

*Town of Farmington*

1000 County Road 8  
Farmington, New York 14425

**PLANNING BOARD WORKSHOP**  
**Tuesday, August 30, 2022 • 6:30 p.m.**

**MINUTES—APPROVED**

*The following minutes are written as a summary of the main points that were made and are the official and permanent record of the actions taken by the Town of Farmington Planning Board Workshop. Remarks delivered during discussions are summarized and are not intended to be verbatim transcriptions. An audio recording of the meeting is made in accordance with the Planning Board adopted Rules of Procedure. The audio recording is retained for 12 months. Video recordings of the meetings are posted on the Town of Farmington’s YouTube channel (subscribe at youtube.com; enter Town of Farmington NY in the search box).*

*The meeting was conducted at the Farmington Town Hall and via Zoom video conference.*

**R** = Attended via remote video conference.

**Board Members Present:** Edward Hemminger, *Chairperson*  
Adrian Bellis  
Aaron Sweeney  
Douglas Viets

**Board Member Excused:** Timothy DeLucia

**Staff Present:**  
Dan Delpriore, Town of Farmington Code Enforcement Officer  
Tim Ford, Town of Farmington Highway and Parks Superintendent

**Attending:**  
Don Giroux, 1602 Cornfield Drive, Farmington, N.Y. 14425  
Tim Hannan, 676-B Crowley Road, Farmington, N.Y. 14425  
John Iannone, Auto Outlets USA  
Peter Ingalsbe, Supervisor, Town of Farmington  
Michael Perrin, Farmington Volunteer Fire Association  
Scott Pfluke, Auto Outlets USA  
Chief Phil Robinson, Farmington Volunteer Fire Association  
Katie Seton, Auto Outlets USA  
Mark Tolbert, Canandaigua Planning Board—**R**  
Gary Weidenborner, 5799 Mountain Ash Drive, Farmington, N.Y. 14425  
Tim Wilcox—**R**

One person who did not sign in

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## **1. WORKSHOP OPENING**

The workshop was called to order at 6:30 p.m. by Chairperson Edward Hemminger.

He said that the purpose of the workshop this evening is to receive general information on electric vehicles (EVs) and EV charging stations in advance of a prospective site plan application for Electric Car Corner which plans to operate a new EV sales and service business, with EV charging stations, at 6162 State Route 96.

Mr. Hemminger said that the Town staff and representatives of the Farmington Volunteer Association have been invited to hear the presentation and ask questions on the EV marketplace, battery storage, safety concerns and related topics regarding EVs.

## **2. PUBLIC NOTICE**

On August 22, 2022, notice of the Workshop was posted on the calendar on the Town website and on the Town Clerk's bulletin board. Notice was also provided via email to Planning Board members and Town staff.

On August 26, 2022, a Public Notice was published in the *Canandaigua Daily Messenger* newspaper, page B-09.

## **3. PRESENTATION**

Mr. Iannone, Ms. Seton and Mr. Pfluke (all representing Auto Outlets USA) began the workshop with the presentation of the following informational slides:



# **Strong Support for Future Growth**

 **EV's Positioned for Fast Growth & Consumer Demand**

 **Federal & State Governmental Support**



**Greatly Reduced Maintenance** 

**Safety** 

**Charging Stations** 



# EV's Positioned for Fast Growth & Consumer Demand



## Improved Range & Ease of Charging

- Improved range +300 miles
- Over 48K charging stations available in the US (6K are DC)
- Ease of home Charging



## Improved Performance

- EVs convert over 77% of electrical energy to power at the wheels (gas vehicles only converts 12%–30%)



## Cost Savings

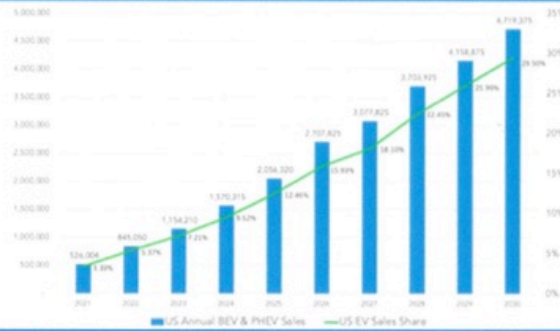
- Fuel and Maintenance cost will save over \$4500 annually



