

Village of Lordstown Planning Commission

March 11, 2019

The Lordstown Planning Commission met on March 11, 2019 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  
Richard Rook, Vice Chairperson  
Arno Hill, Mayor  
Don Reider, Council Member  
Bob Shaffer  
  
Paul Dutton, Solicitor  
Kellie Bordner, Planning and Zoning Administrator  
Denise Dugan, Assistant Planning and Zoning Administrator

Also Present: Darren Biggs, Utilities Superintendent  
Brent Milhoan, Police Chief  
Travis Eastham, Fire Chief  
Dale Grimm, Street Commissioner  
Karen Jones, Council Member  
Kevin Campbell, Board of Public Affairs Member  
Chris Kogelnik, P.E., CT Consultants  
Stuart Strasfeld, Roth, Blair, Roberts, Strasfeld & Lodge  
Mark Walker, TJX HomeGoods  
Mark Hernon, TJX HomeGoods  
Mark Cavicchi, TJX HomeGoods  
Henry Chan, Ware Malcomb  
Jesse Lee, MS Consultants  
Jennifer Howdyshell, MS Consultants  
Mark Fedosick, MS Consultants  
Ian Altman, MS Consultants  
Diana Tout, MS Consultants  
Karel L. Cubick, MS Consultants  
Sarah Boyarko, Regional Chamber  
Kay Arlow, Lordstown, Ohio  
Donna Schrader, Lordstown, Ohio  
Ed Wilk, Lordstown, Ohio  
Phil Eubanks, Lordstown, Ohio  
Teresa & Rick Schanz, Lordstown, Ohio  
Martin Jones, Lordstown, Ohio  
Brett & Kathy Dickson, Lordstown, Ohio  
Ray Kovac, Lordstown, Ohio  
William Bukovina, Lordstown, Ohio  
Tim & Jennifer Halas, Lordstown, Ohio  
Gary & Robin Marr, Lordstown, Ohio  
Keith Westenfelder, Lordstown, Ohio  
Wendy Farinelli Jones, Lordstown, Ohio  
Len Gibbs, Lordstown, Ohio  
Bill & Mary Rose Catlin, Lordstown, Ohio  
Harvey Lutz, Warren, Ohio  
George Nelson, Business Journal  
Ed Runyan, Youngstown Vindicator

MR. RECH: All right. Before we get started any further, just a reminder, if you have a cell phone, please make sure it's muted. Also, this is a public hearing, so please keep any side chitchat to a minimum so that the court reporter can get all the comments and all the discussion that is going to take place this evening.

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**APPROVAL OF AGENDA:**

MR. RECH: At this time, is there approval of the Agenda?

MAYOR HILL: So moved.

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

MR. ROOK: Second.

MR. RECH: Mr. Rook -- all in favor "aye".

MR. REIDER: Aye.

MR. SHAFFER: Aye.

MAYOR HILL: Aye.

MR. ROOK: Aye.

MR. RECH: Aye.

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

**APPROVAL OF MINUTES:**

MR. RECH: All right, thank you -- approval of the minutes of the February 27th meeting. Those were all e-mailed out to everybody.

MS. DUGAN: And you do have a paper copy, also.

MR. RECH: And you, also, have a paper copy for your permanent record -- and is there a motion to approve the minutes from February 27th?

MR. REIDER: So moved, Mr. Chairman.

MR. RECH: All right, Mr. Reider -- is there a second on that?

MAYOR HILL: I'll second that.

MR. RECH: Mayor Hill, okay -- all in favor, signify by saying "aye".

MR. REIDER: Aye.

MAYOR HILL: Aye.

MR. RECH: Aye.

MR. ROOK: Aye.

MR. RECH: Any opposed?

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

MR. RECH: Any abstentions?

MAYOR HILL: Do you abstain?

MR. SHAFFER: Abstain.

MR. RECH: Okay, very good -- thank you. For the record, Mr. Shaffer is abstaining because he wasn't at that meeting.

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

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

MR. RECH: All right -- Planning and Zoning Administrator's Report?

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MS. BORDNER: No report.

**SOLICITOR'S REPORT:**

MR. RECH: All right, thank you -- is there a Solicitor's Report?

SOLICITOR DUTTON: No report.

**CORRESPONDENCE:**

MR. RECH: Thank you. Is there any correspondence this evening?

MS. DUGAN: We received a letter, today, from the Ohio Turnpike and Infrastructure Commission. They're an abutting property owner. You all have a copy. It's on the lovely green paper.

Their request is -- "The Commission respectfully requests that no signs be approved until a plan is forwarded to this office for review when it becomes available."

MR. RECH: All right -- any comments or questions about that?

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

**OLD BUSINESS:**

MR. RECH: Hearing not, moving on -- Old Business, none; okay.

**NEW BUSINESS: Site Plan Review for HomeGoods Distribution Center, Ellsworth Bailey Road, Lordstown, Ohio.**

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

Applicant: MS CONSULTANTS ON BEHALF OF TJX / HOMEGOODS  
PROJECT NAME: HOMEGOODS DISTRIBUTION CENTER  
ADDRESS: Ellsworth Bailey Road, Lordstown, Ohio 44481

Developer Contact: Mark Cavicchi, TJX Companies, 770 Cochituate Road, Framingham, MA

1. **Total area in the development:** The total area of the parcels within the development is 300.984 acres.
2. **Existing Zoning of the property:** Industrial (I1)  
**Property to the North:** Industrial (I1)  
**Property to the South:** Industrial (I1)  
**Property to the East:** Highway Business (B2)  
**Property to the West:** Residential (R1)
3. **Public and private right-of-way and easement lines located on or adjacent to the property:** Ellsworth Bailey Road is to the east of the property and relocated Hallock Young Road will be on the south side of the property.
4. **Existing topography:** The site slopes from the southeast to the northwest.
5. **Proposed finished grade of the development:** Finished floor elevation of distribution center = 1005.00 feet. The rest of the site has varying grades from 1040 feet along Ellsworth Bailey Road that slopes down to grades from 1005 feet to 998.50 feet in the parking lot that then slopes down to grade of around 968.00 feet on the far west side of the development.
6. **Location of existing buildings:** West of development property, north of Hallock Young Road is the current Price dwelling which is on a separate parcel. East side of property south of Hallock Young Road is the former Kaloci dwelling which is to be demolished, southeast corner of property west of Ellsworth Bailey Road is the former Fulkerson dwelling which is to be demolished. The Radtka house will remain on development property.  
**Location of proposed buildings:** Warehouse & distribution facility to be located in approximately the center of the site; pump house will be on west side of development at the northwest corner of the retention pond; guard house will be on the south side of the development between the pump house and relocated Hallock Young Road.

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**Uses of existing buildings:** The Price house which is on a separate parcel from the development will remain residential and be resold. The Radtka house will be used for a contractor staging/meeting area and may be demolished at a later date.

**Uses of proposed buildings:** Warehouse & distribution facility; pump house; guard house.

**Total number of buildings:** Three.

**Dimensions (Per Building):** Warehouse & distribution facility = 2060 feet x 805 feet irregular; pump house = 15 feet x 31 feet; guard house = 23 feet x 8 feet.

**Heights:** Warehouse & distribution facility = 30 feet; pump house = 9 feet; guard house = 9 feet.

**Gross floor area:** Warehouse & distribution facility = 1,235,741 square feet; pump house = 465 square feet; guard house = 184 square feet.

**Number of stories:** One story on each structure.

**7. Location and dimension of:**

**Curb cuts:** First proposed curb cut to be 140 feet in length and located at the Intersection of Hallock Young Road and Ellsworth Bailey Road; second proposed curb cut to be located 540 feet further south on Ellsworth Bailey Road & proposed to be 80 feet in length; third proposed curb cut to be located 633 feet further south on Ellsworth Bailey Road and proposed to be 145 feet in length.

**Driving lanes:** 24 feet - 30 feet.

**Off-street parking:** 998 standard stalls (10 feet x 20 feet); 20 logo painted, ADA compliant handicap accessible stalls (9 feet x 20 feet) with 4 inch wide parking stripes. Standard and ADA compliant stalls are located along the west side of the building. A formal waiver is requested for the number of parking stalls required by Code.

1,056 truck trailer parking spaces sized 10 feet x 60 feet will be located around the building on the south, east and west sides.

**Loading areas:** 462 loading docks are to be located along the east, west and north sides of the building and will be sized 60 feet x 12 feet.

**Angles of stalls:** 90 degrees

**Grades:** 1% - 4% within paved areas. The lawn areas have varying slopes of 1% to 50%.

**Surfacing materials:** Concrete pavement will be used around the perimeter of the building and southern truck entrance. Asphalt pavement will be used for employee parking and access drives and parking area for passenger vehicles.

**Drainage plans:** Applicant states that the proposed on-site storm drainage system and detention pond will collect site runoff and directly discharge it into an existing stream on the west side of the property. The on-site storm sewer system is being designed using the rational method to convey the 10-year storm per Trumbull County Drainage Manual requirements. Storm events greater than the 100-year storm event will be conveyed by an emergency spillway to the downstream channel. Applicant states that the spillway has been designed to the maximum width and depth given the site grading constraints. Time of concentration and rainfall intensity were measured in accordance with the Trumbull County Drainage, Erosion and Sedimentation Control Manual. Applicant states that the Ohio EPA requirements for stormwater management will be met.

**Illumination of facilities:** Applicant offers that site lighting will be accomplished with 40 feet light poles with LED fixtures and wall packs with LED fixtures.

**8. Sidewalks and other open areas:** Applicants propose a sidewalk along east face of building front and open areas along the perimeter of the site. These areas consist of wetland areas with streams that have restorative areas and a pond at the northeast section of the development. Applicants state that conservation area Lot A will have 31.655 acres and conservation area Lot D will have 101.527 acres and both will be deeded over to Western Reserve Land Conservancy for an environmental buffer.

**9. Location of all walls, fences and buffers:** Applicant proposes an 8 feet chain link perimeter security fence around the entire facility, and an approximately 1,500 feet long retaining wall with a maximum height of 18 feet and a width of 12 inches to 24 inches on the west side of the site to make up the grade between the parking lot. Their goal is not to disturb the wooded area along western edge of the development. There will be a 3 feet tall landscape berm along the relocated Hallock Young Road in front of the pond that wraps around the west side between the conservation area and the retaining wall.

**10. Location, size, height and orientation of all signs:** Applicant anticipates that a monument sign will be placed at the drive entrances along with building signs.

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11. **Location of all existing and proposed streets and highways:** I-80 to the north; Ellsworth Bailey Road to the east; I-76 to the far south; Hallock Young Road to the west and as relocated to the south.
12. **All existing and proposed water and sanitary sewer lines indicating pipe sizes, types and grades:** Applicant proposes a 12 inch PVC sanitary main and ductile iron water main within the relocated Hallock Young Road.
13. **The schedule of phasing of the project:** There will be one phase of construction.
14. **All existing and proposed front setbacks:** Proposed setback is 675 feet for warehouse & distribution facility; 1,430 feet for pump house and 890 feet for guard house  
**Rear setbacks:** Proposed setback is minimum of 368 feet for warehouse & distribution facility; 688 feet for pump house and 348 feet for guard house.  
**Side yard setbacks:** Proposed setback is minimum of 346 feet on the north side and 760 feet on the south side for warehouse & distribution facility; 2,029 feet on the north side and 1,421 feet on the south side for the pump house and 3,522 feet on the north side and 355 feet on the south side for the guard house.
15. **Other information required by the Planning Commission:**  
Applicant reported that they have not received Ohio EPA or Army Corp of Engineers approvals at this time.  
The 20 feet x 20 feet East Ohio Gas parcel which currently exists on Hallock Young Road will be relocated to along Ellsworth Bailey Road. All utilities along Hallock Young Road will follow the relocated Hallock Young Road.  
Applicant has advised that there will be no blasting at the development site and that site excavations will use conventional excavating equipment.  
Applicant states that the primary source of water for the fire protection/suppression system will be the pond.  
Of the gas wells that are on the property, applicant states that five gas wells on the property are being abandoned and two are being left active.
16. **Prior approval of water mains and appurtenances by the BPA:** Applicant states that final sanitary and water plans have been issued for approval.

