

Village of Lordstown Planning Commission

May 18, 2020

(WHEREAS, THE LORDSTOWN VILLAGE PLANNING COMMISSION MET ON MONDAY, MAY 18TH, 2020, AT 7:00 P.M., VIA ZOOM CONFERENCE TECHNOLOGY, DUE TO COVID-19 SOCIAL DISTANCING MANDATES. TEN (10) PEOPLE WERE PERMITTED IN THE VILLAGE ADMINISTRATION MEETING ROOM, WITH SOCIAL DISTANCING MANDATES FOLLOWED. DIAL-IN INSTRUCTIONS WERE GIVEN TO WITNESSES WHO WANTED TO CALL IN AND ASK QUESTIONS OR SPEAK IN REGARD TO THE SITE PLAN REVIEW FOR ULTIUM CELLS, LLC. PROCEEDINGS WERE AS FOLLOWS:)

The Lordstown Planning Commission met on May 18, 2020 at 7:00 p.m. at the Lordstown Administration Building. The meeting was called to order by Chairperson Tim Rech, followed by the Pledge of Allegiance to the Flag. Roll call was taken.

In Attendance: Tim Rech, Chairperson
 Richard Rook, Vice Chairperson
 Arno Hill, Mayor
 Don Reider, Council Member
 Bob Schaffer

 Paul Dutton, Solicitor
 Kellie Bordner, Planning and Zoning Administrator
 Denise L. Dugan, Assistant Planning & Zoning Administrator
 (in Village Administrative office on Zoom audio)

Also Present: Travis Eastham, Lordstown Fire Chief
 Jeff Smith, PE, PS, CPESC, CT Consultants
 Branden Brickles, Project Manager, General Motors
 Travis Saylor, PE, Civil Engineer, Gresham Smith

APPROVAL OF AGENDA:

MR. RECH: Is there a motion to approve the agenda?

MAYOR HILL: Motion by Arno Hill.

MR. RECH: Mayor Hill makes the motion. Is there a second?

MR. REIDER: Second by Don Reider.

MR. RECH: Mr. Reider seconds -- all in favor, "aye"?

MAYOR HILL: Aye.

MR. REIDER: Aye.

MR. ROOK: Aye.

MR. SHAFFER: Aye.

MR. RECH: Aye.

(VOICE VOTE: 5, AYE; 0, NAY; 0, ABSTAINED.)

MR. RECH: All right, that is passed.

APPROVAL OF MINUTES of March 9, 2020:

MR. RECH: Next thing we have is approval of our minutes from March 9th, those were mailed to you, I think, last week sometime. Is there a motion to approve the minutes from the March 9th, 2020, meeting?

MR. SHAFFER: Bob Shaffer will make that motion.

MR. RECH: Mr. Shaffer makes the motion. Is there a second?

MR. ROOK: Second.

MR. RECH: Mr. Rook makes the second. All in favor of approving the minutes from the March 9th, 2020, meeting -- approval by saying "aye"?

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MAYOR HILL: Aye.

MR. REIDER: Aye.

MR. ROOK: Aye.

MR. SHAFFER: Aye.

MR. RECH: Aye -- anybody opposed?

(WHEREAS, THERE WAS NO RESPONSE FROM THE BOARD, AND THE VOTE AND PROCEEDINGS WERE AS FOLLOWS:)

(VOICE VOTE: 5, AYE; 0, NAY; 0, ABSTAINED.)

PLANNING AND ZONING ADMINISTRATOR'S REPORT:

MR. RECH: Okay, that passes -- moving on, our Planning and Zoning Administrator's Report?

MS. BORDNER: No report, Mr. Chairman.

SOLICITOR'S REPORT:

MR. RECH: All right -- thank you very much. We'll move on to Solicitor's Report.

SOLICITOR DUTTON: No report.

CORRESPONDENCE:

MR. RECH: Thank you -- any correspondence this evening?

MS. BORDNER: No, sir.

OLD BUSINESS:

MR. RECH: All right, no correspondence -- any Old Business this evening?

MS. BORDNER: Not that I am aware of.

NEW BUSINESS: Site Plan Review for Ultium Cells, LLC, 7400 Tod Avenue SW, Warren, Ohio.

The Planning Commission followed this form that follows Section 1115.02 of The Planning & Zoning Code:

The Village of Lordstown Site Plan Review

NAME: Gresham Smith (engineers) on behalf of Ultium Cells, LLC,
aka GigaPower, LLC

ADDRESS: 7400 Tod Avenue, SW, Warren, Ohio 44481

Date of Planning Commission Meeting: May 18, 2020

1. **Total area in the development:** 158.215 acres
2. **Existing Zoning of the property:** I-1 **Property to the North:** I-1
Property to the South: I-1 **Property to the East:** I-1
Property to the West: I-1
3. **Public and private right-of-way and easement lines located on or adjacent to the property:** State Route 45 is located along the east property line and includes a public right of way.
4. **Existing topography:** The existing land slopes from the middle of the site at an elevation of approximately 1010' to approximately 970' along the north and west property lines. The elevation along the west property lines slopes to the north. The elevation along the south property line is approximately 1005'.
5. **Proposed finished grade of the development:** The main building will have a finished floor elevation of approximately 1001'. The support buildings will have varying finished floor elevations relative to their function as related to the main building.
6. **Location of existing buildings:** None on site.
Location of proposed building: The main building will be located approximately in the middle of the site. Most of the support buildings will be located on the west side of the main building.
Uses of existing buildings: Not applicable.

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Uses of proposed buildings: The main building will be used to produce battery cells to be used in electric vehicle batteries. The support buildings located around the main building will be used for mechanical and utility systems, material storage and handling, and product testing/quality control.

Total number of buildings: 16

Dimensions: Production Facility 924' x 2,324'; Administration Building 244' x 246'; UT Building 135' x 305'; Hazardous Storage Building 213' x 66'; Waste Storage Building 95' x 135'; SRP Control Bldg. 44' x 110'; Switch House 100' x 150'; CCSS Building 60' x 100'; Safety Test Bldg. 115' x 141'; Cell Disposal Bldg. 66' x 141'; N2 Tank 40' x 50'; Cooling Tower 33' x 76'; NMP Yard Building 44' x 135'; Security Guardhouse 12' x 40'; Fire Water Pumphouse 20' x 40'; Fire Water Tank 40' x 40'.

