

APPROVED:

MOTION BY:

AYES:

NAYS:

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ABSTENTIONS:

ABSENT:

Certification of Receipt

By:

Wendy Rosinski, Town Clerk

MEETING MINUTES
TOWN OF LLOYD PLANNING BOARD

Thursday September 26, 2019

CALL TO ORDER TIME: 7:00 pm

PLEDGE OF ALLEGIANCE

ATTENDANCE **Present:** Fred Pizzuto (Chair), Scott McCarthy (Vice-Chair), Sal Cuciti, Lawrence Hammond, Carl DiLorenzo, , Franco Zani, Lambros Violaris (Alternate), Laura Oddo-Kelly (Administrative Assistant To Planning and Zoning), Rob Stout (Land Use Attorney), Andrew Learn (Town Engineer) David Barton (Building Department Director) .

Absent: Claire Winslow (Town Board Liaison), Charly Long.

ANNOUNCEMENTS: GENERAL, NO SMOKING, LOCATION OF FIRE EXITS; ROOM CAPACITY IS 49, PURSUANT TO NYS FIRE SAFETY REGULATIONS. PLEASE TURN OFF ALL CELL PHONES.

New Public Hearings

Costantino, Paul and Joanne, 30 Bellevue Rd, SBL # 88.17-2-13.100.

Applicants are proposing a lot line revision to add a vacant 0.83 acre parcel of land to their single family residential lot. The acreage is topographically separated from the residence on adjoining lands of Diana & Paul Costantino and Kathleen Kouri and has been used and maintained by the applicants. The lot line revision will allow for the continued maintenance of the Hudson River viewshed on the applicant's parcel.

As a Type II Action, no review of the Short EAF was required.

The Planning Board set the public hearing on 08.22.19 for the 09.26.19 meeting.

On September 18th, 2019, the Board was presented with information on a decrepincy with boundry lines depicted on the maps from neighboring property owner Joseph Anzelone. Brooks and Brooks, applicant's representative, have advised the Board that the boundry lines will be consistent with a 2014 Supreme Court decision with maps to be submitted in October.

A **Motion** was made by Larry Hammond, seconded by Franco Zani to open the public hearing. All ayes.

Joseph Anzelone, neighbor to the applicant, spoke about the map Brooks and Brooks submitted and the 2014 Supreme Court decision.

Sue Demskie, applicant's representative, was present to convey that the maps would be corrected and revised so it would be consistent with the court decision and presented to the Board in October.

A **Motion** was made by Larry Hammond, seconded by Scott McCarthy to extend the public hearing. All ayes.

D and D Auto Supply, 3537 Route 9W, SBL# 88.69-3-12.100 in GB Zone.

Applicant is seeking commercial site plan approval to construct a 3600 square foot free standing storage building on their property located at the intersection of Woodside Place and Route 9W (SBL# 88.69-3-12.1). Applicant was granted two area variances to permit maximum lot coverage of 67% and a rear yard setback on May 9, 2019 by the ZBA. Variances were granted with the recommendation that the building face along Woodside Place should have features consistent with the residential character of the neighborhood.

The Board requested a revised siteplan with elevations 08.15.19 and received them 08.22.19.

The Planning Board reviewed the EAF, issued a negative declaration and set the public hearing on 08.22.19 for the 09.26.2019 meeting.

UCPB recommendation letter received 09.20.2019.

Barton said the County is looking for three modifications being landscaping, easements and the DOT right of way.

The board viewed maps of the parcel.

A **Motion** was made by Scott McCarthy, seconded by Franco Zani to open the public hearing. All ayes.

Cuciti said he would like to see a row of arborvitae, or similar, five feet apart next to the building.

A **Motion** was made by Franco Zani, seconded by Sal Cuciti to close the public hearing. All ayes.

McCarthy read the resolution of approval.

A **Motion** was made by Scott McCarthy, seconded by Sal Cuciti to accept the resolution of approval. All ayes.

Learn said they are still missing traffic and turning movements information so he would rather not set a public hearing yet.

Chief Miller said they received some information on that only a few days ago.

Pizzuto said it will then be off until next month.

Old Business

Auto Zone Retail Auto Parts Store, No# 6881, 3668 Route 9W, SBL# 96.1-4-18.241 in LB Zone.

Applicant is seeking commercial site plan approval for a land development project that will consist of a 6,816 sq ft single story structure for the retail sale of auto parts.

