

Village of Lordstown Planning Commission

January 8, 2018

The Lordstown Planning Commission met in regular session on January 8, 2018 at 6:30 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  
                          Tony Schofer, Vice Chairperson  
                          Richard Rook  
                          Arno Hill, Mayor  
                          Don Reider, Council Member  
  
                          Paul Dutton, Solicitor  
                          Kellie Bordner, Planning and Zoning Administrator

Also Present:        Ron Radtka, Council Member  
                          Bruce Platt, Utilities Superintendent  
                          Chris Kogelnik, CT Consultants  
                          Jeff Smith, CT Consultants  
                          Dan Cuckovich

**EXCUSE THOSE ABSENT:**

MR. RECH: Is there a motion to excuse Ms. Dugan?

MR. SCHOFER: I'll make that motion.

MR. ROOK: Second.

MR. SCHOFER: Aye.

MR. REIDER: Aye.

MAYOR HILL: Aye.

MR. RECH: Aye.

MR. ROOK: Aye.

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

**APPROVAL OF AGENDA:**

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

MR. SCHOFER: I'll make that motion.

MAYOR HILL: Second.

MR. SCHOFER: Aye.

MR. REIDER: Aye.

MAYOR HILL: Aye.

MR. RECH: Aye.

MR. ROOK: Aye.

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

**ELECTION OF OFFICERS:**

MR. RECH: Election of Officers is our first item of business. Are there nominations for the role of Chairperson and Vice-Chairperson?

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MR. ROOK: I would like to nominate Tim Rech for Chairperson, and Tony Schofer for Vice-Chair.

MR. RECH: All right.

MR. REIDER: I'll second that.

MR. RECH: We have a first and a second. Are there any other nominations?

(WHEREAS, THERE WERE NO FURTHER NOMINATIONS FROM THE COMMISSION, AND PROCEEDINGS WERE AS FOLLOWS:)

MAYOR HILL: I move we close the nominations.

MR. RECH: Mayor Hill moves to close the nominations. Is there a second on that?

MR. REIDER: I'll second that, also.

MR. RECH: Mr. Reider, okay. All in favor of closing nominations say "aye".

MR. SCHOFER: Aye.

MR. REIDER: Aye.

MAYOR HILL: Aye.

MR. RECH: Aye.

MR. ROOK: Aye.

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

MR. RECH: Okay, and then all in favor of keeping, essentially, the same two -- myself, Chairperson -- and Tony Schofer, as Vice-Chair, signify by saying "aye" as well.

MR. SCHOFER: Aye.

MR. REIDER: Aye.

MAYOR HILL: Aye.

MR. RECH: Aye.

MR. ROOK: Aye.

MR. RECH: Anybody opposed?

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

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

**APPROVAL OF MINUTES of September 11, 2017 and October 10, 2017.**

MR. RECH: We'll move on to Approval of Minutes of September 11th and October 10th. Those were previously sent out to you, so you should have had them. Is there a motion to approve the minutes for those two dates?

MAYOR HILL: So moved.

MR. RECH: Is there a second?

MR. SCHOFER: I'll second that.

MR. RECH: All in favor of approving the minutes signify by saying "aye".

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MR. SCHOFER: Aye.

MAYOR HILL: Aye.

MR. RECH: Aye.

MR. ROOK: Aye.

MR. REIDER: I have to abstain.

MR. RECH: Mr. Reider is going to abstain. All right -- anybody against it?

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

(VOICE VOTE: 4, AYE; 0, NAY; 1, ABSTAINED.)

MR. RECH: The minutes for those two months are approved then.

**PLANNING AND ZONING ADMINISTRATOR'S REPORT:**

MR. RECH: Moving on to Planning and Zoning Administrator's Report – Kellie?

MS. BORDNER: I have no report, Mr. Chairman.

**SOLICITOR'S REPORT:**

MR. RECH: All right. Thank you. Moving on to Solicitor's Report, Mr. Dutton?

SOLICITOR DUTTON: No report.

**CORRESPONDENCE:**

MR. RECH: Thank you. Any correspondence this evening?

MS. BORDNER: No, sir.

