September 11, 2009

NYSDEC
Attn: SEQRA Review Coordinator
6274 East Avon Road
Avon, NY 14414-9516

Re: SEQRA Review
Finger Lakes LPG Storage
Town of Reading, Schuyler County

Dear SEQRA Coordinator:

Enclosed please find a completed SEQRA Environmental Assessment Form (Long Form EAF) and associated information relative to the Finger Lakes LPG Storage development. The project involves the construction of a multi-cycle LPG storage system with a major pipeline connection and rail and truck load/unload racks. It is the intention of the Town of Reading Planning Board to assume the role of Lead Agency and undertake the SEQR review process at 7:30 PM on October 15, 2009 in the Reading Town Hall.

Sincerely,

Gordon Wright
Chair-Town of Reading Planning Board

Others:

NYSDOT
Schuyler County IDA
Application for Special Permit Approval

Town of Reading

Preliminary Date: ___________ Final Date: ___________

(Check appropriate box)

Name of proposed development

Applicant: Michael Armstrong (Signature)
Name: Finger Lakes LPG Storage, LLC
Address: 800 Robinson Road
Owego, NY 13827
Telephone: _______________

Plans Prepared by:
Name: See Exhibit A
Address: _______________
Telephone: _______________

Owner: (If different from applicant) (Signature)
Name: _______________
Address: _______________
Telephone: _______________

(If more than one owner, provide information for each).

Ownership intentions, i.e., purchase options

Location of site: NYS Route 14 and NYS Route 14A

Tax map description: See Exhibit B

Section _______________ Block _______________ Lot _______________

Classification (Solid waste management, business institutional, multifamily housing, mobile home park, Seneca Lake Protection Area) Use or occupancy of greater than 15,000 sq. ft. of land and Seneca Lake Protection Area (Plant Area and Brine Pond)

State and federal permits needed (List type and appropriate department):
See Environmental Assessment Form (p. B of 21)

Proposed use(s) of site: Underground Liquid Petroleum Gas Storage Facility

Total site area (square feet or acres) approximately 67 acres; total permanent disturbed area = approximately 11 acres

Anticipated construction time: Start October 2009; complete March 15, 2009

Will development be staged? No

Current land use of site (agriculture, commercial, undeveloped, etc.): Salt production; Vacant; Agriculture

Current condition of site (buildings, brush, etc.): No buildings, mostly brush, some wooded areas
Character of surrounding lands (suburban, agriculture, wetlands, etc.)  

Estimated cost of proposed improvement $ 40 million

Anticipated increase in number of residents, shoppers, employees, etc. (as applicable)

8-10 additional permanent employees

50 construction workers

Describe proposed use, including primary and secondary uses; ground floor area; height; and number of stories for each building:

- for residential buildings include number of dwelling units by size (efficiency, one-bedroom, two-bedroom, three- or more bedrooms) and number of parking spaces to be provided.

- for nonresidential buildings, include total floor area and total sales area; number of automobile and truck parking spaces.

- other proposal structures.

(Use separate sheet)

See Exhibit C and Narrative Report.
Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

Part 1: Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.

Part 2: Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.

Part 3: If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

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DETERMINATION OF SIGNIFICANCE -- Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: □ Part 1 □ Part 2 □ Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

□ A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore a negative declaration will be prepared.

□ B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore a CONDITIONED negative declaration will be prepared.*

□ C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore a positive declaration will be prepared.

* A Conditioned Negative Declaration is only valid for Unlisted Actions

Finger Lakes LPG Storage Facility

Name of Action

Town of Reading

Name of Lead Agency

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (if different from responsible officer)

website Date

Page 1 of 21
PART 1--PROJECT INFORMATION
Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

Name of Action Finger Lakes Storage Facility

Location of Action (include Street Address, Municipality and County)
State Routes 14 - Route 14A

Name of Applicant/Sponsor Finger Lakes LPG Storage, LLC
Address 800 Robinson Road
City / PO Owego State NY Zip Code 13827
Business Telephone 607-689-0956

Name of Owner (if different)
Address
City / PO State Zip Code
Business Telephone

Description of Action:
See Attached
Please Complete Each Question—Indicate N.A. if not applicable

A. SITE DESCRIPTION
Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: [ ] Urban [ ] Industrial [ ] Commercial [ ] Residential (suburban) [ ] Rural (non-farm) [ ] Forest [ ] Agriculture [ ] Other

2. Total acreage of project area: ___ 67 acres.

   APPROXIMATE ACREAGE
   Presently
   After Completion
   Meadow or Brushland (Non-agricultural) 26 acres
   Forested 20 acres
   Agricultural (Includes orchards, cropland, pasture, etc.) 21 acres
   Wetland (Freshwater or tidal as per Articles 24, 25 of ECL) acres
   Water Surface Area acres
   Unvegetated (Rock, earth or fill) acres
   Roads, buildings and other paved surfaces acres
   Other (Indicate type) Mowed Stormwater Control acres