Heights: The height on the main building will vary from about 76' to 30' near the administration building. The support buildings will vary in height from approx. 20' to 40'.

Gross floor area: Approximately 2,800,000 SF +/-

Number of stories: Varies, 2 stories to 1 story; the south end (approx. 300') of the building will be 2 stories high, the middle of the building will be a single story and the north end (approx. 400') of the building will be 2 stories high.

7. **Location and dimension of:**

Curb cuts: There are 2 curb cuts proposed, one cut located at the far southern end of the road frontage with 2 lanes of truck traffic (one inbound, one outbound), and one curb cut located approx. 400' north of the truck entrance for 2 lanes of passenger vehicles (one inbound, one outbound).

Driving lanes: 26' to 30'

Off-street parking: Applicant proposes 782 standard parking spaces (10'x20'), with 18 spaces being ADA compliant accessible parking stalls with aisles. Lordstown Codified Ordinance 1105.32 requires 1 space per employee in the largest shift. The estimated shift count is approx. 314 production employees per shift plus approx. 212 office employees resulting in 526 spaces required. To allow for overlap in shift changes and some visitor parking, Applicant is proposing the total of 782 parking spaces.

Loading areas: Will be located along the north and south walls with approx. 8 truck docks located on the south wall and 6 truck docks located along the north wall. The dock areas vary between 80' and 160' wide based on the number of docks in the area. The length of the dock areas is 150' from the dock wall to the 30' wide fire loop road. Docks will be 4' below the finished floor elevation. Lordstown Codified Ordinance 1163.05 requires 1 loading space per 8,000 SF of gross floor area in the facility, therefore the Applicant will be requesting a formal waiver for the reduced number of loading spaces.

Angles of stalls: 90'

Grades: Will vary in paved areas between 1% and 4%. Grades in pervious areas will vary between 2% and 33.3%.

Surfacing materials: Concrete pavement is proposed at the docks and heavy-duty asphalt pavement is proposed for the truck/fire loop road around the building. Light duty pavement will be used in the employee parking/passenger vehicle area. Areas not in paved condition will be seeded and landscaped.

Drainage plans: Applicant states that drainage plans are being developed to comply with the Trumbull County Drainage, Erosion and Sedimentation Control Manual. The Web Soil Survey from US Dept. of Agriculture indicates the majority of the site is a Hydrologic Soil Group of D, which is typically classified as clay or clay and loam soils. The pre-construction site will be analyzed and compared to the post construction condition for determination of the critical storm. Stormwater detention will be designed to reduce the post construction discharge in accordance with the regulations.

Illumination of facilities: The site will be illuminated with approx. 30 LED site area light poles and some wall mounted lighting in the parking lot and around the production facility and support buildings, respectively. Applicant assures that appropriate glare protection measures will be taken and that no direct light will fall upon State Route 45 (Tod Avenue).

8. **Sidewalks and other open areas:** Sidewalks will be utilized around the parking lot to provide pedestrian access to the production facility. Open areas will be utilized for stormwater detention and water quality requirements.

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9. **Location of all walls, fences and buffers:** The site will be secured with a security fence around the production facility. The passenger vehicle parking lot will be located outside of the secure perimeter to allow passenger vehicle access without security screening.
10. **Location, size, height and orientation of all signs:** A sign is planned to be located near the employee entrance. Applicant states that the size, orientation and location will comply with applicable regulations and understands that it will be necessary to obtain a zoning permit through the Lordstown Planning & Zoning Office for any signs.
11. **Location of all existing and proposed streets and highways:** State Route 45 (Tod Avenue) is located along the east property line. All other property lines border existing industrial properties or the railroad.
12. **All existing and proposed water and sanitary sewer lines indicating pipe sizes, types and grades:** Public water lines are located within the right of way at State Route 45. There is a 12" Village of Lordstown water line that Applicant is requesting to tap using an 8" water line. In addition to the 12" water line, there is an existing 16" City of Warren water line that Applicant is requesting to tap using a 12" water line. Applicant states that the water demands for the process cannot be met by using a single tap from either utility, nor can fire flow demands be met via the 12" Village of Lordstown water line. Applicant proposes to utilize 2 taps, one from each line, that will be combined into a water tank that will be sized for both peak water demands needed for process and fire water demands. There is an existing sanitary sewer located in the right of way of State Route 45 that Applicant proposes to connect to. Applicant's preliminary design information indicates an 8" line will be needed via the site sanitary waste. Updated survey information has been requested to confirm the size and elevations of the existing public sanitary sewer. Applicant offers that while water demands appear to be high for the process use, most of the water is lost via evaporation in the cooling towers. The majority of the sanitary waste is expected to be from restrooms, sinks, water fountains, and the onsite cafeteria. Some discharge is expected from the cooling towers and Applicant is confirming what chemicals may be needed for the cooling tower water to confirm if it will be acceptable to discharge without any pre-treatment or if a waste water treatment system will be required on site prior to discharging.
13. **The schedule of phasing of the project:** The site currently has about 65 acres of wetlands for which wetland mitigation permits were received through the Ohio EPA and the Army Corps of Engineers. Applicant has begun mass grading and creation of sediment basins. A mass grading package, including a construction erosion control plan, was provided to Village engineers. Construction is expected to continue through Summer of 2022.
14. **All existing and proposed front setbacks:** 100' front setback is required in an I-1 zone district; the front setback of the production facility is proposed to be approx. 1,015'.
Rear setbacks: 75' rear setback is required in an I-1 zone district; the rear setback of the production facility is proposed to be approx. 540'.
Side yard setbacks: 50' side yard setbacks are required in an I-1 zone district; the side setbacks of the production facility are proposed to be approx. 275'.
Setbacks for all other support buildings are listed and shown on the overall site layout plot plan and each proposed setback well exceeds the corresponding requirement.
15. **Other information required by the Planning Commission:**
A hazardous material plan was submitted by Applicant.
The plant will operate at full capacity with approx. 314 production employees per shift with 3-8 hour shifts per day, 6 days per week. In addition to the production employees, there will be approx. 212 office employees working a single shift 5 days a week. A gas well exhibit was provided to show that all gas wells have been closed and capped per ODNR requirements. Two capped gas wells will be located within the building footprint but will be vaulted and vented as a precaution, which is going beyond the requirements of the ODNR for abandoned, capped and sealed gas wells. A traffic study has been submitted by Applicant and a traffic signal is proposed on Tod Ave., at the employee entrance.
16. **Prior approval of water mains and appurtenances by the BPA:** Applicant has had a preliminary meeting with the Lordstown BPA and continues to have discussions with Village Engineers, as well as the City of Warren, as they work to develop their

