

**Pattie Frentzel**

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**From:** Craig Pavis  
**Sent:** Sunday, July 19, 2020 8:14 PM  
**To:** Public Comments

No to building Amazon or any other projects on Grand island

## **Pattie Frentzel**

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**From:** Debra Walsh  
**Sent:** Sunday, July 19, 2020 7:48 PM  
**To:** Public Comments  
**Subject:** Project Olive

I am a lifelong resident of Grand Island. I Do Not support efforts by the developer to bring a project of this size be it Amazon or any other corporation. My mother who is 85 years old lives on Bedell Road west of Grand Island Blvd . I fear for her safety with all the traffic it will bring. Please tell me how employees of this project are going to access Grand Island Blvd when arriving or leaving daily with no turn lanes or sidewalks from the bus stop on the Blvd. The road and overpass are in poor condition to begin with. Who's responsibility is it to maintain Bedell Road? There is no thruway access either. Has there been a study as to how the bridges that are 50 plus years old will be able to handle this additional car traffic let alone the large number of trucks coming and going throughout the day and night. What benefits will our town see with this project being granted a Pilot Program? Who will pay the taxes on this property once the Pilot Program is over and they move to another location? There was a public referendum and vote when a town recreation center which would have benefited so many was voted down. Why was this project not brought to a vote for the residents to decide???

We will be paying close attention to which town board members vote for this project. Please fight for your residents who elected you!

Dennis and Debra Walsh

Sent from my iPhone

7/19/2020

Grand Island Supervisor and Town Council

As a lifelong resident of Grand Island who has spent more than 30 years as a professional truck driver, I would like to point out a number of issues you will encounter if you allow the Amazon project to move forward.

- Traffic, while proponents continue to cite 450 trucks per day, this represents an average and has not accounted for the outbound trip. Busy times of year will see truck counts double!
- Safety: in confined areas such as town roads, exit ramps and parking lots, large trucks with limited maneuverability present the greatest risk to other drivers
- Emissions is an area that has not had appropriate focus.
  - Truck engines are cleaner, but they still emit CO, NOx and fine particulates. Put 450 trucks together and you have a significant emission source. This source has not been quantified.
  - While rules address idling trucks there are numerous exemptions.
  - Noise: 450 diesel engines, 450 backup alarms 450 sets of air brakes, 450 air horns, trailers coupling and uncoupling. While no single source will exceed noise standards endless combinations will produce excessively loud noise pollution.
  - Oil and fuel leaks will find their way into retention ponds, during significant events they will overflow ending up in Buckhorn State Park and damage existing wildlife. An oil water separator will not adequately protect the environment.
  - Tire residue is rubber dust that is created when trucks and trailers turn slowly on pavement, this material will float on retention ponds and eventually get pushed to Buckhorn State Park.
  - Winter snows, where will they be pushed to? What about salts and antifreeze solutions? Again, runoff will find its way to Buckhorn State Park.
  - Sanitation: 450 drivers a day will need to eat, sleep, and go to the bathroom it is also inevitable that this will find its way to parking lots and roadsides throughout the town.
- Driver log issues: today's truck drivers are regulated in the number of hours they can work as a public safety measure. When limits are met the truck must stop, it is inevitable that drivers will be forced into 10 hour shutdowns in and around the Amazon facility, when this happens you will have trucks sitting in every parking lot in town.

Issues of this type are easy to look at and solve when you are looking at a single unit, however when you multiply this by 450 the problem is much more significant. As Islanders we have faced environmental threats from the likes of Tonawanda Coke and Huntley Station for decades, the cleanup will take decades more. It is imperative that we do not add another point source for emissions into this toxic mess.

Make no mistake this will be the truck stop that was rejected for Grand Island, only bigger. Take a ride to Pembroke and spend the night, count the trucks and you will be surprised at how small the number is compared to Amazon's 450 average trucks per day. And yes, they have security, rules, regulations and an enhanced police presence.

Scot Endres,

**Pattie Frentzel**

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**From:** Maureen  
**Sent:** Sunday, July 19, 2020 7:08 PM  
**To:** Public Comments; Thomas Digati  
**Subject:** Request to speak at 7/20/20 Town Hall mtg and statement for the public record.  
**Attachments:** Comments for 7\_20\_20 Town Board Hearing.docx

Hello Tom,  
I've attached the statement I'd like to read during our Town Hall hearing tomorrow. I offer it here for posting to the public record and to be added to the list of citizen contributors.

Sincere thanks,  
Maureen

**Maureen P. Phillips, Ph.D.**

I'm here to reiterate what folks all over the Island are saying: TC Buffalo's proposal is about anything but a 'light industrial property', and their repeated assertions otherwise do little to encourage trust. Every resident needs to fully comprehend the impact Amazon's largest warehouse design and 24/7/365 operation would have upon us all. I'm asking Supervisor Whitney and Council members to acknowledge, as the Planning Board did, how outsized and preposterous the developer's site plan actually is, and, as Nancy Reagan might tell you, "Just Say No" to their rezoning request.

The hasty rounds of proposals, official responses, and rebuttals in the developer's supplements before and during the quarantine reveal that as our elected officials you are struggling to justify the idea that a gargantuan, 3.8 million s.f., 100' tall property, with 69 loading bays and nearly 2,000 vehicle parking spaces should sit on our residential island 8 miles by 6 miles smack dab in the middle of the Ramsar-designated Niagara Corridor reachable only by aging, narrow, congested bridges. Every time I hear TC Buffalo's reps speak I remember this old expression: "Don't pee on my foot then tell me it's raining".

I believe we ought to show compassion for you, our Town Board. You have a fiduciary responsibility to support business growth, most especially right now, and you must be under enormous pressure. But your repeated pushbacks to TC Buffalo seem to show you realize this is just not right for Grand Island. Amazon is not the local business buddy TC Buffalo wants us to believe it is either. It's currently being sued in both class action and antitrust cases for its "deceptive business practices" that "endanger ...the consuming public" and "restrict competition". Its employees testify to its exploitive personnel policies, and, most importantly, it has stated publicly that in due time it will be automating the very warehouse it purports would bring Island jobs. Amazon's predatory methods are already evident: it's somehow appearing on Google maps on Grand Island and offering positions for immediate hire at its "Grand Island facility"! Have you noticed all the Amazon vans driving along our roads? Guess who they've pushed out of work to get here? If you don't think they've done that now to make us all fear this is a done deal, you don't know enough about their business model. Who would want to (or could!) move to Grand Island or build a business here with that kind of neighbor?

As the gritty realities become more public it will soon be clear to all residents how disastrous it would be if you approve TC Buffalo's request for rezoning. TC Buffalo is desperate to persuade you as our representatives that they're a "good friend" who'll come ride bikes on the parkway and treat us fairer than unknown others, but TC Buffalo would not be the tenant, Amazon would. We are too smart to fall for a tactic like that.

Thank you, Supervisor Whitney, for promising to delay any decision until every person who wants to attend a public hearing is safely able to do so. We depend upon you to apply your in-depth knowledge of the Island's infrastructure and to remember your own affection for Grand Island's character.

## **Pattie Frentzel**

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**From:**  
**Sent:** Sunday, July 19, 2020 7:06 PM  
**To:** Public Comments  
**Cc:** Thomas Digati  
**Subject:** Notes from the Grand Island Economic Development Advisory Board Meeting Thurs., 7/16/2020

### **NOTES FROM GRAND ISLAND ECONOMIC DEVELOPMENT ADVISORY BOARD MEETING Thurs., 7/16/2020**

#### CONCLUSIONS

Even if the revised Economic Impact Analysis for Project Olive (with its reductions in income) has a positive impact on the Town of Grand Island, the environmental, transportation, electrical power, fire protection, and health/safety/Quality of Life costs to Grand Island greatly outweigh any potential financial benefit. The Economic Impact Analysis offered from TC Buffalo through Phillips Lytle and the MRB Group only comprehends the positive impact to Grand Island and makes no attempt to estimate the potential negative impact at all. In this regard, it is incomplete and biased.

Despite the fact that a motion was passed at a prior Board meeting to enlist an independent review of the Economic Impact Analysis submitted to the Town Board, Roger Cook (a member of the Grand Island Economic Development Advisory Board or EDAB) attempted to make a motion to ensure that the advisory council recommend to the Town Board of Grand Island that the Town Board REFRAIN from voting on the re-zoning request from TC Buffalo for Project Olive unless this independent review of the Economic Impact Analysis was completed and reviewed by the Town Board. Roger Cook's motion was not even seconded by any other member of this EDAB.

Kimberly Nason of Phillips Lytle (representing TC Buffalo) said that she "...firmly believes that this initiative will be of substantial, long-term benefit to the Town without compromising the vibrancy or tranquility of the Grand Island community." Her contention does not seem reasonable at all; building one of the largest warehouses in the world on an environmentally-protected habitat like Grand Island MUST have an impact.

#### NOTES

Phillips Lytle, hired by TC Buffalo and representing the developer and its associated analysts, informed the two Grand Island Town Board members present (Tom Digati and Pete Marston) that the original Economic Impact Analysis submitted to the Grand Island Town Board had been corrected, revised and will be re-submitted to the GI Town Board showing an approximate reduction in income from Project Olive of 43% from the original submission (Supplement #5 of the SEQR submission to the GI Town Board); approximate because all of their analysis to-date has been based on estimates of revenue from a deal that has yet to be negotiated and concluded with the concerned parties.

Those reviewing the revised reductions emphasized that these were only their best guesses since nothing had yet been conclusively negotiated for Project Olive.

Despite this non-commitment to their estimates, they provided updates to the projected revenues for different constituents (e.g., The Town of Grand Island, the Central School District of Grand Island, etc.). They mentioned a projection of income for the fire district which would be provided by Project Olive; the amount which they mentioned would be significantly less than what the Volunteer Fire Company of Grand Island would need to provide even minimal support of Project Olive. Recent headlines regarding a hazardous waste fire in another Amazon warehouse in the US would indicate that the Volunteer Fire Company of Grand Island would be significantly incapable of responding to a major event at the proposed facility at Project Olive.

While James Murray-Coleman, the representative from Trammell Crow (the 'TC' in TC Buffalo), insisted that he could not confirm the eventual tenant of this project would be Amazon, it must be purely coincidental that the same project run by Trammell Crow is currently under construction in Pflugerville, Texas and slated for Syracuse, New York. The client in the Texas development has already been revealed to be Amazon. He insisted he could not reveal the client while admitting that Trammell Crow was working concurrently on three very similar proposals (size, content) for this client. He mentioned that Project Olive was suitable for several different e-commerce clients, Amazon among them.

James Murray-Coleman was emphatic that Trammell Crow will not sign any labor agreement with local construction labor unions prior to building Project Olive. However, he did commit to using 80% union contractors when constructing the project; he even delineated the different trades which would be represented by unions.

James Murray-Coleman went on to detail that there would only be large trucks coming and going to the site; i.e., no business-to-consumer delivery vans. He said that trucks coming into the facility would not be allowed to idle.

He also committed that his client is committed to the electrification of their fleet of trucks. James Murray-Coleman mentioned that once the fleet of trucks has been electrified, the incoming/outgoing trucks and the terminal trucks/yard trucks that will be used on-site to move trailers around will all be charged by the facility. To the best of my knowledge, there has yet to be an impact analysis of the electrical power requirements for Project Olive which reflect the need to electrically-charge hundreds of trucks every day.

The operational details for which James Murray-Coleman made to the two Town Board representatives present were highly unusual for a developer who has not had detailed discussions with a specific client. The operational details for a development are typically defined by the client themselves.

Kimberly Nason of Phillips Lytle mentioned that the transportation impact analysis was reviewed and approved by several highway departments, specifically naming the Erie County Highway Department and the Town of Grand Island Highway Department (among others). Again, it is understood that both the Erie County Highway Department and the Town of Grand Island Highway Department both objected to very similar points made regarding the transportation projections made for Project Olive; i.e., they did NOT approve the transportation impact analysis.

Martha Ludwig (a member of the Grand Island EDAB) asked the Town Board members present if there was a defined standard of time to respond to an inquiry from a sanctioned advisory council of the Town Board or a Town resident. Martha made this request because the Town Board has not yet responded to the recommendations made at prior Advisory Board meetings. While Pete Marston was unable to answer, Tom Digati mentioned that the Town Board has yet to receive a complete and correct analysis which might deserve a response. Tom Digati said that what the Town Board has received to-date has been wrong; this included the analyses sponsored by TC Buffalo.

In the same vein as Martha Ludwig's question, James Murray-Coleman mentioned that he would like to take up Pete Marston on his offer to take a bike ride around Grand Island for a tour. Pete and James seemed to indicate that this would take place soon. This, despite the fact that the Conservation Advisory Board to the Town of Grand Island Board has made multiple requests to walk the property of interest in Project Olive themselves but have not yet received a response to their request.

After Roger Cook made a motion to advise the Town Board not to take a vote on the zoning request from TC Buffalo to change the zoning from M1 to PDD unless an independent economic analysis is conducted by the Town Board, David Mingoia (a member of the Grand Island EDAB) questioned the value of such an independent economic analysis. David Mingoia stated that such an independent analysis would be "based on art" and full of "emotion" and would therefore not have a defined scope and as such, be meaningless to the Town Board. This is confusing because the same conditions apply to TC Buffalo's economic analysis but the same criticisms were not levied against the Economic Impact Analysis submitted by TC Buffalo.

Mary West (a member of the Grand Island EDAB) seemed to agree with David Mingoia when she said that an independent economic analysis would be meaningless to the Town Board because it is all based on estimates; it was too "ambiguous" - which is the exact same basis for the Economic Impact Analysis conducted by the MRB Group for TC Buffalo and represented by Phillips Lytle.

Following the discussion on Roger Cook's motion, the chairperson, Jennifer Peresie, would not agree to advance Roger's motion if Roger insisted on including the language regarding the request to change the zoning from M1 to PDD. I believe the request to link the change in zoning to the independent Economic Impact Analysis was central to Roger Cook's motion and would therefore make his motion null and void. Kristen Cascio (a member of the Grand Island EDAB) asked what would be the harm in seconding and passing Roger Cook's motion including the PDD language. The only response to Kristen's question came from Robert Christmann (a member of the Grand Island EDAB). Robert Christmann said that it was not necessary to second and approve Roger Cook's motion because two members of the Grand Island Town Board were present and already heard Roger's motion. (Then why second and pass any motion at all that is already part of the public record?)

Martha Ludwig asked if there was another community for which a similar e-commerce warehouse was constructed who might inform the Grand Island Town Board and/or its advisory boards as to their actual experience to-date. Martha Ludwig suggested that this would eliminate the debate about the validity of the economic and other projections (especially models used from the EMSI by the MRB Group). No one followed up on Martha's suggestion.

Martha Ludwig made the point that the Town Board must do a better job posting evaluations of the analyses of the different supplements and proposals to Project Olive for those community members who do not access the internet.

After the invited guests had left the meeting, Mary West said that if Grand Island refused Amazon's requests, they would simply build across the bridge in Niagara County and that Grand Island would not get any economic benefit. She admitted that Grand Island would still have all of the negative impacts without any of the positive economic benefits. She specifically mentioned that Grand Island would still get all of the bridge and highway traffic from such a warehouse. I disagree with Mary West; if this warehouse were to be built in Niagara County, the only Amazon trucks with any reason to be on Grand Island would be business-to-consumer delivery vans for Amazon customers on Grand Island. There would not be any reason why large trucks headed for the warehouse would incur the expense or possible congestion of crossing Grand Island.