## Going Green Trend

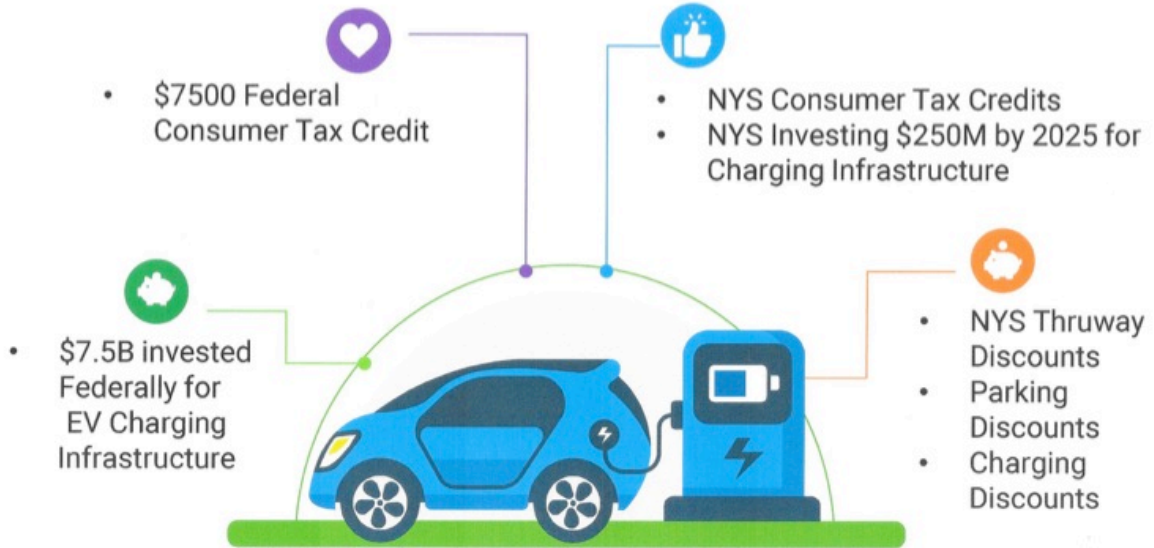
- 2/3 of Americans say they would be willing to use low-carbon fuel instead of traditional gasoline in their personal vehicle. -CR

US EVs (BEV & PHEV) Sales & Sales Share Forecast: 2021-2030



Data from evadoption.com

## **Federal & State Governmental Support**



# Charging Stations



## DC versus Stage 2

- 48K Charging Stations Nationally, 6K are DC
- Locally DC stations are available in Victor, Fairport, Penfield, Newark, Pittsford, Geneva, & Waterloo



## Consumers

- 61% of people state that charging logistics are the #1 barrier to purchasing



## EV Registrations

- Ontario County 835
- Monroe County 5718



## Economic

- Zero cost to the Town of Farmington for DC Charging Station located on prime real estate

# Safety



◆ [nfpa.org/EV](https://www.nfpa.org/EV) offers extensive fire fighting best practices

## Fewer Fires

The National Transportation Safety Board and the Bureau of Transportation Statistics reported that vehicles with just an internal combustion engine had 1530 fires per 100,000 vehicles, while fully electric vehicles had far fewer: 25 per 100,000.

Fires are rare because EV vehicles are designed with safety devices to isolate the battery and disable the electric system in the event of a problem.

Additionally, gasoline-powered cars depend on combustion to move, whereas the energy transfer electric cars use to move doesn't involve anything burning.

## 40% Fewer Injuries

Insurance Institute for Highway Safety reported that updated data shows that rates of injury claims related to the drivers and passengers of electric vehicles were more than 40 percent lower than for identical conventional models.

This is related to the extra layer of fire protection that EVs have between their batteries and passengers, and the external aluminum plating the surrounds the battery array.