MS. BORDNER: Our Applicants are MS Consultants, on behalf of TJX HomeGoods. The project name is HomeGoods Distribution Center. As you said, the address is on Ellsworth Bailey Road, Lordstown, Ohio, 44481. We will establish an actual, physical address of the facility once we do the zoning permits.

The developer contact is Mark Cavicchi. He's from TJX Company, 770 Cochituate Road in Framingham, Massachusetts, 01701.

The total area of the parcels within the development will equal 300.984 acres. This includes Parcel No. 45-117512 Harvey and Dolly Lutz 121.75 acres; Parcel No. 45-117511 DBR of Ohio, LLC, 52.5 acres; Parcel No. 45-048950 HomeGoods, Inc. 3.674 acres; Parcel 45-902970, the East Ohio Gas Company. It is 0.01 acre. Parcel No. 45-027550 HomeGoods, Inc. 2.46 acres; Parcel No. 45-003357 DBR of Ohio, LLC, 13.13 acres. Parcel No. 45-904644 Ronald and Cynthia Radtka, 3.0 acres; and Parcel 45-003359 DBR of Ohio, LLC, 104.46 acres.

The existing zoning of the property is I-1. To the north, it is also I-1. To the south, it is also I-1. To the east, it is Highway Business B-2; to the west, it is Residential R-1.

Ellsworth Bailey Road is to the east of the property and relocated Hallock Young Road will be on the south side of the property.

The existing topography is that the site slopes from the southeast to the northwest.

The finished floor elevation of the distribution center will be 1005.00 feet. The rest of the site has varying grades, from 1040 feet along Ellsworth Bailey that slopes down to grades from 1005 feet, to 998.5 feet in the parking lot, but then slopes down to a grade of around 968 feet on the far west side of the development.

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Existing buildings -- there is, to the west of the development, north of Hallock Young Road is the current Price dwelling, which is on a separate parcel and will remain intact during construction. East side of the property south of Hallock Young Road, is the former Kaloci's dwelling, which is to be demolished; southeast corner of the property west of Ellsworth Bailey is the former Fulkerson's dwelling, which is also to be demolished. The Radtka house will remain on the development property to be used for a contractor staging/meeting area and may be demolished at a later date.

The location of the proposed buildings: The warehouse and distribution facility will be located at approximately the center of the site. The pump house will be on the west side of the development at the northwest corner of the retention pond. The guard house will be on the south side of the development between the pump house and the relocated Hallock Young Road.

We stated that the Price house is still going to be there on a separate parcel. It will remain residential and, ultimately, be resold. The Radtka house will be used, as I said earlier, for a contractor staging/meeting area, and it may be demolished at a later date.

We have a warehouse and distribution facility. We have a pump house. We have a guard house.

Total numbers of buildings being proposed are those three (3).

The warehouse and distribution facility will be 2060 feet x 805 feet, which is an irregular measurement. The pump house is 15 feet x 31 feet. The guard house is 23 feet x 8 feet.

The warehouse is going to be 30 feet. The pump house is going to be 9 feet. The guard house is also going to be 9 feet.

The warehouse and distribution facility will be 1,235,741 square feet. The pump house will be 465 square feet. The guard house will be 184 square feet.

Each structure will only have one (1) story.

The first proposed curb cut will be cut to 140 feet in length and located at the intersection of Hallock Young Road and Ellsworth Bailey Road. The second proposed curb cut is to be located 540 feet further south on Ellsworth Bailey Road and proposed to be 80 feet in length. The third proposed curb cut to be located at 633 feet further south on Ellsworth Bailey Road and proposed to be 145 feet in length. Stormwater runoff will be conveyed through culverts under the proposed curb cuts.

Driving lanes should be 24 to 30 feet.

There will be 998 standard stalls, 10 feet x 20 feet. Twenty (20) will be logo painted, ADA compliant handicap-accessible stalls, which will be 9 feet x 20 feet with a four-inch (4") wide parking stripe. Standard and ADA compliant stalls are located along the west of the building. A formal waiver is actually being requested for the number of parking stalls pursuant to our Code. Our Code 1163.06 requires one (1) space for each 500 square feet of gross floor place. The total building area, as I stated, was 1,235,741 square feet, resulting in a required 2,472 parking stalls. The applicant states that, per the traffic study, the projected final employment per shift is 526 for shift one, and 407 for shift two. This totals 933 employees at shift change. The development is providing 998 standard stalls and an additional 20 ADA compliant stalls. So, therefore, they indicate that the Code requirement creates unused additional stalls with additional unnecessary impervious area.

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There will be 1,056 truck trailer parking spaces sized 10 feet x 60 feet. Those will be located around the building on the south, east and west sides.

The landscaping will be planted within and around the perimeter of the site to address any glare concerns from parked cars.

There will be 462 docks to be located on the east, west, and north sides of the building. They will be sized 60 feet x 12 feet.

The angle of the stalls is 90 degrees.

The grades are 1% to 4% percent within paved areas. The lawn areas will have varying slopes of 1% to 50% percent.

There will be a concrete pavement around the perimeter of the building and the southern truck entrance. Asphalt pavement will be used for employee parking and access drives and parking area for passenger vehicles.

The applicant states that the proposed on-site storm drainage system and detention pond will collect site runoff and directly discharge into an existing stream on the west side of the property. The on-site storm sewer system is being designed using the rational method to convey the 10-year storm per Trumbull County Drainage Manual requirements. Storm events greater than the 100-year storm event will be conveyed by an emergency spillway to the downstream channel. Applicant states that the spillway has been designed to the maximum width and depth, given the site grading constraints. The time of concentration and rainfall intensity were measured in accordance with the Trumbull County Drainage, Erosion and Sedimentation Control Manual. The Applicant can explain the detention areas requirements, the water quality, the stormwater design and outlet control structure. Overall, the proposed site includes a total of 107.31 acres of impervious area within the proposed grading limits, and the grass cover in good condition will make up the rest of the proposed site. The Applicant states that the Ohio EPA requirements for stormwater management will be met.

The Applicant offers that site lighting will be accomplished with 40 feet light poles with LED fixtures and wall packs with LED fixtures. The Applicant can provide an overview of its photometric plan to identify number, location and duration of the proposed illumination.

The Applicants propose a sidewalk along the east side of the building front and open areas along the perimeter of the site. These areas consist of wetland areas with streams that have restorative areas and a pond at the northeast section of the development. Applicants state that conservation area, Lot A, will have 31.655 acres and conservation area Lot D will have 101.527 acres, and both will be deeded over to Western Reserve Land Conservancy for an environmental buffer.

The Applicant proposes an 8-foot chain link perimeter security fence around the entire facility with an approximate 1,500 feet long retaining wall with a maximum height of 18 feet and a width of 12 inches to 24 inches on the west side of the site to make up the grade between the parking lot. Their goal is not to disturb the wooded area along the western edge of the development. There will be a 3-foot tall landscape berm along the relocated Hallock Young Road in front of the pond that wraps around the west side between the conservation area and the retaining wall.

Applicant anticipates that a monument sign will be placed at the drive entrances along with building signs. The Applicant has been advised of the Code requirements under 1165.05 for signs in an Industrial Zone and is aware that they will need to obtain

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Zoning Permits prior to the placement of any signs on the property. The Applicant can also address the nature of the directional signs which might be needed by the development.

There's I-80 to the north, Ellsworth Bailey Road to the east, I-76 to the far south; Hallock Young Road is to the west and as relocated to the south.

The Applicant proposes a 12-inch PVC sanitary main and ductile iron water main within the relocated Hallock Young Road.

The construction is proposed to begin in April, 2019, pending all required approvals are received, and there will be one phase of construction.

I-1 zoning requires 100-foot front setback from the road right-of-way. The proposed setback is actually 675 feet for the warehouse; 1,430 feet for the pump house, and 890 feet for the guard house. So they meet that requirement.

I-1 zoning also requires 75 feet rear setback from the property line. The proposed setback by the Applicant is a minimum of 368 feet for the warehouse and distribution center; 688 feet for the pump house, and 348 feet for the guard house. They also meet that requirement.

I-1 zoning requires 50 feet side yard setbacks from the property lines; proposed setback by the Applicant is a minimum of 346 feet on the north side and 760 feet on the south side for the warehouse and distribution facility, 2,029 feet on the north side, and 1,421 feet on the south side for the pump house, and 3,522 feet on the north side, and 355 feet on the south side for the guard house. All of those, again, meet the requirements for the setbacks -- of side setbacks.

The Applicant reported that they have not yet received the Ohio EPA or Army Corps of Engineers approvals at this time.

Additionally, the 20 foot x 20 foot East Ohio Gas parcel, which currently exists on Hallock Young Road, will be relocated to along Ellsworth Bailey Road. All utilities along Hallock Young Road will follow the relocated Hallock Young Road.

The Applicant has advised that there will be no blasting at the development site, and that site excavations will be -- will use conventional excavating equipment.

Applicant states that the primary source of water for fire protection/suppression system will be the pond.

Of the gas wells that are on the property, the Applicant states that five (5) gas wells on the property are being abandoned, and two (2) are being left active.

Prior approval of water mains and appurtenances by the BPA: The Applicant states that the final sanitary and water plans have been issued for approval.

MR. RECH: All right -- thank you, Kellie.

MS. BORDNER: Mr. Kogelnik is here. They have done a review as well -- our Village Engineers; and I do see several people here on behalf of HomeGoods, TJX -- and I'm sure that all of them will be happy to speak if there are any questions.

MR. RECH: Any questions for Kellie, from anybody up here, about the packet?

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

ATTORNEY STRASFELD: I'm Stuart Strasfeld, legal counsel for HomeGoods, Inc. I would like to thank you, first of all, for being here tonight to review and approve the site

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plan. We would like to thank Kellie Bordner, who has gone beyond the call of duty, in helping us get here tonight.

As you know, the property in question has already been rezoned I-1 Industrial, and Village Council just recently approved the vacation and relocation of a portion of Hallock Young Road. Our engineers, MS Consultants, have been working diligently with your Engineers, CT Consultants. I would like to thank Jeff Smith for his assistance in guiding in the development of the site plan.

One thing I want to note, at the very end of what Miss Bordner read, those five (5) gas wells on the property are being plugged. They're not being abandoned. They're being plugged.

As described in the application, there are approximately 300 acres of lands within the development on which HomeGoods, Inc. plans to construct a warehouse and distribution facility with regional offices containing approximately 1,235,741 square feet -- the pump house containing approximately 465 square feet, and the guard house containing approximately 184 square feet.

With us this evening, to review the site plan and answer your questions, are -- why don't you just raise your hand -- Mark Walker, TJX Vice President of Real Estate; Mark Cavicchi, TJX Director of Construction; Karel Cubick, Environmental Planner from MS Consultants; Jesse Lee, Senior Civil Engineer from MS Consultants; Jennifer Howdysshell, Traffic Engineer from MS Consultants; Ian Altman, Design Manager for MS Consultants; and Henry Chan from the architectural firm of Ware Malcomb.

It is our position that the site plan before you this evening conforms to local zoning requirements, includes existing and proposed features, includes natural site characteristics, proposes use and development of the land, was prepared by a professional engineer, and is legally binding on the property.

During this planning process, one of the issues that was raised has to do with the conservation easement; and I know that people wanted to make sure that we had that buffer there, but then there were concerns raised about -- could it be used for recreational purposes or park areas?

At 2:00 p.m. today, there was a conference with the EPA regarding the conservation easement -- and so that everyone knows, we are removing any uses of that property for recreational purposes. There will not be park areas.

This document has to be approved by the Army Corps of Engineers and the EPA, and it cannot be amended without their approval. So we cannot tell you one thing tonight, and go ahead and do something else because it requires approval of the EPA. So, basically, it's an ironclad document that we cannot get around -- subject to EPA approval if we do any amendments; and we hope to have that final document -- next couple weeks?

MR. WALKER: I think -- few more weeks, yes.

ATTORNEY STRASFELD: Okay -- and that will be approved by both EPA and Army Corps of Engineers.

