Whereas, Suffolk County Water Authority (the "SCWA" or the "Authority") is planning a water main extension to deliver clean, routinely monitored and reliable drinking-water from its South Shore Low Pressure Zone to its water supply and distribution system in the Town of Southold, and to extend its Southold system to serve areas in Orient identified by the Suffolk County Department of Health Services (SCDHS) as Priority Areas due to groundwater contamination issues, (the Project) and

Whereas, SCWA performed a review of the reasonably anticipated environmental impacts of the Project pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations, (6 NYCRR 617), and

Whereas, on May 9, 2025, the Authority issued a Positive Declaration on the Project and the Authority's consultant, Nelson Pope Voorhis (NPV) prepared a Draft Scope identifying the Project's reasonably anticipated impacts, and the proposed scope and content of the required Draft Environmental Impact Statement, and

Whereas, SCWA held hearings on June 4, June 10, and June 12, 2025, in the Towns of Southampton, Riverhead, and Southold respectively to receive public comments on the Draft Scope, and accepted written comments until August 4, and

Whereas, NPV prepared a proposed Final Scope which incorporated relevant comments received during the hearings, and it was adopted by the SCWA on November 20, 2025, and

Whereas, the Authority caused the preparation of a Draft Environmental Impact Statement (DEIS) on the Project and accepted the DEIS on July 23, 2026, and

Whereas, SCWA held hearings to receive comments on the DEIS on August 19, 20 and 26 and held the post hearing comment period open until September 25, 2026, for a total comment period of 64 days from its acceptance of the DEIS, and

Whereas, the Authority caused a Final Environmental Impact Statement (FEIS), to be prepared to address the 303 discrete comments or questions received during the DEIS comment period, to incorporate by reference the DEIS, and to propose mitigation measures to impacts reasonably related to the Project, and

Whereas, on October 29, 2026, the Authority issued a Notice of Completion of Final Environmental Impact Statement in accordance with the provisions of 6 NYCRR 617.9, and

Whereas, the Authority caused copies of the FEIS, or notice of its availability on the SCWA's website at www.scwa.com/nfp/, to be delivered to involved and interested agencies as per the FEIS, a Notice of Completion to be filled with the New York Department of Environmental Conservation for publication in the Environmental Notice Bulletin, and one copy made available at the Authority's Westhampton office, the Riverhead Free Public Library, and Southold Free Library for public inspection, and

Whereas, the Authority held a period not to exceed ten (10) days for agencies and the public to consider the FEIS, and no comments were received by SCWA during such period, and

Whereas, the Authority prepared the attached Findings Statement to describe the entire environmental review of the Project, and the needs and benefits of the Project and the reasonably anticipated impacts associated with the Project, and

Whereas, the Findings demonstrate that the Preferred Alternative identified through the SEQRA review is the alternative that minimizes or avoids environmental impacts that can be reasonably anticipated by the Project to the maximum extent practicable, and

Whereas, the Findings balance the adverse environmental impacts of the Project against the needs for and benefits of the Project, and indicate that the benefits of the Project outweigh the reasonably anticipated environmental impacts that may occur if the Project is undertaken, now therefore be it

Resolved, the above recitals are incorporated herein, and be it further,

Resolved, the Authority finds that the Project will increase the quantity and quality of water in the Authority's Southold Low Pressure Zone and provide access to public water to residents in Orient in SCDHS Priority Areas, and be it further

Resolved, the Authority finds that the needs and benefits of the Project outweigh the reasonably anticipated environmental impacts that may occur if the Project is undertaken, and be it further,

Resolved, the Authority hereby adopts the Findings Statement, makes the certifications contained therein, and issues the Findings Statement to complete the SEQRA review of the Project, and be it further,

Resolved, the Authority will undertake the Project for the reasons and to provide the benefits identified by the SEQRA record, and be it further,

Resolved, SCWA's Chief Executive Officer is hereby authorized to make, prepare, and submit any application and execute any document or agreement, of whatever kind or character, that are reasonably necessary to effect the Project.

State Environmental Quality Review Act

STATEMENT OF FINDINGS

Suffolk County Water Authority
North Fork Water Main Extensions
Phase 1: Riverside/Flanders to Southold Town Line
Phase 2: East Marion to Orient Hamlet

November 19, 2026

1.0 INTRODUCTION

Pursuant to Article 8 of the New York State Environmental Quality Review Act (SEQRA) of the New York State Environmental Conservation Law and Title 6 of the New York State Code of Rules and Regulations 6 NYCRR Part 617, the Suffolk County Water Authority makes the following findings.

Name of Action:
Suffolk County Water Authority North Fork Water Main Extensions: Riverside/Flanders to the Southold Town Line Transmission Main (Phase 1) and East Marion to Orient Hamlet Transmission and Service Area (Phase 2).

Lead Agency:
Suffolk County Water Authority
P.O. Box 38
4060 Sunrise Highway
Oakdale, NY 11769

Lead Agency Contact:
Joseph M. Pokorny, P.E., Deputy CEO for Operations
Suffolk County Water Authority
P.O. Box 38
4060 Sunrise Highway, Oakdale, NY 11769
(631) 563-0202
joseph.pokorny@scwa.com

SEQRA Classification: Type I Action

Date of Draft Environmental Impact Statement Acceptance and Filing: July 23, 2026

Date of Final Environmental Impact Statement Acceptance and Filing: October 29, 2026

This Findings Statement first describes the selected action and the SEQRA review process. It then addresses each environmental topic through its identified impacts, mitigation requirements, and corresponding finding. The socioeconomic discussion weighs community impacts and public benefits; the alternatives discussion explains route selection; and the conclusion and signature-page certification provide the basis and conditions for the Authority's decision under SEQRA.

1.1 Description of Action and Location

Suffolk County Water Authority (the "SCWA" or the "Authority") is planning a water main extension to deliver clean, routinely monitored and reliable drinking-water from its SCWA's South Shore Low Pressure Zone to the Town of Southold. Phase 1, the Riverside/Flanders to Southold transmission main, is intended to improve water quality, available volume, pressure, fire protection capacity and reliability within the Southold service area. Phase 2 consists of planning and environmental review for a possible future East Marion to Orient Hamlet water main connection and extension to serve residential and non-residential premises in the Hamlet of Orient experiencing private-well contamination issues.

These findings consider the environmental effects of both phases described in the EIS. Selection of the Main Road Preferred Alternative establishes the Phase 1 transmission-main route and associated Main Road booster-station plan identified by the Environmental Impact Statement ("EIS") as the "Preferred Alternative." Phase 2 is the future East Marion to Orient extension. The evaluation of Phase 2 in this Findings Statement is therefore essential and ensures a full environmental review including transmission and service. Phase 2 is designed to provide water to an area identified by the Suffolk County Department of Health Services as a Priority Area for public water service.

Phase 1: Phase 1 of the "Preferred Alternative," "Chosen Action" or "Action," involves a project designed to meet the goals of the Action but over a shorter, more direct, and wide route through the Town of Riverhead by utilizing Main Road (SR 25) in Riverhead rather than Northville Turnpike and Sound Avenue to reach the Riverhead/Southold Town line as was considered under the "previously proposed action."

The water main route would begin near the Riverside/Flanders hamlet boundary in the Town of Southampton by connecting a 24-inch diameter ductile iron pipe (DIP) to an existing 36-inch diameter SCWA DIP dry main located on Cross River Drive, approximately 50 feet north of the Flanders Road (SR 24) and Cross River Drive (CR 105) intersection. The route would continue north along Cross River Drive (CR 105), be directed under the Peconic River Estuary adjacent to the CR 105 bridge by directional drilling, and continue north along Cross River Drive in the Town of Riverhead. Rather than continuing underneath the busy Cross River Drive-Main Road intersection using directional drilling and heading northwest toward Northville Turnpike as was originally considered under the previously proposed action, the selected Action route, at a distance of approximately 305 feet south of the intersection of Cross River Drive and Main Road,

would turn in a northeasterly direction from the CR-105 shoulder and enter an undeveloped, previously disturbed and sparsely vegetated SCWA-owned property (hereafter the "booster station site"). This property is a 0.27± acre "flag lot" that is located at the southeast corner of the intersection of Cross River Drive and Main Road (SCTM No: SCWA 600-85-2-112) and has access from Main Road via a "flag strip." Here, the 24-inch DIP transmission main would enter the rear of a proposed 765± SF single-story booster station as shown on the reviewed Booster Plan and Booster Station Elevations provided in the DEIS and exit out the front and continue north down an existing driveway within the flag strip to Main Road with boosted pressure.

At the north end of the booster station property's driveway, Preferred Alternative water main would be directionally drilled under Main Road using a 24-inch diameter high-density polyethylene (HDPE) pipe from south to north via temporary entry and exit pits on each side of the road with set up off Main Road on the booster station property and to the north shoulder as shown on the Preferred Alternative Plans. From there, the Preferred Alternative 24-inch DIP would continue in an easterly direction along the north side of Main Road for a distance of 26,049± feet (4.93 miles) to a point 235± feet west of the intersection of Franklinville Road and Main Road. The 24-inch transmission main will then connect to an existing 16-inch diameter DIP owned and operated by SCWA as part of its existing Southold system The proposed East Marion to Orient route in the Town of Southold will extend the existing system across to the Orient Hamlet area. The total length of the Phase 1 pipe from the Riverside/Flanders line near Flanders Road to the Southold line in the Hamlet of Laurel would therefore be 37,872± linear feet or 7.172± miles, which is 5,577± feet or 1.057 miles shorter than that of the previously proposed action's Phase 1 Riverside/Flanders to Jamesport/ Laurel route along Sound Avenue.

Phase 2: East Marion to Orient Water Main Extension: Phase 2 involves long-range planning for a possible future 30,723± linear-foot (5.82-mile) water main extension consisting of a combination of 6-, 8-, and 12-inch diameter water mains between East Marion and Orient Hamlet in the Town of Southold. This possible future phase of the Project would serve residential and non-residential premises in the Hamlet of Orient, along Main Road and to the south of Main Road along the east shore of Orient Harbor as shown on the aerial photographs (Figures 2-1 and 2-2 of the DEIS and Preferred Alternative/Chosen Action plans). This improvement would extend east along Main Road (SR 25) from East Marion, just west of Dam Pond, a distance of 2.1± miles to the intersection of Platt Road, then south along Platt Road and along all or parts of several streets in this community. Streets identified for possible future service include Oyster Ponds Lane, Village Lane, Orchard Street, Navy Street, West Bay Avenue, King Street, Vincent Street, Willow Street, Fletcher Street, Skippers Lane, Harbor River Road, Tabor Road, Old Farm Road, Majors Pond Path, Willow Terrace Lane, Halyoke Avenue, and Platt Road.

An estimated 1,205± linear feet of the East Marion to Orient main will be installed underground by directional drilling using HDPE pipe, and the remaining 29,518± linear feet will be installed using open trenching and DIP. The 1,205± feet of directional drill area includes one 445-foot section along Main Road in East Marion across Dam Pond; two 200-foot sections beneath culverts

along the Main Road causeway; 95± linear feet at the intersection of Main Road and Oyster Ponds Lane; 85± feet at the intersection of Main Road and Village Lane; 90± linear feet at the intersection of Main Road and Tabor Road; and 90± linear feet at the intersection of Main Road and Platt Road. Peak flow is estimated to be 460 gpm.

1.2 Summary of the SEQRA Process

1.2.1 Preparation of an Environmental Assessment Form, Lead Agency Coordination and Adoption of a SEQRA Positive Declaration

On August 5, 2024, SCWA, with assistance from environmental consultants Nelson, Pope and Voorhis (NPV), mailed a cover letter, a copy of the full Environmental Assessment Form (EAF) Part 1 dated July 29, 2024, and EAF Part 1 text attachment dated July 30, 2024, to all potentially involved and interested agencies. The materials were sent by certified mail to document delivery and receipt, and to commence required lead agency coordination. During this process, the Town of Riverhead and the Town of Southold submitted letters expressing interest in becoming Lead Agency or sharing the Lead Agency role, including letters dated August 29, 2024, and September 4, 2024, respectively. Under SEQRA, disputes over lead agency designation are resolved by the NYSDEC Commissioner. The Town of Riverhead therefore referred the dispute to NYSDEC's Interim Commissioner, Sean Mahar, to determine the most appropriate agency to oversee the SEQRA review and serve as Lead Agency. On November 14, 2024, the Interim Commissioner applied the three criteria in 6 NYCRR 617.6(b)(5)(v) and designated SCWA as the agency to lead the SEQRA review for the Action.

On April 30, 2025, a Full Environmental Assessment Form ("EAF") was completed the including a Part 1 text attachment and supporting figures. On May 6, 2025, the Full EAF Part 2, "Identification of Potential Impacts," and Part 3, "Determination of Significance," were prepared. On May 9, 2025, SCWA's delegated responsible officer, Chief Executive Officer Jeffrey Szabo, reviewed and signed the Determination of Significance, finding that the Action may result in one or more significant adverse environmental impacts. Accordingly, SCWA determined that a "Positive Declaration" under SEQRA was required, a DEIS must be prepared to further assess impact(s), and that mitigation measures and project alternatives must be evaluated to avoid or reduce any identified significant environmental impacts to the maximum extent practicable. SCWA then determined that a Notice of Positive Declaration, Draft Scope, and scheduling of a public scoping session must be undertaken and the required notice prepared and published in the NYSDEC's Environmental Notice Bulletin (ENB). Applicable SEQRA documents were then filed and posted, making them available to the public and all involved and interested agencies at three filing locations and online at SCWA's official website. Required notices were also distributed and published in local newspapers to inform the public of the scoping process and the time, date, and location that the public scoping session would be held.

1.2.2 Scoping

Under current SEQRA regulations, the scope and content of all EISs, except Supplemental EISs, must be guided by a formal public scoping process and written final scoping document to ensure that issues of environmental concern are adequately considered and addressed and that the review is focused on those issues of concern. A "Draft Scope" was prepared and made available to begin the formal scoping process as required under 6 NYCRR Part 617.8. As noted above, a Notice of Positive Declaration, Draft Scope, and Scheduling of a Public Scoping Session was prepared and published in the NYSDEC ENB on May 14, 2025 and notices were prepared, filed, distributed, and published in the newspapers of area distribution listed below:

- *Newsday* published on May 15, 2025 with a deadline for written comments of June 25, 2025. On June 5, 2025, a notice was published in *Newsday* indicating that the venue for the Southold public hearing had changed from the Floyd Memorial Public Library to the Southold Town Recreation Center.
- *Riverhead News-Review* published on May 15, 2025 with a deadline for written comments of June 25, 2025. On June 5, 2025, a notice was published in the *Riverhead News-Review* indicating that the venue for the Southold public hearing had changed from the Floyd Memorial Public Library to the Southold Town Recreation Center.
- *The Suffolk Times* published on May 15, 2025 with a deadline for written comments of June 25, 2025.

The Draft Scope was made available for public review online at SCWA's official website,[1] and in paper copy at SCWA's Westhampton Building, the Riverhead Public Library, and Floyd Memorial Public Library in Greenport. Contact information was also provided, including designated SCWA contact name, mailing address, telephone number, and email for anyone with questions on the matter or who wanted to submit comments on the required DEIS's scope and content.

The Draft Scope was guided by project- and site-specific environmental information contained in the Environmental Assessment Form (EAF) Parts 1, 2 and 3/ Determination of Significance, the adopted Positive Declaration, and SEQR Section 617.8, "Scoping."

