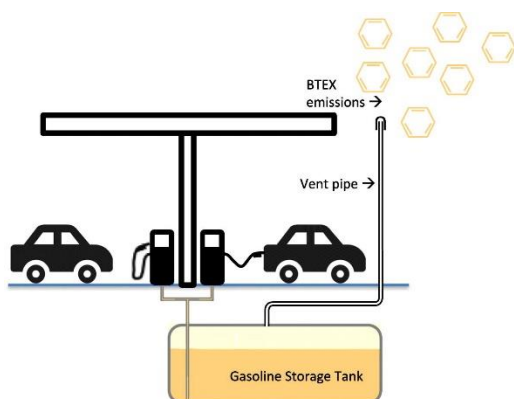


**Comments from the Conservation Advisory Council regarding Dandy Mart development in Lansing  
6/22/22**

The CAC's main concerns are:

- (1) Impact of traffic flow at a very busy intersection during certain times of the day. This may make this intersection significantly less safe. Is DOT seriously considering this safety issue, especially if trucks use this facility on a regular basis? An up-to-date DOT traffic study is warranted here.
- (2) According to the Comprehensive Plan, "This area represents the face of the Town and all efforts should be made to create both a welcoming and attractive area that includes trees, paths, consistent signage, and compatible architectural standards." What is proposed here instead is a major gas station (truck stop?)
- (3) Has some of this acreage been assessed for past hazardous spills (former Pit Stop, Gene's machines). Is there a hazardous waste emergency spill containment plan?
- (4) How will groundwater be protected? Where is drainage to the stormwater storage facility going to be drained off? Directly below storage containers? Is there separation of water from pollutants such as spilled oil and gasoline, and solids from the pavement surfaces.
- (5) The promotion of a very large gas station when, as a state, we are trying to seriously reduce greenhouse gas emissions seems questionable.
- (6) A substantially smaller footprint for gas islands, truck parking and the main building, and a larger area of green space for a visual buffer along the boundaries and sidewalks would make this facility more compatible with the goals of the comprehensive plan, alleviate some of the neighbors' and residents' concerns, and fit in with this part of the town in a more positive way.
- (7) Air quality as a health and safety issue for the immediate vicinity, most importantly at the outdoor dining area directly across the street at Lansing's most important historic landmark – the Rogues' Harbor Inn. Gas stations come with venting of fumes from unburned hydrocarbons :



"A study led by environmental health scientists at Columbia University Mailman School of Public Health examined the release of vapors from gas station vent pipes, finding emissions were **10 times higher than estimates used in setback regulations used to determine how close schools, playgrounds, and parks can be situated**"

Gasoline vapors contain a number of toxic chemicals, notably benzene, a carcinogen.

The researchers attached gas flow meters to venting pipes at two large gas stations in the Midwest and Northwest and took measurements over a three-week period. They report average daily evaporative losses of 7 and 3 gallons of liquid gasoline, respectively, or 1.4 pounds and 1.7 pounds per 1,000 gallons dispensed at the pump. By comparison, the California Air Pollution Control Officers Association (CAPCOA) used an estimate of 0.11 pounds per 1,000 gallons. Based on CAPCOA emission estimates, the California Air Resources Board (CARB) determined their setback regulation of 300 feet (91 meters) from large gas stations.

Said first author Markus Hilpert, PhD, associate professor of Environmental Health Sciences at the Columbia Mailman School. "Officials should reconsider their regulations based on these data with particular attention to the possibility of short spikes in emissions resulting from regular operations or improper procedures related to fuel deliveries and the use of pollution prevention technology." [see citation for Hilpert 2019].

Markus Hilpert, Ana Maria Rule, Bernat Adria-Mora, Tedmund Tiberi, *Vent pipe emissions from storage tanks at gas stations: Implications for setback distances*, Science of The Total Environment, Volume 650, Part 2, 2019, Pages 2239-2250,

ISSN 0048-9697, <https://doi.org/10.1016/j.scitotenv.2018.09.303>.

<https://www.sciencedirect.com/science/article/pii/S0048969718337549>)

Would a greater setback from Sweet Pea Nursery School be appropriate (although there is a rumor that the nursery is not renewing their lease if the proposed Dandy Mart is built ?

- (8) CAC recommends using heat pumps for heating and cooling the facility, as opposed to propane. Tompkins County will also recommend that heating and cooling option. While initial capital investment is more expensive, it will be less expensive and result in less energy use and greenhouse gas emissions in the long run.
- (9) The purpose of the project is not in keeping with NYS's goal of moving to electrification of vehicles. Specifically, NYS seeks to reduce GHG emissions by 40% (below 1990 levels) by 2030 and to achieve net zero emissions by 2050. If this project goes forward, the applicant and the Town will invest heavily in a facility that promotes fossil-fuels at a time when both entities should be *decreasing* reliance on fossil fuels.
- (10) Over 100 pages (as of 6/15/22) of comments, with only one in favor of the facility, suggest that town residents are very concerned with this facility as currently proposed. Major repeated concerns include: **a)** more congestion and less safety at the intersection and beyond; **b)** increased light, noise and air pollution at the intersection; **c)** a negative impact on many locally owned and operated businesses; **d)** the facility is not in tune with the Town Comprehensive Plan. The size of the facility, and too much paved over area vs green space, will detract from what could be a more welcoming face for an important part of the town.

