

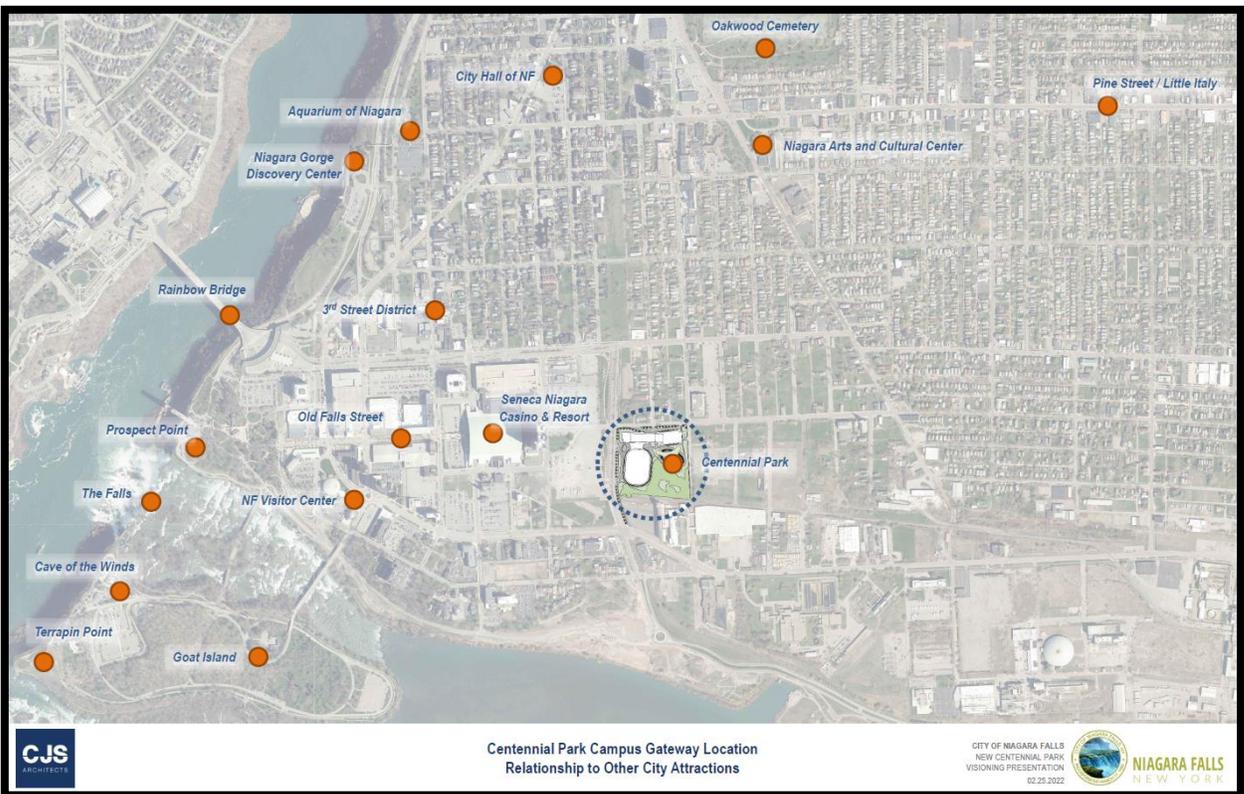
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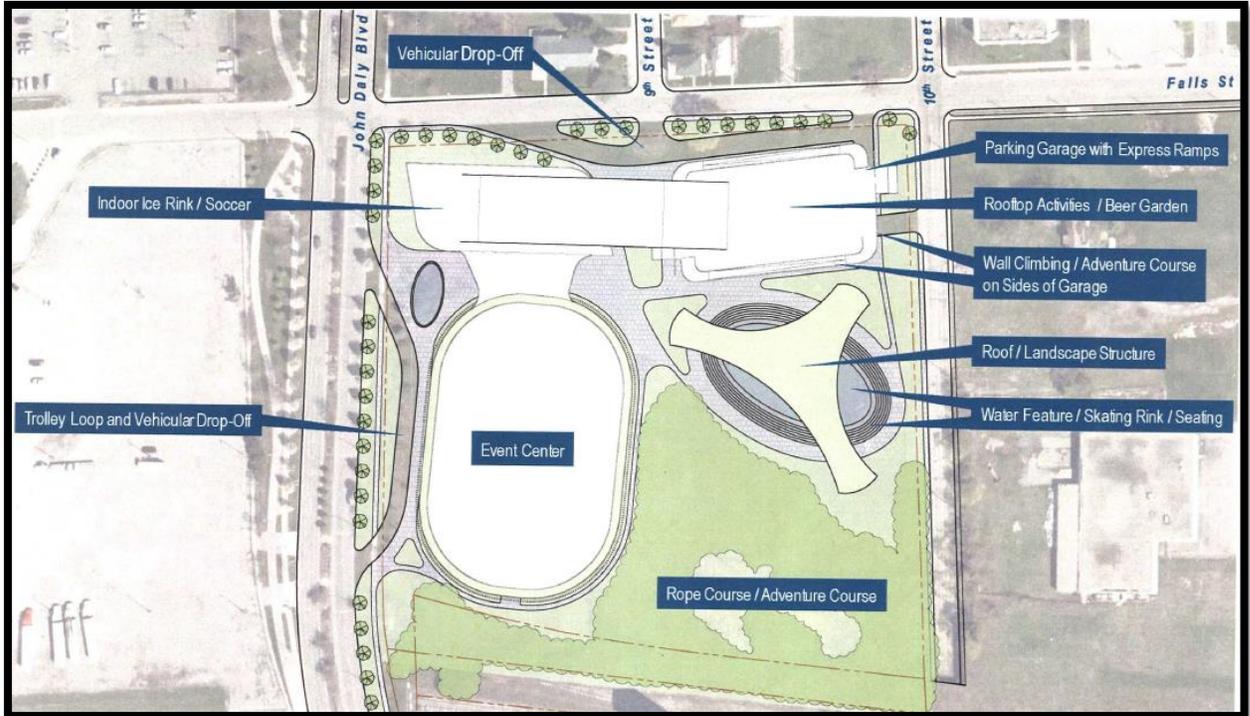
## Introduction to Report Format

The following information supplements the Full Environmental Assessment Form (FEAF) Part 1 for the Centennial Park project. The information is presented in the order of the FEAF Part 2 (*Identification of Potential Project Impacts*) and in a format of an expanded FEAF Part 3 (*Evaluation of the Magnitude and Importance of Project Impacts and Determination of Significance*). We have provided supplemental information on all FEAF Part 2 topic areas despite whether any such impact would result from the project. The schematic design and additional information provide enough detail to allow the City to conduct a thorough SEQR analysis in accordance with 6NYCRR Part 617 State Environmental Quality Review.