Mary West also stated that the tax revenue for the Town of Grand Island must increase by 3% a year just to keep up with inflation. I also disagree with this statement. Inflation has not been 3.0% since 2011 and before that it was above 3% in 2007. New York State also limits the amount a Town may increase its taxes without suffering negative consequences from the State.

Respectfully submitted,

Mike Rayhill



**Pattie Frentzel**

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**From:**  
**Sent:** Sunday, July 19, 2020 6:21 PM  
**To:** Public Comments  
**Subject:** Project Olive Development

We are long time residents of Grand Island. While we support development that helps our Island's economy, it must be responsible business development that is proper for Grand Island.

This immense development Project Olive (Amazon) is NOT a good fit for Grand Island. There would , be negative Health and Environmental Impacts and extensive congestion and hazardous driving conditions. Further we are very wary of Amazon's unethical business practices.

We understand that the Planning Board has voted not to recommend the zoning change for this project. We urge the Town Board to keep the zoning as it is currently and to not allow this project to proceed.

Ken and Carol Hamm

To all members of Grand Island Town Board & Grand Island Supervisor,

I am expressing my great concern with your decision to meet in closed session with representatives for Project Olive while excluding the constituents that you represent. The Town Planning Board's vote issued a clear statement at last Monday's meeting. Project Olive does not belong on Grand Island.

The Town Supervisor issued a clear public statement that nothing would move forward without a public meeting where everyone would have a chance to air their concerns. While ZOOM meetings might meet some people's criteria for a public meeting, anyone without access or capability to this technology has now been silenced. This is not acceptable. Each time this collection of hired legal eagles and specialty engineers come forward the town bends over to grant whatever they request. They can wait until the COVID crisis is behind us, no more special treatment.

Historically, the Town Board has followed the direction of the Planning Board in matters such as this, what will you do this time? Rumor has it that one Board member will excuse themselves from any vote as they live in close proximity to the project. Wake Up!!! You must clearly represent our neighbor's interests. Represent us, not a developer. We know that that the developer has offered a cash buyout to a neighbor close to the entrance, who else are they buying off? How long is it before the SLAPP's start flying (Strategic Lawsuits Against Public Participation)? The entire Town of Grand Island combined does not have sufficient assets to even begin to fight a long drawn out legal battle with the richest company in the world.

End it now, the Planning Board stood up and showed you the way. If you don't have the fortitude to stand up to a developer yourselves, take the easy way out and hold a public referendum to decide. YOU KNOW, DEMOCRACY!! At the very least open the doors and hear the opposition as they are the people you represent!

Kevin O'Neil

7/19/2020

## **Pattie Frentzel**

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**From:**  
**Sent:** Sunday, July 19, 2020 2:22 PM  
**To:** John Whitney; Mike Madigan; Jennifer Baney; Thomas Digati; Peter Marston; Pattie Frentzel; Public Comments; Jeffrey Green  
**Subject:** Air studies need to be conducted for Project Olive  
**Attachments:** Air Quality and Project Olive Letter to TB July 6.pdf; Project Olive Comments 061120 (1).docx; Air and species letter July 18.docx

Dear Grand Island Officials,

I am please requesting official acknowledgment to this request that the Town of Grand Island ensure a comprehensive air quality study and air pollution analysis is conducted for the Project Olive proposal.

To date, I have not found any indication in the TC Buffalo Development documents of any air study/air pollution data or projections specific to the business operations of the tenant; any indication in the TC Buffalo Development documents of how specific Grand Island meteorological conditions will affect air quality in conjunction with new traffic projections based on business operations; proposed models of how air quality will affect downwind neighborhoods based on new traffic patterns and traffic volume as they relate to weather related factors; assessments of air quality impacts during discrete meteorological events like thermal inversions of periods of aerodynamic downwash or aerosol distribution[1]; and I have not seen Grand Island Town Board or Advisory Board members demand that these be conducted.

On July 6, I emailed to the Town Board and to the Public Comments email, a document that detailed the legitimate air quality and health concerns associated with Project Olive. The letter sent details both actual documented issues with operations that produce constant vehicular air emissions and micro-particulates and also details the very specific study elements that need to be conducted by an independent, qualified expert on emissions and air quality. I have attached that document again to this email.

The impact of Project Olive to the air in the community is a critical issue that legally cannot be overlooked and that ethically cannot be ignored for public health. Town Officials should procure – in writing and from the Project Olive tenant, not TC Buffalo – that the tenant will commit to methods, best management practices, and treatment equipment options that would curtail emissions and/or collect and filter pollutants while vehicles are loading and unloading at the proposed Project Olive development site. The specific wording of these best practices should be recommended by a qualified expert on emissions and air quality.

In addition to the comprehensive air studies that need to be conducted, current and comprehensive onsite field studies which assess the plant and animal species present on the property, need to be conducted. As noted in a document that I emailed to the Town Board and to the Public Comments email on June 11, there are multiple inaccuracies and inconsistencies in the 1990 and 2019 plant studies cited by TC Buffalo in their documents. The inconsistencies and lack of accurate field data needs to be addressed. I have re-attached my letter that notes the items of concern. Please note again that TC Buffalo did not conduct animal studies on the property, only vegetation studies.

To highlight from TC Buffalo documents, their Exhibit I, *Threatened and Endangered Species Assessment*, includes a December 1, 2019 letter from the New York State Department of Environmental Conservation that states: "For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources." Please note that TC Buffalo only assessed for the potential of threatened and endangered New York State (NYS) species and did not assess for NYS species listed as Critical or of Special Concern (which includes both animal and plant species.)

Please also note from Exhibit I, the correspondence of November 5, 2019 from the United States Department of the Interior Fish and Wildlife Services, that as Bald Eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), projects that may affect these species may require the development of an eagle conservation

plan. Grand Island does have Bald Eagles, so the project should address impacts to this federally and state protected species.

U.S. Fish and Wildlife Services also notes in the letter that impacts to migratory birds should be minimized. Grand Island is located within migratory pathways for many species of birds, and the Niagara River has been documented as a wetland of international importance and was honored with a Ramsar designation. It has also been designated as a Globally Significant Bird Area and Buckhorn Island is designated as a NYS Bird Conservation Area. A consultant should be retained to determine how best to protect these unique habitats. Western NY is fortunate to have these environmental features and it is our responsibility to preserve them.

TC Development has not provided any documentation noting the significance of these and the importance of conducting thorough species impact analyses despite the project's close proximity to the Niagara River and Buckhorn State Park.

The U.S. Fish and Wildlife Service also notes in its November 5, 2019 letter that the accuracy of their specific list for the project area should be verified with species lists updated after 90 days and regular intervals during project planning. This also has not been documented if it has occurred.

Air pollution and also noise pollution not only have scientifically documented negative effects on people, but on animals and vegetation as well. I please request that the Town Board act with due diligence to have comprehensive and detailed air and species studies conducted by experts with relevant professional experience and expertise.

In summary, I ask that the Town Board research and speak directly to the following questions regarding the impacts of Project Olive:

- (1) Will an independent, qualified expert on emissions and air quality be retained to conduct a comprehensive air quality study that includes, but is not limited to, the elements cited above?
- (2) Will the tenant be required, in writing, to commit to methods, best management practices, and treatment equipment options that would curtail emissions and/or collect and filter pollutants while vehicles are loading and unloading at the proposed Project Olive development site?
- (3) Will comprehensive, on-site, field studies be required as part of the Environmental Impact Statement?
- (4) Will there be an updated analysis of all potentially affected species that are threatened, endangered, and of concern according to New York State and Federal agencies, including the Bald Eagle?
- (5) Will these analyses be updated every 90 days, as required by U.S. Fish and Wildlife Services?
- (6) Will the environmental consultant review the proposed actions of the developer, in line with the species impacts described above, to ensure that these impacts are minimized, documented, and accounted for in the process of evaluating the costs and benefits of this proposed project?

As the SEQR lead agency, the answers to these questions are the responsibility of the Town Government, and they should be provided in a public forum so that citizens know how the project is being assessed and evaluated.

Thank you very much,

Nicole Gerber

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[1] This is not a theoretical concern. Note that an Air Quality Health Advisory was issued for Western New York on July 18, 2020, stating that "Summer heat can lead to the formation of ground-level ozone, a major component of photochemical smog. Automobile exhaust and out-of-state emission sources are the primary sources of ground-level ozone and are the most serious air pollution problems in the northeast." Diesel fueled trucks would exacerbate this condition given that the advisory suggests that "Ozone levels... can be minimized during daylight hours by curtailment of automobile travel and the use of public transportation where available." For this reason, it is critical that analysis of the impacts of the potential additional traffic be undertaken.

The advisory calls for "People, especially young children, those who exercise outdoors, those involved in vigorous outdoor work, and those who have respiratory disease (such as asthma) should consider limiting strenuous outdoor physical activity when ozone levels are the highest (generally afternoon to early evening). When outdoor levels of ozone are elevated, going indoors will usually reduce your exposure. Individuals experiencing symptoms such as shortness of breath, chest pain, or coughing should consider consulting their doctor." Public health will be directly affected by increases in traffic and should be analyzed and understood before determining whether Project Olive should be approved.

**To:** The Grand Island Town Board  
**Subject:** Air Quality Concerns and Public Health Issues Related to Project Olive Proposal  
**Date:** July 6, 2020

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The Project Olive Amazon warehouse proposal is a 24/7 distribution center of almost 4 million square feet with acres of paved surfaces to which constant vehicular traffic will be occurring on the premises and on all the roads leading up to the site. The vehicles will be tractor trailers, utility vehicles and passenger vehicles and they will be using the roads and the site 24/7. The proposal estimates the numbers of the vehicles per day which amounts to hundreds per hour with constant non-stop traffic, and also notes an increase in traffic that will occur during the holiday season. The emissions originating from the movement of the vehicles does not take into account the number of hours of cumulative idling by the engines on the site waiting to park, waiting for loads, and waiting to leave the site.

With non-stop constant vehicular activities comes perpetual and persistent air pollutants and negative impacts to air quality, all which are scientifically documented to be detrimental to human, animal and environmental health. Air pollution causes or exacerbates health conditions such as asthma, lung diseases, and cardiovascular issues. Studies have found associations between air pollution and brain deterioration, stunted development and behavioral changes. The micro-particulate levels produced in the emissions are one of the primary causes of asthma in children and a new study shows that the higher the level of particulates in the air, the greater the indications of psychological distress in people. Micro particulates are produced in abundance when a cold diesel engine warms up.

It is worth noting that the New York State Vehicle Idle Restriction Law sets forth a five-minute limit for idling diesel trucks and buses but exempts vehicles when the temperature is below 25 degrees. Under this exception, all of the trucks at Project Olive would be allowed to idle for up to two hours. With all of the vehicles located in a concentrated area (hot spot), the loading of atmospheric contaminants would be significant. If Project Olive receives 1,000 trucks per day that would be equivalent to 5,000 minutes of idling time – assuming they follow these regulations, which are extremely difficult to enforce – for a total of 83.3 aggregate hours of air pollution. When adding the allowed winter season exemption, the potential for pollutant loading increases.

Studies conducted over decades have consistently shown how air pollution has negative health effects and impacts lives, and has also been noted in the local Peace Bridge truck traffic impact studies:

- American Journal of Public Health: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1448429/>
- Public Med: <https://www.ncbi.nlm.nih.gov/pubmed/21913504>
- NYSDEC Phase II Study Bridge Traffic, Air Pollution and Health Issue: [https://www.dec.ny.gov/docs/air\\_pdf/pbfinalreport.pdf](https://www.dec.ny.gov/docs/air_pdf/pbfinalreport.pdf)
- Respiratory Health Peace Bridge Neighborhoods: <https://buffalonews.com/2012/09/12/researcher-decries-asthma-rates-near-peace-bridge/>
- UB Research Summary: <http://www.buffalo.edu/news/releases/2004/10/6941.html>
- Health Effects Institute: <https://www.healtheffects.org/publication/air-toxics-exposure-vehicle-emissions-us-border-crossing-buffalo-peace-bridge-study>
- Media story Peace Bridge Air Quality and Related Health Issues: <https://www.investigativepost.org/2013/05/25/asthma-epidemic-near-peace-bridge/>

- Traffic Equity Buffalo, New York: [https://ppgbuffalo.org/files/documents/environment-\\_traffic\\_equity\\_in\\_buffalo\\_\\_new\\_york.pdf](https://ppgbuffalo.org/files/documents/environment-_traffic_equity_in_buffalo__new_york.pdf)

There are documented air quality issues at the Peace Bridge along with serious health issues related to vehicle emissions. The Project Olive Amazon warehouse will have many of the same air quality issues that led to the degradation of public health around the Peace Bridge plaza and highlights the many issues that have to be addressed, not the least of which is the control of diesel engine particulate matter.

The negative impact on air quality needs to be carefully evaluated to ensure that the public health of the citizens - particularly children and senior citizens - is not compromised by the emissions from diesel-powered trucks. From the documents provided on the proposal, it does not appear that Project Olive has given this important air quality issue much consideration. The Project Olive proposal also need to provide plans to demonstrate how the warehouse will minimize engine idling and to ensure NYS agency regulations for vehicle emissions and air quality are followed and met.

Such an immense and busy facility placed in the center of the Island will not only distribute the air pollutants to the adjacent residential neighborhoods, but the pollutants will also be carried to the eastern portions of the Island as the winds predominantly originate from the west.

The Grand Island community deserves consideration for the safety of our health and that of the environment to which our *Natural Resources* are considered a priority in the 2018 Comprehensive Plan. **A comprehensive yearlong air quality study is needed for this proposal and the study should be done by professionals experienced in the collection of field data for applied models used to predict air pollution impacts.** To assess the air quality impacts, Project Olive needs to do a comprehensive air quality study that includes but is not limited to the following:

- Disclose with specificity the expected number of diesel and gasoline powered vehicles using the facility daily including any that are using less polluting alternative fuel sources. This includes all bulk delivery vehicles as well as daily delivery vehicles and the vehicles brought onto the site by employees.
- Assess meteorological conditions and provide a comprehensive model defining air quality expectations during the four seasons of the year.
- Conduct an air quality study in which data are collected over a one year period taking into account seasonal climate variation, wind patterns, other physical effects like thermal inversions that can adversely impact air quality and the loading that is expected from traffic moving at speed or congested along the adjacent Route 190 corridor
- Model air quality based on traffic patterns, traffic volume, wind, weather conditions and other factors - the wind will carry vehicle emissions and air pollution throughout the nearby area and downwind
- Identify the scope and magnitude of the "emission hotspot" established by the day to day operation of Project Olive and the downwind neighborhoods (including their population makeup) that are downwind of the project.
- Assess air quality impacts during discrete meteorological events like thermal inversions or periods of aerodynamic downwash or aerosol distribution and analyze the potential adverse health-related effects during the localized thermal inversions that often occur along the Niagara riverfront. (These are the same localized phenomena that trapped and held toxic benzene emissions from Tonawanda Coke in the nearby neighborhoods, including Grand Island)

- Commit in writing to methods, best management practices or treatment equipment options that would curtail emissions or collect and filter pollutants while vehicles are loading or unloading at Project Olive.

