

COUNTY OF SUFFOLK



STEVEN BELLONE
COUNTY EXECUTIVE

DEPARTMENT OF ECONOMIC DEVELOPMENT AND PLANNING
DIVISION OF PLANNING AND ENVIRONMENT
COUNCIL ON ENVIRONMENTAL QUALITY

LAWRENCE SWANSON
CHAIRPERSON
CEQ

MEMORANDUM

TO: Interested/Involved Parties
FROM: ^{JC} John Corral, Senior Planner
DATE: December 6, 2017
RE: Proposed Parking at Suffolk County Gabreski Airport for the USGA Golf Open, June 11-17, 2018, Town of Southampton

Suffolk County has begun the environmental review process for the proposed USGA Golf Open. In accordance with Title 6 NYCRR Part 617.6(a) and (b) the County of Suffolk has preliminarily reviewed this project and determined that it constitutes a Type I Action.

As an Involved/Interested Agency, you are hereby notified that Suffolk County intends to assume Lead Agency status and comply with all necessary SEQRA requirements. Any objections to the County's position should be received within thirty days of the date of this mailing.

Enclosed is an Environmental Assessment Form for the above referenced County project which has been submitted to the Council on Environmental Quality (CEQ) for review. Pursuant to Title 6 NYCRR Part 617 and Chapter 450 of the Suffolk County Code, the CEQ must recommend a SEQRA classification for the action and determine whether it may have a significant adverse impact on the environment which would require the preparation of a Draft Environmental Impact Statement (DEIS).

The Council would like to know any comments you may have regarding this proposal and whether you think a DEIS or a determination of non-significance is warranted. This project will be discussed at the December 13, 2017 CEQ meeting. If you are unable to attend the meeting to present your views, please forward any recommendations or criticisms you may have to this office prior to the date of the meeting.

JC/cd
Enc.

cc: John Sohngen, Principal Public Health Engineer, Suffolk County Department of Health Services
Andrew P. Freleng, Chief Planner, Suffolk County Dept. of Economic Development and Planning
Carrie Meek-Gallagher, Regional Director, New York State Department of Environmental Conservation, Region 1

John Pavacic, Executive Director, New York State Central Pine Barrens Commission
Jay Schneiderman, Supervisor, Town of Southampton
Martin Shea, Chief Environmental Analyst, Town of Southampton Department of Conservation & Environment
David Wilcox, Director of Planning, Town of Southampton
Bridget Fleming, Suffolk County Legislator, District 2
Edward Knoesel, Environmental Specialist, Federal Aviation Administration

COUNTY OF SUFFOLK



Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Theresa Ward
Deputy County Executive and Commissioner

Division of Aviation
Francis S. Gabreski Airport

October 31, 2017

Andrew Freleng
Suffolk County Department of Economic Development and Planning
H. Lee Dennison Building- 11th Floor
100 Veterans Memorial Hwy, PO Box 6100
Hauppauge, New York 11788-0099

RE: USGA Golf Open June 11-17, 2018. Parking at Suffolk County Gabreski Airport

Dear Mr. Freleng:

Attached are 15 copies of the Environmental Assessment Form for the above referenced project. Electronic copies were submitted via e-mail earlier today. I have also attached a one page project description and a copy of the SEQRA recommendation from the Airport Conservation and Assessment Committee (ACAC) as required by Resolution 214-2012.

We would appreciate it if you could add this to the agenda for the November 15th meeting of the Council on Environmental Quality (CEQ).

If there are any questions, or if additional materials are required, please feel free to contact me at (631) 852-8095.

Sincerely,

Anthony C. Ceglio
Airport Manager

cc: Regina Zara - Economic Development and Planning
John Corral - Economic Development and Planning

Description of USGA Parking at Gabreski Airport

The US Golf Association (USGA) is holding the US Open from June 11 – 17, 2018 at Shinnecock Hills Golf Club in Southampton, New York.

The USGA wishes to use certain portions of Gabreski Airport property as a general spectator parking lot. The parking lot would be available to attendees on a complimentary basis during the week of the championship. Complimentary shuttle bus service will be provided to and from the championship grounds beginning at approximately 5:00 a.m. and ending at 11:00 p.m.

The USGA parking plan for Gabreski Airport is the same as the three (3) previous US Opens held in 1986, 1995, and 2004.

Details are as follows:

- Dates: July 11-17, 2018, Monday – Sunday.
- Location: Approximately 50 acres on the airport's north side.
- Traffic control plans will be coordinated with the County Department of Public Works, the Town of Southampton, Village of Westhampton Beach, County Sheriff's Department, Southampton Police, and New York State Police. Security fencing will be installed to separate vehicle traffic from the airfield
- Approximately 4,500 cars per day will park on the site. Daily parking only - cars will not remain overnight.
- Jobs Created – 3637 temporary jobs throughout the County based on 2009 data (US Open at Bethpage)
- Economic Impact – Over \$100 million dollars based on 2009 data.
- 2004 SEQRA Determination for Parking Area at Gabreski Airport – **Type I action** pursuant to the provisions of Title 6 NYCRR Part 617.4(b)(6)(iii) and Chapter 279 of the Suffolk County Code since the project allows for the parking of over 1,000 vehicles, which project will not have a significant effect on the environment for the following reasons:
 - 1.) The proposed action will not exceed any of the criteria in Section 617.7 of Title 6 NYCRR which sets forth thresholds for determining significant effect on the environment;
 - 2.) The proposal does not appear to significantly threaten any unique or highly valuable environmental or cultural resources as identified in or regulated by the Environmental Conservation Law of the State of New York or the Suffolk County Charter and Code;
 - 3.) The parcel does not appear to suffer from any severe environmental development constraints (no poor soil properties, no high groundwater and no unmanageable slopes);
 - 4.) The proposal is a temporary use;
 - 5.) Parking will be accommodated on already cleared areas at the airport; and
 - 6.) The proposed temporary use has been approved by the FAA and is compatible with the airport and will not negatively affect the safety of operations there.

**Airport Conservation Assessment Committee
Recommendation**

SUFFOLK COUNTY
FRANCIS S. GABRESKI AIRPORT
AIRPORT CONSERVATION & ASSESSMENT COMMITTEE
By Resolution 214-2012 and 543-2012

Beecher Halsey
Chairman

Hank Beck
Vice Chairman

Jaime Siegel
Secretary

September 12, 2017

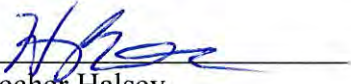
Suffolk County Legislature
Hauppauge, NY

Re: United States Golf Association (USGA) Agreement
Parking at Gabreski Airport
June 11, 2018 to June 17, 2018

Dear Members of the Legislature:

Attached is the Airport Conservation and Assessment Committee's report on the County's intent to enter into an Agreement as noted above. The majority opinion of the panel is reflected within.

Respectfully submitted:


Beecher Halsey
Chairman

Gabreski Airport Conservation Assessment Committee Meeting
September 12, 2017

Description:

Agreement with the United States Golf Association (USGA) for temporary parking in June 2018.

Background:

The Gabreski Airport Conservation and Assessment Committee (GACAC) was established by local law through Resolution 214-2012 and amended by Resolution 543-2012. The committee is charged with evaluating applications for leases, lease renewals, lease extensions, lease modifications, and licenses, and issuing recommendations to the County Legislature, the CEQ and County Executive on the environmental, economic and community impacts of the application and to report its advisory findings and recommendations to the above parties.

