



4/6/22 STRONG'S YACHT CENTER BUILDING PROJECT – FACT SHEET

PROJECT IS 100% COMPLIANT AND ALIGNED WITH

- the property's Marine II Industrial zoning
- DEC and Southold Town Trustee regulations.
- site-specific Southold Town Local Waterfront Revitalization Program (LWRP) recommendations.

NO VARIANCES ARE REQUESTED.

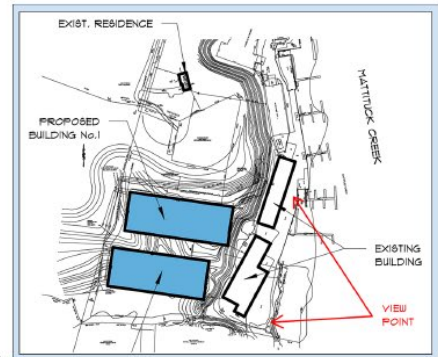
LEGEND:

- EXISTING BUILDING
- PROPOSED BUILDING

STRONG'S YACHT CENTER BUILDING PROJECT
View from Southeast

2/8/22

EXISTING BUILDINGS



EXISTING + PROPOSED BUILDINGS



- EXISTING BUILDINGS
- PROPOSED BUILDINGS (45' MAX. TO PEAK, CONSTRUCTED AT EL.: + 10.0')
- EXISTING BUILDINGS

- NOTES:
1. ALL RENDERINGS, COLOR SCHEMES, FLOOR PLANS, MAPS AND DISPLAYS ARE ARTIST'S CONCEPTIONS AND ARE NOT INTENDED TO BE AN ACTUAL DEPICTION OF THE PROJECT OR ITS SURROUNDINGS. ACTUAL POSITION OF THE PROJECT ON THE PROPERTY WILL BE DETERMINED BY THE APPROVED SITE PLAN.
 2. THE APPROXIMATE VIEW POINT IS TAKEN FROM MATTITUCK CREEK AT AN ELEVATION OF MEAN HIGH TIDE 16'.
 3. PROPOSED NEW BUILDINGS ARE PLANNED TO BE CONSTRUCTED AT EL. 10.0' ABOVE SEA LEVEL.
 4. PROPOSED BUILDINGS ARE DESIGNED TO ACCOMMODATE APPROXIMATELY 88 YACHTS FOR WINTER STORAGE (AVERAGE 60 FT. IN LENGTH, DELIVERED BY SEA).

MATTITUCK SOUTHAMPTON PORT WASHINGTON FREEPORT FIRE ISLAND



*AUTHORIZED TO SELL GRADY-WHITE IN NASSAU COUNTY & 5 BOROUGHS



FREQUENTLY ASKED QUESTIONS

Why are you proposing to build two additional large buildings on the property?

- Many of our yacht clients currently go out of state to have their indoor storage needs met. There is high demand for indoor heated storage for larger boats in the NY-NJ-CT region. These two approx. 50,000 sq. ft. buildings will provide local storage for 88 yachts of 60' average size, serving our customers' needs closer to home while creating at least 15 new full-time, year-round career opportunities for local residents.

What variances or zoning changes are being requested?

- Plans are 100% compliant with the property's Marine II Industrial zoning. No variances are requested.

Why must so much sand be removed?

- To make the least visual impact on the landscape, our plans call for constructing the storage buildings like our region's potato barns. They will be built into the sand, behind our existing waterfront buildings (see renderings below for reference). Sand must be removed to prepare the building site for this method of construction, which allows the buildings to rise just 17' higher than our existing waterfront buildings.

What are plans for removing the sand?