Research has shown that the operations involved with Project Olive will negatively affect the health and well-being of the people and the environment of Grand Island. The Town officials need to address this serious and long-lasting impact on the community.

Thank you,

Nicole Gerber



Dear Grand Island Officials,

I am please requesting official acknowledgment to this request that the Town of Grand Island ensure a comprehensive air quality study and air pollution analysis is conducted for the Project Olive proposal.

To date, I have not found any indication in the TC Buffalo Development documents of any air study/air pollution data or projections specific to the business operations of the tenant; any indication in the TC Buffalo Development documents of how specific Grand Island meteorological conditions will affect air quality in conjunction with new traffic projections based on business operations; proposed models of how air quality will affect downwind neighborhoods based on new traffic patterns and traffic volume as they relate to weather related factors; assessments of air quality impacts during discrete meteorological events like thermal inversions of periods of aerodynamic downwash or aerosol distribution<sup>1</sup>; and I have not seen Grand Island Town Board or Advisory Board members demand that these be conducted.

On July 6, I emailed to the Town Board and to the Public Comments email, a document that detailed the legitimate air quality and health concerns associated with Project Olive. The letter sent details both actual documented issues with operations that produce constant vehicular air emissions and micro-particulates and also details the very specific study elements that need to be conducted by an independent, qualified expert on emissions and air quality. I have attached that document again to this email.

The impact of Project Olive to the air in the community is a critical issue that legally cannot be overlooked and that ethically cannot be ignored for public health. Town Officials should procure – in writing and from the Project Olive tenant, not TC Buffalo – that the tenant will commit to methods, best management practices, and treatment equipment options that would curtail emissions and/or collect and filter pollutants while vehicles are loading and unloading at the proposed Project Olive development site. The specific wording of these best practices should be recommended by a qualified expert on emissions and air quality.

In addition to the comprehensive air studies that need to be conducted, current and comprehensive onsite field studies which assess the plant and animal species present on the property, need to be

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<sup>1</sup> This is not a theoretical concern. Note that an Air Quality Health Advisory was issued for Western New York on July 18, 2020, stating that “Summer heat can lead to the formation of ground-level ozone, a major component of photochemical smog. Automobile exhaust and out-of-state emission sources are the primary sources of ground-level ozone and are the most serious air pollution problems in the northeast.” Diesel fueled trucks would exacerbate this condition given that the advisory suggests that “Ozone levels... can be minimized during daylight hours by curtailment of automobile travel and the use of public transportation where available.” For this reason, it is critical that analysis of the impacts of the potential additional traffic be undertaken.

The advisory calls for “People, especially young children, those who exercise outdoors, those involved in vigorous outdoor work, and those who have respiratory disease (such as asthma) should consider limiting strenuous outdoor physical activity when ozone levels are the highest (generally afternoon to early evening). When outdoor levels of ozone are elevated, going indoors will usually reduce your exposure. Individuals experiencing symptoms such as shortness of breath, chest pain, or coughing should consider consulting their doctor.” Public health will be directly affected by increases in traffic and should be analyzed and understood before determining whether Project Olive should be approved.

conducted. As noted in a document that I emailed to the Town Board and to the Public Comments email on June 11, there are multiple inaccuracies and inconsistencies in the 1990 and 2019 plant studies cited by TC Buffalo in their documents. The inconsistencies and lack of accurate field data needs to be addressed. I have re-attached my letter that notes the items of concern. Please note again that TC Buffalo did not conduct animal studies on the property, only vegetation studies.

To highlight from TC Buffalo documents, their Exhibit I, *Threatened and Endangered Species Assessment*, includes a December 1, 2019 letter from the New York State Department of Environmental Conservation that states: "For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources." Please note that TC Buffalo only assessed for the potential of threatened and endangered New York State (NYS) species and did not assess for NYS species listed as Critical or of Special Concern (which includes both animal and plant species.)

Please also note from Exhibit I, the correspondence of November 5, 2019 from the United States Department of the Interior Fish and Wildlife Services, that as Bald Eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), projects that may affect these species may require the development of an eagle conservation plan. Grand Island does have Bald Eagles, so the project should address impacts to this federally and state protected species.

U.S. Fish and Wildlife Services also notes in the letter that impacts to migratory birds should be minimized. Grand Island is located within migratory pathways for many species of birds, and the Niagara River has been documented as a wetland of international importance and was honored with a Ramsar designation. It has also been designated as a Globally Significant Bird Area and Buckhorn Island is designated as a NYS Bird Conservation Area. A consultant should be retained to determine how best to protect these unique habitats. Western NY is fortunate to have these environmental features and it is our responsibility to preserve them.

TC Development has not provided any documentation noting the significance of these and the importance of conducting thorough species impact analyses despite the project's close proximity to the Niagara River and Buckhorn State Park.

The U.S. Fish and Wildlife Service also notes in its November 5, 2019 letter that the accuracy of their specific list for the project area should be verified with species lists updated after 90 days and regular intervals during project planning. This also has not been documented if it has occurred.

Air pollution and also noise pollution not only have scientific documented negative effects on people, but on animals and vegetation as well. I please request that the Town Board act with due diligence to have comprehensive and detailed air and species studies conducted by experts with relevant professional experience and expertise.

In summary, I ask that the Town Board research and speak directly to the following questions regarding the impacts of Project Olive:

- (1) Will an independent, qualified expert on emissions and air quality be retained to conduct a comprehensive air quality study that includes, but is not limited to, the elements cited above?
- (2) Will the tenant be required, in writing, to commit to methods, best management practices, and treatment equipment options that would curtail emissions and/or collect and filter pollutants while vehicles are loading and unloading at the proposed Project Olive development site?
- (3) Will comprehensive, on-site, field studies be required as part of the Environmental Impact Statement?
- (4) Will there be an updated analysis of all potentially affected species that are threatened, endangered, and of concern according to New York State and Federal agencies, including the Bald Eagle?
- (5) Will these analyses be updated every 90 days, as required by U.S. Fish and Wildlife Services?
- (6) Will the environmental consultant review the proposed actions of the developer, in line with the species impacts described above, to ensure that these impacts are minimized, documented, and accounted for in the process of evaluating the costs and benefits of this proposed project?

As the SEQR lead agency, the answers to these questions are the responsibility of the Town Government, and they should be provided in a public forum so that citizens know how the project is being assessed and evaluated.

Thank you very much,

Nicole Gerber

Dear Town Officials,

In this email, I am detailing my opposition to the proposed development of a distribution center on the Long Road/Bedell Road 145 acre parcel. There are multiple items that demonstrate the Town needs to conduct and request further assessments and reviews of the area and the proposal. In the points below, the focus is on the elements relating to the Grand Island's unique natural habitats and wildlife, the environmental assessments and the environmental impacts, and how the proposal is contradictory to the 2018 Comprehensive Plan.

Grand Island has Unique Natural Features and Habitats - Unique Forest Type Documented on Grand Island (attached document with details)

- **Wet Oak-Hickory Forest Type** – distinctive community assemblage documented across the northern portion of Grand Island
- Exists right beside wet Ash-Maple community
- Unique soil type, likely result of the area's post-glacial drainage history
- Unique herbaceous forbs and wildflowers
- **Pin Oak is unique to this forest type** (Pin Oak is not very common in New York and not supposed to occur in northern NY)
- Also has Shumard Oak and Swamp White Oak
- Importance of this forest type is the **dominance of the Hickory species, which can include Shagbark hickory, Shellbark hickory, Bitternut hickory, Pignut hickory**
- Typical geomorphological feature of the forest type are **vernal pools**, which NYS DEC has ranked vernal pools to be of "vulnerable conservation status" due to rarity or other factors such a development pressure of alteration of natural hydrology
- Spicebush is indicator of wet oak-hickory assemblage
- Paper notes "*By far, the most extensive areas with this forest type occur on Grand Island, New York, and most are in imminent danger of development as a real-estate boom is occurring on the island.*"

\* Grand Island needs to request a review specific to this forest type, soils, vegetation and vernal pools – 1990 study documents the parcel does have areas dominated by Shagbark hickory

Phillips Lytle Memorandum of May 4, 2020 noting the TC Buffalo Development responses to the April 3 Conservation Advisory Board Comments

- Page 26 #1 - Species Inventory – Conservation requested a specific study for birds, amphibians and reptiles which are known to migrate/live/nest on Grand Island and surrounding areas  
TC Buffalo only mentions the vegetation studies of 1990 and 2019 – no mention of conducting or intending to conduct the specific wildlife studies
- Page 27 #1 - Species Inventory (response paragraph 3) – Stated parcel does have areas dominated by shagbark hickory – indicating potential wet oak-hickory forest type for review
- Page 27 #1 - Species Inventory (response paragraph 4) – Mention of Langan Engineers field studies but no current Grand Island field study documentation provided for both vegetation and wildlife, only mentions state and federal agency species data
- Page 27 #1 - Species Inventory (response paragraph 4) – Presence of blacknose shiner, short-eared owl, silver maple-ash swamp are within the vicinity of the site **\*Short-eared Owl is designated as NYS Endangered Status\***
- Page 27 #1 - Species Inventory (response paragraph 4) – Identified northern long-eared bat as a species that should be considered in an effects analysis for the project **\*Northern Long-eared Bat is designated as NYS Threatened Status and Federal Threatened Status \***
- Page 28 #2 - Habitat Inventory – Developer only reference use of *Environmental Assessment Form mapper* web site and the *Natural Heritage Program (NHP) mapper* web site (No field studies completed for assessment of significant natural communities)

- Page 28 #3 – Detailed Tree Inventory – Developer response is incorrect - they stated that neither the 1990 and 2019 vegetation inventories identified Pin Oak – that is incorrect according to the 1990 species inventory and the 2019 inventory where both state Pin Oak is present

\*Grand Island needs to request the specific current wildlife studies as Conservation requested

\*Grand Island needs to request current studies for the presence of blacknose shiner and silver maple-ash swamp natural community – need on the ground field studies to be conducted, not just using the *Natural Heritage Program (NHP)* mapper web site

\*Grand Island needs to request current studies for the presence **short-eared owl and short-eared owl habitat** (NYSDEC states loss of habitat and light pollution play a role in the decline of this species)

\*Grand Island needs to request current studies specific for presence and habitat needed for the **northern long-eared bat** (NYSDEC has specific restrictions on tree cutting within hibernation sites and summer occurrence sites)

\*Grand Island needs to request a detailed and updated tree inventory is conducted

### Town of Grand Island 2018 Comprehensive Plan – Highlights the Island natural assets and resources and land use plans

- Page 13: *"In addition to the people that make up Grand Island, the **natural assets and associated amenities of the Town have a significant impact on economic development and overall quality of life.** The assets consist of natural features (waterbodies, forests, open spaces, etc.)..."*
- Page 14: *"**Grand Island has some of the largest tracts of forest within the Niagara River watershed, bolstered by extensive areas of wetlands found throughout the Town...**"*
- Page 19: *"Wildlife viewing, especially birding in wetlands, is a \$41 billion industry nation-wide."*
- Page 21: *"The Town of Grand Island waterfront, its tributaries, floodplains, ponds and vernal pools are unique and unlike other communities that have been compromised by development."*
- Page 33: Community Values – *"While the vision lays out how the residents view Grand island in the future, these community values inform the goals that support the vision."*  
Community Values include: Natural Resources are our biggest asset and We are a unique island community
- Page 44: Future Land Use Map \* **The proposed project is located on the Land Use Map in land designated as Rural/Residential**
- Page 45: Rural Residential – *"Area seeks to maintain the "country character" that exists outside of the more developed areas of the Island, providing lands for agriculture, larger privates lots, and conservation."*

\*Grand Island should not compromise its water ways, wetlands and natural assets and land use plans as noted and adopted in the 2018 Comprehensive Plan

### NYS Division of Local Government Services: Zoning and the Comprehensive Plan (2015)

- *"The **comprehensive plan is the culmination of a planning process that establishes the official land use policy of a community and presents goals and a vision for the future that guides official decision-making.**"*
- *"Having a comprehensive or well-considered plan ensures that forethought and planning precede zoning and zoning amendments."*

\*Grand Island is being asked by the developer to rezone from M-1 to PDD District to build an industrial warehouse in order to achieve the building goals they want to achieve – not following the current zoning or comprehensive plan

Thank you very much for your time and assistance in addressing the key elements,  
Nicole Gerber

**Pattie Frentzel**

---

**From:** Rosanne Serra  
**Sent:** Sunday, July 19, 2020 1:28 PM  
**To:** Public Comments; Public Comments  
**Subject:** Question About Amazon ( Project Olive)

Town Board,

It is my understanding you are obligated to answer questions regarding this project. I am a homeowner and long time resident of Grand Island. Do you have any data regarding what an Amazon facility can do to home values especially those close to the site? Have you found any other Amazon sites that were built close to residential areas ? And if so how did it affect their property values? Does the increased traffic, noise and pollution negatively impact home values? I look forward too your response.

Thank You  
Rosanne Serra

**Pattie Frentzel**

---

**From:** Renee Morgan  
**Sent:** Sunday, July 19, 2020 1:20 PM  
**To:** Town Board  
**Cc:** Public Comments  
**Subject:** Project Olive

We have been residents of Grand Island our entire lives.

We are voicing our vote against project Olive. We feel this is a poor fit for Grand Island! The size is huge for the island!

Change zoning, no! Bridge traffic, green space, decreasing our property value! We are a huge no!!

We have elected our current town board to vote and be our voice! Vote no!

Thank you for representing us honestly!

Renee and Mark Morgan

Sent from my iPhone

**Pattie Frentzel**

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**From:** David Reilly  
**Sent:** Sunday, July 19, 2020 10:33 AM  
**To:** Public Comments  
**Subject:** SEQRA Determination of Significance -- Project Olive  
**Attachments:** Project Olive Determination of Significance.pdf

I am attaching a request for the Town Board -- the lead agency on the Project Olive SEQRA process -- to make a determination of significance and issue a positive declaration on the project immediately.

My letter is attached to this email.

Thank you,  
Dave Reilly

--  
Dave Reilly, Ph.D.



July 18, 2020

Dear members of the Grand Island Town Board,

The Town of Grand Island has designated itself as the lead agency in the SEQRA process for the proposed Project Olive. As a result, it is responsible for a number of actions and decisions that affect the ability of citizens to participate in evaluating and reviewing the proposals from the developer – TC Buffalo.

One of the first responsibilities of the Town Board, as lead agency, is to make a determination of significance: to issue a positive or negative declaration on the project. If a proposed action may have the potential for at least **one** significant environmental impact, the lead agency **must** issue a “Positive Declaration” and begin the draft EIS process.

For the purposes of SEQRA, “environment” is very broadly understood. It includes not only physical conditions, such as land, air, water, plants, animals, and human health, but also agricultural, historic and aesthetic resources, and socio-economic considerations such as the existing character of the community or neighborhood, and patterns of population distribution and growth. To repeat what I stated earlier, if **any** of these environmental conditions is significantly affected by a project, the lead agency **must** issue a positive declaration and begin the process of requiring a draft environmental impact statement.

We all know the size of the proposed Project Olive. We have heard about the variety of impacts to aspects of our lives, including traffic, health, impacts to wildlife and habitats, impacts to migratory birds and the Niagara River. But we also know, in violation of the Comprehensive Plan, that this project does not fit the character of our community and the neighborhood in which it is proposed to reside. In spite of every effort that TC Buffalo and its tenant may make to mitigate these impacts, they cannot claim that this project will not have at least one significant environmental impact on Grand Island and its residents. The development of one of the world’s largest warehouses on a 33-square mile island will, without a doubt, have significant impacts.