The scope of the GACAC review shall be limited to assessing applications for the environmental, economic, and community impacts to the people of Suffolk County.

An application from **The United States Golf Association (USGA)** for an agreement at Francis S. Gabreski Airport was submitted and reviewed. The USGA is requesting use of approximately 94 acres of cleared open land at the airport for temporary vehicle parking between June 11, 2018 ad June 17, 2018.

Summary of SEQRA Recommendations/ACAC Findings:

The proposed Agreement with the United States Golf Association (USGA) and Francis S. Gabreski Airport, Westhampton Beach, Town of Southampton constitutes a Type I Action pursuant to the provisions of Title 6 NYCRR Part 617.4(b)(6)(iii) and Chapter 279 of the Suffolk County Code since the project allows for the parking of over 1,000 vehicles, which project will not have a significant effect on the environment for the following reasons:

- i. The proposed action will not exceed any of the criteria in Section 617.7 of Title 6 NYCRR which sets forth thresholds for determining significant effect on the environment;
- ii. The proposal does not appear to significantly threaten any unique or highly valuable environmental or cultural resources as identified in or regulated by the Environmental Conservation Law of the State of New York or the Suffolk County Charter and Code;
- iii. The parcel does not appear to suffer from any severe environmental development constraints (no poor soil properties, no high groundwater and no unmanageable slopes);
- iv. The proposal is a temporary use;
 - a. Parking will be accommodated on already cleared areas at the airport; and
 - b. The proposed temporary use will be reviewed and approved by the Federal Aviation Administration (FAA) and is compatible with the airport and will not negatively affect the safety of operations there.

Other Recommendations/comments:

- 1) The airport should conduct a post-event inspection of the areas proposed for parking to assure that nothing unwanted or potentially contaminating is left behind. A drive or walk through inspection should be done after the event to ensure that there was no release of any substance that could seep into the ground - or any debris that could become a safety issue for aircraft. A "record" of the inspection should be made to inform our future decisions and demonstrate oversight. Given the ongoing concerns related to offsite groundwater contamination, I would think this extra effort would work in the interest of all parties.

- 2) Very thorough and well planned out. It's a great boost to our local economy and I can't see any downside, especially since traffic would remain north of the railroad tracks, which is where things start to get busy headed south.

Gabreski Airport Conservation and Assessment Committee

Date: September 12, 2017

Motion: Paul Mejean

Motion to Recommend the County enter into an agreement with the USGA for temporary parking at Gabreski Airport between June 11, 2018 and June 17, 2018. The proposed agreement constitutes a Type I Action pursuant to the provisions of Title 6 NYCRR Part 617.4(b)(6)(iii). The Airport Conservation Assessment Committee recommends a negative declaration (neg dec) on environmental impact.

Seconded: Beecher Halsey

Members	YES	NO	ABS	NP
1 Jaime Siegel	X			
2 Tim Laube	X			
3 Bridget Flemming	X			
4 Paul Mejean	X			
5 Bryan Tymann	X			
6 Beecher Halsey	X			
7 Jason McMunn	x			
8 Hank Beck	X			
9 Robert DeLuca	X			
Totals				

Motion :

Approved

Gabreski Airport
Environmental Assessment Form

SUFFOLK COUNTY ENVIRONMENTAL ASSESSMENT

FORM (EAF)

Instructions: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire Data Sheet. Include as much information as possible such as feasibility studies, design reports, etc. Attach additional sheets if necessary. Mark irrelevant questions N.A., not applicable.

A. General Information:

1. Name of Project:

[Empty text box]

2. Location of Project: (specify Town, Village or Hamlet and include project location map on next page.)

Suffolk County Francis Gabreski Airport

Street Address:

Old Riverhead Road (CR 31), Westhampton, Town of Southampton, N.Y.

Name of property or waterway:

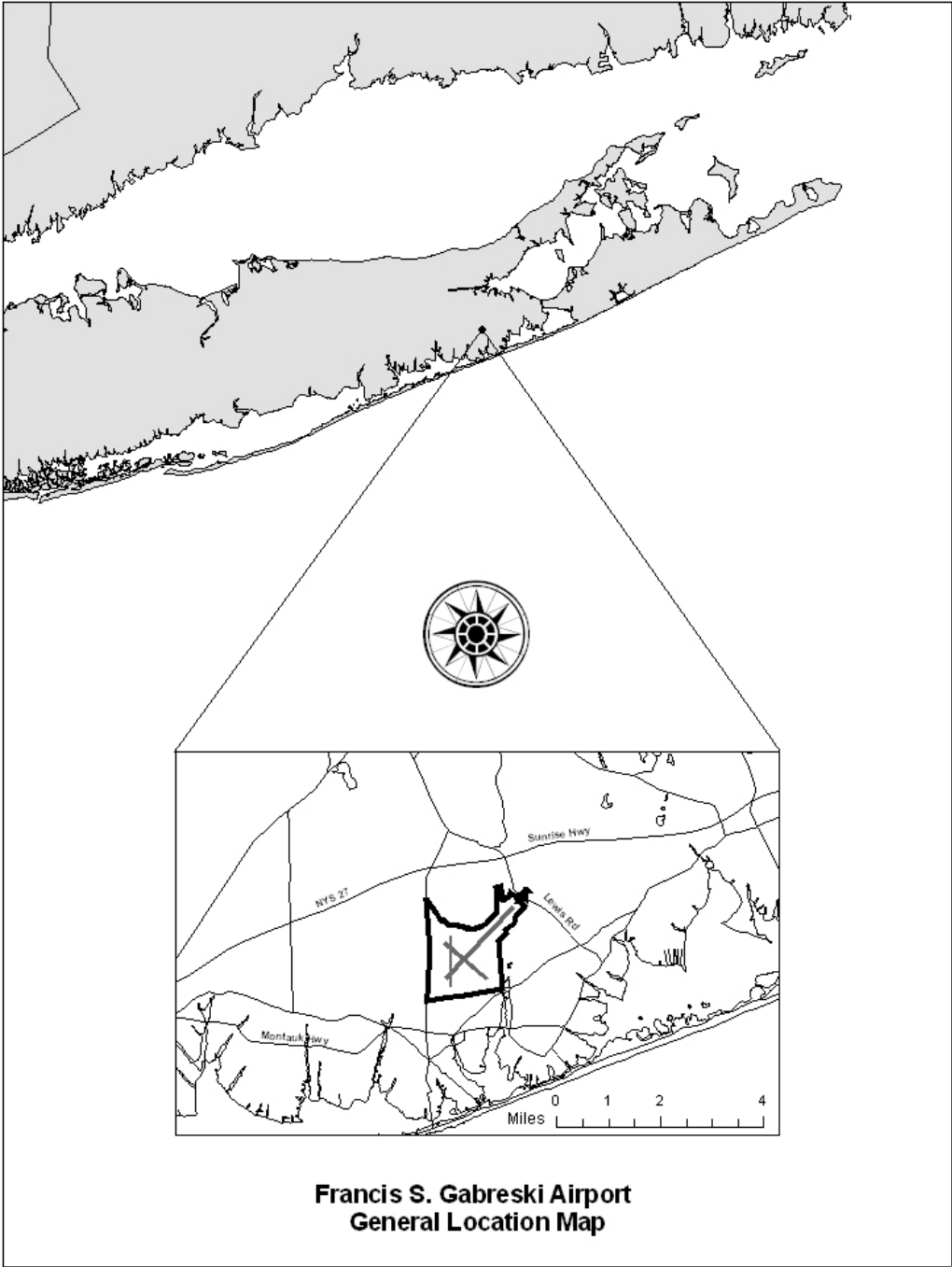
Suffolk County Airport

3. Maps of Property and Project: Attach relevant available maps, including a location map (note: use road map, Hagstrom Atlas, U.S.G.S. topography map, tax map or equivalent) and preliminary site plans showing orientation, scale, buildings, roads, landmarks, drainage systems, areas to be altered by project, etc.