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expected water demand requirements and sewer discharge anticipated flows. No approvals have been received from the BPA.

MS. BORDNER: Ultium Sales, LLC, also known as GigaPower, LLC. We have Gresham Smith, that are the engineers here on behalf of this development. We also have Mr. Brickles from GM here. Mr. Saylor is here on behalf of Gresham Smith and the Battery Plant.

The address for the plant is going to be 7400 Tod Avenue, SW, Warren, Ohio, and the total area in the development is 158.215 acres.

The existing zoning of the property is I-1 to the north, to the east, to the south and to the west. It is all I-1 property.

The State Route 45 is located along the east property line, which is Tod Avenue, and includes a public right of way.

The existing land slopes from the middle of the site at an elevation of approximately 1,010' to approximately 970' along the north and west property lines. The elevation along the west property line, slopes to the north. The elevation along the south property line is approximately 1,005'.

The main building will have a finished floor elevation of approximately 1,001'. The support buildings will have varying finished floor elevations relative to their function as related to the main building.

There is not currently any existing buildings on site.

The main building that is proposed will be located approximately in the middle of the site, and most of the support buildings will be located on the west side of the main building.

The main building will be used to produce battery cells to be used in electric vehicle batteries. The support buildings around the main building will be used for such things as mechanical and utility systems, material storage and handling, and product testing and quality control.

After I'm done reading through the Site Plan Review form, Mr. Saylor will give us a little bit greater detail into what some of those support buildings do.

The total number of buildings on site is projected to be 16.

The Production Facility is going to be 924' x 2,324'. The Administration Building 244' x 246'. The UT Building 135' x 305'; Hazardous Storage Building, 213' x 66'; Waste Storage Building, 95' x 135'; SRP Control Building, 44' x 110'; Switch House 100' x 150'; CCSS Building 60' x 100'; Safety Test Building 115' x 141'; Cell Disposal Building 66' x 141'; N2 Tank 40' x 50'; Cooling Tower 33' x 76'; NMP Yard Building 44' x 135'; Security Guardhouse 12' x 40'; Fire Water Pumphouse 20' x 40'; Fire Water Tank 40' x 40'.

The height on the main building will vary from about 76' to 30' near the Administration Building. The support buildings will vary in height from approximately 20' to 40'.

The gross floor area of the main production building is 2.8 million square feet, plus or minus.

The number of stories will vary. There should be two (2) stories to (1) story. On the south end, approximately 300' of the building will be two (2) stories high. The middle of the building will be a single story; and at the north end, again, approximately 400' of the building will be two (2) stories high.

Relative to location and dimension of such things as curb cuts -- for example, there will be two (2) curb cuts proposed. One (1) cut located at the far, southern end of the road frontage with two (2) lanes of truck traffic -- one (1) inbound, one (1) outbound; and one (1) curb cut located approximately 400' north of the truck entrance for two (2) lanes of passenger vehicles -- one (1) inbound and one (1) outbound.

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The driving lanes will vary from 26' to 30' -- also well within our Code. Applicant proposes 782 standard parking spaces -- 10' x 20', with 18 spaces being ADA Compliant accessible parking stalls with aisles. Lordstown Codified Ordinance 1105.32 requires one (1) space per employee in the largest shift. The estimated shift count is approximately 314 production employees per shift, plus approximately 212 office employees resulting in 526 spaces required. To allow for overlap in shift changes and some visitor parking, Applicant is proposing the total of 782 parking spaces.

Loading areas will be located along the north and south walls with approximately eight (8) truck docks located on the south wall, and six (6) truck docks located along the north wall. The dock areas vary between 80' and 160' wide, based upon the number of docks in the area. The length of the dock areas is 150' from the dock wall, to the 30' wide fire loop road. Docks will be 4' below the finished floor elevation. Lordstown Codified Ordinance 1163.05 requires one (1) loading space per 8,000 square feet of gross floor area in the facility; therefore, the Applicant will be requesting a formal waiver for the reduced number of loading spaces, and this is the only waiver that the Applicant is requesting.

The angle of the stalls will be 90 degrees. The grades will vary in paved areas between 1% and 4%. The grades in pervious areas will vary between 2% and 33.3%.

Surfacing materials proposed are concrete pavement at the docks and heavy-duty asphalt pavement is going to be proposed for the truck/fire loop road around the building. Light duty pavement will be used in the employee parking and passenger vehicle area. The areas not in paved condition will be seeded and landscaped.

Relative to drainage plans, the Applicant states that they are being developed to comply with the Trumbull County Drainage Erosion and Sediment Control Manual. The Web Soil Survey from the U.S. Department of Agriculture indicates the majority of the site is a Hydrologic Soil Group of D, which is typically classified as clay or clay and loam soils. The pre-construction site will be analyzed and compared to post-construction condition for determination of critical storm. Stormwater detention will be designed to reduce the post-construction discharge in accordance with the regulations.

The site will be illuminated with approximately 30 LED site area light poles and some wall mounted lighting in the parking lot and around the production facility and support buildings, respectively. Applicant assures that the appropriate glare protection measures will be taken, and that no direct light will fall upon State Route 45, Tod Avenue.