Therefore, the Town Board, as the lead agency in the SEQRA process, must issue a positive declaration. And they must do it right away. To ensure that consideration of environmental factors are incorporated into the planning and decision-making process at a point when the information will have a real impact, the SEQRA review is intended to take place “at the earliest possible time” in the planning process. Delaying this decision will deprive the public of the vital information SEQRA is meant to provide at the time public hearings are conducted.

Our public hearings are already being conducted, and the Town Board as the lead agency has not declared a positive declaration.

I submit to you that the Town Board's failure to declare a positive declaration on Project Olive has already deprived the citizens of Grand Island vital information that the SEQRA process is designed to provide.

For example, the lead agency must initiate "scoping" to "focus the EIS on potentially significant adverse impacts..." And scoping **must** include an opportunity for public participation.

The Grand Island public is mobilizing against Project Olive. It recognizes the impacts of this proposed development and the many impacts that it will have on the lives and environment of this Island.

Why hasn't the Town Board, as the lead agency, issued its determination of significance? What are you waiting for?

Now is the time for the Town Board to represent us, the citizens, by issuing a positive declaration, and taking the steps to ensure a public role in determining and assessing the impacts of this project.

Thank you,

Dave Reilly  
Grand Island Resident and Citizen

**Pattie Frentzel**

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**From:** Lenore Tetkowski  
**Sent:** Saturday, July 18, 2020 1:28 PM  
**To:** Public Comments  
**Subject:** Project Olive

At age 97 in addition to coping with this incomparable pandemic, widespread determination to face racism, and the severe economic crisis, I now am facing a very local threat, Project Olive!

Grand Island has been my home since 1949; my children grew and thrived here. I wholeheartedly became active in the Cooperative Nursery School, accepted leadership in the PTA, chaired the Citizens Committee for the High School (before there was one), moderated candidates' debates through the League of Women Voters, headed the Island-wide KIDS VOTING, chaired the UNICEF collection for the Island for about 60 years, and taught at the High School many years. Through the decades I attended town meetings about zoning and long range planning. The natural beauty and unique quality of Grand Island have been a constant source of motivation!

Now we must save the Island from this threat to its identity! I urge you to reject PROJECT OLIVE. It is utterly not the right place for a mega corporation to take over one-fourth of our Island. Our bridges are even now constantly in use and in need of repair. Tie-ups at the bridges could be massive! Noise and pollution unbearable! Cemented swaths of wetlands irreplaceable! Water and sewer needs? Detrimental to everyone's quality of life here.

Just say NO to TC Buffalo Development Proposal.

Respectfully,

Lenore Tetkowski

**Pattie Frentzel**

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**From:** Holly Nowak  
**Sent:** Friday, July 17, 2020 8:35 PM  
**To:** Public Comments; John Whitney; Mike Madigan; Peter Marston; Thomas Digati  
**Subject:** Public Comment RE: Amazon/Project Olive

Dear Supervisor Whitney and Grand Island Town Councilmembers,

As the Executive Director of the Coalition for Economic Justice (CEJ), and a concerned citizen, I implore you to vote against Project Olive, the presumed Amazon building project, for the sake of Grand Island and the WNY region as a whole.

CEJ has been in the fight for good jobs with livable wages for over 30 years. We recognize the need for more employment opportunities in the area but employers like Amazon create more problems than they fix. They are not providing livable wages that compare to industry standards, Amazon workers have high rates of public assistance use among employees, and the positions they are creating are likely on track to be automated in the near future, making them unsustainable and temporary at best. We have seen countless examples, including the warehouse located in Lancaster, of Amazon moving into areas with promises of job creation and great benefits to the community, while the lived reality is that of low wages, poor working conditions, and severely negative impacts on the community.

Along with the employment implications, serious concerns have been raised regarding the environmental impact. The building of a new site will destroy existing wildlife and drastically increase noise, light, and air pollution in the area. Locally we have experienced the impact of high commercial traffic on the health and wellbeing of communities, specifically the link between heavy diesel traffic at the Peace Bridge and higher rates of asthma in the nearby neighborhoods. [Source: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1448429/>]

As I know Grand Island and its resident's safety, health, and well-being are important to you, I again implore you to vote against the proposed Amazon building on Grand Island.

Thank you,  
Holly Nowak

--  
Holly Nowak, LMSW

**Pattie Frentzel**

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**From:** Anne Sondek  
**Sent:** Friday, July 17, 2020 4:51 PM  
**To:** Public Comments  
**Subject:** Amazon warehouse

Please vote **no** on allowing Amazon to build it's warehouse on Grand Island. Such a project is incompatible with the character of our community and preferred way of life of our residents. Other sites fulfill the needs of this project more appropriately.

Anne Sondek  
Grand Island, NY

**Pattie Frentzel**

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**From:** Kowalewski, Susan  
**Sent:** Friday, July 17, 2020 4:05 PM  
**To:** Public Comments  
**Subject:** Comments regarding Project Olive

My husband and I moved to Grand Island three (3) years ago to make this our home. It took my husband over five (5) years to talk me into moving to the island because I was concerned about the bridge traffic with working in Buffalo. During rush hour and summer months when visitors are traveling to Niagara Falls and Canada, traffic can be significantly backed up or if there is a breakdown / accident.

We've enjoyed living on Grand Island, but now Amazon (Project Olive) is looking to locate here. This is a significant concern to me. I see substantial traffic on the bridge and surrounding roadways if this project is approved from employees and the semi-trucks (this is going to increase the wear and tear on our roadways, increased carbon monoxide emissions, especially with the size footprint the building and parking is going to involve. This will also have a significant impact on the wildlife in the area.

I regularly purchase from Amazon, but Grand Island is not the location for a warehouse with a parking lot (car and truck traffic). I hope that the planning board, town superintendent and any other individuals responsible for the approval of this project **DENY the APPROVAL** and this project.

Regards,

Susan Kowalewski

This communication, including any attachments, may contain sensitive and/or confidential information and is intended only for the individual or entity to which it is addressed. Any unauthorized review, dissemination, distribution, or copying of this communication is strictly prohibited. If you are not the intended recipient, please contact the sender by reply email and delete and destroy all copies of the original message.

**Pattie Frentzel**

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**From:** Todd Riniolo  
**Sent:** Friday, July 17, 2020 10:10 AM  
**To:** Town Board; Public Comments  
**Subject:** Amazon NO

Dear Grand Island Town Board,

Count me as one of the concerned Grand Island residents who opposes the Amazon project. Normally, I do not vote in Town Elections, but I will from this point forward. You should vote NO.

Sincerely,

Todd Riniolo

**Pattie Frentzel**

---

**From:**  
**Sent:** Thursday, July 16, 2020 6:58 PM  
**To:** Public Comments  
**Subject:** NO ANAZON

Amazon warehouse on greens island is a horrible idea. This is a residential community not industry To even consider this is crazy. Grand island infrastructure can not support this. I moved here 15 years ago because of the beauty of the island peacefulness community atmosphere This will ruin our island and I will look to relocate. I would have not moved here if I thought this would ever happen Think of the people who voted for you not your pockets!

Sent from my iPhone



**Pattie Frentzel**

---

**From:** John Whitney  
**Sent:** Thursday, July 16, 2020 6:43 PM  
**To:** Public Comments  
**Subject:** FW: Project Olive

John C. Whitney, P.E.  
Town Supervisor

Town of Grand Island  
2255 Baseline Road  
Grand Island, NY 14072

direct 716-773-9600 ext 616  
cell 716-425-2511  
fax 716-773-9618  
email [jwhitney@grand-island.ny.us](mailto:jwhitney@grand-island.ny.us)

-----Original Message-----

**From:** Nettie Hansen  
**Sent:** Thursday, July 16, 2020 5:37 PM  
**To:** Town Board <[TownBoard@grand-island.ny.us](mailto:TownBoard@grand-island.ny.us)>  
**Subject:** Project Olive

To the Grand Island Town Board:

What a wonderful morning it was when I saw that the Town Planning Board will not agree to the Project Olive plan. As I read more, I realized this is not a death knell, because you can overrule them.

Please, allowing this massive build will destroy our Island. It is a mistake that could never be reversed. I was born here, lived here once again in my thirties, and have now retired to Grand Island. I urge you to do the right thing and support your Planning Board with a rejection of Project Olive. All of their promises and lawyer-generated "data" cannot be trusted, as Amazon's other monster builds have proved in locations across the country. This lovely eco-system we call our home cannot support such a monstrous "factory" in such a nearly pristine undeveloped part of the Island.

Thank you.

Nettie Hansen  
Grand Island

## **Pattie Frentzel**

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**From:** Emily Tippett  
**Sent:** Thursday, July 16, 2020 4:13 PM  
**To:** Public Comments  
**Subject:** Project Olive Comment

Good afternoon,

I would like to voice my objection to Project Olive. I encourage the Town Board to vote against any zoning changes or approvals needed to support this project.

The company Amazon is detrimental to local businesses, both small independently owned shops and national chains. Amazon's business practices involve reviewing products sold on their platform, stealing suppliers from sellers and then undercutting prices of those sellers to drive the sale of their own product. Enabling the building of a large facility locally will lead to the deterioration of our local brick and mortar stores.

Additionally, Amazon does not have a track record of paying a living wage to their warehouse employees. Bringing jobs to the island is important however these are not well paying jobs to support families. Per Ziprecruiter, the average salary of a warehouse employee as of May 2020 was \$30,380 or \$14.61 an hour. The idea that this will raise the local job market and standard of living is incorrect.

We have seen with other large development efforts that many companies choose to build and then years later leave an empty shell vacant for the local community to deal with. After over 20 years of being an eyesore, we were able to have a hotel built on the former Dunlop office site. We had Ames vacant for over 25 years. We are full of vacant, abandoned buildings - Pizza Hut, CannonDesign, the old Adrian's and Care-A-Lot. We also now have Fantasy Island; unkept and covered in graffiti. I am unsure how we would ever find another company to take over the enormous Amazon warehouse site when they choose to vacate. As a community we will be leaving our children with a challenge to maintain a vacant building and redevelop this land. We must work to leave the community better than we found it; not covered in abandoned buildings.

Finally, I am against removing green space and woodland areas which will push local wildlife further into our community space. As a fulltime employee that commutes off the island, I do not want additional bridge traffic to impact our overall commuting experience. Both wildlife and traffic accidents significantly impact those whose lives they effect. I believe that we will see an uptick in these events and they will impact our lives in a negative way.

Thank you for your time and consideration.

Sincerely,  
Emily T.

**Pattie Frentzel**

---

**From:** Rosanne Serra  
**Sent:** Thursday, July 16, 2020 3:16 PM  
**To:** Public Comments  
**Subject:** NO AMAZON

Town Board and Mr .Whitney,

I am vehemently OPPOSED to the proposal of a mega warehouse being built on Grand Island. As a tax paying citizen of Grand Island for the last 29 years I feel my opinion should heard. Why would you subject our peaceful existence to MORE traffic, noise and pollution? Why would you worsen the ecosystem by building such a monstrosity? Decrease home values? Beat up our roads? Displace wild life? Longer traffic jams on the bridges? Money???? I am disgusted with all of you . You will never get my vote .

Rosanne Serra

**OSTERGAARD  
ACOUSTICAL  
ASSOCIATES**

**EVALUATION OF SITE SOUND EMISSIONS**

**PROPOSED DISTRIBUTION FACILITY  
Grand Island, New York**

**Revision 1**

Prepared for: **Langan**  
Prepared by: **John T Baldassano Jr.**  
Reviewed by: **Benjamin C. Mueller, P.E.**  
Date: **29 May 2020**  
OAA File: **4201A**

1460 US Highway 9 North  
Woodbridge, NJ 07095  
Voice 973-731-7002  
Fax 973-731-6680  
acousticalconsultant.com

Suite 209

This page contains no comments

Evaluation of Site Sound Emissions  
Proposed Distribution Facility, Grand Island, NY  
29 May 2020



1460 US Highway 9 North  
Woodbridge, NJ 07095  
Voice 973-731-7002  
Fax 973-731-6680  
acousticalconsultant.com

Suite 809

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## INTRODUCTION

Ostergaard Acoustical Associates (OAA) was retained to analyze projected sound emissions from a proposed e-commerce storage and distribution center in Grand Island, Erie County, New York. The site approximately 145.4 acres of undeveloped land located at 2780 Long Road immediately west of Interstate-190 (Niagara Thruway) adjacent to southbound Exit 20B and zoned M-1 Light Industrial Research District. Low density residential development adjoins the site to the north and south, with commercial uses interspersed among residences nearby Interstate-190. To the west is an approximately 62.1 acre vacant parcel zoned for low-density residential and other undeveloped lands. To the east, beyond Niagara Thruway are primarily non-noise sensitive commercial uses with sporadic residences further from the site. Plans call for the construction of a storage and distribution center with personnel vehicle<sup>1</sup> and trailer parking around the building. Access to the facility will be provided via Long Road to the north and Bedell Road to the south. The site is anticipated to operate 24/7, and this report addresses the on-site noise radiated to nearby potentially noise sensitive receptors.

The purpose of this sound study is to analyze future site sound emissions and consider improvements to the project needed to comply with applicable code limits and/or to minimize the acoustical impact and potential for noise complaints. This revised report addresses comments and questions from the 9 April 2020 peer review letter prepared for the town by GHD Consulting Services, Inc.

There are no New York State or Erie County noise codes that regulates site sound emissions; however, the New York State Department of Environmental Conservation (DEC) has guidelines for assessing and mitigating noise impacts. There are also local noise codes that apply. Hence, potential sound emissions from the facility were evaluated against the applicable Town of Grand Island noise code and the DEC guidelines, along with criteria recommended by OAA based on experience. The site will contribute steady sound from rooftop HVAC equipment. Of most concern is intermittent sound from truck and personnel vehicle movements during the nighttime sleeping hours potentially affecting nearby residential receptors.

Note that all acoustical modelling for this professional acoustical evaluation relied on analyses in octave frequency bands. However, in the interest of providing a concise report of findings, results in this report are provided using the most common metric of environmental sound, the A-

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<sup>1</sup> Note that throughout this report, the term "personnel vehicle" collectively refers to any passenger vehicle such as a car, pick-up, or SUV.



Number: 1 Author:jim Subject:Note Date:7/14/2020 9:37:49 AM

How many days per year will facility operate?

Number: 2 Author:jim Subject:Note Date:7/11/2020 6:27:35 PM


Reviewers can read and understand the Town Code and DEC policy. Where are OAA's criteria spelled out?

Number: 3 Author:jim Subject:Note Date:7/15/2020 2:32:25 PM

To complete a proper review and vetting of the application and the noise modeling in particular, it is necessary to understand the operation of the facility, and as such a comprehensive description of the activities of the facility is needed. For instance, are the the "new" trailers to be picked up immediately by departing trucks loaded or empty?

How does product leave the site out to Amazon customers? Trucks/Vans that will deliver products to the local community do not appear to have been included in the noise analyses presented in this report.


