No Action Alternative

The No Action Alternative would have no impact on recreation. Under the No Action Alternative the need for additional marine recreational and fishing access provided the NYSDEC Division of Marine Resources in the area would not be met.

13.0 EFFECTS ANALYSIS: AESTHETICS

The proposed project will have a positive effect on the aesthetics at the project site. The *Phragmites* that currently covers the site will be cleared. In addition to the boat launch, the project includes an ADA accessible pathway made of a stone mixture compacted to

provide a hard smooth surface. The pathway will lead to a fishing and observation pier that looks out on Southold Bay. The area north of the pier will be planted with native species.

13.1 Potential Impacts to Aesthetics – Preferred Alternative

Because the proposed project will transform a vacant site into parkland with walking paths and new native plantings, no adverse impacts are anticipated.

13.2 Potential Impacts to Aesthetics – No Action Alternative

The No Action Alternative would result in the continued growth of Phragmites on the site.

14.0 EFFECTS ANALYSIS: HAZARDOUS MATERIALS

Dewberry obtained information from federal, state and local environmental records identifying sites with recorded environmental activities from EDR of Milford, Connecticut. EDR conducted a computer search of USEPA and NYSDEC records for properties with recorded environmental activities within a maximum one-mile radius of The site. Dewberry reviewed EDR's report and compiled a summary of its findings. Appendix B contains a copy of the "EDR - Radius Map with GeoCheck" report. The subject site (a.k.a. the Old Barge Restaurant) was listed in the NY Spills databases in the EDR report for a known release that was reported on February 1, 2013. The release was classified as having minimal potential for fire or hazard. The spill was noted during a site evaluation that was conducted after NYSDEC acquired the subject property. An improperly abandoned underground tank was observed as being filled with oil and water, possibly as a result of recent flooding. A contractor removed the observed liquid and coordinated with Spill Response to remove the tank and any contaminated soil identified (around fill neck of tank). The contaminated soil was excavated and the floating product was recovered. The spill record was closed on August 10, 2013.

A nearby property, the IFO Port of Egypt, located 0.12 miles west (upgradient) of the subject property, is listed under the NY Spills database for a known release. The spill occurred in 2007 and was the result of a traffic accident, resulting in approximately 25 to 30 gallons of gasoline onto the pavement. A cleanup was completed and product was removed from the tank, Speedi-Dri was applied to the asphalt, and drums of the spill cleanup materials were properly disposed. The spill record was closed on March 19, 2009.

Dewberry reviewed historical topographic maps provided by EDR for the years 1904, 1947, 1956, and 2013. Copies of the topographic maps obtained are included in Appendix C. The following is a description of the observations made on each topographic map pertaining to the subject property and surrounding area.

1904 Map (1:62,500)

The subject property is shown undeveloped and is mapped as wetlands. Old Main Road can be seen on the map and the portion of the road to the north of the subject property is also mapped as a wetland area.

1947 Map (1:24,000)

No significant changes were observed from the 1904 map with the exception that Old Main Road is not shown and Route 25 is shown to the north of the subject property. Also, the land on the north side of the road is no longer mapped as a wetland area.

1956 Map (1:24,000)

The 1956 map shows Route 25 north of Old Main Road. The map does not show the subject property as wetlands. A building is shown on the subject property. Development to the southwest and northeast is also observed on the 1956 map.

2013 Map (1:24,000)

The 2013 map shows Old Main Road and Route 25 as they are found today and the subject property as undeveloped. The railroad is not shown on the 2013 map.

Dewberry also reviewed historical aerial photographs for the site and surrounding area provided by EDR for the years 1938, 1940, 1947, 1954, 1957, 1960, 1962, 1970, 1976, 1980, 1985, 1994, 2006, 2008, 2009 and 2011. Copies of the aerial photos obtained are included in Appendix D. Following is a discussion of the observations made on each photo pertaining to the site and surrounding area.

