State Environmental Quality Review

Lead Agency Findings Statement

Buffalo and Erie County Industrial Land Development Corporation
Agribusiness Park Master Plan
1526 Eden Evans Center Road, Evans, New York

Date: June 26, 2024

Pursuant to Article 8 of the Environmental Conservation Law and the regulations promulgated thereto at 6 NYCRR Part 617, (New York State Environmental Quality Review Act or "SEQR"), The Buffalo and Erie County Industrial Land Development Corporation (ILDC), as Lead Agency, issues the following Findings Statement:

Name of Action: **Buffalo and Erie County Industrial Land Development Corporation Agribusiness Park Master Plan – GEIS**

Location: 1526 Eden Evans Center Road
Town of Evans, Erie County, New York

Statement prepared by Project Sponsor: The Buffalo and Erie County Industrial Development Corporation

SEQR Status: Type 1 Action, Positive Declaration

DESCRIPTION OF ACTION:

The Buffalo and Erie County Industrial Land Development Corporation (ILDC), acting as Lead Agency, has required the preparation of a Generic Environmental Impact Statement (GEIS) pursuant to SEQR. The purpose of the GEIS is to evaluate the potential impacts which may result from the implementation and construction of the proposed Erie County Agribusiness Park (the "Project," "Proposed Action," or "Master Plan"), which is to be located on Eden Evans Center Road in the Town of Evans, New York. The Proposed Action is for the adoption and implementation of a master plan for development on Eden Evans Center Road and will result in the subsequent construction of an Agribusiness Park and its associated infrastructure.

Location: The Project Site is located in the Town of Evans at 1526 Eden Evans Center Road (S.B.L 221.00-4-200.111), which is currently owned by the ILDC (See Figure 1-1). The Project Site lies east of Delamater Road and a pair of parallel-running railroad tracks, and west of Southwestern Boulevard (Route 20). It is approximately one mile west of Exit 57A (Eden-Angola exit) of the New York State Thruway. The Project Site totals approximately 242.03 acres of land and has approximately 1,850 linear feet (LF) of frontage along Eden Evans Center Road. The Project Site was formerly operated as the Evans-Angola Airport. Some infrastructure from the airport remains, while the rest of the Project Site consists of forested areas. The Project Site is bounded on the west by a single-family residence. There are two residential parcels along the frontage of the property that are not part of the Project Site. The Norfolk Southern railroad runs along the rear western boundary of the Project Site.

Date FGEIS Accepted as Complete: **May 29, 2024**

John Cappellino, President and CEO
Buffalo and Erie County Industrial Land
Development Corporation (ILDC)
95 Perry Street, Suite 403
Buffalo, New York 14203

Phone: (716) 856-6525

FACTS AND INFORMATION RELIED ON TO SUPPORT THE FINDINGS:

These Findings consider the relevant environmental, economic, and social impacts, facts, and conclusions disclosed in the Draft Generic Environmental Impacts Statement (DGEIS) and Final Generic Environmental Impact Statement (FGEIS) for the Proposed Action. The Findings weigh and balance relevant environmental impacts with social, economic, and other considerations, and provide a rationale for the ILDCs' decision regarding potential environmental impacts associated with the proposed action. These Findings also certify that the requirements of 6 NYCRR Part 617 and Article 8 of the Environmental Conservation Law have been met. They further certify that the action chosen is the alternative, consistent with social, economic, and other essential considerations, from among the reasonable alternatives available, which avoids or minimizes potential significant adverse environmental impacts to the maximum extent practicable, and that such impacts will be avoided or minimized to the maximum extent practicable by incorporating, as conditions, those mitigation measures that are identified herein.

Pursuant to SEQR, the ILDC was designated as Lead Agency for the Proposed Action. Through the coordinated review process, other Involved and Interested Agencies were provided the opportunity to provide comments on the Proposed Action and concur with this designation. Part 1 of a Full Environmental Assessment Form was completed by the ILDC in accordance with 6 NYCRR § 617(f) of the SEQR regulations. The Proposed Action is classified as a Type 1 Action for the purposes of this SEQR review.

On April 28, 2021, the ILDC, as Lead Agency, determined that the Project may have a potential significant impact on the environment and required the preparation of a Draft Generic Environmental Impact Statement (DGEIS) to evaluate those potential impacts.

The ILDC then completed the scoping process; holding a scoping public meeting on May 18, 2021, and then issuing the final scope based on comments received on June 23, 2021.

On November 27, 2023, the ILDC accepted the DGEIS as complete and ready for review and comment by Involved and Interested Agencies and the public. The DGEIS was made available at the ILDC's office at 95 Perry Street, Suite 403, Buffalo, NY 14203 and posted on the ILDC's website to facilitate public review of the document.

Following acceptance of the DGEIS, a public hearing was held on February 22, 2024, to obtain comments from the public, and the public comment period extended through March 4, 2024. Multiple people provided comments or questions at the public hearing. The NYS Department of Environmental Conservation ("NYSDEC") provided written comments and emails through a letter dated January 18, 2024, which were addressed in the FGEIS. Verbal discussions were held with the New York State Department of Transportation, as this agency had several email comments on the document, and input was received from New York's State Historic Preservation Office (SHPO), the Erie County Department of Environment and Planning, Erie County Division of Sewerage Management, and the Erie County Water Authority.

The FGEIS for the Proposed Action includes revisions to the DGEIS, summaries and copies of the Substantive Comments and their source, and the responses from the ILDC, as Lead Agency, to all Substantive Comments. The FGEIS was accepted by the ILDC on May 29, 2024. Copies of the FGEIS were sent to the Involved and Interested Agencies and the comment period was left open until June 14, 2024.

FINDINGS AND CONCLUSIONS SUPPORTING THE DECISION:

This DGEIS was prepared in accordance with SEQR. The purpose of this document is to identify and evaluate the potential significant adverse environmental impacts of developing the Project Site and, where applicable, to identify reasonable mitigation measures and thresholds (for a GEIS) to reduce the effects of such potential significant adverse environmental impacts. The DGEIS also discusses a range of reasonable alternatives that are feasible and presents them with sufficient detail to allow a comparative assessment of each.

The DGEIS is also a method of enabling input and comments from involved and interested agencies and providing a comprehensive and sound basis for decision-making relating to the Project.

A. Land Resources

The Project Site has only moderate changes in grade. Elevations range from approximately 666 feet above mean sea level (MSL) to a high point of approximately 749 feet above MSL on site. The lowest elevation of the Project Site is at the far northwesterly corner, near the rail line and in an area of potentially regulated wetlands, and the highest elevation is located at an area of fill at the southeastern portion of the Project Site.

The soils within the approximate boundaries of the Project Site were surveyed using the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS) website. The soils on the Project Site range in classification from Hydrologic Soil Group (HSG) A/D soils to HSG D soils. For the dual hydrologic group (A/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes. HSG D soils have a very slow water infiltration rate and generally prevent the downward flow of water. In soils covering approximately 80 percent of the Project Site, the depth to restrictive features is more than 80 inches. For the remaining 20 percent of the Project Site, it is approximately 30 inches. The depth of ground water varies from 6 to 21 inches across the numerous soil types found within the Project Site. These areas of shallow depth to water table will need to be taken into consideration in final design. The existing drainage class for the Project Site is generally characterized as somewhat poorly drained.

Impacts

The Project may result in the following impacts on land resources:

- Portions of the Project's proposed development lots will be disturbed again as the Project Site is developed as an agricultural park with buildings, parking, new infrastructure and utilities, and/or landscaped green space. This disturbance will cause temporary, short-term impacts to land and soils associated with construction-related activities.

- Impacts will include earth-moving work to construct and install on-site infrastructure, including access roads and utility lines. Grading may be conducted at some locations to accommodate development.

- Future development is expected to include the construction of new structures, parking lots, stormwater detention ponds, landscaping, and other elements of development. This construction may result in site alteration to accommodate foundations, paved areas, and other features.

- Temporary construction impacts, such as generation of dust, erosion, or sediment run-off, may occur. The contractors and future development will be required to follow the provisions of a Stormwater Pollution Prevention Plan (SWPPP) prepared in compliance with regulations of NYSDEC during the course of on-site construction activities.

Mitigations

- Contractors will be required to follow the provisions of a SWPPP prepared in compliance with NYSDEC regulations during the course of Project Site construction activities. Future developement will be required to comply with zoning regulations addressing maximum lot coverage and required landscaping in accordance with the Town of Evans zoning code requirements.

Findings

The ILDC finds that there will be no significant adverse impacts to land resources on the Project Site and that the proposed mitigation measures will minimize the minor potential impacts of the Proposed Action on land resources to the maximum extent practicable.

B. Water Resources

Presently, no groundwater wells are located on the Project Site, and the Project Site is not located over a primary, principal, or sole-source aquifer. The Project Site contains several small surface water resources, consisting of two small ponds and an intermittent stream. Drainage ditches and culverts are also present within and around the existing on-site structures. The ditches are contoured into the landscape on the eastern side of the main airport runway to promote drainage from the impervious surface of the runway. Culverts in place under the runway carry natural surface water flows from adjacent areas. Because the ditches lack a scoured channel and an ordinary high-water mark, they do not meet the federal definition of a waterway and, therefore, are not considered surface waters.

Two small ponds are located west of the runway on the southern portion of the Project Site and to the north of the existing airplane hangar. These ponds comprise approximately 0.6 acre. No named streams are present on the Project Site according to U.S. Geological Survey (USGS) topographic maps, but an unnamed tributary to Little Sister Creek is present in the southeastern corner of the Project Site. An on-site delineation of potential wetlands mapped approximately 632 linear feet of this stream. This delineation also determined the stream has intermittent flow and flows to the north, where it joins Little Sister Creek off site.