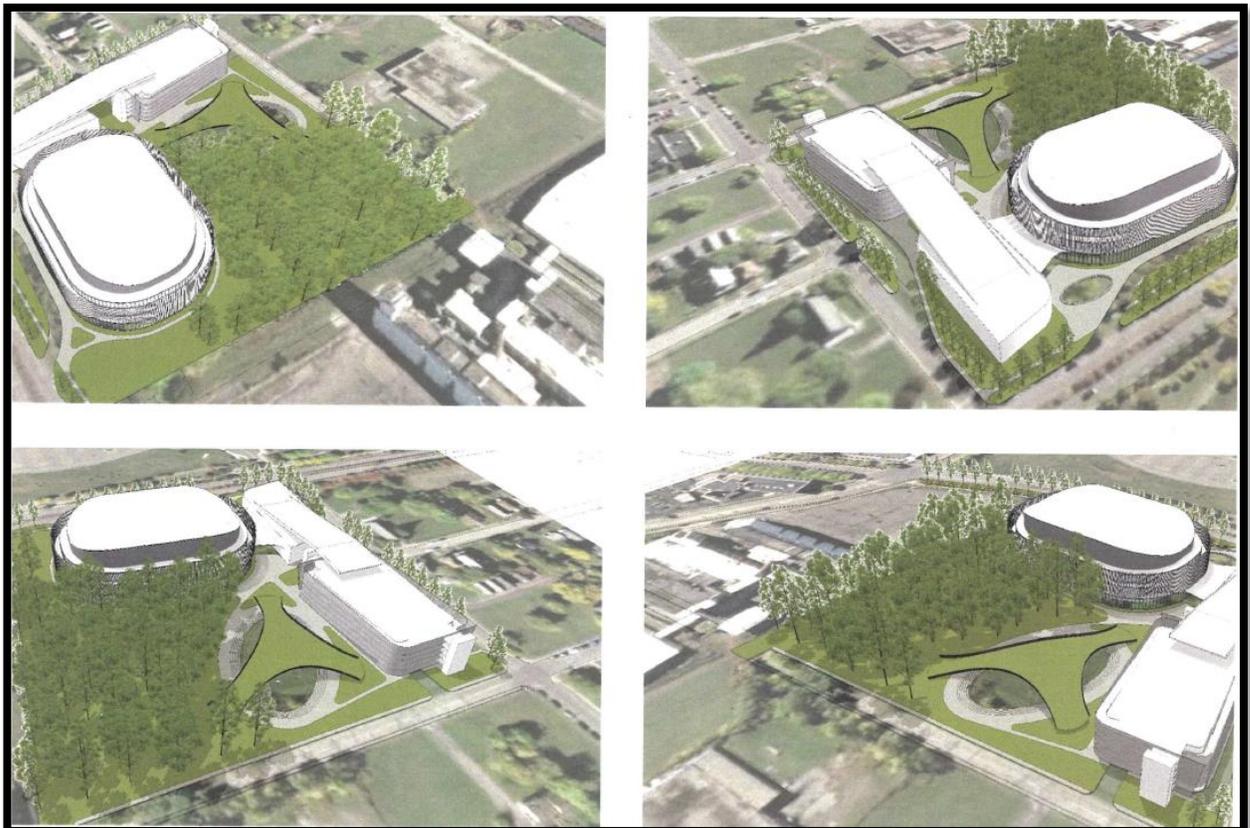
## Project Description and Action

The proposed action entails a land transaction between the current owner and the City of Niagara Falls, Site Plan approvals from the City of Niagara Falls, and construction of an event campus as described in this document. The Project Site is located on two parcels of land, located at 907 Falls Street and a portion of property along John Daly Memorial Parkway. The site is east of the Seneca Niagara Casino and the entertainment district, hotels, and Niagara Falls State Park. It is also in close proximity to the existing residential areas to north, northwest and northeast. The site acts as a physical and visual buffer to the more industrial areas of the City.





The Centennial Park campus will consist of several structures that could be used for sporting events, concerts, and a host of other uses. Currently, the site is a collection of vacant properties bordered by John Daly Boulevard, 10<sup>th</sup> Street and Falls Street, with the Seneca Niagara Resort and Casino directly to the west across John Daly Boulevard.



The City of Niagara Falls envisions the project would become a multifaceted year-round Event Campus that keeps tourists and Falls residents in the Niagara Falls area over a 12-month period, while also taking advantage of the winter months. Initial renderings of the campus, provided by CJS Architects, showcases a 6,000-7,000-seat arena for sporting and entertainment events, a smaller arena for sporting and entertainment events as well as small scale events, and a splash pad which could be converted into an ice-skating rink during the winter months. The plan also includes a parking ramp with exterior walls that could be used for rock climbing, while the rooftop of the ramp can be utilized as a location for concerts or movie screenings.

Visitors will be able to enter and exit the event campus from an entrance on the north (Falls Street), the west (John Daly Boulevard) and an entrance on the east (10<sup>th</sup> Street). Pedestrian connectivity and use of the NFTA transit system will be enhanced as a result of the proposed work. Improved walking and cycling amenities will be added to the campus.

## **Additional Project Information**

### **Impact on Land**

The proposed action (as described in this document and the EAF) involves several components that will change the land, but none of these changes will result in significant impacts. The most notable changes to the site will include the construction of new improvements on the site. These major changes include the addition of a 6,000-seat arena, a smaller event space that has capacity for performances and sporting events, a splash pad with capacity for multi-seasonal activities, and the construction of a parking garage with rooftop space.

Existing green space will be impacted by the proposed project. However, the existing green space is vacant, and does not have an active use. Approximately 1.77 acres of trees will be removed from the site, while a little over 6.15 acres of roads, buildings, and other paved or impervious surfaces will be added. The contiguous acreage owned is approximately 12 acres in size. The Project site is approximately 10.3 acres in size and the total acreage to be physically disturbed is ±6.33 acres.

There will be no excavation required on this site other than the need for site preparation, grading, installation of utilities and construction of foundations.

The NRCS soil survey shows this land as “No Digital Data Available”. Further exploration (soil borings) will be done during the design process.

The construction of the project will utilize best management practices and will be in accordance with erosion control requirements of the City of Niagara Falls and New York State. The site is not located in a Coastal Erosion Area.

