

Old Business

Fenton Trucking Terminal (previously referred to as Natural Gas Compressor Station) – 65 West Service Road – Site Plan Review – Griffiths Engineering, with the assistance of Alex Urda, has provided additional materials associated with the Fenton Trucking Terminal. Adjustments have been made to the site plan, the Environmental Assessment Form (EAF) was updated, information was received on the noise levels and the lighting, and information from the State Historic Preservation Office (SHIPO) was received (they had no concerns). At this point there have been three questions asked from the County's review of the 239.

- The first question asked was if there would be fueling of trucks at the site, to which Mr. Armstrong had replied, "There is no intent to refuel vehicles at this time."
- The second question that was asked was if there would be any flaring or venting of the natural gas. Chief Operating Officer Gerry Meyers explained that the trailer has a fire protection system so if there was ever a fire, it would try to protect itself by venting the gas that is inside the trailer up into the air. It has happened three times in the four years of NG Advantage's business. NG Advantage meets with the Fire Companies so that they understand this process. Also, there are some maintenance procedures that can be done that would require them to get the rest of the gas out. This is done by letting it drain out into another tank until there are equal pressures and there will always be a residual; one of the ways of getting rid of that residual gas is to flare it. All of that maintenance will be done in Vermont. At this point there will be no maintenance flaring at the West Service Road site; it would only be in an emergency situation.
- The third question was actually a reminder that the project is within the Zone II of the Fenton Aquifer District. There are limitations as to what can occur in that Zone. Mr. Armstrong has reviewed what those limitations are in light of this project and there is no impact associated with it.

There has not been any response from the Town of Chenango or the Village of Port Dickinson yet. Also, the other County agencies still have time to respond.

Question and answer/comment session:

- Mr. Keough asked if a baseline was done on the noise at the site. Jim Tofte of Griffiths Engineering answered yes, that it was done at Kenneth LaDue's existing driveway, reading at around 80 decibels. Near the bridge it was around 90 decibels. Mr. Keough asked if they had checked it across the river at the County Park. They did not check it here. Jim replied that you lose six decibels every time you double the distance so he did not feel it would be a problem. There was a combined study done of all the equipment running with the maximum amount of output and the total at 50' was 78 decibels.
- Mike Ward – When they vent the gas, it cannot be ignited until so many feet in the air. So when you say flaring, it's not burning right as it comes out of the top of the tank, or is it? Gerry replied that flaring is a controlled exercise where they would reduce the pressure (through a pressure reduction valve on the trailer) so it would burn like a torch.
- Mr. Keough – Are you going to be fueling other trucks? Gerry said, "Not at this time."
- Mr. Armstrong – There has been additional discussion about the truck routes. Gerry had mentioned that the goal is to find other markets such as asphalt plants to keep the business going 12 months out of the year and one asphalt plant is in Norwich which

could make the truck route complicated. Gerry said they do not have any customers scheduled for December right now but they are looking at some in the Pennsylvania area and they will have to look at different routes if they gain customers from that area. There is a route plan developed for the drivers in a packet so they stay on that route and NG Advantage could have them approved by the Town if necessary; additional route plans could also be approved by the Town. Mr. Armstrong said a "Haul Route Declaration" could be obtained through Randy Ritter, the Highway Superintendent, as well. Gerry said the established route plans and any future additional route plans will be given to Randy.

- Mr. Armstrong said that there were adjustments made to the EAF from when it was originally submitted. The Town has been requiring applicants to place their structures above the 2010 preliminary floodplain to be approved in the near future. In the Town Code, work is allowed to occur in the special flood hazard area and in the floodway itself provided the applicant proves zero net impact to water levels associated with the anticipated flooding event. In this particular project, when we look at that 2010 preliminary, there is a fair amount of work that will occur in the proposed floodway associated with the construction and development of the compressor stations. There is also a fair amount of work that will occur in the floodway on the Boland parcel in an effort to draw material from that parcel to that site to elevate it to get things to the level we want. Alex Urda explained how they ran the models for the mitigation process. Alex spoke to the FEMA representative at NYS DEC who indicated that nothing would have to be filed with them.

Following the question and answer/comment session, Mr. Keough made a motion for the Planning Board to assume the role of lead agency for the purposes of the Full Environmental Assessment Form (EAF) for the Fenton Trucking Terminal at 65 West Service Road, seconded by Mr. Mullins. Motion carried.

VOTE: Ayes 7 Armstrong, Aurelio, Eldred, Keough, Mullins, Randall, Standard
Nays 0

Mr. Keough made a motion to declare a Negative Declaration with the belief that the Fenton Trucking Terminal will not have a significant adverse impact on the environment, seconded by Mr. Aurelio. Motion carried.

ROLL CALL VOTE:

PB Member Mr. Armstrong	Aye
PB Member Mr. Aurelio	Aye
PB Member Mr. Keough	Aye
PB Member Mr. Mullins	Aye
PB Member Mr. Randall	Aye
PB Member Mr. Standard	Aye
PB Chairman Mr. Eldred	Aye

Mr. Keough made a motion to approve the site plan dated March 31st, 2017, contingent on the 239 Review coming in affirmative, seconded by Mr. Aurelio. Motion carried.

ROLL CALL VOTE:

PB Member Mr. Armstrong	Aye
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PB Member Mr. Aurelio	Aye
PB Member Mr. Keough	Aye
PB Member Mr. Mullins	Aye
PB Member Mr. Randall	Aye
PB Member Mr. Standard	Aye
PB Chairman Mr. Eldred	Aye

Steve Palmer, Chief Engineer for NG Advantage, commented that he and Gerry have worked with a number of Boards at the Town level and that it is rare to have a Town Employee like Mr. Armstrong who is willing to go above and beyond to work with them to find solutions to a lot of hard problems.

At 7:35 pm, **Mr. Eldred adjourned the meeting.**

Melodie A. Bowersox, Town Clerk