MS Consultants, our project engineers, have followed the procedures set forth in Section 1115.04 of the Codified Ordinances of Lordstown and has met with the Planning and Zoning Administrator, the Village Engineer and others prior to submitting the site plan documents for your review tonight.

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There was a pre-application meeting. The application was prepared, as Miss Bordner just read -- and we're here today seeking your approval to the site plan.

We are going to start off this evening with Jesse Lee. Jesse is going to talk about stormwater management, which I know is a major concern for members of the community -- so Jesse?

MR. LEE: Yes, sir.

ATTORNEY STRASFELD: And here is our site plan.

MR. RECH: Please introduce yourself, again, sir.

MR. LEE: Hi, my name is Jesse Lee, Civil Engineer with MS Consultants -- primarily responsible for the site development of the project, stormwater management, and all the aspects that go into the site design.

First of all, I just wanted to pull up the site plan and get everybody familiar with exactly what we're looking at here. So here is our existing site as it stands now. Essentially, this is Hallock Young right here. (INDICATING)

(WHEREAS, MR. LEE MADE HIS PRESENTATION, INDICATING AND REFERRING TO THE DIAGRAMS DISPLAYED ON THE LARGE TELEVISION SCREEN, DURING HIS DISCUSSION OF THE PROJECT AS FOLLOWS:)

MR. LEE: So this is the existing Hallock Young Road, which is being relocated, right here. So this is our existing plan. Again, these are overall sheets just to show, generally, what we're planning on doing.

Here is, again, the existing road right here with all the utilities. Water, gas and sewer will ultimately be relocated over here. Here are some of the parcels that are going to be demolished during construction.

This is the Price property. That's the Price property, and we have the Radtka property here; which again, Radtka will be staying. This will be kept as Residential zone, and eventually be resold as is. This will be used as staging -- ultimately might be demolished at a later date.

So this is just an overview of our site plan as a whole. Our building here -- we have, essentially our shipping docks here. So these are all going to be recessed truck docks. Around here, we have truck parking all around the perimeter -- along the side over here as well. Out front, we have all of our employee parking -- guard shack here, large retention pond here that will -- eventually, we mentioned could be used for our fire water as well.

Just an overall grading plan, essentially, showing our major contours. Generally, our site is falling this direction towards the pond. The pond is in a low-lying area relative to the rest of our site to just benefit from the existing topography.

It's just an overall -- our utility plan here. Essentially, we have our relocated utilities along our relocated Hallock Young. Ultimately, we have our pond, which has a pump house, which will then have a fire loop around it. So as it rains, stormwater gets collected to the pond. It will retain in that pond. We have designed it so that we have minimum 1.2 million gallons to be there, always, for our pond from a fire suppression standpoint.

Above that elevation, would be where we actually would have our stormwater storage; which again, I'll get into the details of that, which I feel is a big concern, here, in just a moment.

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Again, this is just an overall -- this is our SWPPP plan -- Stormwater Pollution Prevention Plan, here. We are going to be showing some of our overall BMP'S Best Management Practices, to essentially, prevent erosion from the site and to stabilize the site during construction.

So I will get you to the building real quick. This is just a general building layout -- what we're looking at here; again, the shipping wings here, recessed truck docks along the side. We have our administrative offices in the front, here. I'll show you a blowup of the office as well, and it's just a blowup of our office -- essentially, a more detailed plan of the administrative area.

MR. WALKER: There's a pretty significant office component that comes along with running an operation like this, and that's what you're looking at right now. You can see the depth of the office component of the building and operation. It's pretty significant.

MR. LEE: Okay, so what I would like to do here is kind of touch on some of our storm design. As it was said right at the beginning of the meeting, we're following all of Ohio EPA Guidelines, all Trumbull County Stormwater Management Design Guidelines.

Generally, we're using critical design for our storm detention system. The year design that we -- required is a 10-year critical storm. Ultimately, what that is is taking our -- taking our storm, and out-letting at a pre-10-year design.

We've gone through and, basically, we have to design everything from a storm system conveyance from our storm system on-site to convey our 10-year storm, but then have a hydraulic grade line check to our 25 year.

By that, that means if we have our pipe flowing full design, it's going to carry our 10-year storm; but then it will also carry our 25-year storm without any flooding, keeping all surface -- basically, keeping all water from hitting to the surface level. So it's still going to be within our system, just not quite out of the ground in our structures in our manholes.

So our full storm system will be designed to carry a 25-year without any flooding. Now our pond has actually been designed to convey the 100-year storm; and with that, we've actually done quite a bit better than just the 100-year storm.

I did want to zoom in here. Generally, these are our NOAA storm depth values that we've used to basically design our storm. The two (2) years -- 2.5 inches in a 24-hour period. The 100-year is nearly 6 inches over a 24-hour period.

Now our pond -- at using the 100-year mark, which is again by Code, by standard of what we're utilizing -- we still have a 2-foot freeboard within our pond; and every depth that we have in our pond above that 100-year mark, we're able to get two million (2,000,000) additional gallons of storage.

So even in a crazy rainfall event, where we're overtopping the 100-year flood -- which would be very, very unlikely -- we still have 2 foot of depth before we would even reach our emergency overflow. So we're providing, essentially, four million (4,000,000) gallons of additional storage within our pond than we're required to hold.

Another aspect to our storm pond is that -- I believe I mentioned that that would be the water supplying of fire suppression system. So what we have is a permanent pool, and then above that permanent pool, will be our stormwater elevation, where we actually control and manage our stormwater.

From that fire water level there, that's going to be a permanent elevation where there's always going to be water in there, so that we can supply our site with the water.

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Now we've also given ourselves an additional 3 foot within that -- within that range to allow for potential freezing or maybe some heavy drought months, to insure that we're always going to have at least a safety factor and plenty of design going for fire suppression. Now again, above that, is where we actually have our storm storage; and again, we have an additional two feet (2'), which equates to four million (4,000,000) gallons of extra storage available within our pond.

So just from a design standpoint and a release standpoint, these are my 2, 5, 10, 25, 50, 100-year designs. Now, as you can see in our 2 -- now it's not just a hold everything back at the 100-year. Before that, everything can just go out freely. Now there are stages that we have to meter this out at. So there's a particular release rate we're allow to have for the 2, 5, 10 and so on.

So what we have here, essentially, is showing that during the 2-year, we're allowing 24% percent of the 100% percent allowable water to be discharged at the site. Even at our 100-year, we're only out-letting 84% percent of what the 100% percent that we're allowed to discharge.

So, simply, with this method alone, the stormwater in the area should be drastically improved from just the site standpoint, and I know that was a major concern. I know there was also a major concern with the culvert that was just upstream, basically, right where the relocated Hallock Young will be tying into.

I'll go ahead and pull up something else. So this will -- this may be a little bit difficult to see, here. I'll try to blow this up -- but, ultimately, this is our existing conditions. The red outline that you see here is, essentially -- the drainage area that would be going to the culvert is here.

The blue area, which is all of this area adjacent to the red -- over to here, essentially, will be discharging to this area. Now this is an existing site condition, and if we go to our proposed condition, we have the green -- this is a little difficult to see -- but the green outline, here, is a reduced area acreage that goes to this culvert up here. So we're reducing, significantly, the amount of drainage that's even getting to that culvert, plus the orange boundary that you see -- all of that water, which was previously in a catchment basin area to that culvert -- is now actually going to go to our retention pond.

So a good portion of this is going back to our pond and being used for fire water suppression, and also metered out at the rates that I previously discussed; and this is just an overview of our catchment area -- essentially, acreage going to each one of our catch basins so that it can be analyzed so that our storm system, from far upstream, gets all the way to our pond system (INDICATING)-- areas going to each small catchment.

And as part of the requirements, now, there is an owner/operator manual. Basically, we put together -- it goes over operation, maintenance of keeping everything in our site from actually, from any erosion, from prevention of any sort. There are logs that are being required. There are inspections that have to take place in order to meet all these requirements. It's also -- has to be submitted to the State. So those forms are in place and it is going to be a requirement of TJX.

Let's see. Again, with the SWPPP plans. Now, we generally have a SWPPP report that goes in detail, and this is a lot of information in here; but in detail, it goes through each one of what we call Best Management Practices, and talks about how different items should be maintained, restored, replaced as needed on-site.

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So this is something that is going to be during construction, required to be on site at all times, and it has to be followed up by the contractor; and then, also, meeting any inspections that he may have to remediate any areas of major storm events or corrections that might have to happen; and that's pretty standard for most larger projects through the States.

See one good item, here, to go over is photometrics. This is, essentially, showing our site lighting and potential pollution in the area from a siting standpoint; and you see the blue in the perimeter, essentially, is a zero light at that point.

The green and the red areas are areas where we actually have illumination. So as you can see, beyond our pavement area is expected to have, essentially, zero light pollution. That may be a concern for a development of this size, and I -- generally, I think, that's enough from the site standpoint.

ATTORNEY STRASFELD: Do you have questions of Jesse?

MR. RECH: Do you have any questions anybody? I have a couple. So you say the pond, essentially, is going to hold an additional, like, four million (4,000,000) gallons -- or something like that?

MR. LEE: Correct.

MR. RECH: And then did you say that there's, like, holding tanks -- or tanks within the building, itself, if the sprinkler would trigger or is just automatically -- a swing thing that just starts pumping?

MR. LEE: It will be pressurized constantly.

MR. RECH: Okay.

MR. LEE: The loop around our building will be constantly pressurized, and that's going to be with that pump house. So there will be constant pressure there, and there's also a backup generator for the pump house if there were ever to be (INAUDIBLE) at that point.

MR. RECH: And then do you have to treat the pond? I mean, do you worry about algae?

MR. LEE: There's pretreatment within the pump house -- there is, yes. And there's pretreatment -- I can't speak to all that goes into it, but there are pretreatment requirements. There's filtering with that before it goes into the actual internal system.

MR. RECH: Anyone else?

MR. ROOK: Your two (2) systems are not tied together -- Village water and pond water are not tied together anywhere?

MR. LEE: Not at all.

MR. ROOK: This may be a stupid question, I guess -- or maybe you addressed it, and I missed it -- but is the stream leading away from your pond big enough to handle the maximum surge?

MR. LEE: Yes. Now, basically what we had put together from a pre-standpoint is these numbers here that, essentially, I was going over. Now that is the existing conditions. So the proposed condition is significantly less than what the existing amount of flow would be.

MR. ROOK: But you have a lot more impermeable layers there --

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MR. LEE: Sure.

MR. ROOK: -- put a lot more to it.

MR. LEE: I understand your question. Let me pull up one thing really quick here.

So here's, essentially, our discharge rates. Now this is what we're allowed to release based on the design from an existing runoff standpoint, and essentially -- let me see where we're at -- okay, so 89.90 -- that's what our full discharge would be.

Now just out of our pond, we have just over 80 CFS. Now that's because part of our runoff is going still through that culvert. It's area that we cannot contain within our site. So our total runoff is still 80 compared to our 107 from an allowable rate; and again, that's from the critical storm method.

Now this is our pre-development flow as it stands today. So as you can tell, we're significantly less, from a discharge standpoint, than --

MR. ROOK: 222 would go to the stream now --

MR. LEE: Correct.

MR. ROOK: -- in worse conditions?

MR. LEE: Yes.

MR. ROOK: Okay, thank you.

MR. RECH: Okay -- any other questions?

MAYOR HILL: I got a question. Just about every meeting we've had, we've said we would have two (2) sets of eyes. One would be MS, and the other one would be CT. Chris, do you have any comments on this?

MR. KOGELNIK: Our staff has taken a look at this pretty comprehensively. I think, from the summary I'm going to give, you will get a feel for how comprehensive that is; but generally speaking, the design meets the requirements of the Village.

So we look forward to MS completing some of the more minor things that we have listed out, and we think that that's easily doable. So I think the design, so far, is relatively sound.

MAYOR HILL: Thank you. I don't have any other questions.

MR. RECH: Anybody else?

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

ATTORNEY STRASFELD: Jennifer is going to talk about the roads and the access next -- the traffic.

MS. HOWDYSHELL: Jennifer Howdysshell -- I'm the Traffic Engineer at MS Consultants. I'm just going to give a quick overview of the driveway configurations.