Scoping sessions were held on June 4, 2025, at the SCWA building in Westhampton Beach; June 10, 2025, at the Riverhead Library in downtown Riverhead; and on June 12, 2025, at the Southold Town Recreation Center in Peconic in the Town of Southold.

An extended written scoping comment period was provided to allow the public and involved and interested agencies additional time to consider the subject action and submit comments on the necessary scope and content of the DEIS. The original written comment period for the DEIS scope was scheduled to close on June 25, 2025. However, the period was extended from the initial

[1] www.scwa.com/nfp

closing date to July 11, 2025. At the request of the Town of Riverhead, the written comment period was extended again to August 4, 2025, providing over two months from the time the Draft Scope was accepted and filed by the Lead Agency to the close of the written scoping comment period. A second ENB posting was provided indicating the extension of time and was published by the ENB on July 23, 2025. Extension of the deadline was also published in the aforementioned newspapers on July 24, 2025.

A total of 18 federal, state, regional, county, and local involved or interested agencies and seven (7) local non-agency private organizations were sent notices indicating that a Positive Declaration had been filed by the State-delegated Lead Agency (SCWA), under SEQRA. The dates, times, places, and ways by which the FEAF Parts 1, 2, and 3 and Draft Scope could be reviewed; the dates, times, and locations that the three public scoping sessions would be held; and the date that the written comment period would close were provided. SCWA contact information for submission of written comments was also provided, including the SCWA contact name, mailing address, email address, and telephone number. SCWA also made it possible for comments to be submitted on its official website using the Project link.

The scope and content of the Final Scope were also guided by verbal and written comments and questions received from involved and interested agencies, local organizations, and the general public during initial agency coordination and outreach and the three duly advertised public scoping sessions. The Draft Scope was revised and amended in accordance with input received, the standards and requirements of 6 NYCRR Part 617 State Environmental Quality Review (SEQR) §617.8 "Scoping" and §617.9(b) "Environmental impact statement content," and the Final Scope was submitted and approved by SCWA on November 20, 2025, as an appropriate instrument to guide the scope and content of the DEIS. The filing of the Final Scope was noticed in the NYSDEC ENB on December 3, 2025 and notices were sent to all involved and interested agencies.

1.2.3 Preparation and Acceptance of Draft EIS and Scheduling of Public Hearings

SCWA caused a DEIS to be prepared by NPV (environmental), TRACKER Archaeology (historic and archaeological resources), and B. Laing Associates (noise), based on the requirements of the approved Final Scope and applicable SEQR standards and procedures. At the same time, SCWA prepared a comprehensive Final Hydrogeologic Analysis and Route Evaluation report, with assistance from area hydrogeologic experts, CDM-Smith, to provide additional technical and scientific analyses. On July 23, 2026, SCWA determined that the DEIS adequately analyzed the topics, identified impacts, and satisfied the scope and content requirements of the adopted Positive Declaration, approved Final Scope, and the standards of 6 NYCRR Section 617.9(b), "Environmental impact statement content" of SEQR. SCWA then accepted the DEIS as "complete" and acceptable for filing and public review. Notices of DEIS acceptance and of the three scheduled public hearings were distributed to involved and interested agencies by certified mail; published in the NYSDEC ENB and three local or regional newspapers *(The Suffolk Times, The Riverhead-News Review,* and *Newsday)*; and mailed in English and Spanish to landowners

along the Main Road in Riverhead identified as the Preferred Alternative in the DEIS. The DEIS, and hearing information were posted on SCWA's website (https://www.scwa.com/nfp/) and made available as paper copies at the following three locations during the noted days and times.

Suffolk County Water Authority	**Southold Free Library**	**Riverhead Public Library**
Westhampton Building	53705 Main Road,	330 Court Street
624 Old Riverhead Road,	Southold, NY 11971	Riverhead, NY 11901
Westhampton Beach, NY 11978	M-F 9:30 AM to 8:00 PM	M-Th 9:00 AM to 8:00 PM
M-F 9:00 AM to 4:00 PM	Sat 9:30 AM – 5:00 PM	F-Sat 9:00 AM to 5:00 PM

Following the distribution, posting, and notices, and the required minimum public review period, the three public hearings were held according to the following schedule:

Wednesday, August 19, 2026	**Thursday, August 20, 2026**	**Wednesday, August 26, 2026**
Suffolk County Water Authority	Southold Recreation Center	Riverhead Public Library
Westhampton Building	970 Peconic Lane	330 Court Street
624 Old Riverhead Road,	Peconic, NY 11958	Riverhead, NY 11901
Westhampton Beach, NY 11978	Time: 5:00 PM	Time: 4:30 PM
Time: 6:00 PM		

SCWA and its environmental consultants provided a *PowerPoint* presentation at each of the three public hearings to provide necessary Project background, plans and maps, explain the environmental review process and public hearing procedures, and provide important information about SCWA, the action and alternatives under review, Project need, and the overall content of the DEIS. After each presentation, the hearing was opened for public comments. A professional stenographer and Notary Public documented all comments, questions, and dialogue entered into the record, so that they were accurately transcribed and documented and properly responded to in the FEIS. Upon completion of each public presentation and hearing, SCWA again provided contact information and the deadline for submitting written comments on the Project and DEIS.

The written comment period was originally scheduled to end on September 11, 2026, as stated in the July 23, 2026 acceptance and hearing notice, but was later extended to September 25, 2026, thereby further exceeding SEQR timeframe requirements.

1.2.4 Final Environmental Impact Statement

The purpose of a Final Environmental Impact Statement (FEIS) is to identify, document and respond to all substantive verbal and written comments and questions received from the public and involved and interested agencies during the public hearings and written comment period. This included those substantive comments entered into the record verbally at the August 19, 2026 public hearing in the Town of Southampton, the August 20, 2026 public hearing in the Town

of Southold, and the August 26, 2026 public hearing in the Town of Riverhead. The original written comment period was scheduled to end on September 11, 2026 or 50 days after the July 23, 2026 DEIS acceptance and filing. However, at the request of members of the public, the comment period was extended an additional 14 days (two weeks) to September 25, 2026. Overall, the public comment period was open for a period of 64 days or over nine weeks, more than doubling SEQRA's 30-day written comment period requirement.

The completed FEIS provided the public and involved and interested agencies with the following essential information:

- descriptive information about the proposal under review;
- documentation of the SEQRA process and the Proposed Action's consistency with that process;
- a summary of all substantive action-related written and verbal comments received during the extended public review and comment period;
- the source and manner of delivery of each comment (i.e., verbal comments during a hearing, or letter, memo, email, online SCWA website submission, etc.);
- responses to all substantive comments received during the designated public review phase;
- additional analysis of the Action's potential environmental effects;
- any necessary corrections to the DEIS; and
- any additional plausible techniques or strategies to further mitigate impacts of the Action to the maximum extent practicable.

In addition, all information contained in the previously vetted and accepted DEIS, including all text, figures, diagrams, maps, plans, tables, calculations and appendices, was incorporated into the FEIS by reference. The FEIS and the notices sent to involved and interested agencies and organizations provided information on how to access the full DEIS and FEIS for review, as required by SEQRA. The DEIS and FEIS, constituting the full EIS, were made available for public review on SCWA's official website, as well as at five (5) separate publicly accessible locations in paper copy.

Suffolk County Water Authority
Westhampton Building
624 Old Riverhead Road,
Westhampton Beach, NY 11978
M-F 9:00 AM to 4:00 PM

Southold Free Library
53705 Main Road
Southold, NY 11971
M-F 9:30 AM to 8:00 PM
Sat 9:30 AM – 5:00 PM

Riverhead Public Library
330 Court Street
Riverhead, NY 11901
M-Th 9:00 AM to 8:00 PM
F-Sat 9:00 AM to 5:00 PM

Town of Riverhead Town Hall
Office of the Town Clerk
4 West Main Street
Riverhead, NY 11901
M-F 8:30 AM to 4:30 PM

Southold Town Hall
Office of the Town Clerk
53095 Main Road
Southold, NY 11971
M-F 8:00 AM to 4:00 PM

A Notice of Completion or Acceptance of the FEIS was published in *Newsday, Riverhead News-Review and The Suffolk Times* on November 5, 2026 and in the NYSDEC's ENB on November 11, 2026. Also as required, SCWA provided the required 10 calendar days for public consideration of the FEIS before completing and submitting the Findings Statement, and making its final decision as to environmental effect and certifying compliance with SEQRA procedures pursuant to 6 NYCRR 617.11 on November 19, 2026, a total of 21 days or three weeks after FEIS acceptance and filing.

1.2.5 Findings Statement

This Findings Statement is a written document that outlines the SEQRA process, certifies that all applicable SEQRA standards and procedures were addressed or implemented, and identifies the environmental, social, and economic considerations weighed in rendering a decision to approve or disapprove the subject Action. The Findings Statement also identifies impacts, required mitigation measures, alternatives considered, and the findings and reasoning behind its final decision.

2.0 POTENTIAL ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, FINDINGS AND CONCLUSIONS

This section of the Findings Statement summarizes the relevant environmental facts and potential impacts, together with the Lead Agency's findings and conclusions from the SEQRA environmental review process. It identifies the impact prevention, avoidance, and mitigation measures determined to be necessary and practical to address potential impacts and mitigate them to the maximum extent practicable as required. It also presents the anticipated benefits of the Action, the social and economic factors considered, the assessed alternatives, and the reasoning behind the selection of the Chosen Action. The identified impact prevention and mitigation measures include those contained in the accepted DEIS and those SCWA determined to be necessary after considering input from the public, involved and interested agencies, and local organizations, as provided in the accepted FEIS.

The following potential impacts and mitigations were identified and evaluated.

2.1 Topography and Soils

2.1.1 Impacts

- *Soil disturbance and alteration*: Excavation/trenching, application of pipe bedding as needed, backfilling, and directional drilling will alter existing soil profiles within road rights of way.
- *Permanent booster-station building footprint, soil disturbance, minor grading and paving*: The booster station building, equipment, driveway, and paved parking will occupy previously undeveloped and vegetated permeable ground. Limited grading changes are expected to be needed. For the Project as a whole, the Preferred Alternative (Chosen Action) is 1.057 miles shorter than the previously proposed action and will therefore result in considerably less soil disturbance. The total disturbance of the Chosen Action booster station site would be less than half that of the previously proposed action if two booster stations were required or a larger-diameter 36-inch diameter pipe were determined to be necessary as detailed in the EIS.
- *Temporary dust generation, soil erosion, and sedimentation:* Some very minor effects will remain during daily excavation, temporary stockpiling, materials handling, and ground restoration despite dust suppression, erosion controls, and soil stabilization measures.
- *Excess-material collection and disposal*: There will be excess soil, shards of broken pavement, some residual bentonite clay and drill slurry from open trench or directional drilling, requiring collection, temporary storage, proper handling and removal, transport, and disposal at an approved disposal facility. The Preferred Alternative (Chosen Action) reduces this effect but does not eliminate this burden.
- *Effects on agricultural lands, districts, farming activities, and tractor access*: There is the potential for spread of golden nematode (or yellow potato cyst nematode), which is a microscopic, soil-dwelling roundworm that can adversely impact some plants and farm vegetables. Soil and equipment movement may spread golden nematode unless testing, sanitation, containment, and approved disposal requirements are implemented. The Chosen Action has less overall abutting farmland compared to the previously proposed action, which is longer and includes agricultural uses along Cross River Drive, Northville Turnpike, and Sound Avenue, although farmland also is present along Main Road in Riverhead. Temporary construction activities along with agricultural traffic activity on public roads could further impede traffic.
- *Hydric or poorly drained soils*: USDA mapping identifies Swansea muck, a potentially hydric or wet soil, along 0.8 percent of the Preferred Alternative/Chosen Action route. Past roadway construction, bedding, grading, and drainage may have modified those conditions, but mapped soil conditions do not establish the actual subsurface conditions at every work location. Dewatering may therefore be required in some areas during trenching. Actual water table levels and conditions will be further examined during final planning, trenching and construction to identify those areas, and the trench-protection, dewatering, sediment-control, identified stabilization measures will be implemented as needed.

- *Potential trench wall instability*: Based on the proposed trench depth, trench instability is not expected to be a significant issue. Conditions will nevertheless be monitored, and protective controls, including shoring of trench sides during installation will be implemented if and where necessary to minimize this potential issue and worker safety concern.

2.1.2 Mitigation Measures

As conditions of the decision to undertake the Chosen Action, SCWA will incorporate the applicable practicable mitigation measures and safeguards identified in this Findings Statement, into final plans, standards, specifications, contracts, and construction requirements. SCWA and its contractors will implement those measures during the applicable design, construction, restoration, and operational stages. This will include the additional commitments identified in Section 1.6 of the FEIS, including operation of a daily-updated SCWA construction webpage, appointment of a construction manager/liaison to oversee and implement standards and requirements, and ensure compliance with final roadway-permit requirements governing work and restoration.

The following mitigation measures are planned for the construction aspects of the Project to prevent or minimize potential impacts to and from route topography and soils.

- Before starting work, identify the location(s) where excavated soil and materials will be stored until removal from the main installation area.
- Identify work areas that are near surface waters and wetlands and within jurisdictional area and implement required protections. Set up erosion and sedimentation controls including work area silt fencing where proposed work is within wetlands jurisdictions. Reseed or stabilize after backfilling and grading along each section of main that is installed. Make sure silt fencing is recessed 6 inches into the ground to prevent underwash and offsite flow of sediment laden runoff.
- Provide drain inlet protection in areas that could be affected by sedimentation causing reduced stormwater infrastructure capacity and/or clogging of drains and avoid any moderate or steeply sloping areas where practical.
- Use trench boxes to stabilize trench walls during installation if the excavation exceeds five feet in depth and the sidewalls of the trench are unstable. Trenching should not be conducted during rainstorms.
- Comply with any and all State Pollutant Discharge Elimination System (SPDES) General Permit requirements of the NYSDEC, as well as identified mitigations of a Stormwater Pollution Prevention Plan ("SWPPP") for the Project to ensure compliance with water quality and quantity requirements. Proposed plans will incorporate standard NYSDEC Technical Guidance Manual best management practices along main installation routes and on the proposed booster station site.