3. What is predominant soil type(s) on project site? Lansing
   a. Soil drainage: [ ] Well drained ___% of site [ ] Moderately well drained ___% of site.
      [ ] Poorly drained ___% of site
   b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? acres (see 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? [ ] Yes [ ] No
   a. What is depth to bedrock ___ (in feet)

5. Approximate percentage of proposed project site with slopes:
   [ ] 0-10% ___% [ ] 10-15% ___% [ ] 15% or greater ___% 10% ___%

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places? [ ] Yes [ ] No

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? [ ] Yes [ ] No

8. What is the depth of the water table? ___ varies (in feet)

9. Is site located over a primary, principal, or sole source aquifer? [ ] Yes [ ] No

10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? [ ] Yes [ ] No
11. Does project site contain any species of plant or animal life that is identified as threatened or endangered?  □ Yes  □ No

According to:
NYS DEC Resource Mapper

Identify each species:

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations?)

□ Yes  □ No

Describe:
Waterfalls and cliffs in unaffected areas

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?

□ Yes  □ No

If yes, explain:

14. Does the present site include scenic views known to be important to the community?  □ Yes  □ No

Views of Seneca Lake

15. Streams within or contiguous to project area:

Two Class C tributaries to Seneca Lake - Unnamed

a. Name of Stream and name of River to which it is tributary

16. Lakes, ponds, wetland areas within or contiguous to project area:

Seneca Lake

b. Size (in acres):

43,343
17. Is the site served by existing public utilities?
   □ Yes  □ No
   a. If YES, does sufficient capacity exist to allow connection?
      □ Yes  □ No
   b. If YES, will improvements be necessary to allow connection?
      □ Yes  □ No

18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304?
   □ Yes  □ No

19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617?
   □ Yes  □ No

20. Has the site ever been used for the disposal of solid or hazardous wastes?
   □ Yes  □ No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate).
   a. Total contiguous acreage owned or controlled by project sponsor: 576 acres.
   b. Project acreage to be developed: 11 acres initially; 11 acres ultimately.
   c. Project acreage to remain undeveloped: 565 acres.
   d. Length of project, in miles: 1.3 (if appropriate)
   e. If the project is an expansion, indicate percent of expansion proposed: ___ %
   f. Number of off-street parking spaces existing 0; proposed 12
   g. Maximum vehicular trips generated per hour: 4 (est) (upon completion of project)?
   h. If residential: Number and type of housing units:

      | Initially | Ultimately |
      |-----------|------------|
      | One Family| Two Family | Multiple Family | Condominium |
      | _________ | _________  | _________      | _________   |

   i. Dimensions (in feet) of largest proposed structure: 15 height; 40 width; 60 length.
   j. Linear feet of frontage along a public thoroughfare project will occupy is? 430 ft.

2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? 0 tons/cubic yards.

3. Will disturbed areas be reclaimed  □ Yes  □ No  □ N/A
   a. If yes, for what intended purpose is the site being reclaimed?
      [Stormwater control]
      [ ]
   b. Will topsoil be stockpiled for reclamation?  □ Yes  □ No
   c. Will upper subsoil be stockpiled for reclamation?  □ Yes  □ No

4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 20 acres.
5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?
   [□ Yes  □ No]

6. If single phase project: Anticipated period of construction: ___ months, (including demolition)

7. If multi-phased:
   a. Total number of phases anticipated ____ (number)
   b. Anticipated date of commencement phase 1: _____ month _____ year, (including demolition)
   c. Approximate completion date of final phase: _____ month _____ year.
   d. Is phase 1 functionally dependent on subsequent phases?  □ Yes  □ No.

8. Will blasting occur during construction?  □ Yes  □ No

9. Number of jobs generated: during construction ___ ; after project is complete 8-10

10. Number of jobs eliminated by this project 0

11. Will project require relocation of any projects or facilities?  □ Yes  □ No
    If yes, explain:

12. Is surface liquid waste disposal involved?  □ Yes  □ No
    a. If yes, indicate type of waste (sewage, industrial, etc) and amount ____________________________
    b. Name of water body into which effluent will be discharged ________________________________