TJX has proposed three (3) driveways out onto Ellsworth Bailey Road. The two (2) northern ones -- labeled them Drive A and Drive B -- are proposed to be signalized. They're going to be the employee entrance and exits -- only are really going to have cars coming in and out of there.

Drive C is going to be the proposed truck drive. It's going to have a flashing beacon, but not signalized. Trucks will be going in and out of there. TJX said the trucks can be

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processed in six (6) minutes, and so they're expecting ten (10) trucks an hour. So we're not expecting to have any backups out onto Ellsworth Bailey Road; and then the relocated Hallock Young Road will be, basically, in the same configuration that it is currently -- just relocated further south, and there's no signal proposed there. This is the same driveway configuration that we've had proposed for many months now, so nothing has changed on the traffic standpoint.

ATTORNEY STRASFELD: Questions on the traffic?

MR. SHAFFER: Yeah, so the traffic lights that you're adding -- I guess this has more to do with, like, the employees coming and going -- is it going to be, like, one shift from 7:00 to 3:00, and one shift from 3:00 to 11:00 -- or are they staggered shifts -- because I know a lot of times distribution centers run staggered shifts so their stuff is always constantly moving inside?

MR. WALKER: There's a small overlap between the first shift and the second shift, and that's where you'll get employees leaving. Some, obviously will be (INAUDIBLE)

MR. SHAFFER: Because I assume they will be triggered by the magnetic mechanism so when a car pulls up, that will change to let cars out?

MS. HOWDYSHELL: Yes.

MR. SHAFFER: So, like, when the plant shuts down, it will be mostly green, and only be triggered from shift changing?

MS. HOWDYSHELL: Absolutely -- the signals will only be called once there's a vehicle on the driveway calling that signal.

MR. WALKER: But that's our -- that's why the lights are there for that -- really, for that one (1) shift -- the shift change. I mean, if we didn't have that, we probably wouldn't need signals, so we --

MS. HOWDYSHELL: Correct.

MR. WALKER: -- and we may not, too. We may be overly cautious on this, but we decided to go ahead and put the lights in to be safe.

MS. HOWDYSHELL: Uh-huh.

MAYOR HILL: It was brought up about possibly signaling Pritchard Ohltown, but I don't know how the study came back for that; but if it would show that we would need that, that could be incorporated, correct?

MR. WALKER: Well, I think that was talked, Mayor, around when the cul-de-sac was being contemplated because I think there was a concern that there would be a lot of traffic that would be rerouted that way; and it was my assumption that when we went to the -- the realigned road -- and, also, listening to the traffic engineers, I think --

MS. HOWDYSHELL: Yes.

MR. WALKER: -- your feeling was that it wasn't -- certainly wasn't warranted --

MS. HOWDYSHELL: Yeah.

MR. WALKER: -- now with the realigned road.

MR. RECH: Other questions?

MR. ROOK: A comment was made in the last meeting about -- nothing would go onto Hallock Young Road -- no truck traffic or anything like that.

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The only reason I'm bringing this up is so the public will understand it -- by reading it, I believe there's going to be an emergency entrance onto Hallock Young Road that I had read in it.

FROM THE FLOOR: (INAUDIBLE)

MR. LEE: You're right. Jesse Lee with MS Consultants -- yes, there will be -- from latest discussions, there will be an access gate off of Hallock Young -- relocated Hallock Young -- to access the site in case of an emergency.

MS. HOWDYSHELL: That would only be in an emergency. We do not -- there is no trucks going out onto Hallock Young.

MR. ROOK: I just don't want somebody pounding down the Mayor's door because you're putting a gate onto Hallock Young.

MS. HOWDYSHELL: Correct -- correct, all of these drives are out onto Ellsworth Bailey.

MR. RECH: Anything else?

MAYOR HILL: The only thing I have -- Dale, you've been involved with this. Are you satisfied with this as the Street Commissioner?

MR. GRIMM: Yes.

MAYOR HILL: Thank you.

MR. GRIMM: A couple of small, little details, like Chris was saying, but nothing that we can't work through.

MAYOR HILL: Thank you.

SOLICITOR DUTTON: Dale, identify yourself.

MR. GRIMM: Dale Grimm, Street Commissioner for the Village of Lordstown.

MS. BORDNER: Mayor, if I may?

MAYOR HILL: Yes.

MS. BORDNER: To further answer your question, one of the conditions that we have in our conditional letter -- should site plan approval be given tonight, it would have to be conditional because there are certain things that are still outstanding that have not been fully addressed.

So one of those -- just to let you know -- and I will probably read them, again, in full; but there was discussion about whether or not the traffic signals were going to be warranted at the truck entrance at the relocated Hallock Young entrance and at the existing Pritchard Ohltown entrance; and so, basically, there have been conversations, as I understand it, between the engineers -- MS and CT; and I don't know how the agreement came about -- so I'm sure that perhaps Chris could speak to that a little bit more as we go into it, but that on down the road -- that approximately two (2) years from now -- they're going to try to do another traffic study or a traffic count at TJX's cost, as I understand it, to determine whether or not that there was going to need to be those traffic signals -- because everyone agrees as it currently is -- with, unfortunately, the closing of GM and so forth -- that it wouldn't be necessary at this time. So they wanted to have some better idea, once the facility is completed -- what that ingress and egress flow would be like. So that's just an overview, and I'm sure we'll get into that a little bit deeper.

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MAYOR HILL: Thank you.

MR. RECH: Thank you -- anything else?

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

MR. RECH: Okay, Mr. Strasfeld -- anything else?

ATTORNEY STRASFELD: Mr. Chairman, at this point we're just going to leave it open for questions. And we'll bring up the right person to answer your questions.

MR. RECH: All right.

ATTORNEY STRASFELD: Is that okay?

MR. RECH: Sure -- are there any additional questions at this time before we call on Mr. Kogelnik?

MAYOR HILL: I guess my only question is -- we have most of our department heads here. Are there any questions or concerns -- Travis Eastham or Brent Milhoan or Darren Biggs?

MR. EASTHAM: Travis Eastham, Fire Chief. I have no concerns.

MR. MILHOAN: Brent Milhoan, Police Chief -- no, Mayor, I have no concerns.

MR. BIGGS: Darren Biggs, Water Department, none so far. Everything is working out good.

MR. ROOK: Real quick -- there was a comment about the Army Corps and the EPA would be brought in to look at it. How does it go?

ATTORNEY STRASFELD: Karel?

MR. CUBICK: Thanks -- Karel Cubick, Senior Environmental Planner with MS Consultants. We have applied for a permit from the Army Corps of Engineers under Section 404 of the Clean Water Act and a Water Quality Certification from Ohio EPA, under Section 401. Both of those permit applications are in the review process. As part of that review process, there's been a public comment period for both agencies, which is now closed.

We're working on the final details of the mitigation plan for the stream impacts from the project. That's what the conservation easement includes language relative to that, which we talked about earlier. Those reviews are in process -- and literally, daily, we are talking about it. As Mark said, we had a call with the EPA this afternoon. So we expect that those will be completed within the next couple of weeks, but it is on-going. So if you have specific questions, I would be glad to --

MR. ROOK: Well, the outcome of that discussion -- will that be presented back to this panel or --

MR. CUBICK: The actual permits, themselves, will be available, yes, to the Village. They are public records, so they'll be available to everyone; and when we get them, we'll provide them to the Village.

The normal course of events is the Army Corps Permit has to, actually, be kept on site during construction. So, yes, they will be available to everyone, and they are public.

MS. BORDNER: Mr. Rook, if I may? Again, this is one of those conditional items that will be listed in our letters. The Village would receive, through my office, a copy of the

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EPA approval, the Army Corps of Engineer's approval, and their report -- so on and so forth; and as soon as those are obtained, that's why it's in a conditional letter --

MR. ROOK: Okay.

MS. BORDNER: -- okay, and we will receive that.

MR. ROOK: Thank you.

ATTORNEY STRASFELD: Did that answer your question?

MR. ROOK: Yes, thank you.

MR. RECH: Yes, sure -- I don't see why not. I just had a note handed to me that said -- can the other department heads be excused if there are no further questions of them? Everybody fine with that?

MAYOR HILL: Sure, absolutely.

MR. RECH: Yes -- thank you, gentleman. All right.

MR. SHAFFER: I kind of had a question about the lighting, but I don't think it's going to involve any of the department heads, so -- I know a lot of the concerns from the residents, early on, was lighting this place up like Las Vegas.

I noticed on the one drawing, here, like a lot of these bulb packs and overhead lights, and everything are LED lights; and most LED lights are, like, kind of blinding anymore. So, I mean, is it -- can they be toned down -- or are they toned down or -- and how far is this going to (INAUDIBLE) --

ATTORNEY STRASFELD: I think Jesse -- oh, Henry, is it you?

MR. RECH: Okay.

MR. CHAN: Hi, I'm Henry Chan with Ware Malcomb Architects. As far as lighting is concerned, they are full cutoff, which basically means that the light fixture is designed to direct light to a certain area. So there won't be any lights, ever, that will spray off to the adjacent residential properties.

So as Jesse has shown earlier, what you see here in the red and the green, are the lighted areas; and in the blue areas, which is basically around the entire property, there is no light falling into those areas. So there shouldn't be any spill-off to those adjacent properties.

MR. REIDER: They just shine right straight down?

MR CHAN: Correct -- they're directed down.

MR. SHAFFER: Now you stated you're only going to be running two (2) shifts. Are any of those parking lot lights -- like half of them go out when the plant is closed down for the night or are they just going to be on all the time or --

MR. WALKER: I should correct that there is a potential that this would go to three (3) shifts at some point. So I don't want you to walk away thinking there's only two (2) here. You know, our other units do have three (3) shifts operating. It's going to take a while for that to happen -- it's a ramp-up phase.

MR. RECH: All right -- any other questions?

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

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MR. KOGELNIK: Chris Kogelnik, CT Consultants, Municipal Engineer to the Village of Lordstown. CT Consultants has reviewed all the materials submitted by the developer's project Engineer, MS, prior to last week.

Generally speaking, our findings are that the overall land development plan is in conformance with the Village's requirements. More specifically, there are several minor details we have found in the project Engineer's most recent submission, that we have promptly alerted the project engineer to address, and these are listed in our March 8th, 2019, project memo to Kellie Bordner. That's the memo that I'm going to read, here, shortly.

We recommend that these outstanding items be fully addressed by the developer's project engineer, and the development plan documents be resubmitted for approval by the appropriate Village departments, including the BPA, prior to beginning construction on the site.

Okay, on March 8th, 2019, my associate, Jeff Smith, had authored a letter to Miss Kellie Bordner stating the site plan review findings. I'm going to go through all of this so -- I have to for the record.

