

Property Owner Kenneth LaDue was also in attendance as well as Jim Tofte and Dan Griffiths of Griffiths Engineering.

Gerry gave an overview of NG Advantage again for those who may not have attended the January Planning Board Meeting. Basically NG Advantage serves two types of customers. The first is industries that do not have a pipeline. They are also serving a lot of the public (example: hospitals). One of their models is they take gas from a pipeline, compress it, put it in the back of a truck, and take it to the customer. Another model is they can take gas from the pipeline here and deliver it into a pipeline in Massachusetts. They are an alternative to building more pipelines.

Jim Tofte said that NG Advantage came to them last year looking for a site for their operation. They needed compressed natural gas (millennium pipeline) and an area that was going to be in harmony with the project. This site is on the pipeline, is accessible, is an Industrial Zoned area, and is a trucking route and has been for years. The concept plan that was shared at the January meeting involved a trucking terminal and a way to get the natural gas out of the pipeline into the trucks. The compressor station is electric powered equipment to compress the natural gas enough to transport it in the vehicles. Initially the station was located in the southern portion of the site near Port Dickinson Park but the station has now been moved to the back of the site. (These plans were mailed to the Planning Board Members prior to the meeting.) Doing this required them to make a lease agreement with property owner Mr. Boland. The compressor station straddles the property line so because of setback requirements, an appeal was made to the ZBA for an area variance and that was granted. Jim explained the basic process through the use of the large site plan that was on display. Jay has met with the local First Responders and they do safety training on the process. Jim mentioned there is going to be an upcoming meeting with Hillcrest Fire Chief Rick Larson. An EAF form has been done and Jim gave some insight as to what was looked at environmentally.

- NYSDOT had concerns about the Route 12/12A corridor particularly during the peak hours of the day. It is usually crowded during that time of the day and they did not want a lot of maneuvers being done in that intersection. They did not have any problems with the trucks getting off the highway onto Route 12 to go to the Service Road but they did not recommend the trucks returning via that route to make a left turn onto the highway. The recommendation was for the trucks to return to the highway by using Phelps Street.
- A simple noise study was done. Noise samples were done of the ambient noise. Average readings between 70-80 decibels were received from the highway noise in front of Kenneth's driveway near the building. At the corner of the property line near the park, the readings were 80-90 decibels.
- There is data provided on the fans in the compressors which are the loudest parts of the equipment. (Hearing protection is not required on the NG Advantage sites.)
- The project has been reviewed with SHIPO (State Historic Preservation Office) and they had no artifactual or historical concerns.
- There are wetlands on Mr. Boland's property that they are staying away from.
- The property is in the 100 year floodplain. The base flood elevation of the proposed flood mapping is 852' and they are elevating at least two feet above that. The dispensing area which looks like a traditional fueling port comes down from the top so the cabinets will be located 3-4' high; they will also be above the flood stage. They will be filling the site to accomplish this with about five feet of fill on the entire site. They

are taking the fill from the adjacent floodplain (Mr. Boland's property) to mitigate a zero increase. A HEC-RAS Study will be completed as well as two SWPPP's, one for each site. They will be adding less than one acre of impervious and they do not anticipate any flood impacts. They are working with Mr. Armstrong on the stormwater issues.

- Due to the operation running 24/7, there will be a well-lit site and a security system. Jim submitted an updated Photo Metric Plan to Mr. Armstrong.
- Detector equipment (methane and flame) is also shown on the plans. They are working closely with the Fire Departments to make sure they are comfortable with them for coverage purposes.

A question and answer/comment session followed the presentation.

- Mr. Mullins – How long does the compressor sequence last? How long does it take to load a truck? It depends on the pipeline pressure. It is a two stage process that they are hoping will take less than 1 ¼ hour per truck.
- Mr. Randall – This is one of how many stations on this line? This is the first of its kind on this line that takes the gas out of the pipeline and delivers it to a customer.
- Mr. Randall – And this is going to manufacturers, hospitals? In 2013 they started delivering to a failing paper plant that was able to continue operating because of their service to them. Depending on their growth, they hope to create 75-100 jobs which will include the hiring of Plant Supervisors locally.
- Mr. Ward – Rest facilities were mentioned at a previous meeting. Jim responded that originally there was going to be a special modular building for rest facilities but Kenneth bought out his tenant's lease and they are going to occupy the space of the building where he was which includes restrooms and extra shop space.
- Mr. Eldred – Mr. Eldred suggested that evergreens planted along the road might cut down on the noise. Jim said there are no shoulders along the road and they are working with Mr. Armstrong on the possibility of having a drop curve, so it would be difficult for landscaping there. They could possibly put landscaping in another area.
- Mr. Standard – Do customers anticipate one to two deliveries per day? Gerry said one customer expects 18 deliveries per day. What happens to the operation if the Town is shut down, for example, as we were shut down due to the recent snow storm? Gerry replied that all of their customers have a backup fuel supply.
- Mr. Mullins – Who manufactures the cylinders? 95% of their cylinders come from Hexagon Lincoln in Lincoln, NB.
- Barbara Eldred – Does the business fall off in the summertime? Yes and no. We are looking for a seasonal load where we would serve asphalt plants in the summertime and heating and thermal businesses in the wintertime.