13. Is subsurface liquid waste disposal involved?  □ Yes  □ No Type Septic - two restrooms in control room

14. Will surface area of an existing water body increase or decrease by proposal?  □ Yes  □ No
    If yes, explain:

15. Is project or any portion of project located in a 100 year flood plain?  □ Yes  □ No

16. Will the project generate solid waste?  □ Yes  □ No
    a. If yes, what is the amount per month? ___ tons
    b. If yes, will an existing solid waste facility be used?  □ Yes  □ No
    c. If yes, give name permitted landfill: _____________________________
       location (by hauler) _____________________________
    d. Will any wastes not go into a sewage disposal system or into a sanitary landfill?  □ Yes  □ No
17. Will the project involve the disposal of solid waste? □ Yes □ No
   a. If yes, what is the anticipated rate of disposal? ______ tons/month.
   b. If yes, what is the anticipated site life? ______ years.
18. Will project use herbicides or pesticides? □ Yes □ No
19. Will project routinely produce odors (more than one hour per day)? □ Yes □ No
20. Will project produce operating noise exceeding the local ambient noise levels? □ Yes □ No
21. Will project result in an increase in energy use? □ Yes □ No
   If yes, indicate type(s)
   Electrical usage - New Line from NYSEG's existing line is part of the proposed project.
22. If water supply is from wells, indicate pumping capacity ______ N/A. gallons/minute.
23. Total anticipated water usage per day ______. gallons/day.
24. Does project involve Local, State or Federal funding? □ Yes □ No
   If yes, explain:
25. Approvals Required:

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C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? ☐ Yes ☐ No

If Yes, indicate decision required:

☐ Zoning amendment ☐ Zoning variance ☐ New/revision of master plan ☐ Subdivision

☐ Site plan ☐ Special use permit ☐ Resource management plan ☐ Other
2. What is the zoning classification(s) of the site?

n/a

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

n/a

4. What is the proposed zoning of the site?

none

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?

n/a

6. Is the proposed action consistent with the recommended uses in adopted local land use plans?  

☐ Yes  ☐ No

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

Agricultural / Commercial

8. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile?  

☐ Yes  ☐ No

9. If the proposed action is the subdivision of land, how many lots are proposed?  

N/A

a. What is the minimum lot size proposed?  

N/A
10. Will proposed action require any authorization(s) for the formation of sewer or water districts? □ Yes □ No

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? □ Yes □ No
   a. If yes, is existing capacity sufficient to handle projected demand? □ Yes □ No

12. Will the proposed action result in the generation of traffic significantly above present levels? □ Yes □ No
   a. If yes, is the existing road network adequate to handle the additional traffic? □ Yes □ No

D. Informational Details
   Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification
   I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name: Finger Lakes LPG Storage, LLC

Signature: _____________________________

Title: Director Engineering

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.
Attachment to Environmental Assessment Form

Finger Lakes LPG Storage, LLC, a subsidiary of Inergy Midstream, LLC plans to construct a multi-cycle LPG storage system with a major pipeline connection and rail and truck load/unload racks.

LPG (Butane or propane) will be stored in a cavern in the Syracuse Salt formation on company owned property. The cavern was created by solution mining salt for consumer use.

The cavern will initially be full of brine. A multi-stage split case centrifugal (or equivalent) pump (high pressure pump) will be used to transfer LPG to the cavern from the Texas Eastern Pipeline Company (TEPCO) pipeline or via rail or truck. During the injection cycle, brine will be displaced out the bottom of the cavern as the LPG is pumped in the top. The process will be reversed during the withdrawal cycle when brine is pumped into the bottom of the cavern and LPG is withdrawn from the top. A surface pressure of approximately 1000 psi will be maintained when LPG is in the cavern, depending on the surface elevation of the well and depth of the cavern.

LPG can be received by pipeline (TEPCO), truck or rail. The pipeline will feed the suction of the high pressure pump for injection directly into the cavern in the injection cycle at an initial design rate of 5,100 Barrels Per Day (BPD) to 20,000 BPD. The railrack (to be constructed on property to be acquired by Finger Lakes Storage) is projected to be capable of loading or unloading 24 rail cars in 12 hours with space to park 24 rail cars. Surge capacity (bullet storage tanks) will consist of 5-33,000 gallon vessels, which can be used for butane or propane. The truck rack is projected to be capable of loading or unloading 30 trucks/day with 2 bays, expandable to 4 bays.

A transfer pump system utilizing centrifugal “can” pumps will be installed to load trucks and to supply the required Net Positive Suction Head (NPSH), a critical factor when pumping LPG to the high pressure pumps. A vapor circulation system utilizing Corken compressors will be utilized to unload rail cars or trucks.

Propane will be withdrawn through a dehydration system to remove any water vapor from the product.

Brine circulated from the caverns will be stored in above ground basins, location to be determined. All brine will be circulated through a separator with an active flare before being transferred to storage in the pond.

LPG will be withdrawn as brine is injected into the cavern. The LPG will have adequate head to directly enter the TEPCO pipeline, railcars or trucks at a controlled rate through a variable choke system with pressure over rides and shutins.