- Install a stabilized construction driveway entrance at the booster station site before construction to minimize dust and tracking of soil off site and on to Main Road and wash off/ spray down vehicles and equipment with water to remove dust before they exit the site.
- Control dust on windy days and/or when site work creates airborne dust conditions by wetting soils, especially in areas with little vegetative growth or wind blocks such as near open farm areas.
- Areas that are disturbed will be properly regraded after backfilling and before repaving to ensure that runoff is directed to catch basins and drainage swales.
- Pave the proposed booster station driveway and vehicle/equipment parking area as soon as possible after clearing and final grading to minimize dust, erosion and offsite sediment transport from runoff. Ensure that runoff from pavement is properly controlled and recharged onsite by proper pavement grading or curbing and runs off to pervious ground onsite or through drainage structures, as necessary. The booster station building will be equipped with roof gutters and leaders to collect and properly direct roof runoff to pervious areas or a subsurface drainage structure.
- Clean directional drill bentonite recovery pools and properly dispose of this material contained within at an approved disposal facility. Backfill entrance and exit drill pits and recovery pools with clean sand of a suitable/ compatible texture. Stabilize and/or reseed any bare soils with a native seed mix to minimize post construction erosion and prevent sediment transport and wetland or waterbody siltation.
- Perform grading operations in a manner that supports the reincorporation of excavated soils back into the original areas of disturbance.
- Any material removed from the Project site that is not reincorporated onsite or made available for re-use elsewhere after testing, will be transported to a suitable disposal location in accordance with applicable regulations, including the golden nematode management plan indicated below.
- To minimize the risk of spreading golden nematode during construction, the Project will implement strict soil and equipment management protocols in accordance with federal and state quarantine regulations. All construction equipment and vehicles will be thoroughly cleaned of soil before leaving regulated or potentially infested areas. Excavated soil will be contained within the construction disturbance area and not transported offsite unless tested and cleared of nematode cysts, or disposed of at approved facilities. Construction personnel will receive training on golden nematode biosecurity measures or an expert will be appointed, and baseline and post-construction soil testing will be conducted to monitor for potential presence to avert spread. SCWA will coordinate closely with the New York State Department of Agriculture and Markets and USDA APHIS as needed to ensure full compliance with all applicable quarantine and sanitation requirements.
- Upon the completion of construction, the topographic profile of the ROW will be restored to preconstruction conditions, as practicable. Adjustments may be made where

appropriate, in areas that originally had very steep slopes, to moderate final grades in an effort to minimize the potential for erosion upon the completion of site restoration.

Finding 1*: The Authority finds that the Preferred Alternative/Chosen Action will avoid or minimize adverse impacts on topography and soils to the maximum extent practicable based on identified slope and soil conditions and through the use of existing graded roadway corridors, selection of the shorter Main Road alignment alternative, limitation of booster-site clearing and grading, and implementation of the soil-management and restoration requirements identified above. Trenching, drill pits, and the permanent booster-station footprint will nevertheless disturb soils, and some temporary dust, erosion potential, and excess-material handling may or will remain. As conditions of the decision, SCWA, its designated Project manager, and contractors will incorporate the applicable SWPPP, erosion and sediment controls, dust suppression, trench-protection measures, golden nematode inspection and sanitation and disposal protocols, wetlands protections, and timely stabilization and restoration into final plans and construction requirements. With these measures implemented and maintained, the remaining soil and grading effects are not expected to constitute significant adverse environmental impacts.

2.2 Water Resources (Wetlands, Surface Waterbodies and Groundwater)

2.2.1 Impacts

- *Pipe installations that are within adjacent wetland upland areas or nearby* but outside of wetlands could still effect wetlands or surface waters if soil and materials are not properly handled, stored, contained, and disposed.
- *Directional drilling near and beneath the Peconic River, Dam Pond, and parts of the Dam Pond causeway in proximity to wetlands* could affect wetlands and surface water bodies. Associated activities include minor vegetative disturbances, clearing or pruning, staging of equipment and materials, excavation of bentonite recovery pits, and temporary storage of bentonite slurry. These activities create potential for erosion, sedimentation, and wetland or waterbody siltation.
- *Groundwater withdrawal and minor localized drawdown*: Increased pumping from South Shore Low Zone source wells will result, with modeled maximum water table drawdown of approximately 0.3–0.35 feet near the Gus Guerrera wellfield.
- *Minor reduced surface-water baseflow*: Modeled reductions of 0.03–0.06 cubic feet per second are identified in Aspatuck Creek, Beaverdam Pond, Quantuck Creek, and Speonk River.
- *Groundwater redistribution and local water-table rise*: Reduced local pumping and recharge associated with the Project – on a twenty-five-year planning window – will slightly alter groundwater levels in Southold. The CDM Smith analysis summarized in DEIS Section 2.2 projects a maximum water-table increase of approximately 0.27 feet, with smaller increases throughout most of the Town. The analysis characterizes that increase as within observed seasonal fluctuations in Southold.

- *Implementation of mitigations*: Proper implementation of the identified mitigations in **Section 2.1.2**, "**Topography and Soils," Section 2.2.2, "Water Resources," Section 2.3.2, "Ecological Resources,"** and **Section 2.7.1, "Construction-Related Impacts,"** below, is expected to prevent any significant adverse environmental impacts to water resources.

2.2.2 Mitigation Measures

- All construction activities will comply with applicable NYSDEC freshwater and tidal wetland permit requirements, including General Wetlands Permit No. 1-4700-00010/00811 where applicable. The EIS describes that permit as authorizing qualifying water-main installation within existing paved roadways or within five feet of pavement and prohibiting unauthorized disturbance, vegetation removal, or ground alteration within regulated wetlands. Before work near wetlands, SCWA will confirm applicable boundaries, jurisdiction, work limits, permit coverage, and field delineation where necessary. Required erosion and sediment controls, construction equipment setbacks, and dewatering protocols will be implemented.
- All work will be conducted in accordance with the construction mitigations set forth in **Section 2.7.1**, below. Erosion and sedimentation will be controlled through installation and maintenance of silt fencing, drainage inlet protection, soil stockpile protection, and other appropriate measures prior to any ground disturbance in areas located near mapped wetlands. These controls will remain in place until disturbed areas are stabilized to prevent sediment from migrating toward nearby wetland resources.
- Prior to trenching or excavating within 100 feet of any regulated wetland, identified erosion control measures will be put in place. A silt screen with a maximum opening sieve #20 will be erected in downslope or adjacent areas in order to effectively prevent excavated sediments from eroding into the wetlands or protected areas. The silt screen must be recessed a minimum of six inches into the ground to prevent underwash of sediment laden runoff. The barrier must be properly maintained to ensure its proper function until all disturbed areas are repaved and or revegetated. Sediments trapped by the required haybales will be removed and reused or transported to an approved upland location before the bales themselves are removed.
- All areas of soil disturbance resulting from the Project will be stabilized with appropriate vegetation (grasses, etc.) immediately following Project completion or prior to permit expiration, whichever comes first. If the Project site remains inactive for more than 72 hours or planting is impractical due to the season, then the area will be stabilized with straw or hay mulch or jute matting and winter rye seeding until weather conditions favor permanent germination.
- Any debris or excess material from construction will be completely removed from the adjacent (upland) area of any wetland and properly transported to an approved licensed or registered upland disposal facility. No debris will be permitted in wetlands and/or protected buffer areas.

- Construction equipment and materials will be staged and secured outside regulated wetland areas in accordance with NYSDEC setback requirements to prevent inadvertent disturbance and ensure effective separation from sensitive wetland resources.
- All erosion control devices will be maintained in good and functional condition until the Project has been completed and the area has been stabilized.
- No fill or backfill will be provided unless authorized by a NYSDEC permit, modification or amendment.
- Directional-drill entrance and exit pits will be located away from riverbanks and tidal and freshwater wetlands. Bentonite recovery pools will provide at least 110 percent of the anticipated drilling-fluid volume and will be surrounded by silt fencing and staked haybales. A pump truck will be available onsite to remove excess drilling fluid and sediment before recovery pools overflow, and slurry will be removed before the pools fill. Drilling-fluid releases will be contained and managed in accordance with NYSDEC-approved standards, procedures, permit conditions, and established best management practices, in addition to the stop-work and notification requirements identified below.
- Horizontal directional drilling (HDD) will be utilized at all major wetland, tidal inlet, and watercourse crossings to avoid surface disturbance within wetland substrates and to maintain separation between construction activity and hydrologically sensitive areas.
- Disturbed roadway shoulders will be backfilled, compacted, and restored following installation of the water main, and exposed soils will be stabilized through seeding or mulching to prevent erosion once construction activity is complete.
- All excavated material will be appropriately disposed of as per the project plan with minimal disturbance and/or impact to vegetated marsh areas. Off-site, upland disposal of bentonite slurry material beyond NYSDEC Tidal Wetland jurisdiction will conform with applicable.
- In case of "frac-out" during directional drilling, all work will be stopped, and the DEC Natural Resources supervisor will be contacted immediately.
- All equipment and machinery shall be stored and safely contained at least 100-feet landward of the regulated wetland or water body at the end of each workday. This will serve to avoid the inadvertent leakage of deleterious substances into the ground, wetlands or its adjacent regulated area.
- Fuel or other chemical storage tanks shall be contained and located greater than 100 feet landward of the regulated wetland or water body at all times. If the above requirement cannot be met by the permittee, then the storage areas must be designed to completely contain any and all potential leakage. Such a containment system must be approved by NYSDEC staff prior to equipment, machinery or tank storage within 100 feet of any wetland or water body.
- All necessary precautions shall be taken to preclude contamination of any wetland or waterway by suspended solids, sediments, fuels, solvents, lubricants, epoxy coatings, paints, concrete, leachate or any other environmentally deleterious materials associated with the Project.

- Dewatering using a maximum of a 40 gallon per minute trench pump may be necessary. Direct discharge to storm drains will be prohibited. Geotextile filter bags (portable devices through which sediment laden water is pumped and trapped for disposal) shall be used as appropriate. Filter bags shall be located a minimum of 50 feet from wetlands, streams, or other surface waters. When discharging to unpaved areas, a splash pad must be installed to prevent additional turbidity caused by scouring of the unpaved areas.
- Some minor temporary dewatering may be needed during open trench main installation in areas where hydric soils may be present or the groundwater table is high. Any water removed will, however, be immediately recharged back into the ground through and/or in accordance with all wetlands permit requirements. Geotextile filter bags, required separation from wetlands and surface waters, and splash pads will be used as specified above to prevent sediment and turbidity impacts.
- The DEIS and FEIS identify the following existing or potential water-conservation measures as complementary demand-management options. Several of these measures require separate SCWA policy decisions or action by local jurisdictions:
    - Odd-even lawn watering rules, which would require adoption and enforcement by local jurisdictions;
    - Imposition of a multi-tiered rate structure, that charges more as water use increases;
    - Pressure reducing valves between the irrigation piping and the home, thus maintaining the same flow to the system regardless of increases in water main pressure;
    - "Smart" controllers on irrigation systems which can be controlled remotely and shut down in the event of a sudden rainstorm, or can utilize regional weather data to automatically determine when a system operates and how much water it uses; and
- The booster station backup generator will include a 1,000 gallon or less generator subbase diesel fuel storage tank. The tank will be of double wall/ secondary containment design and will be equipped with a fuel level gauge with remote level monitoring and fuel alarm panel for high, full and low levels and leak detection to prevent spills, contain leaks, and reduce overfills, that could otherwise impact groundwater quality. Refills of the generator are expected to be infrequent unless there is an extended power outage. The storage tank will comply with all applicable Suffolk County Sanitary Code, Article 12, "Toxic and Hazardous Materials Storage Facilities" safety requirements. SCWA sends maintenance personnel to its facilities routinely to ensure proper operation and maintenance of its facilities.
- SCWA reports its pumpage data to the NYSDEC on a monthly basis to ensure SCWA is operating its wells within their permitted capacities. DEC can use this data to monitor surface and groundwater level impacts caused by such pumpage.

Finding 2: The Authority finds that the hydrogeologic evaluation, together with the identified mitigations, best management practices, and monitoring and operational controls, supports

the conclusion that the Preferred Alternative/ Chosen Action is not expected to cause significant adverse impacts on wetlands surface waters, or groundwater. This conclusion recognizes the modeled localized drawdown, reduced baseflow, and North Fork water-table rise; it does not presume that water transfer has no hydrologic effect but that it is expected to be minor and mitigated to the maximum extent practicable. It is also expected that reduced pumping in the Southold Low Pressure Zone will allow water supplies affected by salt water intrusion to become less affected by saline water. SCWA shall maintain the identified water-quality and water-level monitoring and adjust source-well pumping where necessary in accordance with the operational safeguards described above. Wetland-boundary and permit confirmation, directional drilling at identified sensitive crossings, drilling-fluid containment and release-response procedures, erosion controls, controlled dewatering and recharge, and fuel-storage safeguards shall be incorporated as conditions of the decision. These measures avoid or minimize water-resource impacts to the maximum extent practicable while supporting the public-health and supply-reliability benefits of reducing dependence on vulnerable North Fork wells.

2.3 Ecological Resources

2.3.1 Impacts

- *Minor temporary loss or alteration of vegetation and wildlife habitat from pruning, directional drill staging, and any minor clearing*: Effects on common, rare, threatened, endangered, and other listed species; effects on sensitive habitats, Critical Environmental Areas, and Significant Coastal Fish and Wildlife Habitats are possible but expected to be minor or negligible considering identified mitigation measures.
- *Vegetation disturbance and wildlife displacement*: Limited clearing, pruning, groundcover removal, and roadside disturbance will remain necessary, with temporary displacement of wildlife during construction. Temporary disturbance areas will be restored, stabilized, or revegetated.
- *Permanent land and habitat conversion*: The booster station, driveway, parking, and associated facilities will replace some existing vegetation and permanently occupy land expected to be much less than a typical home or small commercial use.
- *Potential minor reduction in base stream flow or other surface waters affecting aquatic and reliant terrestrial ecology:* Overpumping of source wells could have a minor effect on shallow stream or shallow pond ecology in extreme droughts.

2.3.2 Mitigation Measures

- Native plant species that provide food and shelter to wildlife will be utilized in areas requiring bare soil stabilization. No known invasive plant species will be utilized, including those species specifically listed in the "New York State Prohibited and Regulated Invasive Plants" **(NYSDEC and NYSDAM, 2014)**.
- Minimize any necessary clearing or pruning in staging areas and laydown or setup areas to only what is necessary.

Finding 3*: The Authority finds that the Preferred Alternative/ Chosen Action's use of existing road rights-of-way and a previously disturbed booster-station parcel limits habitat conversion and vegetation disturbance relative to less constrained siting alternatives or projects. Limited clearing, pruning, temporary wildlife displacement, and permanent occupation of the booster-station footprint will remain but will be minimal. The field assessment described in the EIS identified no potential bat-roost trees or intact forested habitat at the selected booster station parcel and anticipated no clearing of suitable northern long-eared bat habitat. Limiting disturbance to necessary work areas, retaining screening where practicable, using appropriate native plantings, restoring temporary disturbance areas, implementing wetland protections, and applying the identified pumping-monitoring and adjustment safeguards shall be conditions of the decision. On this basis, adverse ecological effects are avoided or minimized to the maximum extent practicable and significant adverse ecological impacts are not anticipated.

2.4 Land Use, Zoning, and Plans

2.4.1 Impacts

- *The proposed Main Road booster station will not fully comply with all Town of Riverhead Rural Corridor (RLC) zoning standards.* SCWA determined by resolution dated November 20, 2025 that the Project is immune from local zoning and land use regulation under its application of the Monroe balancing test. The Town of Riverhead reached a contrary determination, and the FEIS reports that the related litigation remains pending. The environmental review evaluates the booster station's land-use, zoning, and long-range community plan effects. Its size, siting, limited clearing, noise-attenuating generator enclosure, architectural design, set back from Main Road, minimal fuel storage needs and health and safety protections, no wastewater discharge, and minimal traffic generation are intended to avoid or minimize effects on the RLC's district character and actual booster station construction will be relatively brief.
- *Limited ongoing booster-station activity*: Daily SCWA field-operator inspections and occasional maintenance visits, minimal downward-directed security or emergency lighting, and potentially slight visibility of the Preferred Alternative booster station from Cross River Drive will remain. These effects are not expected to create significant adverse impacts.
- *Construction of a booster station on a small parcel of land that is not zoned for a booster station:* Conversion of an undeveloped parcel to a water-utility facility, with a building, generator, driveway, parking, fencing and gated access. SCWA has minimal flexibility in booster station location, based on hydraulic needs, availability of suitable land, and land that is owned by SCWA.
- *Temporary construction noise and vibration;* Operational effects from the booster station and backup generator; generator exhaust, outdoor lighting, and visual changes associated with construction and permanent facilities including near homes, businesses, schools, churches and historic structures. Removal of pavement, use of construction equipment, and main installation may result in some vibrations, but this expected to be minimal based

on SCWA experience and the work being conducted along active roadways used by large cars, busses, large trucks, motorcycles, emergency vehicles and farm equipment.

