



O'Connell Electric Company, Inc.

*Industrial & Commercial Construction · Power Line & Substation · Communications
Transportation · Renewable Energy · Service & Maintenance · Technical Services*

Plug Power/STAMP Substation

Answers to the questions generated at the Public Comment Session on May 16, 2022

Table Of Contents

- Written Answers
- Sketch A
- Appendix B
- Sketch C
- Sketch D

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1. Location Of the Substation

- a. Why is it located at its proposed location?

Answer: This is an allowable use within the current zoning code.

- b. Why was it moved from previous location on the STAMP concept plans?

Answer: To avoid existing wetlands.

- c. Does the substation fall outside of the STAMP sit? Why is it outside of the STAMP site?

Answer: The entire project is located on land that is owned by GCEDC.

- d. What is the cost benefit to the project for re-locating here?

Answer: Wetland's avoidance was the primary reason. Economic savings was not the primary factor.

- e. Why is it located closer to Lewiston Road than Crosby Road?

Answer: The 345 kV transmission lines can be intercepted at the current location of the substation.

- f. Why is the address Crosby Road?

Answer: O'Connell Electric is using the address of 6576 Crosby Road for the access road to the substation and the 911 address for the project. We are coming off of Crosby Road instead of Lewiston Road because we cannot cross the NYPA transmission Right Of Way, and we cannot cross over the gas line buried to the south of the transmission lines. Also, GCEDC does not own the property north of the existing transmission lines.

- g. Can the substation be relocated behind the tree line in the woods? If not, please explain why not.

Answer: To avoid wetlands and to allow for interconnection to the existing 345 kV lines.

- h. Why can't it be moved further from residents and other non-STAMP properties?

Answer: To avoid wetlands and to allow for interconnection to the existing 345 kV lines.

- i. Increase of traffic on Lewiston Road or Crosby Road?

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Answer: There will be construction traffic while the substation is being built. The construction traffic will be temporary. This will be an unmanned station.

- j. If this changes again, will it be subject to further review?

Answer: TOA Planning Board

2. Impacts to surrounding homes/properties

- a. How close is this to adjoining properties, including barns, pastures, and homes?

Answer: Please see attached sketch "A"

- b. Does the site plan accurately represent the distances from all the structures (barns, houses, etc)?

Answer: Please see attached sketch "A"

- c. Why does it need to block two sides of the Anderson property?

Answer: The project is located on lands owned by GCEDC, and will not infringe on the Anderson's use of their property.

- d. Concern over loss of property values and how impact assessments.

Answer: TOA Planning Board

3. Noise

- a. What is the sound level of the equipment at:

- i. i. The equipment
- ii. ii. Nearest property line
- iii. iii. The closest homes

Answer: Please see attached Appendix "B". The noise levels are below

- b. Will existing sound (powerlines) be made worse by this additional noise from the new equipment?

Answer: No

- c. Will there be noises 24/7/365

Answer: Yes

- d. Is the projected sound within allowable standards?

Answer: Yes, it will be below the 45 decibels reference in the EIS document.

- e. Can the noise be reduced? What additional mitigation measure can be proposed?

Answer: The berm scheduled to be installed to the east of the substation will reduce the noise heard from the substation. The berm will provide additional screening from the east.

4. Size of Substation

- a. How was this station sized from a load perspective (will it serve all of STAMP)?

Answer: The station is sized to serve all of STAMP at it's current projected buildout.

- b. Will it be necessary, and could it be expanded later?

- i. If so, will the footprint be expanded, or will just more equipment be added to the same site

Answer: The footprint is not expected to be expanded, but upgrades to the equipment inside the station may need to be upgraded.

- c. How tall are the structures?

Answer: The existing transmission structures are 80 ft. high

- d. If the substation is changed in the future, what approvals are necessary and what notifications are needed?

Answer: TOA Planning Board

5. Wildlife

- a. How will wildlife in the area be impacted?