An initial review of the National Wetland Inventory (NWI) indicated the presence of three potentially regulated wetlands located on the Project Site. Two of these potentially regulated wetlands are described as palustrine forested wetlands (PFO1B) and palustrine forested with scrub-shrub component (PFO/SS1B), and they are located in the northwestern quadrant of the Project Site. The third potentially regulated wetland is located on the southeastern quadrant and is described as a palustrine scrub-shrub wetland (PSS1C). The total acreage of potentially regulated wetlands that may be present on the Project Site according to the NWI maps is 13.6 acres. Despite the NWI maps identifying only 6 percent of the Project Site as potentially regulated wetlands, the walkover survey

conducted in April 2021 identified a larger portion of the Project Site as potentially regulated wetlands. In light of the recent U.S. Supreme Court's decision in Sackett v. U.S. Environmental Protection Agency, and in order to better guide the design process and evaluate potential impacts, a further wetland delineation report was finalized in July 2023. A delineation of areas that could potentially be regulated state and federal wetlands was conducted over several days in November 2021 and again in July 2023. These on-site field surveys mapped a total of 89.26 acres of potentially regulated wetlands.

Importantly, and again in light of the U.S. Supreme Court's decision in Sackett v. U.S. Environmental Protection Agency, the surveys could not connect these potentially regulated wetlands to any permanent waterway that is a part of the stream network to a traditional navigable waterway. As such, the potential wetlands at the Project Site are assumed to be non-regulated under the Clean Water Act. As the Project progresses, an Approved Jurisdictional Determination will be sought from the U.S. Army Corps of Engineers to confirm this preliminary survey prior to the development of certain areas of the Project Site. According to NYSDEC wetlands maps, no wetlands are present at the Project Site that are subject to New York State regulation (although these regulations are also being amended). Option 1 and Option 2 of the Master Plan for the site development reflects this issue, with Option 1 representing the potential wetlands being non-regulated and Option 2 representing these potential wetlands being regulated and avoiding them for development.

Currently, there are no wetlands identified on NYS Freshwater Wetlands Maps located on the Project Site; therefore, no coordination with NYSDEC under Article 24 Freshwater Wetlands Act is required to implement the Project at this time. ILDC recognizes that this is the current situation and that may change on January 1, 2025. The Project is in the Master Plan which involves and identifying the potential regulatory requirements. The amended NYSDEC freshwater regulations and updated procedural steps are not yet available; therefore, the ILDC cannot fully assess how the anticipated changes will impact the Project. The Project will need to be progressed into the detailed design phase to have a further assessment of what the potential wetland impacts from implementing the Project will be. The Project's development schedule is predicated on the availability of funds, procurement of contractors and materials, and market conditions. ILDC will follow all applicable NYS Freshwater Wetland laws as the Project development progresses.

Impacts

The Project may result in the following impacts to water resources:

- The Project may have indirect impacts to the potentially regulated wetlands by changing surficial and groundwater flows to potential regulated wetlands adjacent to developed areas on site and off site. The amount and direction of the flows may be altered by the Project, resulting in localized changes to the hydroperiod within these potentially regulated wetlands.

- The Project's potential impacts to surficial and groundwater flows may cause changes in the local plant communities to species more tolerant of frequent ponding or to those more tolerant of drier conditions. These potentially regulated wetlands may also receive an increase in sedimentation, nutrients, and pollutants within runoff from the Project, which can also create changes in these potentially regulated wetlands that result in additional localized plant community shifts.

- Habitat fragmentation is another indirect wetland impact that several of these potentially regulated wetlands could experience from implementing the Project. Wetlands A–North, D, and E extend outside of the Project boundaries. Impacts to these potentially regulated

wetlands reduce the overall size of the wetland area and cause fragmentation of it. This fragmentation can decrease the ecological services the wetland provides to the watershed and allow for the colonization of invasive species.

Mitigations

The following mitigation measures for the Project are required:

- The Proposed Action may have adverse effects of wetland area, such as changes in local plant communities and an increase in sedimentation, nutrients, and runoff from the Proposed Action. The Project's design (avoidance) will help to reduce these impacts. It is the intent to avoid regulated wetlands to the maximum extent practicable and meet the regulations that are in affect at the time of any proposed project (see the two project layout alternatives).

- To limit potential impacts to surface and groundwater resources, stormwater will be managed pursuant to the applicable NYSDEC requirements.

- It is anticipated that the Project Site will require permanent stormwater retention and treatment measures.

- Green infrastructure practices will be used whenever practicable to mitigate potential impacts. No effects to floodplains will occur as a result of the Proposed Action.

Findings

The ILDC finds that the mitigation measures proposed will minimize the potential impacts of the Proposed Action on water resources to the maximum extent practicable.

C. Air Quality and Climate/Climate Change

The majority of the area surrounding the Project Site is comprised of rural land with very low-density development which includes some industrial uses and a limited number of residences. The Project Site is not located in close proximity to any air monitoring sites.

Western New York is experiencing impacts as a result of global climate change and the impacts are projected to increase over time. In recent decades, a number of changes in the climate of New York State and the Great Lakes region have been documented, including:

- A significant temperature warming trend.

- An increase in growing season length (which has created an opportunity to grow warmer weather crops). Spring begins a week earlier than it did a few decades ago.

- An increase in extreme precipitation and other weather events.

- Changing lake and sea levels.

- Changing trends in lake-effect snows, and winter snow cover is decreasing.

- The distribution of precipitation is changing across seasons, with future increases predicted to be concentrated in the winter and spring months.

- Pollinating bees in the northeastern United States arrive about 10 days earlier than they did in the 1880s (NYDEC 2021).

Impacts

- Impacts to air quality may occur from vehicular exhausts. Based on the traffic impact analysis studies, traffic is not anticipated to exceed that of the average annual growth rate for the area; therefore, vehicle-related emissions impacts are anticipated to be minimal, and no potential significant adverse impacts are expected.

- During construction, dust may increase, but it is anticipated to be temporary in nature and will not occur over prolonged periods of time.

- Vehicle related emissions impacts will be based on the amount of trucking that will be needed for the Project Site. Based on current thresholds and projections, these impacts are expected to be relatively small, and no potential significant adverse impacts are expected.

Mitigations

- The Project Site is proposed to be developed with light manufacturing and business uses, which are not "smokestack" industries, and limited air emissions are expected.

- The NYSDEC regulates air emissions, and all discharges to the atmosphere would be required to be in full compliance with State and Federal air quality permitting standards.

- The Proposed Action intends to include, to the extent feasible, electric/renewable/battery powered equipment, which could potentially offset fossil fuel emissions created during construction.

- In accordance with the Erie County Department of Environment and Planning, the Project intends to comply with the County's climate action and sustainability initiatives.

- The Town of Evans Zoning Code regulates air quality by requiring that all industrial districts, which includes the Project Site (zoned Light Industrial [LI]), curb air pollution (Town of Evans 1987). Section 200-26(C)(1) requires that "the emission of smoke, soot, fly ash, fumes, dust and other types of air pollution borne by the wind shall be controlled so that the rate of emission and quantity deposited shall not be detrimental to, or endanger, the public health, safety, comfort or welfare or adversely affect property values." Section 200-26(C)(8) requires that "the emission of toxic, noxious or corrosive fumes or gases which would be injurious to property, vegetation, animals or human health at or beyond the boundaries of the lot occupied by the use shall not be permitted." The ILDC and this Findings Statement is also limiting the uses that can be placed in this Agricultural Park.

Findings

The ILDC finds that the Proposed Action will not have significant impacts on climate or air quality.

D. Terrestrial and Ecological Resources (Vegetarian and Wildlife)

A majority of the Project Site is in forest cover, with the exception of existing development such as buildings and paved areas. The forest cover is even aged, meaning the trees have approximately the

same height throughout the Project Site. The Project Site is located within a landscape where the land use is a patchwork of agricultural fields, scattered residential dwellings, and large wooded areas. This landscape lends itself well as habitat for a wide variety of wildlife, from the species that are tolerant of humans to the shy interior-forest dwellers. On site, the most widespread habitat is deciduous forest cover and forest edge habitat.

No rare, threatened, or endangered species are known to occur at the Project Site or within the vicinity of the Project Site. Northern long-eared bat, a federally and state endangered species, could be utilizing the forested areas on the Project Site during the spring and summer months. Wildlife on and in the vicinity of the Project Site is typical of wildlife found in suburban and rural areas in Western New York. The Project Site is relatively small compared to a regional/landscape scale necessary to support wildlife assemblages. The forest types found at the Project Site are common forest types for the region and forestland is in abundance in the region. The Project Site lacks significant, unique or rare natural communities as well.

Impacts

- There will be permanent and temporary impacts to vegetation within the proposed Project footprint, as areas that are vegetated now will have permanent structures such as roads, parking areas, and buildings constructed. Temporary impacts will occur to areas that will be disturbed during construction but revegetated upon completion. Most of the area to be disturbed is currently cropland. Only a small portion of forested area or shrubland will be affected.

- Soil disturbance and the removal of vegetation increases the risk of invasive plant species at the Project Site.

- The implementation of the Project may result in the direct mortality of wildlife with low mobility such as mice, voles, moles, reptiles, and amphibians once construction begins.

- Larger more mobile wildlife species will change their behavior and patterns on the Project Site during construction. Once there are more buildings and more traffic at the Project Site upon completion of construction, the amount and type of habitat available to wildlife will change, which will affect the type of wildlife species found on the Project Site.

- The only known rare, threatened, or endangered species potentially in the vicinity of the Project Site is the Northern harrier. It has been determined that the Project Site does not provide an ideal habitat for harriers.