Sidewalks will be utilized around the parking lot to provide pedestrian access to the production facility. Open areas will be utilized for stormwater detention and water quality requirements.

The site will be secured with a security fence around the production facility. The passenger vehicle parking lot will be located outside of the secured perimeter to allow passenger vehicle access without security screening.

A sign is proposed to be located near the employee entrance. Applicant states that the sign orientation and location will comply with applicable regulations and understands that it will be necessary to obtain a Zoning Permit through the Lordstown Planning and Zoning Office for any signs.

State Route 45 is located along the east property line. That's Tod Avenue. All other property lines border existing Industrial properties or the railroad.

Relative to all existing and proposed water and sanitary sewer lines, the public water lines are located within the right of way at State Route 45. There is a 12" Village of Lordstown water line that Applicant is requesting to tap in using an 8" water line. In addition to the 12" water line, there is an existing 16" City of Warren water line that Applicant is requesting to tap in using a 12" water line. Applicant states that the water demands for the process cannot be met by a single tap for either utility, nor can fire flow demands be met by -- via the 12" Village of Lordstown water line.

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Applicant proposes to utilize two (2) taps -- one from each line that would be combined into a water tank that will be sized for both peak water demands needed for the process and for fire water demands.

There's an existing sanitary sewer located along the right of way of State Route 45 this Applicant plans to connect to. Applicant's preliminary design information indicates an 8" line will be needed via the site sanitary waste. Updated survey information has been requested to confirm the size and elevations of the existing public sanitary sewer. Applicant offers that while water demands appear to be high for the process use, most of the water is lost via evaporation in the cooling towers. The majority of the sanitary waste is expected to be from restrooms, sinks, water fountains and the on-site cafeteria. Some discharge is expected from the cooling towers, and Applicant will confirm what chemicals may be needed for any cooling tower water to confirm if it will be acceptable to discharge without any pre-treatment or if a waste water treatment system will be required on site prior to discharging.

The site currently has about 65 acres of wetlands, for which wetland mitigation permits were received through the Ohio EPA and the Army Corp of Engineers. Appellant has begun mass grading and creation of sediment basins. The mass grading package, including a construction erosion control plan, was provided to Village engineers. Construction is expected to continue through summer of 2022.

Relative to setbacks, there's a 100' front setback required in an I-1 zone district. The front setback of the production facility is proposed to be at 1,015'.

The rear setback is required at 75' in an I-1 zone. The rear setback proposed for the production facility is approximately 540'.

There is a 50' side yard setback, which is required for an I-1 Zone District. The side setbacks of the production facility are proposed to be approximately 275'.

Setbacks for all other support buildings are listed and shown on an overall site plan layout plot plan, and each proposed setback well exceeds the corresponding requirement.

Some other information that the Planning Commission might be interested in:

A hazardous material plan was submitted by the Applicant. The plant will operate at a full capacity with approximately 314 production employees per shift, with three 8-hour shifts per day, 6 days a week. In addition to the production employees, there will be approximately 212 office employees working a single shift five (5) days a week.

A gas well exhibit was also provided to show that all gas wells have been closed and capped per ODNR requirements. Two (2) capped gas wells will be located within the building footprint, but will be vaulted and vented as a precaution, which is going beyond the requirements of the ODNR for abandoned, capped and sealed gas wells.

A traffic study has also been submitted by Applicant, and a traffic signal is proposed on State Route 45, Tod Avenue, at the employee entrance; and that's still being considered through the Ohio Department of Transportation -- and would also need to be signed off on by our Street Commissioner, Dale Grimm.

Relative to the BPA approvals, the Applicant has had a preliminary hearing -- and I think another meeting through the Lordstown BPA. So that updates our information in the Site Plan Review a little bit.

They're continuing to have some discussions, I know, with the Village Engineers -- and the BPA has provided me with two (2) Resolutions, 2020-06 and 2020-07. Those will be in light of their discussions with the Village Engineers and the City of Warren, as they work to develop their expected water demand requirements and sewer discharge anticipated flows. They must receive those approvals through the BPA. That is one of the things on our conditional approval; but I do believe, as I understand it, that the BPA will be reviewing those Resolutions that I just mentioned tomorrow night -- and, hopefully, passing them.

MR. RECH: Okay.

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MS. BORDNER: That concludes my Site Plan Review. As I said, there is one (1) waiver that they have requested.

I was requested, prior to the meeting, to have Travis Saylor, he is here from Gresham Smith, Engineer on behalf of Ultium Cells, LLC -- and just have him to explain a little bit more about the support buildings.

I can probably shout them out for you, Travis, and let you know what they're looking at -- the UT Building.

MR. SAYLER: Travis Saylor, Gresham Smith, Engineer of Record for the Civil Site Design of Ultium Cells. The UT Building will be a utility building that will funnel some of the steam that's going to be used for process equipment -- some of the other mechanical functions, things like that -- into the main building. We will have a trestle that runs from the UT Building, over into it, that routes -- typically a site for building utilities in.

MS. BORDNER: The next one is a Hazardous Storage Building.

MR. SAYLER: So that will be some of the little more high hazardous waste materials that are discharged during production. They'll go into that area, and then be shipped offsite.

MS. BORDNER: The next one is a Waste Storage Building.

MR. SAYLER: The Waste Storage Building is more of a traditional waste that's going to be cardboard -- or wooden pallets that cardboard boxes come on -- various other trash-type -- typical waste storage.

MS. BORDNER: The next one is an SRP Control Building.

MR. SAYLER: So SRP is a system that is used in the production, and it's a piping system. We have tanks for it. The Control Building is simply just to control the piping systems for the SRP process.

MS. BORDNER: The next one is a Switch House.

MR. SAYLER: The Switch House is for the switch yard. We are using a lot of electrical power on this thing; and in that, we will -- Ohio Edison will be building their own switch yard area, and then bringing power onto our site for additional power. Our switch yard will have its own control house. Ohio Edison is taking care of their switch yard, and it will be located off site, actually.

MS. BORDNER: The next one is a CCSS Building.