**OLD BUSINESS:** None.

**NEW BUSINESS: Site Plan Review for Cassens Transport/Bank of Edwardsville (Trustee):**

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

**The Village of Lordstown Site Plan Review**

**NAME: CASSENS TRANSPORT / BANK OF EDWARDSVILLE (TRUSTEE)**

**ADDRESS: 8290 Tod Avenue, Lordstown, Ohio**

**Date of Planning Commission Meeting: January 8, 2018**

**(1) Total area in the development:** 3.20 acres, encompassing portions of 3 parcels: 45-905182 (identified by the Planning & Zoning Office on printed auditor's map as C1), 45-041565 (identified by Planning & Zoning Office on printed auditor's map as C2), 45-041560 (identified by Planning & Zoning Office on printed auditor's map as C3)

**(2) Existing Zoning of the property:** Highway Business (B-2) approximately 500 feet then Industrial (I-1)

**Property to the North:** Industrial (I-1)

**Property to the South:** Highway Business (B-2) approximately 500 feet then Industrial (I-1)

**Property to the East:** Highway Business (B-2) approximately 500 feet then Residential (R-1)

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**Property to the West:** Industrial (I-1)

**(3) Public and private right-of-way and easement lines located on or adjacent to the property:** The Trumbull County sanitary sewer easement along southern property line and NCL gas line of parcel C1 owned by Bank of Edwardsville is 2.391 acres

**(4) Existing topography:** Gently slopes from the northwest corner to southeast corner

**(5) Proposed finished grade of the development:** Similar to existing

**(6) Location of existing buildings:** Existing buildings #4 and #1 as identified on the attached map will remain on parcel C1; buildings #5 and #6 on parcel C2 to be demolished; building #7 on parcel C2 to remain; building #10 on parcel C3 to remain

**Location of proposed building:** None proposed

**Uses of existing buildings:** Warehouses, truck garages, offices

**Uses of proposed buildings:** None proposed

**Total number of buildings:** Currently six buildings: three on parcel C2; two on parcel C1; and one on parcel C3; however, as stated above two buildings on parcel C2 will be demolished

**Dimensions of buildings to remain, gross floor areas and stories:**

**Building #1:** 70' x 37.5' with an approximate gross floor area of 2,600 square feet, one story

**Building #4:** 40' x 60' with an approximate gross floor area of 4,800 square feet, two stories

**Building #7:** 60' x 200' with an approximate gross floor area of 12,000 square feet, one story

**Building #10:** 80' x 34' with an approximate gross floor area of 2,700 square feet, one story

**(7) Location and dimension of:**

**Curb cuts:** No new curb cuts per plan

**Driving lanes:** Southside and center of property will have driving lanes which will be in compliance with any state and local mandates

**Off-street parking:** Automobiles will have 173 spaces, along with 4 ADA compliant handicap spaces, and trucks will have 40 spaces

**Loading areas:** None

**Angles of stalls:** 90° for auto and handicap spaces and 45° for truck spaces

**Grades:** 1°

**Surfacing materials:** Asphalt grindings (requesting a waiver for allowance of asphalt grindings)

**Drainage plans:** Underground and surface drainage - storm water management plan submitted

**Illumination of facilities:** Existing power poles with lights

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**(8) Sidewalks and other open areas:** No sidewalks; existing grass areas for possible future parking

**(9) Location of all walls, fences and buffers:** Existing earthen barrier along the northern property line of parcel C2; existing fencing located at perimeter of parcels is #9 gage fence fabric, standard 2-inch chain link diamond mesh

**(10) Location, size, height and orientation of all signs:** New handicap signs will be installed to be ADA compliant; new business sign in front of office building has already been approved during previous Planning Commission review for building #1 change in use

**(11) Location of all existing and proposed streets and highways:** Frontage on Tod Avenue, north of Phase Two of the parking lot expansion is Hallock Young Road

**(12) All existing and proposed water and sanitary sewer lines indicating pipe sizes, types and grades:** 8" existing sanitary line going east and west along southern property line of parcel C2 (depths confirmed and provided to utility superintendent); 6" existing sanitary lateral runs north from the 8" lateral to the rear of building #1; 2" existing water line runs from underneath Tod Avenue and goes behind building #1 and ties into the back center of the building

**(13) The schedule of phasing of the project:** This is Phase Two of the parking lot expansion, with the first phase having been considered and approved in March of 2016; future expansion is contemplated but uncertain at this time. Phase One has been completed as of this review; Phase Two to be completed prior to any further expansion

**(14) All existing and proposed setbacks:**

**Front:** Requirement for B-2 and I-1 is 100 feet from road right-of-way; existing buildings on all parcels meet the requirements as having been permitted through previous Planning Commission Site Plan Reviews

