

A. INTRODUCTION

This attachment evaluates potential impacts of the Proposed Action on land uses within 0.5-mile of the Proposed Action (see **Figures B-1 and B-1a**). The potential for construction-phase impacts to land use is discussed in Attachment G, “Construction.”

B. EXISTING CONDITIONS

The Proposed Substation property is located on the south side of Brooklyn Avenue, south of existing industrial and commercial properties and immediately north of the Town of Oyster Bay Highway Yard. The Proposed Substation property was formerly utilized as fuel oil transfer center and automotive repair facility. All buildings and structures that previously existed at the site have been demolished, and the property is currently vacant and undeveloped, with the exception of perimeter fencing and a dolomite surface.

The Proposed Action area is located within a developed suburban area with major transportation corridors including the LIRR Babylon Branch and New York State Road 27 (“Sunrise Highway”). Land uses within 0.5-miles of the Proposed Action consist of single-family residential properties, with some multi-family residential, commercial, and educational, institutional, transportation (LIRR) and open space/recreational land uses. Commercial properties within 0.5-miles of the Proposed Action are generally limited to areas along Hicksville Road (Route 107), Broadway, Merrick Road, and Sunrise Highway. The LIRR Babylon Branch runs in an east-west direction, approximately 90 feet south of the Proposed Substation property, and immediately south of and parallel to existing OH transmission circuit #69-567. The existing LIPA Massapequa Substation is located approximately 0.20 miles to the east of the Proposed Substation along Brooklyn Avenue.

Educational facilities within 0.5-mile of the major components of the Proposed Action (Proposed Substation, distribution feeders and transmission pole activities) include Lockhart Elementary School, Massapequa High School – Ames Campus, St. David’s Lutheran Church Preschool, Fairfield Elementary School, St. William the Abbot School, and Our Redeemer Nursery School.

Open space and recreational land uses within 0.5-mile of the major components of the Proposed Action include the Tackapausha Nature Preserve, the Massapequa Preserve, and Brady Park. The Massapequa Preserve also contains the Nassau-Suffolk Greenbelt Trail.

Institutional land uses within 0.5-mile of the major components of the Proposed Action are generally limited to religious facilities, the United State Postal Service Massapequa Post Office, the Massapequa Public Library, and the Massapequa Fire Department.

C. POTENTIAL IMPACTS OF THE PROPOSED ACTION

Although the construction of the Proposed Substation will constitute a change in land use, the Proposed Substation property is located in the immediate vicinity of, and adjacent to, existing

industrial and commercial land uses. The Proposed Substation property is currently zoned as 'Neighborhood Business' and previously consisted of a fuel oil transfer and automotive repair facility. The existing LIPA Massapequa Substation is located along Brooklyn Avenue, approximately 0.19 miles west of the Proposed Substation, in the same general area as the Proposed Substation. As such, the Proposed Substation will be located in an area where many light industrial uses currently exist, and where utility infrastructure currently exists. Therefore, the Proposed Substation will not result in significant adverse impacts to land use.

OH transmission pole replacement activities will be completed along existing transmission circuit #69-567, where existing 65 to 75-foot wood transmission poles and steel transmission lattice towers currently exist. The three new transmission pole installations will occur within the footprint of the Proposed Substation and within the existing OH transmission circuit. Given the location of the pole work within the Proposed Substation and within an existing OH transmission pole alignment, and given that the general area is already characterized by light industrial uses, the OH transmission components of the Proposed Action will be consistent with, or substantially similar to, current land uses. Therefore, the OH transmission components will not result in significant adverse impacts to land use.

The distribution exit feeders will be UG, by a combination of open-trench and horizontal directional drilling methods, within public roadway rights-of-way or asphalt parking lots. Given the UG installation, and the location of the feeders within existing public roadways where UG utilities and infrastructure currently exist, the distribution feeders will not result in significant adverse impacts to land use.

OH and UG distribution C&R activities will be located along existing public roadway rights-of-way, where utility poles and OH utility infrastructure currently exist. As such, the distribution C&R components of the Proposed Action will not result in significant adverse impacts to land use.

Given the location of the Proposed Substation property within an industrial/commercial area, the UG installation and location of the feeders, and the presence of existing UG and OH infrastructure throughout the surrounding neighborhoods, the Proposed Action will be consistent with nearby land uses and will not significantly alter the character of the surrounding area.