- *Traffic and access issues:* Temporary constrained traffic flow for residential, commercial, institutional, and agricultural related traffic and land uses and brief driveway access and egress interruptions during trenching (expected to be less than one day for a driveway) with access maintained through temporary backfilling of open trenches, placement of ramps or steel plates or use of alternative accesses, especially for businesses or residential uses that may be served by two access and egress points.
- *Increased buildout:* The buildout analysis provided in Appendix D of the DEIS identifies the potential for up to five additional homes in the Phase 2 Orient service area in the future, beyond the level of development possible without public water. Associated secondary effects include minor increases in traffic, water demand, wastewater generation, population, school enrollment, and community-service demand consistent with five homes. This incremental buildout is distinct from background development and existing properties converting from private wells to public water, but is expected to result in minimal overall impact.
- *Potential nighttime construction effects*, including noise near residences, if NYSDOT requires nighttime work on Main Road.

2.4.2 Mitigation Measures

- Vegetation and setbacks would help screen the booster station from view but it would still likely be visible mostly from Cross River Drive and in the fall in winter seasons.
- The architectural quality of the proposed booster station building will help the booster station structure to blend into its rural surroundings.
- Onsite booster station generator diesel storage for backup power, will be subject to secondary containment, leak-detection, and other safety requirements.

Based on the preceding discussion, buildout analysis, assessment of potential growth inducing and cumulative impacts, mitigations, and design modifications during planning and environmental review, it is the opinion of the SCWA and Project consultants that the Project will have no significant adverse impact on adjacent land uses and the owners' use and enjoyment of those properties. Most minor or unavoidable impacts such as construction noise lasting a day or two and minor traffic delays or slowing of traffic through a construction zone during main installation will be temporary and is a common part of every road improvement project or utility installation or repair project. These concerns are discussed and addressed in this DEIS. The chosen routes were designed to minimize Project related impacts and numerous mitigations have been identified to minimize impacts including scheduling work to avoid busy stretches of road during peak hours of the summer and fall. The proposed construction mitigation will also include trained flagperson, signage, orange pylons or barrels etc. to assist traffic flow through a work area without endangering workers or causing long delays. The proposed installations will be completed at a rate of between 300 and 600 feet per day, thereby minimizing the time period any one use is affected. Typical soil erosion and sedimentation controls will be used, and existing

areas that are disturbed such as road shoulder areas will be promptly revegetated, reseeded or stabilized. Prior to the start of main installation, SCWA will contact local police, fire and ambulance services to let them know of the location and scheduling of road work so that they are aware that traffic flow in that area may be slowed due to roadwork. All impacted portions of paved roads will be temporarily patched and ultimately repaved in accordance with applicable requirements after the Project is completed, thus providing a benefit to motorists and the agencies responsible for road maintenance.

SCWA will add to its website a Project Tracker feature to provide real time construction information.

Finding 4*: The Authority finds that the Preferred Alternative/Chosen Action will introduce a permanent utility use at the booster-station parcel, cause temporary construction noise, minor traffic delays, and access inconvenience. With the identified mitigation implemented, significant adverse impacts on adjacent land uses, property use and enjoyment, and community character are not anticipated. The station's scale, siting, architectural treatment, retained vegetation, limited lighting, noise attenuation, fuel-storage safeguards, and limited routine activity will minimize permanent effects. Main installation is expected to advance at 300 to 600 feet per day, limiting disturbance at individual properties and property accesses. As conditions of the decision, SCWA will implement screening, lighting, noise and fuel-storage controls; construction scheduling to avoid peak summer and fall traffic where practicable along the main route; trained flaggers, signage, and traffic barriers; property-access maintenance; advance coordination with police, fire, and ambulance services; erosion and sediment controls; prompt stabilization or revegetation; and temporary patching and final pavement restoration in accordance with applicable permit requirements. Limited additional development potential in the possible Phase 2 service area is addressed under growth-inducing and cumulative impacts and is not expected to result in significant adverse impacts. The Authority concludes that adverse land-use and community-character effects will be avoided or minimized to the maximum extent practicable and weighs the remaining effects against improved water quality, supply reliability, and fire protection.

2.5 Cultural Resources

2.5.1 Impacts

New York's State Historic Preservation Office (SHPO) in its May 28, 2026 letter of effect concluded that the Project would have No Adverse Effect on historic properties, conditioned on development and implementation of a construction protection plan for work within 90 feet of all listed and eligible historic structures. That condition is integral to the assessment of cultural-resource impacts for the Chosen Action.

2.5.2 Mitigation Measures

SCWA will develop and implement a construction protection plan to be overseen by the designated special construction manager/liaison for work within 90 feet of all listed and eligible historic structures, as required by SHPO's May 28, 2026 No Adverse Effect determination. The plan will use "gentle" methods and avoid excessive vibration that could harm historic structures. For construction within paved areas at these locations, the following road-milling and full-depth diamond-saw-cutting methods will be employed to reduce vibration and noise:

- Road Milling: A milling machine will be utilized to shave off the asphalt layers prior to excavation of trenches. Milling machines produce continuous, steady, low-amplitude vibration rather than the intense, sporadic shockwaves of a pavement breaker.
- Full-Depth Diamond Saw Cutting: Instead of breaking asphalt or concrete using heavy hydraulic hammers, diamond blade saws can be used to cut the trench perimeter completely through. This decouples the trench section from the rest of the roadway, preventing vibrations from traveling laterally into the surrounding pavement.

Finding 5: The Authority finds that the Chosen Action is not expected to result in significant adverse impacts on cultural resources, provided that the condition that is integral to the State Historic Preservation Office's May 28, 2026 No Adverse Effect determination is fully implemented where required. Development and implementation of a construction protection plan for work within 90 feet of all listed and eligible historic structures will be a condition of the decision and shall be incorporated into final construction requirements and oversight. The plan shall employ the identified lower intensity measures, road milling and full-depth diamond saw cutting where applicable, and measures to minimize vibration and avoid excessive vibration. With these Project-specific protections, cultural-resource impacts will be avoided or minimized to the maximum extent practicable.

2.6 Traffic

2.6.1 Impacts

- *Traffic delays and disruptions*: Intermittent slowing, temporary lane restrictions or obstructions, stop-and-go traffic, brief delays, and occasional detours will remain through active work zones despite scheduling, flaggers, signage, and other traffic controls.
- *Temporary driveway-access disruption*: Brief inconvenience entering or leaving adjoining properties will remain during trenching—generally no more than part of one day—with crews facilitating crossings or backfilling as needed. Temporary traffic delays, partial lane closures, detours, and roadway disruption may occur. This may effect commuter, seasonal, festival, and emergency traffic although scheduling will help to minimize this effect. Also, pedestrian, bicyclist, motorist, and worker safety will be addressed along with potential impacts to sensitive uses such as schools, cumulative traffic impacts, and conflicts with utilities and drainage.

- *Successive work-zone travel inconvenience*: Residents, businesses, and commuters using the same roadway may encounter successive construction zones even after installation directly in front of their property is complete. These delays end when construction along the travel route is finished.

2.6.2 Mitigation Measures

Public health and safety is of primary importance to SCWA along with ensuring efficient movement of vehicles, bicycles and pedestrians through the work zones, and that access to land uses is not significantly affected. Mitigations are as follows:

- Before work reaches Aquebogue Elementary School during Phase 1 or Oysterponds Elementary School during a future Phase 2, SCWA and/or its Project manager and contractors will coordinate with school officials and applicable transportation and roadway agencies. Site-specific traffic-management and construction planning will address school arrival and dismissal, bus routes and stops, parent drop-off and pickup, staff access, pedestrian and bicycle routes, emergency access, temporary traffic controls, and advance notice. Work will avoid or minimize obstruction of bus and transit pickup areas, school access points, and other sensitive locations, with appropriate signage and personnel to assist pedestrians and bicyclists through work zones.
- SCWA will avoid road openings and traffic interruptions during the busy summer and fall season in high traffic volume areas.
- Determine the most appropriate schedule (days, hours and season) for each stretch of road work. Avoid peak traffic times to the extent practicable.
- Review plans, survey the route, and identify locations of underground and overhead utilities, (hydrants, gas mains, drainage structures, electric service lines, cable connections, other water mains and hydrants, etc. and coordinate with other utility providers if and as necessary.
- Identify daily sections of pipe to be installed, proposed daily work areas, and staging areas and remove or trim vegetation only where necessary to ensure appropriate space for workers, motorists, pedestrians, and bicyclist's to safely pass.
- Turn off construction vehicles and equipment and park or stage them off road if and where possible when not in use rather than allowing unnecessary obstructions or cramped work zones, and reduce long term idling as practicable to that will minimize noise and exhaust emissions.
- Set up necessary traffic controls, including trained flagperson, signage, lighting, orange cones, orange/reflective barrels, and detour or alternative route signs, if necessary to assure the safe and efficient passage of traffic through the work zone.
- Identify locations for temporary storage of excavated soil and materials that are as far from the active travel lane(s) as possible.
- SCWA and Project contractors will coordinate with landowners fronting on the affected route to ensure that they have access and egress to and from their properties when

needed during trenching and will accommodate them in any way possible, including but not limited to immediate backfilling of a section of trench if necessary. As mentioned several times in this DEIS, the proposed rate of main installation is typically 300 to 400 feet/day or night and up to 600 feet/day or night along long stretches of grassed shoulder area. Therefore, any inconvenience within a work zone is expected to be very brief.

- Install a stabilized construction entrance at the road end of the booster station driveway to minimize dust and tracking of soil offsite and on to the street and wash off or spray down vehicles and equipment with water before they leave the site.
- Spray/wash-down vehicles and equipment with water to remove dust before leaving the work site to prevent tracking of soil onto area streets. Cover the loads to ensure they are fully contained and properly dispose of them at an approved registered waste disposal or construction debris (C&D) facility using main roads and avoiding local residential streets to the maximum extent possible.
- Disturbed pavement will receive a temporary hot-mix asphalt patch at the end of each workday. SCWA and its contractor will inspect and maintain temporary patches to preserve safe travel conditions, including during winter weather and snow-removal operations. After completion of each phase, final paving and restriping will be performed in accordance with the applicable roadway authority's permit requirements and specifications and scheduled under suitable weather and roadway conditions. Restoration along NYS Route 25 will comply with NYSDOT's applicable pavement-repair requirements.
- Conduct construction/installation work during typical weekday daylight hours in accordance with Town specified construction noise hour restrictions. If possible, schedule noisy activities that are near sensitive noise receptors during times of least impact. NYSDOT may require night-time work on streets within its jurisdiction, including Main Road (SR 25) in Riverhead and Main Road (SR 25) between East Marion and Orient hamlet).
- If possible, schedule work near major intersections when it is less busy to avoid peak traffic hours and safety issues. Avoid work during peak tourist activity and during rush hours when practical.
- Coordinate with property owners prior to conducting work in front of their properties where possible.
- Comply with all applicable requirements and permit conditions of the NYSDOT for work along Main Road and of the SCDPW for work along Cross River Drive. See Appendices H-1 and H-2 of the DEIS for letters from each agency, respectively.
- Use directional drilling at the sensitive resource and busy intersection crossings identified on the Preferred Alternative/Chosen Action plans, including beneath the Peconic River and the LIRR/ Hubbard Avenue crossing area. At Main Road, the selected route will enter the booster-station parcel south of the Cross River Drive intersection and cross beneath Main Road from the booster station driveway, avoiding the busy Cross River Drive/Main Road intersection. If Phase 2 proceeds, SCWA will use the planned directional-drill crossings at the Dam Pond inlet and along the section of causeway between Orient Harbor

Creek and tidal wetlands to the north and Orient Harbor to the south. Aso directionally drill at the intersections of Main Road in Orient and Oyster Ponds Lane, Village Lane, Tabor Road, and Platt Road to minimize disruption to the primary east-west traffic corridor. Coordinate with NYSDOT and SCDPW regarding additional requirements.

- SCWA will maintain a real-time construction webpage on its official website with daily updates on work locations, construction progress, detours, contact information, and other essential Project information.
- SCWA will appoint a special construction manager/liaison to oversee daily construction activities and implementation of identified mitigation measures. The liaison will monitor work schedules and applicable construction and management practices and verify that required wetland protections, golden nematode requirements, directional-drilling standards and precautions, and environmental safeguards are followed. The construction manager/liaison will also manage traffic controls, public safety measures, and additional safety precautions in school zones as needed depending on scheduling. He/she will also facilitate access to owners, visitors or customers of abutting properties and oversee the real-time public construction information and comments webpage.
- See also Section 1.3, "Construction Schedule, Operations, Project Costs and Funding" and Section 4.1, "Construction-Related Impacts" of the DEIS which have lists of construction mitigations addressing traffic and other construction related impacts (wetlands, agriculture, cultural resources etc.) during main installation. Section 4.2, "Cumulative Impacts," and Section 4.3, "Growth-Inducing Impacts" of the DEIS also evaluate and address traffic and transportation related impacts from the minimal future Project related growth or from other developments and cumulative impacts.

***Finding 6**: The Authority finds that temporary traffic delays, traffic calming and restrictions, driveway interference, and successive work-zone inconvenience cannot be fully eliminated, particularly along Main Road's more developed frontages. The shorter alignment, wider working space, selected directional-drill crossings, and avoidance of the Cross River Drive/Main Road intersection reduce construction conflicts, but do not remove the need for site-specific traffic management. SCWA will incorporate the identified scheduling restrictions, use of flaggers and signage, property-access provisions, emergency-service coordination, school-zone planning, safe pedestrian and bicycle passage, daily public construction updates, construction manager/liaison oversight, and temporary and final pavement-restoration requirements as conditions of the decision. These measures minimize traffic and safety impacts to the maximum extent practicable. The remaining temporary travel and access burdens are weighed against the long-term water-quality, supply and fire-protection benefits and are not expected to constitute significant short-term adverse traffic impacts with those measures in place or long-term impacts due to their temporary nature.*

2.7 Other Impacts

The EIS investigated several additional environmental topics to fully address the Final Scope and fulfill the requirements of SEQR (6 NYCRR Part 617) including:

- Construction-Related Impacts
- Cumulative Impacts
- Growth-Inducing and Secondary Impacts
- Unavoidable Adverse Environmental Impacts
- Irreversible and Irretrievable Commitment of Resources
- Energy Use, Energy Conservation, Greenhouse Gas Emissions, and Disadvantaged Communities
- Utility Interference

2.7.1 Construction-Related Impacts

Impacts

- *Construction noise*: Intermittent noise from trenching, directional drilling, vehicles, equipment, tools, and booster-station construction will remain. Trenching noise near an individual receptor is generally expected to last one or two days; this duration should not be assumed for drilling or booster-station construction.
- *Nighttime disturbance*: Where nighttime roadway work is required, temporary noise and work-area lighting near residences will remain despite sound abatement and traffic controls.
- *Temporary traffic and access effects*: Reduced speeds, lane restrictions, detours, brief driveway interference, and successive work-zone travel inconvenience will remain despite coordination, temporary crossings, and traffic-management measures.
- *Dust, erosion, and sedimentation*: Some minor effects may remain during excavation, soil storage, handling, and transport despite wetting, load covering, vehicle wash-down, stabilization, and erosion controls.
- *Directional-drilling and soil disturbance*: Opening and closing drill pits, excavation, stockpiling, loading, transport, and disposal of excess soil, pavement, bentonite, and drilling slurry will remain necessary.
- *Vegetation disturbance and wildlife displacement*: Limited clearing, pruning, and groundcover removal will result in temporary roadside disturbance and wildlife displacement; temporary disturbance areas will be restored.
- *Construction-equipment-related exhaust and greenhouse gas emissions*: Fuel combustion by equipment and vehicles, and emissions from slowed or idling traffic, will remain despite conservation and idling controls but impacts are expected to be limited along busy roadways.
- *Consumption of construction resources*: Fuel, electricity, and raw materials will be consumed even with conservation, reuse, and recycling measures.
- *Construction duration*: The FEIS clarifies that the combined construction period is estimated at 12 to 18 months if Phases 1 and 2 are undertaken consecutively, with Phase 1 expected to take less than one year. Actual start and completion dates will depend on final approvals, permit conditions, construction scheduling, and, for Phase 2, demand and

funding. Final paving will be coordinated with the roadway authority under suitable weather and roadway conditions.