**Rear:** Requirement for B-2 is 50 feet and for I-1 is 75 feet from rear property line; existing buildings on all parcels meet the requirements as having been permitted through previous Planning Commission Site Plan Reviews

**Side:** Requirement for B-2 does not apply as it is not adjacent to R-1 property and for I-1 it is 50 feet from property lines; existing buildings on all parcels meet the requirements as having been permitted through previous Planning Commission Site Plan Reviews

**(15) Other information required by the Planning Commission:** Per the Trumbull County Auditor's website, the mailing addresses for Cassens Land, Inc. and Bank of Edwardsville are both shown as being 145 N. Kansas Street, Edwardsville, IL 62025

As stated above - waiver requested for asphalt grindings (1163.04 requires durable, all weather pavement, clearly marked for car spaces)

1163 does not require landscaping for business or industrial parking lots

**(16) Prior approval of water mains and appurtenances by the BPA:** Unknown

MR. RECH: We have Site Plan Review for Cassens Transport/Bank of Edwardsville (Trustee). Kellie -- do you want to take us through it?

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MS. BORDNER: Yes, so this is essentially Phase 2 of Cassens parking lot expansion. They came to the Planning Commission back in March of 2016, and got an approval to take down some buildings at that time and to expand their parking lot to essentially store their trucks, and just needed a greater area to do so.

So this is Phase 2 of that project -- and again, just expanding their parking lot area into a total area of development, which is 3.2 acres.

It does encompass portions of three parcels -- those parcels being identified in the sheet which you have. It is an Auditor's map, and they're kind of labeled in zones of C-1, C-2, and C-3 -- so that you can see where this area is at; and it encompasses, as I said, three parcels.

The first parcel being 45-905182, and that is identified on the map as C-1. And then you also have parcel 45-041565. That's identified on the map as being C-2. And you have 45-041560. That's identified on the map as being C-3.

The existing zoning of the property is a little tricky. It is a mixed zoned area from Tod Avenue, back approximately five hundred feet, it is B-2; and then the remainder of those parcels, are I-1.

In this case, I'm just going to stop, without going forward, and explain the rest of the parcels around them; and just say, in this case, because this is a parking lot expansion, only -- and what they have proposed to do is take down a couple more buildings -- I believe two. It does not involve any new construction of any type of structure.

I have had a lengthy conversation with Mr. Cuckovich. He understands that if Cassens, in the future -- as their agent, if Cassens, in the future, decides that they want to build some type of building -- whatever that may be -- on any one of these parcels, it would be likely that they would have to consolidate these parcels and request a rezoning to one particular zoning or the other -- likely, I-1; but in this case, because it is a parking lot and the Village allows parking lots to even be in residential zones, we did not feel that it was necessary to require Mr. Cuckovich, on behalf of Cassens Transport, to do that at this time. It would be a needless expense of time and money.

So we believe it could go forward, as it is, with just being a parking lot expansion -- without having to do either a consolidation or a rezoning; but again, he understands, as does Cassens, that if they choose to do a structure in the future, that would be a different case altogether.

The property to the north is identified as I-1. The property to the south is highway Business B-2 -- again, approximately five hundred feet (500'), and then Industrial I-1.

The property to the east is the same way. It is highway Business B-2 for approximately five hundred feet (500'), and then actually R-1.

The property to the west is Industrial, I-1.

The public and private right-of-way and easement lines located on or adjacent to the property -- as much as it was in the past, the Trumbull County sanitary sewer easement along the southern property line, and the NCL gas line of parcel C-1, owned by the Bank of Edwardsville, is 2.391 acres.

The existing topography is that it gently slopes from the northwest corner to the southeast corner.

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The proposed finished grade of the development is similar to what is existing. They had asphalt grindings that they used in the previous phase, and they wish to do so in this case, and it will be a similar grade on this project to what already exists.

The location of existing buildings -- identified on a different sheet which was provided by Mr. Cuckovich. So there are an existing buildings, number four (#4) and number one (#1), as identified on that map, that will remain on parcel C-1. Buildings number five (#5) and number six (#6), on parcel C-2, are to be demolished. Building seven (#7), on parcel C-2, is to remain; and building ten (#10), on parcel C-3, is also to remain.

There are no proposed building structures to go up.

The existing use of the current buildings is warehouses, truck garages, offices -- and there is no proposed use of any additional building.

The number of buildings that they have are currently six -- three on parcel C-2, two on parcel C-1, one on parcel C-3; however, as I already stated, the two buildings on parcel C-2, will be demolished.