## **NATIONAL FIRE PROTECTION ASSOCIATION**

The leading information and knowledge resource on fire, electrical and related hazards


*“EV fires are not considered any more dangerous than conventional vehicles, but they do present some unique characteristics.”*







- Water is an effective extinguishing agent, although more is needed.
- The respiratory hazards were found to be the same as in conventional vehicle fires.
- Electric Shock Potential: the hose stream did NOT conduct electricity, to receive an electrical shock you must place yourself in a position to complete the electrical circuit

◆ For more information: [nfpa.org/EV](https://www.nfpa.org/EV)

## Greatly Reduced Maintenance



	<b>No Oil Changes</b>	<b>Fewer Fluids</b>
	<b>Less Brake Maintenance</b>	<b>Regenerative Braking</b>
	<b>No Exhaust System</b>	<b>Fewer Moving Parts</b>
	<b>No spark plugs or wires</b>	<b>Minimal Scheduled Maintenance</b>

- Greatly reduced service work, only wear item (brakes, tires, wipers)
- Most service work done under warranty by manufacturer
- Federal regulation requires all EV manufacturers to offer a minimum warranty of 8 years, 100K+ miles

#### 4. DISCUSSION

Ms. Seton: Said that EVs are stable with weight well centered in the middle of the vehicle, which has a low ground clearance. She said that EVs are silent and can quickly accelerate from 0 mph to 60 mph.

Mr. Iannone: Said that the cost for an electric charge to operate the vehicle is approximately \$7 to \$8 for a 300-mile range, about a tenth of the cost of a gasoline engine. Ms. Seton said that the manufacturers are ramping up quickly to improve battery storage to exceed 300 miles on a single charge.

Ms. Seton: Said that an EV is still far greener with 0 percent emissions even if the electricity to charge the vehicle is coming from the traditional electric grid.

Mr. Iannone: Said that as of April 2022 there are 835 EVs registered in Ontario County and 5,718 EVs registered in Monroe County. He said that they plan to install charging stations at no cost to the Town government at their new location [6162 State Route 96 opposite the Tops Supermarket] to provide public access to the EV charging stations. Mr. Iannone said that they

have been selling Tesla brand vehicles from their current location at 5763 Duke of Gloucester Way in Farmington. They also operate Auto Outlet of Spencerport, 5503 W. Ridge Road, Spenceport, N.Y.; and Auto Outlet of Wolcott, 5671 Whiskey Hill Road, Wolcott N.Y.

Mr. Hemminger: Asked if new and used Tesla vehicles are sold by Auto Outlets USA. Mr. Iannone said that technically the vehicles which they sell are used, but that they are nearly new. Ms. Seton said that the warranties [on the vehicles which they sell] are still valid.

Mr. Iannone: Said that water is an effective fire extinguishing agent but that more water is needed than what would be required to extinguish a traditional vehicle fire. Ms. Seton said that fighting an EV fire is a training issue for firefighters and requires a completely different training [protocol]. Mr. Iannone said that an EV fire is not a conventional fire and that manufacturers initially did not provide fire-fighting instructions to fire departments.

Mr. Iannone: Said that they will not offer EV battery service. He said that Federal regulations require manufacturers to provide eight-year 100,000-mile warranties on the battery, and that in their situation if they were to run across a battery issue they would send the vehicle back to the manufacturer. Ms. Seton said that they offer regular vehicle maintenance, such as brake and tire service, windshield wiper replacement, New York State inspections, etc.

Mr. Iannone: Said that EVs do not require oil changes, that brake maintenance is low, and that there are no exhaust systems, no mufflers, no catalytic converters, and no spark plugs or wires.

Mr. Pfluke: Said that he is a firefighter and commissioner with the Henrietta Fire District, and an automobile mechanic, and that there are no consumables in an EV. He said that the vehicle is all electronically/computer driven and that there is no way that they could service every make and model. Mr. Pfluke said that they offer traditional basic maintenance service and vehicle inspections, but that any warranty electrical and computer issues are referred to the manufacturer's trained staff who have the proper tools [for this type of work].

Mr. Iannone: Said that in the coming years they expect that approximately 50 percent of their sales will be EVs.

Mr. Ford: Asked how the Direct Current (DC) is produced [for charging the vehicle]. Mr. Iannone said that they are working with representatives of Rochester Gas & Electric Corporation (RG&E) and the New York State Energy Research and Development Agency (NYSERDA) who have been to the Farmington site and who will handle the installation of the infrastructure [for the charging stations]. He said that Auto Outlets USA will install three supercharging stations, each with two attachments, at their out-of-pocket cost of \$50,000. He said that the balance of the cost will be covered by grants and State funds. Mr. Iannone said that he will acquire the DC data of which Mr. Ford asked. Mr. Hemminger said that the Planning Board will require more information on this.