All design will be in accordance with applicable NFPA, OSHA (PSM), and DOT specifications. The pumps and compressors will be powered by electricity. The interconnecting pipelines will utilize high tensile steel pipe and fittings, coated with TFE when installed below grade.
Exhibit B

Tax Map Description

43.00-1-29.1 (Rail/Truck Area)
43.00-1-15 (Plant Area)
53.00-1-12.1 (Brine Pond)
43.00-1-24.2 (TEPCO site and beginning of pipeline)
53.00-1-12.1 (pipeline to Plant Area and from Plant Area [Parcel 43.00-1-15] to storage caverns and to Brine Pond)
43.00-1-19 (pipeline from Plant Area to Rail/Truck Area and Electric Line)
Exhibit C

I. Project and Process Description

Finger Lakes LPG Storage, LLC, a subsidiary of Inergy Midstream, LLC plans to construct a multi-cycle LPG (liquid propane and butane) storage system with a major pipeline connection and rail and truck load/unload racks.

LPG (Butane or propane) will be stored in caverns in the Syracuse Salt formation on company owned property. The cavern was created by solution mining salt for consumer use by U.S. Salt.

The caverns will initially be full of brine (as they are now). A multi-stage split case centrifugal (or equivalent) pump (high pressure pump) will be used to transfer product to the cavern from the Texas Eastern Pipeline Company (TEPCO) pipeline or via rail or truck. During the injection cycle, brine will be displaced out the bottom of the cavern as the LPG is pumped in the top. The process will be reversed during the withdrawal cycle when brine is pumped into the bottom of the cavern and LPG is withdrawn from the top. A surface pressure of approximately 1000 psi will be maintained when LPG is in the cavern, depending on the surface elevation of the well and depth of the cavern.

LPG can be received by pipeline (TEPCO), truck or rail. The pipeline will feed the suction of the high pressure pump for injection directly into the cavern in the injection cycle at an initial design rate of 5,100 Barrels Per Day (BPD) to 20,000 BPD. The railrack (to be constructed on property recently acquired by Finger Lakes LPG Storage) is projected to be capable of loading or unloading 24 rail cars in 12 hours with space to park 24 rail cars. Surge capacity (bullet storage tanks) will consist of 5-30,000 gallon vessels, which can be used for butane or propane. The truck rack is projected to be capable of loading or unloading 30 trucks/day with 2 bays, expandable to 4 bays.

A transfer pump system utilizing centrifugal “can” pumps will be installed to load trucks and to supply the required Net Positive Suction Head (NPSH), a critical factor when pumping LPG to the high pressure pumps. A vapor circulation system utilizing Corken compressors will be utilized to unload rail cars or trucks.

Propane will be withdrawn through a dehydration system to remove any water vapor from the product.

Brine circulated from the caverns will be stored in an above ground pond. All brine will be circulated through a separator with an active flare before being transferred to storage in the pond.

LPG will be withdrawn as brine is injected into the cavern. The LPG will have adequate head to directly enter the TEPCO pipeline, railcars or trucks at a controlled rate through a variable choke system with pressure over rides and shutins.
All design will be in accordance with applicable NFPA, OSHA (PSM), DOT and DEC specifications. The pumps and compressors will be powered by electricity. The interconnecting pipelines will utilize high tensile steel pipe and fittings, coated with TFE when installed below grade.

II. Further Description of Structures at Each Project Location:

A. Rail/Truck Area

There will be a new entrance to this site (per a Highway Permit from NYSDOT) to access the rail/truck loading and unloading area. This area will include the following buildings/structures:

- 6 rail spurs
- 5 product storage tanks (30,000 gallons each). The tanks will be on concrete footers and will be 65’ long and 8’ in diameter.
- Control building of 24x32’
- Truck canopy (not fully enclosed) of 30x40’
- 3 kiosk buildings (approximately 6x8’ each) enclosed, heated and cooled
- Approximately 3,100 feet of chain link fence

B. Plant Area

The Plant Area will consist of a canopy building to house four (4) 700 hp pumps (to be used to bring product in and pull brine out of the caverns). The Building will be approximately 40x60x15’ (height). There will also be a small control building (10x12’) and a 10x40’ motor control center (MCC). The total area of disturbance for the Plant Area will be approximately 300x400’, but leaving a buffer along NYS Route 14. This will include parking. In addition, there will be an approximate 60x90’ substation (will be separately fenced) which will be the source of power for the pumps.

C. Brine Pond

The brine pond location will have no other building structure. The irregularly shaped pond will hold approximately 75.6 million gallons of brine and will be approximately 32’ deep, 386-608’ wide, and 1052’ long.