The dimensions of the buildings to remain and the gross floor areas -- building number one (#1) is 70' x 37.5' feet, with an approximate gross floor area of 2,600 square feet, and it is one story.

Building number four (#4) is 40' x 60' feet, with an approximate gross floor area of 4,800 square feet, and it is two stories.

Building number seven (#7) is 60' x 200' foot, with an approximate gross area of 12,000 square feet. It is one story.

Building number ten (#10) is 80' x 34' feet, with an approximate gross floor area of 2,700 square feet. It is one story.

There are no new curb cuts pursuant to the development plan.

The driving lanes are on the southside and center of the property. There will be driving lanes, which will be in compliance with any state and local mandates.

Regarding off-street parking, the automobiles will have 173 spaces, along with four ADA compliant spaces, and the trucks will have forty spaces.

There are no loading areas.

The angles of the stalls will be 90 degrees for auto and handicap spaces, and 45 degrees for truck spaces.

The grades will be 1 degree.

Surfacing materials will be asphalt grindings. They may or may not be requesting a waiver. I believe they probably will be asking for a waiver to allow the asphalt grindings.

The drainage plans have been provided by the way of the storm water management plan. There is underground and surface drainage.

Illumination of the facilities -- they have existing power poles with lights.

There will be no new sidewalks. There are no sidewalks that exist. There's existing grass areas for possible future parking, which may be cleared out and moved on if they decide to expand further.

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There will be new handicap signs which will be installed to be ADA compliant. There's a new business sign in front of the front office building, which has already been approved, during the previous Planning Commission review for building number one (#1), which was a change in use. They're now making that their dispatch office.

The frontage is on Tod Avenue -- north of Phase 2 of the parking lot expansion is Hallock-Young Road.

There's an 8" existing sanitary line that goes east and west, along the southern property line of parcel C-2. The depths were confirmed and provided to Utility Superintendent, Bruce Platt; 6 inches existing sanitary lateral runs north from the 8 inches lateral to the rear of building number one (#1); 2 inches existing waterline runs from beneath Tod Avenue and goes behind building number one (#1) and ties into the back center of the building.

The phasing of the project -- again, this is Phase 2 of the parking lot expansion, with the first phase having been considered and approved in March of 2016. Future expansion is contemplated, but uncertain at this time. Phase 1 has been completed as of the date of this review. Phase 2 is to be completed prior to any further expansion.

All existing and proposed setbacks -- the requirement for B-2 and I-1 is 100 feet from the road right-of-way. Existing buildings on the parcels already meet all these requirements having been permitted through previous Planning Commission Site Plan Reviews. They're not proposing any new buildings, so we really don't have to worry about that.

The requirement for B-2, on the rear line, is 50 feet; and for I-1, is 75 feet from the rear property line; but again, the existing buildings meet those requirements. There's no new buildings proposed.

The side property setbacks are -- requirement for B-2 doesn't apply, as it is not adjacent to an R-1 property; and for I-1, it is 50 feet from the property lines; existing buildings, again, meet all those requirements.

The only other information that we would have for you is that, per the Trumbull County Auditor's website, the mailing addresses for Cassens Land, Inc. and Bank of Edwardsville are both shown as being 145 North Kansas Street, Edwardsville, Illinois, 62025. We brought this up before just so that we can all understand that Bank of Edwardsville and Cassens are synonymous. They're the same entity.

As stated above, there may be a waiver requested for asphalt grindings because our Code Section 1163.04 requires durable all-weather pavement that's dustless -- clearly marked for car spaces. So we'll see what we have to have here, and it also does not require any landscaping for Business or Industrial parking lots; and everything has been provided to the Utility Superintendent, so he can speak about the waterlines.

Mr. Platt is here. On behalf of Cassens, Mr. Cuckovich is here; and both Chris Kogelnik and Jeff Smith, from CT Consultants, our Village Engineers, are here.

MR. RECH: Any questions for Kellie?

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

MR. RECH: Thank you. Let's go to Mr. Smith's memo.

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MR. SMITH: Good evening. CT submitted a memo to Ms. Kellie Bordner on January 2nd. We did receive this morning some information that was forwarded to us on plan revision sheets. I can provide some updates -- or at least comments that were addressed if you would like me to address those and relay the information, verbally.

MR. RECH: Yes, you have like three pages here. I'm assuming it's too hopeful to ask that everything has been resolved; is that correct?

MR. SMITH: I wish I could say yes but unfortunately, due to the time constraints, a lot of the issues regarding the plan reviews were done; and if you like, I could read through them?