Answer: The GCEDC is in constant communication with the NYS Department of Environmental Conservation regarding these issues. The GCEDC is working closely with the NYSDEC to ensure that any impacts will be sufficiently mitigated. The GCEDC does not believe that there will be any significant impacts to wildlife from this project. Nevertheless, the GCEDC has submitted a Part 182 permit application to the NYS Department of Environmental Conservation. The Part 182 permit application includes a proposed mitigation plan to ensure that any potential loss of habitat for threatened and endangered species is replaced, and that a net conservation benefit is achieved. Further, the project has been designed to mitigate losses of habitat to the greatest extent practicable.

- b. How will it impact birds, their migration?

Answer: The GCEDC is in constant communication with the NYS Department of Environmental Conservation regarding these issues. The GCEDC is working closely with the NYSDEC to ensure that any impacts will be sufficiently mitigated. The GCEDC does not believe that there will be any significant impacts to wildlife from this project. Nevertheless, the GCEDC has submitted a Part 182 permit application to the NYS Department of Environmental Conservation. The Part 182 permit application includes a proposed mitigation plan to ensure that any potential loss of habitat for

threatened and endangered species is replaced, and that a net conservation benefit is achieved. Further, the project has been designed to mitigate losses of habitat to the greatest extent practicable.

c. How will it impact purple martins on adjoining site?

Answer: The GCEDC is in constant communication with the NYS Department of Environmental Conservation regarding these issues. The GCEDC is working closely with the NYSDEC to ensure that any impacts will be sufficiently mitigated. The GCEDC does not believe that there will be any significant impacts to wildlife from this project. Nevertheless, the GCEDC has submitted a Part 182 permit application to the NYS Department of Environmental Conservation. The Part 182 permit application includes a proposed mitigation plan to ensure that any potential loss of habitat for threatened and endangered species is replaced, and that a net conservation benefit is achieved. Further, the project has been designed to mitigate losses of habitat to the greatest extent practicable.

d. Can we reduce the loss of habitat?

Answer: The GCEDC is in constant communication with the NYS Department of Environmental Conservation regarding these issues. The GCEDC is working closely with the NYSDEC to ensure that any impacts will be sufficiently mitigated. The GCEDC does not believe that there will be any significant impacts to wildlife from this project. Nevertheless, the GCEDC has submitted a Part 182 permit application to the NYS Department of Environmental Conservation. The Part 182 permit application includes a proposed mitigation plan to ensure that any potential loss of habitat for threatened and endangered species is replaced, and that a net conservation benefit is achieved. Further, the project has been designed to mitigate losses of habitat to the greatest extent practicable.

e. Will the construction and operation of the sub-station impact animal behavior

Answer: The GCEDC is in constant communication with the NYS Department of Environmental Conservation regarding these issues. The GCEDC is working closely with the NYSDEC to ensure that any impacts will be sufficiently mitigated. The GCEDC does not believe that there will be any significant impacts to wildlife from this project. Nevertheless, the GCEDC has submitted a Part 182 permit application to the NYS Department of Environmental Conservation. The Part 182 permit application includes a proposed

mitigation plan to ensure that any potential loss of habitat for threatened and endangered species is replaced, and that a net conservation benefit is achieved. Further, the project has been designed to mitigate losses of habitat to the greatest extent practicable.

6. Dangers of Substation

a. What are the dangers?

Answer: The substation will follow all the safety parameters set forth by the Public Service Commission, NYPA, and National Grid.

b. Stray voltage / electrical shocks?

Answer: Will not be a factor outside of the substation. The station will have a ground grid system that includes grounding of the surrounding fence.

c. Health effects / impacts

i. What distance could cause problems?

ii. What are the normal requirements for setbacks for a substation (any industry standards)?

iii. Will it impact any farm animals?

Answer: The station meets all established safety protocols as established by the New York Public Service Commission. The station is monitored and maintained by NYPA and National Grid. No increased health or safety effects are expected.

The town code does not call for any setback distances for substations. Considerable effort was expended during design of the substation to ensure considerable distances from existing structures. Please reference Attachment A.

7. Better Maps Needed

a. Show location, adjoining properties, distances to offsite structures, etc.

