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To: NY Public Service Commission

Subj: Case 18-T-0604 Application of Deepwater Wind South Fork

Gentlemen/ Ladies:

This is to urge you not to grant the necessary approvals to Deepwater Wind Southfork ("DWW") for the Beach Lane landing site. Disclosures made by DWW in its application filed last week make it clear that the Beach Lane landing site will result in higher risks and significantly more community disruption than the Hither Hills landing site.

Among the factors listed by DWW to support its preference for the Beach Lane landing site are "minimization of community disruption and environmental impacts, engineering constraints, site ownership and control, and land uses" (*Exhibit 3, Sec. 3.6.1 "Consideration for Selection of Landing Site Alternatives"*). But as shown below, the risks and community disruption would be far greater for the Beach Landing Site. Additionally, not mentioned by DWW are the lower costs associated with using Beach Lane as the landing site, as DWW's filing requested that all economics associated with the project be kept confidential.

It may be technically none of the East Hampton residents' business how much profit DWW earns on the project. But in evaluating DWW's request that you grant the necessary approvals for using Beach Lane as the landing site, you need to be realistic as to why DWW really wants to use Beach Lane. DWW would not be offering to pay the Town of East Hampton more than \$8 million unless DWW would save significantly more than that amount in installation costs by using the Beach Lane location as the landing site.

DWW's application shows there will be higher risks and significant community disruption at the Beach Lane landing site, not only to the residents of Beach Lane, but also to all Wainscott residents, as well as to many Town of East Hampton residents who live on the western side of the town and who frequently use the beach at the end of Beach Lane. Consider the following comparisons of the Beach Lane vs Hither Hills landing sites which are listed in DWW's application (*Exhibit 3, Table 3.6.1 Summary of Alternative Landing Sites*):

Criteria	Beach Lane	Hither Hills
# residential dwellings within 500 ft of landing site	18	0
Landing site within FEMA 100-year Floodplains	Yes	No

Landing site within or adjacent to NYS Certified Agricultural District Lands	Yes	No
Landing site adjacent to Active Farm Field	Yes	No

Also, Beach Lane is within a narrow road ROW (right-of-way) which can barely provide adequate work space to accommodate construction, whereas the parking lot in Hither Hills State Park has more than adequate work space [Exhibit 3, Sec. 3.6.3 – top of page 12]

The heavy, noisy, fume-generating, construction equipment to be placed on Beach Lane includes a drilling rig, mud pump, crane, generator, control cab, pipe trailer, two frac tanks, and a back hoe. As shown in the application, the drilling rig extends almost totally across Beach Lane, and the two frac tanks placed side by side will also extend almost totally across Beach Lane, thereby making it difficult or impossible for cars to pass [Exhibit 5, Figure 5.2.5, page 4].

The above equipment will be running at least 12 hours / day. And as shown in the DWW application, the placement of that equipment on Beach Lane will render the beach basically unreachable. There would theoretically be one lane available for cars to pass by the equipment, excluding the drilling rig and two frac tanks which cannot easily be passed by. But as a practical matter, if people drive down Beach Lane and reach the point where the frac tanks are sitting, where would they park their cars if they wanted to walk the remaining distance to the beach? DWW’s equipment will be on both sides of Beach Lane so there is nowhere to park the cars. Only residents of Beach Lane would be able to park in their own driveways.

It’s unrealistic to think that any cars can drive on the “available lane” of Beach Lane to use the beach. If anybody wants to walk the 0.7 mile from Main Street to the beach, they could do that, but the noisy equipment, giving off exhaust fumes, would make that walk very unpleasant.

The main factor behind DWW’s preferring Beach Lane is economics, even though their application does not state that because they elected to keep their economics confidential. However, please note that DWW’s application states that the “Hither Hills landing site presents a viable alternative landing site, with minimal environmental and historical property impact located on New York State-owned property”. [Exhibit 3, Sec. 3.6.3 – bottom of page 13].

This is to urge that you should not grant DWW the approval it is requesting for the Beach Lane landing site. The Hither Hills landing site entails lower risks and less community disruption.

s/ Jonathan Stern

s/ Isabel Stern