- Our proposal calls for removing the sand in 30-yard loads, Monday to Friday, through the fall and winter months. We estimate approximately 40 trucks entering and exiting the property per day.
- The number of trips, and the timeline, could be reduced by removing the sand in 40-yard loads. We have chosen to remove the sand in 30-yard loads because this weight can be appropriately handled on local roads.
- Though not required by Town code, all trucks will be equipped with Tier 4 engines. The reduced emissions of Tier 4 engines in construction machinery meets EPA standards for highway trucks; they are the quietest and most environmentally engines currently available. Backup alarms used will be the White Noise version, which are the quietest available systems. Jake brakes –electronic braking systems producing loud noise when braking – will not be permitted.
- A roaming safety vehicle will be deployed during truck transport to ensure trucks are spaced out properly, and that drivers adhere to area speed limits and take appropriate safety precautions. This oversight is not required by Town code; it is included in the plans out of consideration for the community.

What about removing the sand by barge?

- Barging the sand out of the Inlet was our first choice; we wish it could be managed in this way! We investigated this option with four large barge contractors, including mapping out detailed soundings from the entrance of Mattituck Inlet to the building site. Unfortunately, all four contractors concluded that the inlet was not wide or deep enough to barge out the sand.

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Can you use the sand for the project itself, so you don't have to remove it from the site?

- We researched building a temporary cement plant on-site to make use of the sand. Unfortunately, less than 10% of the removed sand would be used in producing the quantity of cement required for the project. Considering the environmental impact of operating a cement plant on-site, this plan did not make sense.

Are you making a profit by selling the sand?

- As is typical with construction projects with an excavation component, the removed material will be sold, and the proceeds used to support the project's cost. The anticipated value of the sand is less than 10% of the cost of the project.

Plans call for removing approximately 600 trees from the project site. How will you offset this environmental impact?

- More than 100 new trees will be planted on site upon completion of construction. In addition, we will work with the Southold Town Tree Committee to plant additional trees in the community.
- The count of trees to be removed includes trees 6" in diameter and greater.

What impact will the building project have on the nearby Mill Road Preserve?

- Construction of the new buildings will shift the edge of the existing forest closer to the Town's Mill Road Preserve. The project will maintain a minimum 105-ft buffer between the project limit and the Preserve. Impacts to ecological habitat in Mill Road Preserve, such as increased light in the forest, may occur in a 4/10th of an acre portion of the 25-acre Preserve property closest to SYC and the neighboring residential properties; this portion is represented by yellow crosshatch in the image below. The project includes planting native trees and vegetation along the new forest edge to minimize these impacts.

How does Strong's Marine know that this project will not have any significant environmental impacts?

- Over the past three years, many technical professionals from consulting firms throughout Long Island have been involved in the planning and design of this project to ensure minimal impact on the environment. Our team has decades of experience, and they have all worked on projects in the Town of Southold.

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STRONG'S YACHT CENTER BUILDING PROJECT
Edge Effects on Mill Road Preserve

2/8/22

Impacts to ecological habitat in the preserve may occur in the .38-acre portion of property closest to the building project and neighboring residential properties.

	Area of Edge Effects into Town Preserve (0.38 AC)
	Proposed Project Area
	Subject Parcel Boundary
	Tax Lot Parcel Boundary



NOTES:

1. Area of Edge Effects into Preserve obtained using Buffer Tool (195 FT) on limit of clearing. Area measured using Calculate Geometry Tool.
2. Subject Parcel Boundary digitized from georeferenced Site Plan prepared by Young & Young last dated 7/1/2020 (RMSE = 3.33586).
3. Ecological Communities determined by W. Bowman, PhD of Land Use Ecological Services, Inc. utilizing field assessments and tree survey data.
4. Parcel Boundary digitized from Suffolk County GIS Viewer.
5. Basemap aerial courtesy of ESRI.

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CRUISERS YACHTS

*AUTHORIZED TO SELL GRADY-WHITE IN NASSAU COUNTY & 5 BOROUGHS

STRONG'S 75 YEARS

MATTITUCK SOUTHAMPTON PORT WASHINGTON FREEPORT FIRE ISLAND



*AUTHORIZED TO SELL GRADY-WHITE IN NASSAU COUNTY & 5 BOROUGHs