Mitigations

- BMPs will be utilized to prevent the further spread or introduction of invasive plant species at the Project Site in accordance with permit requirements and in consultation with regulatory agencies. The use of seed-free mulch, hydroseeding, and establishing vegetation as soon as possible will also reduce the risk of invasive plants becoming established on the Project Site. Native plants will be used in the landscaping around facilities whenever possible, and no plants that occur on NYSDEC's regulated and prohibited plant list will be used.

- NYSDEC guidance encourages the voluntary scheduling of tree removal to occur during the hibernation period, from November 1 through March 31. In other words, NYSDEC encourages that tree-clearing activities not occur from April 1 until October 31. This restriction is intended to avoid any unintentional take of a northern long-eared bat as the data of their locations is

potentially incomplete. Further consultation with the USFWS and NYSDEC will be undertaken as the Project develops and if any federal or state permits are necessary. Adherence to NYSDEC's suggested clearing restriction will avoid any unintentional take of this endangered species.

- Silt fence installed around the disturbed areas after clearing tends to create a barrier, keeping reptiles and amphibians out of the work area and thereby reducing mortality. Development within their natural habitat would exclude most small species, particularly amphibians that depend on wetlands and aquatic habitats.

- The change of natural plant communities to a developed and managed landscape reduces the diversity and quantity of flowering plants that pollinating insects depend upon. Use of native plants and integrated pest management during operation of the Project will benefit native pollinator species of butterflies and bees.

- The US Department of Interior, Fish and Wildlife Service, would like consultation at the time of any proposed project (changing regulations and species).

Findings

The ILDC finds that the proposed action will not result in potential significant adverse impacts to ecological resources.

E. Land Use, Zoning, Community Plan, Open Space, Recreation and Agricultural Resources

The Project Site is located in the Town of Evans in Erie County, New York, lying on a flat to gently sloping expanse of partially wooded land within the Western New York region. The Town of Evans is one of a handful of the County of Erie's second-ring suburbs that are locally referred to as "the Southtowns" because of their location south of the city. The Project Site is less than 3 miles southeast of the Lake Erie shoreline. Although the Town of Evans identifies strongly with being a lakefront community, the Project Site is located far enough away from the shore that there are no obvious lake-dependent land uses nearby.

The Project Site is zoned Limited Industrial (LI); the intent of the LI district is to provide areas within the Town of Evans for the location of light industrial, manufacturing, assembly, compounding, processing, fabrication and packaging facilities, wholesale warehouses and storage facilities, and research, development, and laboratory facilities.

Presently, the Project Site is not actively farmed and has not historically been used for farming; however, it is located within 500 feet of the Southwest #8 Agricultural District (Erie County 2021). In addition, active farm operations are adjacent to and in close proximity of the Project Site. These active farms are within the Southwestern #8 Agricultural District.

The Town of Evans contains approximately 12 miles of shoreline along Lake Erie with various beaches and parks scattered throughout providing public access. A small section of the Shoreline

Trail runs along Lake Shore Road between Wendt and Bennett beaches. No public parks are located in the vicinity of the Project Site.

Impacts

- The Project Site's existing land use is identified in the Town's Comprehensive Plan as both Commercial (on the western half of the Project Site) and Vacant land use (on the eastern half of the Project Site). Note, some of the Project Site was previously used as an airport. The Project will change the land use designation to LI/Commercial and eliminate some of the Vacant land use designation. The Project Site is all zoned for light industrial uses and includes Agricultural businesses and Industries as an allowable use.

- The Project will have a positive impact on agricultural resources in the Town of Evans and Erie County because it will support the processing and transportation of agricultural products grown throughout the region.

- Presently, the Project Site is not actively farmed and has not historically been used for farming; however, it is located within 500 feet of the Southwest #8 Agricultural District, and active farm operations are adjacent to and in close proximity of the Project.

- The Project is consistent with the other community plans and will support existing or expanded agricultural operations and utilize sustainability initiatives such as renewable energy generation and battery storage where possible.

- The Project is compatible with the 2019 Evans-Angola New York Comprehensive Plan Update. The Comprehensive Plan names and supports this Project and its 2016 feasibility study. The Comprehensive Plan encourages nonresidential growth along Eden Evans Center Road that co-exists and supports existing or expanded agricultural operations, including LI development that is directly related to or supports local agricultural operations or commodities.

Mitigations:

Conformance with the Town's Comprehensive Plan, restriction of the allowed uses in the Project Site, layout of uses, and meeting Town of Evans LI zoning code requirements are all potential ways to avoid, minimize, and mitigate impacts to land use, zoning, and agricultural resources in and around the Project Site. The Project will have no impact on open space and recreation; therefore, no avoidance or mitigation is needed.

Findings

The ILDC finds that the Proposed Action is not expected to result in significant adverse impacts on land use and zoning, open space, recreation, or agricultural resources.

F. Aesthetic Resources

The Project Site is a former airport that is currently unoccupied. Near the Project Site's frontage on Eden Evans Center Road, the property is characterized by vestiges of its former use, including vacant structures that were formerly used as offices and hangars. Former runways are present, with a paved runway-oriented north-south and a turf runway-oriented east-west as well as a large, paved area that

was used as an airplane tie-down area. Much of the remainder of the Project Site is undeveloped, with a mix of meadows and wooded areas.

Impacts

- It is anticipated that at least some of the new construction for the Project will be visible from Eden Evans Center Road.

- The Project will present a different character from the Project Site's existing use and from adjoining land uses, which are primarily rural, residential, and undeveloped. Future development will include new commercial/industrial/warehouse structures, parking lots, and ancillary structures in place of wooded lands.

- At least a portion of the Project will be visible from Eden Evans Center Road. However, the existing views are of dilapidated metal buildings that do not contribute to the visual character of the area.

Mitigations:

Future development on the Project Site will be subject to site plan review by the Town of Evans Planning Board, and developers will be required to comply with zoning regulations. Potential mitigations could include restrictions on heights and/or implementation of architectural standards for buildings fronting on Eden Evans Center Road. Screening and landscaping will be in accordance with the Town's zoning requirements. The portion of the Project Site immediately adjacent to the residential property located at 1576 Eden Evans Center Road will serve as a visual buffer. The area to the north and east of 1576 Eden Evans Center Road will not be disturbed, as it is part of the Wetlands/Conservation Area in both alternatives. The existing vegetative buffer surrounding 1548 Eden Evans Center Road will be retained and improved. No existing significant aesthetic resources would be affected by the Project. No significant views will be eliminated, and no officially designated scenic resources are nearby.

It is expected that the new buildings will be relatively low-profile, one- or two-story buildings, helping to mitigate their visibility and any impacts to aesthetics.

Some restrictions are also being placed on the uses that abut the existing residential buildings.

The completion of project components will continue to remove some blighted conditions at the site.

Findings

The ILDC finds that the Proposed Action is not expected to result in potential significant adverse negative impacts to aesthetic resources.

G. Historic and Cultural Resources

Existing historical and archaeological resources that may be present or in the vicinity of the Project Site were identified by reviewing online information from the New York State Office of Parks, Recreation and Historic Preservation State Historic Preservation Office (SHPO) and the U.S. National Park Service (NPS). SHPO offers the Cultural Resources Information System (CRIS) online to determine whether any previously discovered cultural resources are located within or adjacent to the

Project Site or if the general area is culturally sensitive or rich (i.e., contains uncovered archaeological sites and artifacts). The review of CRIS resulted in a formal request in April 2021 from SHPO to prepare a Phase IA/IB archaeological investigation for the Project Site due it potentially being located within an archaeologically sensitive area. SHPO assigned it as project #21PR02647. A Phase 1A archeological investigation was therefore prepared and the results released in June 2021.

The Phase IA archaeological investigation consists of a background/literature search, a site file check, and a field reconnaissance of the Project area. The geography and history of the region was reviewed to understand the background of the Project area and provide a context for any resources that may exist within the Project's area of potential effect. The key findings from the Phase IA investigation are summarized below:

- No archaeological sites are listed inside or adjacent to the Project Site, or within 0.5 mile of it. Documented Native American sites in the region indicate a settlement pattern that favored proximity to Big Sister Creek and its confluence with Lake Erie at Bennett Beach, Angola, New York (an area between 1.5 and 3 miles west of the Project Site).

- The Project Site is not considered archaeologically sensitive for Native American sites due to its distance from regionally preferred areas of occupation and the presence of soils classified by the USDA as "poorly drained" or "somewhat poorly drained" covering 90 percent of the Project Site. Paved or disturbed soils are found largely covering portions of the Project Site where limited "moderately" drained soils are indicated.

- A portion of the Project Site is considered archaeologically sensitive for historic period cultural resources associated with an extant nineteenth century farmhouse at 1576 Eden Evans Center Road, located within the southern portion of the Project Site. Although county tax records list the house as having been built around 1880, map research shows a structure was present at that location as early as 1854. No other map-documented structures are indicated within the remaining portions of the Project Site.

A Phase 1B cultural resources investigation was recommended for an approximately 500-foot-by-500-foot (5.7 acre) portion of the Project Site encompassing the nineteenth century farmhouse at 1576 Eden Evans Center Road. No archaeological investigations are recommended for the remainder of the 242-acre Project Site, which is considered to have a low archaeological sensitively. Due to the Project's currently designed concept plans that avoid any impacts to the farmhouse at 1576 Eden Evans Center Road, the preparation of a Phase IB archaeological investigation of this location was determined, at this time, to not be needed.

The NPS maintains a database and files of the National Register of Historic Places (NRHP) that are available online at https://www.nps.gov/subjects/nationalregister/index.htm. The Phase IA investigation found that the Project is not anticipated to impact any eligible or listed state- or NRHP-listed places. The Main Office Building/Hangar, Former Angola Airport (USN 02913.000176) at 1526 Eden Evans Center Road on the Project Site is determined not eligible for listing in the New York State and NRHP (NYS OPRHP Resource Evaluation April 23, 2021). A circa 1880 farmhouse identified opposite the Project Site at 1551 Eden Evan Center Road is situated within a modern, developed residential area, already opposite a former airport.