1938 Photo (1"=500')

The subject property in the 1938 photo is undeveloped and appears to be completely covered in low, herbaceous vegetation. A cleared area of land borders the subject property to the west and a marina is located east of the subject property. A road (current day Old Main Road) borders the subject property to the north and generally runs southwest to northeast, and a railroad line is located to the north, also running southwest to northeast.

1940 Photo (1"=500')

Straight, parallel drainage ways extending from Old Main Road to the coastline, through the subject property, are shown on the 1940 photo. An increase in development is shown in the marina located east of the subject property.

1947 Photo (1"=500')

In the 1947 photo, a circular area is shown cleared of vegetation in the western portion of the subject property. The cleared property bordering the subject property to the west is shown with additional development.

1954 Photo (1"=500')

In the 1954 photo, the cleared area, within the subject property, is shown extending further to the west than in the 1947 photo. Also, a building is located in this cleared area,

and a driveway extends to the roadway to the north (Old Main Road). Development on the property bordering the subject property to the west has increased.

1957 Photo (1"=500')

In the 1957 photo, a new roadway (current day Route 25) is located to the north of Old Main Road, south of the railroad line. The area along the western border of the subject property that was previously cleared is shown containing vegetation. Development on the properties bordering the subject property to the west have increased.

1960 Photo (1"=500')

No significant changes were noted on the 1960 photo from the 1957 photo.

1962 Photo (1"=500')

No significant changes were noted on the 1962 photo from the 1960 photo.

1970 Photo (1"=500')

In the 1970 photo, a patch of taller vegetation appears to the east of the building on the site, and an additional cleared access area from the roadway (Old Main Road) to the shoreline can be seen on the northern portion of the subject property.

1976 Photo (1"=500')

In the 1976 photo, it appears that the overall vegetation has grown from the low, herbaceous vegetation to scrub-shrub vegetation on the property. Also, additional development is shown in the properties located west of the subject property.

1980 Photo (1"=500')

In the 1980 photo, another cleared area is observed in the central portion of the site, and the northern access area appears to be larger, with cleared areas extending to the northeast. Also observed in the 1980 photo is a dock located in the water just south of the building on the site.

1985 Photo (1"=500')

In the 1985 photo, the central, cleared area that was observed in the 1980 photo cannot be seen. Also, the area north of Route 25 and south of the Railroad is shown cleared and partially developed.

1994 Photo (1"=500')

No significant changes were noted on the 1994 photo from the 1985 photo.

2006 Photo (1"=500')

The northern portion of the subject property appears to have additional development in the 2006 photo. Also, it appears that trees have been established in the vegetated areas of the subject property. Additional development is shown between Route 25 and the railroad north of the subject property.

2008 Photo (1"=500')

In the 2008 photo, there appears to be vehicles or boats parked on the access/parking areas on the subject property east of the aforementioned building.

2009 Photo (1"=500')

No significant changes were noted on the 2009 photo from the 2008 photo.

2011 Photo (1"=500')

No significant changes were noted on the 2011 photo from the 2009 photo.

14.1 Potential Impacts from Hazardous Materials – Preferred Alternative

Based on the information contained in federal, state and local environmental records, as provided by EDR, no adverse impacts to the site from hazardous materials or wastes are anticipated.

14.2 Potential Impacts from Hazardous Materials – No Action Alternative

The No Action Alternative would have no impact on hazardous materials.

15.0 EFFECTS ANALYSIS: WATER RESOURCES

The proposed project would not utilize groundwater. Water used for the boat wash down station would be obtained from the municipal water supply line. A stormwater basin is proposed to the east of the boat wash down station. This basin would accept and filter any storm water or boat wash water that enters it. As described earlier in this EA, sanitary facilities would be provided, both for emptying boat holding tanks and for those people using the land-based recreational facilities; the holding tank and "Port-A-John" facilities would be pumped out on an as-needed basis. These sanitary facilities are intended to prevent water degradation of the Bay. There are no other anticipated water uses or water discharges proposed at this site.