Answer: See Attachment A

8. Access Road

a. Make sure not impacting existing trees.

Answer: Any existing trees north of the proposed access road will remain.

b. Why off of Crosby Road?

Answer: : O'Connell Electric is using the address of 6576 Crosby Road for the access road to the substation and the 911 address for the project. We are coming off of Crosby Road instead of Lewiston Road because we cannot cross the NYPA transmission Right Of

Way, and we cannot cross over the gas line buried to the south of the transmission lines.

- c. Could reduce blacktop with relocation.

Answer: The access road is going to be stone not, blacktop.

9. Screening

- a. Trees to be planted will not be big enough to properly screen anything.

Answer: All reasonable efforts are being expended to screen properties north of the station.

- b. What is being done to screen from Lewiston Road (why can't the location change)?

Answer: All reasonable efforts are being expended to screen properties north of the station. The existing transmission right of way prevents our ability to add additional screening.

- c. Single row of evergreens will not do anything, what else can be done?

Answer: All reasonable efforts are being expended to screen properties north of the station.

10. Gas Service

- a. Will the "Natural Gas" system need expanding in the future (where and what additional lands are needed)?

If so, where is it running and will it service other areas?

Answer: The substation project does not impact the Natural Gas system. Any work would be done by National Fuel Gas.

11. Powerlines

- a. Are they being relocated?

Answer: National Grid's 115 kV lines are being relocated. Please see attached sketch "C". The NYPA 345 kV lines are not being relocated. They are being routed into and out of the new substation. Please see attached sketch "D"

- b. Will the relocated powerlines run through or across the corner of Mr. Shetler's property (1050 and 1062 Lewiston Road)?

Answer: No. Please see attached sketch ****

12. Substation Developer

- a. How long will the original STAMP approvals last?
- b. What/When would necessitate re-looking at this?

- c. Is there a 10-year limit on this approval? With these changes in uses, when will the Town reassess STAMP?

Answer: TOA Planning Board

13. Who is paying for the sub-station?

Answer: Plug Power

14. Quality of Life

- a. We thought the STAMP site would not affect the quality of life, how is this not affecting the quality of life in this area?

Answer: The GCEDC undertook a two year process by completing a Generic Environmental Impact Statement (GEIS) that looked at the possible impacts that the STAMP project could have on the surrounding area as build out occurs over a period of time. Any potential impacts that were identified in the GEIS also had proposed mitigation to the maximum extent possible to minimize those impacts. In 2012 the Town of Alabama Town Board approved the rezoning of the property to allow the STAMP project to move forward based on those studies. Since 2012, the GCEDC has looked at some of the changes to the project over time to ensure that those changes were analyzed and mitigated appropriately. As detailed elsewhere in these responses, the project will not result in any significant adverse impact to the quality of life of the area.

15. Notification questions: mailings, paper, when, keep neighborhood informed, etc.

Answer: TOA Planning Board



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Sketch A

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- NOTES
- GENERAL NOTES ARE APPLICABLE TO ALL SITE DEVELOPMENT DRAWINGS.
 - TOPOGRAPHIC SURVEY PERFORMED BY FRANDINA ENGINEERING AND LAND SURVEYING, PC DATED 03/31/2020. HORIZONTAL DATUM: NAD83 NEW YORK STATE PLANE WEST ZONE, U.S. SURVEY FEET. VERTICAL DATUM: NAVD83.
 - CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION BY CONTACTING DIG SAFELY NEW YORK (811).
 - CONTRACTOR SHALL INSTALL TEMPORARY CONSTRUCTION BENCHMARKS AS NEEDED TO CONSTRUCT THE SUBSTATION PAD.
 - CONTRACTOR SHALL CONSTRUCT ROADSIDE DITCH TO THE SOUTH OF THE NEW ACCESS ROAD FOLLOWING REMOVAL OF THE TEMPORARY CONSTRUCTION LAYDOWN AREA.
 - LINE NR-2 HEIGHT RANGE FROM 90' - 105'
 - LINE SR-1 HEIGHT RANGE FROM 85' - 105'