Ms. Seton: Said that power required directly off the grid is definitely more powerful and that they will hire qualified third parties to deal directly with RG&E regarding the installation of the infrastructure [for the charging stations].

Mr. Ford: Asked if the lithium ion batteries will explode. Ms. Seton said that the batteries could explode if there were to be a short circuit or a factory defect. She said that this would be extremely rare but that if it were to occur it would more of a challenge [for the fire department] to extinguish.

It was noted that a capacitor would be required for the conversion from Alternating Current (AC) to DC.

Mr. Delpriore: Asked about safety measures around the charging stations with that much electrical current. Mr. Iannone said that they will work with their contractor to install concrete pads and cement posts [to protect the charging stations from vehicle collisions]. He said that there are definitely safety measures to go with the chargers.

Mr. Ford: Asked if there will be elevation and drainage requirements [around the charging stations]. Mr. Iannone said that they will retain professionals who will work with RG&E on the installations.

Mr. Pfluke: Said that each charging station will have a ground-fault interrupter which will shut off the power. He said that the circuit would have to be completed [to cause injury].

Mr. Viets: Asked if there are plans for the installation of Level 2 chargers at this location. Mr. Iannone said that they will have Level 2 chargers near their building and will have superchargers along the State Route 96 road frontage.

Ms. Seton: Said that they see hybrid vehicles as a short-term transition and that they are focused on full EVs.

Mr. Viets: Asked if the chargers will display advertising. He said that this is more of a Planning Board site plan issue. Mr. Hemminger said that the Planning Board would not be supportive of advertising messages on the chargers which would face the public side of State Route 96. Ms. Seton said that they have not thought about this. Mr. Iannone said that they are not planning for this [advertising on the charging stations].

Mr. Sweeney: Asked about charging stations which were recently installed at Walmart. Ms. Seton said that she believes these are generic (not Tesla) DC stations.

Mr. Sweeney: Asked if a step potential could occur if a charging station were to be damaged. He said that a step potential could inflict a large jolt and that an individual could require medical attention. He expressed about a step potential which could occur at the charging stations near the road [State Route 96]. Mr. Iannone said that they will get RG&E and the DC station provider involved to guide them to a safe installation.

Mr. Pfluke: Said that the area around a charging station could become energized if it shorts out, which could create an issue for an individual with another problem, such as if an individual has a pacemaker.

Mr. Hemminger: Said that it appears that there will be a number of physical safety features around the charging units to avoid motorists from striking them with their vehicles.

Mr. Sweeney: Asked if a number of vehicles awaiting service would be parked on the property for days on end. Ms. Seton said that they expect only the vehicles which are for sale [the current inventory] would be parked on the lot.

Mr. Sweeney: Asked if updates to the vehicles' operating systems will be received via the internet. Mr. Iannone said yes. He said that the updates come directly from the manufacturers.

Mr. Sweeney: Asked if there would be a fee if motorists park their vehicles on the lot and on a charging station for an extended period of time. Mr. Iannone said that Tesla charges a vehicle owner a fee if he or she continues to leave the vehicle parked on a charging station for more than 10 minutes following the completion of a charge. He said that fines are imposed to avoid having vehicle owners "hogging up" a charging station. Mr. Pfluke said that the manufacturers want to make sure that the charging stations will be convenient [to waiting vehicle owners].

Mr. Delpriore: Asked if the charging stations could be turned off at night and turned on again in the morning. Mr. Pfluke said that this could be done by turning off the DC circuit breakers, but then a charging station would have to go through a recycling process to get back on line.

Mr. Sweeney: Asked about the maintenance for the charging stations. Mr. Pfluke said Level 2 charging stations go through an actual test by the provider every 10 days. He said that the charging stations are on line and that the provider will know if there is a problem [with a particular station]. Mr. Iannone said that the provider will respond and come out to the site if called. He also said that the charging station service provider indicated that no vehicles can be parked [on a long term] in the charging stations.

Mr. Hemminger: Confirmed the discussion that there will be no storage or recycling of batteries on the site, at least for now. He said that battery storage may be required in the future if the industry changes.

