



Environmental Design & Research,
Landscape Architecture, Engineering & Environmental Services, D.P.C.

217 Montgomery Street, Suite 1000, Syracuse, New York 13202
P. 315.471.0688 • F. 315.471.1061 • www.edrdpc.com

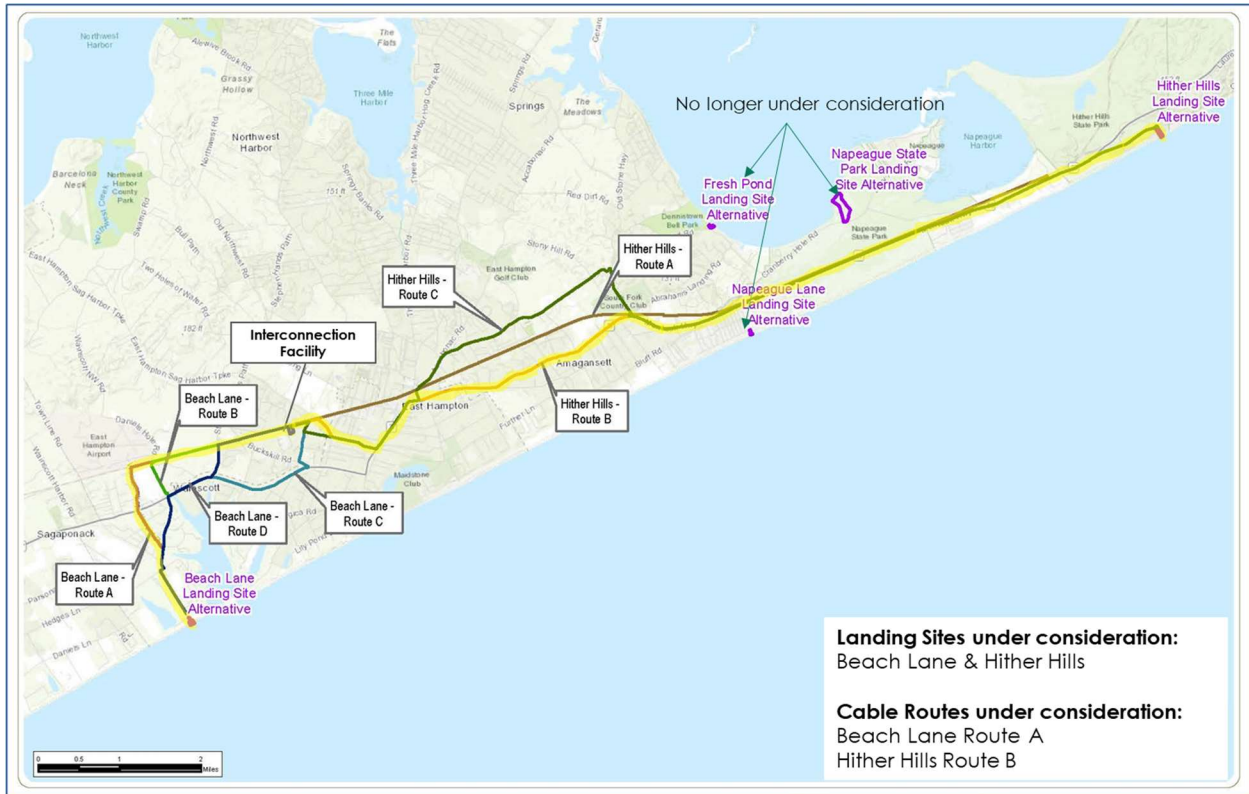
South Fork Export Cable: Terrestrial (On-Shore) Archaeological Survey – Summary Report EDR, October 2020

As part of environmental permitting for the proposed South Fork Export Cable (or, SFEC), South Fork Wind, LLC retained EDR to conduct a Phase I Archaeological Survey for proposed onshore cable landing sites, onshore cable routes, and the location of the proposed onshore substation, all of which are located in the Town of East Hampton (Suffolk County, New York). The results of the onshore archaeological assessment were presented in a detailed technical report entitled *Phase I Archaeological Survey: South Fork Export Cable – Onshore Cable & Substation* (EDR, 2020), which was included as an Appendix to the Construction and Operations Plan (or, COP) submitted to the Bureau of Ocean Energy Management for the South Fork Wind Farm as well as the Article VII Application submitted to the New York State Public Service Commission for the South Fork Export Cable. The methods and results described in the *Phase I Archaeological Survey* report for the South Fork Export Cable are summarized below.

The purpose of the Phase I archaeological survey was to evaluate the likelihood for, and determine if any significant archaeological resources are located in areas that may be affected by project-related construction. Significant archaeological resources could include any material evidence of historical human activity. These may include artifacts – such as stone projectile points (i.e., “arrowheads”), other stone or bone tools, pottery, glass, or metal fragments – or archaeological features, such as foundations, other structural remains, buried pits, hearths, or living surfaces. The goal of the study described herein was to identify archaeological resources so that the project could take appropriate measures to avoid or minimize any potential impacts during the planning stages.

South Fork Export Cable (SFEC)

Most portions of the SFEC will be installed in the ocean floor and will come ashore at a landfall site located along the coastline in the Town of East Hampton. The *Phase I Archaeological Survey* report evaluated five potential landfalls sites and associated routes for the SFEC (see map, next page).



Map: Alternate landing sites and SFEC-Onshore routes evaluated in the *Phase I Archaeological Survey* report.