Mitigation Measures

Work area preparation and construction activity mitigation are discussed above. Methods for mitigation include the following actions:

- SCWA will avoid road openings and traffic interruptions during the busy fall and summer seasons and during large events along the route.
- NYSDOT may require overnight construction along state roads in some or all areas. Any overnight work or stipulated work hours will be based on specified permit requirements.
- Directional drilling hours will be based on SCDPW, MTA, and/or NYSDOT permit requirements, but is expected to be consistent with regular business hours. Directional drilling will be avoided during busy summer months with a targeted timeframe of November 2026 through February 2027, depending on time of final approval.
- Work for the overall Project will be avoided during the busy fall season (Labor Day to mid-November) when traffic is heavy.
- Avoid or take precautions to minimize impacts in bus or transit pickup zones, school zones or to create unnecessary blockage of these areas. Extra precaution and awareness will be taken in any school crossing area to ensure public safety (e.g., near Oysterponds Elementary School).
- Review plans, survey the route, and identify locations of underground and overhead utilities (hydrants, gas mains, drainage structures, electric, cable, other water mains, etc. and coordinate with other utility providers if and as necessary.
- Identify daily sections of pipe to be installed, proposed daily work areas, and staging areas and remove or trim vegetation only where necessary to ensure appropriate space and worker safety while minimizing impacts on natural and ecological resources.
- Move and stage equipment, pipe sections and other essential materials to the installation area in the safest least impactful location to facilitate traffic flow and safety.
- Turn off vehicles and equipment when not in use rather than allowing unnecessary long term idling to minimize noise and exhaust emissions.
- Set up necessary traffic controls including trained flagpersons, signage, lighting, cones, barrels, and detours or alternative route signs, if necessary to control traffic safely and efficiently within the work zone.
- In accordance with OPRHP's recommendation, for construction within paved areas SCWA will employ the following methods within 90 feet or less of all listed and eligible structures to reduce vibration (and noise):
    - Road Milling: A milling machine will be utilized to shave off the asphalt layers prior to excavation of trenches. Milling machines produce continuous, steady, low-amplitude vibration rather than the intense, sporadic shockwaves of a pavement breaker.
    - Full-Depth Diamond Saw Cutting: Instead of breaking asphalt or concrete using heavy hydraulic hammers, diamond blade saws can be used to cut the trench

perimeter completely through. This decouples the trench section from the rest of the roadway, preventing vibrations from traveling laterally into the surrounding pavement.

- Identify locations for temporary soil and removed pavement storage.
- Identify areas that are near surface waters and wetlands to ensure protection. Set up erosion and sedimentation controls including work area silt fencing and sediment barriers, and reseeding after backfilling and grading along each section of main. When on a slope, make sure silt fencing is recessed a minimum of 6 inches into the ground to prevent underwash and offsite flow of sediment laden runoff.
- Use trench boxes to stabilize trench walls during installation if the excavation exceeds five feet in depth and the sidewalls of the trench are unstable. Trenching should not be conducted during rainstorms.
- Comply with any and all SPDES General Permit requirements of the NYSDEC as well as identified mitigations of a focused Stormwater Pollution Prevention Plan ("SWPPP") for the Project to ensure compliance with water quality and quantity requirements. Proposed plans will incorporate standard NYSDEC Technical Guidance Manual best management practices along main installation routes and on the booster station site.
- Provide drain inlet protection in areas that could be affected by sedimentation causing reduced stormwater infrastructure capacity and/or clogging of drains and avoid any moderate or steeply sloping areas where practical.
- All contractors working on the Proposed Action must comply with the requirements of the SWPPP and perform their operations in strict conformance with the SPDES General Stormwater Permit. All contractors performing earth-disturbing activities (e.g., clearing, grading, excavating, etc.) will be required to sign a Contractor's Certification acknowledging the SWPPP and agreeing to comply with its terms and conditions.
- SCWA and Project contractors will coordinate with landowners fronting on the affected route to ensure that they have access and egress to and from their properties when needed during trenching and will accommodate them in any way possible including but not limited to immediate backfilling of a section of trench if necessary or installing temporary steel plates or ramps over the trench to facilitate crossing. As mentioned several times in this DEIS, the proposed rate of main installation is typically 300 to 400 feet/day or night and up to 600 feet/day or night, along long stretches of grassed shoulder area. Therefore, any inconvenience is expected to be very brief.
- Install a stabilized construction entrance at the entrance to the booster station site to minimize dust and tracking of soil off the site and on to the street and wash off/ spray down vehicles and equipment with water before exiting the site.
- Comply with all applicable NYSDEC issued General Wetlands Permit standards and conditions and comply with the golden nematode soil management plan discussed in this DEIS.
- Control dust by wetting soils on windy days where dust becomes a problem, especially in areas with little vegetative growth such as open farm areas.
- Temporarily store excess soil adjacent to the trench during the course of the workday.

- Use only clean sand, gravel or soil that does not contain chunks of asphalt, concrete or other non-soil materials. Remove any excess soil that cannot be used as backfill or cannot be incorporated back into unpaved shoulder areas, removed pavement, excess soil, bentonite and slurry used in directional drills from the work area.
- Spray/wash-down vehicles and equipment to remove dust and prevent the spread of golden nematode if present before leaving the work site. Cover the loads to ensure they are fully contained and properly dispose of them at an approved registered waste disposal or construction debris (C&D) facility using main roads to the maximum extent possible and in accordance with the New York State Department of Agriculture and Markets and USDA APHIS recommendations.
- When clearing on the proposed booster station at the Preferred Alternative/Chosen Action's booster-station parcel southeast of Cross River Drive and Main Road, limit clearing to the area identified on the plan and necessary for the approved facility and construction activities. Retain vegetation where practicable to protect wildlife habitat and maintain screening and buffering, including retention of contiguous vegetated areas as practicable to provide wildlife corridors. Limit the clearing to only what is necessary to protect wildlife and wildlife habitat and maintain vegetative screening and buffering.
- Regrade unpaved shoulders and other areas that are disturbed to suitably shed and absorb runoff and reseed exposed soils to stabilize them and prevent erosion.
- Restore/ repave road areas that are disturbed in accordance with applicable permit requirements.
- During installation, the water main will be offset up or down to avoid crossings with service laterals or mains. In the case of the North Fork Water Main, which will be 24 inches in diameter, it will be offset down in all cases as there will not be enough cover on top of the main to offset upwards over a conflict. This will result in a clear pathway above the new main if future services laterals must cross it. When water main is installed parallel to existing utilities, minimum separations will be maintained, which is typically 18" to 36", given the specific type of utility. Along Main Road where the proposed main will run parallel to the Riverhead Water District Water main, typical separation will be five feet (5'). Much of Riverhead's Water Main along Main Road is within in the grass behind the sidewalk, while SCWA is proposing to install its water main in front of the curb line in the paved shoulder. This will provide ample separation so as not to disturb the existing water main.
- Conduct construction and main installations during typical weekday daylight hours in accordance with applicable Town construction-noise restrictions, except where the roadway authority requires different work hours through its permit. Where nighttime or other work outside those hours is required, implement the identified sound-abatement measures and applicable permit conditions. Schedule noisy activities near sensitive receptors during times of least impact where practicable.
- If possible, schedule work near major intersections when it is less busy to avoid peak traffic hours and safety issues. Avoid work during peak tourist activity and during rush hours when practical.

- To minimize noise during construction:
  - Utilize and maintain exhaust silencers and mechanical equipment for trucks, compressors, cranes and other equipment, and equipment baffles/mufflers.
  - Shut-down equipment when not in use (no idling of unused equipment in excess of State regulation designated time periods).
  - To the extent practical, noisy equipment shall be kept far from site boundaries and schedule several noisy operations concurrently, when possible, to reduce long-term exposure to noticeable sound levels.
  - Air compressors will have critical environmental silencers with maximum noise attenuation.
  - Strobe lights shall be substituted for back up signals when possible.
  - Utilize modern equipment when possible as new equipment is less noisy than worn out/ outdated equipment.
  - As early as possible in the design development process, natural and artificial barriers such as ground elevation changes, existing buildings, noise walls, and other structures can be considered for use as noise shields during certain operations and potential implementation of sound attenuation measures (e.g., sound barriers) which can reduce sound levels up to 20 dB(A).
  - Sound mitigations will be implemented if and as needed pursuant to NYSDOT permitting requirements. Any construction activities conducted outside of regulated Town construction hours (e.g., if required by the NYSDOT) will require sound abatement measures. Echo Barriers (or equivalent sound barriers) are physical barriers that effectively reduce noise pollution by up to 40 dB by blocking or absorbing sound waves. These types of barriers can be moved, reconfigured, and redeployed to follow progression of construction work to mitigate the impact of temporary noise impacts. Physical barriers should be implemented where necessary.
  - See the full March 2026 "Sound Measurement and Impact Review for Proposed Directional Drilling and Trenching" prepared by B. Laing Associates in Appendix E of this DEIS for more on the noise assessment, conclusions and identified mitigations.
- SCWA will maintain a real-time construction webpage on its official website with daily updates on work locations, construction progress, detours, contact information, and other essential Project information.
- SCWA will appoint a special construction manager/liaison to oversee daily construction activities and implementation of identified mitigation measures. The liaison will monitor work schedules and applicable construction and management practices; verify that wetland protections, golden nematode requirements, directional-drilling standards, and environmental safeguards are followed. The construction manager/liaison will also coordinate traffic controls, public safety measures, and additional precautions in school zones as needed depending on scheduling; facilitate access to owners, visitors or

customers of abutting properties; and oversee the real-time public construction information and comments webpage.

- As a clarification to comments made in the DEIS, all roadway work and restoration will be conducted in accordance with the final requirements of the applicable roadway permitting agency highway permits.
- To avoid conflicts with other buried utilities, the Authority will:
    - Offset the 24-inch main -down to avoid crossings with service laterals or mains, providing a clear pathway above the new main if future services laterals must cross it.
    - Maintain a minimum separation of 18 to 36 inches from other utilities when the SCWA main is installed parallel to existing utilities
    - Maintain a typical separation of five feet where the SCWA main runs parallel to the Riverhead Water District main along Main Road in Riverhead. In many locations, the District's main has been installed in the grass north of the sidewalk on the north side of Main Road. The SCWA main will be installed south of the sidewalk.

***Finding 7.1*: The Authority finds that construction will cause temporary noise, possible minor vibration, dust, vehicle/equipment exhausts, traffic and access disruption, soil disturbance, and consumption of materials and energy even after mitigation but these are expected to be minor. Individual trenching work zones will advance along the route, but directional drilling and booster-station construction may affect particular locations for longer periods. Nighttime work, if required by NYSDOT permits, will require the identified sound-abatement measures. As conditions of the decision, SCWA shall implement the applicable installation scheduling, noise, traffic, access, wetland, stormwater, soil-management, drilling-fluid, and restoration measures described above, with construction manager/liaison oversight and daily public information. Selection of the shorter Main Road route further reduces the extent and likely length of construction activity. These measures avoid or minimize adverse construction effects to the maximum extent practicable; the remaining temporary burdens are not expected to constitute significant adverse environmental impacts and are balanced against the Project's long-term public-health and infrastructure benefits.**

2.7.2 Cumulative Impacts

- *Cumulative travel inconvenience:* Residents and commuters may encounter successive work zones throughout construction, beyond the brief period of work directly in front of an individual property. This temporary travel inconvenience ends when construction along the travel route is complete.
- *Increased buildout:* There is the potential for up to five new homes in the Phase 2 service area if public water is delivered to the area which would have a small cumulative impact associated with very minor increases in traffic, water demand, and potential new school-age children.

***Finding 7.2*: The Authority finds that the Project's cumulative effects include successive work-zone travel inconvenience and the limited additional development and associated service demands identified for the possible Phase 2 service area. The assessment considers the two phases together rather than treating the brief period of work at an individual frontage as the full extent of construction-related effects. Coordinated scheduling, maintenance of access, emergency-service and roadway-agency coordination, traffic controls, and public construction real-time monitoring and updates shall be implemented as conditions of the decision to minimize overlapping and successive construction burdens to the maximum extent practicable. The limited incremental growth effects are considered together with the growth analysis below. On the record described in the DEIS, FEIS, and this Findings Statement, the identified combined effects are not expected to result in significant adverse cumulative impacts with the identified mitigation implemented.**

2.7.3 Growth-Inducing and Secondary Impacts

- *Limited growth-inducing effects*: The Orient buildout analysis identifies potential for five additional single-family homes beyond what is possible without public water (77 versus 72 lots), with minimal or negligible associated effects. These lots are vacant or large parcels subdividable under existing zoning, plus lots under 20,000 SF that lack adequate setbacks between septic systems and private wells but could be built on with public water. A significant increase in density would require a zone change and either public sewers or an onsite sewage treatment plant. Because Orient has no public sewers (the nearest are in Greenport), density beyond existing single-family zoning is highly unlikely absent rezoning, variances, or an STP proposal. Impacts of five additional homes would include minor traffic, slightly more demand for community services, and other relatively small growth-Inducing and secondary impacts that would be expected from five homes.
- *Additional population and school enrollment*: The assessment of the additional buildout conservatively estimates approximately 19 additional residents and six school-aged children associated with that buildout.
- *Additional water demand and sewage generation:* The buildout assessment reports 1,500 gallons per day of water demand and sewage generation associated with the additional buildout.
- *Additional vehicle trips*: The assessment of the additional buildout reports five weekday A.M., six weekday P.M., and five Saturday peak-hour vehicle trips associated with that buildout.
- *Additional development:* Potential secondary residential or commercial development enabled by expanded water service: This could include combined impacts with other pending construction or development projects, including cumulative traffic effects.
- *Additional service demands*: Potential minor additional service demands from community service providers and utilities from the five homes. New development would also produce additional property tax revenues to offset impacts on community services such as public schools and emergency services, and would be subject to user fees from utilities such as electric, natural gas, cable and drinking water to pay for these services.

