Fire Island National Seashore – Burma Road Improvement Project
Floodplain Management and Wetlands Protection Determination
Commercial & Economic Development Initiative within
NY State Community Development Block Grant Disaster Recovery Program
November 21, 2019

Introduction & Overview
The purpose of Executive Order (EO) 11988 Floodplain Management is “to avoid to the extent possible the long- and short-term adverse impacts associated with occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative.” The purpose of EO 11990 Protection of Wetlands is “to avoid to the extent possible the long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative.” This report contains the analysis prescribed by 24 CFR Part 55.

The Fire Island National Seashore – Burma Road Improvement Project (Project) involves U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant Program – Disaster Recovery (CDBG-DR) funding. The analysis that follows focuses primarily on floodplain impacts, as there are no direct wetland impacts associated with the Project. Based on the type of land use, facility, and other case characteristics described herein, it is concluded that there is a reasonable basis to proceed with funding for this Project within floodplain and wetland. The HUD CDBG-DR funding is administered through the New York State Rising Community Reconstruction (NYRCR) Program which is using bottom-up community participation and State-provided technical expertise to develop resilient and sustainable communities. Thus, alternatives preventing or impeding the development of resilient and sustainable communities are not considered reasonable alternatives.

Description of Proposed Action & Land Use
The Eastern Federal Lands Highway Division, the sub-recipient, applied for Community Development Block Grant – Disaster Recovery (CDBG-DR) funding of $1,122,706.00 to improve the aggregate surface of Burma Road between the Fire Island National Seashore Lighthouse Checkpoint and Kimset, Town of Islip, Suffolk County, New York. The Project will involve the improvement of approximately 0.57 miles of Burma Road. Burma Road is the only east-west road between the Lighthouse Checkpoint and Kimset, a vital access route for emergency vehicles. In 2012, Hurricane Sandy substantially damaged Burma Road. Since then, minor repairs have helped keep the road in passable condition, but longer-lasting road improvement is needed. The Project will strengthen the road bed with hard packed sand and an aggregate of sand and stone, established at an elevation and alignment that will resist flooding and erosion in the future. Other miscellaneous work such as ditch clearing, and signing will take place as part of this action. The proposed Project will take place within the footprint of the existing access route. Heavy equipment including trailer trucks, road graders, excavators, and payloaders will be used to complete the Project. All work, including staging areas, will take place in previously disturbed areas of the existing roadway and access route.

Applicable Regulatory Procedure Per EO 11988
The proposed action corresponds with a noncritical action not excluded under 24 CFR §55.12(b) or (c). Funding is permissible for the use in the floodplain if the proposed action is processed under §55.20 and the findings of the determination are affirmative to suggest that the Project may proceed.

According to the U.S. Fish & Wildlife Service (USFWS) National Wetlands Inventory Map (Appendix I), there are no wetlands located in the Project area. According to the New York Department of Environmental Conservation (NYSDEC) Wetlands and Waterways Map (Appendix I), there are mapped freshwater wetlands located immediately adjacent to and partially within the Project area. However, the
wetland locations are approximate and there are no wetlands within the proposed Project area. All work, including staging areas, will take place in previously disturbed areas on the existing roadway and access route. There are no NYSDEC regulated tidal wetlands or their associated 300-foot buffer located adjacent to, or within, the Project area. The Project will not involve impacts to wetlands, but will involve work within the NYSDEC 100-foot regulated freshwater wetlands adjacent area. A NYSDEC freshwater wetlands permit application was submitted on September 9, 2019. It is anticipated that the NYSDEC will determine that the Project is in a regulated adjacent area but that the project will have no adverse impacts and will issue a permit. This permit will be procured prior to request for the release of funds.

According to the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer (Appendix II), the Project is located in the 100-year floodplain. The activity planned occurs in a community that is in the regular program of the National Flood Insurance Program (NFIP) and the community is currently in good standing. Substantial Improvement/Substantial Damage calculations do not apply to the Project. The Project does not involve new construction in wetlands, but does involve modification of the 100-year floodplain; therefore, the decision making steps in §5.20 (b), (c), and (g) apply to the Project. As such, the full eight-step floodplain determination process in §55.20 is required and the following analysis examines each step in a floodplain management determination process.