(WHEREAS, THE MARCH 8TH, 2019, MEMO WAS READ INTO THE RECORD, AS SUBMITTED FROM CT CONSULTANTS IN OUTLINE FORMAT, AS FOLLOWS:)

MR. KOGELNIK: "On behalf of the Village of Lordstown, CT Consultants has reviewed the following items for HomeGoods Distribution Center prepared by MS Consultants as received March 1, 2019, unless otherwise noted:

A. Documents

1. Village of Lordstown Site Plan Review Form (6 pages);
2. Letter of Request for Waivers (1 page);
3. Draft "Grant of Conservation Easement and Covenant for Stewardship Fees" (21 pages);
4. Letter of Response to Comments from Pre-Application Meeting #2 and CT's Land Development Plan Review Memo dated 2/18/19 (25 pages); and --
5. Response to Comments from Traffic Impact Study Review #3 (2 pages)

B. Drawings and Exhibits

1. "Lordstown HomeGoods Distribution Center" Civil Plan Set (107 sheets);
2. "Landscape Architectural Construction Documents for HomeGoods Distribution Center", prepared by Studio DPA (21 sheets);
3. "Lordstown HomeGoods Distribution Center Water and Sanitary Sewer Utility Relocation";
4. "Hallock Young Road and Ellsworth Bailey Road Improvements" Design Review Plan Set (110 sheets);
5. "TJX Autoturn Exhibits" (18 sheets);
6. Gas Well Exhibits (6 sheets); and
7. Visual Site Lighting Study/Photometric Plan (1 sheet)

C. Reports

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1. "Storm Water Management and Drainage Report for TJX HomeGoods Distribution Center" (112 pages);
2. "Storm Water Pollution Prevention Plan - TJX HomeGoods Distribution Center" (110 pages);
3. "Operations and Maintenance Manual for TJX HomeGoods Incorporated Distribution Center" (10 pages);
4. "Drainage Calculations Report for TJX Hallock Young Road & Ellsworth Bailey Road Improvements" (87 pages);
5. "HomeGoods, Inc. Distribution Center Traffic Impact Study", last revised February 26, 2019 (65 pages);
6. "Earthwork and Pavement Quantity Calculations Report" (27 pages);
7. "Hallock Young Road and Ellsworth Bailey Road Improvements Construction Cost Estimate" (2 pages);
8. "Subsurface Exploration and Geotechnical Engineering Report", prepared by Geotechnical Consultants, Incorporated, dated October 23, 2018 (136 pages);

The above items reflect the documents presented to the Village for Site Plan Review. They have been revised per prior review comments, discussions, and concerns raised at various public meetings. CT offers the following outstanding technical comments or concerns from its review of the above items:"

I'll start off with the --

**"Civil Plan Set:**

Item number 1. Sheets C100 & C200 Series: The gas exhibits show a total of seven (7) gas wells on the site -- five (5) to be plugged and two (2) to remain. Incorporate information shown on the gas exhibits onto the Existing Conditions and Site Dimension Plan sheets of the Civil Plan set and on the final survey documents, where applicable.

Item number 1.a. Show and label the 100' setbacks from the remaining gas wells and tanks.

Item number 1.b. Please describe the two areas shaded in blue on Gas Maps 1 & 2, where noted that Eric Petroleum can operate after 3 years.

Item number 1.c. Show & label existing Columbia 4" pipeline segment to remain as per Gas Map 3, along with any proposed easement or right of way. Remove Coded Note 5 from this segment of pipe on Sheet C100.

Item number 1.d. Show & label existing Eric Petroleum right-of-way, as per Gas Map 4.

Item number 1.e. All decommissioned gas lines, tanks, well heads, other equipment and driveways shall be properly removed from the site and the site shall be restored.

Item number 2. Sheets C200 Series: Provide EMS access drive from parking lot to the relocated Hallock-Young Road. This entrance to be gated and used for emergency access only."

That was the item that was brought up previously.

SOLICITOR DUTTON: Your comments about the gas wells -- are they negated given that they're going to plug all five (5) wells -- or seven (7) wells?

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ATTORNEY STRASFELD: We're only plugging five (5).

SOLICITOR DUTTON: Five (5) -- you're keeping two (2) of them. So your comments are still relevant?

ATTORNEY STRASFELD: Yes.

SOLICITOR DUTTON: Okay.

MR. KOGELNIK:

"Item number 3. Sheets C209, 210 and 211: Update entrance radii per truck turn analysis.

Item number 4. Sheets C303 & C304: Provide more detail to the grading plan in the areas of the pond's emergency spillway and outfall channel to better demonstrate how water will be routed in the event of an overflow.

Item number 4.a. Revise the outfall ditch and eliminate the berm as per our conference call discussion on 3/8/19.

Item number 4.b. Provide a blow-up detail to demonstrate how water will be conveyed from the emergency spillway's crested weir to downstream receiving waters -- consider rotating the spillway to align with the outfall ditch.

Item number 4.c. Provide riprap along the top and back of the embankment along the spillway as per the detail on Sheet C603.

Item number 4.d. Add channel protection along the ditch to prevent scour and dissipate energy.

Item number 4.e. Provide a riprap apron with level spreader at the end of the ditch.

Item number 5. Sheet C306: Pipe 13-14 enters the pond at an irregular angle and is exposed for more than 70 feet, as indicated on its profile Sheet C327. CT recommends rotating it counter clockwise to enter the pond near the southern most corner so it and its outfall apron are perpendicular to contours.

Item number 6. Sheets C306 & C307: Extend riprap aprons from Pipe 14, 66, 67 and 65 to beyond the normal water surface to prevent scouring.

Item number 7. Sheet C312: The grading plan shows steep grades approaching 2:1 on a 25' high fill area adjacent to the Ohio Turnpike Commission frontage. Recommendations outlined in the Geotech report must be incorporated into the design and construction of this fill slope must be done as prescribed. We have asked MS to provide cross sections of the 2:1 slope at the corner to clearly demonstrate that this can be physically built while meeting the Geotech report's recommendations for keying in a toe slope, benching, etc.; and to demonstrate that all can be performed without infringing on the Ohio Turnpike Commission right-of-way. Due to site constraints and potential impacts outlined in CT's February 18, 2019, Memo, CT recommends that the Developer engage the Ohio Turnpike Commission to obtain construction right of way or entry or construct a retaining wall in this critical location.

Item number 8. Fire Protection: Provide dry hydrants from the proposed pond: Three (3) along the proposed TJX parking area and one (1) towards the Hallock Young Road frontage. Provide bollards as necessary in traffic areas to protect them.

Those would be the dry hydrants that the Fire Chief has requested, and they are detailed in the Bureau of Forestry Guidelines.

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Item number 9. Sheet C409: Revise Callout Note #7 from "corporation stop" to "curb box". The corporation stop is located adjacent to the water main, per the Village of Lordstown standard detail.

Item number 10. Sheet C500: How will the secondary stockpile shown to the north of Stream 1 be accessed?

Item number 11. Sheet C603: Storm Water Management Facility Details

Item number 11.a. Include all pertinent dimensions and elevations needed for the construction of the pond embankment, outlet control structure, outlet pipe, emergency spillway, and downstream receiving ditches.

Item number 11.b. Cross-section or profile view of the pond's outlet pipe and embankment.

Item number 11.c. Include design and detail for anti-seep collars for the outlet pipe.

Item number 12. Sheet C604: See Exhibit A for Retaining Wall Detail markups and comments.

Item number 13. Sheet C702: CT is not involved with the stream restoration or other environmental permitting. These reviews fall under the jurisdiction of the Ohio EPA or the US Army Corps of Engineers. However, the typical sections presented on Sheet C702 show fills at the ends of the cross-sections. How will the adjacent land drain into these streams?"

I'll go into the next topic, which is –

**“Landscape Construction Documents:**

Item number 1. Sheets L1.01, L1.02, and L1.03: No trees shall be planted within or atop the storm water management pond, within its emergency spillway, or within the ditch line.

Item number 2. Sheet L1.05: Berm requirements along the eastbound road frontage – trees are proposed to be left in place, but will need to be supplemented with treed berms near the truck entrance (keep in mind sight distance setbacks).

Item number 3. No review of irrigation system was performed by CT.”

Next subject is the –

**“Water and Sanitary Sewer Utility Relocation Plan:**

Item number 1. Provide a detailed sequence of construction for the waterline and sanitary sewer line relocations. Waterline relocation must occur first. Include details of the Price property's service disconnection. All work to be coordinated with the Utility Department.

Item number 2. Include details of the boring & jacking operations, particularly with respect to the water line connection at the Hallock Young Road relocation. Install a temporary air release valve at the back-top” location.

Item number 3. Sheet 10: Add a blow-off to the 12” plug for the water line being abandoned. Refer to Village detail for Dead End Blow-off.

Item number 4. Sheet 16: Show existing waterline location on the plan view.

Item number 5. Sheet 17: Manhole “MH1” is shown to remain and will serve as the intercept point for redirecting the sanitary sewer. However, this creates sharp angles for both incoming pipes from the south and north to make the turn to the east.

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Relocate this manhole 20' eastward so both lines will enter at near-right angles to the downstream pipe to promote flows. Additionally, the flows entering the existing terminal manhole northeast of this intersection can be redirected into this new sewer and the existing crossing pipe beneath Ellsworth Bailey Road can be abandoned. Refer to markup in Exhibit D."

This actually requires a little bit more investigation – this particular item – item number 5.

Item number 6. Sheets 17 & 18: The 8" sanitary sewer is proposed to be installed beneath the pavement. The Village will require this line installation and backfilling operations to be inspected by the Village Engineer. Upon completion of the work, the entire width of this road will be resurfaced from Ellsworth Bailey, to the east end of the work zone.

Item number 7. TJX to add the cost of installing the Imperial metering manhole to the TJX Project. The design has been completed by CT Consultants, TJX shall reimburse the Village in full for all expenses incurred for advertising, bidding, construction, and inspection services."

Next subject –

**"Storm Water Pollution Prevention Plan (SWPPP):**

Item number 1. An agreement for the on-going Operations & Maintenance Plan for the storm water facility will need to be executed for the responsible party.

Item number 2. Submit a copy of the formal Storm Water Pollution Prevention Plan to Trumbull County Soil & Water Conservation District for a courtesy review."

Next subject –

**"Storm Water Management and Drainage Report:**

Item number 1. No hydrographs are presented in the report, and no information on drawdown time is included in the summaries. Please provide this info.

Item number 2. Per 1106.06.b.4.B, Hydraulic calculations shall include sufficient documentation to indicate the results of the investigation into the downstream drainage system's ability to accept the anticipated runoff from the proposed development."

Next subject –

**"Roadway Improvements:**

Item number 1. Provide EMS access drive from the relocated Hallock Young Road to the site's parking lot. This entrance shall be gated and used for emergency access only. Locate a fire hydrant near this entrance to provide additional fire protection.

Item number 2. Add guardrail along the outside curves of the relocated Hallock Young Road. Extend guardrail along the tangent parallel to the pond.

Item number 3. See off-site roadway review comments, Exhibit B.

Item number 4. See Exhibit C for review comments for Traffic Impact Study, Maintenance of Traffic Plans, Signing and Marking Plans, and Traffic Signal Plans."

Next subject –

**"General Comments:**

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Item number 1. No signage plan was submitted for the development; signage shall meet criteria of Chapter 1165.

Item number 2. Environmental Planning – Provide a comprehensive list of all pending and approved permits to support this project, and provide copies of all permits for Village files:

Item number 2.a. Ohio EPA and US Army Corps of Engineers – Wetland & Stream Delineations, Impacts, Restoration or Mitigation.

Item number 2.b. Ohio EPA PTI sewer and water permits.

We ask that the Applicant address the above comments and incorporate these revisions in the final site plans for review and approval by the Village of Lordstown Planning & Zoning, Village Departments, and the Village Engineer. Please resubmit complete documents.

**Additional Project Notes:**

Item number 1. Conservation Areas/Easement Agreement – CT does not recommend approval of the Agreement as currently written. “Passive Use Park”, “Public Park Uses” and “Future Improvements”, in whole or in part, do not appear to coincide with the spirit or intent of placing the subject lands in a perpetual conservation easement for preservation. Such “future improvements” may increase impervious areas, alter the drainage ways or create other potential impacts to surface waters and other unintended impacts to the surrounding properties, without the benefit of site plan review or public comment. The Village or its residents will have not been granted an opportunity to review the proposed use, location, scale or magnitude of these future improvements.

Item number 2. Fire protection. The fire protection system for the building and the subject site is proposed to be supplied by a wet pond and pump station, in lieu of a traditional holding tank or tower. Since the Lordstown Fire Department shall enforce compliance with the Fire Code, no separate review of fire protection or supply system has been performed by CT. CT has expressed concerns to the Developer’s Engineer regarding the availability of water for use in the pond during drought or deep freeze conditions, but was assured of no risk.

Item number 3. Traffic Signals. CT is concerned with the number of entrances and increased traffic within this relatively short section of road, and non-signalized intersections at the truck entrance, the relocated Hallock Young Road and Pritchard Ohtown Road, all of which will be impacted by the future build-out of this development. Therefore, CT recommends that the Village consider having an agreement in place for the Applicant or his Engineer to perform traffic counts at these intersections within 2-3 years after full development to confirm the need for no signal warrant. In the event these intersections are then warranted, or should there be numerous incidents at these intersections, the Developer will be responsible to install traffic signals at his cost.

