

**MINUTES OF A MEETING FROM THE
VILLAGE OF AVON PLANNING BOARD
TUESDAY, DECEMBER 19, 2023
7:00 PM; VILLAGE HALL**

SECOND REVISION

I. ATTENDANCE

Paul M. Drozdziel, Chairman
Marilyn Borkhuis
John Gibson
Robert C. Hayes
Kelley Tonra

STAFF

Patrick McCormick, Village Board Liaison
Andy Anderson, Code Enforcement Officer
Sherman Gittens, MRB Group
Gary Margiotta, Secretary

GUESTS

David L. Cox, Passero Associates, Principal-in-Charge
Robert J. Key, Taylor the Builders, Project Manager

II. APPROVAL OF THE MINUTES

MOTION: Gibson moved for approval of the minutes of the meeting of November 21, 2023, seconded by Hayes. Voting in favor were: Drozdziel, Borkhuis, Gibson, Hayes and Tonra. Voting against were: none.

CARRIED: 5 Ayes, 0 Nays

III. OLD BUSINESS – Project Mill

Jaguar Tubulars – Preliminary Site Plan application & Special Use Permit application for outdoor storage Passero Engineering Architecture David L. Cox, Project Manager 242 W. Main St., Rochester, NY 14614 270,000 sf steel fabrication factory north of Barilla Drive @ Livingston Industrial Complex	Jaguar Tubulars 2915 Ogletown Road #3331 Newark, DE 19713
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A. Building Location, Orientation & Design

- The building would be laid out from east to west.
- The main office would be located in the southeast corner
- Raw materials would be shipped in by rail
- Coils would be off-loaded at the east end of the building
- A gantry crane would be on rails
- Finished product could be loaded onto rail cars or tractor trailer trucks for shipping
- The visitor/employee entrance would be on the east end of the building
- The truck entrance & exit would be on the west end of the building
- Rail would enter from the north - to avoid wetlands
- Truck parking would be on the southwest corner of the building
- Not much overnight parking; 6-to-10 trucks per day; 3rd party trucks, flatbeds
- Finished product would be “made to order” and shipped quickly
- **RECOMMENDATION:** Owner to indicate on drawing future land bank for expanded parking with appropriate lighting

B. Elevation drawings of proposed design

- Building would be constructed of insulated metal panels

- The exterior would be gray In color; steel
- An in-field stripe would be painted around the building, blue expected
- A band of windows would go around the building to allow in natural light
- The roofline would have a center peak (*no flat roof*) with a standing seam
- The building would be 1,156 feet long and 273 feet wide
- Jaguar would make 80-foot long pipe, rolled out, varying wall thicknesses, cold-formed steel
- The process would not be loud

C. Storm Water Pollution Prevention Plan (SWPPP)

- Disposing of run-off from the building and paved areas
- 4-to-6-foot-deep ditches at the west end of the building
- Running to a detention pond; Cox said they would be using *“green infrastructure practices”*
- There would not be any *“area drains”* in the building, Key added
- The drainage ditch would run north into Horseshoe Pond then into the Genesee River
- The detention pond would control the discharge rate
- Drainage from the east end of the building would also be routed to Horseshoe Pond then to the river
- NYS Dept of Environmental Conservation (DEC) would do SWPPP inspections twice-a-week

D. Utilities

- **Water** would be provided by a 12-inch main on Barilla Drive
- Jaguar will tap into the main with a device installed to protect the system
- Water would not be allowed to flow back into the main
- Hydrants around the building would be private
- Hydrants along Barilla Drive would be public
- The building would be fully sprinklered
- Process water would be re-used; replaced every 8-to-10 months
- Domestic water/sewer usage would be for employees only, bathrooms, showers & janitorial services

- An **electric** substation would be located on the southeast corner of the building north of Barilla Drive
- **RECOMMENDATION:** Substation to have screen fencing

- **Sanitary:** a pump station would be located on the southwest corner of the building
- Sanitary lines would run south along Horseshoe Boulevard
- The sanitary sewer system would be private

- **Natural gas** would be used in the building, but not in the manufacturing process