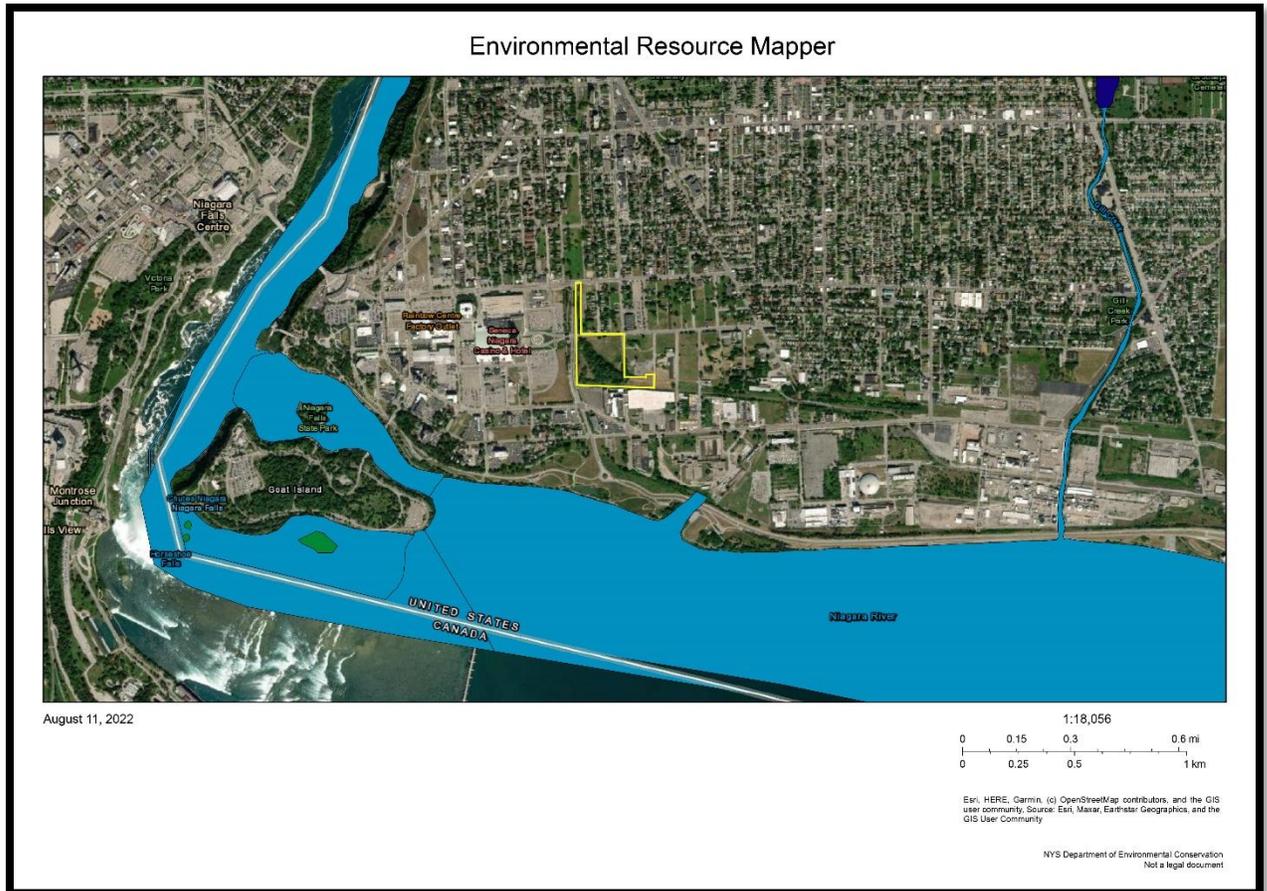
### **Impact on Geological Features**

There are no unique or unusual landforms or National Natural Landmarks on or adjacent to the Project Site. Therefore, the proposed action will not result in the modification or destruction of, or inhibit access to, any unique or unusual landforms.

### **Impact on Surface Water**

The proposed action will not affect any wetlands or other surface water bodies on or near the Project Site. The nearest surface water feature is the Niagara River, located to the south of the project site. Based upon the NYSDEC Environmental Resource Mapper, there are no federally regulated wetlands located on the project site. Similarly, the NYSDEC Environmental Mapper indicates that there are no New York State regulated wetlands or other surface water bodies located on Project Site. The following image was taken from the NYSDEC Environmental Resource Mapper in July 2022 (showing no wetland areas on the project site):

Almost all construction activities will take place in areas that may have been disturbed during previous use of the site, and subsequent demolition. But in general, the site today would be considered undisturbed, pervious ground. All excavated materials will be removed from the project site. Sediment and erosion control best practices/standards will be followed during construction to ensure that all nearby surface waters are protected from siltation or degradation. The proposed area of disturbance of ±6.33 acres will require submittal of a General State Pollution Discharge Elimination System (SPDES) permit application and a Stormwater Pollution Prevention Plan (SWPPP).



### Impact on Ground Water

There are no identified groundwater resources located on or near the Project Site. The project site is not located over a principal aquifer. The proposed action will not result in any impacts to existing residential or commercial water supply wells, nor will new water supply wells be constructed on site.

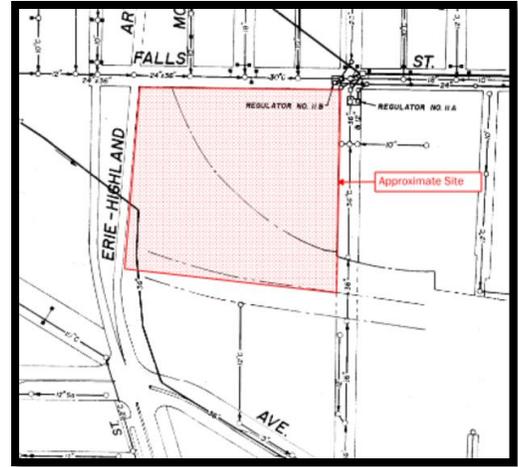
All wastewater (100% sanitary wastewater) will be discharged to the Bird Island Treatment Facility. No chemical or petroleum products will be stored in bulk on site, except for a quantity of diesel fuel for the emergency generator. This fuel storage will be part of the generator system (package system).

The proposed action will not involve the application of any pesticides or herbicides.

### Water

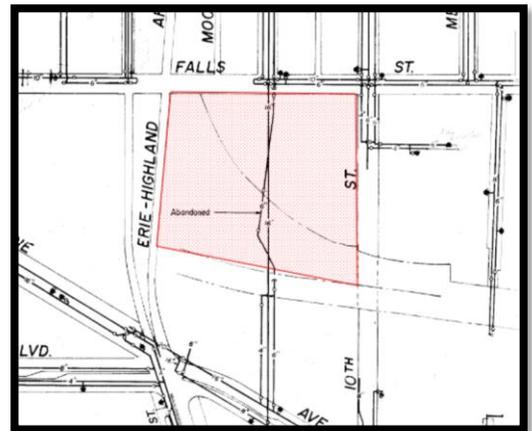
There are currently no water services or connections at this site, therefore new services for domestic water and fire protection will be constructed with new connections to existing waterlines. There is currently an existing 16" waterline that bisects the site, running north/south. This will be relocated to construct the new facilities. In addition there is an abandoned 6" waterline that runs in the same general area that will be removed.

Conservative water usage demand was calculated to determine the anticipated impact on the existing public water supply. Further conversations were held with the Niagara Falls Water Board, and it was determined that the new construction will not result in any negative impacts to the existing public water supply.



### Sanitary Sewer

There are currently no sanitary sewer services or connections at this site, therefore new services for sanitary sewer will be constructed with new connections to existing public sewer lines. There are currently existing public sanitary sewer on 10<sup>th</sup> St (36") and Falls St (30" and 24"x36"). There are also two sanitary sewer regulators located near the intersection of Falls St and 10<sup>th</sup> St. In addition, a 36" Force main ("Gorge Force Main") crosses the southwest corner of the site. This force main will be confirmed during the design process, and the design will be adjusted accordingly to avoid impacts to this force main.

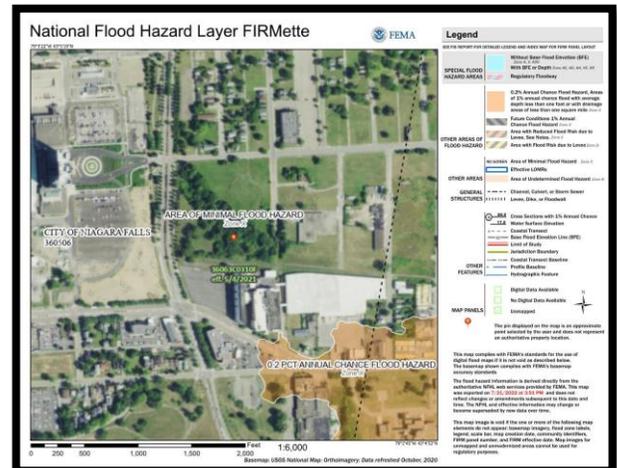


Conservative liquid waste generation was calculated to determine the anticipated impact on the existing public sanitary sewer capacity. Further conversations were held with the Niagara Falls Water Board, and it was determined that the new construction will not result in any negative impacts to the existing public sanitary sewers.