4. Type of Project: (check one) New _____ Expansion

5. Capital Program: (specify) Item # _____ Date Adopted _____ Amount\$

6. General Description of Project including its Purpose (attach relevant design reports, plans etc.):



**Gabreski Airport
Southampton, NY**



In 1943, the United States government built the airport for use as an Air Force Base during World War II. After the war it was given to Suffolk County, but it was reclaimed in 1951 for the Korean War National Emergency. In 1960, it was leased by the US Air Force for an Air Defense Command (ADC) base that served as home to the 52nd Fighter Wing from 1963 through 1968. The base was deactivated in 1969 and released back to Suffolk County.

On July 12th, 1972, the federal government, acting by and through the General Services Administration, signed a "Quitclaim Deed" with the County of Suffolk, which conveyed the former Air Base property to the County "for the development, improvement and operation and maintenance of the airport" under the oversight of the FAA. The covenant and restrictions are enforceable through a reverter clause contained in the deed.

The following excerpts were extracted from the Airport Compliance Handbook (Order 5190.6A) which is used by the Federal Aviation Administration (FAA) to determine and enforce compliance with the terms and conditions of surplus property transfers and grant obligations - both of which apply to Gabreski Airport.

Section 1-3 - **BACKGROUND OF AIRPORT OBLIGATIONS.** The Federal Aviation Act of 1958 and the Civil Aeronautics Act of 1938 which preceded it charges the Administrator with broad responsibilities for the regulation of air commerce in the interests of safety and national defense and for the promotion, encouragement, and development of civil aeronautics. Under these broad powers the FAA seeks to achieve safety and efficiency of the total airspace system through direct regulation of airman, aircraft, and the airspace. The Federal interest in promoting civil aviation has been augmented by various legislative actions, which authorize programs for granting property, funds, and other assistance to local communities for the development of airport facilities. In each program the recipient assumes certain obligations, either by contract or by restrictive covenants in property deeds, to maintain and operate its airport facilities safely and efficiently and in accordance with specified conditions. Commitments assumed by airport owners in deeds or grant agreements have been generally successful in maintaining a high degree of safety and efficiency in airport design, construction, operation and maintenance. The Airports Compliance Program embraces the policy and guidelines of the FAA for monitoring the performance of airport owners under its obligations to the Federal Government.

Section 1-5 - **AUTHORITY.** Responsibility to ensure compliance with airport owner obligations is vested in, or imposed on, the FAA by law or through FAA contractual authority.

a. Surplus Property Transfers. Surplus property instruments of transfer were, and are, issued by the War Assets Administration (WAA) and its successor, the General Services Administration (GSA). However, Public Law (P.L.) 81-311 specifically imposes upon FAA the sole responsibility for determining and enforcing compliance with the terms and conditions of all instruments of transfer by which surplus airport property is or has been conveyed to non-Federal public agencies pursuant to the Surplus Property Act of 1944.

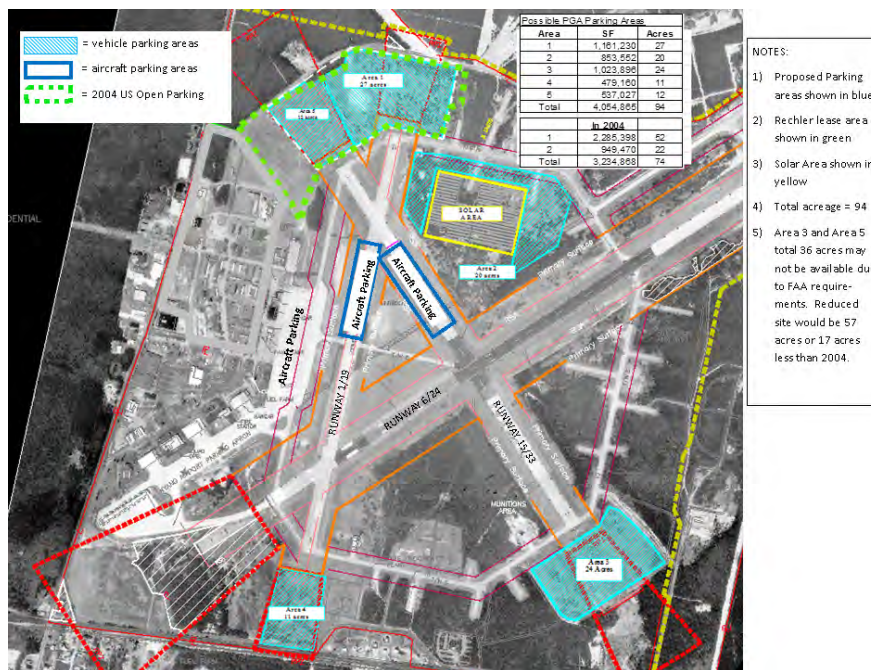
Section 4-13 - The owner of any airport developed with Federal grant assistance is required to operate it for the use and benefit of the public and to make it available to all types, kinds and classes of aeronautical activity on fair and reasonable terms and without unjust discrimination. A parallel obligation is implicit in the terms of conveyance of Federal property for airport

purposes under the Surplus Property Act. Land transfers under Section 16, Section 23, or Section 516 are authorized by the same statutes and for the same purposes as grants under FAAP, ADAP, and AIP and the same obligations will apply.

4-15 - The prime obligation of the owner of a federally assisted airport is to operate it for the use and benefit of the public. The public benefit is not assured merely by keeping the runways open to all classes of users. While the owner is not required to construct hangars and terminal facilities, it has the obligation to make available suitable areas or space on reasonable terms to those who are willing and otherwise qualified to offer flight services to the public (i.e., air carrier, air taxi, charter, flight training, crop dusting, etc.) or support services (i.e., fuel, storage, tie down, flight line maintenance, etc.) to aircraft operators.

In 1990, after two initial studies in 1971 and 1980, the Suffolk Legislature and County Executive in Resolution No. 1145-1990 approved the Airport Study and Master Plan as being in "the County's best interest." That plan provides the policy and guideline for determining short range needs as well as the consideration of long range forecasts for the future use and development at the Suffolk County Airport, including existing and potential use of the airport for aviation purposes, Air National Guard purposes and industrial purposes. It further specifies that the primary purpose of the County's airport property is aviation, with its essential operating surfaces such as runways and taxiways, to provide maximum operational efficiency and safety. The plan further states that the itinerant aircraft apron will need to be expanded beyond its present parking capacity on the flight line in order to meet forecast demands.

The current proposed action is for the use of approximately 50 acres at Gabreski Airport for temporary parking of cars during the US Golf Association US Open from June 11-18, 2018. A request was submitted to the Federal Aviation Administration (FAA) in May 2017 for use of the property and is pending approval. Similar use of this property occurred for the US Open in 1986, 1995, and 2004. 94 acres are shown in blue on the map below. Based on recent discussions with the USGA and past experience, only 50 acres is anticipated to be used.