**Step 1. Determine Whether the Proposed Action is Located in the 100-year Floodplain (500-year for Critical Actions) or results in New Construction in Wetlands.**
The proposed Project, per the applicable Federal Emergency Management Agency (FEMA) National Flood Hazard Layer, is located in the 100-year floodplain (SFHA - AE Zone), as shown in Appendix II. The Project does not involve new construction in wetlands, but does involve modification of the 100-year floodplain. This action does not require an individual Section 404 permit under the Clean Water Act (see 55.20(a)(1)).

**Step 2. Initiate Public Notice for Early Review of Proposal.**
Because the proposed Project is located in the floodplain and wetlands, the Governor’s Office of Storm Recovery (GOSR) published an early notice that allowed for public and public agency input on the decision to provide funding for reconstruction and development activities. The early public notice and 15-day comment period is complete. No public comments were received.

The early notice and corresponding 15-day public comment period started on October 30, 2019 with the "Notice of Early Public Review of a Proposed Activity in Wetlands and 100-Year Floodplain" being published in the South Bay’s Neighbor newspaper in Sayville and South Bayshore, with the 15-day period expiring on November 15, 2019. The notice targeted local residents, including those in the floodplain. The notice was also sent to the following state and federal agencies on October 30, 2019: FEMA; USFWS; the Federal Highway Administration; the National Park Service; U.S. Environmental Protection Agency (EPA); U.S. Department of Housing and Urban Development; NYSDEC; New York State Office of Parks, Recreation, and Historic Preservation; New York State Department of State; and New York State Office of Homeland Security & Emergency Services. The notice was also sent to the Town of Islip. (See Appendixes III and IV of this EO 11990 Wetlands Protection and EO 11988 Floodplain Management Determination for the letter distributed to these agencies and the associated newspaper notice affidavit).

**Step 3. Identify and Evaluate Practicable Alternatives to Locating the Proposed Action in a 100-year Floodplain (or 500-year Floodplain if a Critical Action) or Wetland.**
The primary alternative for the proposed Project is the “no action” alternative. This alternative means that there would be no work undertaken to address the existing condition of this section of Burma Road or to improve the roadway to mitigate impacts from future storm events. Under the no action alternative, the road will continue to flood during storm events, resulting in further deterioration of the existing roadway.
This would leave the surrounding community vulnerable to disruption of this emergency vehicle travel route during and after storm events, which would put residents at risk due to the absence of a stable, sole overland emergency evacuation route for residents. The “no action” alternative would provide no protection to the community on Fire Island as the Project would be compromised due to lack of financial support. Thus, the “no action” alternative is not feasible in relation to the desired objective of creating area resiliency to future flooding events.

Fire Island’s primary vehicular east-west interior route for emergency vehicle travel was severely damaged by Superstorm Sandy. With the assistance of volunteers, the route was temporarily repaired. These repairs consisted of moving sand back towards the ocean side of the route and re-grading the surface, however, the repairs are not adequate to withstand future storms or to allow the passage of emergency vehicles. The proposed Project would increase resiliency by improving the condition of the only internal route for emergency travel between the Lighthouse Checkpoint and Kismet (a distance of approximately 1 mile) by making it more resilient to storm damage. The Project would address risk for the entirety of Fire Island west of the Old Inlet breach which was one of three breaches caused by Superstorm Sandy. With the proposed improvements to the interior route in place, the risk of a long-term (i.e., one month) service disruption following future storm events would be diminished. Implementation of the Project will result in a stable, sole overland emergency evacuation route for residents, NPS staff, emergency responders as well as residents and visitors to the National Seashore. The Project would particularly reduce the risk for persons who are elderly or persons with a disability who may not be able to evacuate in time and might require emergency services.

Step 4. Identify & Evaluate Potential Direct & Indirect Impacts Associated with Occupancy or Modification of 100-year Floodplain and Potential Direct & Indirect Support of Floodplain and Wetland Development that Could Result from Proposed Action.

The focus of floodplain evaluation should be on adverse impacts to lives and property, and on natural and beneficial floodplain values. Natural and beneficial values include consideration of potential for adverse impacts on water resources such as natural moderation of floods, water quality maintenance, and groundwater recharge.

