

MEMBERS PRESENT: Joe Cooley; Denise Heischman; Brian Hoose; Betsy Taylor

ALSO PRESENT: Dan Bassette (181 Monroe St); Larry Cranmer (17 High St); Mark Alexander (3012 Baley Rd); Jim Bobzien (42 Norton St); JoAnn Domville (42 Norton St); Gary Stottler (GM); Dennis Clark (Praxair); John Gilpin (GM); Seth Slavin (Mathstone); Ryan Stoner (Mathstone); Hank Besanceney (64 East St)

Chairman Cooley opened the public hearing at 7:30PM.

SITE PLAN REVIEW: 157 ONTARIO STREET

An application was presented by Mark Alexander (representative for William and Patricia Graff) for a detached, two-story barn/garage to be built on the Graff's property at 157 Ontario St.

The purpose of the barn is mostly for storage, the second story might be used as a rec room. The only utilities that will be run to the barn is electricity.

Chair Cooley asked if there were any comments/questions from the public. There were none.

Motion by Betsy Taylor, seconded by Brian Hoose, to grant site plan approval based on the submitted plans.

ALL IN FAVOR
MOTION CARRIED – APPROVAL GRANTED

SITE PLAN REVIEW: 10-11 CARRIAGE STREET

John Gilpin, Gary Stottler and Dennis Clark presented plans to build an above ground hydrogen storage tank and corresponding refueling station at the GM plant at 10-11 Carriage St. Mr. Gilpin stated that the plans have passed inspection by the Honeoye Falls Fire Department. They have added the following statement to the printed plans, as per the request by Mike Schaffron (Labella Assoc):

“The design meets all applicable local, state and federal regulations and standards.”

Ms. Domville (42 Norton St) raised the issue of noise from the delivery of the gas. Mr. Gilpin stated that the delivery noise they hear is for nitrogen and this will not be an issue with the hydrogen delivery.

Denise Heischman brought up the issue of constant noise from the chillers. She stated that the current noise level is quite high and asked if the new tank would increase the noise level. Betsy Taylor confirmed that the chiller noise is very loud. Mr. Gilpin stated that they will look into ways of mitigating the noise level.

Mr. Bobzien (42 Norton St) asked if the new tank would cause an increase in deliveries and vehicle traffic. Mr. Gilpin stated that there should not be any significant increase. GM currently has two hydrogen tanks. The new one will supply the buildings at a higher pressure and will also serve the re-fueling station. The reason for the new tank is a need for increase support (at a higher pressure) for the buildings, not an increase in vehicles. The capacity of the new tank is approximately 18,000 gallons. The use of the current tanks will decrease as the use of the new tank increases.

The Board asked which entrance would be used for the delivery of the hydrogen. Mr. Gilpin stated that the delivery trucks would be instructed to use the W. Main St. entrance only. Mr. Bobzien stated that delivery trucks currently often use the Norton St. entrance. Mr. Gilpin stated that he was aware that a new driver would occasionally use Norton St he was not aware of the number of trucks Mr. Bobzien described.

He states he would investigate and re-instruct all drivers to use the W. Main St. entrance. He further stated that they are making some changes to help ensure that trucks do use W. Main St., i.e. automatically gates and removing a fence to make it possible for large trucks to enter and exit through W. Main St without having to back-up.

The Board commented that they felt traffic on Norton St. was a major issue and they would like to see procedures put in to mitigate the problem. Mr. Gilpin assured the Board that he would look into the issue and do everything he could to ensure the trucks do not use the Norton St. entrance.

The Board asked the GM representatives about safety precautions during delivery. Mr. Clark (Praxair) said that the safety precautions are clearly spelled out in the various local, state and federal codes and regulatory bodies. Some examples of these precautions are:

- If any heat is detected in the truck, the system automatically shuts down immediately
- The truck driver can't drive away if the delivery hose is hooked up
- Extensive training is given to all employees working with hydrogen
- The equipment won't operate unless it is properly grounded

JoAnn Domville asked what the impact would be on the environment if an accident did occur. Mr. Stottler added that there would be no impact on the environment if there was a leak in one of the tanks because hydrogen is lighter than air so it quickly dissipates into the atmosphere. He also pointed out that hydrogen is non-toxic.

If there was an accident (e.g. truck crashing into something) then the impact would be the same as with any truck accident. Mr. Clark added that hydrogen is only a problem if it catches fire and the chances of it catching are fire a negligible. All delivery trucks use double walled tanks and the tanks keep the hydrogen cooled.

Chair Cooley asked for a motion to approve the submitted plans contingent on GM submitting a document stating how they will mitigate the issues of noise and traffic on Norton St. This document will be reviewed and approved by Charley Johnson (CEO) and Joe Cooley.

The above motion was made by Brian Hoose, seconded by Denise Heischman.

ALL IN FAVOR
MOTION GRANTED



CONCEPTUAL APPROVAL FOR REDEVLEOPMENT – 25 NORTON STREET

Ryan Stoner presented. He stated that he wants to replace old building with “new stuff”. Renovating the existing building is not feasible. Three new buildings proposed with a mix of residential and commercial uses. Wants buildings to blend into neighborhood. Will keep existing 2 tenants in the new buildings. Applicant stated that no variances are anticipated to be required. Two building condition reports were presented for the Boards review. Additionally, Mr. Stoner submitted a letter from Michigan Millers Insurance stating that they will not insure the existing building as this building “create a liability that is beyond our insurable limits”. Ryan stated that a Phase 1 & Phase 2 environmental conditions report has been completed and no hazardous materials were found. Board noted that buildings are located in a Historic District. Charlie will determine procedures for obtaining demolition permission in a historic district.

Board discussed building setbacks and massing. Board wants to see a variety of building size and massing as well as more openness at the corner. Large storefront type glass at first floor could affect the perception of building proximity to street. Auto access from Lehigh Street was agreed to be the best location. Applicant was encouraged to return with models or renderings of how proposed buildings will appear from the street. Board will complete part 2 of the SEQR process at next meeting.



The Board completed SEQR parts 1 & 2 for 10-11 Carriage St.

APPROVE MINUTES.

It was agreed that in future, minutes will be distributed to each Board member via email. Comments will be sent back to J. Barrett. The final draft will be sent to each board member and they will email their approval back to J. Barrett. Board members will sign an approval form for the minutes the next time they meet.



Motion by Denise Heischman, seconded by Betsy Taylor, to adjourn the meeting at 10:28 PM.

ALL IN FAVOR
MOTION GRANTED

*Respectfully submitted,
Judi Barrett, Planning Board Clerk*