In addition, the search of the NRHP database identified the Pioneer Cemetery located on the west side of Main Street between Gold Street and Beach Road in Evans as a listed historic property (Reference Number 11000997). The Pioneer Cemetery is just over 2 miles to the west of the Project Site.

Impacts

- No archaeological sites are listed inside or adjacent to the Project Site or within 0.5 mile of it. Documented Native American sites in the region indicate a settlement pattern that favored proximity to Big Sister Creek and its confluence with Lake Erie at Bennett Beach, Angola, New York (an area between 1.5 and 3 miles west of the Project). The Project Site is not considered archaeologically sensitive for Native American sites due to its distance from regionally preferred areas of occupation and the presence of soils classified by the USDA as "poorly drained" or "somewhat poorly drained" covering 90 percent of the Project Site. Paved or disturbed soils are found largely covering portions of the Project Site where limited "moderately" drained soils are indicated.

- A portion of the Project Site is considered archaeologically sensitive for historic period cultural resources associated with an extant nineteenth century farmhouse at 1576 Eden Evans Center Road, located within the south portion of the Project Site. However, because development of the Project will not occur in this area, no impacts to it are expected.

- No NRHP eligible or registered buildings or places are located on the Project Site or within a 1-mile radius of it. The closest NRHP eligible or registered place, the Pioneer Cemetery, is over 2 miles away. The nature of the Project and its proposed facilities will not have an adverse effect on the historic value of the Pioneer Cemetery.

Mitigations

No impacts are anticipated at this time to historical and archaeological resources. Consultation with the SHPO has been completed. At a minimum, an unanticipated discoveries plan could be developed in the unlikely event of an archaeological artifact being uncovered during construction. This plan can be included as part of the SWPPP and will direct contractors on what to do.

Findings

The ILDC finds that no potential significant adverse impacts are expected on historic, cultural, or aesthetic resources in the Town of Evans given that all protocols and guidelines from SHPO are followed.

H. Traffic and Transportation

Primary roadways in the vicinity of the Project Site include Interchange 48A of I-90 (New York State Thruway), Southwestern Boulevard (US Route 20), Erie Road (NY Route 5) and Eden Evans Center Road. These roadways are described in the following paragraphs. In addition, a private access road provides access to the existing site from Eden Evans Center Road. I-90 Interchange 48A Ramp is located approximately 1.8 miles to the east of the Project Site and provides access between I-90 and Eden Evans Center Road. The 48A Ramp consists of 60 feet of pavement width, with a posted 30

mph speed limit. I-90 Interchange, 48A Ramp, conveys an average of 5,243 vehicles per day (per 2014 NYSDOT AADT Count).

Southwestern Boulevard (US Route 20) is located approximately one-half mile to the east of the Project Site and intersects with Eden Evans Center Road at a 4-leg signalized intersection. US Route 20 is a northeast-southwest oriented, two-lane US Route classified as a rural principal arterial other. The roadway consists of 40 feet of pavement width near the intersection, with a posted 55 mph speed limit. Southwestern Boulevard (US Route 20) conveys an average of 6,575 vehicles per day (per 2009 NYSDOT AADT Count).

Erie Road (NY Route 5) is located approximately 2.5 miles to the west of the Project Site and intersects with Beach Road at a signalized intersection. NY Route 5 is a north-south, four-lane road classified as a principal arterial. The roadway consists of approximately 70 feet of pavement width near the intersection. The posted speed limit is 45 mph. NY Route 5 conveys an average of 11,439 vehicles per day (per 2015 NYSDOT AADT Count).

A Traffic Impact Study (TIS) for the Project was completed by Wendel Engineering to evaluate the existing local vehicular transportation network and to assess potential impacts the Project could cause on local traffic. The TIS is attached as Appendix F.

Manual turning movement counts used in the development of the TIS were taken during both the morning (7:00-9:00am) and evening (4:00-6:00pm) on Thursday, April 15, 2021, and Tuesday April 20, 2021. The following intersections were counted and then modeled to evaluate traffic operations:

- Eden Evans Center Road and I-90 Interchange 48A Ramp Drive
- Eden Evans Center Road and Southwestern Boulevard (US Route 20)
- Eden Evans Center Road and Erie County Agribusiness Park Drive 1
- Beach Road and Erie Road (NY Route 5)

Level of Service (LOS) and queue analyses were prepared using SYNCHRO Traffic Modeling software to establish a baseline for existing traffic operations at these intersections, except for Eden Evans Center Road and the Project Site access road (Erie County Agribusiness Park Drive 1). Appendix B of the TIS summarizes the morning and evening peak hour LOS and 95th percentile queues for these intersections under existing conditions. LOS is split into six categories, ranging from LOS A (very low levels of delay) to LOS F (high levels of delays associated with congestion).

These existing condition traffic analyses show that the road network and accompanying intersections in the vicinity of the Project Site currently operate at an Unsignalized LOS (b) or Signalized LOS C or better. There is sufficient storage available at all intersection approaches to accommodate the 95th percentile queues.

The Niagara Frontier Transportation Authority (NFTA) operates Bus Route 76 along Erie Road (SR 31) between the Towns of Evans and Hamburg. The closest public transit stop is approximately one mile from the Project Site. There is no public transit service along Eden Evans Center Road. Therefore, public transit service to the Project Site is not convenient.

No pedestrian or bicycle accommodations nor navigable waterways are in the vicinity of the Project Site. However, the Greater Buffalo Niagara Regional Transportation Council's (GBNRTC's)

Regional Bicycle Plan, titled Bike Buffalo Niagara (2020), proposes an on-road bikeway on Eden Evans Center Road that would traverse past the Project Site.

Impacts

- There are no impacts to any existing pedestrian or bicycle facilities as there are none in the area. At this time, there are no plans to construct any pedestrian or bicycle facilities. On site systems for trails and pedestrians can be incorporated into the Project Site.

- If needed in the future, the Project allows for an area for a rail spur and an area for unloading and loading product (identified as a Logistics Hub on the Master Plan for Option 1).

- Public transit is very limited in the area and therefore this Project will not impact any public transit facilities. If in the future the Project Site generates enough employees to warrant it, the NFTA can be contacted to consider adding this area into a bus route.

- Trip generation for the full Project build-out was determined using the ITE Trip Generation Manual, 11th edition for both Option 1and 2, assuming a mix of industrial park, cold storage warehouse, and business park uses. The TIS also assumes that the western access road will be the primary entrance and exit to the Project Site and the eastern access road will only be an emergency means of egress (this could change in the future which would necessitate an update to the TIS). Trip distribution for the estimated traffic generated by the Project generally follows existing traffic patterns. Approximately 80 percent of the estimated traffic generated by the Project would travel to and from the east along Eden Evans Center Road. Approximately 30 percent would use US Route 20, 45 percent use I-90, and 5 percent use Eden Evans Center Road for access to the Project Site. The remaining 20 percent of potential traffic generated by the Project would be oriented to the west of the Project Site with 18 percent using NY Route 5 and the remaining 2 percent using Beach Road.

- For Option 1, results indicate that most approaches for unsignalized intersections at the I-90 Exit 57A and Site Access Road operate at LOS (c) or better during the evening peak hour. One exception is the southbound left turn movement at the Project Site Access Road which operates at LOS (f). The signalized intersection at NYS Route 5 and Beach Road operates at an overall LOS B with individual movements operating at LOS D or better. The signalized intersection at US Route 20 and Eden Evans Center Road operates at an overall LOS F. Therefore, the exiting left turn movement from the Project Site Access Road and the eastbound and westbound movements on Eden Evans Center Road at US Route 20 exhibit failing levels of service and may require mitigation. As demonstrated by the queue analyses presented in Appendix B of the TIS, all approaches have sufficient length to accommodate the required 95th percentile queue length.

- For Option 2, results indicate that most approaches at the unsignalized intersection at the I-90 Exit 57A and Site Access Road would operate at LOS (D) or better during the evening peak hour. The signalized intersection at NYS Route 5 and Beach Road would operate at an overall LOS B with individual movements operating at LOS D or better. The signalized intersection at US Route 20 and Eden Evans Center Road would operate at an overall LOS E with eastbound movements on Eden Evans Center Road operating at LOS E and westbound movements on Eden Evans Center Road operating at LOS F. Therefore, the eastbound and westbound movements on Eden Evans Center Road at US Route 20 exhibit failing levels of service and may require mitigation. As demonstrated by the queue analyses presented in

Appendix B of the TIS, all approaches have sufficient length to accommodate the required 95th percentile queue length.

Mitigations

- While rail service may be available for site tenants, the need (and practicality) for rail access to the Project Site is not anticipated at this time. If rail access is proposed in the future, mitigation measures will be proposed.

- As the Project is not anticipated to affect navigable waterways, no mitigation measures are needed.

- As the Project is not anticipated to affect pedestrian and bicycle accommodations, no mitigation measures are needed. If in the future, plans for pedestrian and bicycle accommodations are proposed, the Project would not impact these plans. Accommodations for internal pedestrian and bicycle movements can be incorporated to the Master Plan.

- The Project is not anticipated to affect public transit, no mitigation measures are needed. If in the future, access to public transit is warranted and approved by the NFTA, the Project would support these plans.

- To mitigate traffic impacts associated with Option 2, existing signal timing at the intersection of Eden Evans Center Road and US Route 20 would need to be optimized, which would improve the overall level of service from LOS E to LOS D with all movements operating at LOS D or better.