According to the FEMA Report - A Unified National Program for Floodplain Management, two definitions commonly used in evaluating actions in floodplain are “structural” and “non-structural” activities. Per the report, structural activity is usually intended to mean adjustments that modify the behavior of floodwaters through the use of measures such as public works dams, levees and channel work. Non-structural is usually intended to include all other adjustments (e.g., regulations, insurance, etc.) in the way society acts when occupying or modifying a floodplain. These definitions are used in describing impacts that may arise in association with potential advancement of the Project.

Natural moderation of floods

The proposed Project has been designed to improve the existing roadway of Burma Road in order to provide uninterrupted access to a vital access route for emergency vehicles. The Project will strengthen the road bed with hard packed sand and an aggregate of sand and stone, established at an elevation and alignment that will resist flooding and erosion in the future. The Project will not involve construction in any previously undisturbed areas or any activities that would have an adverse impact on the natural moderation of floods in the area.

Living resources such as flora and fauna

All work, including staging areas, will take place on previously disturbed areas of the existing roadway and access route. The Project will promote protection of sensitive dune and coastal habitat (including its resident flora and fauna) from the physical disruption that ensues when four-wheel drive vehicles are driven around eroded portions of the interior route. The Project will not have adverse impacts on living
resources such as flora and fauna.

Impacts to Property & Lives
The Project would address risk for the entirety of Fire Island west of the Old Inlet breach which was one of three breaches caused by Superstorm Sandy. With the proposed improvements to the interior route in place, the risk of a long-term (i.e., one month) service disruption following future storm events would be diminished. Implementation of the Project will result in a stable, sole overland emergency evacuation route for residents, NPS staff, emergency responders as well as residents and visitors to the National Seashore. The Project would particularly reduce the risk for persons who are elderly or persons with a disability who may not be able to evacuate in time and might require emergency services. Therefore, the proposed Project would have a beneficial impact on property and lives.

Cultural resources such as archaeological, historic & recreational aspects
The Project involves the improvement of an existing roadway. There are no recorded historic properties listed on or deemed eligible for the State and National Register of Historic Places adjacent to the Project area. The New York State Historic Preservation Office confirmed on October 10, 2018 that no historic properties would be affected by the proposed Project.

The Fire Island Community lies within a 26-mile stretch of Fire Island, which is approximately 30 miles long and between 500 and 1,300 feet wide. According to the 2006-2010 American Community Survey, the year-round population within the 17 communities is 435 people. Non-residential beneficiaries include the National Park Service (NPS) personnel, emergency responders and seasonal tourists or visitors to the area, the latter of which was estimated as being as high as 20,000 during summer months, plus day-trippers. Further, in 2003, it was estimated that the Project area was the destination for 2.2 million annual visits. Implementation of the Project will result in a stable, sole overland emergency evacuation route for residents, NPS staff, emergency responders as well as residents and visitors to the National Seashore.

Agricultural, aquacultural, & forestry resources
The Project is not located within an agricultural district, as identified by New York State and Cornell University. The Project solely involves improvements to an existing roadway and access route, and therefore would not result in adverse impacts to agricultural, aquacultural, or forestry resources.

It is possible that if there is a materials release from the Project during construction activities, it could potentially affect natural resources. However, a qualitative analysis suggests that the impact would be minor as mitigative measures and BMPs will be utilized during construction. These measures include, but are not limited to, installing temporary silt fencing on land to prevent soil and/or debris from being washed off-site per the soil erosion control plan. Project activities will be completed in accordance with all applicable federal, state and local regulations. Thus, no impacts or minor temporary impacts from the proposed Project activities are anticipated.

Step 5. Where Practicable, Design or Modify the Proposed Action to Minimize the Potential Adverse Impacts To and From the 100-Year Floodplain and to Restore and Preserve its Natural and Beneficial Functions and Values.
The proposed Project will solely take place within the footprint of the existing access route. The purpose of the proposed Project is to provide a stable, sole overland emergency evacuation route for residents, NPS staff, emergency responders as well as residents and visitors to the Fire Island National Seashore. Therefore, the Project will not result in adverse impacts to the 100-year floodplain; and the Project will make the only internal route for emergency travel between the Lighthouse Checkpoint and Kismet (a distance of approximately 1 mile) more resilient to storm damage.
**Step 6. Reevaluate the Alternatives and Proposed Action.**
The “no action” alternative for not funding the Project would not address the purpose and need of the proposed action. Without the proposed action, Fire Island would be left more susceptible to future flooding events in the area than it would after the implementation of the proposed action. Therefore, the “no action” alternative examined is not considered desirable and the proposed action is still practicable in light of exposure to flood hazards in floodplain, possible adverse impacts on floodplain, the extent to which it may aggravate current hazards to other floodplains, and the potential to disrupt natural and beneficial functions and values of floodplains. Additionally, implementation of the proposed action will abide by all applicable state and local codes for floodplain development. As such, the impact of the proposed action on the floodplain would be less than the “no action” alternative.