**Comments on PART 1 of FEAR**

C.2.a. (pg 2) Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site

where the proposed action would be located?  Yes  No

**Area of proposed action is referred to in Town Comp Plan**

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? **See sections of Comp Plan immediately below.**

**From Comp Plan, under Location Based Conditions:**

Major Road convergence area (NYS Rt. 34, NYS Rt. 34B and Triphammer Rd.: This area represents the face of the Town and all efforts should be made to create both a welcoming and attractive area that includes trees, paths, consistent signage , and compatible architectural standards. .... The corridor should be studied utilizing the “Complete Streets” Federal Highway Administration (FHWA) design standards to evaluate traffic flows, intersection designs, pedestrian and bike safety, landscaping, lighting and ADA Handicap (HC) Accessibility.

Other parts of Comp Plan which may apply:

**Under New Business and Industry:**

Business and industry that preserves the rural character and look of the community while capitalizing upon community strengths

Business and industry that utilizes high quality, and attractive, building and landscape designs that incorporate and enhance the surrounding areas look and feel.

**Under Goal NR-6: Protect existing resources and maintain the air quality for the health and safety of Town residents. Recommendations:** NR-6A Comply with existing State and Federal regulations aimed at limiting cumulative air quality impacts from industrial, diesel, or other similar operations

C.2.b.(pg 2) Is the site of the proposed action within any local or regional special planning district (for example: Greenway   Yes  No

Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?)

**Site is part of the NY State designated Cayuga Lake Scenic Byway. The Rogues’ Harbor in is also listed in the Scenic Resources Inventory of the Town of Lansing.**

D.1.h (pg 4) Does the proposed action include construction or other activities that will result in the impoundment of any

liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage?  Yes  No

If Yes,

- i. Purpose of the impoundment: **Storage of stormwater runoff from impervious surface**

D.2. e. (pg.6) Will the proposed action disturb more than one acre and create stormwater runoff, either from new point  Yes  No

sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point

source (i.e. sheet flow) during construction or post construction?

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

\_\_\_\_\_ Square feet or \_\_\_4.70\_\_ acres (impervious surface)

\_\_\_\_\_ Square feet or \_4.70\_\_\_ acres (parcel size). **Is all of the area going to be impervious surface? Probably not (e.g. septic area)**

D.2.n. ii. (pg. 8) Will proposed action remove existing natural barriers that could act as a light barrier or screen?

**Yes, there is a hedgerow of trees to the south that act a natural barrier**

D.2.p. (pg 8) Will the proposed action include any bulk storage of petroleum over 1,100 gallons) or chemical product. **Volume per time is not included.**

E.1.d (pg 10) Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? **Does not mention nursery school next door to the west.**

E.2.a (pg 11) What is the average depth to bedrock on the project site? \_898-245\_\_\_\_\_ feet **No depth given.**

E.2.h.iv.(pg 11) For each identified wetland and waterbody on the project site, provide the following information

Streams:  Name 898-245 Classification

Lakes or Ponds: Name \_\_\_\_\_ Classification

\_\_\_\_\_

Wetlands:  Name Federal Waters Approximate Size \_\_\_\_\_  Wetland No. (if regulated by DEC) **How will these be protected?**

E.3.h (pg 13) h. Is the project site within 5 miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? **Salt Point, a number of sites it scenic resources inventory (34b approaching Salmon Creek from the north and south, Rogues Harbor, views off of Teeter Rd. Black Chin Blvd.**

### Comments on PART 2 of FEA:

Question 9: (c) May be visible from publicly accessible vantage points **(e.g. Rogues' Harbor Inn)**

(e) may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource **(e.g. Rogues' Harbor Inn)**

Question 10: (e)(ii) The proposed action may result in the alteration of the properties setting or integrity. (iii) visual elements are not out of character with the site or property. **(should blend with Rogues' Harbor Inn)**

Question 13 (a) Projected traffic increase may exceed capacity of existing road network **(? Probably at certain times of day)**

Question 15 Impact on noise odor and light (c) The proposed action may result in routine odors for more than 1 hr/day. (d) The proposed action may result in light shining on adjacent properties **(e.g. exiting car and truck headlights).**

Question 16 Human Health **(a) within 1500 ft of nursery school.** (c) **Is there a completed emergency spill remediation plan?** (h) Proposed action may result in the unearthing of solid or hazardous waste **(e.g. former Gene's machines and Pit Stop).**

Question 17 Consistency with community plans (c) **inconsistent with local land use plans (see comp plan)?**

Question 18 Consistency with community character (d) May interfere with the use or enjoyment of officially recognized or designated public resources. **Impact on Rogues Harbor**

(e) inconsistent with the predominant architectural scale and character. **Impact on Rogues' Harbor Inn (see comments above re Comp Plan)**