Are "personnel vehicles" included in the category "cars" in SRF's traffic study figures? Many different terms are used for we think of as cars in this application, including employee vehicles, personnel vehicles, passenger vehicles. Clarity and consistency on the type and number of vehicles is importance.

weighted sound level. Full acoustical data in octave bands for all measurements and modelling are available upon request. 

Work by OAA was overseen by Benjamin C. Mueller, P.E., with assistance from OAA Staff Consultant John T. Baldassano Jr. The representative at Langan coordinating the project is Michael Finan, P.E.

## SITE AND VICINITY

Figure 1 is an aerial image obtained from Google Earth showing the site property line outlined in red. The site is currently undeveloped; the northern portion of the property is grassland while the remainder of the property is wooded. The site is located in the M-1, Light Industrial and Research, district. Our understanding of zoning/land uses in the various directions is as follows:

- ❑ North of the site, fronting on Long Road, are five single-family residences in the R1A zone and a pressure sensor manufacturer, GP:50, in the M-1 Zone. Beyond are additional commercial/industrial uses and a hotel in the M-1 zone. The hotel parking lot accommodates heavy trucking and buses. 
- ❑ Bordering the site to the east is Niagara Thruway with non-noise sensitive commercial/industrial uses in the M-1 zone beyond. Uses are varied and include an antique store, a sign shop, an electronic parts supplier, and a promotional products supplier. In addition, there are a few apartment buildings, a hotel, and a church interspersed among these non-noise sensitive uses.
- ❑ To the south are approximately a dozen single-family houses fronting on Bedell Road in the R1A zone with undeveloped wooded land beyond. There are also sporadic commercial properties in this direction, also fronting on Bedell Road in the M1 zone. Of interest are an auto body shop and a storage facility in the M1 and M2 zones, respectively.
- ❑ West of the site are undevelopable wetlands and a large wooded circle. Beyond these, approximately ¼ to ½ mile away, are single-family residences in the R1A zone fronting on West River Road and Sunset Drive. Further west is the Niagara River.

Number: 1 Author:jim Subject:Note Date:7/15/2020 2:35:24 PM

Are SPL's presented as one hour equivalent steady-state SPL's? In accordance with NYSDEC Policy, the applicant should include L(10) and L(90) SPL's for ambient and future conditions.

Please provide a description of the model construction, and in particular the total number of noise sources used in the model, the use of line sources that will predict noise generation over time from the moving vehicles. Also, please provide the full acoustical data and all CadnaA model inputs to identify specifics for all noise generating equipment considered in the model, HVAC equipment types, rated or calculated sound power levels, AHRI rating standards and methods, modeled source type (static or moving point), speed of the moving sources, and source elevations.

Number: 2 Author:jim Subject:Note Date:7/14/2020 9:36:46 AM

Amazon apparently will require carriers make delivery appointments to meet the hourly distribution of truck traffic in SRF's April 6, 2020 supplemental evaluation. According to Amazons delivery terms, if the carrier misses the scheduled appointment by 30 minutes or more, the freight will be refused.

Given the large uncertainty associated with bridge traffic and winter weather conditions it is expected drivers will arrive earlier than scheduled. This early arrival may create a need for local truck staging.

Is it expected that early arrivals will utilize the heavy truck parking area north of Long Road? If so, has this been factored into the assessment of air quality impacts, traffic and noise? If not, how does Amazon expect this delivery time requirement will be factored into the drivers schedule?

Plans call for the construction of a 3,783,124 ft<sup>2</sup> building located in the eastern portion of the property. Site access is provided via two driveways: Long Road to the north and Bedell Road to the south. Personnel vehicles will enter from both driveways; trucks will only use the northern driveway, however the southern driveway to Bedell Road is available in the event of an emergency. Once on site, trucks will travel south from Long Road to check in at the guard house before continuing to docks along the west and south sides of the building. Truck activity is concentrated in the dock area and trailer parking areas outboard of the docks. Personnel vehicles utilize the parking area east of the building and are segregated from the trucking areas on the west side of the building. Based on OAA findings and coordination with team members, several modifications have been implemented to improve the design. The main improvement consists of shifting the entire Long Road driveway east of the existing pump station, thus moving motor vehicles further from adjacent residences. In addition, site plans call for the construction of a sound barrier west of the northern driveway carried to a height of approximately 21 feet above grade. This is accomplished by constructing an earth berm of about 5 feet above the driveway surface with a 16 foot high wall on top of the berm. Near the existing dwelling, the barrier will be at least 25 feet from the property line. The barrier continues south and west and follows around the storm water basin at a height of 10 feet above grade to continue to sufficiently attenuate motor vehicle noise emitted west of the driveway. In addition, the northernmost portion of the barrier, near Long Road, will also transition down to 10 feet. In subsequent acoustical model figures, the 16 foot wall is shown in light blue and the 10 foot wall sections are shown in pink.



Since facility operations will be 24/7, the primary concern with sound emissions is minimizing the acoustical impact and meeting appropriate noise goals at night at residences. Site sound will likely be dominated by on-site truck activity. Other activities, such as sound from personnel vehicles, are lower in level, but higher in quantity, and therefore also of concern. This sound study analyzes the sound levels contributed by these intermittent noise sources as well as from steady rooftop HVAC equipment.



Number: 1 Author:jim Subject:Note Date:7/15/2020 2:36:48 PM

The distance between the existing pump station and the eastern property boundary appears to limit the available width for the entire Long Road driveway. When ingress and egress lanes is limited to a single lane and considering Long Road is a single lane local road, this would appear to present a dangerous turning conflict between entering and exiting traffic. How is this, or any intersection conflict analysis addressed in the application?

How will shifting this driveway affect the landscaping plan which calls for specific plantings in the median strip and buffers between the driveway and adjacent properties?

The shifting of the driveway and construction of the berm and sound barrier will require revisiting the visual impact assessment for this entrance point.

Number: 2 Author:jim Subject:Note Date:7/13/2020 10:37:26 AM

Simultaneously operating trucks, cars, stationary HVAC equipment, yard tractors, "shusher" backup alarms, noise generated inside the building through openings and other noise generating sources must be clearly described/ listed and modeled together for worst case conditions. Trucks, cars yard tractors, personnel vehicles or other mobile noise sources must be modeled in CadnaA as moving point sources.

Ambient noise measurements must be taken to meet the requirements of the NYSDEC Program Policy. Applicant must ID the worst case total sound pressure distribution created by these multiple sound sources to establish the increase in SPL at the most sensitive times such as early mornings in the summer between midnight and 10:00 am.

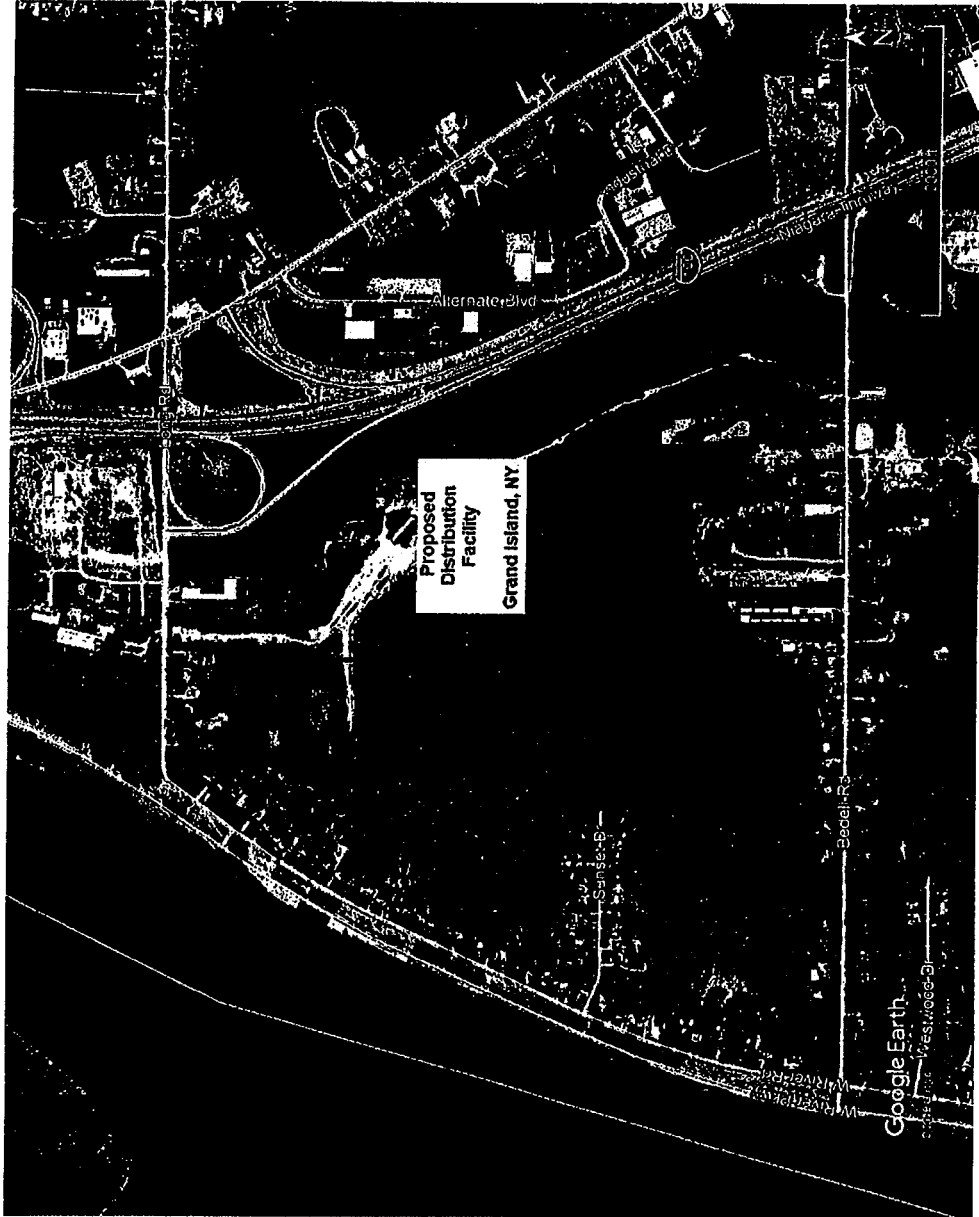


Figure 1 — Google Earth image showing the proposed distribution facility site and vicinity in Grand Island, NY. The approximate site boundary line is outlined in red.

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## **REGULATIONS/GOALS**

When developing a site of this type, it is appropriate to consider how sound from the facility will likely be received, especially by noise-sensitive receptors. Sound produced by a typical distribution center includes personnel vehicle and truck parking lot activity such as idling and vehicle movement, as well as HVAC rooftop equipment. These noise sources should be evaluated and compared to applicable noise code regulations.

Site sound emissions from this facility are regulated by local noise codes. The Town of Grand Island regulates noise in Code Chapter 230: Noise Pollution Control. Specific acts in connection with noise are prohibited, but most are not applicable. Applicable to the site is that noise associated with the sounding of a horn or alarm from an automobile, "except as a warning of danger or distress" is prohibited. In addition, quantitative limits for steady noise sources as well as more permissive limits for transient noise sources are provided. Steady noise is defined as "noise caused by any mechanical device that continues in excess of one minute". HVAC sound is nominally steady in nature and would be considered a steady-state noise source. Steady-state site sound emissions are limited to 65 dB(A) during the daytime hours of 0900-to-2300 and 50 dB(A) during the complementary nighttime hours when measured "three feet from the major surface ... or residences, buildings or structures used primarily for sleeping purposes by people." Similarly, transient noise is defined as "any noise having a duration of six seconds up to one minute." Vehicle movements and activity are best characterized as transient noise since they are either moving or create sound that is short in duration. Transient site sound emissions are limited to 85 dB(A) at all times when measured at a distance of fifty feet from the source.

The State of New York has no noise codes that relate to site sound emissions. The New York State Vehicle and Traffic (VAT) Law states that all motor vehicles must have a muffler and must be below specific sound limits at a distance of 50 feet. Specifically, vehicles over 10,000 pounds must not exceed 86 dB(A) at speeds of 35 mph or less nor exceed 90 dB(A) at speeds above 35 mph. There are also limits for lighter weight vehicles and motorcycles. Overall, these State limits somewhat mimic the local transient source limits and are generally easy to meet with modern, well-maintained vehicles. The New York State Department of Environmental Conservation (DEC) has a policy "Assessing and Mitigating Noise Impacts" that provides guidance for analyzing and minimizing the acoustical impact applicable to the State Environmental Quality Review Act (SEQRA) review. Guidelines require comparison of the average existing ambient sound to proposed site sound emissions. The DEC states that an increase in ambient sound levels by 0-to-3 dB should have no appreciable effect on receptors and an increase of 3-to-6 dB is tolerable





Number: 1 Author:jim Subject:Note Date:7/15/2020 2:37:25 PM

What model inputs were selected to determine SPL's for these applicable but prohibited noise sources?

Number: 2 Author:jim Subject:Note Date:7/13/2020 10:38:10 AM

Trucks entering the site must travel to the staging area, unload trailers, pick up "new" trailers and exit. Idling will continue for considerably more than one minute and are therefore considered steady noise under the Town Code.

Moving equipment must be modeled to address NYSDEC Program Policy accordingly in CadnaA.

Number: 3 Author:jim Subject:Note Date:7/11/2020 3:56:19 PM

NYSDEC Policy identifies that objective analysis of nuisance noise adopts the technique of comparing future noise levels to actual ambient sound levels, typically reported in one hour equivalent steady state sound pressure levels.

but may have potential for an adverse noise impact only in cases where the most noise-sensitive of receptors are present. Increases of more than 6 dB require closer scrutiny while increases of 10 dB deserve consideration of avoidance and mitigation measures in most cases.

### Project Criteria

At a minimum, the site should strive to meet all applicable code limits. Therefore steady sound emissions from HVAC, which can operate at night, should meet 50 dB(A) when received at noise sensitive receptors. Since Grand Island and New York State vehicle code limits regulate transient vehicle sound in relation to the noise source, and not the receptor, a project goal should be established to minimize the potential for complaints and the acoustical impact of the site. Current transient sound in the area is governed by the nearby Thruway and occasional intermittent local traffic. However, various residential receptors will become exposed to motor vehicle noise where there currently is none. Given this, and feedback from the peer review, the project should strive to meet the Grand Island steady noise nighttime code limit of 50 dB(A) for on-site motor vehicles. Controlling on-site transient sound levels to 50 dB(A) will be lower than or equal to other transient sound in the area, will meet the intent of the noise code, and as a result will not have an appreciable effect on receptors per DEC guidelines. These transient project criteria are most appropriate during the night; there is no need for specific daytime criteria as receptors are not traditionally sensitive during this time.

Meeting HVAC code limits and controlling on-site vehicular traffic to be no greater than existing traffic in the vicinity will result in the site having no negative acoustical impact on the area and reduce the potential for noise complaints.



Number: 1 Author:jim Subject:Note Date:7/13/2020 10:39:48 AM

The site must meet all applicable codes, or seek a variance.

As per definition in the Town Code, steady noise is applicable to truck idling noise that will be generated at the site, or off-site project related truck staging areas in Town if expected.

All noise generation at night from the multiple sources to be identified by the applicant, including idling vehicles, must limit noise to meet the 50 dB(A) requirement.

Number: 2 Author:jim Subject:Note Date:7/13/2020 10:40:59 AM

The applicant has not supported the statement that controlling on-site transient noise to 50 dB(A) will be lower than or equal to other transient sound in the area as they have no ambient noise measurements at the sensitive receptors.