**Step 7. Issue Findings and Public Explanation.**
A final notice, formally known as “Final Notice and Public Review of a Proposed Activity in a 100-Year Floodplain and Wetlands”, was published in accordance with 24 CFR 55. This public notice was combined with the “Notice of Intent to Request Release of Funds (NOIRROF)” on November 20, 2019. The final notice requires a 7-day comment period after publication and the NOIRROF requires a 7-day comment period as well. As such, a 7-day comment period was used for this Final Notice. The 7-day comment period started with the Final Notice publishing in the South Bay’s Neighbor newspaper on November 20, 2019 and the 7-day comment period expires at 5pm on November 27, 2019. The combined notice describes the reasons why the Project must be located in the floodplain, alternatives considered, and all mitigation measures to be taken to minimize adverse impacts and preserve natural and beneficial floodplain values. Silt fence will be installed adjacent to the Project area during construction to prevent soil and/or debris from being washed off-site. Project activities will be completed in accordance with all applicable federal, state and local regulations.

**Step 8. Continuing Responsibility of Responsible Entity & Recipient.**
The Governor's Office of Storm Recovery (GOSR), operating under the auspices of the New York State Homes and Community Renewal’s (NYSHCR) Housing Trust Fund Corporation, is the responsible entity. The responsible entity will make available educational materials regarding best practices for businesses located in floodplains. It will also require the business to demonstrate proof of current flood insurance, when applicable. It is acknowledged there is a continuing responsibility by the responsible entity to ensure, to the extent feasible and necessary, compliance with the steps herein.
Appendix I

USFWS NWI Map
NYSDEC Wetlands and Waterways Map
NYSDEC Tidal Wetlands Map
USFWS National Wetlands Inventory Map

Legend

- **Burma Road**

**USFWS NWI**
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Data Sources: Boundaries of Wetlands provided by the USFWS NWI. https://www.fws.gov/wetlands/data/data-download.html

Created: 9/30/2019

Fire Island National Seashore
Burma Road Improvement Project
East of the NPS Ranger Station and West of the Hamlet of Kismet,
Town of Islip, Suffolk County, New York
Fire Island National Seashore
Burma Road Improvement Project
East of the NPS Ranger Station and West of the Hamlet of Kismet,
Town of Islip, Suffolk County, New York
NYSDEC Tidal Wetlands Map

Legend

**NYSDEC Tidal Wetlands**
- Dredge Spoil
- Formerly Connected
- Fresh Marsh
- High Marsh
- Intertidal Marsh
- Littoral Zone
- Coastal Shoals, Bars and Mudflats

**Burma Road**

Created: 9/30/2019

Source data: Tidal Wetlands areas in New York State
https://gis.ny.gov/gisdata/inventories/member.cfm?organizationID=529

Fire Island National Seashore
Burma Road Improvement Project
East of the NPS Ranger Station and West of the Hamlet of Kismet,
Town of Islip, Suffolk County, New York
Appendix II

FEMA National Flood Hazard Layer Map
Legend

- Approximate Project Area
- Base Flood Elevations

Flood Hazard Zones
- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee

Created: 10/16/2019

Data Sources: NFHL boundaries provided by FEMA.
https://www.fema.gov/national-flood-hazard-layer-nfhl

Fire Island National Seashore
Burma Road Improvement Project
East of the NPS Ranger Station and West of the Hamlet of Kismet, Town of Islip, Suffolk County, New York
Appendix III

Notice of Early Public Review
Floodplain Management & Protection of Wetlands
EARLY NOTICE OF A PROPOSED ACTIVITY IN A 100-YEAR FLOODPLAIN AND WETLANDS