### Impact on Flooding

The Project Site is not located within a floodplain or floodway. The FEMA Flood Insurance Rate Map is located below for reference:

Existing drainage patterns on the site will be altered, but not in an adverse way. All drainage will meet NYSDEC SPDES requirements.



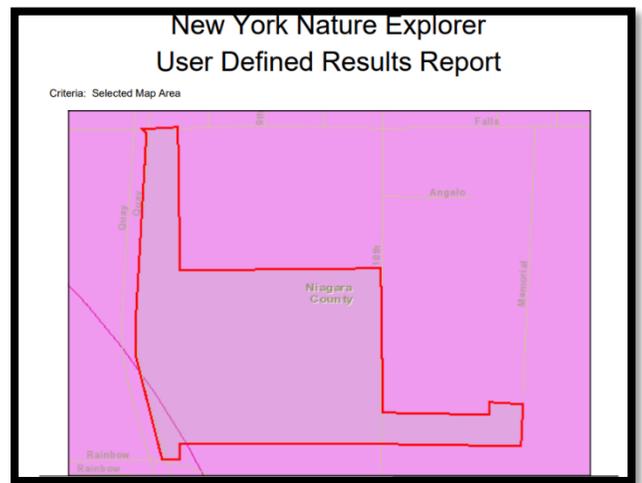
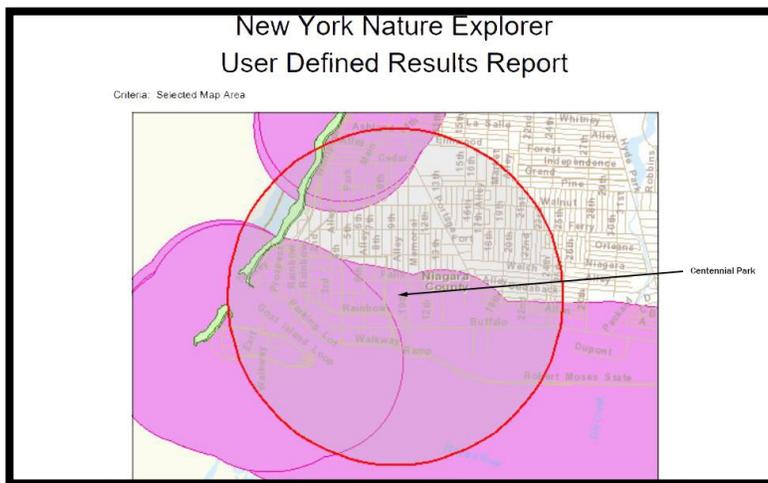
## Impact on Air Quality

Air Quality related impacts will be minimal. The new facilities will generate additional vehicle trips to the site. The traffic analysis completed for the project indicates that between 16 and 38 vehicles will be added to peak hour traffic by the new facilities. The air emissions generated by these occasional and small peak trip increases will be small.

During construction, earth moving equipment will be present on-site, primarily running on diesel or gasoline. In addition, during construction, gasoline powered generators may be used on site. Construction related air emissions will cease once the Project is completed.

## Impact on Plants or Animals

Below is a listing of the potential endangered or threatened plant or animal species listed by New York State located at or near the Project Site. The lower left image shows that there are many significant communities within the City of Niagara Falls, however as you zoom into the project site there are fewer significant communities which are clarified in the tables.



Common Name	Subgroup	Distribution Status	Year Last Documente	Protection Status		Conservation Rank	
				State	Federal	State	Global
<b>Animal: Mussels and Clams</b>							
Hickorynut <i>Obovaria olivaria</i>	Freshwater Mussels	Recently Confirmed	1997			S1	G4
Rainbow <i>Villosa iris</i>	Freshwater Mussels	Recently Confirmed	2018			S2S3	G5
<b>Animal: Animal Assemblages</b>							
Waterfowl Winter Concentration Area <i>Waterfowl Winter Concentration Area</i>	Animal Assemblages	Recently Confirmed	1994			S3S4N	GNR
<b>Plant: Flowering Plants</b>							
Forest Blue Grass <i>Poa sylvestris</i>	Grasses	Historically Confirmed	1988	Endangered		S1	G5

7/22/22 9:32 AM

Based upon the lack of surface water on the site, the appropriate environment to support Mussels and Waterfowl does not exist. In addition, the site is mostly mowed or treed, therefore it would not appear to support Forest Blue Grass. Site visits prior to design shall confirm.

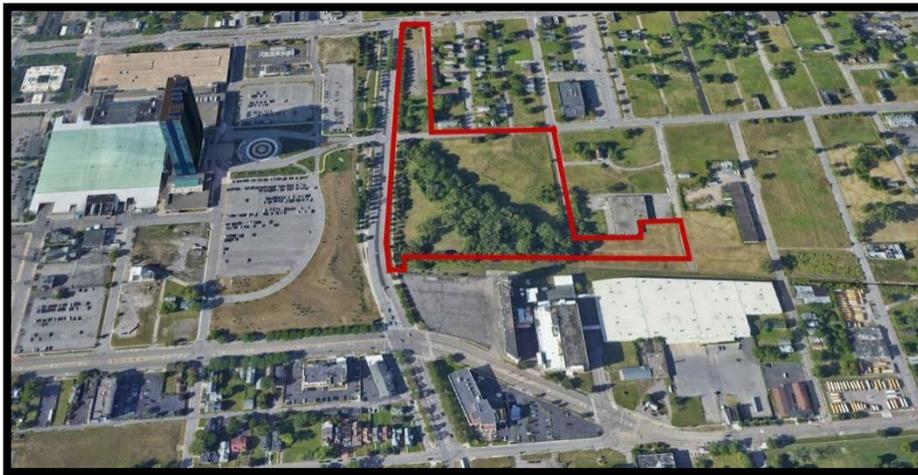
Also, it should be noted that the design has been developed to incorporate a majority of the existing trees. The proposed action will not involve, or increase the need for, the use of herbicides or pesticides.

### Impact on Agricultural Resources

There are no agricultural lands located on or near the project site. The proposed action will not impact any significant agricultural soils or increase development pressure on any existing farmland. No impact to agricultural resources will occur.

### Impact on Aesthetic Resources

The project site is located across the street from the large-scale Seneca Niagara Hotel and Casino, and within steps of the large-scale buildings of the Niagara Falls Entertainment District (hotels, parking garages, etc). It is also located immediate northwest of large-scale industrial buildings. The site is currently vacant and contains a large, treed area, and a line of mature trees along John Daly Boulevard. The current plan calls for maintaining many of the existing trees both along the street fronts and within the site. This will continue to contribute to the positive aesthetics of the streetscape. The proposed large scape buildings generally fit in with the large-scale buildings found in the area. The new buildings will provide a visual buffer between the residential area to the north and the industrial area to the south.