MR. RECH: Why don't you go through the whole thing, quickly, and tell us what's done and what isn't done.

MR. SMITH: Regarding Site Improvement Plans, item number one, Sheet C-2 -- the parcel numbers were, in fact, added to the latest plan sheets.

On Sheet C-3 -- Demolition and surface disturbance extends beyond the defined limits of disturbance that are shown, and that has been revised, so there's nothing outside of the boundary.

There was a question regarding building number six. It was no longer identified as to be demolished or to be raised; but it also wasn't noted whether or not it's to remain. So we assume that building number six is still part of the plan to be razed, and the plans just need to be updated to reflect that.

On Sheet C-3, per Code 1341.10, a demolition permit is required for the demolition of any structure within the Village limits. I understand, from discussion with Ms. Bordner that is coordinated through the County Building Department.

Sheet C-4 -- the schedule of site work construction/erosion control schedules. These have been updated on the latest plans to reflect 2018 dates.

Item number five on Sheet C-7 for the outlet control structure detail -- some of the elevations listed on the details just didn't match from detail to detail. These have all have been revised, and they all coincide with each other.

Item number six on Sheet C-8, the off-street parking requirements for the proposed uses have been shared with us on the plans, and they were listed as one space per employee; and based on that tabulation, it does show that the number of provided parking stalls exceeds that of the required stalls.

Item c. -- which Ms. Bordner brought up about the asphalt grindings.

Item seven indicates the surface material to be asphalt grindings; and per 1163.04, the requirement is for dust-free materials to be used on a durable surface; and the question came up as to whether or not the asphalt grindings would constitute that. We believe that it's a dust-free surface, but we would recommend that the applicant would provide some kind of observations and maintenance of that surface just due to the traffic that's going to be on there, and the tracking of that material, potentially, onto the roadways or into the storm sewer systems.

And then item d. is the detail for heavy-duty pavement. There was really no indication on the plans as to where the limitations of the heavy-duty pavement were relative to the asphalt grindings. We don't know if that's part of the entrance driveway or if it's into the access road. So it's something that would also have to be clarified so.

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Item seven also, has not yet been resolved. Talking to the engineer, it sounds like somebody else did the survey, and there was a question as to some of the invert elevations and the slopes given between the existing structures. So those still have to be resolved.

Item number eight, Sheet C-11 -- the detail for Catch Basins No. 2-3 and No. 2-4 was not legible. The latest print that I picked up this afternoon, from the Planning Office, does show that it's legible.

Item number nine, Sheet C-12 -- the inlet pipe had different elevations. Again, it was a similar detail to the one that was on Sheet C-7, and those have been updated.

The rest of the comments, from that point on, have not yet been addressed. They deal with storm water management. And just talking to the engineer this afternoon, he was saying he just hasn't had a chance to get into and address those comments but he is working on those actively. Some of those include the elevations of the storm water potentially backing up into the storm sewer system during the storage, and that this is part of the design, and that the storm sewer system will not be impacted or discharged above the structure tops.

Item c. -- that was an interesting one because their elevation that they're showing for the 100-year storm is above the first floor elevation of the existing building terrain, which I believe is the dispatch building, number one; and the storm sewer -- the way that there's no overlay relief for that storm sewer. So if it does discharge and flood, it's pretty much going to be in a bowl, and it could potentially impact -- or at least the calculations show that it will impact the first floor of that dispatch building; and again, I talked to the engineer about that, and he is going to be looking into that and providing updated calculations as well as, potentially, overlaying relief in the event that it can't be contained.

And then the Storm Water Management Plan, all four of those items, none of them have been addressed to date. I don't know if you want me to read those off to you.

MR. RECH: So the Storm Water Management Plan -- all four of those items still need addressed?

MR. SMITH: Correct -- and those are basically the calculations and everything to show the elevations, and also to demonstrate that they meet the criteria of the Trumbull County Engineers and storm water criteria for design; and again, we discussed that this afternoon with the engineer, and he will be revising his calculations and plans, as necessary, to meet those criteria.

MR. RECH: Okay. So in your estimation, Mr. Smith, then everything is pretty well done except for what needs to be finalized -- determined on the asphalt grindings, the flow. When you said "engineer", you're referring to the Trumbull County Engineer?

MR. SMITH: No, -- the Sowards -- their engineer complying with the Trumbull County Engineers storm water criteria.

MR. RECH: Any questions for Mr. Smith?