The Board requested a more detailed site plan that would include more aesthetically pleasing landscaping and submission of the SWPPP with discussion from the Town Engineer.

GlidePath Power Solutions, Route 9W, 88.1-3-3.200 in LI Zone

Applicant is seeking commercial site plan approval for a lithium battery energy storage system facility at the intersection of 9W and Route 299 that will provide capacity and ancillary services to the regional electric grid.

Applicant presented preliminary site plan and SWPPP 09.19.2019.

The Board requested the applicant to submit a safety plan.

Received final review from CPL 09.23.19.

Dave Young, Chazen Companies and applicant's representative, Erin Hazen, Director of Development, Glidepath Solutions were present to give a more recent overview of the proposed project.

The previous site plan has been revised from a building to a plan that consists of 40 self contained, stand alone cells which are attached to a concrete pad.

Zani suggested they get an opinion from the assessor on how they would be taxed compared to a structure.

Hazen said the reason for the change is that there is a supplement being written now to the NYS Fire Code provides for the containerized approach. Buildings are still allowed but the containerized approach makes it much easier to be compliant. Each container has its own HVAC and fire suppression system. The length of each unit or cell is approximately 40' x 8', unoccupiable where any access to the components would be from the outside.

Hazen said the reason for the change is an easier way to be in compliance with the fire code.

Barton said they don't typically allow conex boxes anywhere in town unless it's for agricultural use.

McCarthy asked if the same plan has been executed at their other two sites.

Hazen said this is the more common approach, the building plan is not typical in the industry.

McCarthy asked what would be the benefit to the Town in having the battery storage facility.

Hazen said it is a business investment, the grid support center provides employment in the form of construction and it supports the local grid. The plan consists of 40 self contained, stand alone cells which are attached to a concrete pad with security fencing. Trees will also shield it during most of the year. The fence is 6 feet tall with razor ribbon on top of that.

Zani asked how wide the road is around the containers.

Young said 20 feet but they will run the template to see how much room is needed to turn a fire truck around.

DiLorenzo inquired about the elevations.

Pizzuto inquired about using an 8 foot fence so the project would not be in view at all.

Hazen they would look at all the options. They would want to know what the vantage point of most concern.

Young said the new regulations require them to be 100 feet away from the property line.

There was a discussion of options for buffers and security around the disturbed area of the property.

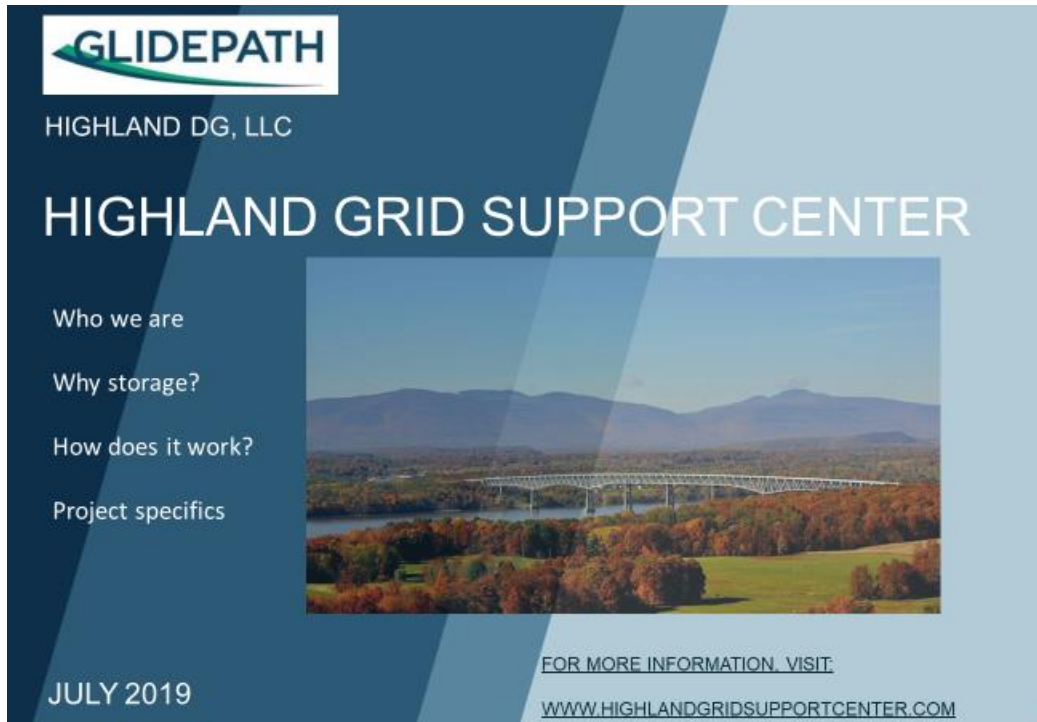
Barton brought up the concern of noise.