7. Project Status: (check if begun)

		<u>Start</u>	<u>Completion</u>
	PROPOSAL		
X	AIRPORT STUDY & MASTER PLAN	<u>1989</u>	<u>1990</u>
X	PRELIMINARY PROJECT PLANNING		
	FINAL PLANS: SPECS		
X	SITE ACQUISITION FROM THE FAA	<u>1969</u>	<u>1972</u>
	CONSTRUCTION		
	OTHER		

8. Departments Involved:

NAME AND ADDRESS OF ORGANIZATION PERFORMING DESIGN & CONSTRUCTION	NAME AND ADDRESS OF INITIATING DEPT. (If different)
Name:	Suffolk County Department of Economic Development & Planning
Street/P.O.:	100 Veterans Memorial Highway
City, State:	Hauppauge, N.Y.
Zip:	11788
Contact Person:	
Business Phone	

B. Project Description

1. Scale of Project:

a. Total contiguous acres now owned at the airport site:	1,451 acres
Total area of the airport site currently developed at the airport:	356 acres
Total area of the airport site in vegetation (woods and grass)	1,130 acres

b. <input checked="" type="checkbox"/> Acreage to be acquired: Acreage of lease site:	None
c. <input checked="" type="checkbox"/> Developed acreage of lease site now: <input checked="" type="checkbox"/> Developed acreage at completion of project: <input checked="" type="checkbox"/> Developed acreage ultimately:	
d. <input checked="" type="checkbox"/> Lease site acreage of vegetation or cover to be removed:	
e. <input checked="" type="checkbox"/> Lease site acreage to remain undeveloped:	
f. <input checked="" type="checkbox"/> Building gross floor area now: <input checked="" type="checkbox"/> Building gross floor area proposed:	sq. ft. acres 1,600sq. ft. acres
g. <input checked="" type="checkbox"/> Height of tallest structure on lease site now: <input checked="" type="checkbox"/> Height of tallest structure proposed on lease site:	
h. <input checked="" type="checkbox"/> Proposed Building use (if any):	
i. <input checked="" type="checkbox"/> Off-street parking spaces on lease site now: <input checked="" type="checkbox"/> Off-street parking spaces proposed:	number acres number acres
j. <input checked="" type="checkbox"/> Current vehicle trips/hr. <input checked="" type="checkbox"/> Max. vehicle trips/hr. when operational: <input checked="" type="checkbox"/> Current airplane trips/Day/Week/Month <input checked="" type="checkbox"/> Max. airplane trips/Day/Week/Month at completion of project:	
k. <input checked="" type="checkbox"/> Roads on lease site now:	n/a length acres
l. <input checked="" type="checkbox"/> New road construction or reconstruction	n/a length acres
m. <input checked="" type="checkbox"/> Will project result in an increase in energy use? If yes, indicate type(s):	
n. <input checked="" type="checkbox"/> Will project require storage of liquid fuels and chemicals? If yes, describe substances and amounts to be stored:	

2. Project Schedule:

a. <input checked="" type="checkbox"/> Is project single or multi-phase?	
b. <input checked="" type="checkbox"/> If multi-phase, how many phases?	
c. <input checked="" type="checkbox"/> Total construction time (months)	

3. Wastes and Pollutants Generated During Project Construction and Operation:

	Components	Quantity	Mode of Disposal
a. <input checked="" type="checkbox"/> Sanitary Sewage			
b. <input checked="" type="checkbox"/> Liquid industrial waste			
c. <input checked="" type="checkbox"/> Toxic chemicals			
d. <input checked="" type="checkbox"/> Pesticides or herbicides			
e. <input checked="" type="checkbox"/> Solid wastes			
f. <input checked="" type="checkbox"/> Clearing or demolition debris			
g. <input checked="" type="checkbox"/> Spoil disposal or sedimentation			
h. <input checked="" type="checkbox"/> Atmospheric emissions			
i. <input checked="" type="checkbox"/> Surface water runoff			
j. Noise exceeding ambient	Aircraft Noise	Existing Flights	To the Air - see Part III
k. <input checked="" type="checkbox"/> Odors exceeding 1hr/day			
l. <input checked="" type="checkbox"/> Other (specify)			

4. Does Project Involve Any:

<input checked="" type="checkbox"/> Grading Cut/Fill: List amounts.	
<input checked="" type="checkbox"/> Dredging: List max. depth, length & width.	
<input checked="" type="checkbox"/> Spoil Area: List amount.	
<input checked="" type="checkbox"/> Bulk heading: List length.	
<input checked="" type="checkbox"/> Dewatering: List g.p.m. & period of time.	

5. Indicate Sources of Utilities:

<input checked="" type="checkbox"/> Water	
<input checked="" type="checkbox"/> Electricity	
<input checked="" type="checkbox"/> Gas	
<input checked="" type="checkbox"/> Other (please specify)	

6. Total Water Usage:

Gallons per Day

If water supply is from wells, indicate pumping capacity in gallons per minute.

C. Project Lease Area Description/Existing Conditions: (see current site aerial photo on the next page)

1. Acreage of Physical Characteristics of Project Area: Presently After Completion

<input checked="" type="checkbox"/>	Presently	After Completion
<input checked="" type="checkbox"/> Meadow, field, scrub growth		94 acres
<input checked="" type="checkbox"/> Wooded		0
<input checked="" type="checkbox"/> Agricultural		
<input checked="" type="checkbox"/> Freshwater wetland		
<input checked="" type="checkbox"/> Tidal wetlands		
<input checked="" type="checkbox"/> Surface waters		
<input checked="" type="checkbox"/> Cleared, graded or filled land		
<input checked="" type="checkbox"/> Paved areas (roads, parking, etc.)		
<input checked="" type="checkbox"/> Buildings (List number and sq. ft.)		
<input checked="" type="checkbox"/> Other (please specify)		
<input checked="" type="checkbox"/> TOTAL		94 acres

2. Streams within or contiguous to project area: *(Please list name of stream and/or name of river to which it is tributary, including intermittent streams)*

None

3. Lakes, Ponds, Wetland areas within or contiguous to project area: *(Please list name(s) and size(s) in acres)*

None

4. a. Are there natural drainage channels on the project site? ___yes X no

b. How far is project area from freshwater wetlands, tidal wetlands or surface waters?

_____ ft. to the headwaters and wetlands of Aspatuck Creek to the south and _____ ft. to the Quogue Wildlife wetlands and ponds to the east.

5. Is the Project area within the 100 yr. Flood plain? _____yes X no

6. Depth to the water table: at surface _____0-3 ft ___3-8 ft ___8-16 ft X 16 ft

7. Predominant soil type (s) on project site as identified in the Soil Survey of Suffolk County - 1975:
(*Include soils map of site.*)

8. General character of the land: Generally uniform slope X Generally uneven and rolling or irregular _____ . (*Include topographic map of site.*)

9. Approximate percentage of proposed project site with slopes: 0-10% ___10-15% ___or greater %.

10. Any unique or unusual land forms on the project site? (i.e. cliffs, dunes, kettle holes, eskers, other geological formations):

None

11. Describe the predominant vegetation types on the site:

12. Describe the predominant wildlife on the site:

13. Does project site contain any species of plant or animal life that is identified as threatened or endangered? ___yes X no; if yes, give source and identify each species;

**Gabreski Airport
Wetlands**



**Gabreski Airport
Topography**



14. Is project contiguous to, or does it contain a building or site of historic, pre-historic or paleontological importance?
yes no. Explain.