E. Traffic Impacts

- Jaguar would have two gated entrances
- The railroad would have a swing gate
- The employee entrance would be on the east end of the building & would be unmanned
- 60 employee parking spaces would be located along the north side of the building
- The entrance on the west end of the building would be manned

F. Signage

- Visitor/Employee Entrance
- Truck Entrance
- Monument – *Jaguar Tubular* - sign

- Signs would be covered in Jaguar’s construction permit
- Drozdziel asked for renderings
- Neon or flashing lights would not be allowed

G. Traffic Impact

- All trucks would use Horseshoe Boulevard onto Routes 5&20
- Employees would be allowed to use either Barilla Drive or Horseshoe Boulevard
- “Truck Route” and “No Left Turn” signs could be added to ensure trucks used Horseshoe Boulevard only

H. Fencing

- Barilla had 8-foot vertical slat fencing along Barilla Drive
- Drozdziel said he would like Jaguar to match that
- **RECOMMENDATION:** Fencing on south elevation from chain link to architectural black to match Barilla
- **RECOMMENDATION:** All chain link fence to be black in color

I. Lighting

- Guard shacks would have lights
- Lights on the building would illuminate parking areas
- Lights would also be around the outdoor storage area and on the gantry crane
- Lights would be “dark sky” compliant
- Lights would be LED, pole-mounted lights expected to be 24 or 30 feet tall
- **RECOMMENDATION:** Additional lighting to be added on north side to maintain a consistent FC level

J. Miscellaneous

- The building site would have little curbing, curbs would be concrete rather than granite
- No racked storage on the south (*Barilla Drive*) side of the building
- Nothing stacked higher than 6 feet
- The southeast corner of the building (*main office*), contrary to earlier maps & drawings, would be predominantly green space with about 20 parking spaces
- The building would be 45 feet tall
- Key agreed to add a couple of building-mounted lights along the employee parking on the north side of the building to eliminate dark spots
- Access roads had been widened to 26 feet to meet Code for fire trucks

K. Landscaping & Buffering

- Japanese Zelkova trees would be used
- Ornamental trees
- 100 feet back from the road
- Planted along, but not in, the right-of-way
- **RECOMMENDATION:** Have at least two different species of trees

L. Noise

- Low-impact
- Process not loud
- Would not load trucks at night

SHERMAN GITTENS, MRB GROUP, stated that we are waiting on responses to the MRB Group comment letter dated November 28, 2023, and that the applicant stated that they are working on the responses.

SHERMAN GITTENS, MRB GROUP, identified that the SEQR Coordination was initiated December 12, 2023, and the 30-day review period will be complete January 10, 2024, and that the application is on the agenda for the January 11, 2024, County Planning Board meeting for review and comments.

MOTION: Gibson moved to re-schedule the next Board meeting from January 16 to January 22, seconded by Tonra. Voting favor were: Drozdziel, Borkhuis, Gibson, Hayes and Tonra. Voting against were: none.

CARRIED, 5 Ayes, 0 Nays

MOTION: Hayes moved to conduct the special use permit public hearing with the Village Board's site plan review public hearing at 7:00 PM on January 22, seconded by Tonra. Voting in favor were: Drozdziel, Borkhuis, Gibson, Hayes and Tonra. Voting against were: none.

CARRIED, 5 Ayes, 0 Nays

REVISED COPIES: Cox agreed to revise the Project Mill drawings and maps according to the changes Board members had requested and to provide three hard copies and the rest electronic copies.

Library

Drozdziel reported the Avon Free Library was moving forward with drawings on an elevator, MRB was working on it. It appeared an enclosed staircase and an elevator would be added to the west side of the building. The library was also seeking a better place for the "teen portion" of the building.

Avon Town Hall

Completion of the \$3 million renovation project, anticipated by year's end, had been pushed back to the end of January, Drozdziel reported.

V. ADJOURNMENT

MOTION: Gibson moved for adjournment at 8:39 PM, seconded by Borkhuis. Voting in favor were: Drozdziel, Borkhuis, Gibson, Hayes and Tonra. Voting against were: none.

CARRIED, 5 Ayes, 0 Nays

Gary Margiotta
Secretary