- To mitigate traffic impacts associated with Option 1, the intersection of the Project Site access road with Eden Evans Center Road would need to be signalized and the eastbound and westbound approaches on Eden Evans Center Road at the intersection with US Route 20 would need to be modified to provide a dedicated left turn lane, when warranted. With these proposed mitigation measures, the level of service associated with the Project Site Access Road exit improves from unsignalized LOS (f) to a signalized overall LOS C with the exiting left turns improving to LOS D during the evening peak hour. Proposed mitigation at the Eden Evans Center Road and US Route 20 intersection will improve the overall level of service from LOS F to LOS C with all movements operating at LOS D or better.

- As noted, the primary access road will be utilized for all traffic at this time. If in the future, the use of the other access road is needed, an additional traffic study will be warranted. This secondary roadway can be utilized as an emergency means of egress.

- Each site-specific project will need to be analyzed for traffic (TIS update submitted) and a determination made on the need for mitigations (i.e., improvements). Any improvements necessary at NYSDOT controlled intersections will need to be reviewed and approved by the NYSDOT (see comments on the DGEIS and the FGEIS).

Findings

Future development will be required to provide additional traffic information. With the thresholds and potential mitigations established, the ILDC finds that the Project will result in no potential significant adverse impacts on transportation.

I. Public Utilities and Infrastructure

Electric

There is a new 13.2 kilovolt (kV) power line that runs along the west side of the paved runway on the Project Site connecting the newly constructed water tank to another 13.2 kilovolt (kV) power line that runs along Eden Evans Center Road. If power for the tenants of the Project were connected to this line, the maximum customer load would be 2,500 kilovolt amperes (kVA). If any of the single potential tenants would require electric power beyond 2,500 kVA, a primary service (15 kV) would be required. National Grid has a 110 kV transmission and 34.5 kV distribution line running adjacent to the west side of the Project Site.

Public Water

An existing 10-inch cast-iron water main owned and operated by the ECWA is located along the north side of Eden Evans Center Road within the right of way. The most recent fire flow test data taken on December 18, 2014, was obtained from ECWA for two fire hydrants located along the roadway frontage. The test data indicates that the residual pressure in the system is 26 psi, the static pressure is 55 psi, and the available fire flow is 1,390 gallons per minute at 20 psi residual pressure.

The Project Site is located within Town of Evans Water District and is a service area of the ECWA. The Town of Evans and ECWA recently constructed a water tank improvement project located on an approximately 2-acre parcel of land at the northwest corner of the paved runway on the Project Site. The Town has indicated that the tank and associated infrastructure will be owned by the Town of Evans through a lease management agreement with ECWA. The County of Erie has provided funding to the Town of Evans for a capacity expansion of the proposed water tank in order to provide 500,000 gallons of water available for the sole purpose of the Project.

Wastewater Disposal

The Erie County Division of Sewerage Management (ECDSM) owns and operates an existing 24-inch asbestos cement pipe located along the south side of Eden Evans Center Road within the right of way. This sewer main conveys wastewater flows to the Big Sister Creek Water Resource Recovery Facility (WRRF) located in the Town of Evans.

Other Utility Service

Natural Gas: No natural gas mains are located within Eden Evans Center Road fronting the Project Site. The nearest natural gas main is located approximately 0.5 mile to the east, at Southwestern Boulevard.

Telecommunications/Telephone/Cable Service: Available mapping indicates that Verizon is the incumbent local exchange carrier and has aerial fiberoptic cable in place within the south side of Eden Evans Center Road. Spectrum is the local cable television (CATV) provider and has aerial fiberoptic cable located within the south side of Eden Evans Center Road. Spectrum also has a considerable amount of coaxial cable on all of the roads where fiberoptic cable is present. The closest competitive local exchange carrier fiberoptic cable appears to be located within Delamater Road to the west. There are also current plans to bring fiber back to the water storage tank.

Solid Waste Management

No solid waste is currently being generated at the Project Site because the land is currently unoccupied.

Stormwater Management

At present, stormwater drainage follows the topography of the Project Site. Stormwater on the central portion of the Project Site generally drains toward the northern end of the Project Site to three existing culverts that cross under the runway. Runoff is conveyed to the culvert crossing by means of existing swales located on each side of the runway. The culverts convey runoff westerly, where they discharge into the existing riparian area before leaving the Project Site. The north end of the Project Site drains from east to west toward the railroad tracks by means of drainage ditches located on each side of the old turf runway. The far south end of the Project Site drains to the south toward an existing roadside ditch along the north side of Eden Evans Center Road where it then drains easterly toward an unnamed tributary to Little Sister Creek. The northeastern portion of the Project Site contains a highland area where runoff is directed westerly toward the runway swales or easterly toward the unnamed tributary to Little Sister Creek.

Impacts

Electric

National Grid Specifications for Electrical Installations 2020 Electrical System Bulletin 750 states "For areas served by 5kV class distribution, maximum Customer load shall be limited to 1,000 kVA. For areas served by 15kV class distribution, maximum Customer load shall be limited to 1,500 kVA at 208Y/120V and 2500 kVA at 480Y/277V."

Public Water

The proposed connections to the water lines will have minimal environmental impact. The Project will require ECDOH and ECWA approval. No permits from NYSDEC and/or USACE will be required.

Wastewater Disposal

Over the past three years, Wendel consulted with the ECDSM to determine what sewer capacities might be available for the Project Site. A limited portion of the Project Site is within ECSD No. 2, but much of the Project Site is outside of the current sewer district boundary.

Wendel collected sewer flow data at four locations between the Project Site on Eden Evans Center Road and the Big Sister Creek WRRF to assess the downstream capacity of the sewers in this area. Using this data and estimates of potential future uses in the district, Wendel was able to demonstrate that more than 1 million gallons per day of capacity would be available in the existing sanitary sewers between the Project Site and the Big Sister Creek WRRF. Wendel also determined that installation of a sewer pump station would likely be required to serve the Project Site.

In further discussions with the ECDSM, it was determined that there is limited capacity at the Big Sister Creek WRRF. After ensuring that capacity is retained for future customers that may come into the district, 100,000 gallons per day (peak daily flow) of sewer capacity may be available for the Project without upgrades to the Big Sister Creek WRRF, based on monthly discharge limits. This

amount was determined, in part, based on the southern portion of the Project Site fronting Eden Evans Center Road and being within the bounds of ECSD No. 2. Future development within the Project Site would be subject to reviews at the time of plan submittal, including the out-of-district customer evaluation process should a development be proposed on the portion of the Project Site north of the sewer district boundary.

Upgrades at the Big Sister Creek WRRF are possible in the future. Some initial work has shown that additional capacity up to 1 million gallons per day may be available for various purposes, but this would only be available with a permit modification for the Big Sister Creek WRRF. Such permit modifications from NYSDEC entail a multi-year process and may not be guaranteed.

Other Utility Service

The future development of the Project Site will increase the demand for utilities such as telephone service, natural gas, and cable service/telecommunications.

In 2019, the ECIDA had a conversation with National Fuel regarding options and improvement costs to provide natural gas service to the Project Site. National Fuel prepared a rough estimate based on 65 thousand cubic feet per hour total demand and assuming pressures do not exceed 40 pounds per square inch gauge.

National Fuel indicated it would need approximately 1.5 years to complete the project and may require environmental, NYS Thruway, and NYSDOT permits to do so. The Project, at this time, is not being planned for natural gas service, but if needed can be accommodated.

Development of the Project Site will increase the demand for communications services, including telephone, cable, and internet. These services would have to be extended to the Project Site; such installation would be undertaken by the local service providers, with costs borne by the users. Service is available in the area to service Project development.

Solid Waste Management

Increased amounts of solid waste will be generated by future tenants on the Project Site. Solid waste generation is expected to be typical of uses allowed in business parks. According to Chapter 168 of the Town of Evans Town Code, solid waste from nonresidential generators must be collected and disposed of by licensed private collectors, and recyclable waste must be separated from nonrecyclable waste. As individual developments are built out, they will be responsible for contracting for solid waste collection. No solid waste will be disposed on site. If small quantities of regulated hazardous waste are generated, on-site users must comply with NYSDEC regulations and special provisions for waste management.

Stormwater Management

Future site development will alter drainage patterns on the Project Site. As a result of development, the increased amount of impervious surface will increase the rate and volume of stormwater runoff. In addition, during construction, exposed soils may be subject to erosion by stormwater.

Mitigations

Electric

If a single tenant requires power above the 2,500 kVA limit, a new 15 kV substation complying with the capacity requirements listed above should be built and connected to either the 110 kV or 34.5 kV lines. A determination would need to be made by consulting with National Grid once building and tenant requirements are determined. The substation would have to be built to and coordinated with National Grid standards.

A decision on who will own, operate, and maintain the substation will need to be made. If the utility does not own the substation, all of the costs to run the electric utility to each of the Project's potential tenants will be ILDC's (the Owner's) responsibility. This would include duct banks or overhead wires, transformers, switching equipment, and anything else required to distribute power to the tenants. Also, since only electric utilities are allowed to sell electricity in New York State per the public service agreements, the cost of electricity would need to be included in the tenant rent. The maintenance of the substation would also need to be considered. If the utility owns the substation, the utility is responsible for its maintenance; if the utility does not own the substation, the Owner would be responsible for its maintenance.