Hydrology

The Site is located at the mouth of Mill Creek, on Southold Bay. Hashamomuck Pond, located to the north of the site, is a tidally influenced open water and wetland complex forming the headwaters of Mill Creek. Mill Creek flows from Hashamomuck Pond in a southwest direction, discharging into Southold Bay. Mill Creek contains a dredged bottom substrate that is utilized by watercraft. Southold Bay is part of the Peconic Bay system located in the eastern portion of Long Island. Based on the Revised September 2009 FEMA Flood Insurance Map #36103C0159H, most of the Site is mapped as flood zone AE. Hydrologic indicators observed on various portions of the Site included inundation, high water table, and saturated soils. Soils from 0 to 6 inches in depth in the wetland areas were classified on the Munsell Soil Color Chart as 10YR 2/2 sandy loam. At a depth of 6

to 18 inches below grade, soils were classified as 10YR 2/1 sandy loam. The easternmost portion of the Site is mapped as flood zone VE, indicating effects of wave action. Both of these FEMA classifications indicate zones subject to inundation by the 1 percent chance flood event of a 100-year storm.

15.1 Potential Impacts to Water Resources and Hydrology – Preferred Alternative

The municipal water supply line will be used for the limited water needs at the site. A portion of the site storm water runoff and/or boat wash down water will enter the basin and be filtered before it infiltrates. The remainder of the site storm water runoff will infiltrate the sandy soils and/or drain to the Bay. No adverse effects to water resources or hydrology are anticipated based on the limited water usage and infiltration/runoff from this site.

15.2 Potential Impacts to Water Resources and Hydrology – No Action Alternative

The No Action Alternative would have no impact on water resources and hydrology.

15.3 Potential Impacts to Water Quality from Boat Ramp and Boat Use - Preferred Alternative

A temporary sheet pile cofferdam will be installed around the boat ramp to reduce water quality impacts such as turbidity during construction. The cofferdam will be installed just beyond the footprint of the ramp in order to minimize disturbance.

During loading and unloading of boats from the ramp, vehicles and boats have the potential to spill or leak oil, gas, or other chemicals into the water. However, due to the short duration each boat is loading and unloading, this potential is expected to be low and the resulting water quality impacts are expected to be minimal. The speed of the boats operating in the vicinity of the ramps and docks is expected to be low, thus the disturbance of sediments and corresponding water quality impacts in the vicinity should be minimal.

15.4 Potential Impacts to Water Quality from Boat Ramp and Boat Use – No Action Alternative

The No Action Alternative would have no impact on water quality from the boat ramp and boat use.

16.0 EFFECTS ANALYSIS: WETLANDS

Wetlands were identified and delineated on the project site. The wetlands were delineated in accordance with the methods used by the USACE and the NYSDEC, as applicable. Descriptions of the various wetland areas delineated are provided below.

Wetland A is an emergent wetland located along the north side of Old Main Road across from the Site. The wetland is part of a larger tidal wetland complex that continues to the north and discharges to Mill Creek via a series of culverts under roads and railroad tracks. Based on the National Wetland Inventory (NWI) Maps, the wetland is classified as PEM1F (Palustrine, Emergent, Persistent, Semi-permanently Flooded); the NYSDEC Tidal Wetlands Map classifies the wetland as IM (Intertidal Marsh). The wetland is tidally influenced, consisting of freshwater from Hashamomuck Pond and estuarine water from Southold Bay. The wetland was observed at high tide during the delineation. Vegetation associated with the wetland consisted primarily of common reed (*Phragmites australis*, FACW) and smooth cordgrass (*Spartina alternifolia*, OBL). Hydrologic indicators observed included inundation, high water table, and saturated soils. Soils from 0 to 6 inches below grade were classified as 10YR 2/2 sandy loam. From 6 to 18 inches below grade, soils were classified as 10YR 2/1 sandy loam.