The applicant is wrong on the criteria and comparisons that must be demonstrated. NYSDEC policy requires the applicant to determine worst case noise from any and all simultaneous sources, night or day, stationary or transient, and compare those noise level to ambient.

Number: 3 Author:jim Subject:Note Date:7/13/2020 11:04:01 AM

The applicant must provide the HVAC code limits that are to be met here so that it is clear what they are and that they are met by the proposed project.

The applicant should provide all model input data and supporting information/calculations for review. Given the scope of the project and the apparently incomplete nature of the modeling, it is not reasonable or convincing to conclude the site will have no "negative acoustical impact".

## **EXPECTED SOUND EMISSIONS**

Acoustical modelling software, specifically CadnaA, was used to create and analyze sound level contours for the site. The model takes into account relevant parameters between the noise source and receptor positions of interest to predict how sound will propagate. In addition to distance attenuation, the model accounts for the effects of terrain, various types of ground cover, shielding by structures, and reflections from buildings. The modelling software provides A-weighted sound emission contours (in 1 dB increments) for an ear-height elevation typical of a standing observer, 5 feet above grade. The model also tabulates sound emissions received at selected nearby receptors, Locations B through G. All Locations represent worst-case sound emissions and typify upper story receptors at the façade, 15 feet above grade, except for Location D which typifies a single story receptor at 5 feet above grade. Location D' was added south of Location D and represents a second story receptor across the street. Location A is reserved for future use. Calculations are carried out in octave frequency bands.



As discussed previously, site noise will comprise HVAC sound and intermittent vehicle traffic on site. The contribution of each type of source was calculated separately and then combined to be compared to code limits and the project criteria. Other steady sound sources were also evaluated in a separate analysis.



### **Rooftop HVAC Equipment Sound**

Rooftop HVAC equipment produces noise that is steady in nature, and hence will not vary over time. Based on our experience with other projects, a good approximation for a facility of this size is to assume fifty-six (56) 25-ton HVAC units distributed on the rooftop of the facility. The sound power level for each of these was assumed to be 93 dB(A) re 1 picowatt based on typical manufacturer's sound data.



The noise from the 56 rooftop units was included in the HVAC acoustical model, and were placed 4 feet above the rooftop in a layout based on a similar, completed facility. Sound from the sources was projected to nearby receptors. Figure 2 shows the results graphically and tabulates the summed A-weighted sound levels at the seven discrete Locations. Buildings are shown in white, sound barriers are shown in light blue, and HVAC noise sources are shown as blue "+"s. The property line is outlined in red, and the Niagara River to the west is represented by a blue diagonal hatch.



The results show that with all 56 rooftop units operating, HVAC sound levels off site are at or below 37 dB(A). Noise from HVAC meet local code limits by margins of 13 dB(A) or more. As a result, HVAC sound will not have no acoustical impact per DEC guidelines and will likely be inaudible or hard to discern in the presence of traffic flow on the Niagara Thruway.

Number: 1 Author:jim Subject:Note Date:7/13/2020 10:43:37 AM

It appears the model does not account properly all the noise generation that would occur in the worst case (reference previous comments).

Absent a description of site operations and the CadnaA model input, it is not possible to confirm these now unsupported statements.

Number: 2 Author:jim Subject:Note Date:7/11/2020 5:00:30 PM

What is the justification for separately evaluating sound sources?

What are the "other" steady state sound sources?

Number: 3 Author:jim Subject:Note Date:7/13/2020 10:44:24 AM

Rather than just approximations and undeclared assumptions, the applicant must clearly define the noise generating equipment for this project.

Provide the manufacturers data and the calculations used to support the 93 dB(A) sound power level assumption and that only 56 units will be required for this facility.

Number: 4 Author:jim Subject:Note Date:7/15/2020 2:39:12 PM

Is this HVAC acoustical model the CadnaA model?

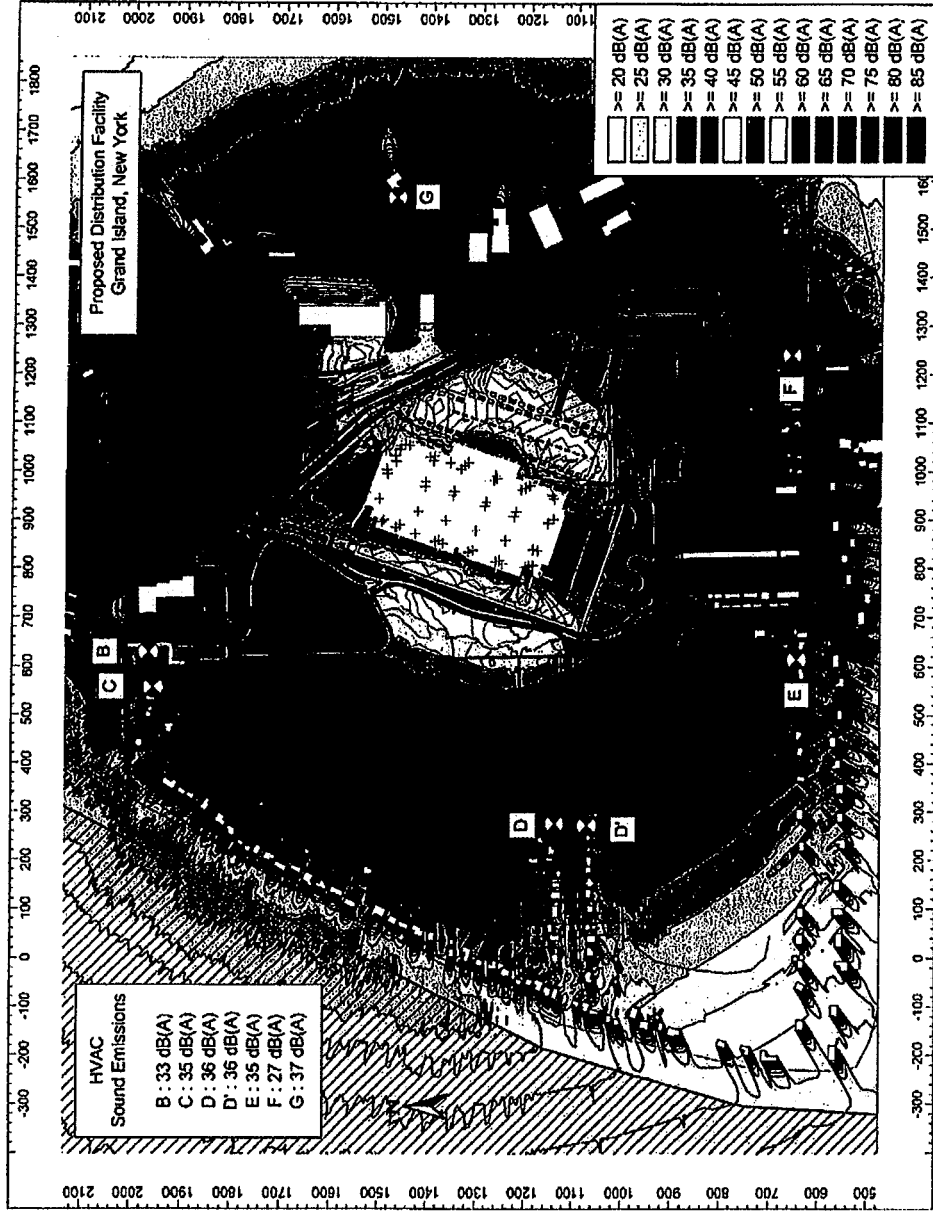
The top of the noise barriers will be on the order of 100 feet lower than the rooftop HVAC units and are expected to have no effect whatsoever on noise propagation from these units.

Define the manner of modeling the effect of the very large water/ice surface created by the large pond/borrow area on noise propagation in the direction of the nearest residence.

Provide the calculations and input values used to compute the 37 dB(A) noise level emanating from 56 operating HVAC units.

Why has the applicant not obtained ambient noise measurements as suggested by the Town's consultant?

Without a comparison to measured rather than assumed ambient noise levels, the applicant cannot conclude the modeling demonstrates the project meets the DEC guidelines and will likely be inaudible or hard to discern.



**Figure 2** — A-weighted sound emission contours, 5 feet above grade, for sound from rooftop HVAC equipment. Each of the 56 rooftop units shown with a blue + sign. Buildings shown in white, sound barrier shown in light blue/pink, and approximate site boundary outlined in red. Sound emissions tabulated at 5 feet above grade for Location D. All other Locations are 15 feet above grade.

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### Motor Vehicle Sound

Maximum site sound levels from transient motor vehicles should also be scrutinized for comparison to project criteria. To evaluate these sound emissions, the acoustical model included representative sources modeled at their maximum sound level. Heavy truck activity at dock and trailer areas can routinely contribute maximum sound levels of about 79 dB(A) at 50 feet, at a source height of 8 feet above grade. This includes movements, air brakes, coupling/decoupling, and back-up alarms. A driving truck contributes slightly lower maximum sound levels of about 74 dB(A) at 50 feet. Personnel vehicles traveling at low speeds are better typified by maximum sound levels of 59 dB(A) at 50 feet. Personnel vehicle noise sources were modelled at 3½ feet above grade. Note that all of these maximum sound emissions comply with the local and State motor vehicle noise limit of 85 dB(A) at 50 feet.

The worst-case peak hourly traffic movements for personnel vehicles occur from 0630-to-0730 where on average 643 vehicles are expected. This equates to 107 vehicles over a 10 minute period. Truck movements are less frequent and are expected to have peak activity around 0900 where the site will see about 4 trucks every 10 minutes. By design, worst case peak activity from personnel vehicles and trucks will not overlap and hence were analyzed separately. To be conservative, traffic counts over 10 minute durations were modelled with each personnel vehicle and heavy truck source at maximum sound levels. In reality, multiple maximums events will rarely synchronize in time in this manner. Figure 3 shows the results of 107 personnel vehicles over a 10 minute period combined with the HVAC model to represent worst-case personnel vehicle sound emissions. Similarly, Figure 4 shows the results of five trucks modelled, three heavy truck activity events and two driving truck movements, combined with the HVAC model to represent worst case heavy truck sound emissions. No trucks were shown using the southern driveway as all trucks will use Long Road, not Bedell Road. Truck activity events are shown as white "+"s while driving truck movements are shown as pink "+"s. Personnel vehicles are shown as green "+"s. Maximum sound levels from personnel vehicles and HVAC equipment range from 37-to-51 dB(A) at receptors; maximum sound levels from trucks with HVAC equipment operating range from 34-to-50 dB(A) at receptors.





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"Heavy" truck activity at the site will not meet the definition of transient noise.

Provide references and the justification that 79 dB(A) at 50 feet includes the impulse noise of air breaks, coupling/decoupling, backup alarms and other truck related noises.

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What is the purpose, need or justification for analyzing HVAC units, trucks and cars separately when the objective is to model worst case noise levels for simultaneous operation of these noise generating sources?

The traffic study reports that the peak hour will include 658 employees entering and 26 exiting and ten trucks entering and ten trucks leaving. This does not appear to be the assumption here.

What is the time interval between trucks entering the site and leaving the site? If greater than ten minutes the number of trucks must be increased.

Are these ten minute noise levels reported as one hour equivalent noise levels?

Define the difference between "heavy truck activity events" and "driving truck movements".

Providing the model inputs and outputs will help clarify the reported noise levels.

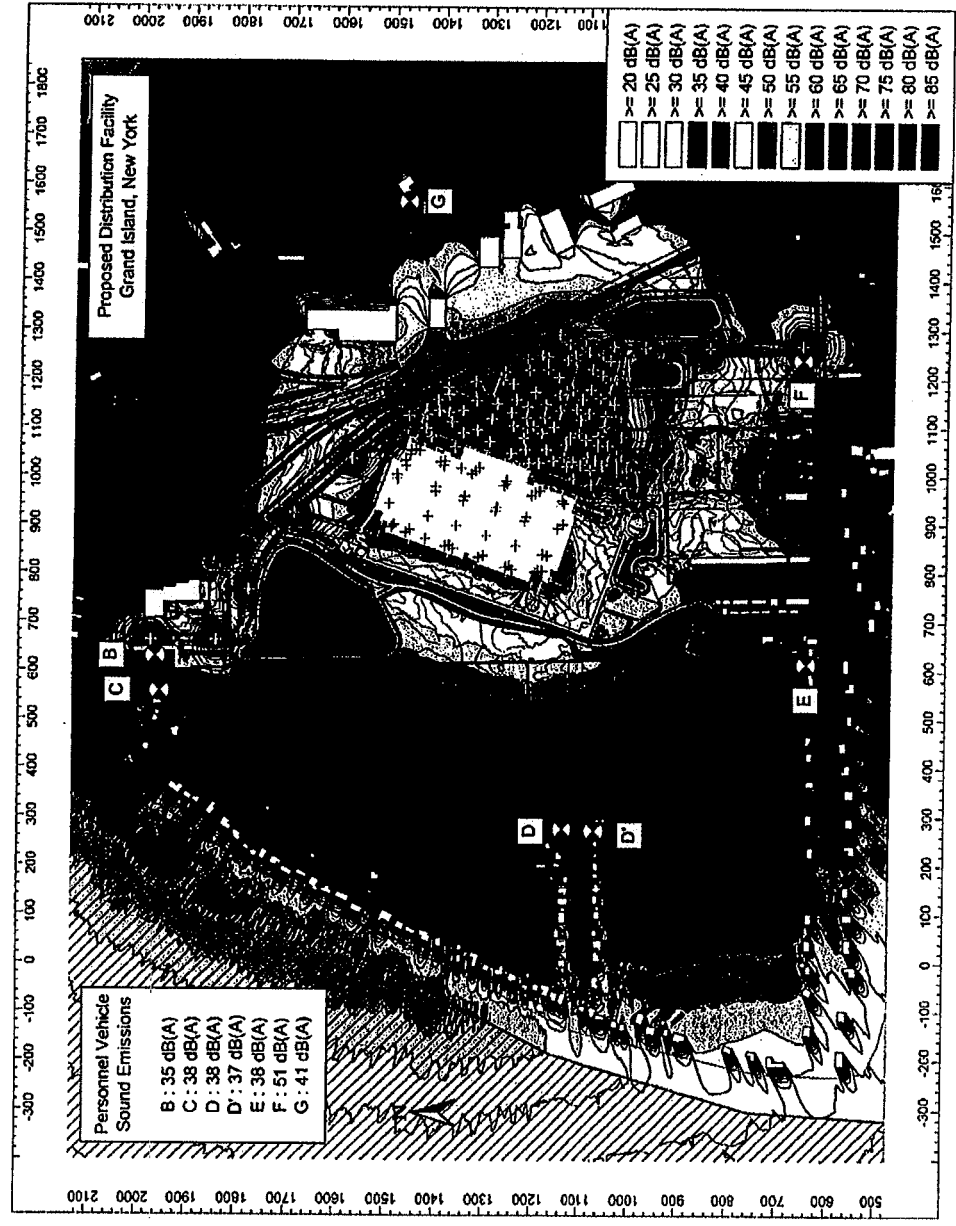
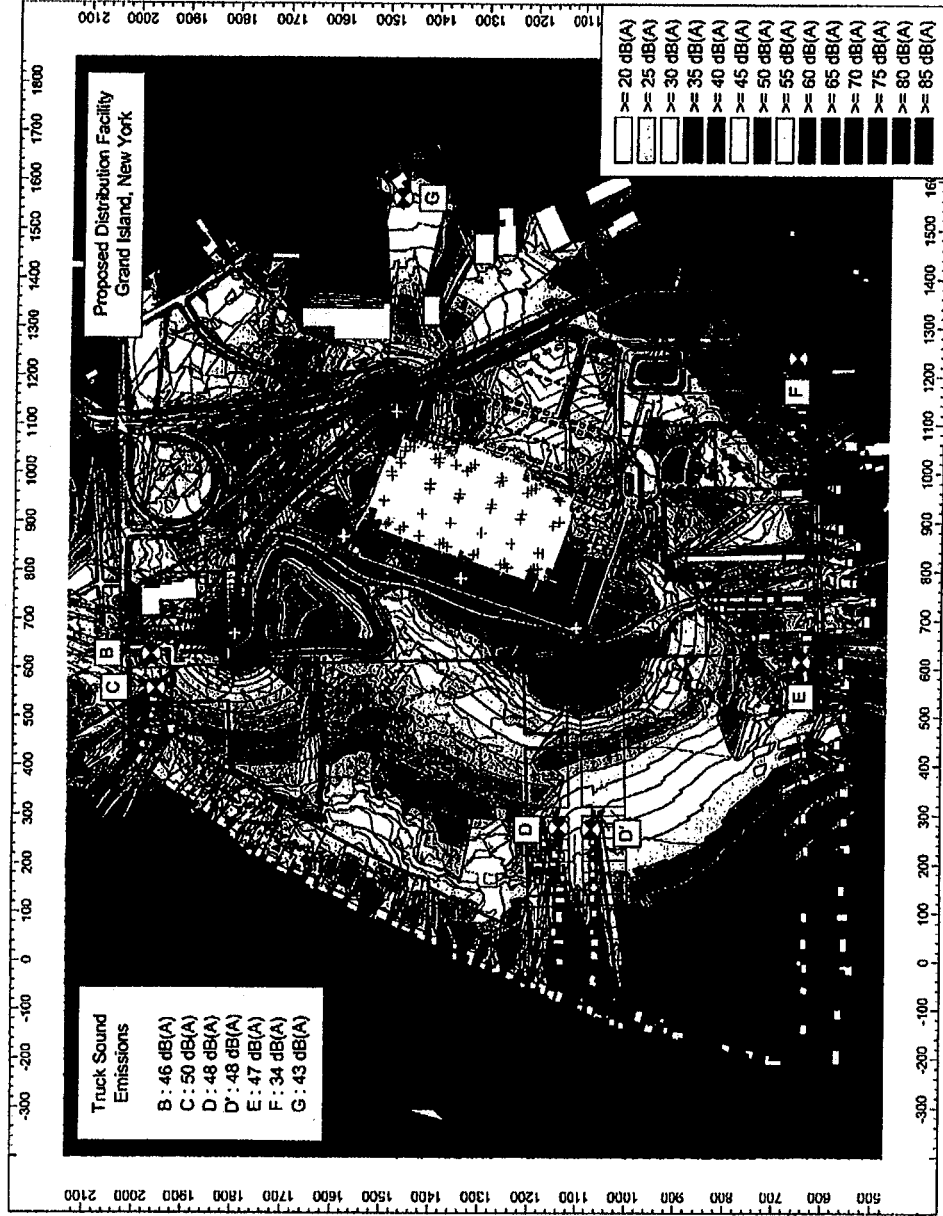