Hazen said they have done noise studies at their sites and in every case they are committed to ensuring the noise will be less than the recommended maximum from the DEC which is 60 decibels.

Di Lorenzo said the Town has a noise code.

Barton said if they go to 60 decibels it would be below the maximum level of the Town Code.

Hazen and Young offered the Board the following Power Point presentation:



The slide features the GlidePath logo at the top left, followed by 'HIGHLAND DG, LLC' and the title 'HIGHLAND GRID SUPPORT CENTER'. A central image shows a bridge over a river with mountains in the background. A sidebar on the left lists topics: 'Who we are', 'Why storage?', 'How does it work?', and 'Project specifics'. At the bottom, it says 'JULY 2019' and provides contact information: 'FOR MORE INFORMATION, VISIT: WWW.HIGHLANDGRIDSUPPORTCENTER.COM'.



About GlidePath Power Solutions

- GlidePath is one of the largest independent developers of battery storage in the US, with approximately 1 gigawatt of projects in development pipeline
- We develop, own and operate advanced energy projects with a focus on battery storage, solar and wind.
- Clean energy operating portfolio of approximately 425 MW of storage, solar, and wind energy projects across the U.S. and on Guam
- Company Website: www.glidepath.net
- Project website: <https://www.HighlandGridSupportCenter.com>

CONTACT US: HIGHLAND@GLIDEPATH.NET

LEADING ENVIRONMENTAL ADVOCATES SUPPORT ENERGY STORAGE



"AN ENERGY STORAGE TAX CREDIT IS A SHARED PRIORITY FOR EXTENDERS LEGISLATION. SUCH A CREDIT PROVIDES A UNIQUELY NEAR-TERM AND IMPACTFUL WAY TO ACCELERATE THE TRANSITION TO RENEWABLE ENERGY, SPUR ECONOMIC GROWTH, AND REDUCE GREENHOUSE GAS EMISSIONS."

-JOINT LETTER TO US CONGRESS HOUSE WAYS AND MEANS COMMITTEE (APRIL 29 2019)

SAFETY & ENVIRONMENT

- Critical safety systems have UPS backup in event of loss of power
- Fail-safe fire suppression system design
- GlidePath has engaged battery & fire safety experts and local fire departments to review OEM recommendations
- Initial and recurring on-site training will be offered for emergency agencies
- No wetlands or surface waters impact
- NY SHPO: no adverse effect on archaeological or cultural resources expected.
- Environmental studies show site contains no significant natural communities
- Less than 2 acres of site will be disturbed; surrounding woodlands will be preserved

SOIL & GROUNDWATER PROTECTION

WITHIN COMPONENTS:

BMS detects/intervenes at individual battery level to prevent incidents that could result in a release of electrolyte outside cell packaging.

Redundant layers of physical protection: cell case, module, rack, container

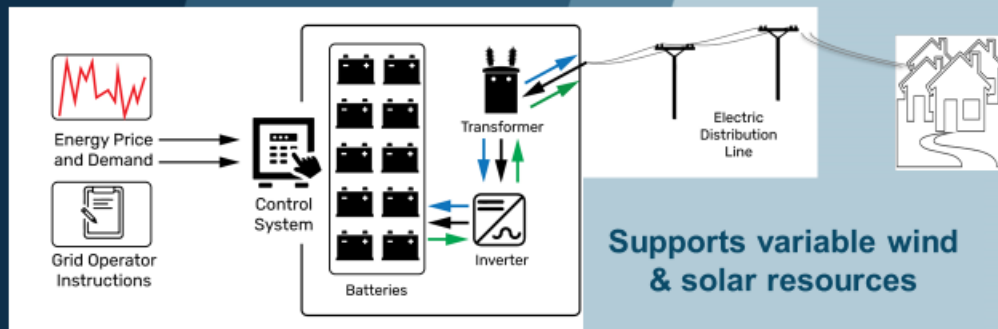
[UL 1973](#) –compliant construction withstands vibration, shock, crush, impact, moisture, temperature, and other abuse

Full container: highly conservative estimate is 475 gal fluid divided among ~16,000 individually-protected cells

ON SITE:

SWPPP
Grading
Bio-retention areas

ENERGY STORAGE ON THE GRID



**Supports variable wind
& solar resources**

**Avoids use of dirty
peaker plants**

**Reduces need for new
power plants**

What's a "Peaker Plant"?