15. List the specific activities now occurring at project location (ie. hunting, fishing, hiking etc.)

Aviation

16. Is the project site presently used by the community or neighborhood as an open space or recreation area?
yes no .

17. Does the present site offer or include scenic views or vistas known to be important to the community?
yes no .

18. Zoning:

a. Current specific zoning or use classification of site?	LI 200
b. Is proposed use consistent with present zoning or use?	Yes
c. If no, indicate desired zoning or use.	N.A.

19. What is the dominant land use and zoning classification within a 1/4 mile radius of the project (e.g. single family residential, R-2) and the scale of development (e.g. 2 story)? *(Include existing land use map)*

Aviation, industrial and open space

20. Is the site served by existing public utilities? yes no.

a) If yes, does sufficient capacity exist to allow connection? yes no. Not needed

b) If yes, will improvements be necessary to allow connection? yes no

21. Is the site located in an agricultural district certified pursuant to Agriculture and Market Law, article 25-AA, Section 303 and 304? yes no.

22. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? yes no.

23. Has the lease site ever been used for disposal of solid or hazardous wastes? yes no.

D. Impact Summary and Mitigation

1. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site?
 acres

2. Will any mature forest or other locally important vegetation be removed by this project?
yes no. Explain.

3. Are there plans for erosion control and stabilization? yes no. Explain and attach plans.

4. Are there any plans for re-vegetation to replace that removed during construction?
___yes no. Explain and attach plans.

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5. Will project physically alter any surface water bodies? ___yes no. Explain.

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6. Will project require relocation of any projects, facilities or homes? ___yes no. Explain.

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7. Number of jobs generated:

<input checked="" type="checkbox"/> During construction?	
<input checked="" type="checkbox"/> After project is completed?	

8. Number of jobs eliminated by this project 0 .

E. Alternatives - Briefly list alternatives to the proposal considered

<p>- Alternate 1 - Identify many small parcels to be used for parking. The logistics of bussing thousands of spectators from multiple locations is not efficient or practical. In addition, there are very few open parcels on the east end of Long Island available.</p> <p>-Do Nothing Alternative - Vehicle parking for the US Open is always difficult to obtain on a short term temporary basis. If the agreement to use the property for short term parking is not approved, the Open may not be able to take place After an extensive search, there is no other large open cleared area available within the vicinity of Shinnecock Hills Golf Club that can accommodate the number of expected vehicles.</p>
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F. Approval and Compliance

1. Will project involve funding or financing by any:

a. Federal agency (specify) No ; amount .

b. State agency (specify) No ; amount .

c. Local agency (specify) No ; amount .

2. Does project require permit or approval from:

	YES	NO	TYPE
a. Army Corps of Engineers		X	
b. U.S. Environmental Protection		X	
c. Other Federal agency (specify) FAA	X		FAA Approval - 7460
d. N.Y.S. Environmental Conservation Department	X		Storm water Permit
e. Other State agency (specify)		X	
f. County Health Department	X		Sanitary and Toxic Substances
g. County Planning Department		X	
h. County Public Works Department	X		Building permits
i. Town or Village Board		X	
j. Town or Village Planning Board		X	
k. Town or Village Zoning Board		X	
l. Town or Village Building Department		X	
m. Town or Village Highway Department		X	
n. Town or Village Environmental Agency		X	
o. Suffolk County Fire Marshal	X		Fire Code
p. Other local agency - Suffolk County CEQ	X		SEQRA Recommendation

3. Conformance to existing comprehensive or project master plans.

	<u>YES</u>	<u>NO</u>	<u>DESCRIPTION</u>
a. Federal	<u>X</u>	___	<p><u>1981 Airport Master Plan</u> - Approved by the Federal Aviation Administration (FAA) on March 5, 1981. The plan called for rehabilitation of existing aviation facilities including runways, taxiways, aircraft parking ramps and buildings. Additional hangars and tie down areas were recommended to meet anticipated future aviation demand. Development of a commercial/industrial park, provide a parallel taxiway for Runway 24, and expansion of the existing terminal building were also recommended. Development of specific measures to prevent ground water pollution and protect the environment was suggested.</p> <p><u>1990 Airport Master Plan</u> - In 1991 the FAA reviewed the 1990 Airport Master Plan adopted by Suffolk County and found it consistent with the approved 1981 Airport Master Plan.</p>
b. State	<u>X</u>	___	<p><u>1992 - Adoption of the Long Island Comprehensive Special Groundwater Protection Area Plan</u> by the New York State Department of Environmental Conservation recommends that "the Town of Southampton should permit new industrial development only in those areas where such uses already exist. These areas include the Suffolk County Airport and the adjacent properties that have not been rezoned for residential use."</p> <p><u>1995 - Adoption of the Central Pine Barrens Comprehensive Land Use Plan</u> by the Central Pine Barrens Joint Planning and Policy Commission delineated most of the airport property as CGA and designated the Suffolk County Airport as a Southampton Pine Barrens Credit Program "receiving area". The Town of Southampton subsequently revised their codes to conform to the Central Pine Barrens Plan. Except for a few areas, the Central Pine Barrens Plan excludes "from the Core Preservation Area those portions of the airport property which are occupied by the runways, their associated maintenance areas, and those areas identified for future use in the Suffolk County Airport Master Plan approved by the Suffolk County Legislature"(1990).</p>
c. Bi County	<u>X</u>	___	<p><u>The 1970 Nassau-Suffolk Comprehensive Development Plan states</u> Suffolk County Air Force Base (Westhampton) is owned by Suffolk County and contains three runways, including one 9,000 foot NE-SW and one 5,000 foot NW-SE. It is adequately buffered with vacant land and is highly suitable for development into a general use airport. The base has been reacquired from the Air Force for County control and management for general aviation purposes. In addition, a unit of the Air National Guard will operate from the field.</p>
d. County	<u>X</u>	___	<p><u>1990 - Updated Airport Study and Master Plan</u> was prepared by the Suffolk County Planning Department and submitted to the Suffolk County Legislature and County Executive who adopted it as the official airport master plan which was the culmination of two former studies. The plan calls for the development of the former U.S. Air Force Base as a general aviation facility which is set forth in the "Quitclaim Deed" transferring the property from the Federal Government to</p>

Suffolk County. The aviation portion of the site is to include continued use by the military as well as civilian use including airport services, fuel facilities and additional hangers and tie-down areas. Aviation use is in conformance with the Town of Southampton LI-200 zoning of the site.

Airport Minimum Standards and Airport Rules and Regulations - Rules and Regulations have been issued by the County and are intended to ensure the safe and efficient operation of the airport. Rules related to aeronautical operations, ground operations, and procedures to be followed by tenants and users of the airport guarantee uniform expectations are being applied and must be complied with.

Minimum Standards - The County of Suffolk as owner and Sponsor of the Francis S. Gabreski Airport is responsible for all aspects of the administration of this public, general aviation facility, and in order to foster, encourage and insure the economic growth and orderly development of aviation and related aeronautical activities at the Airport by encouraging adequate aeronautical services and facilities for the users of the Airport, has established certain standards and requirements for Commercial Aviation Operators. All aviation projects and activities at the airport must comply with the Minimum Standards and Rules and Regulations.

e. Town X —

1970 & 1999 - The Town of Southampton Master Plan specifically stated that "particular attention should be given to the Suffolk County Air Force Base as the site for light industrial development with airport access" and that "industrial development should be of an industrial park character." Subsequently, the airport and surrounding area were zoned by the town LI-200 for light industrial use which remains in place today. General aviation airports and necessary airport support facilities are allowed in the LI-200 zoning district.