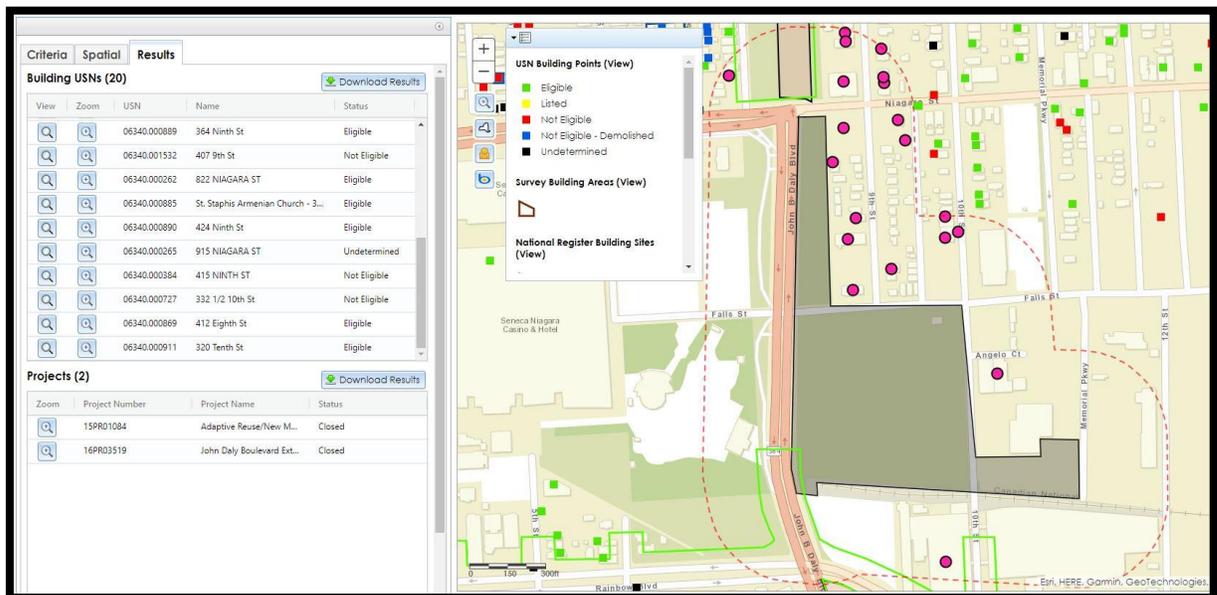
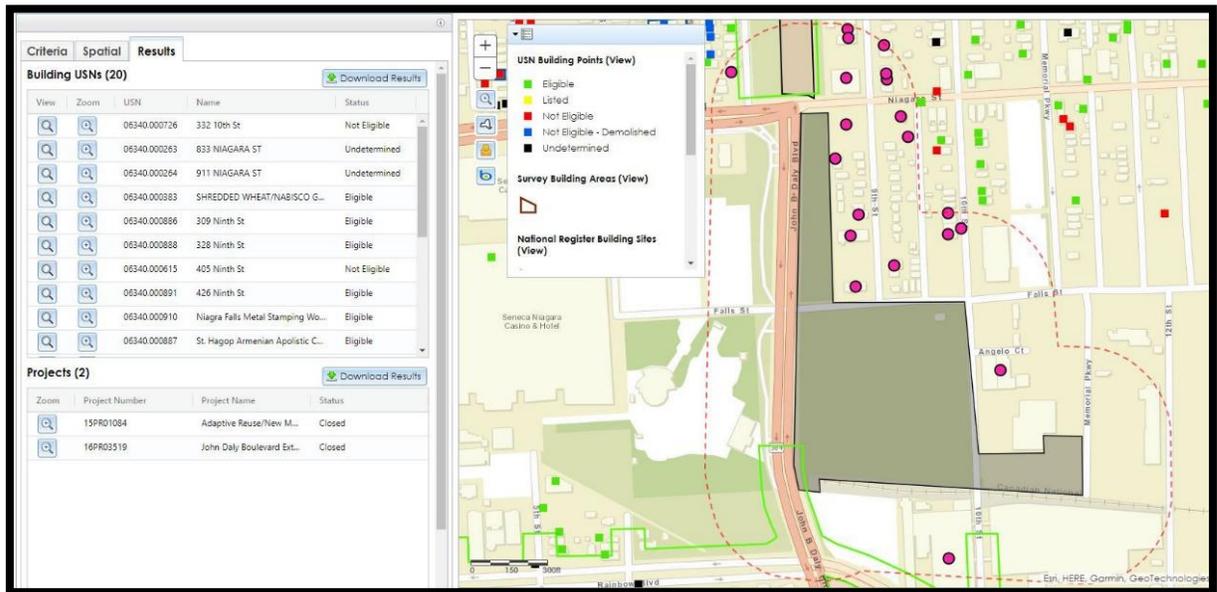




## Impact on Historic and Archaeological Resources

There are no designated archaeological resources located within the project site.