Item number 4. Sidewalks/Pedestrian Crosswalks. CT recommended inclusion of sidewalks along the Ellsworth Bailey frontage and pedestrian crosswalks with curb ramps and push buttons at the north entrance opposite the Mobile Home Park. The Village determined sidewalk is not needed since it’s in a rural area; and that crosswalks would potentially create liabilities for the Village.

Item number 5. Hallock Young Road Relocation. CT and Village Department Heads all recommended the dead-ending Hallock Young Road and creating of a cul-

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de-sac, and this was approved by the Planning Commission. Ultimately, Village Council voted to approve the relocation of the Hallock Young Road.”

So this memo includes construction details – three (3) pages of them – and it was cross-copied to Josh Martin, MS Consultants, myself. The enclosures are Exhibits A, B, and C and D.

(WHEREAS, EXHIBIT B WAS READ INTO THE RECORD, AS SUBMITTED FROM CT CONSULTANTS, IN OUTLINE FORMAT, AS FOLLOWS☺

MR. KOGELNIK: “Exhibit B, TJX Roadway Review Comments” – much like MS has multidisciplines of transportation and traffic, we similarly have that for the extra eyes that the Mayor was looking for on the project.

**“Sheet 3, Typical Sections**

Item number 1. Remove underdrains from high side of super elevation sections.

Item number 2. Underdrains are shown at a 12-inch depth versus the recommended 18-inch depth. While it appears the outlets are difficult with the current ditch grading, there is only one (1) outlet for the entire project. The recommended maximum spacing for underdrain outlets is 1,000 feet. The current outlet runs 3,500 feet. If the ditches cannot be deepened to accommodate additional outlets, 18-inch underdrains should be utilized.

**Sheet 5, Typical Sections**

Item number 1. Show seeding in the median for the middle typical section.

Item number 2. Verify station range for middle typical section.

**Sheet 6, Typical Sections.**

Item number 1. The typical section for the median implies a paved median from Station 12+86.14, to Station 27+99.78. We would recommend adjusting the stations to where the median crossed the centerline, which is approximately Station 13+24 to Station 13+80.

**Sheet 13, Detour**

Item number 1. Add 'End Detour' signs.

Item number 2. Add advanced signing along southbound Lyntz Townline Road, north of Hallock Young.

**Sheet 14, MOT**

Item number 1. Coordinate advanced signing size, 36" versus 48", with detour map.

Item number 2. Verify sheet title.

**Sheets 18-21**

Item number 1. Verify sheet references on the match line.

**Sheet 24, Plan and Profile.**

Item number 1. Show existing headwalls in plan (shown on culvert section).

Item number 2. Verify drive station right versus profile.

Item number 3. Underdrain outlet, conduit is misspelled.

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Item number 4. The existing profile elevations should be located at even stations (all sheets).

Item number 5. The proposed profile elevations are incorrect (all sheets).

Item number 6. The sheets reference the water and sanitary plans, which are not included with the roadway plans. Confirm that they will be bid together or remove reference (multiple sheets).

**Sheet 25, Plan and Profile**

Item number 1. The callout for Guardrail, Type MGS is shown within the 50' of the Type E AA.

Item number 2. Complete station for curve data point A.

Item number 3. Designate curve data point D or E as a point of curvature.

Item Number 4. The offset for the end drive work does not match the profile offset.

Item number 5. Show construction limits outside of the proposed water and sewer work (all sheets).

**Sheet 32, Plan**

Item number 1. Verify north/south callouts on culvert ends.

Item number 2. Correct leader line for proposed water main callout.

**Sheet 33, Plan**

Item number 1. The auto turn analysis for the southwest radius return for site drive 1 shows the design vehicle overrunning the pavement. Revised radius to account for proposed wheel path; verify the proposed signal pull box is not impacted.

**Sheet 34, Plan**

Item number 1. The auto turn analysis for both of the drive 2 radi shows the design vehicle overrunning the pavement. Revise radius to account for proposed wheel path; verify the proposed signal pull boxes are not impacted.

Item number 2. Revised construction limits to include signal work, typical.

**Sheet 35. Plan**

Item number 1. For manhole 108, the 12-inch is entering from the south.

**Sheet 38-43, Cross Sections**

Item number 1. Correct proposed right-of-way lines to be shown at 50-foot left and right.

Item number 2. Verify proposed sanitary is not within cross section viewports.

**Sheet 39, Cross Sections**

Item number 1. Show proposed sanitary manhole at Station 34+50.

**Sheet 46, Cross Sections**

Item number 1. Show proposed sanitary manhole at Station 38+50.

**Cross Sections, Ellsworth Bailey Road**

Item number 1. Correct various edge of pavement line work.

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**Sheet 80, Intersection Detail**

Item number 1. Verify culvert length on the southwest corner, proposed slope from edge of shoulder is steeper than 3:1.

Item number 2. Correct station equation callout at the centerline intersection.

**Sheet 84, Drive Profiles**

Item number 1. The crest grade break for Station 36+25 right exceeds the 8% max.

**Sheet 85, Storm Profiles**

Item number 1. Add 706.02 callouts for all conduits.

**Sheet 88, Traffic Control**

Item number 1. Show stop bars and lane line removal at intersection.

**Sheet 91, Traffic Control**

Item number 1. Turn off storm sewer structure callouts.

Item number 2. Remove stray signs middle bottom of sheet.

**Sheet 95, Traffic Control**

Item number 1. The YE labels should be DY's.

**Resurfacing**

Item number 1. Add pavement planing and resurfacing for:" -- noted, asterisk.

Item number 1.a. Ellsworth Bailey -- all lanes through construction zone, from Station 12+00 to 37+50.

Item number 1.b. Hallock Young, East -- all lanes from eastbound road to connecting sanitary manhole."

I'm going to bounce down to the asterisk. The asterisk means "from March 4th, 2019, e-mail from Jeff Smith to MS Consultants.

**Cost estimate**

Item number 1. Confirm the water and sanitary work is not included with the roadway bid items.

Item number 2. The unit price for topsoil should be closer to \$20 per cubic yard.

Item number 3. Please revise the cost estimate per the below list\*" -- again, asterisk from Jeff's e-mail dated March 4th, 2019, to MS.

Item number 3.a. All unit costs to reflect prevailing wages.

Item number 3.b. Add quantities for pavement planing and resurfacing.

Item number 3.c. Add Allowances for utility relocations -- gas, electric, telecom; and

Item number 3.d. Add construction contingency.

Item number 3.e. Add engineering fees.

Exhibit C" -- getting there.

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(WHEREAS, EXHIBIT C WAS READ INTO THE RECORD, AS SUBMITTED FROM CT CONSULTANTS, IN OUTLINE FORMAT, AS FOLLOWS:)

**"Traffic Impact Study**

Review Comments dated March 8th, 2019.

Item number 1. Page 4 - Paragraph #1 still refers to Hallock Young roundabout configuration.

Item number 2. Page 9 - The percentages in Table 2 appear to be in error.

Item number 3. Figure 3, 5 and 6 - According to the Figure #3, there should be 45% of the generated traffic coming from the north, and 55% coming from the south. The volumes on Figures #5/#6 do not match these percentages.

Item number 4. Pages 13 and 14. Table 6 shows a level of service of F for the Site Drive C/Ellsworth Bailey Road. According to the Capacity/Analysis section of the study on Page 13, a level of service of F is acceptable for an existing location. Site Drive C is not an existing location.

Item number 5. Page 15 - Table 7 Turn Lane Sizing shows that Ellsworth-Bailey/Site Drive A/Hallock Young Road has exclusive left-turn lanes eastbound and westbound. The plans show exclusive right-turn lanes at this location.

Item number 6. Page 16 - The Site Distance Analysis section of the study notes that the intersections of Site Drive A and Site Drive B will be signalized; and therefore, outbound site vehicles will not have to worry about seeing gaps in cross-traffic; however, on Page 9, it states that the traffic signals warranted by the peak-hour warrant for Site Drive A and Site Drive B operate in flashing mode during non-peak times. This means that the site traffic will have to be concerned with gaps in traffic during off-peak hours. Please clarify.

Item number 7. Page 17 - Recommended improvements for Ellsworth Bailey/Site Drive C does not include the overhead flasher."

Okay -- **"TJX Maintenance of Traffic Plans**

Review Comments dated March 8, 2019.

Item number 1. Title Sheet - Design Speed on Hallock Young Road is listed as 45 mph, which is the same as the Posted Speed. Is this correct?

Item number 2. General Comment - Since Pritchard Ohltown Road is being utilized as a detour for the Maintenance of Traffic, should a temporary signal be installed during this time period?

Item number 3. General Comment - The Site Drives throughout the Maintenance of Traffic Plans are referred to as Drive 1, Drive A, etc. These titles should be consistent with one another to avoid confusion.

Item number 4. General Comment - Several sheets refer to Sheet 12 for the Maintenance of Traffic Legend/Drum Spacing Chart. These items are found on Sheet 14.

Item number 5. General Comment - Several sheets refer to Sheet 13 for the Driveway Access Detail. This detail is found on Sheet 15."

Next subject -- **"TJX Marketing Plans**

Review comments dated March 8th, 2019.

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Item number 1. General Comment - Site Drives should be labeled as Drive A, B or C for consistency.

Item number 2. General Comment - Several of the exclusive turn lanes do not match the lengths listed in the Traffic Impact Study. That is at relocated Hallock Young and Hallock Young/Site Drive A. Please clarify these lengths.

Item number 3. Sheet 91 - The eastbound/westbound exclusive right-turn lanes are referred to as exclusively left-turn lanes on Page 15, Table 7 of the Traffic Impact Study. Please clarify.

Item number 4. General Comment - Please revise the General Summary to reflect the revisions to the Signing/Marking Plans."

Next subject -- **"TJX Traffic Signal Plans**

Review comments dated March 8th, 2019.

Item number 1. General Comment - Please label Site Drives A, B or C for consistency and to avoid confusion.

Item number 2. Sheet 99 - The mast arm chart for Ellsworth Bailey/Site Drive C shows that SP-3 is a Design 11 support. Should this be a Design 12 support?

Item number 3. Sheet 101 - There is a weird line-type shown on the approach of Site Drive B. Please clarify what this represents.

Item number 4. General Comment - Please revise the General Summary to reflect the revisions to the Traffic Signal Plans."

And there are various 11 x 17's, and then I'll -- that ends our review. As you can see, it's comprehensive -- similar to what MS's design, I think, was -- so it's a big project. It requires a lot of detail. I was also going to address Item Number 6 in the conditional list of items -- Item Number 6.

SOLICITOR DUTTON: Well, no one else has seen that letter yet, but you can speak to the record --

MR. KOGELNIK: All right.

SOLICITOR DUTTON: And Kellie will either incorporate it or not incorporate it into her letter, depending upon what the Commission decides.

MR. KOGELNIK: All right. So Item Number 6 -- or what I actually had described was a meter manhole for Imperial Trailer Park -- that particular item is already designed. It is not for the benefit of TJX, but TJX is financing all of the work that goes into implementing that meter manhole; however, the waterlines and sewer line relocation that result for the benefit of the project are part of the conditions. So I want to make it known that there's no technical requirement for the Imperial meter manhole. Did I say that correctly?

SOLICITOR DUTTON: So are you suggesting additional language to the letter -- or not?

MR. KOGELNIK: I'm suggesting that we remove the TJX meter manhole from --

SOLICITOR DUTTON: -- that item.

MR. KOGELNIK: -- that item because it's not a technical comment that reflects my technical markups; but the other things that pertain to the water and sewer relocation, should remain.

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SOLICITOR DUTTON: Okay.

MR. RECH: Okay -- questions for Mr. Chris?

MR. ROOK: One that I'm not sure you would be the one to address -- and maybe it's just a comment. On the civil plans, 1.b. It says, "Please describe the two areas shaded in blue on Gas Maps 1 and 2, where noted that Eric Petroleum can operate after 3 years." What is the three (3) years? I guess I thought we were either abandoning the well or we didn't.

ATTORNEY STRASFELD: If I may?

MR. KOGELNIK: Sure.