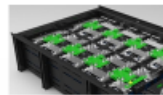
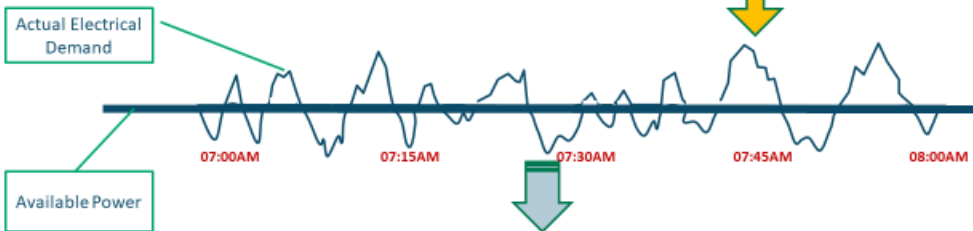


- Grid must react to minute-by-minute fluctuations to keep electricity supply and demand matched
- Traditional response: inefficient fossil fuel peaker plants
- Peaker plants are kept online 24/7, wasting fuel and water and increasing unhealthy air emissions
- **Battery storage fills same purpose, without air emissions, water use, or fossil fuel consumption on site**

"Smoothing" Function of Energy Storage



Batteries discharge (release energy) when there is not enough power on the grid to meet demand



Batteries charge (absorb energy) when there is excess power on the grid

FROM CELLS TO MODULES TO STRINGS



Battery modules are connected into racks with individual controllers



Each rack reports states of charge, voltage, temperature, and other critical data, to make real-time decisions in unison

Racks are assembled into a complete string

Strings are compiled into unified Battery Management System that responds in microseconds to its internal info and signals from grid



PROJECT CONSTRUCTION

Battery strings are housed in steel containers placed on concrete pads or piers

Containers grouped in sets with a DC→AC inverter per set

Approximate 1 year construction cycle

Committed to use local, union labor wherever possible



Fully Compliant with Relevant Safety & Testing Standards

NFPA 70E Standards for Electrical Safety in the Workplace

Batteries

UL 1642
UL 1973
UL 9540
UL 9540A

Inverters

IEEE 1547
UL 1741
IEC 61000-6-2,4
FCC Part 15 Class A



Underwriters Laboratories



International Electrotechnical Commission



IEEE

IEEE STANDARDS ASSOCIATION



Energy Storage's Proven Track Record



Gigawatt-hours of stationary battery storage deployed across thousands of sites. Thermal events are rare and well-studied.

Today's ESS conform to UL standards, designed to prevent propagation of fire between cells and packs, thus preventing major incidents

Energy Storage Hazard Mitigation

Impact, puncture or other mechanical damage

- GlidePath's batteries are shipped in well-designed protective containers which include tamper-proof tilt and shock sensors that clearly indicate if that container has experienced rough handling, even if not visible to the eye. Batteries whose sensors indicate shock or damage would not be installed at the site.

Overcharging

- Fail-safe systems with backup power constantly monitor each battery's state of charge to prevent overcharging. In the event of a fault, power from the grid is cut automatically and our control center is alerted.