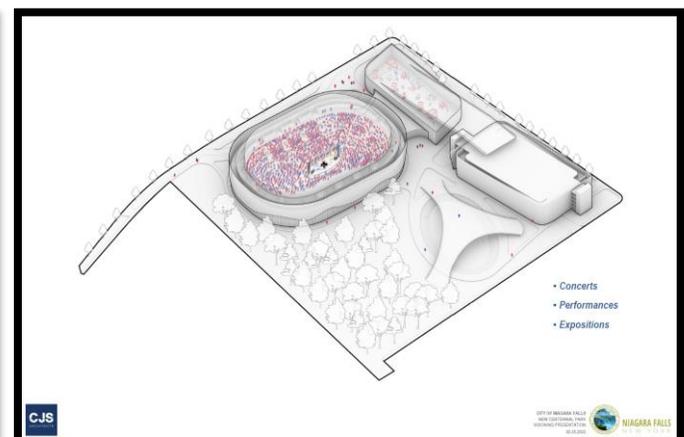
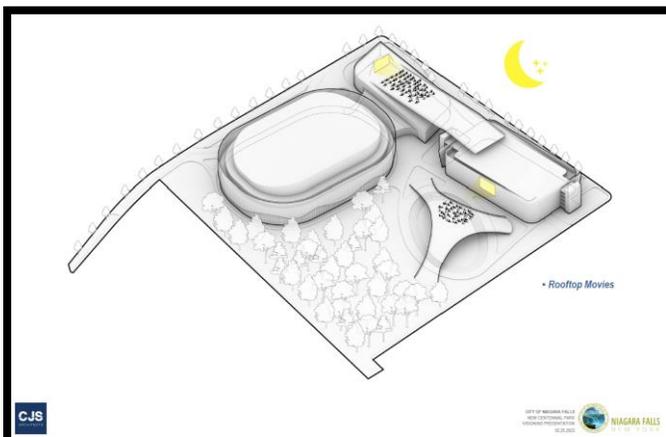
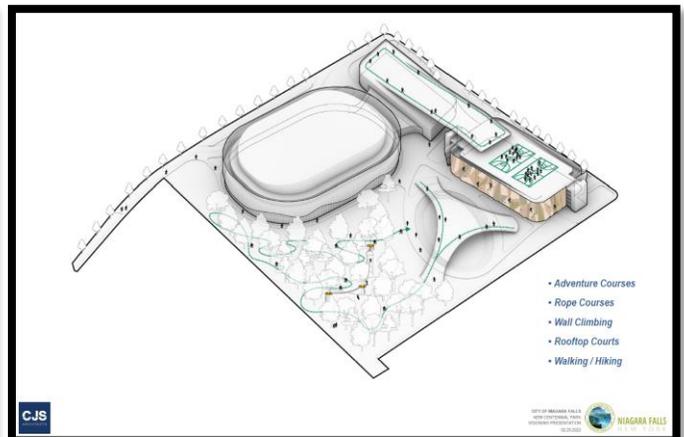
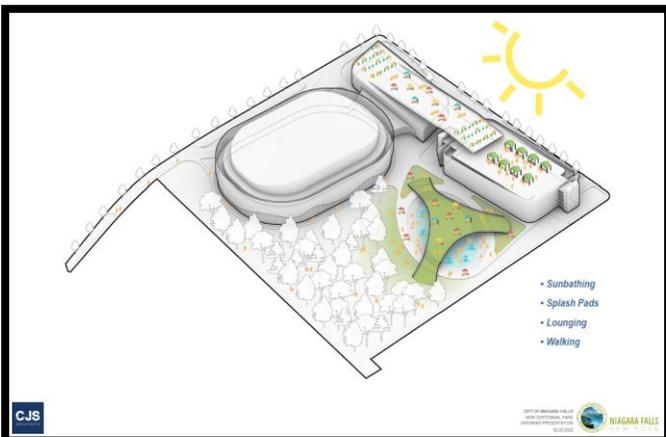
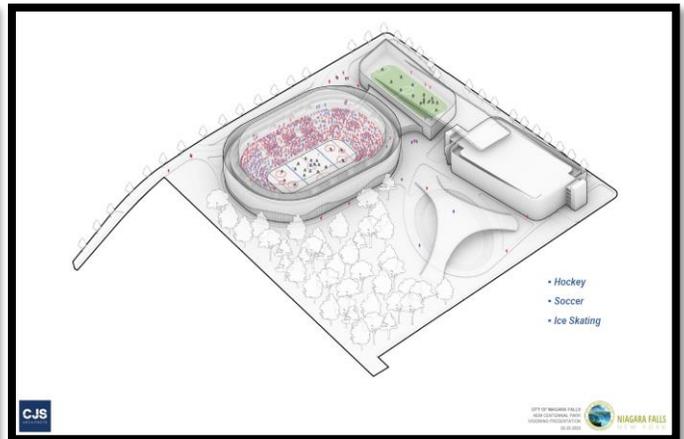
There are no designated historic resources within the project site, although there are some that are substantially contiguous to the project site. The image below shows seven sites that are located within a 350-foot buffer of the project site. Six of those sites are eligible to be listed on the National Register of Historic Places. The proposed work will not result in moderate or large impacts to the project site or any of the designated historic resources located substantially contiguous to it.



## Impact on Open Space and Recreation

The proposed action will largely be built in the current location of a grassy vacant lot, and therefore the impact to the site's grounds/open space will be minimal. Once completed, the area will be open to the public during all hours of operation, allowing patrons, people passing by, and tourists to pass through open greenspace on their way to Centennial Park or the Casino.

As the project is completed, visitors to the event campus will have more access to open space and recreational opportunities and will have improved pedestrian access to and from the campus to the Casino. The larger arena, the smaller event center, the splash pad, and the parking ramp are all intended to provide recreational space and activities year-round.



## Impact on Critical Environmental Areas

The Project Site is not within or adjacent to a Critical Environmental Area (CEA).

## Impact on Transportation

The proposed facility, as mentioned above consists of a 6,000-7,000-seat large arena, a smaller arena for ice rink and other assembly purposes and an area that can be denoted as a public park. For purposes of traffic assessment for the EAF, we evaluated the Park and Small arena separately from the large arena. The large arena is likely to generate event-type traffic as opposed to the other spaces which would create daily/more frequent traffic. Below are the results of the initial assessment. A more thorough Traffic Impact Study is being performed.

### Trip Generation and Distribution

#### A. Trip Generation

Trip generation for the Niagara Falls Centennial Park was compiled by using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The number of trips that enter and exit differing kinds of activities or land uses comprise the trip generation estimate for the overall development. The two ITE Land Uses that apply to the Niagara Falls Centennial Park development include:

- Public Park ITE Land Use 411
- Ice Rink ITE Land Use 465

The number of trips is calculated by multiplying the Gross Floor Area (GFA) in square feet for each proposed land use type by the trip generation rate associated with that land use type. The trip generation rate for Weekday AM and PM Peak hour of the adjacent street traffic was selected for this analysis. This rate when added to the external commuter traffic, facilitates a worst-case scenario for analysis of traffic impacts associated with the development.

The ice rink is included in a multi-use building where an ice rink or soccer field will be used seasonally. The ice rink was chosen based on the calculation of a greater number of trips when compared to trip generation rates associated with the soccer field. The number of trips generated for each project component during the weekday AM and PM peak hours are summarized in Table 1. The number of trips generated for each project during the Saturday peak hour of 10:30 and 11:30 AM is summarized in Table 2.

**Table 1 Weekday Trip Generation**

### **Trip Generation Estimate - Weekday AM + PM**

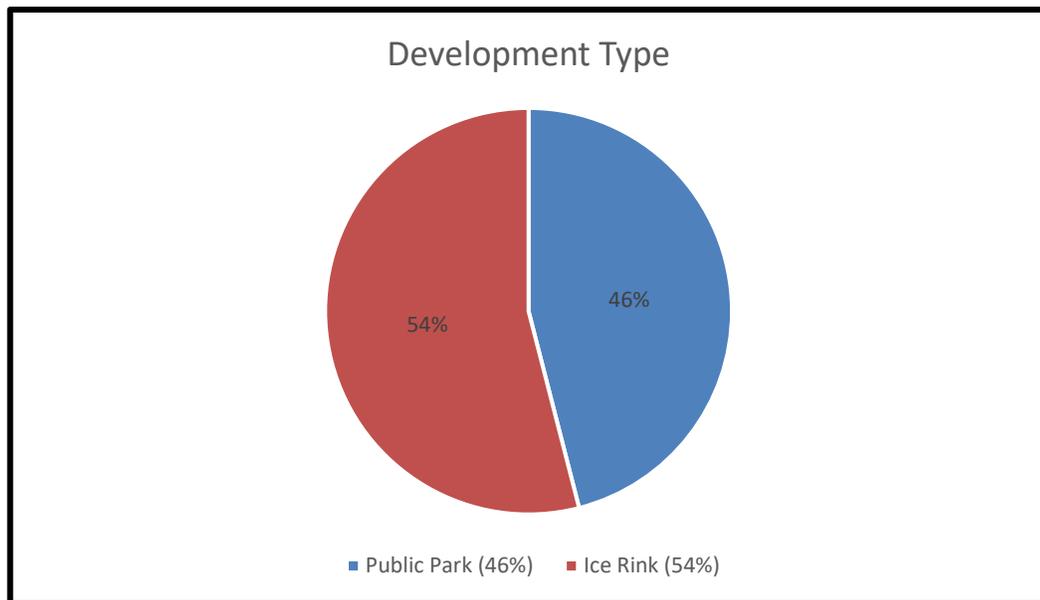
<b>Trip Generation Summary</b>						
<b>Project Component:</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
	<b>Total Trips</b>	<b>Entering</b>	<b>Exiting</b>	<b>Total Trips</b>	<b>Entering</b>	<b>Exiting</b>
Land Use 411 - Public Park	32	19	13	25	14	11
Land Use 465 - Ice Skating Rink	5	2	3	61	34	27
<b>Total Trips Generated</b>	<b>37</b>	<b>21</b>	<b>16</b>	<b>86</b>	<b>48</b>	<b>38</b>