As part of the substation design, consideration should be given to the potential to create a more sustainable electric power scenario involving a micro-grid with battery storage and possible alternative energy capabilities. A microgrid is a self-sufficient energy system that serves a discrete geographic footprint; in this case, it would serve the Project. The microgrid can be made up of several types of distributed energy, such as solar panels, wind turbines, combined heat and power, hydrogen fuel cells, battery storage, and other technologies that produce and store its power. The microgrid connects to the substation at a point of common coupling that maintains voltage at the same level as the substation unless there is some sort of problem on the grid or other reason to disconnect. If desired, the microgrid can be sized to generate enough power for the Project's tenants and a surplus to deliver back to the grid. If it cannot generate enough power, then it is supplemented by power from the grid. An interconnection agreement would be required with National Grid if it is decided that a microgrid would be desired. Consideration would need to be given to the cost of the infrastructure required to install a microgrid, along with the long-term costs of its maintenance and operation. Items that will need to be considered for future design and operation of a microgrid would be:

- Which of the electrical loads are the most critical? Can the load sustain any short-term outages?
- How fast does the microgrid need to come online when grid power fails?
- Determine whether the microgrid will operate as an "island" or interconnected with the grid.
- What types of generation would be included in the microgrid?
- Determine whether the Project would want to own its generation assets or prefer to use third-party ownership.
- How much power is needed from the microgrid?
- Perform preliminary engineering studies to confirm the necessary size of generation assets.
- How do the topology and site features match up with the generation the Project requires? Is there enough available land?
- Determine how buildings would be connected to the microgrid.
- How will the microgrid be paid for (e.g., using operation and maintenance costs, capital, grants, public private partnership, etc.)?

- Receive regulatory approval.
- Determine whether the Project owner wants to maintain or outsource the microgrid maintenance.

Other options to produce renewable energy and offset usage can also be achieved by installing roof-mounted solar panels, battery storage, hydrogen fuel cells, or combined heat and power directly connected to the Project's buildings. These would not be connected like the microgrid described above to the substation, but would be sized appropriately for the needs of each tenant. These would be connected at the service to each tenant building and would be used the same way as a microgrid to offset power usage. Connecting at the individual building service provides a more scalable design for renewable power sources and is a less expensive capital investment than building a microgrid. If the energy generation is oversized, battery storage could be added and used to supplement peak demands. If the amount of power generated is still greater than could be used, agreements could be entered into with National Grid to sell the excess power back to the utility.

The ILDC could also contact the New York Power Authority (NYPA) and inquire about receiving a low-cost allocation of hydro power. The ILDC would have to engage NYPA to discuss the possibility of allocation of low-cost power once the size of the allocation requested is known.

Another sustainable feature of the Project Site could be electric vehicle charging. National Grid currently has a statewide program for developing electric vehicle (EV) charging stations for cars. EV charging for commercial trucks and delivery vehicles is not the same as it would be for passenger vehicles. The ILDC would need to work with potential tenants on a study of fast-charging versus fleet-charging methods to best meet their needs. Fast charging is done with large amounts of power connected to the vehicle over a very short period of time. Fleet charging is usually done during off-peak hours with low-powered equipment over a longer period of time. Fast charging for trucks and delivery vehicles has a higher construction cost because of the large power demand and higher electricity usage charges associated with it. The tenant study would take all the factors, including but not limited to routes, travel distance, and fleet size, into consideration, and the most economical course of action can then be determined.

Thresholds for electric demand will be established as part of the Master Plan once more information is available for potential tenants.

Public Water

It is not possible to avoid a connection to a water source for the Project. Without a waterline connection, proposed development within the Project Site would not be viable. The proposed waterline will be installed using the least minimally invasive construction methods possible. Trench disturbance will be limited to an area approximately 3 feet wide for the installation of the waterline. Each proposed tenant of the Project will be required to submit its daily demand, peak, and fire-flow usage requirements.

Wastewater Disposal

Connection to a sanitary sewer collection system for the Project is unavoidable. Without a sanitary sewer connection, proposed development within the Project Site would not be viable. The proposed sewer main will be designed to meet NYSDEC, ECDOH, and ECDSM requirements and installed using the most minimally invasive construction methods possible. It is likely that a pump station will be required to be located on site as a result of the lower grades at the north end of the Project Site in comparison to the grades at Eden Evens Center Road. The gravity portions of the sanitary sewer will

be installed at an average depth of 8 feet, while the force main portion of the sewer will be installed at an average depth of 4 feet. Trench disturbance will be limited to an area approximately 3 to 5 feet wide for the installation of the sewer main.

Other Utility Service

When tenants are proposed, reports on anticipated energy and communication requirements will need to be submitted. Based on these reports, the Town of Evans and other involved agencies will determine whether the thresholds established are exceeded and the mitigations proposed are required.

Solid Waste Management

Tenants will be required to meet the standards for separation of solid waste set forth in Chapter 168 of the Town of Evans Town Code and contract for solid waste removal.

Stormwater Management

Development of the Project Site will require the preparation of a SWPPP, which is a plan for controlling runoff and pollutants generated during and after construction of on-site facilities. This plan will outline appropriate erosion-control techniques that will be used during construction, standardized techniques that will be used to reduce or eliminate erosion and sediment loading to the intermittent stream and off-site water bodies, and techniques for controlling increased rates of runoff to pre-development levels. The SWPPP will comply with the requirements of the SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-20-001). Compliance with this general permit requires quantity controls (channel protection, overbank flood, and extreme storm), water quality treatment, and runoff reduction.

Future site developers will be required to follow the recent changes to the New York State Stormwater Management Design Manual (SMDM; 2015), which requires site development projects to provide a reduction of the volume of runoff generated from newly constructed impervious areas. The SMDM describes many different "green infrastructure" techniques that may be used to meet site-specific development requirements. These practices include, but are not limited to, conservation of natural areas, tree plantings, the disconnection of rooftop runoff drains, rain gardens, green roofs, and rainwater-harvesting systems. Green infrastructure practices also provide some measure of water quality treatment.

Stormwater management strategies to support the Project's flexible conceptual site plans will propose a "regional" management approach to serve the Project. Conceptually, this may consist of a primary detention practice to cover the full build-out of the Project with an assumed proposed impervious area coverage. Storm trunk lines would be sized to convey stormwater runoff with assumed maximum discharge rates for each parcel. If a developer were to exceed these discharge rates, it would be required to implement its own supplemental stormwater detention practice on site. Water quality and runoff reduction components could be handled either regionally or left to each parcel owner to implement based on their intended development details. The regional stormwater implementation strategy would require the entire Project development to obtain coverage under the current SPDES general permit and remain open until full build-out of the Project is complete. A template SWPPP would be provided to each potential tenant looking to develop within the Project Site. The goal of the regional stormwater management approach and template SWPPP is to help market the Project to potential tenants by reducing their individual stormwater management burdens associated with full SPDES permit requirements.

The most logical location for stormwater management facilities is at the lowest elevations of the Project Site, near the culvert crossings, the northwesterly area, and southerly edge of the Project Site. The stormwater management areas would discharge off site. The elevation of the discharge points will govern how low (or deep) the stormwater management facilities can be constructed, which will, in turn, govern how much fill will be required for the development of the Project Site. The elevation of bedrock and the water table will also govern the elevations of the stormwater management facilities.

Findings

The ILDC finds that the mitigation measures and thresholds proposed for the Proposed Action will minimize the potential adverse impacts on public utilities and infrastructure to the maximum extent practicable.

J. Noise and Odors, and Light

Noise

Currently, noise at and around the Project Site is largely related to current low-density rural residential and agricultural activities, including farm equipment operation, the times of which vary by crop and season. There is also intermittent noise from vehicles traveling along Eden Evans Center Road and trains on the Norfolk Southern rail line adjacent to the Project Site.

The Town of Evans regulates noise in Section 200-26(C)(6) of its zoning code which applies to all industrial properties (the Project Site is zoned LI) as follows: Noise. The sound-pressure level as measured at the edge of a lot and which is produced by a mechanical, electrical or vehicular operation on the lot, where said lot is adjacent to a residential area, shall not exceed the average intensity of the street traffic noise in that residential area as measured over a period of 24 hours. In any event, no sound shall have objectionable intermittence, volume, beat frequency or shrillness characteristics.

Related to noise, the Town of Evans regulates vibration in Section 200-26(C)(9) of its zoning which applies to all industrial properties as follows: Vibration. Every use shall be operated so that consistent ground vibration inherently and recurrently generated by said use is not perceptible, without instruments, at any point along any property line of the lot on which the use is located.

Odor

Currently, odors are generally nonexistent at the Project Site, but when they are present, they are consistent with those generated in rural areas and by agricultural operations, including, but not limited to, periodic manure spreading, pesticide spraying, crop harvesting, and exhaust fumes from mechanized farm equipment and vehicular traffic on Eden Evans Center Road. The amount and type of agriculture-related odors ebb and flow with the seasons and various farming activities.

The Town of Evans regulates odors in Section 200-26(C)(7) of its zoning code which applies to all industrial properties as follows: Odorous matter. The emission of odorous matter so as to produce a public nuisance beyond the lot occupied by the use shall not be permitted.

Light

Current light sources at the Project Site include lighting from the residential houses across the street and on either side of the Project Site. No streetlights exist on Eden Evans Center Road near the Project Site. The buildings on the Project Site are vacant and therefore do not emit any artificial light.

The Town of Evans regulates light in Section 200-26(C)(5) of its zoning code, which applies to all industrial properties as follows: Lighting. Lighting facilities shall be arranged so that adjoining properties and streets are protected from glare and hazardous interference of any kind. In no instance shall lighting standards exceed 25 feet in height.

Impacts

The Project may result in the following impacts with regard to noise, odors and light:

Noise

So long as the Project tenants comply with all Town of Evans noise-related zoning code regulations, the Project is not anticipated to have a substantial adverse effect on existing noise levels at or near the Project Site over the long-term. Construction activities will result in temporary noise impacts, primarily due to the operation of construction-related equipment, including trucks entering and exiting the Project Site and heavy equipment being operated. However, construction is anticipated to be limited to "normal business hours," from about 8:00 AM to 6:00 PM.