Wetland B/C is a tidal wetland associated with Mill Creek. The wetland abuts the property from the northeast and south, starting where Mill Creek flows adjacent to the east end of the Site. The wetland was found primarily on the seaward side of the bulkhead. According to the NWI maps, portions of the wetland is classified as E1UBL (Estuarine subtidal unconsolidated bottom, subtidal). The NYSDEC Tidal Wetlands Map classifies the wetland as an intertidal marsh (IM). The wetland is tidally influenced, consisting of freshwater from Mill Creek and estuarine water from Shelter Island Sound. Vegetation associated with the wetland consisted primarily of cordgrass, along with common reed, and hightide bush (*Baccharis halimifolia*, FACW). Red algae was also observed within the wetland. Hydrologic indicators observed include inundation (with the ebb and flow of the tide), a high water table and saturated soils. Soils from 0 to 18 inches below grade were classified as 10YR 4/2 sand.

Wetland D is a small freshwater wetland located on the northwest corner of the property. This wetland is located in a small depression; it appears to be isolated, although it may be hydrologically connected to Wetland A during storm events. The wetland is not classified on either NWI or NYSDEC tidal wetland maps. The wetland is dominated by common reed, along with multiflora rose (*Rosa multiflora*, FACU). Soils from 0 to 18 inches were classified as 10YR 3/2 sandy loam.

16.1 Potential Impacts to Wetlands and Proposed Mitigation – Preferred Alternative

Construction of the proposed project will result in minor impacts to the wetlands found on the project site. There will be small impacts to the shoreline vegetation in Wetland B/C, along with impacts to Wetland D, at the entrance to the project site. The site features,

including the boat ramp, have been designed to avoid the wetland areas, to the maximum extent possible. The boat ramp will be located in an area of existing disturbed soils, with minimum impacts to the *Spartina* vegetation along the shoreline. The pilings/supports of the proposed piers will span the vegetated shoreline to minimize the impacts to the *Spartina*. To mitigate for the unavoidable impacts, wetland mitigation is proposed.

The proposed activities will impact less than 1/10 acre of regulated waters/wetlands (actual total impacts are approximately 2400 square feet, or 0.055 acre); therefore, mitigation requirements from the USACE are not expected. However, the NYSDEC has indicated that there will be mitigation efforts on the property that will mitigate for the proposed impacts (750 square feet) to the on-site wetlands.

To compensate for the proposed 750 sq. ft. of on-site wetland impacts, the NYSDEC has advised to create 1,600 sq. ft. of coastal wetlands on the eastern end of the property. The eastern end of the property is a peninsula that is bounded by Mill Creek to the south and west and an unnamed tributary to the north. The peninsula consists primarily of *Spartina*, along with some *Phragmites* and high tide bush. An existing bulkhead exists approximately 60 feet inland from the end of the peninsula.

It is proposed to remove the bulkhead and the topography will be lowered in the creation area to range between 2.0 to 4.0 above mean sea level (AMSL) and planted with *Spartina alterniflora* in the lower elevations and *Spartina patens* and *Distichlis spicata* in the upper elevations. A turbidity curtain will be erected around the mitigation area prior to excavation. Elevations will be staked and verified prior to planting. The species are to be planted staggered approximately 12 inches apart on all sides. All plant installation shall take place only during low tide. Once plant installation is completed, a waterfowl barrier will be installed over the entire mitigation area

The mitigation plan has been largely developed by the NYDEC and greater details of the plan can be viewed on the Hashamomuck Marine Waterway Access Site Plans.

16.2 Potential Impacts to Wetlands – No Action Alternative

The No Action Alternative would have no impact on wetlands.

17.0 EFFECTS ANALYSIS: ENDANGERED SPECIES

USFWS Information for Planning and Conservation (IPaC) database

The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) database was reviewed for potential endangered, threatened, or rare (ETR) species that may be found within the project area. Additional information also was received from the USFWS Long Island Ecological Services Field Office of specific ETR species that may be in the area of the Site. ETR species listed by the USFWS that could potentially be within the project areas include:

- Piping Plover (*Charadrius melodus*) - Threatened
- Red Knot (*Calidris canutus rufa*) - Threatened
- Roseate Tern (*Sterna dougallii*) - Endangered
- Sandplain gerardia (*Agalinis acuta*) – Endangered
- Seabeach amaranth (*Amaranthus pumilus*) – Threatened
- Northern long-eared Bat (*Myotis septentrionalis*) - Threatened

Additionally, the IPaC report also lists a number of migratory birds of conservation concern that may utilize habitat within the Site (See Appendix E).