MR. ROOK: Tell me, if I could -- some of the items, like the 100-year flooding and flooding of the building -- are those, from what you can tell, just miscalculations on their part or would it have to be something drastic done to raise the elevations up?

MR. SMITH: I don't think it's anything drastic. Their outflow rates were close to meeting the 25-year storm, which is what this would qualify for. They design

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everything to the 10-year storm for the outflow rates. So they were probably -- they were fairly close within 3/10's of release rates. They probably just need to increase the size of the bottom of the pond a little bit.

It may impact the buildable surface of the parking lot. The other option you have is to change the outlet structure of the building, but they're already at a very high elevation relative to surroundings properties, I think they're probably going to have to end up having to increase the size of the pond.

MR. ROOK: Not a deal breaker?

MR. SMITH: No, not at all -- and I think they had a few extra spaces in their parking lot tabulation. The parking tabulation -- they had 100 spaces of (INAUDIBLE) parking and provided a number of spaces, including handicap, is 167. So there's a little bit of wiggle room there to add some space to the pond if needed.

MR. ROOK: Are asphalt grindings a fugitive dust issue?

MR. SMITH: I don't think that they're a dust issue. It's just that the more traffic that beats up on them, the more the asphalt separates from the stone; and then that could potentially dislodge the stone. I don't think it would really be, necessarily, a dust issue as much as just that material, potentially, being transferred in and out of the site; and I think that if there was a portion of the entrance, per se, that would be heavy-duty pavement, that way it gives them a little bit of wearing surface before they even get on to the public roadway.

MR. RECH: Any other questions?

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

MR. RECH: Mr. Cuckovich, do you want to step up, and -- you've heard what Mr. Smith had to say -- and what do you have to say, sir?

MR. CUCKOVICH: Dan Cuckovich, 1250 Mary Drive. The last comment that you said about the entrance onto the road -- they are going to pave that.

MR. SMITH: Oh, okay.

MR. CUCKOVICH: That was part of the last agreement, and we -- I talked to Kellie Bordner about it. The front parking lot is going to be paved, and we're going to close -- if you're looking at the map, it would be northern-most property line on the easterly property line. We are going to close that off.

MR. RECH: It says that on here.

MR. CUCKOVICH: Right -- so they'll have that one entrance in and out. This lot is primarily for employees -- or truck driver parking.

MS. BORDNER: That was made part of the Planning Commission meeting when they came before us to have the change in use with the building that used to be used as the Country Way Auction House.

MR. RECH: Right.

MS. BORDNER: They're now using that as their dispatch office.

MR. CUCKOVICH: The waterlines and everything attached, it was late in the season, and they all go right into the parking lot.

MR. RECH: Okay.

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MR. CUCKOVICH: We are going to do it in the spring.

MR. RECH: Okay.

MR. CUCKOVICH: Do I ask now for a waiver for the asphalt grindings or is that not right?

MR. RECH: Why don't you tell us about the storm water management and who your engineer is?

MR. CUCKOVICH: Yes, I spoke to Sam Sowards, who prepared the plans for the first phase. He is aware of their comments. I'm not knowledgeable enough to really discuss them as far as what's off. Like Jeff Smith said, there's a few 10th's off that they can enlarge the pond if need be or -- they get into sheet water and what sheets off and what -- so there's a lot to it that I don't fully understand; but he says that it is doable on his part without much -- he just ran out of time. I mean, with the holiday and everything, everybody was behind.

We got the comments back from Chris Kogelnik on the day after New Years -- the 2nd. So he had -- he prepared all that. All the changes that I submitted today, I got -- he worked on last night, and I got them last night -- late Sunday night. So we printed them off and brought them in, but he can address those fairly quickly.

MR. RECH: Okay.

MR. CUCKOVICH: He didn't seem to feel there was much to it -- just revamping the calculations, I guess.

MR. RECH: Any questions?

MAYOR HILL: I guess due to the fact that Danny Cuckovich is well aware of storm water issues in the Village because he's the one who went through -- with the track. I guess, you know, if we're going to look at approving this or something, I'd say it would be a subject to storm water -- a letter from CT, our engineer, saying that they're in concurrence; and you know, I guess -- just my opinion -- I don't have a problem with a waiver for the grindings; but say, you know -- as soon as CT gets a letter to us saying that everything is fine, then they can just move forward.

That's my opinion -- because I don't want to get into the same thing we had with the school. That wasn't pleasant.

