

REVISED PLAN RECENTLY SUBMITTED TO TOWN BOARD FOR 1.3 MILLION SQFT WAREHOUSE ON LONG ROAD

For a detailed explanation of the new plan, read below. The best action you can take if you oppose this massive warehouse being built on Grand Island is to write/call the Town Board (townboard@grand-island.ny.us or 716.773.9600) and:

- *VOICE your opinion that this is NOT a project that is appropriate for Grand Island*
- *ASK that independent reviews be performed for Traffic, Noise, Air Quality, Stormwater, Sewer/Water and Economic Analysis*
- *QUESTION the appropriateness of such a large structure in an M1 zone, given the current wording of the zoning regulation*
- *ASK for a public hearing*
- *REMIND Town officials that nothing in the developer's submitted documentation provides a mitigation/alternative plan for when the Long Road overpass needs major repair or replacement. Sending traffic down to West River Road is not acceptable and off-loading all that traffic on to Bedell Rd is unsustainable.*

On November 1, 2021, the Grand Island Town Board adopted a Final Scope document for the completion of a Draft Supplemental Environmental Impact Statement (DSEIS) by the developer of the proposed warehouse off Long Road. The DSEIS is supposed to evaluate the potential adverse impacts associated with the proposed project, along with proposed mitigating measures.

*Early this month, the developer submitted their version of the SDEIS to the Town Board. In this document, the developer is **proposing yet another version of the project**. The entire document is available here ([Draft Supplemental Environmental Impact Statement 10/7/2022](#)). The main points of the new plan include:*

- *1,080,308 sq.ft. facility (footprint) plus a 250,028 sq. ft. mezzanine that will be used for storage (**total of 1,330,336 sq. ft.**)*

- 101 loading docks, 1,289 passenger vehicle parking spaces and 416 trailer parking stalls
- **6,952 traffic “trips” per day** (including passenger cars and tractor trailers). The current average daily traffic on Long Rd is 838 vehicles per day.
- 3 separate “retention ponds”
- A water tank on the north side of the Facility
- Compliance with the 45 foot maximum height requirement (above grade) of current zoning laws.
- Removal of the previously proposed 47’ deep, 12 acre stormwater pond.
- The new plan “requires no import or export of fill”, as opposed to the 178,488 cubic yards of fill proposed in the November 2020 plan.
- They flipped the orientation of the facility from the November 2020 plan, so loading docks and tractor trailer activities would be along I-190 and away from residentially developed lands.
- The construction period is estimated at 18 months (starting next Spring) with a full buildout proposed to be completed in 2024.
- There is **NO identified tenant for the project** (speculative).
- The facility is anticipated to employ ~962 people in the first year of operation.
- The **facility will operate year-round, 24-hours a day/7 days a week.**
- 3,320 feet of a feeder creek will be relocated ~525 feet to the west of its existing location.

CRED4GI has had an opportunity to review the submitted documentation and has met with the Town Supervisor regarding next steps for this project. Multiple studies were updated/conducted by the developer for the submission of the DSEIS and the overall document/details are being reviewed by the Town Board and its experts. The next step is for the Town Board to vote on which portions of the submitted DSEIS will be accepted “as is” and which portions the Town Board wants to hire independent consultants to conduct their own review. These could include subjects like Traffic, Stormwater, Geological, Wildlife habitat, etc. The independent studies would then need to be conducted and subsequently reviewed/accepted by the Town Board before issuing a Final SEIS.

CRED4GI continues to oppose this project due to its size, the environmental and traffic impacts of such a facility and the inappropriateness of this facility in an M1 zone (this is a single, huge facility as opposed to “multiple offices in a park-like setting” and should be considered a “noxious industry”, which is banned in an M1 zone). In addition, nothing in the submitted documentation provides a mitigation/alternative plan for when the Long Road

overpass needs major repair or replacement. Sending traffic down to the West River parkway is not acceptable and off-loading all that traffic on to Bedell Rd is unsustainable.

We will continue to keep you apprised to the best of our ability.