***Finding 7.3**: The Authority finds that Phase 1 principally improves service to the existing Southold service area and does not change the existing development potential in Riverhead, whereas the possible Phase 2 extension could enable up to five additional single-family homes beyond development possible without public water in the Phase 2. The associated population, school enrollment, traffic, water demand, wastewater generation, and community-service demands are acknowledged as minor incremental effects, but not disregarded because they are small. The "worst case" buildout assessment described and assessed in the EIS and buildout analysis study supports the conclusion that these increments are limited and are not expected to constitute significant adverse growth-inducing or secondary impacts. The Authority does not have land use or zoning powers. It cannot, and this finding does not, authorize additional development or dispense with applicable land-use restrictions, environmental review of future proposals by the Town, or Town or other public agency or private preservation group acquisition of land as may be desired in the future. Continued water conservation and the identified water-resource and infrastructure safeguards shall apply as conditions of the decision. The Authority weighs the remaining limited growth effects against the public-health benefits of serving properties with contaminated or vulnerable private wells*

2.7.4 Unavoidable Adverse Environmental Impacts

Unavoidable environmental impacts for the Project include:

- *Traffic impacts*: Minor disruptions to traffic flow and associated minor delays after mitigation is implemented. For example, when mains are installed along the identified routes within paved rights-of-way or unpaved shoulder areas requiring one lane of traffic in the work area to be closed or partially obstructed, there will be a need for traffic calming measures to ensure worker, motorist, pedestrian and bicyclist safety. These delays and public and worker safety will be addressed using temporary signage such as "caution," "slow," "work area ahead," etc.), as well as properly trained and continually coordinating flagperson, placement of orange cones or barrels that separate passing traffic from the work area and alert motorists to be careful and pass safely. Temporary detours or alternative routes, sensible construction scheduling, and various other methods as detailed in **Section 1.3** and **Section 4.1** and other parts of this DEIS will also help to minimize but not fully eliminate these temporary impacts. Although numerous effective mitigations will be implemented, some temporary and intermittent minor inconveniences may still result to ensure safety.

  The proposed main installations are estimated to progress at a rate of 300-400 feet each workday when work is within the street and up to 600 feet per day in wide unpaved shoulder areas such as exist along Cross River Drive. Impacts from construction are therefore short-lived in each construction area. During the construction process it is expected that locals who are aware of the Project will choose alternative routes or detours along side streets to avoid any minor traffic delays. A line of traffic that contains an emergency vehicle (police, ambulance or fire) that is enroute to a call, will naturally be

given priority passage through the work zone by flagpersons, or in some cases, these emergency responders may choose to take an alternative route based on their knowledge of the Project and local street pattern or established detours to avoid any delay and further ensure safe and efficient passage and prompt response.

- *Noise*: Some construction-related noise will be generated along the route from construction vehicles, heavy equipment, power tools, temporary vehicle/equipment idling or slowly moving traffic. Construction hours will be restricted to typical daytime non-holiday weekdays except as may be required by the NYSDOT along State roads, but some temporary intermittent noise will still result. Since installation of several hundred feet of main per day is possible, trenching and installation impacts on sensitive noise receptors would be expected to last only a day or two before sound levels reach typical ambient sound levels. That duration does not necessarily apply to directional drilling or booster-station construction, which may affect particular locations for slightly longer periods. Some minor noise may also be associated with the limited construction at the booster station property and future operation of the proposed booster station and generator; however, as noted in the Sound Study prepared by B. Laing Associates in Appendix E of the DEIS, noise levels 12 feet from the Laurel Lake pump station had an L_{eq} of 44.1 dB(A). With two pumps operating, the noise level measured 49.3 dB(A). Both levels are considered quiet by State guidance. The site of the Main Road booster station was recorded as having an ambient sound level of 60.5 dB(A). Therefore, no significant sound level impacts are anticipated from the future operation of the Main road booster station.
- *Construction Impact – Booster Station:* The Chosen Action's booster station will occupy the approximately 0.27-acre SCWA-owned flag lot southeast of Cross River Drive and Main Road, rather than the previously considered Pier Avenue location. The station will be unmanned except for daily SCWA field-operator inspections and occasional maintenance visits. Pumps will be housed within the building. A backup generator, enclosed on all sides in a noise-attenuating casing will be tested periodically and operated during power outages to maintain potable-water delivery and firefighting pressure. The assessment uses measurements from the existing SCWA station near Laurel Lake in Mattituck—Leq 44.1 dB(A) with one pump running and 49.3 dB(A) with two pumps running—and ambient measurements of 60.5 dB(A) at the proposed and alternative sites. Together with the identified siting and noise controls, the assessment supports the conclusion that significant operational noise impacts are not anticipated.
- *Exhausts and greenhouse gas emissions*: Some exhausts and greenhouse gas emissions are expected from construction vehicles and equipment and from booster station operations, either through operation of the generator or through off-site generation of electricity when electrical power is available. As noted throughout the DEIS, these impacts are very minor if not negligible and would occur mostly during temporary construction. Main installation will progress at 300-400 feet per day or up to 600 feet per day once construction begins, creating temporary and very minor construction-related emissions consistent with motor vehicle and construction vehicle activities. Emissions

associated with booster station operation will continue during operation rather than end with construction.

- *Remaining ambient operational noise*: Some minor pump noise and noise from periodic testing or emergency operation of the backup generator will remain, although the operational-noise assessment anticipates that sound levels will be below regulated or restricted levels resulting in no significant operational noise impact.
- *Night-time work*: SCWA and contractors have the flexibility to conduct work at night also to minimize impacts on traffic but will do this only along sections of roadway/highway as NYSDOT requires.
- *Soil impacts*: Soil disturbance and potential minor dust, erosion, sedimentation and potential removal of excess open cut soil or soil removed from directional drill areas may occur even though many effective dust, erosion and sedimentation controls will be implemented. Clean excess soil will be used to backfill trenches after main installation. There will be some regrading into unpaved shoulders, while maintaining the original slope of such areas, or removal from the work area and proper disposal at an approved disposal facility. Silt fencing and soil erosion and sediment control measures will be implemented in accordance with the SWPPP prior to initiating and soil-disturbing activity. Soil will be wetted if necessary to minimize dust, drain inlet protection will be installed to prevent loss of drain capacity or clogging, and repaving and reseeding will follow immediately after main installation and backfilling. A six-foot-deep 1,000 CF bentonite recovery pool is proposed on the north side of the Peconic River. This pool will be backfilled and the bare soil surface stabilized once drilling is completed.
- *Soil handling*: Excess soil will have to be temporarily stockpiled and managed onsite. Any excess soil after backfilling that cannot be reincorporated into the open trench, or work site would have to be placed in a dump truck. The dump truck will then be covered, and the material will be transported and disposed of in accordance with the recommended golden nematode management plan provided herein.
- *Clearing*: Minor trimming and very limited clearing may be necessary along portions of the main-installation routes. At the Chosen Action's approximately 0.27-acre Main Road booster-station parcel, the DEIS estimates 6,025± square feet (0.138± acres) of clearing on previously disturbed land dominated by invasive vegetation. The February 6, 2026 field assessment identified no potential bat roost trees or intact forested habitat, and no clearing of suitable northern long-eared bat habitat was anticipated. Temporary disturbance areas will be reseeded with an appropriate seed mix to stabilize soils and restore groundcover. Permanent conversion will be confined to the booster station building, associated equipment, and a small parking area and driveway.
- *Water table changes in source area*: Use of groundwater and reduction of groundwater supplies from the source wells within SCWA's South Shore Low Zone will occur, but again, the reservoir of fresh groundwater serving these wells is substantial and can serve the volume needed for the Project without any significant adverse impact on the Sole Source Aquifer, water table or other natural resources or modifications of existing DEC permits governing the use of these wells.

- *Water table changes in service area*: Increased discharge of water into the local groundwater supply from outside the area potentially raising water table levels by of a little over three inches as determined by CDM Smith in Appendix C of the **Hydrogeologic Analysis and Route Evaluation** study report **(Appendix B)** under the full twenty-five-year planning horizon analyzed. This is not anticipated to be significant and an overall benefit to the North Fork groundwater system is expected by providing a clean potable source of groundwater to the area, reducing demand on some of the North Fork wells and wellfields that have already been compromised, and potentially reducing saltwater intrusion without significant impacts on groundwater and drinking water resources. In addition, most SCWA wells in Southold will continue to operate but will be managed to yield a smaller volume to minimize aquifer impacts. Also, as discussed throughout this DEIS, as the aquifer and individual wells in Southold recover from saltwater intrusion due to over pumping, there will be opportunities to use any combination of South Shore Low and Southold Low wells as needed. As a result, SCWA will be able to monitor supply, demand, infrastructure needs, and environmental conditions overtime and utilize the most appropriate mix of wells as needed.

Finding 7.4: The Authority finds that the Preferred Alternative/Chosen Action will retain unavoidable adverse effects, including temporary construction noise, dust, exhaust, traffic and access inconvenience, limited vegetation disturbance, permanent occupation of the booster-station footprint, operational energy use and generator emissions, and the modeled redistribution of groundwater. A positive finding does not require that every effect be eliminated. Consistent with 6 NYCRR 617.11(d), the Authority has considered reasonable alternatives and weighed these residual effects against the need for a safe, reliable water supply, adequate pressure and fire protection, reduced reliance on vulnerable local wells, and social and economic benefits. The shorter Main Road alignment and single-station configuration reduce construction and resource commitments while meeting the evaluated operational objectives. Incorporation and implementation of the applicable practicable mitigation measures and safeguards identified in the DEIS, FEIS, and this Findings Statement shall be conditions of the decision. With those conditions, the Authority finds that adverse effects are avoided or minimized to the maximum extent practicable and that the remaining effects do not warrant rejection of the Chosen Action.

2.7.5 Irreversible and Irretrievable Commitment of Resources

Impacts

- *Resource consumption:* Construction and operation will consume fuel, electricity, and raw materials even with conservation, reuse, and recycling measures. Some construction materials will not be available for future reuse.
- *Permanent commitment of land:* The booster station and associated driveway, parking, and facilities will permanently occupy land, although temporary disturbance areas will be restored.

- *Groundwater redistribution:* Increased withdrawal from South Shore Low Zone source wells and transfer to the Southold recharge area will remain part of the Project operation.

This subsection is intended to identify irreversible and/or irretrievable commitments of resources and raw materials due to consumption or conversion or that will otherwise be made unavailable for future use as a result of the Action. Irreversible and irretrievable commitments of resources mostly involve the:

- commitment of natural resources;
- use of some materials used in construction that cannot be reused or recycled in the future which is very limited with the Project;
- consumption of nonrenewable energy resources during main installation and to fuel the booster station, including both electricity and backup generator diesel fuel; and
- Transmission and slightly lowering of water around wells from one recharge regime and discharge to another.

As discussed, some of SCWA's Southold Low Pressure Zone wells would either be taken offline or the overall volume reduced, thereby eliminating or reducing the need for energy to power those systems. The withdrawal of groundwater resources at other wellfields south and west of Riverhead would increase, while withdrawal of groundwater in Southold where the supply is relatively limited, is vulnerable to saltwater intrusion, and some localized contamination currently exists, would decrease. The new supply of water would then be returned to the groundwater reservoir on the North Fork for aquifer replenishment and recovery from reduced withdrawals. This, along with implementation of SCWA's water conservation policies, would be especially helpful during morning and evening peak seasonal use, when water demands are highest and water storage and water pressure are at their lowest.

The Proposed Action will result in the following irreversible and irretrievable commitments of resources:

- *Raw materials use*: Raw materials used for the proposed mains and booster station and associated equipment and appurtenances, possibly including, but not limited to any wood, concrete, fiberglass, iron, steel, aluminum, asphalt, bentonite, etc. although some of these materials are reuseable or recyclable for future reuse.
- *Use of non-renewable energy resources*: Energy used in the construction, operation and maintenance of the proposed booster station and periodic testing (running) of its backup diesel generator, and directional drilling. Nonrenewable fossil fuels (i.e., motor oil, diesel fuel, and gasoline associated with site preparation, trenching, drilling, installation of mains, backfilling of trenches and repaving, and associated use of construction equipment and fuel used to generate needed electricity at the source electric facility to power pumps, etc. Subbase generator fuel storage for the generator will be designed in accordance with all applicable regulations. This includes use of a double-wall storage tank

construction or secondary containment, installation of a fuel level gauge and fuel alarm panel for high, full, and low levels and leak detection, and compliance with all other applicable requirements. As previously mentioned, daily inspections, monitoring and maintenance of proposed infrastructure will occur to ensure proper functioning and identify any needed repairs or maintenance for safe and efficient operations. These measures will protect water resources and help prevent spills or leaks that can result in an unnecessary loss of nonrenewable fossil fuel.

- *Stop-and-go or temporarily idling vehicle traffic:* Traffic along streets in and through work zones would increase non-renewable fossil-fuel use to a very small extent. Anticipated construction and installation energy use is temporary, while energy use for ongoing operation including withdrawal and delivery of the water supply is a relatively small or insignificant effect. Additional discussion of energy use and conservation appears in DEIS Section 4.6 and in this Findings Statement under Energy Use, Energy Conservation, Greenhouse Gas Emissions, and Disadvantaged Communities
- *Temporary work area disturbance*: Areas disturbed within unpaved shoulders, pipe-laydown areas, trenching and directional-drill staging areas, and backfilled drill pits will be reseeded or stabilized after installation to return them to their previous condition. Some trimming and minimal clearing will be necessary; in some areas this may also assist the County, State, or Town with routine road maintenance by keeping streets and shoulders unobstructed by overgrowth. Implementation of the identified soil-management practices will help prevent potential spread of golden nematode.

The Preferred Alternative/Chosen Action and the previously proposed Phase 1 action along Sound Avenue involve similar types of irreversible and irretrievable resource commitments. The Chosen Action, however, is shorter and more direct, reducing the length of piping and potentially reducing construction fuel consumption and other impacts. Also, the hydraulic evaluation for the previously proposed action identified a second booster station or a larger-diameter main as necessary to achieve the required performance along the previous Phase 1 Sound Avenue route. A second booster station would have committed additional land and require additional operational energy and fuel storage, making the Preferred Alternative/ Chosen Action the less impactful project route from this perspective. The Preferred Alternative/ Chosen Action along Main Road achieves the evaluated performance with one booster station.

***Finding 7.5*: The Authority finds that construction materials, nonrenewable fuels, energy, capital investment, and land permanently occupied by the Main Road booster station and associated facilities will be irreversibly or irretrievably committed to varying degrees. Groundwater withdrawal and recharge will also be redistributed as described above. These commitments cannot be wholly eliminated while meeting the Project objectives. However, the shorter Main Road route and ability to meet evaluated requirements with one booster station reduce piping, construction activity, and additional facility commitments relative to the previously proposed Phase 1 Sound Avenue configuration requiring a second station or larger main. Reuse or recycling of suitable materials, equipment shutdown when not in use, water**

conservation, safe fuel containment and maintenance, and restoration of temporary disturbance areas shall be implemented as conditions of the decision. The Authority finds that these commitments and their impacts are minimized to the maximum extent practicable and are justified by the long-term water-quality, reliability, public-safety, fire protection enhancements and other benefits.

2.7.6 Energy Use, Energy Conservation, Greenhouse Gas Emissions, and Disadvantaged Communities

- *Construction energy use and emissions*: Equipment, vehicles, and slowed or idling traffic will consume fuel and generate exhaust and greenhouse gas emissions despite conservation and idling controls.
- *Ongoing energy use and emissions*: Electricity will be required for well pumping, water conveyance, and limited lighting at the booster station; diesel fuel will be consumed during backup-generator testing and power outages. Reduced pumping in Southold will partially, but not fully, offset additional energy use.