Note: Chapter 235 of the Southampton Code dealing with Noise does not apply to "noise of aircraft flight operations."

e. Village — — N.A.

PREPARER Hank Thompson Date 6/15/17
 TITLE Director, U.S. Open Championship
 SIGNATURE* [Signature]

I certify that the information herein is accurate.

PROJECT DIRECTOR Anthony Regis Date 8/28/17
TITLE Airport Manager
SIGNATURE* [Signature]

I certify that the information herein is accurate

*Signature of both preparer and project director required

SECTION IV
SAMPLE PRELIMINARY SITE PLAN

(including USGA Scope of Operations)



2018 U.S. Open Championship

GABRESKI AIRPORT SCOPE OF OPERATIONS

United States Golf Association

The United States Golf Association (USGA) is a not-for-profit organization based in Far Hills, NJ. The USGA is the governing body of golf in the United States and Mexico. Along with the Royal & Ancient Golf Club of St. Andrews Scotland, we write, interpret and enforce the rules of the game. In addition, the USGA tests and approves golf equipment, researches turf grass with the intent to provide more environmentally efficient protocols for the management of golf courses. The USGA also seeks to grow the game of golf by supporting golf based programs throughout the country. In addition, the USGA conducts 13 national championships of which three are Open championships that are available to professional and amateur players alike.

Dates

The 118th U.S. Open Championship will be contested at Shinnecock Hills Golf Club in Southampton, New York June 11 – 17.

Monday, Tuesday and Wednesday will be practice rounds beginning at approximately 6:45 a.m. and continuing until approximately 8:00 p.m. daily. The first and second rounds of the championship will be contested on Thursday and Friday beginning at approximately 6:45 a.m. and continuing until approximately 8:30 p.m. daily. The third and final rounds will take place on Saturday and Sunday with the first starting times at approximately 8:30 a.m. and play concluding at 8:00 p.m. In the event of tie between two or more players after 72 holes, an 18-hole playoff would take place on Monday, June 18 at 12:00 noon.

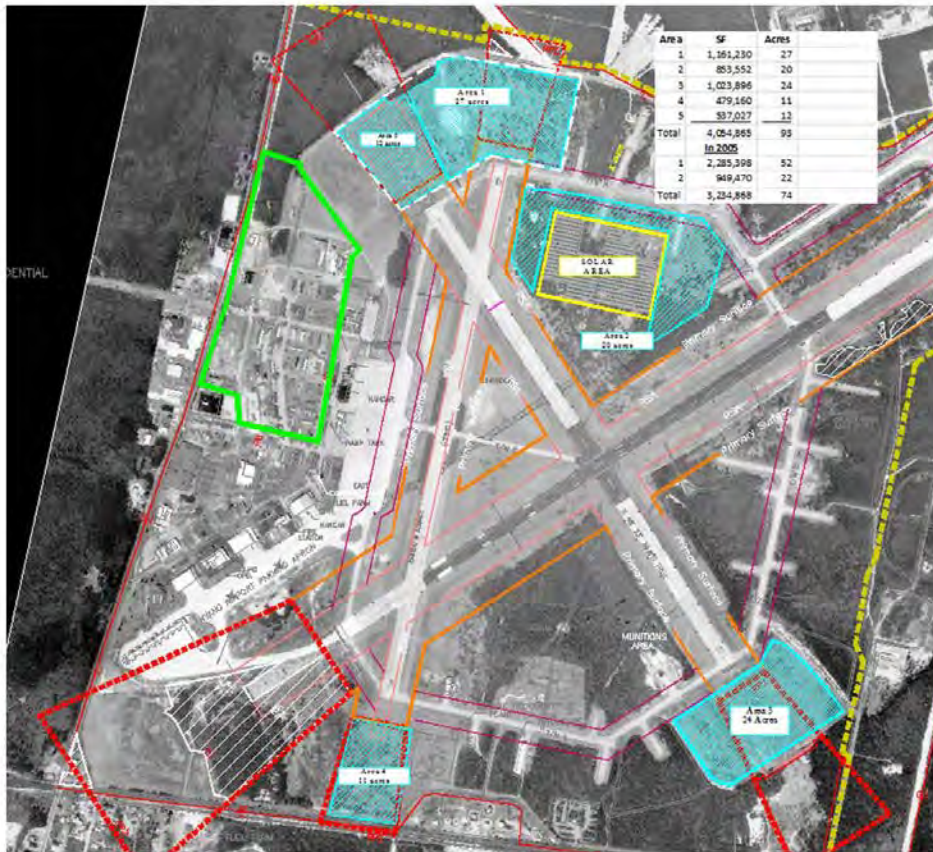
Purpose

The USGA wishes to use certain portions of Gabreski Airport property as a general spectator parking lot. The parking lot would be available to attendees on a complimentary basis during the week of the championship. Complimentary shuttle bus service will be provided to and from the championship grounds beginning at approximately 5:00 a.m. and ending at 11:00 p.m.

The USGA would be interested in utilizing Areas 1-5 on the map below for the purposes of parking cars and loading shuttle buses.

Quantities of Cars

Area 1	27 Acres	3375 Cars
Area 2	20 Acres	2500 Cars
Area 3	24 Acres	3000 Cars
Area 4	11 Acres	1375 Cars
Area 5	12 Acres	1500 Cars



- NOTES:
- 1) Proposed Parking areas shown in blue.
 - 2) Rechler lease area shown in green
 - 3) Solar Area shown in yellow
 - 4) Total acreage = 93
 - 5) Area 3 and Area 5 total 36 acres may not be available due to FAA requirements. Reduced site would be 57 acres or 17 acres less than 2004.

G: /leases2016/usga/USGA Areas.pub

Facility Requirements/Equipment

The USGA will at its own cost, construct multiple free-span tents to house spectator screening operations. Screening operations will include walk through magnetometers provided and operated by the USGA private security vendor. Uniformed law enforcement will provide a presence to enforce the screening operations during the time that attendees are being accepted at the championship. Historically, two (2) 40' x 20' tents will be constructed to house the screening operations. Power will be generated by generators provided by the USGA's power vendor. In addition to the facilities listed above, other facilities will be required such as temporary office trailers, parking lot signage, bike rack for queuing, banners and banner poles, restrooms, storage containers and where required 6' chain link fence used to delineate the areas identified for parking in addition to defining secure and clean queuing areas prior to boarding shuttle buses.

Staffing Requirements

At its own cost, the USGA will see to it that proper parking staff, private security staff and uniformed law enforcement personnel are present throughout operations.

Parking Staff – purpose would be to direct cars into specific parking spaces within the parking area. Parking staff would also be used to efficiently load attendees on buses after proceeding through screening. A limited number of parking staff would also be trained and equipped with ground control radios to communicate with the Air Traffic Control Tower when parking area 2 is needed.

Private Security Staff – Assist by overseeing the spectator screening process for all attendees. Private Security Staff would make use of walk through magnetometers and hand wands to ensure that any prohibited items are not allowed beyond the screening check point. Security staff would also monitor parking lots to assure fence integrity and that spectators remain within the fenced areas.