MR. SAYLER: So a CCSS is another waste stream we have. It will be located near the UT Building. Waste comes in across that utility trestle, into the CCSS Building, and then it's shipped off site via a truck.

MS. BORDNER: The next one is a Safety Test Building.

MR. SAYLER: The Safety Test Building is quality control, basically. So many numbers of battery cells will go in there for testing and just to ensure quality control.

MS. BORDNER: The next one is a Cell Disposal Building.

MR. SAYLER: Cell Disposal is for any battery cells that don't meet quality control. Before they leave the site, they'll go into that building and be shipped off for disposal instead of production.

MS. BORDNER: The next one is an N2 Tank.

MR. SAYLER: The N2 Tank -- the N2 is another gas that's used in the process, so -- and it is just a tank pad for the tank, itself.

MS. BORDNER: The next one is the Cooling Tower.

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MR. SAYLER: The Cooling Tower -- so the utility building is going to use a lot of power. As part of that, we have to cool it so we will have just, like, an electric production -- electric plant. You're going to have cooling towers. We will have cooling towers associated with it, and you'll have steam leaving the cooling towers.

MS. BORDNER: The next one is an NMP Yard Building.

MR. SAYLER: NMP is another process system that's used. It is a couple of tanks. We have another trestle going over to the tank yard, and it's a piping rack that will go over to it. Mostly, NMP is recycled and put back in -- a little bit of it is eventually trucked off via a different discharge method. So it's not discharged through any kind of sanitary sewer.

MS. BORDNER: And the Production Facility, that's where the battery cells will be produced?

MR. SAYLER: Yes.

MS. BORDNER: And the Administration Building, that will be where they house the office staff?

MR. SAYLER: Yes.

MS. BORDNER: Okay, Security Guardhouse -- I'm sure is where they check people in?

MR. SAYLER: Security Guardhouse will be for the truck entrance. So they'll be checking the trucks in and out. The Admin Building will handle employee security.

MS. BORDNER: And then the Fire Water Pumphouse.

MR. SAYLER: We will have a fire water pump that will be associated with the Fire Water Tank.

MS. BORDNER: And the last one was the Fire Water Tank. So that's pretty self-explanatory.

I did just want to say that, again, the only waiver that they have requested is a written waiver, which varies from Chapter 1163.05 to be exact -- which requires one (1) loading space per 8,000 square feet.

Based on the Code, the production facility square footage would probably require almost 269 loading spaces. This number exceeds the loading required for operations of the facility; and therefore, they really only need 14 truck docks.

I don't know if you have any questions about that specific waiver; but if you do, I'm sure that Mr. Sayler can answer that; and then I would just like to identify for you what the conditional items that remain outstanding, and then I'll let Mr. Jeff Smith, our Village Engineer, tell you where he's at with this project -- any questions on the waiver?

MR. RECH: Any questions?

(WHEREAS, THERE WAS NO RESPONSE FROM THE BOARD, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: Okay.

MS. BORDNER: So the four (4) conditions that I have that have not quite been met yet -- and perhaps, I'm going to be told that they have -- I don't know -- but the Code requires a landscaping buffer abutting Tod Avenue in any type of Commercial development. Some people request waivers from that, and some people don't; and in this case, the Battery Plant has decided not to request a waiver and is very willing to place a buffer abutting Tod Avenue.

It was updated, and we were able to kind of look at that in our color renderings that were provided, but they have not updated that in the civil plans, and so all that needs to be done is just have that provided to my office, and that checkmarks that off very easily.

Another very easy thing to checkmark off the list is any outstanding or future Ohio EPA or U.S. Army Corp of Engineers permits or approvals that are related to the development, just

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always need to be provided to my office. They -- I don't think that I need to say that they need to come in to get any permits for signs. I've already said that -- and Mr. Sayler and other individuals that have worked on this project have been excellent in keeping in contact with the Planning and Zoning Office and asking any questions that they have any step along the way. So I don't think that they would just do something without asking, and they have been advised that they would need to come in to do that anyway.

They also have that Final Traffic Study, as I indicated earlier, that they have provided; and they have proposed a traffic signal on Tod. Our Village Engineer may have a little bit more that he wants to say about that; but currently, the situation with that Traffic Study and the status of the traffic signal is that it is before the Ohio Department of Transportation for review. That is a State Route, and they need to review that -- and then it would also need to be reviewed and discussed with our Village Street Commissioner Dale Grimm. So that is a fairly easy issue as well.

And the last thing is final written BPA determination, relative to the water and sewer supply for the Battery Plant. As I said, they did discuss these matters at their meeting on May 13th, 2020. I think that there were some minor details to work out.

They have Resolutions that are pending 2020-6, 2020-07, again -- and those are concerning the water and sewer supply for the Battery Plant; and once we get the written approval from the BPA, it checkmarks off that condition. Those are the only real conditions that exist here.

The Battery Plant has been very good, with Mr. Sayler and Gresham Smith, at meeting all of our Code requirements, surprisingly. I mean only one (1) waiver is pretty amazing for a development of this size and nature.

MR. RECH: Very good.

MS. BORDNER: Mr. Smith is here. He has reviewed the civil development plans. I think that he had provided everyone with a memorandum. Maybe -- I don't know if he wants to do those all -- list them all? Maybe I can -- maybe I can give him a little way out. Maybe he can summarize them -- because, truly, the Battery Plant has been very good about complying with all our requirements.

MR. RECH: I guess Mr. Smith has the green memo that was part of our packets.

MAYOR HILL: Give us the Cliff Note's version.

MR. SMITH: I'll try. Yes, thank you, Kellie. Again, like you were saying -- Jeff Smith with CT Consultants, Village Engineers. There's been several summations and packages, and they have been working with, trying to comply with the Code as much as they can.

One of the things that they've done is they've broken this up into a mass grading, which is why they're permitted to be out there currently to do some of the clearing and the grading, and they've got all of the EPA approvals up to that point.

So really, what we're looking at now is just the final Site Plan Reviews; and quite frankly, they're down to just a relatively small number of items that have yet to be addressed from all the items that were submitted.

If you'd like, I can read them off to you as far as some of the general comments. I don't know if you want technical comments as well.