The preferred landfall site is at the parking lot at the southern end of Beach Lane (Beach Lane – Route A). A new buried terrestrial cable (the SFEC-Onshore) would be installed within paved roadways and the Long Island Railroad (LIRR) right-of-way, from the landfall location to the interconnection facility. DWSF has elected to site the onshore portion of the SFEC buried within existing paved roadways as much as possible. The selection of a buried cable (as opposed to an overhead transmission line) avoids potential visual impacts. In addition, siting the SFEC-Onshore within paved roadways avoids potential impacts to adjacent undisturbed soils and ecological communities. Given that existing roadways include some degree of prior ground disturbance, siting the SFEC-Onshore within roadways helps to minimize the risk of potentially encountering undisturbed archaeological deposits

Phase I Archaeological Survey – Methods and Consultation

The Phase I archaeological survey¹ included background/archival research and archaeological fieldwork. Background research was conducted to review the geology and environmental setting,

¹ The terrestrial archaeological survey was conducted under the supervision of archaeologists who meet the U.S. Secretary of Interior’s Standards for Archaeology and Historic Preservation (36 CFR 61) and are Registered Professional

previously reported archaeological sites and archaeological surveys, regional histories, and historic maps of the study area. These sources were reviewed to prepare historic contexts for the pre-contact and post-contact historic periods and assess the likelihood for archaeological sites to be in the areas that would be disturbed during project construction. Site visits were conducted by archaeologists to evaluate prior ground disturbance. The *Phase I Archaeological Survey* report also describes consultation with local groups and interested parties. As part of the terrestrial archaeological assessment, South Fork Wind, LLC has held meetings, site visits, and/or conducted research with the New York State Historic Preservation Office, the Shinnecock Indian Nation, Mohegan Tribe, Mashantucket Pequot Tribal Nation, Narragansett Indian Tribe, the Wampanoag Tribe of Gay Head (Aquinnah), Mashpee Wampanoag Tribe, the East Hampton Historical Society, the Suffolk County Historical Society, and the Southold Indian Museum.

In addition, archaeologists conducted field investigations to determine if artifacts or other finds were present in proposed construction areas. Archaeologists excavated 378 shovel test pits (in total) at the landfall sites and substation site. Shovel test pits were excavated at regular intervals in a systematic fashion (i.e., a grid pattern). Shovel tests measured approximately 12 to 20 inches (30 to 50 cm) in diameter and were excavated by hand with shovels (i.e., no machinery or heavy equipment). The locations of all shovel tests were recorded with professional-grade GPS equipment and noted on field maps. Archaeologists recorded notes for each shovel test regarding depth, soil color, and texture, as well as any artifacts or finds were observed. In addition, pedestrian surveys to look for surface artifacts were conducted along the potential routes of the SFEC, including public road rights of way and the Long Island Railroad ROW.

Phase I Archaeological Survey – Results

The survey resulted in the identification/documentation of three archaeological sites/historic properties located within or adjacent to proposed alternative landing sites and/or potential routes for the SFEC-Onshore. The location of these sites is considered confidential to protect the sites against potential looting or other disturbances. However, all three of these sites/properties are located at potential landing sites or potential routes that are no longer being considered for the project and therefore will not be affected or impacted by the project.

Archaeologist (RPA). The survey was conducted in accordance with the New York Archaeological Council's *Standards for Cultural Resources Investigations and the Curation of Archaeological Collections in New York State* (the NYAC Standards; NYAC, 1994) and the SHPO's *Phase I Archaeological Report Format Requirements* (SHPO, 2005).

There are no previously reported archaeological sites along Beach Lane – Route A. No archaeological sites were identified during shovel testing at the Beach Lane or Hither Hills landing sites or within the proposed onshore substation sites.

The *Phase I Archaeological Survey* report also describes and includes historical photographs/documentation of prior land disturbance that affects the likelihood for archaeological sites to remain “intact” (i.e., undisturbed) within the route of the SFEC-Onshore. These include the construction of roadways in East Hampton, the construction of the Long Island Railroad, the locations of existing utilities buried along public roadways, and more dramatic events such as a hurricane that struck East Hampton in 1938, resulting in widespread erosion of beach and interior areas.

The results of the *Phase I Archaeological Survey* report suggest that there is a potential for buried, intact soils, which could contain archaeological deposits or features to be present within portions of the SFEC-Onshore route (i.e., Beach Lane – Route A) located within paved roadways. These portions of the route are in active, public roadways and the overlying pavement will be removed as part of proposed construction activities. Removing the pavement to conduct archaeological testing prior to construction is not feasible, given the expenses and logistical arrangements that would be required (e.g., the need for re-routing traffic and potentially emergency vehicles). Therefore, the *Phase I Archaeological Survey* report recommended that the most effective way to evaluate the likelihood for archaeological sites to be located under paved roadways is to conduct archaeological testing within the grassy/unpaved portions of the road ROWs adjacent to the pavement. This archaeological testing along Beach Lane – Route A was recently completed (in September 2020) and the results will be presented in a companion report to the *Phase I Archaeological Survey*.

References Cited

EDR. 2020. *Phase I Archaeological Survey: South Fork Export Cable – Onshore Cable & Substation, Town of East Hampton, Suffolk County, New York*. Report prepared for Deepwater South Fork Wind Farm, LLC and AECOM by Environmental Design & Research, Landscape Architecture, Engineering & Environmental Services, D.P.C. (EDR), Syracuse, NY.

New York Archaeological Council (NYAC). 1994. *Standards for Cultural Resources Investigations and the Curation of Archaeological Collections in New York State*. New York State Office of Parks, Recreation & Historic Preservation, Waterford, NY.

New York State Historic Preservation Office (SHPO). 2005. *New York State Historic Preservation Office (SHPO) Phase I Archaeological Report Format Requirements*. SHPO, Waterford, NY.