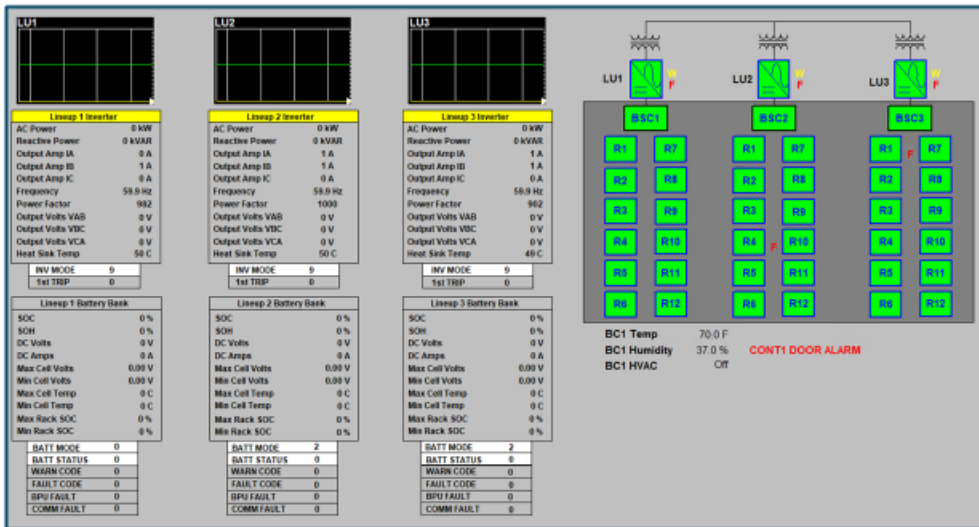
Overheating

- Temperatures within each module are automatically monitored. Containers feature HVAC systems which regulate interior temperatures. Should the container or any individual cell begin to overheat, protections such as automatic grid disconnect, multi-stage fire detection, and suppression systems are in place to react as needed.

Short Circuits

- GlidePath's monitoring system automatically detects short circuits and disconnects power within microseconds.

24/7 Condition Monitoring: Sample View



Fire Suppression System Information

STAT-X:

UL-listed system, proven on Li-ion battery fires

Residual aerosol effective at preventing re-ignition

EPA-approved for use in normally occupied as well as unoccupied spaces

Ultra-fine particulate easily vented (vs settling to ground). Chemically stable in fire (does not break down)

Certified by American Bureau of Shipping for use in marine environments

Ecologically friendly- no global warming or ozone depletion potential

PROJECT LOCATION



General Arrangement



Other GlidePath Storage Projects

Jake Battery Storage

Project Size: 19.8MW
Location: Joliet, IL
Year Built: 2015

Jake Battery Storage is one of three greenfield battery storage projects developed by GlidePath Power in 2014 for the PJM frequency regulation market. Jake started construction in 2014 and began operating in 2015.



Elwood Battery Storage

Project Size: 19.8MW
Location: West Chicago, IL
Year Built: 2015

Elwood Battery Storage is one of three greenfield battery storage projects developed by GlidePath Power in 2014 for the PJM frequency regulation market. Elwood started construction in 2014 and began operating in 2015.



Other GlidePath Storage Projects

McHenry Battery Storage

Project Size: 19.8MW
Location: McHenry, IL
Year Built: 2015

McHenry Battery Storage is one of three greenfield battery storage projects developed by GlidePath Power in 2014 for the PJM frequency regulation market. McHenry was constructed and began operating in 2015.



Marengo Battery Storage

Project Size: 20MW
Location: Marengo, IL
Year Built: 2018

Marengo Battery Storage is a greenfield battery storage project developed by GlidePath Power in 2016 for the PJM frequency regulation market. Marengo started construction in 2017 and began operation in 2018.



Other GlidePath Storage Projects

GlidePath Prospect Storage (West Columbia, Texas)

Sep 2019: Construction in progress





For More Information:

<https://www.HighlandGridSupportCenter.com>

Hazen explained there is very little moisture in the batteries but there is fluid that could potentially leak. In her opinion, it would be a miniscule amount. The batteries are not hazardous materials, there is no lead. The batteries are approved for normal land disposal but they recycle their batteries regardless.

Learn asked how stable the batteries are.

Hazen said they are very stable and the system is very sensitive to any change in the facility.

Hammond asked what the life of the batteries are.

Hazen said 15 years and they would have to be replaced because the facility has a life of 40 years.

Zani asked if there is ever a chance of a chain reaction.

Hazen said that is possible but would be a disconnect situation. It is not a manned facility, all the alarms are handled by a control center. There would be a regional center.

Learn inquired about the response time.

Hazen said it would depend on the type of alarm. There would be 24/7 emergency response.

They have not hired the grid support system (emergency response company) yet but it would be in there contract as to the response time. She said the site is securely fenced, alarmed, cameras, and any breach of those would send an alarm.

McCarthy said there shouldn't be any cost at all to the municipality as far as fire safety.

Hazen said it would be standard equipment.

Pizzuto asked if the air conditioners would be electric powered.

Hazen said yes.

Young went through the revised site plan with the Board.

Chief Miller said he had concerns but he would address them at a later date.