Development of the Project Site will result in temporary and short-term increases in noise levels associated with operation of construction equipment, such as backhoes, compactors, bulldozers, trucks, and traffic. Noise produced by heavy equipment will vary throughout the day and during the entire construction period. During a typical work shift, construction equipment may be idling while preparing to perform a task or operating at maximum capacity. As a result, construction, operation, and hauling-vehicle sound levels will vary. Short-term impacts would cease upon completion of the Project development activities.

Long-term noise levels would likely increase in the area as development and tenants occupy the Project Site. Traffic volumes in the vicinity of the Project Site have the potential to increase as a result of new incremental site development, as well as normal growth in the surrounding area.

Odor

During construction, odors associated with the installation of utilities and asphalt pavement may temporarily impact surrounding landowners and residents. The extent of such impact will depend on wind direction, weather conditions, and the particular odor-producing activity being conducted.

The potential odor impacts of the Project during regular operation are difficult to determine because the specific tenants and their facilities that will locate on site are unknown at this time. However, it is reasonable to assume that agricultural manufacturing or processing facilities that locate on the Project Site will produce some odors during operation, and these will need to comply with the Town of Evans

zoning code regulations described above and not rise to the level of a public nuisance for surrounding landowners.

Light

Project construction followed by the operation of commercial tenants on the Project Site will increase the amount of artificial light emitted throughout the Project Site. The former runway will be converted into a public street, which will most likely include streetlights that emit light throughout the night. Commercial tenants will have artificial lighting in and around their buildings for security and safety purposes.

There is currently no artificial light emitted on the Project Site except around the buildings along the Eden Evans Center Road boundary, so all additional lighting will have a noticeable impact on site at night. An increase in artificial lighting has the potential to disturb nearby residents as well as wildlife. The extent of light impacts depends on the amount and type of lighting used during construction and tenant operations.

Mitigations

The applicant will provide the following mitigation measures:

Noise

Operation of heavy equipment during the construction phase of development will be temporary and restricted to typical daytime work hours. Managing the hours at which the loudest of the operations can take place, especially along the Project Site boundaries, can provide additional mitigation of construction noise. Construction activities will be limited to "normal business hours" to mitigate the potential effects on noise-sensitive receptors.

Because the anticipated uses in the Project are permitted uses in the existing Town of Evans LI zoning designation and will adhere to all aspects of the applicable zoning code, a detailed noise study is not recommended per the NYSDEC Program Policy DEP-00-1 Assessing and Mitigating Noise Impacts, revised February 2001 (NYSDEC Noise Policy). The NYSDEC guidance presumes that noise was considered when the zoning was established and that "*[a]ny residual noise that is present following BMP implementation should be considered an inherent component of the activity that has been found acceptable in consideration of the zoning designation of the Site*."

To lessen truck noises, higher intensity trucking uses will be located away from the existing residences.

Odor

Any potential for off-site odor is dependent on the intensity, frequency, and duration of the odor, as well as atmospheric conditions including wind speed, direction, and stability.

Compliance with Town of Evans zoning code requirements related to odor is anticipated to alleviate any odor issues emanating from the Project Site, but in the event that a malodorous odor from commercial tenant operations is detected, potential citations will be issued.

Light

All Project construction activities and commercial tenant operations must adhere to the Town of Evans zoning code light requirements. Although adding artificial lights to the buildings, roadways, and parking lots is needed for safety, lighting should be reduced as much as possible to avoid disturbance to nearby wildlife and other natural processes occurring in and around the Project Site boundaries. Installing "softer" and "warmer" lighting that minimizes blue light emissions and includes a shield on the light source to minimize glare and light trespass will also reduce impacts to nearby residents and wildlife.

The International Dark-Sky Association (IDA) has been providing information, standards, and policy to protect and preserve the nighttime environment and minimize light pollution using high-quality outdoor lighting since 1988. In order to minimize the harmful effects of light pollution, the Project Sponsor recommends that lighting should:

- Only be on when needed;
- Only light the area that needs it;
- Be no brighter than necessary;
- Minimize blue light emissions; and
- Be fully shielded (pointing downward)

Findings

The ILDC finds that with mitigations and ordinances in place there will be no potential significant adverse impacts from noise, odor or light as a result of the Proposed Action.

K. Public Health and Safety

The Project Site is an abandoned airport with some restricted access to the existing facilities. It contains several abandoned buildings and large paved areas, including an abandoned 0.6-mile-long runway. The buildings are in good structural condition and are securely locked. A gate off of Eden Evans Center Road restricts motor vehicles from entering the runway. A Phase I environmental site assessment was conducted in 2019 and did not identify any significant environmental contaminants associated with the Project Site. As a result of the building and grounds conditions and restricted access, the Project Site currently does not pose any significant public health and safety threat.

Abandoned facilities can present attractive nuisances to vandals and trespassers. Vacant land with an absentee landowner in a rural setting can also have unauthorized all-terrain vehicle (ATV), snowmobile traffic and hunting. ATV paths and tree stands used for hunting have been observed in the northern part of the Project Site. Users of these path and stands are doing so unauthorized and at their own risk.

The demand for public safety services such as police, medical, and fire protection are consistent with any vacant property at this time, and the level of demand is minimal.

Impacts

The potential impacts to public health and safety associated with the Project are difficult to identify at this time because they are dependent upon the final mix of uses and occupants of the Project. The significance and potential for the release of hazardous substances into the air, soil, or groundwater in

the area is dependent upon the nature of the manufacturing and industrial processes conducted at the facilities at the Project Site. All storage, handling, and disposal of hazardous materials will comply with all federal, state, and town regulations, thereby minimizing any potential public health and safety threats.

The demand for public safety services (police, medical, and fire protection) will increase as Project facilities are constructed and employment increases on site, but this demand is not anticipated to increase significantly above a level where additional public safety resources would be necessary.

Mitigations

No potential mitigation is proposed or necessary at this time. Common areas and shared facilities such as access roads will be maintained to allow for the safe passage of all vehicles, including those of first responders to the Project Site. Each tenant/business of the Project will be responsible for coordinating its own public health and safety needs. It is anticipated that the tenants will be reputable organizations that follow Occupational Safety and Health Administration standards and provide adequate training for their employees. It is also anticipated that the tenants will practice good housekeeping and secure their facilities daily.

Findings

The ILDC finds that no significant adverse impacts to public health and safety are anticipated as a result of the Proposed Action.

L. Community Facilities and Services

Three school districts cover the Town of Evans and Village of Angola. The Lake Shore (Evans-Brant) Central District covers the area west of Route 20, while the Eden Central School District covers most of the eastern portion. The North Collins Central School District covers a small section of the southeastern corner of the Town of Evans.

Erie County Medical Services serves the county's emergency dispatch center, dispatching ambulances for the City of Buffalo, NYS Thruway, and the Buffalo-Niagara Regional Airport. It also provides medical interrogation and pre-arrival instructions for 911 calls in the Town of Evans. The Town of Evans Fire Department provides emergency medical services to the town and village as well.

Primary police services are provided to the Project Site by the Town of Evans Police Department.

Fire protection to the Project Site is provided by the Evans Center Volunteer Fire Company, located at 8298 Erie Road, Angola. The Angola Volunteer Fire Department is located nearby at 51 Commercial Street, Angola. The Lake Erie Beach Volunteer Fire Company is located at 9483 Lake Shore Road, Angola, and provides fire response, emergency medical technician response, water rescues, and ice rescues in the Town of Evans. The North Evans Fire District has two locations. The Highland Hose Volunteer Fire Co. is located at 1 George Noble Parkway in Derby, and the North Evans Volunteer Fire Co. is located at 6988 Versailles Road in North Evans.

Impacts

The Proposed Action will have minimal to no impact on educational facilities or health care facilities in the Town of Evans or Erie County. Site development at the Project Site will create some additional demand for police, medical and emergency services, but this demand is anticipated to be minimal.

Site development at the Project Site will create some additional demand for fire protection services, but this demand is anticipated to be minimal. The Project will also include a new public water system, including hydrants, capable of being utilized to fight fires. It will be the responsibility of the individual Project tenant to coordinate with local emergency services agencies for any special needs they would anticipate in regard to fire protection.

Mitigations

Since impacts to community services are minimal, no mitigation is proposed or necessary at this time.

Findings

The ILDC finds that no potential significant adverse impacts to community facilities and services are anticipated as a result of the Proposed Action.

THRESHOLDS:

As a Generic Environmental Impact Statement, these Findings must set forth specific conditions and/or criteria under which future actions (e.g. site plans for development on the Project Site) will be approved. Conditions are set forth in the previous discussions for each impact. Findings also establish thresholds where subsequent SEQR assessment or a Supplemental EIS may be necessary to evaluate specific site impacts that were not adequately addressed in the Generic EIS, either because of the lack of project detail inherent in a generic plan, or due to project changes. For the Proposed Action, the following thresholds are established that may result in a need to conduct additional SEQR review:

Zoning Thresholds:

Future uses on the Project Site that do not exceed or that conform to any of the following conditions or thresholds shall be considered to have met the requirements of the DGEIS and would not require any further review pursuant to SEQR, as follows:

- Maximum lot coverage for full build-out of each development lot, as established by the zoning regulations and the preferred alternative concept design, which is estimated to be approximately 99 and 48 acres of building and parking coverage (impervious surfaces) cumulatively for the Project Site for option 1 and 2 respectively.

- Maximum build-out of the individual development lots is expected to create approximately 1.89 million square feet of office, controlled growth facility, and cold storage facility space.

- Conformance with all applicable zoning requirements for the LI District for lot coverage and building setbacks, parking, and other design standards.

- The following are permitted uses in the Light Industrial (LI) District as per the Town of Evans Zoning Code that are being considered for the Project:

  Principal structures and uses:

  Administrative and general offices.