D. Pipeline and Transmission Line

There will be several sections of pipeline and electric transmission line (regulated by the Public Service Commission) as follows:

- Electric Line: approximately 6,850’ total (2,840’ underground and 4,010’ overhead)
**Pipeline:** approximately 10,625' total (TEPCO to Plant Area - 1805'; Plant Area to Caverns - 2,635'; Caverns to Brine Pond - 1,485'; Plant Area to Rail/Truck Area - 4,700') of 12" diameter steel pipeline

### III. Additional Information

#### A. Lighting

A Lighting Plan is included as one of the drawings attached to the Narrative Report.

#### B. Signage

The sign for the facility will be located at the entrance to the Rail/Truck Area, will be double-sided, approximately 4 x 8 feet and approximately ½ inch thick. See photo example from the Inergy Midstream Storage Facility in Savona.

#### C. Pollution Control

The Project has submitted a Notice of Intent for coverage under the New York State Department of Environmental Conservation’s Stormwater General Permit and has prepared a Stormwater Pollution Prevention Plan. A copy of said Plan has been provided to the Town’s Code Enforcement Officer and is incorporated herein by reference.
I. Description of Project

Finger Lakes LPG Storage, LLC, a subsidiary of Inergy Midstream, LLC plans to construct a multi-cycle LPG (liquid propane and butane) storage system with a major pipeline connection and rail and truck load/unload racks.

LPG (Butane or propane) will be stored in depleted salt caverns in the Syracuse Salt formation on company owned property.

The caverns will initially be full of brine (as they are now). Product will be transferred to the caverns from the Texas Eastern Pipeline Company (TEPCO) pipeline or via rail or truck. During the injection cycle, brine will be displaced out the bottom of the cavern as the LPG is pumped in the top. The process will be reversed during the withdrawal cycle when brine is pumped into the bottom of the cavern and LPG is withdrawn from the top.

The railrack (to be constructed on property recently acquired by Finger Lakes LPG Storage, LLC) is projected to be capable of loading or unloading 24 rail cars in 12 hours with space to park 24 rail cars. Surge capacity (bullet storage tanks) will consist of 5-30,000 gallon vessels, which can be used for butane or propane. The truck rack is projected to be capable of loading or unloading 30 trucks/day with 2 bays, expandable to 4 bays.

Brine circulated from the caverns will be stored in an above ground pond. All brine will be circulated through a separator with an active flare before being transferred to storage in the pond.

All design will be in accordance with applicable NFPA, OSHA (PSM), DOT, and DEC (stormwater) specifications. The pumps and compressors will be powered by electricity. The interconnecting pipelines will utilize high tensile steel pipe and fittings, coated with TFE when installed below grade.

II. Compliance with Criteria in Findings

A. Finding 6.3-1

Will comply with all provisions and requirements of this and other local laws and regulations, and will fulfill the purposes of this land use law as stated in Chapter 1.

Fingers Lakes Compliance: With this application, Finger Lakes will comply with all applicable laws and regulations, including with respect to the Seneca Lake Protection Area (Section 4.10), and with the General Land Use Performance Standards (Section 4.1).
B. Finding 6.3-2

Will not result in excessive noise, dust, odors, solid waste, or glare, or create any other nuisances, and will satisfy the General Land Use Performance Standards in Section 4.1.

Fingers Lakes Compliance: The Project is adjacent to two (2) State highways where traffic is the predominant sound source. The Plant Area and the Rail/Truck Area will both be buffered with vegetation which will remain after construction is complete or with additional landscaping. The pumps at the Plant Area will have a decibel (dBA) level of 85 at three (3) feet. The closest receptors are as follows:

North: Motel – 725 feet
   Residence (at intersection of NYS Routes 14 and 14A) – 1730 feet

West: Residence (across NYS Route 14) – 895 feet
   Motel (across NYS Route 14) – 950 feet
   TEPCO (across NYS Route 14) – 1585 feet

Given that sound levels decrease 6 dBA with a doubling of distance, the decibel level from the pumps will be minimal at these nearby receptors and will likely not be noticed given the traffic on these state highways.

Any dust will be addressed as part of the Storm Water Pollution Prevention Plan (SWPPP) through the implementation of erosion and sediment controls. Of the approximately 67 acres being affected, only approximately 11 acres of impervious surface will be added. The remainder will be restored with topsoil and seeded and mulched.

There will be no odors associated with the Project. Propane and butane are typically odorless when stored. The brine pond will be free of bacteria due to the inherent properties of salt. There may be an occasion where customers withdrawing product from storage in rail car may apply an odorant (ethyl mercaptan).

The Facility will not generate excessive solid waste. The Plant Area and the Rail/Truck Area will be equipped with dumpsters and licensed trash haulers will empty such dumpsters on a regular basis for disposal of such waste in a permitted landfill.

There will be no glare generated by any of the equipment at any of the Project locations.

The operation of the Facility and pipelines must comply with OSHA, DOT, DEC and NFPA requirements, all of which are designed to ensure that the Facility is operated safely.
The Facility (including the brine pond, which will be lined) will be designed to ensure that there will be no impact to nearby wetlands, surface water or ground water.