Ecology Staff – Ecology staff would make daily visits to remove litter and trash from the property on a daily basis.

Hours of Operation*

Monday, June 11 – Wednesday, June 13	5:00 a.m. to 10:00 p.m.
Thursday, June 14 – Friday, June 15	5:00 a.m. to 11:00 p.m.
Saturday, June 16 – Sunday, June 17	5:00 a.m. to 11:00 p.m.

* - Private Security staff would have a 24 hour per day presence once any assets such as magnetometers were placed until their removal following the championship.

Shuttle Buses

At its own cost, the USGA will secure and contract for an appropriate number and type of shuttle buses at the USGA’s discretion. Due to the distance from Gabreski Airport to Shinnecock Hills Golf Club, it is anticipated that coach buses would be utilized to transport attendees.

Shuttle Loading/Unloading

Attendees will board shuttle buses after proceeding through the screening process. Passengers will be counted out and sent to designated cues to await boarding shuttle buses. The loading location will be located on the service road located on the north, northwest side of Runway 19 for cars parking in Areas 1, 2 and 5. The loading location for Areas 3 and 4 would be located in position to be determined on the south side of each Area.

Timeline

Monday, June 6 –	Tent, fence and facility construction begins
Saturday, June 9 –	Bus companies conduct training runs from the parking lot to the grounds



Sunday June 10 -	Fence installed along Runway Protection zone nearest the runway end expected to be used for parking that day (areas 1, 3, 4 and 5).
Monday, June 11 -	Practice rounds
Wednesday, June 13	
Thursday, June 14 –	1 st and 2 nd Championship Rounds
Friday, June 15	
Saturday, June 16 -	3 rd and 4 th Championship Rounds
Sunday, June 17 -	Fence removal begins if Playoff rounds not needed
Monday, June 18 -	Playoff (if necessary)
Tuesday, June 21 -	Removal of facilities
Friday, June 24 -	All facilities removed

Part 2 - RESPONSIBILITY OF LEAD AGENCY

Project Impacts and Their Magnitude

General Information (Read Carefully)

- X In completing the form the reviewer should be guided by the question: Have my decisions and determinations been **reasonable**? The reviewer is not expected to be an expert environmental analyst.
- X Identifying that an effect will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. By identifying an impact in column 2 simply asks that it be looked at further.
- X The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact rating.
- X Each project, on each site, in each locality, will vary. Therefore, the examples have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- X The number of examples per question does not indicate the importance of each question.

Instructions (Read carefully)

- a. Answer each of the 19 questions in PART 2. Answer **Yes** if there will be **any** impact.
- b. **Maybe** answers should be considered as **Yes** answers.
- c. If answering Yes to a question then check the appropriate box (column 1 or 2) to indicate the potential size of the impact. If threshold impact equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- e. If a potentially large impact or effect can be mitigated by a change in the project to a less that large magnitude, check the yes box in column 3. A No response indicates that such a reduction is not possible.

IMPACT ON LAND

1. Will the proposed action result in a physical change to the project site? ____Yes No

IMPACT ON LAND Examples that would apply to Column 1	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%.			
Construction of land where the depth to the water table is less than 3 feet.			
Construction of paved parking area for 1,000 or more vehicles.			
Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.			
Construction that will continue for more than one year or involve more than one phase or stage.			
Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year.			

IMPACT ON LAND	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Construction of any new sanitary landfill.			
Construction in a designated floodway.			
Other Impacts (Please describe) acres will be leased of which acres will be developed for aviation purposes.			

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)
 yes no.

List Specific land forms:			
---------------------------	--	--	--

IMPACT ON WATER

3. Will proposed action affect any water body designated as protected? (under Articles 15,24,25 of the Environmental Conservation Law, ECL) yes no.

IMPACT ON WATER (Examples that would apply to column 2)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Developable area of site contains a protected water body.			
Dredging more than 100 cubic yards of material from channel of a protected stream.			
Extension of utility distribution facilities through a protected water body.			
Construction in a designated freshwater or tidal wetland.			
Please List Other Impacts:			

4. Will proposed action affect any non-protected existing or new body of water? yes no

A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.			
Construction of a body of water that exceeds 10 acres of surface area.			
Please List Other Impacts:			

5. Will proposed action affect surface or groundwater quality? yes no

Proposed Action will require a discharge permit - stormwater & sewage.			
Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.			
Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.			

<p align="center">IMPACT ON WATER (cont.) (Examples that would apply to column 2)</p>	<p align="center">1 Small to Moderate Impact</p>	<p align="center">2 Potential Large Impact</p>	<p align="center">3 Can Impact Be Mitigated By Project Change (Enter Yes or No)</p>
Construction or operation causing any contamination of a public water supply system.			
Proposed Action will adversely affect groundwater.			
Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.			
Proposed Action requiring a facility that would use water in excess of 20,000 gallons per day.			
Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.			
Proposed Action will require the storage of petroleum products greater than 1,100 gallons.			
Proposed Action will allow residential uses in areas without water and/or sewer services.			
Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.			
Please list other impacts:			

6. Will proposed action alter drainage flow, patterns or surface water runoff? yes no.

Proposed Action would impede flood water flows.			
Proposed Action is likely to cause substantial erosion.			
Proposed Action is incompatible with existing drain patterns.			
Proposed Action will allow development in a designated floodway.			
Please list other impacts:			

IMPACT ON AIR

7. Will proposed action affect air quality? yes no.

<p align="center">IMPACT ON AIR (Examples that would apply to column 2)</p>	<p align="center">1 Small to Moderate Impact</p>	<p align="center">2 Potential Large Impact</p>	<p align="center">3 Can Impact Be Mitigated By Project Change (Enter Yes or No)</p>
Proposed Action will induce 1,000 or more vehicle trips in given hour.	X		Provides a centralized event parking location with busing; temporary use
Proposed Action will result in the incineration of more than 1 ton of refuse per hour.			

IMPACT ON AIR (cont.)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Proposed Action emission rate of all contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour.			
Proposed Action will allow an increase in the amount of land committed to industrial use.			
Proposed Action will allow an increase in the density of industrial development in existing industrial areas.			
Please List Other Impacts:			

IMPACT ON PLANTS AND ANIMALS

8. Will Proposed Action affect any threatened or endangered species? ___ yes no.

IMPACT ON PLANTS AND ANIMALS (Examples that would apply to Column 2)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Reduction of one or more species listed on the New York or Federal list, using the site, over or near site or found on the site.			
Removal of any portion of a critical or significant wildlife habitat.			
Application of pesticide or herbicide over more than twice a year other than for agricultural purposes.			
Please list other impacts:			

9. Will Proposed Action substantially affect non-threatened or endangered species? ___ Yes No

Proposed Action would substantially interfere with any resident or migratory fish or wildlife species.			
Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.			

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will the Proposed Action affect agricultural land resources? ___ Yes No

IMPACT ON AGRICULTURAL LAND RESOURCES (Examples that would apply to Column 2)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
The Proposed Action would sever, cross through, or limit access to a field of agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.			