Energy demand from pumps, the booster station, and backup generators; fuel storage and handling; associated emissions and opportunities for energy conservation.

Finding 7.6: The Authority finds that temporary equipment and vehicle exhaust and ongoing electricity and backup-generator fuel use will remain notwithstanding conservation measures. Reduced pumping at some Southold wells may partly offset, could equal additional energy demand. Overall, the impacts identified are minimal. Construction scheduling and traffic management, shutdown of unused equipment, the identified noise and booster station generator safeguards, water conservation programming as identified, and appropriate system operation and maintenance shall be incorporated as conditions of the decision to minimize energy consumption and associated emissions to the maximum extent practicable. The shorter selected alignment reduces construction requirements. Based on the EIS assessment of the scale, location, and duration of effects, significant adverse energy-use or greenhouse-gas impacts and disproportionate or inequitable burdens on disadvantaged communities are not anticipated. This substantive conclusion does not rely solely on the fact that the particular required permits that trigger Disadvantaged Community review and compliance are not required or needed for this Project.

2.8 Socioeconomic Considerations

2.8.1 Impacts

The Chosen Action's principal adverse socioeconomic effects would arise during construction and would be associated with temporary traffic delays, temporarily constrained driveway access, noise, dust, and slowing of normal traffic activity. Traffic-calming measures will be used to maintain safe passage through work zones. These effects could at times result in minor and

temporary inconvenience to residents, customers, employees, commercial deliveries, agricultural operations, schools, and emergency services along the route. Although trenching at an individual driveway would generally be brief and measures have been identified to facilitate safe access, residents and businesses using the same corridor may encounter successive work zones over a longer period of time. Main Road passes more driveways and commercial properties than the previously proposed Sound Avenue route. Its shorter alignment and wider working areas do not eliminate these frontage-related burdens, although greater opportunities for north and south detours are present.

The possible Phase 2 extension could also enable the limited additional residential development identified in the Orient Hamlet buildout analysis, with associated minor incremental demand for schools, emergency services, utilities, water supply, and wastewater disposal and minor increases in traffic based on conservative estimates. As discussed under Growth-Inducing and Secondary Impacts and Cumulative Impacts, these effects are attributable to the additional development potential of infill and undeveloped parcels, if a public water supply becomes available rather than to existing properties that merely change from private wells to public water. The Action does not affect Phase 1 development or growth potential. The identified incremental demands are not expected to constitute significant adverse impacts, but remain part of the Authority's consideration of the Project's combined community effects.

The Project requires capital expenditure, and the Preferred Alternative/Chosen Action has higher estimated construction costs than the previously proposed action. If grants do not fully fund the possible Phase 2 extension, Orient connections could be subject to surcharges. These financial considerations are relevant to the Authority's balancing, but do not by themselves establish an adverse environmental impact or a quantified net economic loss. The EIS does not quantify speculative property-value changes, competitive business losses, or psychological stress from traffic. SCWA instead considers the documented physical construction, access, and incremental service effects described in the EIS.

As conditions of the decision, SCWA shall implement the identified construction scheduling, property-access and emergency-access provisions, school coordination, traffic controls, noise and dust mitigation, temporary pavement maintenance and final restoration per agency requirements, construction manager/liaison management and oversight, and posting of daily public construction information with opportunities for public feedback. Temporary backfilling, steel plates or ramps, and flagger assistance will be used as appropriate to maintain access to adjacent properties during trenching. These measures will avoid or minimize the associated adverse community effects to the maximum extent practicable, although some temporary inconvenience will remain. Consistent with 6 NYCRR 617.11(d) and the SEQR Handbook's guidance on balancing, the Authority considers those remaining effects alongside the public-health, water-supply, reliability, and other benefits discussed in **Section 2.8.2** and the balancing discussion below. The benefits do not substitute for implementation of practicable mitigation.

2.8.2 Benefits

The Project will provide a long-term, regional solution to the North Fork's constrained potable-water supply by interconnecting the Southold system with SCWA's distribution system to the west and delivering high-quality water from a productive deep-recharge area that is less vulnerable to saltwater intrusion, nitrate contamination, PFAS and other emerging contaminants, pesticides, and other pollutants. The added supply and infrastructure will improve system reliability and provide sufficient capacity and pressure to meet existing and future domestic demand and emergency fire-flow requirements.

The Project will also reduce dependence on the North Fork's shallow Upper Glacial Aquifer, where available well sites and yields are limited and pumping is constrained by saltwater intrusion and contamination from human activities. Importing water from outside the Southold hydrogeologic system and conveying it for local use and recharge where it is needed will supplement the freshwater resource, help stabilize and replenish the aquifer, and allow SCWA to reduce pumping from, curtail, or temporarily remove from service wells affected by chlorides or other contaminants. These measures will reduce the risk of further saltwater intrusion while preserving flexibility to use recovered local wells as conditions permit.

By conveying additional supply from wells with existing permitted capacity and improving system interconnection, the Project will help meet peak seasonal demand and reduce the risk of low-pressure conditions thus providing greater system resilience and long-range sustainability. These improvements will benefit residents, businesses, visitors, and first responders in the existing service area and, if Phase 2 proceeds, the identified Orient service area. The Project will also avoid or reduce costs associated with acquiring and developing multiple low-capacity wellfields, installing advanced treatment systems, and maintaining vulnerable wells. Following installation, affected roadway segments will be restored and repaved in accordance with the permitting agencies' requirements, providing a long-term public benefit at no cost to the host communities.

The Project will also provide temporary construction and installation jobs, a Project manager/ liaison job, facility inspection and maintenance opportunities, as well as some minimal longer-term operational employment. The Project will also help to ensure that existing and possible future businesses under existing zoning have the water quality, volume and pressure needed to support their business activities.

Overall, the Project advances SCWA's objectives of protecting public health; providing a clean, sustainable, and reliable drinking-water supply; meeting current and future water demand; maintaining adequate pressure for fire protection; improving regional system resilience; and minimizing impacts on groundwater and the surrounding natural and human environment. The environmental review identifies temporary construction disturbances and other residual or minor effects that cannot be fully eliminated or avoided. With the applicable mitigation measures and best construction management practices, those effects are expected to be avoided

or minimized to the maximum extent practicable and are not anticipated to constitute significant adverse environmental impacts.

The Authority weighs the remaining impacts against the identified benefits and the reasonable alternatives.

2.8.3 Balancing Social and Economic Considerations with Environmental Impacts

In balancing social and economic considerations with environmental impacts, the SCWA Authority has considered the full EIS, public and agency comments, the no-action and reasonable alternatives considered, and the Project-specific conclusions set forth in this Findings Statement. Under 6 NYCRR 617.1(d) and 617.11(d), environmental protection must be considered together with social, economic, and other essential considerations. The selected action must avoid or minimize adverse environmental impacts to the maximum extent practicable, and the practicable mitigation measures identified in the review must be incorporated as conditions of the decision. The SEQR Handbook explains that an agency may approve an action with social or economic benefits even when some adverse effects remain, but those benefits do not relieve the agency of its obligation to avoid or minimize harm and implement practicable mitigation (Fourth Edition, 2020, p. 148, Question/Response No. 15).
The Authority recognizes that the Preferred Alternative/Chosen Action will cause temporary construction noise from vehicles and equipment, generate some minor dust and exhaust fumes, and cause traffic delays and some minor access inconvenience, including successive work-zone disruptions for people regularly traveling along the route. The action will also cause limited vegetation disturbance; permanently occupy the booster-station footprint and paved parking area; require operational energy; and produce the minor, localized modeled water-table changes described above. The evaluations summarized in this Findings Statement conclude that these effects are not expected to constitute significant adverse environmental impacts with the identified mitigation and operational safeguards in place. That conclusion depends on implementation of those measures and does not mean that all effects, including identified unavoidable effects, will be eliminated. The possible Phase 2 extension also has limited additional residential development potential and associated service demands, which have been considered in the growth-inducing and cumulative impact evaluations.

The alternatives evaluation provides an additional basis for the Authority's decision. "No Action" would avoid the Project's construction impacts and resource commitments but would not achieve its water-supply, reliability, water-quality, and fire-protection objectives. As noted, the Main Road Preferred Alternative has higher estimated construction costs and passes more driveways and commercial properties than the previously proposed Phase 1 Sound Avenue route. The Authority weighs those disadvantages against its shorter alignment, more favorable hydraulic performance and lower water age, additional safer construction work space along the wider right-of-way, and ability to meet the evaluated operational requirements with just one booster station.

The previously considered Peconic Bay Boulevard route presents greater wetland, shallow-groundwater, local-road, railroad-crossing, and parkland constraints. The Town of Riverhead considered the route "impactable and unreasonable"," and SCWA considered it less preferable among the evaluated options. The selection of Main Road therefore reflects the combined overall environmental and operational evaluation conclusions that the Preferred Alternative/Chosen Action is the better route and is likely to result in less impact with only minor or unavoidable impacts after identified mitigations are implemented.

The principal social benefits are improved quality, reliability, pressure, and availability of potable water for the existing North Fork service area and, if Phase 2 is implemented, the identified Orient service area. Conveying water from permitted South Shore Low Pressure Zone sources will supplement locally constrained supplies, reduce reliance on shallow wells vulnerable to contamination and saltwater intrusion, and provide flexibility to reduce pumping from affected North Fork wells as conditions warrant. Improved interconnection and supply will support domestic needs during peak demand and strengthen emergency fire protection. These public-health and safety benefits are central to the Authority's balancing.

Economic benefits include supporting the dependable water infrastructure on which residents, businesses, and the seasonal tourism economy rely, together with temporary construction and installation employment opportunities and limited longer-term operational employment opportunities. Reduced reliance on numerous low-capacity or contaminated local wells may also avoid or defer additional land acquisition, wellfield development, treatment, and maintenance costs. Roadway restoration following installation will be performed in accordance with the applicable permitting agency's requirements and will provide a public benefit without cost to the host communities. These benefits do not establish a quantified net saving: construction requires capital investment, the Preferred Alternative is more costly than the previously Proposed Action, and Orient connections could be subject to surcharges if grants do not fully fund Phase 2.
The Authority distinguishes these essential social and economic considerations from speculative claims of competitive business loss or other concerns that are not, by themselves, environmental effects. Consistent with the SEQR Handbook (Fourth Edition, 2020, p. 133, Question/Response No. 9), the Authority gives weight to the documented community consequences of physical disturbance, access restrictions, and incremental service demands described in the EIS, rather than unsupported predictions of speculative economic loss or psychological stress. Public and agency comments informed the assessment and additional mitigation; the decision rests on the environmental record and stated reasons, not the extent of support or opposition.

On balance, the Authority concludes that the Chosen Action's long-term water-quality, supply-reliability, public-health, and fire-protection benefits justify proceeding despite the remaining temporary construction burdens and limited permanent effects identified in the review. This conclusion relies on selection of the Main Road Preferred Alternative and implementation of the applicable practicable mitigation measures and safeguards identified in the DEIS, FEIS, and this Findings Statement. Those measures include construction scheduling and traffic management;

maintenance of property and emergency access; school coordination; noise, dust, erosion, wetland, and soil-management controls; protection of historic resources; pumping monitoring and operational adjustments; and restoration of disturbed areas. SCWA shall incorporate these requirements into the applicable final plans, specifications, contracts, and operating practices, with the identified construction manager/liaison oversight and public construction updates. With these conditions, the Authority finds that the Preferred Alternative/Chosen Action avoids or minimizes adverse environmental impacts to the maximum extent practicable, consistent with social, economic, and other essential considerations.

Finding 8*: The Authority finds that the Preferred Alternative/Chosen Action's improved water quality, supply reliability, system interconnection, domestic pressure, and emergency fire protection provide substantial public-health, social, and economic benefits. Those benefits do not negate the temporary burdens on residents, businesses, schools, and travelers along the route or the permanent resource commitments identified above. Consistent with 6 NYCRR 617.11(d) and the SEQR Handbook's explanation of balancing, the Authority has weighed the remaining environmental effects and reasonable alternatives, rather than treating economic benefit alone as a basis for approval. The higher estimated cost of the Preferred Alternative is acknowledged, and SCWA recognizes its responsibility to select the route that has a lower environmental effect and/or that can be more suitably mitigated. The Main Road alignment is selected because its hydraulic performance, shorter length, reduced water age, wider working space, and single-station configuration best meet the evaluated objectives when environmental protection and other essential concerns are considered together. As conditions of the decision, SCWA will incorporate and implement the applicable practicable mitigation measures and safeguards identified in this Findings Statement. On that basis, the Authority finds the remaining impacts acceptable in light of the identified needs and benefits and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable.

3.0 ALTERNATIVES

SEQRA and its implementing regulations at 6 NYCRR 617.9(b)(5)(v) require an examination of reasonable Project alternatives that are consistent with the objectives and capabilities of the Project sponsor. The alternatives review provides a framework for comparing and contrasting feasible alternatives, identifying impacts, and developing techniques and strategies to mitigate them.

The alternatives review evaluated the previously Proposed Action—the Sound Avenue route—and three alternatives for the SCWA North Fork water main extensions. The evaluation considered existing environmental conditions, potential environmental impacts, worker and public safety, plan constructability, route length and directness, hydraulic performance, including water age and head loss, booster station needs, cost, and the objectives of providing a reliable, sustainable potable water supply and adequate pressure for firefighting and commercial and

domestic use. The East Marion to Orient hamlet extension (Phase 2) is identical under the previously proposed action and Preferred Alternative/Chosen Action. The reviewed alternatives are described below:

Alternative 1 — No Action. No water main extensions or associated booster station would be constructed, and existing water resources and infrastructure would remain in use. This alternative avoids construction disturbance, temporary traffic delays, noise, material and energy commitments, and Project costs. It would also avoid the limited additional development potential associated with public water in Orient. Nevertheless, it would not achieve SCWA's objectives for improved supply, water quality, system interconnection, reliability, and firefighting pressure, or the anticipated benefits of reducing reliance on vulnerable North Fork wells. It is therefore not the preferred course of action.

Alternative 2 — Preferred Alternative, Main Road Route and Final Selected Course of Action). The review concludes that this alternative's hydraulic, operational, and environmental advantages warrant its selection, although it is more costly and passes more driveways and commercial properties. The route follows the common Cross River Drive alignment before entering a previously disturbed, approximately 0.27-acre booster station parcel southeast of Main Road. The main then crosses beneath Main Road and proceeds east along Main Road (SR 25) to Laurel. Phase 1 would total approximately 37,872 linear feet (7.172 miles), approximately 5,577 feet (1.057 miles) shorter than the Proposed Action, and would use only major State and County roads. Its lower elevations, shorter length, and booster station location reduce head loss, water age, and avoid the need for a second booster identified for the Sound Avenue route. Wider shoulders provide additional construction and staging space.

Alternative 3 — Previously Planned Peconic Bay Boulevard Route. This route was eliminated during preliminary review because its environmental and construction constraints make it less desirable despite favorable hydraulic characteristics. The approximately 44,000-foot transmission route would use Hubbard Avenue, Edgar Avenue, Overlook Drive, Meeting House Creek Road, Peconic Bay Boulevard, and Laurel Lane, including two LIRR crossings and a booster station within Indian Island County Park. Environmental constraints include proximity to coastal wetlands and waterbodies, crossings of or adjacency to eight water features, including coastal creeks, ponds, and marshes, and shallower groundwater. Narrow local roads with limited shoulders would constrain construction. The park booster station would also require County Parks permission and parkland alienation.