There will be no emissions into the air that may damage the health of persons, animals or plants or damage property. The proposed equipment and operations of the Facility are exempt from air permitting since any potential air emission sources are well below regulatory thresholds for air pollutants.

If there are toilet facilities on site, they will be connected to a septic system which will be constructed in compliance with County Health rules and regulations.

C. Finding 6.3-3

Will be suitable for the property on which it is proposed, considering the property’s size, location, topography, vegetation, soils, natural habitat, and hydrology, and, if appropriate, its ability to be buffered or screened from neighboring properties and public roads.

**Fingers Lakes Compliance:** The Plant Area is within an enclosed, fenced property that is adjacent to the Seneca Lake Storage Underground Natural Gas Facility, on property owned by U.S. Salt, and on NYS Route 14. The Rail/Truck Area is next to a Truck Transportation Facility, a former solid waste transfer station, a New York State highway (NYS Route 14A) and a rail corridor (Norfolk Southern). The Brine Pond will be located on vacant U.S. Salt property along NYS Route 14. The topography, soils and hydrology will be shown on the drawings submitted with this application. However, given the above, the Project locations are suitable considering all of the factors listed in this Finding. Moreover, where necessary, the Site Plan has indicated where buffer will remain or landscaping added.

D. Finding 6.3-4

Will not cause undue traffic congestions, unduly impair pedestrian or vehicular safety, or overload existing roads, considering their current width, surfacing, and condition, and will have appropriate parking and be accessible to fire, police, and other emergency vehicles. Road access points will have sufficient sight distances to assure visibility of vehicles.

**Fingers Lakes Compliance:** The Facility is accessed by NYS Route 14 and 14A. There will be one additional curb cut (to be installed per a NYSDOT Highway Work Permit) to access the Rail/Truck Area on NYS Route 14A. Bringing product in or having it leave the Facility by truck will be the least common mode of product delivery. The EAF estimates that approximately 4 trucks per hour may be generated from the Rail/Truck Area. NYSDOT collects traffic count information and based on that
information provides the Annual Average Daily Traffic (AADT). AADT represents the total volume of vehicle traffic of a segment of road for a year divided by 365. For the segment of NYS Route 14A north of the ramp off of NYS Route 14, the AADT is 2340 vehicles. For the segment of NYS Route 14 south of the NYS Route 14A ramp, the AADT is 6290 with approximately 13-15% being heavy vehicles. For the segment of NYS Route 14 north of the NYS Route 14A ramp, the AADT is 3427. Attached are NYSDOT data sheets for the first two (2) segments. NYSDOT data sheets were not available for the last segment. Given the estimate that only four (4) trucks per hour may be generated from the rail/truck area, these would not cause a discernible impact to the overall traffic that currently utilizes NYS Routes 14 and 14A. Thus, this minimal level of traffic is not expected to cause any congestion or impair vehicular safety. There will also be construction traffic, but this will only last approximately 6 months while the Facility is being constructed. The Plant Area and Rail/Truck Area will have parking and this is shown in the drawings submitted with this application.

E. Finding 6.3-5

Will not overland any public water, drainage, or sewer system, or any other municipal facility, or degrade any natural resource or ecosystem, including Seneca Lake or its tributaries.

Fingers Lakes Compliance: There is no nearby public water, drainage or sewer system. The Project will not impact or otherwise degrade any natural resource or ecosystem. In addition, as shown on the drawings, there will be permanent stormwater control structures at each location.

F. Finding 6.3-6

Will be subject to such conditions on design and layout of structures, provision of buffer areas, and operation of the use as may be necessary to ensure compatibility with surrounding uses and to protect the natural, historic and scenic resources of the Town. Where water and sewer services are available, the Planning Board may require development to be clustered in the pattern of a traditional village or hamlet with visually or environmentally important open space preserved by a deed restriction or conservation easement. Where water and sewer utilities are not available, the Planning Board shall encourage such a pattern to the extent feasible.

Fingers Lakes Compliance: The Project has been located so that it will not be incompatible with surrounding land uses or will otherwise be buffered, to the maximum extent practicable, from surrounding receptors.

G. Finding 6.3-7

Will be consistent with the goals of concentrating retail uses in hamlets, and incorporated villages, avoiding strip commercial development and residential sprawl.
development, and locating non-residential uses, that are incompatible with residential use in well-buffered rural locations.

_Fingers Lakes Compliance:_ The Project is consistent with the goal of locating non-residential uses (such as this Facility) in well-buffered rural locations.

H. Finding 6.3-8

Will comply with the Rural Siting Guidelines in Section 4.8, if applicable, and with the Site Plan criteria in Appendix I, Section I.3.