MR. CUCKOVICH: Well, Sam Sowards said he is going to work on it, and we can -- I can submit them to Chris Kogelnik or send them over until it meets the requirements.

MAYOR HILL: Danny Cuckovich, honestly -- you know, if you get it to CT, and they come along and say, that's fine; and if we would give it conditional to --

MR. REIDER: -- pending.

MAYOR HILL: -- pending that being done; and once that gets done, if CT signs off, Kellie Bordner notifies us. She has your number. She can just say -- "Go for it. You're good to go." That's the way I can see this thing going, but then I'm only one vote.

MR. CUCKOVICH: Did you talk to Sam Sowards today?

MR. SMITH: I did talk to Sam Sowards this afternoon and it sounds like he was going to be working on it. So I would anticipate we'll probably have something within a week or so. We would, obviously, look at it right away, and turn it around as quickly as we can.

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MR. CUCKOVICH: Okay.

MS. BORDNER: The only thing that I would like to offer, is I believe Mr. Platt either had a question or a comment that he wanted to make. It was run through my office, but I would feel much more comfortable having him address it.

MR. RECH: Mr. Platt?

MR. PLATT: Bruce Platt, 1952 Salt Springs Road.

The only concerns that the Board of Public Affairs and myself have is whether or not the remaining buildings are going to need water, and we were talking about building number seven is to remain. It currently has a waterline servicing it. We don't know, at this time, if it's a live waterline because one building supplied another building, supplied another -- but because this particular building sets on its own parcel, the BPA rules say that that can't be supplied by another parcel. So it would require its own tap if it needed water service. So that would be the only thing that we're really concerned about.

The sanitary sewer falls under Trumbull County jurisdiction, so we don't have any jurisdiction over that so -- but just wanted to find out. State that this building needs its own water service if it requires water service, and go forward from there.

As a whole, we're ecstatic with the project. We're getting a lot of things cleaned up down in that corner, and a lot of issues have been resolved rather easily. So I don't see any issues.

MAYOR HILL: That building need water?

MR. CUCKOVICH: At this time, currently the building is staying. For the future use, they don't have any plans right now.

MAYOR HILL: Is there water to the building now?

MR. CUCKOVICH: As far as I know, but everything is turned off. So it may have come from one of the buildings we previously demolished, which I'm feeling it did -- but nobody really knows for certain.

MS. BORDNER: You don't have any restrooms or anything like that in that particular building -- number seven?

MR. CUCKOVICH: There are restrooms in there, but they're not --

MS. BORDNER: -- they're not functional?

MR. CUCKOVICH: Correct, correct.

MS. BORDNER: And may I ask one more question? On your sheet that you did give me, you did have building number six being demolished. Is that still the case?

I know the updated plans that we received today were just blank. It did not have the "X" on it -- on one of the sheets. That is still the intent to demolish number six?

MR. CUCKOVICH: There are plans to take that building down in the future or at some point, but it is outside our phase currently.

MS. BORDNER: That's fine. You don't need me for that. You know where you go to get your -- if you're going to demolish, you need your permit through the County. It's not the Village, so you're good.

MR. CUCKOVICH: Correct, correct.

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MR. RECH: Okay, questions -- other questions?

MR. SCHOFER: When do you plan on getting started on this phase?

MR. CUCKOVICH: Pretty directly.

MAYOR HILL: As soon as CT gives us a letter.

MR. CUCKOVICH: Yes -- we'll go in and do the storm water pond and everything. It's just weather-dependent right now.

MR. ROOK: Would changing the parking lot to asphalt change the drainage off of it and the size of the necessary pond? The asphalt grindings, I assume, would soak up some of the water. Are the calculations the same? Do we have to worry about them changing their minds, and then changing all the calculations?

MR. SMITH: I think that the way it had been analyzed, I believe they analyzed it as pavement -- as, you know, impervious pavement.

MR. ROOK: Okay.

MR. SMITH: I believe that they analyzed it as an impervious surface. So I'd have to double-check the calcs on that, but there were some other things he owed us on those calculations. I could look at that as well.

And I think as far as a recommendation, if a waiver were to be granted for the asphalt grindings, it would be our recommendation to also have a maintenance plan conditional upon a maintenance plan being provided because you're going to have not only the breakdown of material -- but, potentially, a lot of the striping and the paint is not going to be able to last too long on this when the material is moving around a little bit. So that's something we would recommend.

MR. RECH: Okay -- other questions?