MS. BORDNER: I think if you could summarize, and then if there's something that maybe weighs more importantly than others, maybe those should be more detailed; but I think a summarization, in this circumstance, would probably be appropriate given our Zoom meeting.

MR. SMITH: All right, yes -- some of the general comments I had -- is just that the final plans and documents all need to be addressed. All the outstanding comments need to be stamped and resubmitted in final form to the Village.

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The Final Traffic Study -- you had eluded that ODOT is reviewing that currently. Last word I heard from them is that they were hoping to have their initial comments back to us by the end of this week.

MS. BORDNER: Okay.

MR. SMITH: So once I receive those, if you're not copied on the same e-mail, I'll make sure to forward them to everybody; and then like you say, Kellie, there's been -- no signage details have been provided to date; but obviously, they're agreeing to comply to the Code.

And the other item is 1169.01, wherein -- it was about the landscaping along the frontage, which we believe they're going to take care of. So they won't need to require a waiver for that one.

You already covered the loading spaces provided -- and I think everything has been well handled.

I guess the only update that we have is with the BPA. They met earlier this week, and they were presented a few options on the water supply as well as the wastewater; and there were a couple of Resolutions that were passed by the BPA. So I would assume we'll see those maybe once they finalize their minutes at tomorrow's meeting.

And then from there, we'll just be working on behalf of the Village, with the Village, to try to help them navigate through what's needed to get the water and sewer to their site, and try to keep them on schedule with their project.

So that's pretty much it in a nutshell. I would be happy to answer any questions you may have.

MR. RECH: Does anybody have any questions for Mr. Smith or Mr. Saylor concerning the engineering?

(WHEREAS, THERE WAS NO RESPONSE FROM THE BOARD, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: Okay, I have one. Being this is a Battery Plant and everything, so you're going to be handling, obviously you're making batteries and potential for hazardous materials and all that -- with your fire suppression, is it strictly a water-based system, a sprinkler system -- or is there some chemical involvement -- or how does that work?

MR. SAYLER: I believe, yes, everything we have is sprinkler.

MR. RECH: Okay.

MR. SAYLER: We have dry rooms. Branden, do you know the --

MR. BRICKLES: Branden Brickles, General Motors. The answer -- it's all water-based.

MR. RECH: Okay -- and the other question I had is we've seen it with the old General Motors. We've seen it, now, with Anderson-Dubose -- a lot of solar panels installed and power -- and that type of thing. Is there any talk or any plans for anything like that for part of your power consumption -- to do a solar system or anything?

MR. BRICKLES: Today our plan is to purchase renewable power off the site.

MR. RECH: Okay.

MR. BRICKLES: We may have a small canopy, where we have electric vehicle charging with some solar panels, but that's not finalized yet.

MR. RECH: Okay, thank you.

MS. BORDNER: So anything that constitutes a structure and solar panels, solar rays would constitute structures. We've had some meetings on those before. As, like you said, for Anderson-Dubose, correct -- and should that occur, they would have to come back through Site Plan for just an up-dated Site Plan Review.

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If you're going to do a battery station for electric vehicles, that might also constitute a structure, likely. So you would just need a permit on that. That would probably not require them to come back for Site Plan Review. It would probably be, percentage-wise -- an overall development small enough that it would not require Site Plan Review.

I also just wanted to mention, too, Mr. Chairman, that we do have Travis Eastham, here. He is the Village of Lordstown Fire Chief. He has extensively reviewed their Hazard Plan. If you have any questions for him, I'm sure that he would be happy to answer those as well because that may be an issue that someone wanted to explore.

MR. RECH: Okay. I have one final question, then I'll take it around the room again -- when I was reviewing the plans, and I saw that you're essentially going to build this on top of two (2) former gas wells, and they're going to be capped -- however all of that works, I don't even know; but is there a monitoring required or is there -- how does that work in the --

MAYOR HILL: Travis can answer that.

CHIEF EASTHAM: Travis Eastham, Fire Chief -- I had extensive conversations with the State Fire Marshal. And they deal with a lot around the Columbus area, due to the amount of wells they had in that area that are being built overtop of -- basically, the way they explained it to me, once a well has been properly shut down, abandoned, sealed and met ODNR requirements, it's no longer a well. It's basically gone in the State's eyes. So there really isn't any regulations from there on. I know they put a ventilation system, where it could release pressure for them if it were to build up, coming -- leaking around the casing or coming up through -- which I felt was above and beyond what the State Fire Marshal was telling me so once it's gone, it's gone. Once they met the ODNR's requirements, it's not a well anymore.

MR. RECH: Okay, thank you -- other questions from anybody in the room? Mayor Hill?

MAYOR HILL: I don't have a question, but I know when this was -- the plans were originally sent to Trumbull County to Mike Sliwinski, I knew they were meeting, and I gave him a call after the meeting and asked how it went? He said General Motors had their A-team on this one, and he found no faults. He was very happy with everything that was proposed to them; and he said if anything would change, he'd let me know, and my phone hasn't rang.

MR. RECH: Okay, thank you, Mayor -- other questions, comments?

MR. SHAFFER: Yes, I've got a question -- Bob Shaffer. Some of these outbuildings -- two (2) or three (3) that were hazardous material storage and then it gets shipped out from there? Is there going to be large amounts of hazardous waste that has been stored and shipped out or -- for something of this size, is it kind of minimal? I mean, do you use most everything of what comes in?

MR. SAYLER: Travis Saylor -- yeah, most of it is used and recycled, actually. So it is fairly minimal -- and we were in talks to confirm, with Ohio DOT, that anything we did ship -- what permits we need -- we would need to ship, if any -- and most of them don't actually need any kind of permit whatsoever.

So the hazardous label is a little bit of a misnomer, I believe, because it does not fall under hazardous material in Ohio, per se. So I think there was only one thing we had to get an ODOT permit for shipping on waste.

MR. SHAFFER: Okay.