Table 2 Saturday Trip Generation

**Trip Generation Estimate - Saturday Peak Hour**

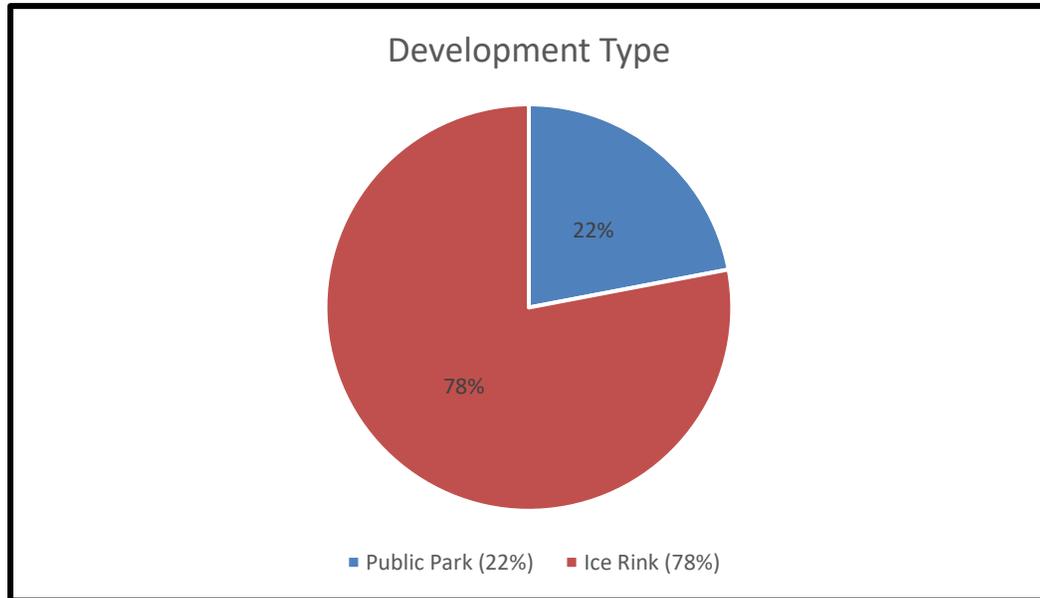
<b>Trip Generation Summary</b>			
<b>Project Component:</b>	<b>Saturday Peak Hour</b>		
	<b>Total Trips</b>	<b>Entering</b>	<b>Exiting</b>
Land Use 411 - Public Park	32	18	14
Land Use 465 - Ice Skating Rink	111	59	52
<b>Total Trips Generated</b>	<b>143</b>	<b>77</b>	<b>66</b>

The percentage of trips that are generated by each land use during a weekday is summarized in Figure 1.



**Figure 1 ITE Trip Generation Summary**

The percentage of trips that are generated by each land use on Saturday is summarized in Figure 2.



**Figure 2 ITE Trip Generation Summary**

**B. Arena Event Trip Generation**

Trip generation for the Niagara Falls Centennial Park Arena was compiled using arena trip generation vehicle occupancy data rates from the Allentown Arena and City Center Development Traffic Analysis by Traffic Planning and Design, Inc. in Allentown, PA. The Arena Trip Generation ITE Land Use Code 460 from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition only included one study from over four decades ago. Since the individual study did not include peak hour or weekend data, the information was no longer an accurate representation of trip generation rates for the arena Land Use. The data from the Allentown Arena Traffic Analysis contains information from an arena that has a similar amount of event seating and is in a location with similar multi-use facilities.

The number of trips entering and exiting the arena is based on the available seating of 7000. The number of trips that enter will be based on the randomly occurring arrival times within a few hours before an event. The number of trips that exit from the arena is based on the departures within thirty minutes from the conclusion of an event.

Trips entering and exiting the event are reduced by the alternative transportation modes that will service the arena. A 10% reduction was made for the use of public transit and the local trolley, resulting in a decrease of 700 trips. A 5% reduction was made for the use of charter buses to and from the arena, resulting in a decrease of 350 trips. A 15% reduction was made for pedestrians that will access events from adjoining venues and hotels resulting in a decrease of 1050 trips.

Based on the vehicle occupancy data from the Allentown Arena Traffic Analysis, the vehicle occupancy rate was an average of about 2.88 persons per car. After applying the rate to the total amount of trips after the reductions, there were a total of 1701 vehicles entering and exiting the arena.

Results of this arena trip generation are presented in Table 3 below.

## Arena Trip Generation Estimate

NF Centennial Park: **Arena**

*Arena - Vehicle Occupancy Rate*

**2.88 Persons/Car**

Arena Trip Generation		
Development	Event Related Trips	
	Entering	Exiting
Arena	7000	7000
<b>SUBTOTAL FOR ARENA</b>	<b>7000</b>	<b>7000</b>
<i>Public Transit and Local Trolley Use 10% Reduction</i>	-700	-700
<i>Charter Bus Use 5% Reduction</i>	-350	-350
<i>Pedestrian Access from Adjoining Facilities 15% Reduction</i>	-1050	-1050
<b>SUBTOTAL FOR ARENA AFTER REDUCTION</b>	<b>4900</b>	<b>4900</b>
<i>Vehicle Occupancy Rate*</i>	2.88	2.88
<b>TOTAL VEHICLES</b>	<b>1701</b>	<b>1701</b>

\*Reference the Trip Generation Study from the Allentown Arena and City Center Development Traffic Analysis by Traffic Planning and Design, Inc. in Allentown, PA

### Impact on Energy

Since the proposed Project will consist of the construction and operation of new buildings, there will be an increase in electrical demand to support additional program, and it is anticipated to require an upgrade to the existing substation. Early estimates based on the proposed scope, show that the site is expected to require  $\pm 7000$  MWh annually. While the additional electrical demand will be met by the local utility company/ electrical grid, it is anticipated that this project will most likely require an upgrade. The project team will continue to work with the utility companies to confirm and design for capacity. The project will be designed to meet or exceed New York State energy codes.

In addition, the project will be working with local utilities to pursue energy incentive programs that will allow for further improvements to the existing building performance, premium efficiency strategies and equipment, and other responsible and sustainable design initiatives for the entire complex.

### Impact on Noise, Odor, and Light

The proposed action will not result in any permanent increases in noise or odors. Outdoor lighting will be in conformance with City of Niagara Falls standards. During construction, earth moving, and foundation equipment will be present on-site. These pieces of machinery may temporarily generate noises that rise above ambient levels. Construction will be completed during daylight hours and any increases in noise levels will be temporary. Noise levels may be higher during outdoor events, but that should also be temporary. No odor or adverse outdoor lighting impacts are anticipated during construction or after the expansion is completed. No blasting will occur, and no odors will be generated during construction.