_Fingers Lakes Compliance:_ The Project will comply with the Rural Siting Guidelines and Site Plan Criteria.

III. Submission of Drawings

The following drawings are being submitted with Finger Lake’s Special Permit Application:

Sheet 1: Cover Sheet
Sheet 2: Plan View – Rail/Truck Area
Sheet 3: Plan View – Rail/Truck Area – Office Area
Sheet 4: Plan View – Brine Pond
Sheet 5: Plan View – Plant Area
Sheet 6: Location Map

Overview Aerial Drawing

Elevation Drawing for Office Area Building

Lighting Plan
Traffic Data
New York State Department of Transportation
Traffic Count Hourly Report

ROUTE#: NY 14A  ROAD NAME: 14A
DIRECTION: Northbound  FACTOR GROUP: 40
STATE DIR CODE: 1  WK OF YR: 10
DATE OF COUNT: 04/17/2006
NOTES LANE 1: Week 16-Nb

COUNT TAKEN BY: ORG CODE: TST  INITIALS: JSV
COUNTED BY: ORG CODE: DOT  INITIALS: SMW

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AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

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1182
## Traffic Count Hourly Report

**New York State Department of Transportation**

**Route #: NY 14A**  
**Road Name: 14A**  
**From: START 14A**  
**To: CR 29**  
**County: Schuyler**  
**State Dir Code: 2**  
**Placement: 1.5 W of Rte 14**  
**Date of Count: 04/17/2006**  

### Count Taken By:

- **Org Code: TST**  
- **Initials: JSV**

### Processed By:

- **Org Code: DOT**  
- **Initials: SMW**

### Average Weekday Hours (Axle Factored, Mon 6AM to Fri Noon)

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- **AADT:** 1158
## New York State Department of Transportation
### Traffic Count Hourly Report

**STATION:** 630016  
**ROUTE #:** NY 14  
**ROAD NAME:** 14  
**DIRECTION:** Northbound  
**FACTOR GROUP:** 40  
**STATE DIR CODE:** 1  
**DATE OF COUNT:** 04/24/2006  
**NOTES LANE 1:** Week 17-Nb Travel Lane  
**NOTES LANE 2:** Week 17-Nb Pass  
**COUNT TAKEN BY:** ORG CODE: TST  
**INITIALS:** JSV  
**PROCESSED BY:** ORG CODE: DOT  
**INITIALS:** TGB

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### AVERAGE WEEKDAY HOURS

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**ROAD NAME:** 14  
**FROM:** RT 409 END 414 OLAP  
**TO:** RT 14A OVER  
**STATE DIR CODE:** 1  
**DATE OF COUNT:** 04/24/2006  

**FACTOR GROUP:** 40  
**PLACEMENT:** 1.2 N of Rte 79  
**NHS:** yes  
**JURIS:** Slate  
**CC Str:** Batch ID: DOT-v6ww17  
**HPMS SAMPLE:** 1010910  
**PlACEMENT:** 1.2 N of Rte 79 @ REF MARKER: 14 63021082  
**COUNT TAKEN BY:** ORG CODE: TST  
**INITIALS:** JSV  
**PROCESSED BY:** ORG CODE: DOT  
**INITIALS:** TGB
New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: NY 14 ROAD NAME: 14
FROM: RT 409 END 414 OLAP TO: RT 14A OVER
COUNTY: Schuyler
TOWN: READING
STATE DIR CODE: 2 WK OF YR: 17
DATE OF COUNT: 04/24/2006

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</table>

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

| DAYS Counted | HOURS Counted | WEEKDAYS Weekday Counted | Hours | AVERAGE WEEKDAY High Hour % of day Axle Adj Factor Seasonal/Weekday Adjustment Factor |
|--------------|---------------|---------------------------|-------|----------------------------------------|------------------------------------------|
| 5            | 93            | 5                         | 93    | 230                                    | 8%                                       |

AADT
3167

ADT
3009

ROUTE #: NY 14 ROAD NAME: 14
FROM: RT 409 END 414 OLAP TO: RT 14A OVER
COUNTY: Schuyler
DATE OF COUNT: 04/24/2006
## New York State Department of Transportation
### Classification Count Average Weekday Data Report

**Route #:** NY 14  
**Road Name:** 14  
**Year:** 2006  
**Station:** 630016  
**Month:** April

### Vehicle Class

<table>
<thead>
<tr>
<th>VEHICLE CLASS</th>
<th>F1</th>
<th>F2</th>
<th>F3</th>
<th>F4</th>
<th>F5</th>
<th>F6</th>
<th>F7</th>
<th>F8</th>
<th>F9</th>
<th>F10</th>
<th>F12</th>
<th>F13</th>
<th>TOTAL</th>
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<tr>
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<td>3</td>
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<tr>
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</table>