Additional comments were made by Mr. Armstrong.

- Mr. Armstrong explained to the Planning Board that he reviewed the most recent site plan and the EAF, which the Planning Board currently does not have a copy of to review. There have been at least four iterations of documents, so Mr. Armstrong went through all the documents and provided comments to the design team. Mr. Armstrong shared that the Planning Board would not be in a position to approve a site plan this evening but that they are looking forward to making progress.
- The site plan needs to reflect the three properties that are involved, two for Kenneth and one for Mr. Boland. The site plan also needs to show the different components of

the flood plain, the floodway, and the special flood hazard area. Mr. Armstrong noted that the entire borrow area and about 50% of the compound is in the floodway (preliminary 2010) not in the 100 year area. He determined this by looking at the Broome County GIS website. He believes information will be forthcoming to reflect this. Our Town Ordinance does allow for construction in the floodway provided the necessary studies have been done and recognizing that there will be a net zero impact to the water levels.

- Mr. Armstrong also said that there are still some issues with the EAF that need to be addressed. The Planning Board will probably assume lead agency role, as they will want to be as informed as possible.
- This is one project and this is a greater than five acre project. There are two SWPPPs. The borrow area and the development area are interdependent – one does not happen without the other so the project is impacting greater than five acres. Dan Griffith of Griffith's Engineering responded that he has been discussing this issue with Alex Urda and they are trying to get the project, which is currently around 5.3 acres, under five acres.
- Mr. Armstrong does not anticipate any issues related to noise. The information that was provided was in regard to single fans rather than multiple running at one time so he suggested that the design team address this when sharing with the Town Boards in the future.
- The new lighting plan will help. Mr. Armstrong asked if there were lights near the compressor station; Jim said there is and he will go over this with Mr. Armstrong.
- The ZBA did allow for the project to go for a zero setback but only for the life of this project.
- Mr. Armstrong asked, "Might a trucker come in, drop off a trailer, and then step over to something that is full? Is there a time when the trailers might outnumber the tractors?" Gerry replied, "Eventually yes." The trailers and the trucks will do two trips/day; the drivers will do one round trip. The point of origin will be from here; they will always leave with a full and return with an empty.
- Mr. Armstrong will meet with the Highway Superintendent, Randy Ritter, to discuss what the appropriate asphalt for those aprons will be.
- Mr. Armstrong asked to see the results of the archaeological and SHIPO summaries that were done.
- Mr. Armstrong asked if the retaining wall was 16' in some areas. Jim said it is along the pipeline. Binghamton Precast is providing the retaining wall. Mr. Armstrong suggested moving the north retaining wall so that it aligns itself more with the flow of the river.

Gerry said that they are trying to get this project operating by the first of December, 2017. He asked if there was a way to get a conditional approval. He needs to order trailers, compressor parts, etc. several months in advance and the bankers will not allow him to order without the Planning Board's permission. Planning Board Chairman Mr. Eldred responded that the decision was up to our Assistant Town Engineer, Mr. Armstrong. Mr. Armstrong said that the Planning Board has been repeatedly told that the project was not in the floodway and hence this is causing alterations to the SWPPP and other issues. He hopes that by the end of the week to have the updated plans in the hands of the Municipal agencies to review who will then have 30 days to respond. Gerry said that he has some deadlines of April 15th, 2017. Jim asked if the Planning Board would entertain a special meeting instead of waiting until the regular scheduled

Planning Board Meeting on April 25th to meet with them again; Mr. Eldred said they certainly would.

Updated information will be brought to Mr. Armstrong this Thursday at 1 PM. He will then need to distribute the material for review to the Planning Board, CAC, Town of Chenango, Village of Port Dickinson, and the County for a 239 Review.

Information

DLA – Hillcrest – Mr. Armstrong shared that one of the concerns with the DLA project is that if it is rezoned to Limited Industrial then any form of Limited Industrial activity could be on that parcel moving forward. There are provisions in Municipal Law and in our Town Ordinance that allow us to place limitations on a parcel if there are good reasons to do so based on the surrounding area(s). In this case the Town does have the opportunity to impose limitations and restrictions on the activities due to the surrounding neighborhood so the parcel may be rezoned at some point in time. Until that occurs, anything that is being proposed is not compliant because it does not support Residential B activity. Resident Jerry Sabato commented that an internet line has been brought in, the gates have been closed, and he has seen guys in there “doing stuff.”

At 8:06 pm, **Mr. Eldred adjourned the meeting.**

Melodie A. Bowersox, Town Clerk