The casino and its surrounding facilities are lit up consistently throughout the year. It can be assumed that the event campus will be lit up as well, especially during events such as concerts and sporting events, and any activities that are done on the rooftop of the parking garage. Noise and light studies will need to be completed to further examine any potential impacts on the site, and the surrounding area.

Construction equipment and trucks making deliveries will utilize John Daly Boulevard, 10<sup>th</sup> Street, and Falls Street, depending on the phase of development and where the construction is occurring. A more detailed access management plan will be developed with the City and New York State DOT during the completion of construction documents. It is anticipated that construction would occur during daylight hours, generally between 7am and 5 pm, Monday through Friday. The construction period is expected to last approximately 24 months but may extend due to phasing and financing requirements.

### Impact on Human Health

Through increased pedestrian/cycling connectivity, the event campus will encourage patrons to use its grounds as a recreational space and will provide direct connections to the nearby Seneca Niagara Resort and Casino. The pedestrian/cycling connections will also, at least seasonally, serve as a catalyst for visitors to Centennial Park to either walk, bike, or use existing municipal transit systems to reach the event campus, rather than single occupancy vehicles.

The development of the campus will not expose visitors to new or existing sources of contaminants. The project site is located within 750 feet from the Niagara County Department of Social Services building and within 1,500 feet of the Seneca Niagara Resort and Casino. However, the Project will not generate hazardous materials, odors, dust or new or existing contaminants, and no impact to these facilities or their users will occur as a result of the proposed action.

The project site has never been the site of a spill or remediation activity. A complete list of sites located near the site that have a contamination history are listed below. Many were minor spills, and most incidents were closed quickly. All sites are in a “closed” status. An additional list of remediation sites located near the site that have a contamination history are listed below. Three of the sites were apart of a brownfield cleanup program, while one was a State Superfund program.

DEC SPILLS							
Spill Number	Name	Address	Spill Date	Close Date	Contributing Factor	Material Name	Amount
8901270	J&I DISPOSAL	10TH STREET	5/9/1989	10/26/1989	Traffic Accident	transformer oil	Unknown
8901270	J&I DISPOSAL	10TH STREET	5/9/1989	10/26/1989	Traffic Accident	non-PCB oil	90 Gallons
9010402	NABISCO BAKERY	RAINBOW BLVD	10/12/1990	12/27/1990	Tank Failure	#6 fuel oil	Unknown
509675	NEXT TO #441	10TH STREET	11/12/2005	11/14/2005	Deliberate	asbestos	Unknown
1710432	NFWB FALLS STREET TUNNEL - COMBINED SEWER 003	FALLS STREET	2/19/2018	2/20/2018	Storm	raw sewage	Unknown
101762	NIAGARA FALLS	RAINBOW BLVD	5/15/2001	5/16/2001	Unknown	unknown material	Unknown
9707820	TRUCK AT NABISCO	RAINBOW BLVD	10/2/1997	12/4/1997	Equipment Failure	hydraulic oil	50 Gallons
706090	WINTER GARDEN PLAZA	RAINBOW BLVD	8/29/2007	10/6/2009	Other	unknown petroleum	1 Gallon

DEC REMEDIATION SITES					
Site Code	Address	Program	Project Completion Date	Size	Site Owner
C932164	401, 402 and 430 Buffalo Avenue	Brownfield Cleanup Program	12/29/2015	6.2 Acres	Merani Hospitality, Inc.
C932159	710 Niagara Street	Brownfield Cleanup Program	N/A	0.35 Acres	Bajwa Property Holdings LLC
C932180	515 6th Street, 620, 624 and 626 Ferry Avenue	Brownfield Cleanup Program	N/A	1.591 Acres	Metropolis Properties Management LLC
932166	SW Corner of Intersection of John Daly Blvd	State Superfund Program	03/26/2020	16.09 Acres	NYS Office of Parks, Recreation, and Historic Preservation

**Consistency with Community Plans**

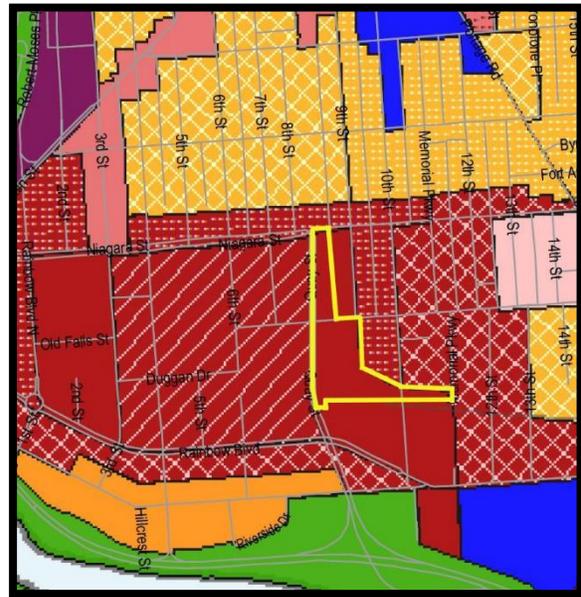
The City of Niagara Falls has undertaken many planning documents of the last several decades. This specific site was not mentioned in these reports. However, we can look to these reports and begin to understand how this project fits into the larger vision for the City of Niagara Falls.

*City of Niagara Falls Zoning Code:*

D-1A – Downtown Near Casino  
 Allows for 320’ bldg. height

D-1B – Downtown Transition  
 Allows for 160’ building height

The purpose of the Downtown Districts is to “provide for a diverse combination of commercial, residential, and mixed use building types within the city’s core tourist area. Development is intended to be very intense with high lot coverage and pedestrian oriented with a strong emphasis on creating safe, active, and inviting streetscapes. Parking, where provided shall be concealed or structured.” The D-1 districts also allow for a flexibility of uses including Parks, Public Use, & Recreation; Parks, Open Space & natural Areas; Commercial Uses (Recreation, Commercial Outdoor, Retails sales and services). However, a Special Use permit is required for Tourism and Sightseeing Oriented uses.



*City in the Park:* with the potential extension and redevelopment of John Daly Boulevard to the north, this project is situated as a gateway site, bringing tourists and residents to this area. Despite the large scale nature of this project, there is a swath of land that is being preserved as treed greenspace,

becoming an active site for ropes courses, trails, and other outdoor recreation. This fits with the strategy of becoming a “City in the Park”.

*Create jobs and attract tourists:* In all of the reports reviewed, there is the continued mention of creating jobs and boosting the local and tourism economies. This site will provide year-round jobs of varying experience levels, while bring tourism and regional money to the area.

*Provide amenities for local residents:* Creating improved amenities for the local residents is another key idea within the community plans. This will certainly bring additional outdoor and indoor recreational assets to the community.

### **Consistency with Community Character**

The proposed project is consistent with other uses in the area, including the casino, and is not expected to have significant impacts on the character of the neighborhood. The current site is a vacant parcel, and improvements to the site’s landscaping will create a pleasant park-like atmosphere on the. There will be no need for municipal expansion of school, fire, police, or medical facilities as a result of the proposed project. The project may have some impact on the surrounding residential properties, especially during the summer months. New plantings and the creation of paths and walkways that are expected to be installed on the event campus will improve the natural landscape of the site and increase the potential of the grounds to be utilized by pedestrians and visitors seeking passive recreational space.