FIRE ISLAND NATIONAL SEASHORE – BURMA ROAD REPAIRS PROJECT
BURMA ROAD – EAST OF THE NPS RANGER STATION AND WEST OF THE HAMLET OF KISMET
TOWN ISLIP, SUFFOLK COUNTY, NEW YORK
OCTOBER 30, 2019

To: All Interested Agencies, Groups, and Individuals

This is to give notice that the Governor’s Office of Storm Recovery (GOSR), an office of the New York State Housing Trust Fund Corporation (HTFC), has received an application from the Eastern Federal Lands Highway Division to fund the Fire Island National Seashore – Burma Road Repairs Project (hereinafter, the “Proposed Activity”) and is conducting an evaluation as required by Executive Order 11988 and Executive Order 11990 in accordance with U.S. Department of Housing and Urban Renewal (HUD) regulations (24 CFR Part 55). There are three primary purposes for this notice. First, to provide the public an opportunity to express their concerns and share information about the Proposed Activity. Second, adequate public notice is an important public education tool. The dissemination of information about floodplains and wetlands facilitates and enhances governmental efforts to reduce the risks associated with the occupancy and modification of these special areas. Third, as a matter of fairness, when the government determines it will participate in actions taking place in floodplains or wetlands, it must inform those who may be put at greater or continued risk. Funding for the Proposed Activity will be provided by the HUD Community Development Block Grant – Disaster Recovery (CDBG-DR) program for storm recovery activities in New York State.

The Eastern Federal Lands Highway Division, the sub-recipient, applied for Community Development Block Grant – Disaster Recovery (CDBG-DR) funding to improve the aggregate surface of Burma Road between the Fire Island National Seashore Lighthouse Checkpoint and Kimset, Town of Islip, Suffolk County, New York. The length of road that will be improved by the Proposed Activity is approximately 0.57 miles. Burma Road is the only east-west road between the Lighthouse Checkpoint and Kimset, a vital access route for emergency vehicles. In 2012, Hurricane Sandy substantially damaged Burma Road. Since then, minor repairs have helped keep the road in passable condition, but longer-lasting repairs are needed. This Proposed Activity will strengthen the road bed with hard packed sand and an aggregate of sand and stone, established at an elevation and alignment that will resist flooding and erosion in the future. Other miscellaneous work such as ditch clearing, and signing will take place as part of this action. The Proposed Activity will take place within the footprint of the existing access route. Heavy equipment including trailer trucks, road graders, excavators, and payloaders will be used to complete the Proposed Activity. All work, including staging areas, will take place on previously disturbed areas of the access route.

The Proposed Activity will result in approximately 0.2 acres of temporary impacts and 1.8 acres of permanent impacts in the 100-year floodplain; and approximately zero temporary impacts and permanent impacts in wetlands. The proposed impacts are solely associated with improving an existing road surface to provide a roadway that is more resistant to flooding and erosion. The Proposed Activity will increase resilience by improving the condition of the only internal route for emergency travel between the Lighthouse Checkpoint and Kismet by making it more resilient to storm damage. The Proposed Activity would improve response time of emergency vehicles and address risk for the entirety of Fire Island west of the Old Inlet breach, which was one of three
breaches caused by Superstorm Sandy and the only breach that was not filled in after the storm.

Floodplain maps based on the FEMA Base Flood Elevation Maps and wetlands maps based on the National Wetland Inventory and New York State Department of Environmental Conservation (NYSDEC) data have been prepared and are available for review with additional information at http://www.stormrecovery.ny.gov/environmental-docs.

Any individual, group, or agency may submit written comments on the Proposed Activity or request further information by contacting Lori A. Shirley, Certifying Officer, Governor’s Office of Storm Recovery, 99 Washington Avenue, Suite 1224, Albany, NY 12260; email: NYSCDBG_DR_ER@nyshcr.org. Standard office hours are 9:00 AM to 5:00 PM Monday through Friday. For more information call 518-474-0755. All comments received by November 15, 2019 will be considered.
Appendix IV

Notice of Early Public Review Affidavit
Floodplain Management & Protection of Wetlands
Theresa Lunkier

Being duly sworn, says that (she) is employed by SOUTH BAY'S NEIGHBOR NEWSPAPER, a newspaper Published in the Town of Babylon, County of Suffolk and State of New York, and that the Notice of which the annexed is a true copy, was Published on

SBS.SUF.4.1733 10/30

Signed

Sworn to before me the
30 day of October 2019

Notary Public
Suffolk County, N.Y.