IMPACT ON AGRICULTURAL LAND RESOURCES (cont.)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Construction activity would excavate or compact the soil profile of agricultural land.			
The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than one acre of agricultural land.			
The Proposed Action would disrupt agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); prevent agricultural land management measures from being installed; or create a need for such measures (e.g., cause a farm field to drain poorly due to increased runoff)			
Prime or unique farmland as defined by USDA-SCS 7 CFR Part 657 and governed by the Farmland Protection Policy Act of 1981 is involved.			
Please list other impacts:			

IMPACT ON AESTHETIC RESOURCES OR COMMUNITY CHARACTER

11. Will proposed action affect aesthetic resources, or the character of the neighborhood or community? Yes No

IMPACT ON AESTHETIC RESOURCES OR COMMUNITY CHARACTER (Examples that would apply to column 2) <i>(If Necessary Use the Visual EAF Addendum in Section 617.23)</i>	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Introduction of proposed land uses, projects or project components obviously different or in sharp contrast to current surrounding land use patterns or existing man-made additions to the landscape.			
Introduction of proposed land uses, projects or project components as described in the above example that will be visible to users of aesthetic resources. This will eliminate or significantly reduce the public enjoyment or appreciation of the appearance or aesthetic qualities of a resource or community character.			
Introduction of project components that will result in the elimination or significant screening of scenic views known to be important to the area.			
Please list other impacts:			

IMPACT ON HISTORIC AND ARCHEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance? ___ Yes X No

IMPACT ON HISTORIC AND ARCHEOLOGICAL RESOURCES (Examples that would apply to column 2)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Proposed Action occurring wholly or partially within or contiguous to any facility or site listed or eligible for listing on the State or National Register of historic places.			
Any impact to an archeological site or fossil bed located within the project site.			
Proposed Action will occur in an area designated as sensitive for archeological sites on the NSY Site Inventory.			
Please list other impacts:			

IMPACT ON OPEN SPACE AND RECREATION

13. Will Proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?
 Yes ___ No X

IMPACT ON OPEN SPACE AND RECREATION (Examples that would apply to column 2)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
The permanent foreclosure of a future recreational opportunity.			
A major reduction of an open space important to the community.			
Please list other impacts:			

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6 NYCRR 617.14(g)? ___ Yes X No, see Part III for analysis

List the environmental characteristics that caused the designation of the CEA.

- 1984 Suffolk County Pine Barrens Zone for habitat protection

- 1992 Central Suffolk (South) SGPA for groundwater protection

- 1993 State Central Pine Barrens Area for habitat and groundwater protection

IMPACT ON CRITICAL ENVIRONMENTAL AREAS (Examples that would apply to column 2)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Proposed Action to locate within the CEA?			
Proposed Action will result in a reduction in the quantity of the resource?			
Proposed Action will result in a reduction in the quality of the resource?			
Proposed Action will impact the use, function or enjoyment of the resource?			
Please list other impacts.			

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems? Yes No

IMPACT ON TRANSPORTATION (Examples that would apply to column 2)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Alteration of present patterns of movement of people and/or goods.	X		Yes, but it is a temporary use and a traffic mitigation plan will be instituted
Proposed Action will result in severe traffic problems			
Please list other impacts:			

IMPACT ON ENERGY

16. Will proposed action affect the communities sources of fuel or energy supply? Yes No

IMPACT ON ENERGY (Examples that would apply to column 2)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Proposed Action will cause a greater than 5% increase in any form of energy in municipality.			
Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences.			
Please list other impacts:			

IMPACT ON NOISE

17. Will there be objectionable odors, noise, glare, vibration or electrical disturbance as a result of the Proposed Action?

Yes No

IMPACT ON NOISE (Examples that would apply to column 2)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Blasting within 1,500 feet of a hospital, school or other sensitive facility.			
Odors will occur routinely (more than one hour per day).			
Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.			
Proposed Action will remove natural barriers that would act as a noise screen.			
Please list other impacts: aircraft noise has been ongoing from the airport since the 1940s and is within FAA standards and in conformance with the Town of Southampton Noise Code			

IMPACT ON PUBLIC HEALTH AND (HAZARDS) SAFETY

18. Will Proposed Action affect public health and safety? ___ Yes No

IMPACT ON PUBLIC HEALTH AND (HAZARDS) SAFETY (Examples that would apply to column 2)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
Proposed Action will cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there will be a chronic low level discharge or emission.			
Proposed Action will result in the burial of "hazardous wastes" (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc., including wastes that are solid, semi-solid, liquid or contain gases).			
Storage facilities for one million or more gallons of liquified natural gas or other liquids.			
Please list other impacts:			

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will Proposed Action affect the character of the existing Community? Yes **X** No

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD (Examples that would apply to column 2)	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change (Enter Yes or No)
The population of the city, town or village in which the project is likely to grow by more than 5% of resident human population.			
The municipal budgets for capital expenditures or operating services will increase by more than 5% per year as a result of this project.			
Will involve any permanent facility of a non-agricultural use on more than one acre in an agricultural district or remove more than 10 acres of (prime) agricultural lands from cultivation.			
Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community.			
Development will in induce an influx of a particular age group with special needs.			
Proposed Action will set an important precedent for future projects.			
Proposed Action will relocate 15 or more employees in one or more businesses.			
Please List other impacts:			

PUBLIC INPUT

20. Is there public controversy related to Potential Adverse Environmental Impacts? Yes **X** No

Either government or citizens of adjacent communities have expressed opposition or rejected the project or have not been contacted.			
Objections to the project from within the community.			

**If Any Action in Part 2 Is Identified as a Potential Large Impact
or If You Cannot Determine the Magnitude of Impact, Proceed to Part 3**

Determination of Significance

Portions of EAF completed for this project: X Part 1 X Part 2 Part 3

Upon review of the information recorded on this EAF (Parts 1, 2 and 3) and considering both the magnitude and importance of each impact, it is reasonably determined that:

- A. The project will result in no major impacts and, therefore, is one which may not cause significant damage to the environment. **Prepare a negative declaration:**
- B. **For unlisted actions only.** Although the project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Part # have been included as part of the proposed project. **Prepare a CONDITIONAL negative declaration:**
- C. The project will result in one or more major adverse impacts that cannot be reduced and may cause significant damage to the environment. **Prepare a positive declaration , proceed with EIS:**

Signature of Preparer (if different from responsible officer)

Date

Signature of Responsible Officer in Lead Agency

Print or Type Name of Responsible Officer in Lead Agency

Suffolk County

Name of Lead Agency

Date

Part 3 - Responsibility of Lead Agency

Evaluation of the Importance of Impacts

Information

Part 3 is prepared if one or more impact or effect is considered to be potentially large.

The amount of writing necessary to answer Part 3 may be determined by answering the question: In **briefly** completing the instructions below, have I placed in this record sufficient information to indicate the reasonableness of my decisions?

Instructions

Complete the following for each impact or effect identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact might be mitigated or reduced to a less than large impact by project change.
3. Based on the information available, decide if it is reasonable to conclude that this impact is **important** to the municipality (city, town or village) in which the project is located.

To answer the question of importance, consider:

- The probability of the impact or effect occurring
- The duration of the impact or effect
- Its irreversibility, including permanently lost resources of value
- Whether the impact or effect can be controlled
- The regional consequence of the impact or effect
- Its potential divergence from local needs and goals
- Whether known objectives to the project apply to this impact or effect

Determination of Significance

An action is considered to be significant if:

One (or more) impact(s) is determined to **be (both) large** and its (their) consequence, based on the review above, is **important**.

Part 3 Statements

(Continue _____ on _____ Attachments, _____ as _____ need _____)