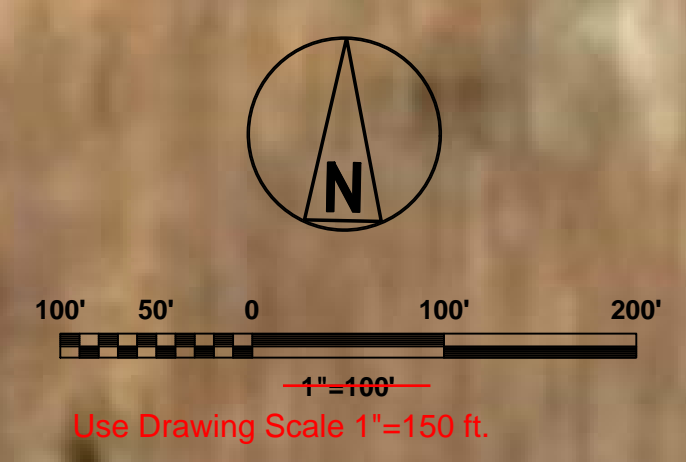
LEGEND

	PROPERTY LINE
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	NEW MAJOR CONTOUR
	NEW MINOR CONTOUR
	EXISTING OVERHEAD LINE
	EXISTING EASEMENT
	EXISTING GAS PIPE LINE
	NEW FENCE
	25' WETLAND OFFSET
	WETLANDS
	FILTER STRIP SEEDING
	CONSTRUCTION LAYDOWN AREA
	TEMPORARY OFFICE AREA

NOT TO BE USED FOR CONSTRUCTION
 THE DISTRIBUTION AND USE OF THE NATIVE FORMAT CAD FILE OF THIS DRAWING IS UNCONTROLLED. THE USER SHALL VERIFY TRACEABILITY OF THIS DRAWING TO THE LATEST CONTROLLED VERSION.

REV NO	DATE	REVISIONS	DWN	CHK	RWVD	APP
1	05/06/22	ISSUED FOR PERMITTING	JAC	DJK	JDA	BDM
0	4/08/22	ISSUED FOR PERMITTING	JAC	DJK	JDA	BDM

DRAWN: JAC/BV CHECKED: DJK/BV REVIEWED: JDA/BV APPROVED: BDM/BV DATE:	NIAGARA POWER PROJECT TOWN OF ALABAMA, NEW YORK STAMP SUBSTATION GENERAL AERIAL SITE PLAN
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THIS IS A COMPUTER AIDED DESIGN DRAWING. A RECORD OF THE REVISIONS OF THIS DOCUMENT WITH APPROVAL INITIALS/SIGNATURES & P.E. SEAL IS MAINTAINED IN THE FILES OF THE NEW YORK POWER AUTHORITY.

WARNING
 THIS DRAWING HAS BEEN APPROVED BY A NEW YORK STATE PROFESSIONAL ENGINEER IN ACCORDANCE WITH NEW YORK EDUCATION LAW TITLE 8, ART. 145, PARA 7209. IT MUST NOT BE REVISED OR ALTERED IN ANY MANNER UNLESS AUTHORIZED BY A NYS LICENSED PROFESSIONAL ENGINEER.



		SCALE: 1"=150' DWG NO. 19G-512 SHEET NO.	REV 0
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Appendix B