### Traffic Flow by Direction

![Traffic Flow by Direction](https://via.placeholder.com/150)

**Number of Vehicles**

<table>
<thead>
<tr>
<th>Time</th>
<th>North</th>
<th>South</th>
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</thead>
<tbody>
<tr>
<td>10:00</td>
<td>156</td>
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<td>11:00</td>
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<tr>
<td>14:00</td>
<td>156</td>
<td>156</td>
</tr>
</tbody>
</table>

### Vehicle Classification Codes:

- F1: Motorcycles
- F2: Auto
- F3: 2 Aisle, 4-Tire Pickups, Vans, Motorhomes
- F4: Buses
- F5: 2 Aisle, 6-Tire Single Unit Trucks
- F6: 3 Aisle Single Unit Trucks
- F7: 4 or More Aisle Single Unit Trucks
- F8: 4 or Less Aisle Vehicles, One Unit is a Truck
- F9: 5 Aisle Double Unit Vehicles, One Unit is a Truck
- F10: 6 or More Double Unit Vehicles, One Unit is a Truck
- F11: 5 or Less Multi-Unit Trucks
- F12: 6 Aisle Multi-Unit Trucks
- F13: 7 or More Aisle Multi-Unit Trucks

### System:

- RURAL
- URBAN

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<tbody>
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<td>11 Principal Arterial-Interstate</td>
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<tr>
<td>D2</td>
<td>12 Principal Arterial-Expressway</td>
</tr>
<tr>
<td>D3</td>
<td>13 Principal Arterial Other</td>
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<td>D4</td>
<td>14 Minor Arterial</td>
</tr>
<tr>
<td>D5</td>
<td>15 Major Collector</td>
</tr>
<tr>
<td>D6</td>
<td>16 Local System</td>
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</table>

**Source:** NYS DOT Data Services Bureau
New York State Department of Transportation
Speed Count Average Weekday Report

Start date: Mon 04/28/2006 15:00
End date: Fri 04/28/2006 11:45
Count duration: 93 hours

Station: 630016
Route #: NY 14
From: RT 409 END 414 OLAP
To: RT 14A OVER
Direction: North
Lanes: 1, 2

From: RT 409 END 414 OLAP
To: RT 14A OVER
Direction: North
Lanes: 1, 2

Traffic Flow by Direction

North
- Avg. Speed: 51.1
- 50th% Speed: 54.5
- 85th% Speed: 60.1

South
- Avg. Speed: 52.4
- 50th% Speed: 55.5
- 85th% Speed: 61.0

Graph showing traffic flow by direction with peaks and troughs for North and South directions.
New York State Department of Transportation
Speed Count Average Weekday Report

Station: 630016
Route #: NY 14
Road name: 14
From: RT 408 END 414 OLAP
To: RT 14A OVER
County: Schuyler
Town: READING
Speed limit: 55

Start date: Mon 04/24/2006 15:00
End date: Fri 04/28/2006 11:45
Batch ID: DOT-6ww17
Count taken by: Org: TST Init: JSV
Processed by: Org: DOT Init: TGB

Direction: South
Lanes: 1, 2

0.0- 30.1- 35.1- 40.1- 45.1- 50.1- 55.1- 60.1- 65.1- 70.1- 75.1- 80.1- 85.1- 90.1- 95.1- 100.1-
% Exe % Exe % Exe % Exe % Exe % Exe % Exe % Exe % Exe % Exe % Exe % Exe % Exe % Exe % Exe
Avg
50th% 65th% Total

Traffic Flow by Direction

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<tr>
<th>Direction</th>
<th>Hour</th>
<th>Count</th>
<th>2-way</th>
<th>Hour</th>
<th>Count</th>
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<td>A.M.</td>
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<td>230</td>
<td>P.M.</td>
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<td>478</td>
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Speeds, mph

<table>
<thead>
<tr>
<th>Hour</th>
<th>Avg Speed</th>
<th>50th% Speed</th>
<th>95th% Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>51.1</td>
<td>54.5</td>
<td>60.1</td>
</tr>
<tr>
<td>South</td>
<td>52.4</td>
<td>55.5</td>
<td>61.0</td>
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</table>

TRAFFIC FLOW BY DIRECTION

Avg Daily Total 678 33 116 321 869 1098 492 59 4 1 0
Percent 2.2% 2.3% 3.2% 3.9% 10.7% 28.6% 33.1% 16.0% 2.0% 1.1% 9.0% 0.0% 0.0%
Cum, Percent 2.2% 2.5% 3.7% 7.0% 18.2% 49.7% 81.5% 97.0% 98.6% 100.0% 100.0% 100.0% 100.0%
Average hour 3 0 2 3 5 13 30 44 20 2 0 0 0 0

--- North
--- South