Mr. Hemminger: Asked if there will be any special equipment on the site for fire abatement for use prior to the arrival of the fire department. Mr. Pfluke said that there are some new devices on the market but that he is not sure if they have been tested. He said that the Henrietta Fire District recently purchased a fire blanket which could be placed over a vehicle [to contain a fire] but that the blanket has not yet been tested.

Supervisor Ingalsbe: Asked about special training for collision shop personnel. Mr. Iannone said that they will not have a collision shop, and that collision work is not part of what they will be doing. Mr. Pfluke said that damaged vehicles would go back to the original dealer, and that most vehicles have an [electrical] disconnect. He said that the biggest [safety] challenge would be for the tow truck operator. Mr. Pfluke also said that extrications will be a concern for first responders. He said that the actual energy box [of the vehicle] cannot be pierced and that it all falls back to training [for the first responders] to understand what they're dealing with.

Supervisor Ingalsbe: Said that the Town recently installed a Level 2 charging station at Beaver Creek Park.

Mr. Pluke: said that the Henrietta Fire District has been discussing the purchase of an electric fire truck with a diesel back-up.

Chief Robinson: Asked if a remote “kill” switch [on the building or near the charging stations] will be installed to immediately stop the charging process, that is, something like a remote breaker. Mr. Iannone said that the charging devices which they will be ordering will have a “disabled emergency stop” button on the units.

Chief Robinson: Asked if there will be any fire suppression systems in the building. Mr. Pfluke said no. Mr. Delpriore said that this is a pre-existing building.

Chief Robinson: Said that following an accident it may not be easy for firefighters to reach the “kill” button which is located in the trunk of EVs.

Chief Robinson: Asked if the vehicles contain any fireproof fixtures that would be different from traditional vehicles. Mr. Iannone said that there is a great deal fire-resistant material in an EV and that there are number of layers of insulation to protect the passengers from the heat of the lithium ion batteries.

Mr. Giroux: Asked if there have been any studies regarding shorts in the batteries because of heat build-up from the faster charging systems. Mr. Pfluke said that he knows of nothing that has been documented.

Mr. Ford: Asked about the voltage which is needed to run an EV. Mr. Iannone said that an EV requires a 408 amperage. Mr. Pfluke said that each manufacturer is different.

Mr. Hemminger: Asked if the chargers [to be installed at the Farmington location] will accept Teslas and other vehicles. Mr. Pfluke said that the actual charging port is universal to all vehicles. He said that Tesla uses a stand-alone system and provides their customers with an adapter.

Mr. Weidenborner: Said that it is still too early to have answers to all the questions on EVs. He suggested that a representative of RG&E be invited [to meet with the Planning Board and the fire department] to explain the technical electrical issues.

Mr. Perrin: Asked if home-charging equipment would be provided with the sales of EVs. Mr. Iannone said that this is a good question and that if home chargers were to be offered they would not install them themselves but that they would have a distributor who offers a quality at-home Level 2 charger to make the installation. He said that a vehicle cannot be charged off a standard 110 electric outlet.

Mr. Perrin: Said that some people may buy a home charger online and try to install it themselves. Mr. Delpriore said that the Farmington requires that any electrical work requires a



third-party electrical inspection, assuming that a resident informs the Town of the electric work. Mr. Hemminger said that the Town would appreciate it if Mr. Iannone would inform his customers that an electrical inspection is required [if they were to install a home charger].

Mr. Perrin: Asked if there will be sales and service on hybrid vehicles, or only EVs. Mr. Iannone said that their emphasis will be just straight EVs but that they may have customers who require service on hybrids. He said that he sees this as a short-term situation and that hybrids are expected to be a small number of their work.

Mr. Perrin: Asked about the number of service bays at the new Farmington location. Mr. Pfluke said that there will be two service bays with lifts. Mr. Iannone said that they have customers who purchased Teslas three years ago and who have required very little service. He said that they find EVs are low maintenance, and as such, they are not building a large repair shop. Mr. Pfluke said that Tesla often sends a mechanic to the customer or may advise a customer on how to handle the problem over the phone.