MR. ROOK: Rick Rook -- some of the -- looking at the drawing, some of them -- like the cobalt, lithium, magnesium has got well over 1,000,000 pounds. It's listed as a health hazard. How significant is that? Is there something we really need to be concerned about or is it just --

MR. BRICKLES: My assessment is that there isn't any significant hazards associated with it; but obviously there's risks associated with any of these materials.

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MR. ROOK: Some of the chemicals it has in some of that stuff -- it's not a large quantity, but some of that stuff is extremely flammable --

MR. BRICKLES: Right.

MR. ROOK: -- tends to make you a little apprehensive when they list it; and again, it may be a minor thing --

MR. BRICKLES: Yes.

MR. ROOK: -- not knowing enough about it, but -- and then some of the drawings show -- I won't call them escape routes -- but for lack of a better term, call them escape routes. Does that indicate that there's any more of a hazard than a normal Industrial site?

MR. BRICKLES: It indicates that we're complying with the laws as far as egress corridors.

MR. ROOK: Okay.

MR. BRICKLES: We're trying to build this monstrous building, and we have to have safe walkways to get people out; and that's the real driver -- because I think it's, like, 250-foot walking distance; and with a 900-foot wide building, you just can't do it.

MR. ROOK: And I know there's a lot of regulations on it, and you have to list them, but they may be minor things. It's like that walkway -- it's something you have to put on there.

MR. BRICKLES: It's something that we have to build -- yeah, absolutely.

MR. ROOK: Sure -- and again, you feel like there's something more serious than what there is. Okay, very good -- thank you.

MAYOR HILL: Arno Hill -- I will say that that was brought up by Trumbull County Building Department, and he said due to the size of the building, they had to have dedicated corridors to be able to get people out of the building; and that would be the same with any building; but due to the size of this building, they were required to put that in, and he was quite impressed with the plan that was submitted.

MR. ROOK: Good.

MR. RECH: Any other questions, comments in the room?

MR. SMITH: This is Jeff Smith, again. I think one of the other things, too, is a lot of these chemicals were either going to be housed inside the buildings or -- you know, basically protected from the elements, either in the storage units or the tanks -- or under some kind of a covering inside buildings.

MR. SHAFFER: Bob Shaffer -- so with that being said, if there is some kind of a chemical accident, most likely it's contained inside the building -- so there wouldn't really be a threat to the surrounding Village area -- houses, other buildings, what not?

MR. SAYLER: Travis Sayler -- there is no external storage of anything. Everything is within a Waste Storage Building or within the maintenance building.

MR. SHAFFER: The Waste Storage Buildings have their own suppression systems as well?

MR. SAYLER: They will have their own safety systems. They will have their own restrooms. As soon as they're all occupied, they have restrooms. They have everything that you would need for any stand-alone building on a Commercial site.

MR. SHAFFER: Okay.

MR. RECH: Anybody else?

(WHEREAS, THERE WAS NO RESPONSE FROM THE BOARD, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: Okay. At this point, then, I will open this up for any public participation this evening. This is a little bit new for us, so be patient.

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Everybody is currently muted. If you have something you would like to say you need to do star six (*6) on your telephone, and then I need you to talk one at a time.

I also need you to -- it just says, if you were here for a meeting, I need your name and your address, please -- and just talk succinctly and distinctly so we can hear you, please. Is there anybody that wants to speak?

(WHEREAS, THERE WAS NO RESPONSE FROM THE ZOOM CONFERENCE MEETING SPEAKER, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: Okay, I haven't heard anybody. I just want to --

(WHEREAS, "YOU'RE UN-MUTED" -- CAME OVER THE ZOOM CONFERENCE SPEAKER SYSTEM, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: Hello?

(WHEREAS, "YOU ARE UN-MUTED" -- CAME OVER THE ZOOM CONFERENCE SPEAKER SYSTEM AGAIN, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: Is there somebody that would like to speak?

MAYOR HILL: That may have been Joel Davis working in the other room?

MR. RECH: Okay. All right, I'm going to ask one (1) more time this evening -- is there anybody that has public participation? If so, please type star six (*6) on your telephone. That will un-mute your phone, and then state your name and your address and your statement or question -- and then we will do our best to attempt to hear what you have to say.

MR. TURA: Yes, hello -- my name is Larry Tura.

MR. RECH: I can hear you, Larry -- good evening. State your name and address, again, please.

MR. TURA: Larry Tura, 6840 Tod Avenue, Lordstown. I just wanted to go on record and say that it's a little hard to follow the discussion when we're not seeing any drawings -- sometimes the voice is a little bit muffled, so it's a little unclear.

You know, there's no screen shots or -- you know, sharing screens or anything like that -- which would be helpful. I just wanted to put that out there -- because I did have concerns before the last couple of EPA meetings about water runoff because I happen to be north of that property and in that creek line -- and I never did get any kind of real answers except for "everything was handled" -- and then they were applying for the EPA permit about a month or so ago.

MAYOR HILL: He should contact the EPA on that one.

MR. RECH: Yeah.

MR. TURA: I didn't really have a question. That was more of just a blanket comment.

MR. RECH: We received the EPA reports, Larry, and -- so that's what we had to go off of. If you have other questions -- I would probably recommend just speaking directly to the Ohio EPA.

MR. TURA: Right.

MR. SMITH: Mr. Tura, this is Jeff Smith with CT. We had -- during the mass grading plan approval, the EPA was definitely highly-involved in the review of the water quality and the runoff calculations -- and making sure that everything was approved to meet their standards before they issued an NPDES Permit; and we are -- right now, we're currently reviewing the post-construction, which a lot of that was already addressed with the mass grading because they were looking ahead at the post-construction as well, again, if you have any questions,

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they have -- the NPDES Permit is on file, and I'm sure that -- well, the files are available at the building. I'm not sure how you would be able to access those, though.

MR. TURA: Well, that was part of my concern. You can't hardly get in the building over there. I think, maybe, you can make an appointment. So it's very hard to even take a look, and it's a little overwhelming to try and do that in this forum, I should say.

MR. RECH: All right -- thank you, Mr. Tura -- go ahead and star six (*6) your phone again, so we don't get feedback. Is there anybody else this evening that has public comments?