Figure 3 — A-weighted sound level contours expected for worst case personnel vehicle sound emissions: 56 HVAC units (blue +) and 107 vehicles (green +). Buildings shown in white, sound barrier shown in light blue/pink, and the approximate site boundary outlined in red. Sound emissions tabulated at 5 feet above grade for Location D. All other Locations are 15 feet above grade.

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**Figure 4 — A-weighted sound level contours expected for worst case truck sound emissions: 56 HVAC units (blue +), three truck activity events (white +), and two truck movements (pink +). Buildings shown in white, sound barrier shown in light blue/pink, and the approximate site boundary outlined in red. Sound emissions tabulated at 5 feet above grade for Location D. All other Locations are 15 feet above grade.**

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Truck activity was also closely scrutinized at the Long Road driveway as it is in proximity to a residential receptor. Efforts were made to improve upon mitigation along this route to further reduce site sound at residential receptors here. This included relocation of the driveway to the east side of an existing pump station, which was accomplished by reducing ingress and egress travel lanes from two in each direction down to one. In addition a more robust sound barrier was designed along this route. These measures allow for the sound barrier to be placed further from the nearby residences than previously proposed.

Figure 5 shows a collection of four models zoomed in on driveway activity. The color contours use the same legend as previous figures. The maximum sound pressure level at specific residential receptors is shown as a truck progresses from north to south on this road. The two eastern receptors are at an elevation 5 feet above grade. The two western receptors are at an elevation of 15 feet above grade. Starting in the top left corner of Figure 5, the truck is shown entering the site. The figure then shows truck travel south moving to the top right of Figure 5. This continues in a clockwise direction until the truck is shown in the bottom left of Figure 5. Figure 5 also shows a close up detail of the barrier configuration. The light blue barrier is 16 feet above grade while the pink barrier is 10 feet above grade. Model results in Figure 5 include all HVAC sound.

Results show that anticipated worst-case maximum site sound levels from all motor vehicle activity meets the intent of the steady state nighttime noise code at all Locations. All motor vehicle noise fully complies with local and State motor vehicle sound limits.



Number: 1 Author:jim Subject:Note Date:7/15/2020 2:47:34 PM

The analysis avoids the worst case condition as only a single truck is shown that has already entered the site and is adjacent the 16 foot high sound barrier. What about trucks crossing paths at the entrance and more than three or four trucks on site. Accordingly, the scenario does not demonstrate the project related activity meets the Town or DEC policy requirements.

What is the predicted instantaneous SPL when the tractor crosses onto the site where no adjacent sound barrier exists?

What is the predicted Leq for the scenario where more than one vehicle is just entering/exiting the site without an adjacent sound barrier?

Has an assessment been completed to evaluate whether adequate site distance is available for exiting and eastbound through traffic with the proposed sound barrier?

Are these sound pressures presented as one hour equivalents?

What is the difference between heavy truck activity events and driving truck movements?

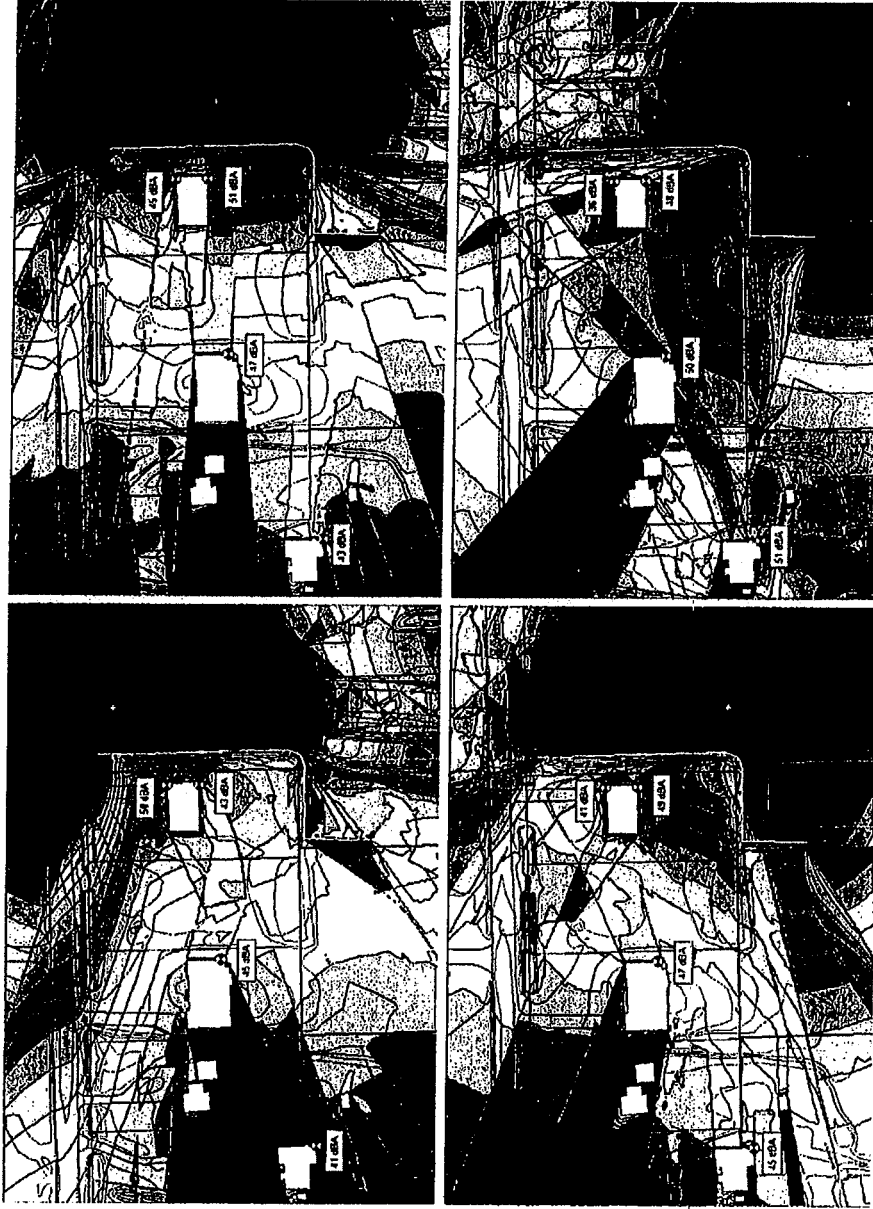


Figure 5 — A-weighted sound level contours expected for worst case truck sound emissions entering or existing the site (shown as pink +). Buildings shown in white, sound barrier shown in light blue/pink, and the approximate site boundary outlined in red. Sound emissions tabulated at 5 feet above grade for eastern two receptors; 15 feet for western two receptors.



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### Other Steady Sound

There are other unique noise sources proposed on site that will produce steady sound that should also be discussed. A substation to provide electrical power to the site is proposed and is not considered to be a major contributor of sound to the overall site sound emissions. Secondly an emergency generator is proposed. This source will operate in the event of an emergency and will periodically operate to test the equipment. Such tests are typically during the daytime hours when sensitivity is lower. These sources could not be modeled as specifics have not been finalized, hence an alternative acoustical analysis was carried out.

An electrical substation is planned in the northern portion of the site, adjacent to the Niagara Thruway access ramps. Plans have not been finalized for this equipment but based on previous project experience, two transformers and ancillary buswork equipment are expected. Each transformer generally has a sound power level of about 88 dB(A), when cooling fans are operating. Given that the distance from the proposed substation area is at least 700 feet from the nearest residence, for both transformers operating would contribute sound levels of 35 dB(A). The nearest residence is Location B, and hence transformer sound will be further reduced by the proposed driveway sound barrier. No noise issues are expected from the substation.

An emergency generator is proposed near the southwest corner of the building, within the truck court. A conservative assumption is that the generator would be no closer than 1,500 feet from the nearest dwelling. While details on this equipment have not yet been finalized, it can be reverse engineered. Emergency generators are typically specified using a sound pressure level at 7 meters, or 23 feet. For an emergency generator to meet 50 dB(A) at a distance of 1,500 feet, it would have to produce no more than 86 dB(A) at 23 feet. This is easy to meet for a number of generator sizes by traditional manufacturers. For example, a Cummins 1000kW generator produces 80 dB(A) at 23 feet for a Level 1 acoustical enclosure, and 76 dB(A) at 23 feet for a Level 2 acoustical enclosure. This analysis shows that regardless of what is installed that there will be no issue complying with nighttime code limits. Generator noise is not expected to be an issue.



Number: 1 Author:jim Subject:Note Date:7/15/2020 2:39:46 PM

Not modeling all noise sources will under predict noise generation at the site. All simultaneous noise sources must be included, regardless of their location on site, to assess the impacts of the facility.

## **ADDITIONAL CONSIDERATIONS**

This sound study assessed back-up alarms as typical tonal alarms most commonly seen. Results from the study show that despite this inclusion, no negative acoustical impact is anticipated. Regardless, back-up alarm alternatives are recommended for switcher engines or trucks (terminal tractors) directly under control of the site tenant because they are responsible for the majority of backup movements on site. These alternative alarms in the form of smart, ambient sensing, multi-frequency back-up alarms. This type of alarm is commonly called a "shusher" alarm due to the type of noise it produces. These are available from a variety of manufacturers and reduce annoyance generated from constant level, pure tone, "beeping" back-up alarms. The reduction in annoyance is accomplished in two ways:

- A broadband "shushing" sound is less intrusive and annoying than a pure tone "beeping" sound since, at a distance, it can blend in easier with other ambient sounds.
- The smart, ambient-sensing feature allows back-up alarms to operate safely and effectively at far lower sound levels than typical brute-force, constant level devices. The smart alarms sample ambient background noise and adjust the warning signal to be 5-to-10 dB higher than the background sound level, therefore reducing levels nearby and off-site.



Although construction conditions are temporary in nature, it is worth discussing considerations to minimize the acoustical impact of this activity. It should be noted that the Town of Grand Island prohibits the operation of heavy construction equipment outside the hours of 0700-to-1900 Monday to Saturday in its noise ordinance. While the construction of the proposed project will conform with these requirements, earth moving equipment used during the civil construction phase of the project can be close to nearby residential receptors. Construction equipment, such as bulldozers, front end loaders, and dump trucks, can typically produce maximum sound levels of 80 dB(A) at 50 feet. To minimize receptor exposure to construction noise during this phase, the project proposes to implement the following construction noise control strategies:

- Limit all heavy equipment operation to non-noise-sensitive daytime hours and follow allowable town construction hours.

Number: 1 Author:jim Subject:Note Date:7/11/2020 6:14:24 PM

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Brief research indicates these alarms will generate a high frequency annoying noise level of over 100 dB(A). Provide specifications for the shusher alarms used in the CadnaA modeling and proposed for the facility.

Given the proximity of the multiple backup alarms to the multiple trucks operating at the site, 5 to 10 dB(A) higher than background would seem to produce a significant addition to site noise.

- If possible, limit the number of equipment operating near one receptor at a given time. Avoid exposing any one receptor to high sound levels for an extended period of time.
- Place stationary equipment, such as generators, compressors, and office trailers, away from noise-sensitive receptors.
- Avoid having construction parking or laydown areas near noise-sensitive receptors.

## CONCLUSION

The storage and distribution facility site planned for Grand Island, NY is proposed on undeveloped land, industrially zoned, and situated between residential receptors and a major highway. The construction of the storage and distribution facility would bring personnel vehicle and truck activity near noise-sensitive receptors which is a potential acoustical concern. Grand Island limits noise from a facility such as this to 50 dB(A) for steady sources, such as HVAC equipment. The Town and State provide sound limits for transient sources, but do so relative to the noise source, not the receptor. As a result, appropriate project criteria at nearby residential receptors were established for personnel vehicles and heavy trucks during the nighttime hours. At northern noise-sensitive receptors who are closer to the Interstate and on/off ramps, site sound should not exceed 55 dB(A); site sound should not exceed 50 dB(A) at the western and southern noise-sensitive receptors.