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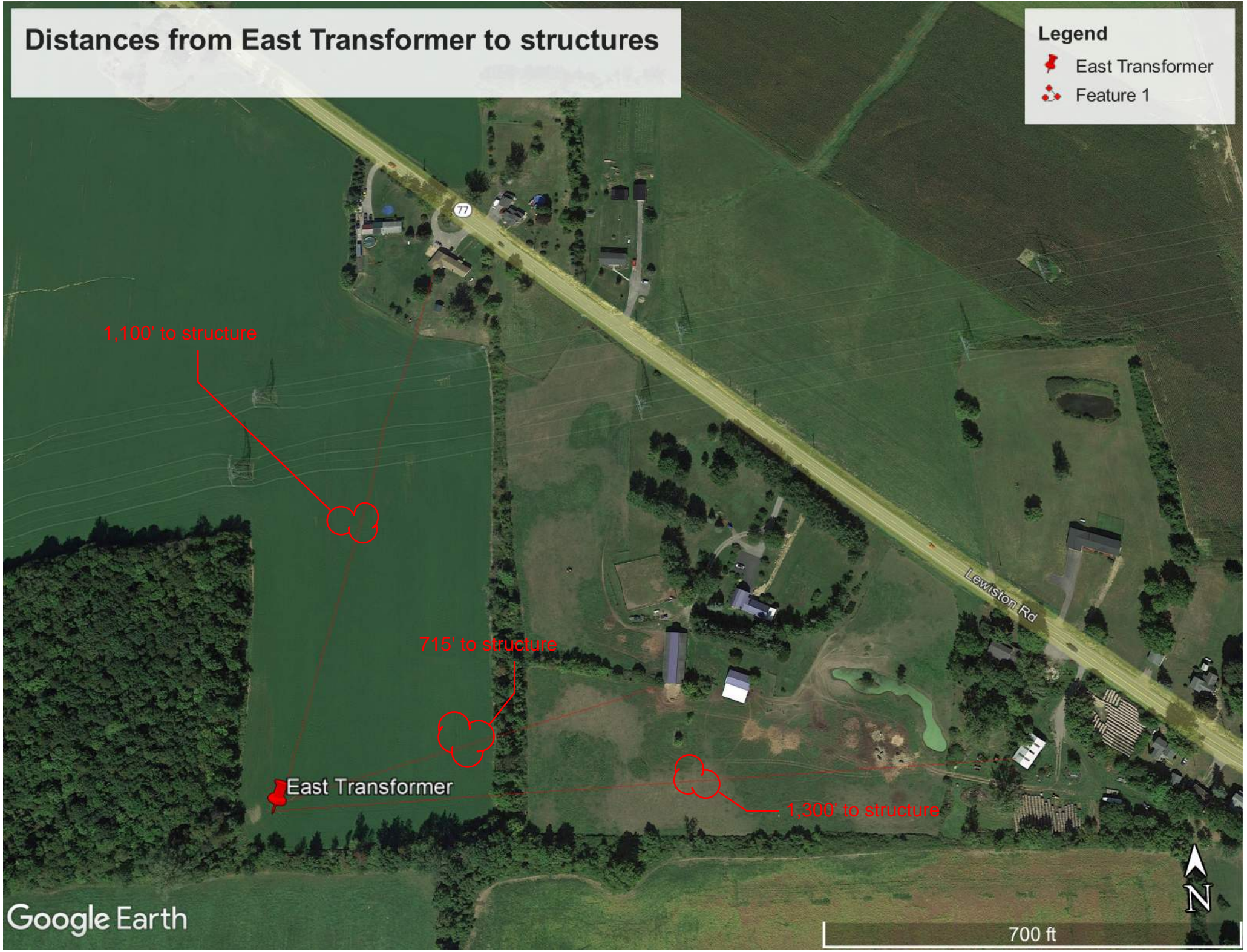
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Distances from East Transformer to structures