Pizzuto requested information from NYSERDA.

Learn said they need to know where the lines are going from Central Hudson.

The Board agreed to circulate for lead agency once the applicant submits a new EAF that reflects the revised site plan.

New Business

Lindsey Decker, Highland Hills resident, read the following letter to the Board in regards to the current proposed development in the Town:

September 26, 2019

Town of Lloyd Planning Board
12 Church Street
Highland, NY 12528

Town of Lloyd Planning Board:

Thank you for allowing me to speak today on behalf of residents in the Highland Hills development. We have been attending these meetings since late March/ early April with our neighbors to learn more about the projects that were happening on either side of the entrances to our community. At that point in time, there were only 2. Now, just 6 months later, there are a total of 6 big projects that will directly affect our quality of life.

Auto Zone
Stewart's
Views
Villages
Highland Estates
Golden View II

Residents of Macks Lane have approached the Highland Hills community for help with a petition they created to ask the town board to put a moratorium on these projects until a plan for the massive infrastructure that will be needed is figured out as well as safety of the residents and the environment surrounding these areas. With the amount of traffic and people that will be added to this area safety is also a huge concern. The chief of police has said in meetings with residents from Highland Hills as well as in town board meetings that he only has two officers out to patrol and they rely immensely on the state police.

With the almost 50 residents on Macks Lane, the 169 in Highland Hills and the fact that these petitioners are approaching those that have signed past petitions against projects in the Brookside development, the total is close to 300 voters who are nervous about how fast and close together these projects are arising.

Even as of last week when the Golden View project was announced at the planning board meeting traffic, infrastructure and the environment didn't seem to be a concern, just that some of the board members liked the idea.

We as a community understand that the planning board's job is to review the plans and make sure they are met to code, not to judge what is being built. But we also know that something can be done when it affects quality of life. To the board this may just be 6 separate projects, but to us, the residents that currently reside around this area it represents a big mess. The majority of these projects don't even directly benefit the community living around them. With the Walkway over the Hudson, the town could be benefiting from inviting tourists into our town instead of focusing on storage, Dollar Generals and Auto Zones. We ask you to please consider what these projects will do to our community and if needed create a policy to slow down these project developments so it can be insured that the safety, quality of life and the environment for those currently living in that area are protected. I would like to submit this letter as public record to go into the minutes of tonight's meeting.

Thank you,

Highland Hills Residents

Cusa, Sal, North Road, SBL# 88.1-4-8.225, in R 1/2 Zone.

Applicant is seeking subdivision approval proposing to divide lot SBL# 88.1-4-8.225 into 5 lots for single family residences.

The Board requested a topography map and recommended the property be discussed at the next Water and Sewer Committee meeting and a utility plan.

Applicant was present to give an overview of the project with topography maps.

There was a discussion about connecting into the sewer main.

Learn said if it is more than one lot then the Town has to own it or a transportation corporation.

A discussion will take place concerning the property and municipal water and sewer at the Water/Sewer Committee meeting on 10/3/19.

Learn said it is a Town Board decision to accept a line.

The Board viewed the maps.

Joyful Moments Childcare, LLC, 620 New Paltz Rd, SBL # 87.10-6-6, in R ½ Zone.

Applicant is seeking a special use permit to relocate a childcare business to a new location.

The Board has requested a site plan.

Applicant was not present. A revised site plan is expected next month.

Law, Ryan, 65 Hawleys Corners Road, SBL# 79.4-1-12.200, in R1 Zone.

Applicant is seeking a special use permit to allow an accessory apartment in part of a detached garage to be constructed in the front yard of his parcel. Applicant is seeking an area variance simultaneously from the ZBA to construct the building in the lower front yard.

Applicant was not present. No information.

Stewart's Shops Corp, 3733 Route 9W, SBL# 96.9-1-33.100, in HBD Zone.

Applicant is seeking commercial site plan approval proposing a new typical Stewart's Shops convenience store (3,850 s f) with self-service gasoline.

Received final review from CPL 09.23.2019.

The Board is waiting for the feasibility study.

Minutes to Approve:

A **Motion** was made by Scott McCarthy, seconded by Larry Hammond to approve the Planning Board Workshop Meeting Minutes of August 15, 2019 and Planning Board Meeting Minutes of August 22, 2019. All ayes.

A **Motion** was made by Franco Zani, seconded by Scott McCarthy to adjourn, 8:36PM. All ayes.