Mr. Perrin: Asked about other equipment in the building such as air compressors or refrigerant for a vehicle's air conditioner. Mr. Pfluke said that there will not be half the equipment [in the building] as would usually be in a traditional auto repair shop.

Mr. Hannan: Asked about emergency medical service issues related to training and equipment. He asked if the EVs will have an [informational] plate on the vehicle to indicate if it is an AC or a DC battery system. Mr. Hemminger said that it appears that all the vehicles will be a DC system. Mr. Weidenborner said that the transfer from AC to DC would be at the charging station.

Mr. Bellis: Asked about vehicle repairs to be done on the site. Mr. Pfluke said that they may have one or two staff members assigned to the Farmington location, such as a mechanic and a detail/wash staff member. Ms. Seton said that the number of staff will be based on sales at this location and that it may take a while to sustain a full-time staff member. She said that they hope to build up to a full-time mechanic position.

Mr. Hemminger then asked if anyone on the remote video conference wished to comment or to ask questions. There were no requests from those on the remote video conference.

Mr. Bellis: Said that he would like information on the placement and locations of the charging stations in relation to the existing RG&E service on the site. He said that he would like to know RG&E's regulations. Mr. Iannone said that representatives of RG&E have already been on the site and have indicated that the electrical connections to the charging stations will be installed underground. He said that the connections will be from the existing electric pole which is right across the driveway [from the location of the charging stations]. Mr. Bellis said that he would like this information to be included on the site plan when it is submitted.

Mr. Viets: Suggested that at least one of the charging stations be large enough to accommodate a vehicle which may be towing a boat or a recreational vehicle, to avoid customers having to unhook a trailer.

Mr. Iannone: Said that he is surprised that the nearby Maddie's Motor Sports business does not yet offer an EV motorcycle for sale. Mr. Ford said that the Harley-Davidson company is now making an EV motorcycle. Mr. Iannone said that the Chrysler Corporation made its last Hemi engine a month ago. (The Chrysler engines, known by the trademark Hemi, are a series of American V8 gasoline engines with overhead valve hemispherical combustion chambers. three different types of Hemi engines have been built by Chrysler for automobiles: the first from 1951 to 1958, the second from 1964 to 1971, and the third beginning in 2003.)

Mr. Weidenborner: Said that it appears that EVs will be forced onto motorcycles, similar to the automobiles.

Mr. Hemminger: Said that the board and the Town staff will have more questions when the site plan is submitted. He suggested that turning movements for vehicles with trailers be considered.

Mr. Hemminger: Also suggested that the site plan be designed to accommodate future expansion. He said that he has seen the EV charging station at Eastview Mall full and with vehicles waiting.

Supervisor Ingalsbe: Said that an application has been submitted to the Town of Victor to add 20 more EV charging stations at Eastview Mall.

Mr. Weidenborner: Said that eventually Tesla will not have the mechanics to handle the volume of vehicles. He said that Rochester Transit had to send staff members to the manufacturer for training. Mr. Weidenborner said that there will be many more questions on EVs.

Mr. Hemminger: Said that he believes that this train (EVs) is going faster than we think. He discussed the California regulation which phases out the sale of gasoline-powered cars, trucks and SUVs culminating in a total ban of the sales of the vehicles by 2035. The ban will not prevent people in California from using gas-powered vehicles or apply to the used-car market, but will cut the state's climate-warming emissions and its famously dirty air by speeding the transition to EVs.

Supervisor Ingalsbe: Said that the Rochester-Genesee Regional Transportation Authority has applied for a grant to install a hydrogen charging station because they are not getting good mileage on the buses in the winter. Mr. Hemminger said that hydrogen brings up an entirely new set of issues regarding fuel, storage and vehicle maintenance.

Mr. Hemminger: Extended thanks to the Auto Outlets USA representatives for their presentation, and to the officers of the fire department and the residents for their attendance at the workshop this evening.

#### **4. ADJOURNMENT**

The workshop was adjourned at 7:45 p.m.



The next regular meeting of the Planning Board will be held on Wednesday, September 7, 2022, at 7:00 p.m., at the Farmington Town Hall, 1000 County Road 8, Farmington, N.Y. 14425, and via remote video conference.

Following the meeting, the the front doors to the Town Hall were locked.

Respectfully submitted,

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John M. Robortella, Clerk of the Board

L.S.