(Previously) Proposed Action — Sound Avenue Route. Phase 1 would extend transmission mains from Riverside/Flanders north along Cross River Drive to Northville Turnpike and east along Sound Avenue toward Jamesport/Laurel, with a booster station in Northville. This route would provide the intended water supply benefits, and its environmental effects are expected to be manageable with mitigation. However, its longer alignment, higher elevations, and booster station location create hydraulic disadvantages. The engineering evaluation identifies the need

for a second booster station or a larger, 36-inch main to achieve the required performance. A larger main would increase water age, with associated water quality concerns. It also requires a wider trench and more overall disturbance during installation and maintenance. During the Scoping, Riverhead and Southold officials raised objections to the Sound Avenue Route. The Authority, in response, developed the Preferred Alternative.

Environmental Conclusions and Required Mitigation. The review concludes that neither the previously proposed action nor the Preferred Alternative/Chosen Action is expected to cause significant adverse short-term, long-term or cumulative environmental impacts with implementation of identified mitigation and permit requirements. Groundwater and Phase 2 growth-inducing effects are also substantially the same for both routes. The buildout analysis identifies limited additional residential development potential in Orient; Phase 1 does not change existing development potential. The Preferred Alternative's shorter alignment is expected to reduce excavation, material use, and construction-related disturbance. Its booster parcel is disturbed and dominated by invasive vegetation, and significant ecological effects are not anticipated, and honors the Towns's requests.

Selection of the Preferred Alternative/Chosen Action shall require the incorporation of the applicable mitigation measures and final approval conditions, including roadway and wetland permit compliance; directional drilling at sensitive crossings; erosion, sediment, dust, stormwater, and soil-management controls; maintenance of property and emergency access; traffic management and construction scheduling; noise abatement where necessary; and restoration of disturbed roadways and shoulders. SHPO's May 28, 2026 determination of No Adverse Effect is expressly conditioned on developing and implementing a construction protection plan for work within 90 feet of all listed and eligible historic structures, using gentle methods and avoiding excessive vibration. This condition shall be incorporated into construction requirements.

Basis for Selection: Considering environmental protection together with social, economic, and other essential considerations, the Authority selects the Phase 1 Main Road Preferred Alternative along with Phase 2 as the reasonable alternative that best meets the Project objectives. Its higher cost and effects on more driveways and commercial properties are weighed against superior hydraulic performance, reduced water age, a shorter transmission route, wider working space for construction and traffic management, and the ability to meet the evaluated operational requirements with one booster station and less pumping. The Authority's conclusion that adverse environmental impacts will be avoided or minimized to the maximum extent practicable relies on incorporation of the applicable practicable mitigation measures and safeguards identified in this Findings Statement as conditions of the decision.

The Main Road Preferred Alternative is preferred primarily for its hydraulic performance, shorter alignment, construction advantages, and reduced infrastructure requirements, rather than

because every impact is lower. The following advantages distinguish it from the Sound Avenue route and, where separately noted, the Peconic Bay Boulevard route.

Advantages of the Chosen/Preferred Action route over the previously proposed Sound Avenue route-hydraulic, operational, and resource considerations:

- *Shorter, more direct alignment:* Phase 1 is approximately 37,872 linear feet (7.172 miles), approximately 5,577 feet (1.057 miles) shorter than the previously proposed route.
- *More favorable elevations and lower head loss:* The shorter route, lower elevations, and booster-station location provide better hydraulic performance.
- *Reduced water age:* The hydraulic configuration avoids the water-quality disadvantages associated with longer travel times and the larger main considered for Sound Avenue; increased water age can reduce chlorine residuals.
- *One booster station:* One booster station meets the evaluated operational requirements. Sound Avenue would require a second booster station or a larger-diameter main to achieve the required performance.
- *Avoids additional booster station impacts:* Compared with the two-station Sound Avenue option, Main Road avoids additional permanent land occupation, building and equipment construction, operational energy demand, and fuel storage.
- *Smaller overall booster-site clearing footprint:* The Main Road site involves approximately 6,025 square feet (0.138 acres) of clearing, rather than the approximately 0.39-acre clearing estimate for the previously proposed Pier Avenue station.
- *Avoids the larger-main tradeoff:* A larger Sound Avenue main would entail greater construction requirements.
- *Less piping and material commitment:* The shorter transmission route requires less piping and associated construction materials.
- *Less excavation and ground disturbance:* The shorter alignment reduces overall ground disturbance and the areas requiring backfilling and restoration.
- *Potentially lower construction fuel consumption and emissions:* The shorter alignment reduces construction requirements; the record does not establish a quantified fuel or emissions saving.
- *Feedback:* Recognizes the Towns's request to avoid installing main in Sound Avenue.

<u>Advantages over the Sound Avenue route — constructability, access, and safety</u>

- *Wider paved shoulders and breakdown lanes:* These provide more separation between construction activity and passing vehicles than the narrower portions of Sound Avenue.
- *Wider unpaved shoulders and utility-installation space:* Particularly on Main Road's north side, these provide more room for workers, equipment, pipe laydown, and staging.
- *Traffic flow and safety:* Main Road's additional roadside working space provides more room to separate installation activity from passing traffic and to implement traffic-management measures. Traffic calming, flaggers, signage, and other controls will be used

as appropriate to protect workers and the public and maintain safe passage by normal traffic, farm vehicles and emergency vehicles.

- *Potential detour opportunities:* Main Road's intersecting side streets can provide ways around construction, both north and south of the centrally located east-west alignment, although those intersections also create construction–traffic conflict points.
- *Avoids the busy intersection crossing:* The selected alignment enters the booster station parcel south of the Cross River Drive/Main Road intersection and crosses Main Road from the station driveway instead.
- *Avoids the Sound Avenue scenic and historic roadway segment:* This is a routing distinction, not proof that Main Road has fewer historic-resource constraints; both routes require appropriate protections.

Additional advantages over the Peconic Bay Boulevard Alternative

- *Wetlands and waterbodies*: Main Road avoids the Peconic Bay Boulevard route's greater proximity to coastal wetlands and waterbodies, including its numerous creek, pond, and marsh interfaces.
- *Groundwater and roadway constraints:* Main Road avoids that route's shallow-groundwater construction constraints and narrow local roads with limited shoulders.
- *Railroad and parkland requirements:* Main Road avoids that route's two LIRR crossings and proposed Indian Island County Park booster station, including the associated County Parks permission and parkland-alienation requirements.
- *Practicable State-highway construction:* SCWA's experience installing mains along State roads supports its ability to manage Main Road's construction challenges.

Qualifications to the comparison

- Main Road costs more and passes more driveways and commercial properties. These disadvantages are weighed against its hydraulic and construction advantages.
- Groundwater and Phase 2 growth effects are substantially similar between the principal alternatives, rather than comparative reductions attributable to Main Road.
- The review supports wider shoulders, safer working space, potential north and south detours.
- Phase 2 is the same under both principal routes, so its benefits and impacts are not reasons to prefer Main Road over Sound Avenue.

4.0 CONCLUSION

The Suffolk County Water Authority has considered the DEIS, FEIS, Project plans, local long-range land use plans, technical studies, maps, figures, tables, graphs, and other data compiled during the environmental review. It has also compiled and evaluated written and verbal questions and comments entered into the SEQRA record by the public, involved and interested agencies, local civic groups, and environmental organizations during several scoping and DEIS hearings, and identified additional mitigation measures where appropriate. The environmental review

addresses the duly adopted Final Scope and the EIS content and procedural requirements of SEQRA. This Findings Statement sets forth the environmental facts, mitigation measures, alternatives, and social and economic considerations relied upon for selection of the Chosen Action/Preferred Alternative. The following signature-page certification applies to that action and incorporates the applicable practicable mitigation measures and safeguards as conditions of the decision.

A Positive Findings Statement means that, after consideration of the DEIS and FEIS, the Project or action can be approved, and the action chosen is the one that minimizes or avoids environmental impacts to the maximum extent practicable. For an action that can be approved, an agency's findings statement must articulate that agency's balancing of adverse environmental impacts against the needs for and benefits of the action. If the action cannot be approved based on analyses in the EIS, a negative findings statement must be prepared, documenting the reasons for the denial. On the basis of the foregoing, the Authority can proceed with the Project if it so elects.

5.0 CERTIFICATION

STATE ENVIRONMENTAL QUALITY REVIEW ACT

FINDINGS STATEMENT SIGNATURE PAGE

CERTIFICATION TO APPROVE / UNDERTAKE

Having considered the Draft and Final Environmental Impact Statements for the Subject Action and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR Part 617.11, this Statement of Findings certifies that the Suffolk County Water Authority as Lead Agency in the subject matter has:

1. considered the relevant environmental impacts, facts and conclusions disclosed in the SEQRA documents;
2. weighed and balanced relevant environmental impacts with social, economic and other considerations;
3. provided a rationale for the agency's decision;
4. met the requirements of 6 NYCRR Part 617; and
5. found that consistent with social, economic and other essential considerations from among the reasonable alternatives available, the Subject Action is the one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures and safeguards that were identified as practicable.

By the Suffolk County Water Authority,

Charles A. Lefkowitz, Chairman

November 19, 2026
Date

6.0 DISTRIBUTION

This Findings Statement will be filed in accordance with 6 NYCRR 617.12(b), including with the Lead Agency, all involved agencies, the chief executive officers of the political subdivisions in which the action will be principally located, and any person or interested agency who has requested a copy. The document will be maintained in publicly accessible agency files and made available for review upon request during hours of operation. The distribution list below also identifies interested agencies and other parties who will receive complimentary notice of this Findings Statement.

Notice of Findings Statement filing will be sent to:

LEAD AGENCY

Suffolk County Water Authority
P.O. Box 38
4060 Sunrise Highway, Oakdale, NY 11769
Attn: Joseph M. Pokorny, P.E., Deputy CEO for Operations
Email: joseph.pokorny@scwa.com

INVOLVED OR INTERESTED AGENCIES

Federal Agencies

US Army Corps of Engineers (USACE)
Correspondence Email: cenan-r-permit-app@usace.army.mil

State Agencies

NYSDEC
New York State Department of Environmental Conservation
50 Circle Road
SUNY at Stony Brook
Stony Brook, NY 11790-3409
Attn: Anna Shore
Email: Ana.Shore@dec.ny.gov

New York State Department of Environmental Conservation
Division of Water
Bureau of Water Permits, 4th Floor
625 Broadway
Albany, NY 12233-3505
Attn: John Muthersbaugh EIT;
Email: John.muthersbaugh@dec.ny.gov

New York State Department of Environmental Conservation
Region 1, Division of Marine Resources, Marine Habitat Protection
50 Circle Road, SUNY Campus
Stony Brook, NY 11790

NYSDOT
New York State Department of Transportation – Design
State Office Building, 5th Floor
250 Veterans Memorial Highway
Hauppauge, NY 11788
Attn: Mr. Ken Murphy, P.E., Region 10 Design Engineer

New York State Department of Transportation
State Office Building
6th floor, 250 Veterans Memorial Highway
Hauppauge, NY 11788
Attn: Mr. Richard B. Causin, P.E, Regional Director

New York State Department of Transportation
Federal Consistency Review Unit
Office of Planning & Development & Community Infrastructure
One Commerce Plaza- Suite 1010
99 Washington Avenue
Albany, NY 12231
Attn: Mr. Joseph Sgueglia, Reference File#S-2024-0094
Email: Joseph.Sgueglia@dos.ny.gov

NYSOPRHP
New York State Office of Parks, Recreation and Historic Preservation
Cultural Resources Information System (CRIS) website upload to Project page

County Agencies

Suffolk County Department of Public Works
Suffolk County Department of Public Works
335 Yaphank Avenue
Yaphank, NY 11980
Attn: William Hillman, P.E., Chief Engineer

Suffolk County Parks Department
Suffolk County Parks
P.O. Box 144
West Sayville, NY 11796

Regional Agencies

Metropolitan Transit Authority (MTA)
Metropolitan Transportation Authority Real Estate Department
2 Broadway, 16th Floor
New York, NY 10004-2207
Attn: Robert Paley
Email : MTARE@mtahq.org

Town Authorities, Divisions and Departments

Town of Southampton
Town of Southampton Town Authority, Town Council Office
116 Hampton Road
Southampton, NY 11968

Town of Southampton Conservation Authority
Southampton Town Hall
116 Hampton Road
Southampton, NY 11968
Attn: Harry S. Ludlow, Chairperson

Southampton Town Authority of Trustees
240 West Montauk Highway
Building B- First Floor
Hampton Bays, NY 11946

Town of Riverhead
Town of Riverhead Town Authority
4 West Second Street
Riverhead, New York 11901

Town of Riverhead
Conservation Advisory Council
4 W. 2nd Street
Riverhead, New York 11901

Mike Zaleski, Superintendent
Town of Riverhead Highway Department
Town of Riverhead
1177 Osborne Avenue
Riverhead, NY 11901

Riverhead Water District
Frank Mancini, Water District Superintendent
Town of Riverhead Long Island
4 West Second Street
Riverhead, NY 11901

Town of Southold
Town of Southold Town Authority
53095 Main Rd
P.O. Box 1179
Southold, NY 11971

Town of Southold Department of Public Works
Southold Town Hall
53095 Main Road
P.O. Box 1179
Southold, NY 11971
Attn: Tim Abrams, Building Maintenance Supervisor
Email: tima@southoldtownny.gov

Town of Southold, Planning Department
Southold Town Hall
53095 Route 25
PO Box 1179
Southold, NY 11971

Town of Southold, Authority of Trustees
Southold Town Hall Annex
54375 Main Rd
P.O. Box 1179
Southold, NY 11971

Regional Environmental Resource Protection Agencies

Peconic Estuary Partners Main Office
Peconic Estuary Partnership
Riverhead County Center
300 Center Drive, Room 250S
Riverhead, NY 11901
Attn: Joyce Novak, PhD, Executive Director
Email: joyce.novak@stonybrook.edu;

Long Island Sound Office
Stamford Government Center
888 Washington Boulevard, Suite 9-11
Stamford CT 06904-2152
Attn: Mark Tedesco, Director, EPA
Email: Tedesco.Mark@epa.gov

Long Island Sound Office (New York)
New York Sea Grant
500 Innovation Road, IDC Building, Suite 227
Stony Brook, University
Stony Brook, NY 11794
Attn: Lillit Genovesi, Western Long Island Sound Outreach Coordinator
Email: lg543@cornell.edu

Other Local Non-Agency Parties of Interest (Complimentary Notices)

Group for the East End
PO Box 1792
Southold, NY 11971
Attn: Robert DeLuca, President
Email: https://thegroup.org/contact#:~:text=info%40eastendenvironment.org

Orient Association
POB 282
Orient, NY 11957

East Marion Community Association (EMCA)
PO Box 625
East Marion, NY 11939
Email: info@emca.us

Southold Peconic Civic Association
POB 168
Southold, NY 11971

Nature Conservancy of Long Island
142 Route 114
East Hampton, NY 11937
Attn: Kevin McDonald

North Fork Environmental Council
12700 Main Road, PO Box 799
Mattituck, NY 11952
office@nfec1.org