ATTORNEY STRASFELD: This is really an ODNR issue -- the Ohio Department of Natural Resources. So this will be addressed with ODNR, who is going to have to approve whatever we do. So both the Army Corps and the EPA are aware of the issue, but we will not be able to proceed unless we have ODNR's approval, who I believe has exclusive jurisdiction over this matter.

SOLICITOR DUTTON: You're correct.

ATTORNEY STRASFELD: Thank you. I'm sorry -- are you done?

MR. KOGELNIK: I wanted to take a break.

ATTORNEY STRASFELD: If I may? Obviously, we just received these comments, so we're not going to address them. We are -- MS Consultants is working on comments back and corrections, as has been the process throughout the site plan design process.

I think I already addressed the issues concerning the conservation easement. It will not be used as a park or for recreational purposes. The EPA, as of 2:00 p.m. today, is aware of this; and that conservation easement will be subject to approval of the Army Corps and the EPA.

Attorney Dutton, item number three (3) on Miss Bordner's letter talks about -- the "conservation easement must be formally finalized" -- absolutely -- "including approval through Village of Lordstown Council." We were not aware of any process that requires Council approval. It's done by the Corps of Engineers and the EPA.

SOLICITOR DUTTON: Can you say that again -- the document. This is her letter that she drafted today?

MS. BORDNER: Item three (3). It's on your pink sheets.

ATTORNEY STRASFELD: I know I'm jumping ahead.

MS. BORDNER: It's a pale pink.

ATTORNEY STRASFELD: Mr. Smith, if CT Consultants jumped ahead, I figured I could do it, too.

MR. RECH: Thank you.

ATTORNEY STRASFELD: Anyway, I'm not aware of any -- after the Army Corps of Engineer and the EPA approves it, we provide a copy to the Village of Lordstown to meet the condition. I'm not aware of any approval process, and I think you recently went through this with another project in the Village, and I'm not sure how that worked out as far as what was done.

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MS. BORDNER: So the difference here is because -- and Paul can either confirm or deny what I'm saying, but --

SOLICITOR DUTTON: What number are we talking about?

ATTORNEY STRASFELD: Three (3).

MS. BORDNER: It's item number three (3).

SOLICITOR DUTTON: Three (3), okay.

MS. BORDNER: So the difference here is -- is that discussing landscaping buffers and barriers is part of site plan review for anyone that comes in when they deal with new construction. In this case, TJX has very wonderfully agreed to give a greater buffer area by way of the conservation easement.

Because they have done that, then these take the place of the landscape barriers, and so it is something that the Planning Commission needs to look at. You've also provided us with the conservation easement draft document. So if they have concerns or questions about that, now would be the time to discuss it -- because it is, again, part of a landscaping buffer that's required.

So, a little bit more than would normally be required -- but because TJX has graciously agreed to do it in this fashion. So I don't believe that there is any Village of Lordstown -- in terms of Council approval -- that is needed in regards to that; but because I did not know, that is why I put the words "if necessary."

ATTORNEY STRASFELD: I just wanted to --

MS. BORDNER: If they're not, they're not.

ATTORNEY STRASFELD: All right.

SOLICITOR DUTTON: All right, to make sure that the audience isn't confused -- even though we're all jumping ahead, here, Stuart. Miss Bordner prepared a draft of a letter, in advance of this meeting, and shared it this afternoon -- or yesterday morning; and through different iterations of the conditions that she would recommend as the Planning and Zoning Administrator to the granting of this -- quote -- "conditional" -- unquote -- site plan approval.

One of the items deals with the conservation easement, and there is language in number three (3) that says, "Any conservation easement/agreement must be formally finalized, including approval through Village of Lordstown Council." A property owner has a right to dedicate or deed property for a conservation easement without the consent or approval of a legislative body of the Village.

If it's to be used as a buffer, in addition to a conservation easement, that would be part of site plan review, but it's not under the jurisdiction of Village Council. So that clause should be stricken.

ATTORNEY STRASFELD: Again, out of order, but CT Consultants raised the issue -- when you get to number six (6), if we're removing the Imperial meter manhole, that's fine; but it's our position, that there's just not been an agreement as far as who's going to spend -- whose cost that -- who's going to pay the cost of that?

MR. KOGELNIK: Can I speak to that?

MS. BORDNER: So, I believe, that we -- I'm sorry, Chris, I didn't mean to step on your toes, but I believe that we agreed -- and again, right, we're a little ahead of things, but it's no problem. Where we talk about -- under number six (6) in the letter -- I believe

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we agreed to remove the words "and approval relative to the Imperial Meter Manhole (VOL Project)." If we remove that language, does that satisfy your concerns?

ATTORNEY STRASFELD: It does, but I just -- you said something that I don't agree with. I just want you to know that -- as far as the costs were concerned. I'm not here to debate with you. I'm just telling you I don't agree with you. Thank you. Yes?

MR. RECH: Go ahead.

MR. KOGELNIK: Can I speak to number six (6)?

MR. RECH: Sure.

MR. KOGELNIK: We had a BPA meeting. I think you were here, right?

SOLICITOR DUTTON: Who is you?

MR. KOGELNIK: And we talked about the --

SOLICITOR DUTTON: No, who is you?

MR. HERNON: Mark Heron, TJX Companies.

MR. KOGELNIK: And we made a -- we didn't have any kind of verbal agreement; but we did talk, openly, at the meeting about TJX paying for that meter manhole. You weren't there, and it was never memorialized until now.

ATTORNEY STRASFELD: Sir, I admit I wasn't there, but I have nothing to indicate anything to the contrary of what I'm saying. That's all I'm saying.

MR. KOGELNIK: All I can do is present the facts.

MR. RECH: Okay -- any other questions?

MR. HERNON: Can I respond to that as well?

MR. RECH: Yes -- stand up again.

MR. HERNON: Mark Heron, TJX Companies -- at that same meeting, it was not TJX that said that they would pay for that. It was CT Consultants suggesting that TJX pay for it.

MR. RECH: Okay -- what else? I guess my question to Chris is -- you went through all those points. Is there anything in all of that that you feel cannot be rectified -- or do you feel that if the Planning Commission would give conditional approval that -- continue working with CT and MS; and basically, everything will be resolved?

MR. KOGELNIK: The latter -- so as I stated, when the Mayor asked me the question how I felt about the design, I do feel confident about the design in general. There are many small things that need to be addressed, but I look at this project in total.

The permits are not, yet, in hand. It's going to take time to get the permits. What we think is -- the comments that are, you know, raised here and on our memo and detailed pretty well -- so that they can follow them.

We think that they can get these things done in a matter of a couple weeks; and at that time, they should be able to receive their permits. As with any permits, you have to do a back-check on your design and make sure that there are no conditions in your permit to make sure that you don't have to add or delete something in your design.

So I think that by the end of April -- if that's when it's going to be -- or somewhere about the middle of that, it will be safe that they'll probably be able to break ground if

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they have permits in hand and all the other documents, but we want to see all of these things get addressed and have the right departments at the Village, including the Board of Public Affairs, be able to review them and be confident that it can move forward; but I think that the things that I raised here are pretty trivial in the grand scheme of the design.

MR. RECH: Okay. Mr. Walker or Mr. Strasfeld -- anything to add to that?

ATTORNEY STRASFELD: Yes -- we appreciate the efforts on TJX's behalf.

MR. WALKER: It is a very large project, and I think there are a lot of good things coming out of this, and I think you saw some of that.

None of this fazes me in terms of what has to be done. This can all get worked out. This just takes meetings, effort. The attitudes are tremendous here in terms of getting it done and approaching it. I don't have any doubts that we'll get it worked through. I feel good about it.

MR. RECH: All right, thank you -- Kellie, anything you wish to add? Do you want to go through --

MS. BORDNER: I can go through the letter when everybody is ready for me to do that. I believe that the letter does encompass a lot of the things that Mr. Kogelnik has raised as being issues; and certainly at the end of the letter, one of the very last ones is that we have kind of a catch-all, which wasn't meant to be burdensome or cumbersome in any way. It was meant to be instructional and informational in that any changes that come up with regard to development plan always have to run through our Village Engineer.

So it's not something that's unusual. It's not something that we're trying to impose as something additional. It's normal and really is more of an informational and instructional -- but yet conditional measure because those have to be approved in order for final site plan to be signed off on by our Village Engineers.

We also have two (2) waivers that you all should consider. I don't know if you want to do that after Public Comment or before?

MR. RECH: Okay, let's talk about public comments for a minute. Essentially, we have all of the abutting properties in agreement. We had numerous meetings about this. Do the Members of the Planning Commission want to have public comments? We're really not required to at this point in time. What is your feeling on that?

MAYOR HILL: I don't think there's going to be any new information brought forth. I think the presentation today was informative. I don't think that there are any new issues which will be brought forth which haven't been brought in the previous eight (8) or ten (10) meetings we've had. That's my opinion.

MR. RECH: All right -- anybody else? All right -- we will not have a Public Comments section, then. How about additional Member Comments --

(WHEREAS, THERE WERE NO ADDITIONAL MEMBER COMMENTS, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: -- or we'll move on to the waivers and the potential motion, here? All right -- shall we address the waivers first, Mr. Dutton?

MR. KOGELNIK: Can I be excused.

MR. RECH: Yes -- sorry, Chris. The waivers first -- is that correct?

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SOLICITOR DUTTON: Yes -- the waivers.

MR. RECH: Okay, all right -- so, Kellie, do you want to go through these, please.

MS. BORDNER: Yes, absolutely. So I received a letter on March 1st from MS Consultants. It was signed by Josh Martin, and it deals with the HomeGoods Distribution Center and their request for waivers.

"Dear Miss Bordner:

As part of the proposed HomeGoods distribution center site, we request the following waivers to the Village of Lordstown's Municipal Code."

The first one involves a waiver that I've already discussed. It's with regard to the parking stalls. They're requesting a formal waiver -- 1163.06. I think you might have the Code wrong there. I think it's 1163.06 of the Code is -- one (1) space is required for each 500 square foot of gross floor space as I discussed.

So I won't reiterate that again because we did discuss that when I went through the Site Plan Review form, and it's essentially that they feel that they have enough spaces to cover, you know, both shifts coming and going at the same time and to require the 2,472 -- which is a very large number -- as opposed to the 998 spaces that they have proposed, plus the additional 20 ADA compliant ones -- would simply be to add more impervious pavement.

**So they're seeking a waiver and asking for the -- allowing of the 998 stalls and the 20 ADA compliant stalls.**

MR. RECH: Okay. So we have that as a waiver. Is there a motion to accept that as a waiver on the number of stalls --

SOLICITOR DUTTON: -- to grant the waiver.

MR. RECH: -- to grant the waiver?

MR. SHAFFER: I'll make a motion to grant that waiver.

MR. RECH: All right -- is there a second?

MR. REIDER: Second.

MR. RECH: All right, Mr. Shaffer and Mr. Reider. Is there additional -- any discussion on that?

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

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

MS. DUGAN: Yes, sir -- Arno Hill?

MAYOR HILL: Yes.

MS. DUGAN: Tim Rech?

MR. RECH: Yes.

MS. DUGAN: Don Reider?

MR. REIDER: Yes.

MS. DUGAN: Richard Rook?

MR. ROOK: Yes.

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MS. DUGAN: And Bob Shaffer?

MR. SHAFFER: Yes.

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

MR. RECH: All right, thank you -- moving on to number two (2) -- second waiver.

MS. BORDNER: Yes, sir. **A formal waiver is requested under number two (2) for the maximum driveway width to exceed the 50-foot allowed, as noted, in 1173.01(b) of the Lordstown Codified Ordinances for entrances 1 and 3.**

MR. RECH: Okay, is there is a motion to accept this waiver?

MAYOR HILL: So moved.

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

MR. ROOK: Second.

MR. RECH: Mr. Rook -- any additional discussion?

(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. DUGAN: Yes, sir -- Tim Rech?

MR. RECH: Yes.

MS. DUGAN: Don Reider?

MR. REIDER: Yes.

MS. DUGAN: Richard Rook?

MR. ROOK: Yes.

MS. DUGAN: Bob Shaffer.

MR. SHAFFER: Yes.

MS. DUGAN: And Arno Hill?

MAYOR HILL: Yes.