The eastern portion of the property consists of a mixture of herbaceous vegetation and open sandy areas that may provide limited breeding habitat for the above-listed birds. However, the site is highly accessible to human interaction and recent human activities are evident. We believe that it is very unlikely that any of these species would utilize the site for breeding purposes. The listed migratory birds within the IPaC database may utilize the site briefly during migration or for foraging; however, the project area possesses little suitable breeding habitat.

There are no known populations of sandplain gerardia located in northeast Long Island. This species tends to grow in dry, sandy soils of grassland communities or within openings in conifer vegetated areas. The Site possesses little suitable habitat for this species, based on the existing vegetation composition.

There are no known populations of seabeach amaranth known in the eastern half of Long Island. This species grows on sand dunes and barrier beaches. The Site does not possess suitable habitat for this species.

The Site does not contain potential roost trees for northern long-eared bats, as most of the trees observed on-site were either tree-of-heaven or box elder. There are no structures on-site that could potentially be used by bats.

New York State Natural Heritage Program

The New York State Natural Heritage Program (NYSNHP) was contacted to provide a list of ETR species at the State level. The NYSNHP search of the Natural Heritage Database provided a list of ETR species that have been documented within 0.25 miles from the project site. These species include:

- Black Skimmer (*Rynchops niger*) – Special Concern - Breeding
- Common Tern (*Sterna hirundo*) – Threatened – Breeding
- Piping Plover (*Charadrius melodus*) – Endangered – Breeding
- Least Tern (*Sternula antillarum*) – Threatened - Breeding

As stated above, the eastern portion of the property consists of a mixture of herbaceous

vegetation and open sandy areas that may provide limited habitat for breeding for the above- listed birds. The site is highly accessible to human interaction and recent human activities are evident. It is unlikely that any of these species utilize the site for breeding purposes.

Along with the species listed above, the NYSNHP has also identified the following species that have not been documented within the vicinity of the project area since 1979.

- Roseate Tern (*Sterna dougallii*) – Endangered – Breeding
- Cut-leaved Evening-primrose (*Oenothera laciniata*) - Endangered

The NYSNHP states that if suitable habitat exists for these species, they may still occur. The upland habitat on the project site has marginal habitat for both these species; however, based on historic impacts and current activities on the site, the probability of either of these species occurring on-site is low.

The National Oceanic and Atmospheric Administration

The National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NMFS), Greater Atlantic Regional Fisheries Office was contacted to provide potential ETR species that may be within the waters surrounding the project area. The NMFS lists the following species that may be seasonally present within the vicinity of the site. These species include:

- Loggerhead Sea Turtle (*Caretta caretta*) – Threatened
- Kemp’s Ridley Sea Turtle (*Lepidochelys kempii*) – Endangered
- Green Sea Turtle (*Chelonia mydas*) – Endangered
- Leatherback Sea Turtle (*Dermochelys coriacea*) – Endangered
- Atlantic Sturgeon (*Acipenser oxyrinchus oxyrinchus*) – Endangered

The project area is located adjacent to an active boating channel, with marinas located both to the east and west. Appropriate soil erosion and sediment control measures will be implemented during construction; hence, the effects of increased suspended sediments in the waterway will be minimal and temporary during the construction process. It is estimated that up to approximately 100 motor boats could be trailered/launched per day once the project is complete. However, this estimate is based on full usage of the site per day and is seasonal.