Analyses show that HVAC sound meets the applicable nighttime code limit. Sound from personnel vehicles and heavy trucks will meet the intent of the project goal due to distance, site geometry, and proposed sound barriers. In addition, motor vehicle sound is expected to be similar in level to what currently exists, and hence will have no negative effect on the surroundings.

Using the layout and sound barriers proposed will put the site in the best position to minimize the acoustical impact of the site. Given the results of this analysis, on-site noise is not expected to have a negative acoustical impact per DEC guidelines. HVAC and motor vehicle sound will comply with all local and State noise codes, as well as the intent of recommended project criteria.



Number: 1 Author:jim Subject:Note Date:7/13/2020 11:17:07 AM

Applicant has not justified the use of 55 dB(A) as the nighttime ambient noise level, and it is likely too high.

Why were ambient noise levels not determined as suggested by the Town's consultant?

The partial and segmented analyses provided by the applicant that do not include all simultaneous contributing source noise levels significantly underestimate noise levels that will be produced. Accordingly, these conclusions are not supported by the information provided.

**Pattie Frentzel**

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**From:** JOAN MCGARVEY <  
**Sent:** Wednesday, July 15, 2020 3:52 PM  
**To:** Public Comments  
**Subject:** Project Olive/Amazon Warehouse

I am a fairly new resident of Grand Island, compared to many, having moved here 16 years ago when I married my wife. My wife lived on Grand Island and I lived in Lockport and we looked all over WNY before we found our home here on Grand Island. I can truly say, without reservation, that we have enjoyed the time we spend here and had hoped to spend the rest of our lives here. Since becoming aware of the proposed warehouse my thoughts have changed.

I have talked with many people who have expressed opinions, both pro and con, and have attended several Zoom Meetings. For the record I am opposed to this project for a number of reasons ie: increased traffic, potential infrastructure damage(we the tax payers will have to pay for), not as much positive tax relief as stated, environmental issues that have not been fully addressed and I feel it will not be the economic boom for island residents and businesses that is being touted. That being said the reason for the warehouse being located in our community is to serve our neighbors to the north, namely Canada. Why not locate it in Canada? - because they don't want it. They want the service, but they do not want to pay the price for having it as their neighbor. As for the project champions, I am sure they did their homework and found the rules and regulations in Canada are too stringent for the warehouse to profitably be located there. Not only will our bridges suffer, but the bridges on the border will suffer in kind. We are an island, to get on and off you must cross bridges(obvious).

In the short time I been on our island I have seen firsthand what happens when bridge maintenance is performed(fairly often), when an accident happens on or near the bridge(not uncommon) and the extra burden it puts on island residents. People must be naive to think the changes that are being proposed will not negatively affect us and I can only hope our elected officials will listen to the residents who oppose this project and vote against any changes that will allow it to go forward. Regardless of the town boards vote I will never be in favor of building a warehouse, like the one being proposed, since it will forever change our island and not in a good way.

Thank you,

Karl E. Weber

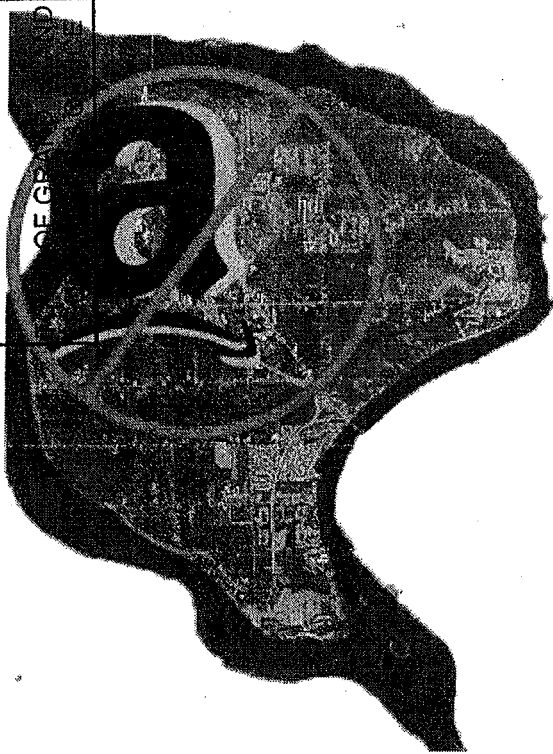
Sent from Outlook



## PETITION TO THE TOWN BOARD OF GRAND ISLAND, NY

RECEIVED

JUL 15 2020



# STOP AMAZON'S WAREHOUSE ON GRAND ISLAND NY

The undersigned party opposes the approval of a zoning request by TC Buffalo Development Associates, LLC to modify the existing M-1 zone located at 2780 Long Road from M-1 (Light Industrial) to PDD (Planned Development District). TC Buffalo has outlined the details of a proposed warehouse (presumably run by Amazon) at the aforementioned site which would not comply with the current zone designation as laid out in the Town's 2018 Comprehensive Plan and recently approved by the Town Council. Zoning modification is required by TC Buffalo Development Associates in order to bypass many of the existing M-1 restrictions and proceed with the project.

### **WE URGE THE TOWN BOARD TO DO A COMPREHENSIVE COST/BENEFIT ANALYSIS BEFORE PROCEEDING TO A VOTE ON THE ZONING CHANGE.**

Buried in the 2000+ pages of documentation on the Town's website, TC Buffalo confirms that they will be requesting tax relief and that the project is "not feasible" without this. Based on similar projects across the country, they will most likely be asking for 10-20 years of tax relief/PILOT (Payments In Lieu Of Taxes) for this project. This would result in minimal, if any, tax benefit for the Town of Grand Island while we bear the additional costs of maintaining infrastructure and services required in the interim.

### **THE PROJECT CANNOT PROCEED WITHOUT THIS ZONE MODIFICATION AND THE GRAND ISLAND TOWN COUNCIL SHOULD DENY THE ZONING CHANGE.**

The footprint of the proposed warehouse is 823,523 square feet (equivalent to 54 football fields) and 87 feet high, equivalent to 9 stories. This would make Grand Island dominated by one of the largest warehouses in the world — not just in the United States, but *the world*. Besides its disruptive size and the fact that the project fails to comply with the Town's Comprehensive Plan (and has requested multiple variances), there are far too many unanswered questions about this project. TC Buffalo's claim that a warehouse of this size (over 3.8 million square feet, employing

up to 1,800 people) would have a minimal impact on noise pollution, air pollution and our natural environment, including natural habitat and wetlands is simply not true based on multiple studies conducted on much smaller Amazon warehouses.

TC Buffalo's traffic studies fail to make mention of the small panel trucks like those Amazon uses to deliver from warehouses to homes and businesses ("the last mile"). In addition, TC Buffalo claims that the warehouse, with 69 bays, would only add an additional 2-3% to our existing peak traffic volumes and minimal wear and tear on our roadways and bridges. This is not true. A recent count of Amazon trucks leaving a facility in Los Angeles that is one-third the size of the warehouse proposed for Grand Island came to 1,100 trucks per hour.

**WE URGE THE TOWN BOARD TO IDENTIFY THE TENANT BEFORE ANY VOTE TAKES PLACE ON THE ZONING CHANGE.**

TC Buffalo has failed to name its tenant. We strongly suspect it is Amazon (considering that they are already advertising for positions and the facility already appears on Google maps). We believe TC Buffalo is hiding that fact because of Amazon's many predatory practices and history of misleading the public about the negative impact of their warehouses on the surrounding communities. This proposed project is too big, too secretive and would be far too disruptive and permanently damaging to the quality of life we have now on Grand Island. There would be no turning back.

**WE URGE THE TOWN BOARD TO DELAY ANY VOTE ON THIS ZONING REQUEST UNTIL CITIZENS WHO CANNOT PARTICIPATE VIRTUALLY CAN PARTICIPATE AND VOICE THEIR INPUT SAFELY IN-PERSON.**

The pandemic has made it very difficult for effective communication to take place across our community. Many of our elderly residents do not have access to technology and have been unable to voice their opinions. This vote should not take place until adequate input has been received from all sectors of our community. No one should be left out.

This Petition is sponsored by the Coalition for Responsible Economic Development for Grand Island (CRED4GI)

Signed,

Name: SHARON WATKINSON

Email Address: \_

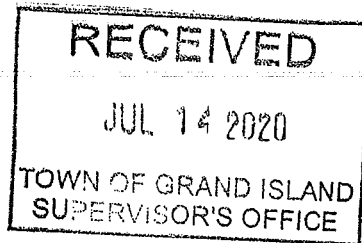
Home Address: \_

Comments: I am on the Board of West River Home Owners Assoc.

Our organization supports CRED4GI and opposes very

Signature: Sharon Watkinson

strongly the presence of Amazon on Grand Island



Grand Island, NY 14072

July 14, 2020

Mr. John Whitney  
Grand Island Supervisor  
Town Hall  
Baseline Road  
Grand Island, Ny 14072

Dear Mr. Whitney,

I am writing to express my displeasure at the thought of Project Olive coming to Grand Island.

The rosy picture being painted by Amazon (oops, - Project Olive) is not the entire story. Grand Island was chosen for their advantage, not Grand Island's.

How rosy will that picture be when more trucks and workers are added to their original estimates? Do those jobs pay above much above minimum wage? When roads need repair and backups (that removal of toll barriers was to avoid), become more and more commonplace? I can only think that a big truck broken down on a bridge will create far more of an inconvenience than a car.

How about 20 years from now and whatever financial assistance they get runs out? What happens to the property and Grand Island's responsibility at that time?

Is the solar shingle project working out just as planned to benefit the city of Buffalo and Western New York?

What kind of legacy are you setting up for future generations on Grand Island? Will you want a house in that quadrant of the Island? Why not buy property there now to build houses for your children and grandchildren? It will probably be increasingly available and pretty cheap.

Listen to the majority of the people and their opinions on this project before Grand Island is painted into a corner that it can't get out of. Good or bad, your name will forever be attached to this blunder.

Vote NO on Project Olive.

Sincerely,

A handwritten signature in black ink that reads "Dennis Upton". The signature is written in a cursive style.

Dennis Upton

**Pattie Frentzel**

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**From:** S. L.  
**Sent:** Tuesday, July 14, 2020 3:19 PM  
**To:** Public Comments  
**Subject:** Amazon warehouse

To Whom it May Concern:

I was pleased to hear this morning that the G.I. Planning Board denied Amazon's zoning request and to move forward with their plans to develop a massive warehouse on Grand Island. My understanding though, is that the G.I government is still entertaining continued discussions with Amazon by our Grand Island elected officials.

Amazon coming to this community will create long-lasting problems for this community and I am in complete agreement with many residents who have expressed significant concern with the many costs that would outweigh the very few benefits to our community. As others have expressed:

- 1.) Massive traffic delays (and worse in summer) affecting quality of life for residents.
- 2.) LOTS of noise and air pollution.
- 3.) Costly wear and tear to the 90 and the bridges, where more frequent repair would exacerbate the traffic problems. (And we know they're going to ask for tax breaks, and not pay their share.
- 4.) Reduced housing values, given the above

One has to ask how former Supervisor Nate McMurray got away with allowing the request to get to this point without residents (who elect officials), to weigh in on this major decision?!

Sincerely,  
Sheila Figliotti

## **Pattie Frentzel**

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**From:** James Bellanca  
**Sent:** Monday, July 13, 2020 11:40 PM  
**To:** Public Comments  
**Subject:** Project Olive Comments in Opposition

As a concerned Grand Island resident and voter, I want it to be known that I am against Project Olive. Here is why it matters to me, and should to you.

My family, starting with my great-grandmother over 100 years ago, have lived, worked, and vacationed on Grand Island for generations. My parents moved here over 50 years ago, raised their family here, and still live here. I, and others in my family, still live here. Grand Island is part of our DNA as a family. We've lived and worked here for many years. We try to spend our money locally when we can. We bike and run along the West River bike path, run through Scenic Woods, hike in Buckhorn, and enjoy the water and park setting at Beaver Island.

The Vision for Grand Island set forth in the Comprehensive Plan states, "a relaxed, island lifestyle with small town living. We will capitalize on our natural assets ... and create opportunities for growth to sustain our community for the future while striving for harmony between the natural environment, development, and our heritage", along with several values, which include: "Natural resources are our biggest asset", "We are a unique island community", "We're more than just a pass through".

We are also a recognized Ramsar site, on par with the Galapagos and the Everglades. This recognizes that we are a unique and very special place in the Niagara Corridor, that needs to be maintained and protected in its uniqueness. By that international convention, no wetlands may be impacted unless there is an "urgent national interest", which a large warehouse would not qualify under.

I was initially open minded about Project Olive, and thought, "Better the devil I know," thinking another entity may be worse. But the more I learn about their impact in other small communities, and the more I think about it, the more it strikes me that a large facility, such as that proposed with Project Olive, supporting one tractor-trailer every 3 minutes over the bridges, that paves over a significant amount of land, including wetlands and homes for countless birds, mammals, and other wildlife, is contrary to the Comprehensive Plan and our Island Character. And, contrary to what most of the people of Grand Island want their community to be.

It will only create noise, pollution, and traffic. It will destroy property values, our small island community atmosphere, the quiet peacefulness for so many on the north end of the island, and homes for so many wildlife creatures. Our clean air will be polluted with exhaust from 4,440 trucks a day. Studies have shown how living near truck routes increases cancer risk, including being higher incidences of lung and breast cancer, causes asthma in children, increases the risk of heart disease, and kills wildlife. Most of us who live here, do so because of the rural-like nature of life here. We can listen to birds that are everywhere around us, watch fox and deer play in our yards, look for eagles and other raptors in the sky, and see families of waterfowl in the river. This facility will destroy a large swath of that on part of the island, and remove those habitats forever. Once land is paved over and built on, it won't go back to nature easily. We'll hear trucks instead of birds. Smell exhaust instead of the river. See giant lights instead of the sunset.

And then there's the fears that it will turn that section of the Island into just another industrial area akin to what is in Tonawanda or NT, or the City itself. The people here spent so much effort fighting against a truck stop in the town center - this is so much worse than that, and might possibly be the camels nose under the tent if it's allowed in. Next we could see proposals to support the site on other land near it. The north end around it could turn into an industrial zone with truck stops and gas stations. And even if that doesn't happen - even if it's just the warehouse - We'll lose part of what makes Grand Island special.

Not to mention, there's many, much more suitable sites for them to build, where they don't have the restrictions of the bridges. Where they won't impact so much natural habitat. Other places where they won't impede on a special, unique way of life. Where they won't destroy something beautiful. The only good reason I can think of for why they chose Grand Island is because it's probably cheaper, and being a small town, they probably feel like they can run over us with their size. They try to confuse the issue with a document that's thousands of pages long, hoping most won't read it. They try to entice us with promises of large tax revenues. What they don't say is the offsets to that in so many other quality of life issues, and the private cost to individuals. They also don't tell the story of how they've negatively impacted other communities with much smaller warehouses.

We must push back; we must be vigilant on protecting our land, our values, our community, our way of life, our internationally recognized beauty and wilderness. We must say No to this effort to pave over our land, our property values, our views, our Island character, our rural-like neighborhoods.

Please vote No on Project Olive. Keep Grand Island beautiful, green, and the unique Island community that it is. Don't turn us into just another paved over suburb in pursuit of tax dollars that wipe out what makes us, us.

James Bellanca