

Uncovered alternatives, especially Atlantic Avenue, are superior to the original Applicant-designed preferred option

Lower impact
Higher impact v.
Beach Lane (Route A)

Considerations	Initial applicant-recommended options		New alternatives identified		
	Beach Lane – Route A Applicant’s desired route	Hither Hills – Route B Applicant’s backup	Hither Hills – East	Hither Hills – West	Atlantic Avenue
Cable distance^a					
– Total	65.5	61.1	60.9	60.8	60.4
– Offshore	61.4	49.6	49.6	50.8	55.4
– Onshore	4.1	11.6	11.3	10.1	5.0
○ Onshore state/local roads only (i.e., excluding LIRR)	2.0	11.6	1.5	0.0	0.8
Cable landing site					
– Land use	Residential	State park	State park	State park	Residential
– Public access to beach	Impeded	Unimpeded	Unimpeded	Unimpeded	Unimpeded
– Emergency vehicle access	Impeded	Unimpeded	Unimpeded	Unimpeded	Unimpeded
Local road impact – Onshore route					
– Miles of state and local roads	2.0	11.6	1.5	0	0.8
– Number of road crossings (local roads/LIRR/total)	14/3/17	73/0/73	4/3/7	0/4/4	3/16/19
– Number of cable splice vaults (local roads/LIRR/total)	13/7/20 ^b	61/1/62 ^c	8/51/59 ^c	0/53/53	5/13/20 ^c
Residential impact – Onshore route					
– Number of residences ^d	87	336	0	0	46
– Acres of residential property within 100 feet	21.6	40.2	0	0	8.1
New power rights-of-way – Onshore route					
– Miles of route where new power RoW created (state/local road)	2.3	11.6	0.9	0	0.8
– New residential acres impacted within 500 ft of onshore cable route	137.7	62.6	0.3	0	55.1
– Percent of route where new power RoW created (state/local road)	54%	92%	9%	0%	16%
– Electrical grid Improvement with cable route (e.g., reusable infrastructure)	No	Yes	Yes	Yes	Yes
Interconnection Facility					
– New substation needed	Yes	Yes	No	No	No
– Residential property lots within 1,000 ft of proposed new substation	114	114	0	0	0

^a Segments may not add up to totals because of rounding

^b Applicant Article VII Application (Exhibit 5)

^c Estimated based on 1,000 – 1,500-foot spacing along cable route

^d Excludes further impact of the new substation

Uncovered alternatives, especially Atlantic Avenue, are superior to the original Applicant-designed preferred option

Lower impact
Higher impact v.
Beach Lane (Route A)

Considerations	Initial applicant-recommended options	New alternatives identified	Assessment of Atlantic Avenue	
	Beach Lane – Route A Applicant’s desired route	Atlantic Avenue	Comparison v. Beach Lane	Degree of improvement
Cable distance^a				
– Total	65.5	60.4	Less Impact	8 percent
– Offshore	61.4	55.4	-	-
– Onshore	4.1	5.0	-	-
o Onshore state/local roads only (i.e., excluding LIRR)	2.0	0.8	Less Impact	60 percent
Cable landing site				
– Land use	Residential	Residential	-	-
– Public access to beach	Impeded	Unimpeded	Less impact	100 percent
– Emergency vehicle access	Impeded	Unimpeded	Less impact	100 percent
Local road impact – Onshore route				
– Miles of state and local roads	2.0	0.8	Less impact	60 percent
– Number of road crossings (local roads/LIRR/total)	14/3/17	3/16/19	Less impact	79 percent
– Number of cable splice vaults (local roads/LIRR/total)	13/7/20 ^b	5/13/20 ^c	Less impact	62 percent
Residential impact – Onshore route				
– Number of residences ^d	87	46	Less impact	47 percent
– Acres of residential property within 100 feet	21.6	8.1	Less impact	62 percent
New power rights-of-way – Onshore route				
– Miles of route where new power RoW created (state/local road)	2.3	0.8	Less impact	65 percent
– New residential acres impacted within 500 ft of onshore cable route	137.7	55.1	Less impact	60 percent
– Percent of route where new power RoW created (state/local road)	54%	16%	Less impact	70 percent
– Electrical grid Improvement with cable route (e.g., reusable infrastructure)	No	Yes	Less impact	100 percent
Interconnection facility				
– New substation needed	Yes	No	Less impact	100 percent
– Residential property lots within 1,000 ft of proposed new substation	114	0	Less impact	100 percent

^a Segments may not add up to totals because of rounding

^b Applicant Article VII Application (Exhibit 5)

^c Estimated based on 1,000 – 1,500-foot spacing along cable route

^d Excludes further impact of the new substation