Impacts to marine habitat will be minimal. The installation of 29 new pilings, as supports for the observation/fishing pier, floating dock, and gangway/floating dock structures, will result in the “filling” of approximately 25 square feet of open water. The removal of 8 existing wooden/metal piles/posts will result in the “restoration” of approximately 5 square feet of open water. The double boat ramp and rip-rap at the bottom of the boat ramp will impact approximately 750 square feet of wetlands and approximately 1,650 square feet of open water. These total impacts in the project area are minimal when

compared to the entire region's marine habitat; furthermore, the impacts will be compensated by the proposed mitigation area. The boat ramp will have direct access to Mill Creek, which is maintained (dredged) by Suffolk County Department of Public Works (SCDPW) for boating purposes to Shelter Island Sound.

It is not anticipated that there will be a loss of aquatic species, including prey species, from the proposed project. The docks and piers are anticipated to increase the abundance of prey species within the area, as some species of fish and prey are attracted to structures, since small prey species use structures as shelter.

17.1 Potential Impacts to Threatened and Endangered Species – Preferred Alternative

The USFWS IPaC, the NYSNHP, and the NMFS databases indicate that potential T&E species and/or their habitat may be present in the vicinity of the project site. However, our site inspection findings revealed that the Site has been highly disturbed and contains little or no suitable habitat for the species listed. Likewise, the impacts to the marine habitat/species identified by NMFS will be minimal, given the limited impacts to open waters from the installation of the boat ramp and pilings for the various piers. In addition, there will be compensation for the impacts via the proposed mitigation. Therefore, adverse impacts to T&E species are not anticipated from construction of this project. Letters to and responses from the above agencies are provided in Appendix F.

17.2 Potential Impacts to Threatened and Endangered Species – No Action Alternative

The No Action Alternative would have no impact on threatened and endangered species.

18.0 EFFECTS ANALYSIS: CULTURAL RESOURCES

Archaeological Resources

A Phase 1A Cultural Resources Assessment of the project site, dated February 2016, was prepared and is included in Appendix G. The cultural resources assessment determined that the archaeological Area of Potential Effects (APE) has no sensitivity for historic archaeological resources and that a portion of the stratigraphic profile has a low sensitivity for pre-contact archaeological resources. Historic development of the project area did not occur until the mid-twentieth century. Before the 1950s, the area was partially submerged or within undeveloped tidal wetlands. The mid-twentieth century development of the parcel, including filling with dredged material and the installation of a barge as a fishing station and later restaurant, is not considered historically significant or potentially eligible for listing in the National Register of Historic Places (NRHP).

With respect to pre-contact archaeological resources, the soil boring data indicated the presence of a 4-foot (1.21-meter) buried peat/organic layer approximately 6 to 10 feet (1.83 to 3.05 meters) below grade. This surface had been capped by fill deposits, possibly insulating the organic stratum from impacts and disturbance. Such buried organic deposits suggest that the archaeological APE may have been unsubmerged at some point during the Holocene and may have supported a brackish environment favorable to prehistoric settlement or exploitation. Given the presence of archaeological sites in coastal settings to the west of the archaeological APE, there is the potential that there may have been pre-contact occupation of the archaeological APE in the past. Therefore, the stratigraphic profile of the archaeological APE is considered to possess a low pre-contact archaeological potential from 6 to 10 feet (1.83 to 3.05 meters) below grade.

Historic Architectural Resources

There are no known historic properties or newly evaluated historic architectural resources present with views of the project area within the Historic Architectural APE. Therefore, the proposed project will have no effect on above ground historic resources.

18.1 Potential Impacts to Cultural Resources – Preferred Alternative

Based on the results of the Archaeological Resources and the Historic Architectural Resources evaluations, the proposed project will not have an impact on cultural resources.

18.2 Potential Impacts to Cultural Resources – No Action Alternative

The No Action Alternative would have no impact on cultural resources.

19.0 CUMULATIVE EFFECTS

Cumulative Impacts result from the incremental impact of the proposed actions when added to other past, present and reasonably foreseeable future actions. Past activities on the site did not create any significant impacts. In addition, no significant impacts are associated with the proposed action or the proposed site, as it will be developed as recreation and open space. The present potential impacts are included in this document.