  Research-development facilities: experimental, research and testing facilities, including but not limited to the construction and operation of small-scale

experimental and pilot plant operations, production operations, if ancillary to or resulting from permitted experimental research or testing operation.

Compounding, manufacturing, and assembly of:

- Clothing and other textile products.
- Pharmaceutical products, cosmetics, and toiletries.
- Food and beverage products.

Warehousing, storage services and distribution centers.

Public utility stations or exchanges.

Fire stations.

Farms and Agricultural businesses and industries.

Transportation Thresholds:

As proposals are submitted to the Town of Evans to develop individual lots on the Project Site, traffic counts for each proposed use will have to be provided.

The results of the TIS indicate that development of Option 2 would result in 441 morning peak hour and 421 evening peak hour trips. Any development proposal that would result in cumulative morning or evening peak hour trips above these amounts will require signalization of the intersection of Eden Evans Center Road and the Project Site access road, and the addition of dedicated left turn lanes to the eastbound and westbound approaches of the intersection of Eden Evans Center Road and US Route 20, in accordance with the recommendations of the TIS.

The results of the TIS indicate that development of the preferred alternative (Option 1) would result in 654 morning peak hour and 637 evening peak hour trips. Any development proposal that would result in cumulative morning or evening peak hour trips above these amounts will require an updated TIS. This new study will be reviewed against the findings made herein and approved by the NYS Thruway Authority, NYSDOT, and ECDPW.

A secondary full connection to Eden Evans Center Road will require a new TIS and evaluation of mitigations.

Utility Thresholds:

For each proposed development project on the Project Site, an applicant will need to submit an engineer's report documenting information concerning domestic water demand, sewage generation figures, electric power demand, and natural gas demand. Based on the engineer's report, the following cumulative thresholds are established for each proposed development project that is part of the build-out of the Project:

- Average daily water use, peak water demand and fire-flow needs will need to be submitted for each development proposal and will be evaluated to determine if mitigation is needed.
- Cumulative peak sewage generation exceeding 100,000 gallons per day will require further evaluation and potential mitigations, including upgrades to the Big Sister Creek WRRF.

- Electric power demand for each development proposal will be submitted to National Grid and, if the demand exceeds 2,500 kVA, further evaluation and potential mitigations will be required, including construction of a new 15kV substation.

- Any proposal that requires natural gas will need to be reviewed by National Fuel and if the proposed development's demand cannot be met by available facilities, further evaluation and potential mitigations will be required. It is not the intent for the Project Site to be serviced by natural gas due to the State's electrification mandates.

Water Resources Thresholds:

- Site-specific SWPPPs will be required for each individual development lot during the site plan review process. Soil erosion and sediment control plans for site clearing and grading must be included in the Project Site-specific SWPPPs.
- Maximum wetland impacts will not exceed the 51.3 acres of potentially regulated wetlands proposed in Option 1 (the preferred alternative). Disturbance of any regulated wetland areas unknown at the time of this Findings Statement will be avoided.

Visual Thresholds:

- Any proposed development on the Project Site that does not meet the Town of Evans' applicable zoning requirements for height, building and parking orientation, building spacing and façade length, general building design, outdoor storage, landscaping, lighting, and signage will require further evaluation and potential mitigations. Any development outside the areas illustrated for development, especially relating to the areas adjoining the residential uses near the front of the Project Site.

Noise Thresholds:

- All construction and operations shall comply with the Town of Evans' Noise Ordinance (Chapter 137 of the Town Code) and Section 200-26(C)(9) of the Town of Evans's Zoning Code, which regulates noise for industrial districts. Pursuant to Section 137-7, construction activities will be conducted between 7:00 AM and 10 PM. Pursuant to Section 200-26(C)(9), "the sound-pressure level as measured at the edge of a lot and which is produced by a mechanical, electrical or vehicular operation on the lot, where said lot is adjacent to a residential area, shall not exceed the average intensity of the street traffic noise in that residential area as measured over a period of 24 hours. In any event, no sound shall have objectionable intermittence, volume, beat frequency or shrillness characteristics."
- Any proposed development that differs from the uses allowed by zoning, or that does not meet the zoning design guidelines, will be subject to further evaluation, including review in accordance with NYSDEC Program Policy DEP-00-1, *Assessing and Mitigating Noise Impacts*, and potential mitigations.

Air Thresholds:

- Based upon the anticipated uses at the Project Site, it is assumed that air quality permits will not be needed.

- Should any development project at the Project Site include a use that requires a state or federal air quality permit, or if the proposed use requires air modeling and analysis, that development project's sponsor will obtain the permit prior to receiving final site plan approval from the Town of Evans Planning Board. The Planning Board will also consider the results of the air modeling and analysis in their determination of whether the development project is in conformance with their findings.
- During construction operations for new facilities at the Project Site, all vehicles are required to observe limited engine idling times and use only engines that comply with the applicable air quality regulations.

Community Facilities and Services Thresholds:

Each development proposal will be required to submit an emergency services impact assessment, which will be reviewed and approved by the emergency service providers.

Conclusion:

After evaluating the cumulative environmental, economic, and social impacts of the Proposed Action, the ILDC is adopting the feasible, prudent, and practicable alternative that best balances environmental impacts with social, economic, and other essential considerations, and that allows for mitigation of all environmental impacts to the greatest extent reasonable and practicable.

Certification of Findings to Approve:

Having considered the Draft and Final Generic Environmental Impact Statements, and having considered the preceding written facts and conclusions relied on to meet the requirements of 6 NYCRR § 617.11 of the SEQR regulations, this Findings Statement certifies that:

1. The ILDC has considered the relevant environmental impacts, facts, and conclusions disclosed in the DGEIS and the FGEIS and their supporting materials;

2. The ILDC has weighed and balanced the relevant environmental impacts with social, economic, and other considerations;

3. The requirements of Article 8 of the Environmental Conservation Law and the regulations promulgated thereto at 6 NYCRR Park 617 (New York State Environmental Quality Review Act) have been met; and

4. Consistent with social, economic, and other essential considerations from among the reasonable alternatives available, the action to be carried out is the one that avoids or minimizes, to the maximum extent practicable, adverse environmental impacts disclosed in the DGEIS and FGEIS, and that adverse environmental impacts will be minimized or avoided to the maximum extent practicable by incorporating, as conditions to this decision, those mitigating measures that were identified as practicable.

Filing:

The ILDC's designees are hereby directed to file and distribute this Findings Statement as required by Article 8 of the Environmental Conservation Law and the regulations promulgated thereto at 6 NYCRR Part 617.

Certification:
These Findings were adopted by majority vote of the ILDC at a duly called meeting held on XXXX XX, 2024.

Buffalo And Erie County Industrial Land Development Corporation (ILDC)
Name of Agency

Signature of Responsible Official

Name of Responsible Officer

Title of Responsible Official

Date

95 Perry Street, Suite 403, Buffalo, NY 14203
Address of Agency

A copy of this notice sent to:

Lisa Czechowicz, Regional Permit Administrator
NYS Dept. of Environmental Conservation, Region 9
270 Michigan Ave.
Buffalo, New York 14203-2915

Environmental Notice Bulletin
625 Broadway
Albany, NY 12233-1750

INTERESTED AGENCIES/ADJACENT COMMUNITIES

United States Department of the Interior
Fish and Wildlife Service
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
FW5ES_NYFO@fws.gov

Town of Evans
Ray Ashton
Supervisor
8787 Erie Road
Angola, New York 14006
Supervisor@townofevans.org

Town of Evans
William Smith
Director of Planning & Community Development
8787 Erie Road
Angola, New York 14006
mailto:wsmith@townofevans.org

David Hill
Acting Planning & Program Manager
New York State Department of Transportation (NYSDOT) - Region 5
100 Seneca Street
Buffalo, NY 14203
David.Hill@dot.ny

Daniel R. Castle, Commissioner
Erie County Department of Environment & Planning (ECDEP)
Edward A Rath County Office Building
95 Franklin Street, 10th Floor
Daniel.Castle@erie.gov

Erie County Department of Health (ECDOH)
Jennifer Delaney
503 Kensington Avenue
Buffalo, New York 14214

National Grid
Deborah Sullivan
Environmental Health
deborah.sullivan@nationalgrid.com

Erie County Water Authority (ECWA)
Terrence McCracken, Secretary to the Authority
295 Main Street, Room 350
Buffalo, NY 14203-2494

Erie County Sewer District (ECSD)
Joseph Fiegl, P.E., BCEE
Deputy Commissioner
Division of Sewerage Management
Edward A Rath County Office Building
95 Franklin Street, 10th Floor - Room 1034
Buffalo, New York 14202
Joseph.Fiegl@erie.gov

Empire State Development (ESD)
Karen Utz
95 Perry Street, Suite 500
Buffalo, NY 14203

New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP)
Josalyn Ferguson (B.A., M.A.)
Historic Preservation Specialist/Archaeology
Division for Historic Preservation
P.O. Box 189,
Waterford, New York 12188-0189
Josalyn.Ferguson@parks.ny.gov.

New York State Department of Health
James V. McDonald (M.D., M.P.H)
Corning Tower
Empire State Plaza
Albany, NY 12237

Richard Ball, Commissioner
New York State Department of Agriculture & Markets
10B Airline Drive
Albany, NY 12235

Erie County Industrial Development Agency (ECIDA)
John Cappellino
President and CEO
95 Perry Street, Suite 403
Buffalo, NY 14203
jcappell@ecidany.com

Evans Center Fire Company
Bob Zamrock, Chief
8298 Erie Road
Angola, NY 14006

Town of Evans Police Department
Douglas J. Czora, Chief of Police
8787 Erie Road
Angola, New York 14006
contact@evanspoliceny.com