Legend

- East Transformer
- Feature 1



Point 1

Distance from the source 1 ft ▾

Sound pressure level 86 dB

Point 2

Distance from the source 715 ft ▾

Sound pressure level 28.914 dB

Sound level difference

Difference in SPL 57.09 dB

Point 1

Distance from the source 1 [ft](#) ▾

Sound pressure level 86 dB

Point 2

Distance from the source 1100 [ft](#) ▾

Sound pressure level 25.17 dB

Sound level difference

Difference in SPL 60.83 dB

Point 1

Distance from the source 1 ft ▾

Sound pressure level 86 dB

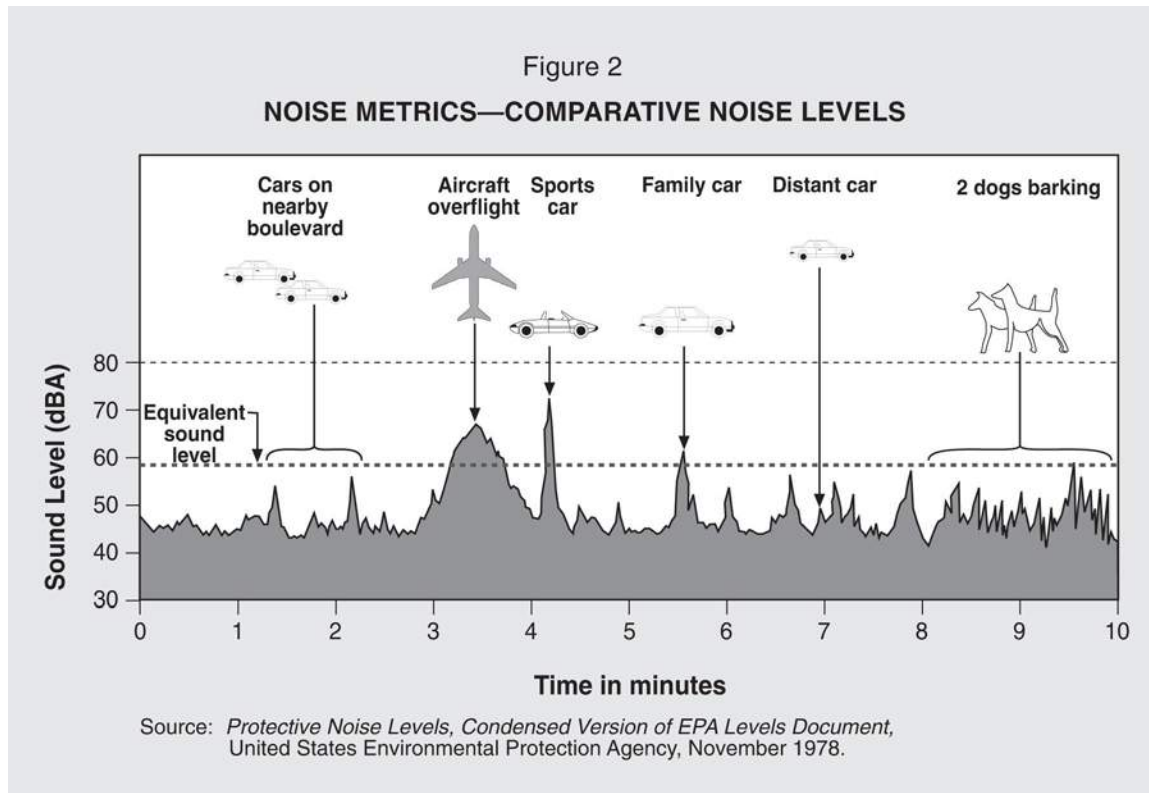
Point 2

Distance from the source 1300 ft ▾

Sound pressure level 23.72 dB

Sound level difference

Difference in SPL 62.28 dB



One obvious way of describing noise is to measure the maximum sound level (L_{max})—in the case of Figure 2, the nearby sports car at 70 dBA. The maximum sound level measurement does not account for the duration of the sound. For example, the aircraft in this case is not as loud as the sports car, but the aircraft sound lasts longer.

A-weighted sound levels typically are measured or presented as equivalent sound pressure level (L_{eq}), which is defined as the average noise level, on an equal energy basis for a stated period of time, and is commonly used to measure steady-state sound or noise that is usually dominant. Statistical methods are used to capture the dynamics of a changing acoustical environment. Statistical measurements are typically denoted by L_{xx} , where xx represents the percentile of time the sound level is exceeded. The L_{90} is a measurement that represents the noise level that is exceeded during 90 percent of the measurement period. Similarly, the L_{10} represents the noise level exceeded for 10 percent of the measurement period.