LEGALS

EARLY NOTICE OF A PROPOSED ACTIVITY
IN A 100-YEAR FLOODPLAIN AND WETLANDS

FIRE ISLAND NATIONAL SEASHORE – BURMA ROAD REPAIRS PROJECT
BURMA ROAD – EAST OF THE NPS RANGE RECONSTRUCTION OF THE TAMILOT OF DOUGLAS
TOWN BLDG, SUFFOLK COUNTY, NEW YORK, OCTOBER 30, 2019

To All Interested Agencies, Groups, and Individuals

This is to give notice that the Governor’s Office of Storm Recovery (GOSR), an office of the New York State Housing Trust Fund Corporation (HTFC), has received an application from the Eastern Federal Lands Highway Division to fund the Fire Island National Seashore – Burma Road Repairs Project (hereinafter, the “Proposed Activity”) and is conducting an evaluation as required by Executive Order 11988, October 15, 1988, as amended. The Department of Housing and Urban Development (HUD) regulations (42 CFR 248, Part 55) require all applicants to issue a notice for this purpose. First, to provide the public an opportunity to express their concerns and share information about the Proposed Activity. Second, the public notice is an important public education tool. The dissemination of information about floodplains and wetlands facilitates and enhances governmental efforts to reduce the risks associated with the occupancy and modification of these special areas. Third, as a matter of fairness, when the government determines it will participate in actions taking place in floodplains and wetlands, it must inform those

who may be put at greater or continued risk. Funding for the Proposed Activity will be provided by the HUD Community Development Block Grant – Disaster Recovery (CDBG-DR) program for storm recovery activities in New York State. The Proposed Activity will improve the road deficit between the Fire Island National Seashore Lighthouse Checkpoint and Kilometer 7.6, Town of Babylon, New York. The length of road to be improved by the Proposed Activity is approximately 0.57 miles. Burma Road is the east-west road between the Lighthouse Checkpoint and Kilometer 7.6. Burma Road has been damaged by storms and repairs have helped keep the road in serviceable condition, but long-lasting repairs are needed. The Proposed Activity will strengthen the road with hard-packed sand and an aggregate of sand and stone, established at an elevation and alignment that will resist flooding and erosion in the future. This proposed work involves such work as ditch cleaning and signing and will take place along a portion of this activity. The Proposed Activity will take place within the footprint of the existing access route. Heavy equipment, including trash trucks, excavators, and plywooders will be brought to complete the Proposed Activity. All work, including filling in areas, will take place on previously disturbed areas of the access route.

The Proposed Activity will result in approximately 0.2 acres of temporary impacts and approximately 1.8 acres of permanent impacts in the 100-year floodplain and approximately zero temporary impacts and permanent impacts in wetlands. The proposed impacts are solely associated with improving an existing road surface to provide roadway that is more resistant to flooding and erosion.

The Proposed Activity will increase the resilience of the area by improving the only direct route between the Lighthouse Checkpoint and Kilometer 7.6. The Proposed Project would improve the road’s ability to support emergency vehicles and addresses risks for the entirety of Fire Island West of the Old Inlet breach, which was one of three breaches caused by Superstorm Sandy and the only breach that was not filled in after the storm.

Floodplain maps based on the FEMA 99 Base Flood Elevation maps and wetlands maps based on the National Wetlands Inventory and New York State Department of Environmental Conservation (NYSDEC) data have been prepared and are available for review with additional information at http://www.stormrecovery.ny.gov/environmental/legals.

Any individual, group, or agency may submit written comments on the Proposed Activity or request further information by contacting Loni A. Stilwell, Certifying Officer, Governor’s Office of Storm Recovery, 88 Washington Avenue, Suite 5th Floor, Albany, NY 12224, email: NYSCDGR.DR.ERRecovery.org. Standard of 64 Younkersland Cnr. Ony 2 4004/5:00 PM Monday through Friday. For more information call 518-474-0150. All comments received by November 15, 2019 will be considered.

SBS.SUF.4.1733 10/30/2019