MR. ROOK: Can I make one, quick comment to answer Larry. The EPA did send out a letter that addresses -- it was a webinar that people put their questions in on.

MR. RECH: Right.

MR. ROOK: It did address -- I was on it. They did address all his questions. So if he can get a copy of this, it should answer them all for him.

MR. RECH: Okay.

MR. TURA: You know, I would like to comment on that because I was on that webinar; and that being said, that webinar started off wrong. They didn't have the slides. They were talking about slides that weren't presented.

I did comment on that chat on that, and I didn't get any answers. I just put that out there. So I did attempt to convey my concerns, and I think Roger (INAUDIBLE) may have commented on that forum that night, too.

MR. RECH: Okay. Thank you again, Mr. Tura -- is there anybody else that would like to speak?

(WHEREAS, THERE WAS NO RESPONSE FROM THE PUBLIC, VIA ZOOM CONFERENCE, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: Okay, very good. Thank you, Mr. Tura, and anybody else?

(WHEREAS, THERE WERE NO FURTHER PUBLIC COMMENTS, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: Is there any other member comments this evening before we move on to the actual Site Plan Review?

(WHEREAS, THERE WAS NO RESPONSE FROM THE BOARD, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: Okay. So we need to approve a waiver.

MS. BORDNER: So we would need a motion for a waiver from 1163.05, which is the Lordstown Codified Ordinance requirement of one (1) loading space per 8,000 square feet, to allow 14 truck docks/loading spaces, instead of 269, approximately.

MR. RECH: Okay. Do I have a motion for that?

MR. REIDER: I'm Don Reider. I'll make that motion.

MR. RECH: Mr. Reider makes that motion. Is there a second?

MR. SHAFFER: Bob Shaffer will second it.

MR. RECH: Mr. Shaffer seconds. Is there any discussion on the motion?

(WHEREAS, THERE WAS NO RESPONSE FROM THE BOARD, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: Hearing none, could we have roll call on this, please.

MS. BORDNER: Tim Rech?

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MR. RECH: Yes.

MS. BORDNER: Don Reider?

MR. REIDER: Yes.

MS. BORDNER: Richard Rook?

MR. ROOK: Yes.

MS. BORDNER: Bob Shaffer?

MR. SHAFFER: Yes.

MS. BORDNER: Arno Hill?

MAYOR HILL: Yes.

(ROLL CALL VOTE: 5, AYE; 0, NAY; 0, ABSTAINED.)

MR. RECH: Okay, thank you. The waiver passes -- and now we will move on to motion for Site Plan Review approval for Ultium Cells, LLC, 7400 Tod Avenue, Lordstown, Ohio. Kellie, do we want to restate your conditions?

MS. BORDNER: So this would be -- yes, to grant -- this would be a motion to grant conditional Site Plan approval to Ultium Cells, based upon the four (4) outstanding conditions, to be met within 30 days of the Planning Commission meeting this evening -- those being:

Landscaping front buffer abutting Tod Avenue.

Any outstanding or future Ohio EPA and/or U.S. Army Corp of Engineer permits or approvals.

A Final Traffic Study and a decision relative to a proposed traffic signal on Tod Avenue.

And a final, written BPA determination relative to the water and sewer supply for this facility.

SOLICITOR DUTTON: Some of those may not be able to be complied with within thirty (30) days. So the sense of the motion is that those that are available within thirty (30) days, should be submitted.

MR. RECH: All right -- thank you, Mr. Dutton. Okay, would somebody like to make a motion?

MAYOR HILL: I'll make that motion -- Arno Hill.

MR. RECK: Mayor Hill makes the motion. Is there a second?

MR. ROOK: Second.

MR. RECH: Mr. Rook -- okay, very good -- a motion and a second. Any other comments on this?

(WHEREAS, THERE WAS NO RESPONSE FROM THE BOARD, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: Okay -- hearing none, could we have roll call on the Site Plan Review motion, please.

MS. BORDNER: Yes, sir -- Don Reider?

MR. REIDER: Yes.

MS. BORDNER: Richard Rook?

MR. ROOK: Yes.

MS. BORDNER: Bob Shaffer?

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MR. SHAFFER: Yes.

MS. BORDNER: Arno Hill?

MAYOR HILL: Yes.

MS. BORDNER: Tim Rech?

MR. RECH: Yes.

(ROLL CALL VOTE: 5, AYE; 0, NAY; 0, ABSTAINED.)

MR. RECH: Okay, that passes. Very good. Thank you, gentleman, for coming this evening and presenting your case.

MEMBER COMMENTS:

MR. RECH: Any other member comments this evening?

MAYOR HILL: I would say that originally we thought that we would be having this in several phases; but I would like to thank Gresham Smith and Ultium and everybody for getting this so -- other than a couple of stipulations -- I'm glad to see we got it done in one sweep. And I would like to thank Kellie. I think she gave an excellent, excellent recap of the project.

MR. RECH: Very good -- any other comments this evening?

MR. BRICKLES: Branden Brickles -- General Motors -- we appreciate it. We're looking forward to being a member of the community.

ADJOURNMENT:

MR. RECH: Thank you. All right, very good -- is there a motion for adjournment?

MAYOR HILL: So moved.

MR. RECH: Mayor Hill -- is there a second?

MR. REIDER: Second.

MR. RECH: Mr. Reider -- all in favor "aye"?

MAYOR HILL: Aye.

MR. REIDER: Aye.

MR. ROOK: Aye.

MR. SHAFFER: Aye.

MR. RECH: Aye.

(VOICE VOTE: 5, AYE; 0, NAY; 0, ABSTAINED.)

MR. RECH: All right, we are adjourned. Thank you, everybody.

(WHEREUPON, THE ZOOM CONFERENCE MEETING, BEFORE THE LORDSTOWN VILLAGE PLANNING COMMISSION, IN THE ABOVE-CAPTIONED MATTER, CONCLUDED AT 7:45 P.M.)

Submitted by:

Approved by:

Kellie D. Bordner
Planning & Zoning Administrator

Tim Rech
Chairperson