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Sketch C

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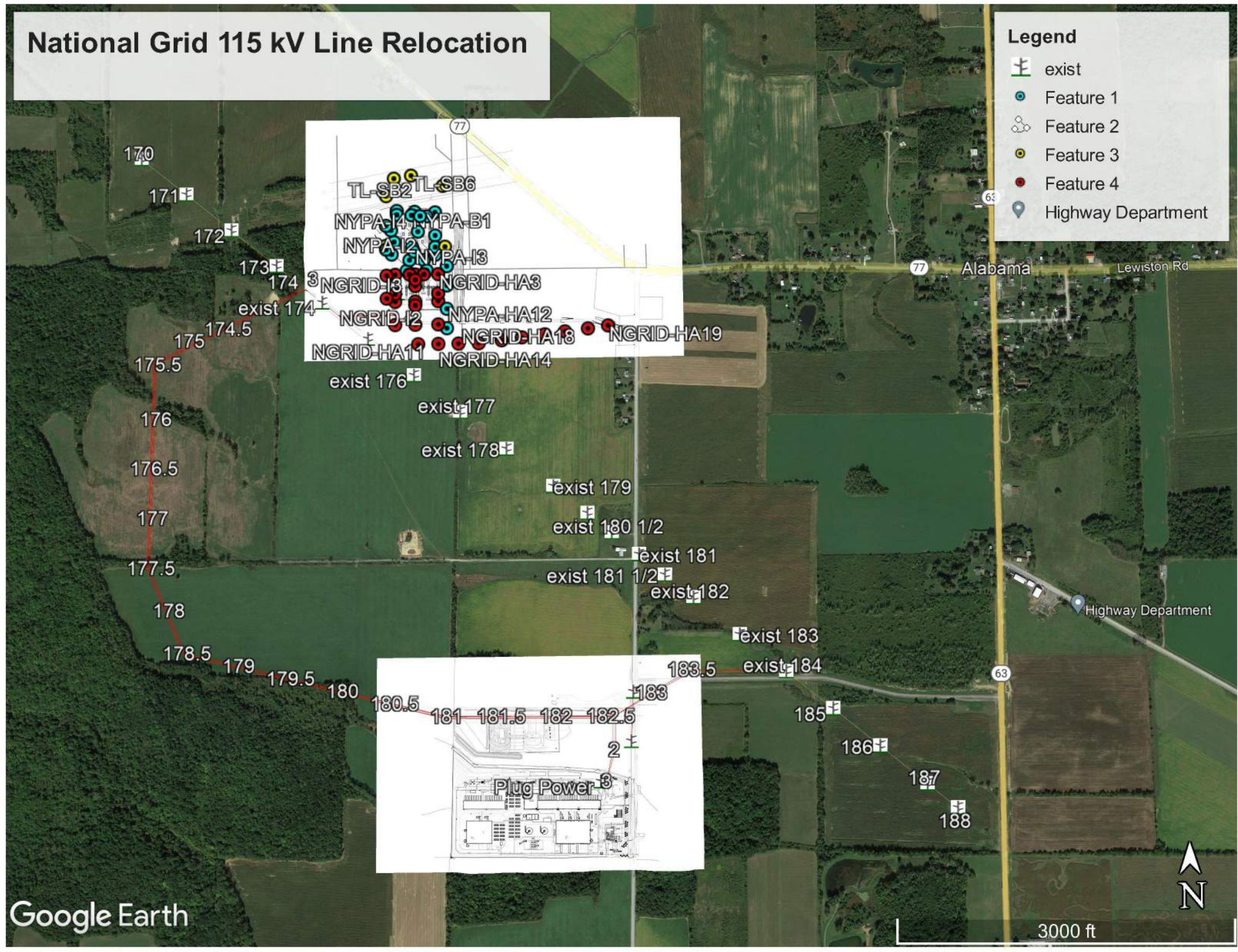
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National Grid 115 kV Line Relocation

Legend

-  exist
-  Feature 1
-  Feature 2
-  Feature 3
-  Feature 4
-  Highway Department





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Sketch D

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Existing Transmission Structure to be removed

Existing Transmission Structure to be remove