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

MR. RECH: Mr. Dutton, correct me if I'm wrong, here. We have, potentially, pending Site Plan Approval based on the storm water revised calculations; and also, potentially, a waiver dealing with having asphalt grindings and any type of maintenance that goes with that, and also the possibility of a new waterline in building number seven.

SOLICITOR DUTTON: Well, I believe he said that the waterline on building seven whether it's there or not, they're not going to use the waterline. So that becomes an issue once they're going to use the building, right?

MR. CUCKOVICH: Correct.

SOLICITOR DUTTON: And you're on notice. So there's no waiver.

MR. RECH: Okay.

SOLICITOR DUTTON: Number two, the asphalt grindings -- as long as CT is satisfied, you can grant that waiver now. And then the Mayor stated it correctly -- if you feel confident enough to put this in the hands of CT, for the storm water management, you could grant Site Plan Approval pending the resolution of the storm water management to the satisfaction of CT, and CT would confirm that with a letter. But you need to put a deadline on it of thirty days or something of that nature.

MR. RECH: Okay, all right.

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SOLICITOR DUTTON: And if it's not forthcoming within thirty days, than the conditional Site Plan Approval would be negated, and they'd have to come back here.

MR. RECH: Is thirty days a reasonable time?

MR. CUCKOVICH: Oh, yeah.

MR. RECH: Okay.

MAYOR HILL: It may be a week.

MR. CUCKOVICH: I had spoken to our engineer and spoken to CT today, and I think he's going to have it pretty directly here.

MR. RECH: Any other discussion?

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

MR. RECH: Does anybody want to make a motion to grant the Site Plan Review for Cassens Transport, Bank of Edwardsville?

MS. BORDNER: Do the waiver first.

MR. RECH: Is there a motion to grant a waiver?

MAYOR HILL: I'll make a motion that we grant a waiver to accept asphalt grindings in lieu of pavement.

MR. RECH: Mayor Hill made that motion. Is there a second?

MR. REIDER: I'll second that.

MR. RECH: All right -- any other discussion on that?

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

MR. RECH: Could we have roll call on that, please.

MS. BORDNER: Yes, sir -- Richard Rook?

MR. ROOK: Yes.

MS. BORDNER: Don Reider?

MR. REIDER: Yes.

MS. BORDNER: Tony Schofer?

MR. SCHOFER: Yes.

MS. BORDNER: Tim Rech?

MR. RECH: Yes.

MS. BORDNER: Arno Hill?

MAYOR HILL: Yes.

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

MR. RECH: Okay, that waiver passes -- thank you. Now we'll move on to the original body of the Site Plan Review for Cassens Transport Bank of Edwardsville as the Trustee.

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MAYOR HILL: I make a motion to approve the Site Plan Review pending storm water approval from CT, subsequent notice to the Village within thirty days.

MR. RECH: Is that acceptable, Mr. Dutton, then?

SOLICITOR DUTTON: Yes.

MR. RECH: Is there a second on that motion?

MR. SCHOFER: I'll second that.

MR. RECH: Can we have roll call on that, then, please.

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

MR. REIDER: Yes.

MS. BORDNER: Tony Schofer?

MR. SCHOFER: Yes.

MS. BORDNER: Tim Rech?

MR. RECH: Yes.

MS. BORDNER: Arno Hill?

MAYOR HILL: Yes.

MS. BORDNER: Richard Rook?

MR. ROOK: Yes.

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

MR. RECH: Thank you very much. That passes then – very good.

**PUBLIC COMMENTS:**

MR. RECH: Are there any public comments this evening?

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

**MEMBER COMMENTS:**

MR. RECH: Hearing none, are there any member comments?

MAYOR HILL: I would just like to welcome everybody back to a new year. We're off on a rolling start here.

MR. RECH: And I'd just like to welcome Mr. Reider, and thank Mr. Bond for all of his service to Planning.

**ADJOURNMENT:**

MR. RECH: Is there a motion for adjournment?

MR. SCHOFER: So moved.

MR. REIDER: Second.

MR. SCHOFER: Aye.

MR. REIDER: Aye.

MAYOR HILL: Aye.

MR. RECH: Aye.

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MR. ROOK: Aye.

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

MR. RECH: All right, we're adjourned -- thanks everybody.

(WHEREUPON, THE LORDSTOWN VILLAGE PLANNING COMMISSION MEETING  
CONCLUDED AT 7:10 P.M.)

Submitted by:

Approved by:

Kellie Bordner  
Planning & Zoning Administrator

Tim Rech  
Chairperson