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

MR. RECH: All right, thank you -- any other additional waivers at this time, Miss Bordner?

MS. BORDNER: No, sir.

MR. RECH: All right. Should we move on to the conditional letter?

SOLICITOR DUTTON: Can you read it as edited?

MS. BORDNER: As edited?

SOLICITOR DUTTON: Yes -- because you're reading it into the record.

MS. BORDNER: Yes, sir. So this letter would be addressed to Stuart Strasfeld. He's the local counsel for HomeGoods, Inc. -- and it is regarding the conditional approval of TJX/HomeGoods, Inc. Site Plan Review.

"Dear Attorney Strasfeld:

Village of Lordstown Planning Commission

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The Planning Commission for Village of Lordstown ("VOL") has granted the TJX/HomeGoods Inc. Project ("TJX") conditional final site plan approval and herewith issues the attached Zoning Permits for the warehouse and distribution facility, pump house and the guard house upon the following conditions, which must be completed within six months (180 days) of the date of this letter (with the exception of the traffic signal and traffic study issue), otherwise the site plan approval and Zoning Permit shall be declared null and void, to-wit:

Number one (1). All parcels being developed by TJX must be formally acquired by TJX, with deed(s) recorded in the Trumbull County Recorder's Office, 160 High Street, NW, Warren, Ohio, 44481.

Number two (2). Any consolidation and/or subdivision deed or deeds, legal description or descriptions and/or survey map or maps conditionally permitted shall be finalized and also accompanied by a deed evidencing an easement across Lot C, former Price property, to conservation Lot A, which is to be properly recorded; and, all shall be subject to final approval by the Village of Lordstown, along with the satisfaction of the conditions set forth in any conditional approval, Trumbull County Tax Map, Trumbull County Auditor and Trumbull County Recorder, respectfully.

Number three (3). Any conservation easement/agreement must be formalized, and final, signed documentation provided to the Village of Lordstown.

Number four (4). In order to fully determine whether traffic signals are warranted at the proposed truck entrance, relocated Hallock Young Road, and/or at the existing Pritchard Ohtown Road, TJX shall, at their cost, employ its engineers to conduct a traffic count/study at two (2) years upon beginning operations and provide same to the engineers for the Village of Lordstown for review and agreement. If, as a result of the traffic count/study there is sufficient evidence of traffic flow due to ingress and egress to the TJX facility to warrant signals at any of these intersections or otherwise as a result of the number of accidents, and as agreed upon by the Village of Lordstown, TJX shall bear the cost of installation for traffic signals and shall hold the Village harmless on same.

Number five (5). All Ohio EPA and U.S. Army Corps of Engineers permits and approvals necessary to support the TJX development and its proposed activities impacting natural resources under their jurisdiction, must be obtained and provided to the Village of Lordstown, through the Planning and Zoning Office prior to the start of construction.

Number six (6). Final approval must be obtained through the Village of Lordstown Board of Public Affairs regarding the sewer and water utility systems, including but not limited to: Plan approval through Trumbull County Engineers and sanitary sewer installation/road bond for sewer installation on Hallock Young Road east side of Ellsworth Bailey Road, TJX Project.

Number seven (7). Any and all comments and concerns presented by CT Consultants, including but not limited to those offered in their Memorandum and Exhibits dated March 8th, 2019, shall be addressed and resolved.

Number eight (8). Any work change orders or alterations of any type to the final site plan as presented to the Village of Lordstown Planning Commission on March 11, 2019, including but not limited to the road relocation plans, the utility plans, the stormwater management and drainage plans, etc., must meet the approval of the Planning and Zoning Administrator, the appropriate Village of Lordstown department

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head(s), and/or the Village Engineers throughout the project development to effect final approval by Village Engineers upon completion.

Upon satisfaction of these eight (8) conditions, the site plan and zoning permits will be considered final.

Please confirm your understanding and acceptance of these conditions by acknowledging the same on the space provided and where indicated below."

It is to be signed by the Village of Lordstown Planning Commission; by Chairman, Tim Rech; Village of Lordstown Planning and Zoning Administrator -- that would be myself, Kellie Bordner; Village of Lordstown Engineers, CT Consultants -- that would be either Chris Kogelnik or Jeff Smith; and it would be accepted and acknowledged by TJX/HomeGoods by somebody of their choosing that has authority to do so.

MR. RECH: All right.

SOLICITOR DUTTON: You can ask them if they agree with that.

MR. RECH: Gentleman -- Mr. Strasfeld, Mr. Walker -- are you in agreement? There's a sly smile there. I don't know what that means?

ATTORNEY STRASFELD: I always smile, sir -- just a couple points of clarification, really.

Number two (2), there will be an easement across the former Price property -- and the only clarification I need is that -- Mr. Dutton -- is that post consolidation or pre-consolidation?

SOLICITOR DUTTON: It would be post consolidation --

ATTORNEY STRASFELD: Okay.

MS. BORDNER: -- because it would be during the subdivision.

ATTORNEY STRASFELD: Right -- I just wasn't clear.

MS. BORDNER: Right -- the reason for that, Mr. Strasfeld, was because we had gotten that waiver for the Lot A conservation area because it did not have any frontage on a public roadway --

ATTORNEY STRASFELD: Correct.

MS. BORDNER: -- and it would have to have an ingress and egress easement across the Price property, and that's the only reason for that.

ATTORNEY STRASFELD: Correct.

MS. BORDNER: Yes, sir.

ATTORNEY STRASFELD: And that's -- we okay?

(WHEREAS, THERE WAS NO AUDIBLE RESPONSE BY THE PLANNING COMMISSION MEMBERS OR MS. BORDNER.)

ATTORNEY STRASFELD: Thank you, guys. Number four (4) -- just for clarification -- that will be done two (2) years following commencement of operation. It's just a verbiage thing. So that traffic count study will be done two (2) years after commencement of operation.

SOLICITOR DUTTON: Operations of the TJX facilities.

ATTORNEY STRASFELD: Yes.

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SOLICITOR DUTTON: Yes.

ATTORNEY STRASFELD: I'm just -- Miss Bordner's language was "...at two (2) years upon beginning operations." I just wanted to clarify that -- that's two (2) years after commencement of operations of the project.

SOLICITOR DUTTON: Correct.

ATTORNEY STRASFELD: Number eight (8) -- we all recognize that some of those changes will be post-construction, and we may have to come back for approval; but there may be change orders after we start construction.

MS. BORDNER: Correct.

ATTORNEY STRASFELD: Okay, so --

SOLICITOR DUTTON: Yes -- yes.

ATTORNEY STRASFELD: I understand, but --

SOLICITOR DUTTON: It happens in every project, and particularly projects of this magnitude.

ATTORNEY STRASFELD: Thank you, Mr. Dutton -- but it's a condition. I'm just saying that that condition may be satisfied post-issuance of permits -- not pre-issuance of permits.

SOLICITOR DUTTON: Yes, yes.

ATTORNEY STRASFELD: Okay. I just want to make sure we're on the same page.

SOLICITOR DUTTON: In fact, some of the conditions won't be acknowledged until final inspection.

ATTORNEY STRASFELD: Yeah, but it says --

SOLICITOR DUTTON: You don't have to run back here every time you make a minor change in the design drawings or the as-built drawings.

ATTORNEY STRASFELD: Mr. Dutton, I agree with you -- but when it says "upon satisfaction of these eight (8) conditions, the site plan and zoning permits will be considered final." What does that mean?

SOLICITOR DUTTON: What did you mean?

(WHEREAS, ATTORNEY DUTTON ASKED MISS BORDNER, AND PROCEEDINGS WERE AS FOLLOWS:)

MS. BORDNER: Well --

ATTORNEY STRASFELD: Kellie, I don't want -- I want to put Mr. Dutton on the spot.

MS. BORDNER: This is simply language that we have used in the past with other big developments.

ATTORNEY STRASFELD: I want Mr. Dutton's legal interpretation.

MS. BORDNER: I'll explain why I did it. I just -- it's because we used the same language before --

ATTORNEY STRASFELD: Okay.

MS. BORDNER: -- one -- and what it means is that we would release the zoning permits that you will obtain.

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ATTORNEY STRASFELD: I can release them?

MS. BORDNER: They will be held in escrow with you.

ATTORNEY STRASFELD: Right.

MS. BORDNER: So when these are all complete, you may release them.

ATTORNEY STRASFELD: Okay.

MS. BORDNER: That's the simplicity of it.

SOLICITOR DUTTON: And I'm sure that Mr. Walker is familiar with this, and I'm sure you are, Stuart. Right now, this -- even though it's not called preliminary, it's preliminary or proposed site plan approval. You're coming up with the proposed design with all the bells and whistles --

ATTORNEY STRASFELD: Absolutely.

SOLICITOR DUTTON: -- and it's being approved. No one expects this project to be built, literally and technically, as presented. There will be changes, and then there is something called final site plan approval; and that is when the cake is baked, and inspection takes place --

ATTORNEY STRASFELD: -- and I get a Certificate of Occupancy.

SOLICITOR DUTTON: -- and you get a Certificate of Occupancy, and then you're done with us.

MS. BORDNER: But a Certificate of Occupancy is not the same as the final site plan review because the final site plan review is, essentially, done by the Village Engineers. They give us a recommendation that it is complete, and everything has been met.

So, therefore, if we don't have a clause in the letter like this, then you would have to continually come back to Planning Commission, as these changes stack up, because then it would affect an amended site plan review.

We're trying to avoid that because you're going to have CT Consultants reviewing it. You're going to have me reviewing it. You're going to have the appropriate department heads, depending upon what the issue is for the change, reviewing it; and this Board is granting us -- those individuals -- that authority to approve those changes and move forward. Am I correct, Mr. Dutton?

SOLICITOR DUTTON: Yes.

ATTORNEY STRASFELD: So then I will have final site plan approval prior to the issuance of the Certificate of Occupancy?

SOLICITOR DUTTON: Yes and the County gives you a Certificate of Occupancy; but they're going to want a Zoning Certificate, and they're going to want to know that the facilities have been inspected by the various departments.

MS. BORDNER: We will also issue a Certificate of Occupancy --

SOLICITOR DUTTON: Yes.

MS. BORDNER: -- ours is based on the structure --

ATTORNEY STRASFELD: Okay.

MS. BORDNER: -- and in compliance with, essentially, setbacks -- so on and so forth.

ATTORNEY STRASFELD: Okay, thank you.

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MR. RECH: All right -- Mr. Walker, anything to add?

MR. WALKER: No, sir.

MR. RECH: Okay, thank you.

SOLICITOR DUTTON: Do you agree with the conditions?

MR. WALKER: You know, I've had the pleasure of dealing with Kellie's office, and we have been able to work out things.

When there's been a need on their part, we've addressed it; and they'll be needs on our part as we go through this; and, again, building 1.25 million square feet is no small task, and there's a lot involved in this. So we know that there will be things that are not perfect that we have to address and do the right way, and I think you're seeing -- we've tried to experience anything with you -- is the quality of the plans, the quality of the approach, the way we approve the -- you know, approach everything, I think we're confident we can work with the administration, and we'll do the right things.

SOLICITOR DUTTON: Do you agree with the conditions?

MR. WALKER: We're willing to live with them, yes, sir --

SOLICITOR DUTTON: Okay.

MR. RECH: All right, thank you.

SOLICITOR DUTTON: Thank you.

ATTORNEY STRASFELD: -- as amended.

SOLICITOR DUTTON: -- as amended.

MS. BORDNER: -- as amended, and I will retype this for signature.

ATTORNEY STRASFELD: -- as interpreted.

MS. BORDNER: I will take out the language that has been stricken --

MR. WALKER: Right.

MS. BORDNER: -- and add in the little bit that has been requested. I will update the letter, and then everyone can sign. So, again, that would be Mr. Rech, myself, and someone on behalf of TJX, which could be you -- is fine by me, Mr. Strasfeld.

ATTORNEY STRASFELD: Okay.

MR. RECH: Okay.

SOLICITOR DUTTON: You need a motion to approve.

MR. RECH: Yes, so I need a -- at this time, **I need a motion to -- we still continue with conditional final site plan review, as incorporated in Kellie's letter dated today, and the two (2) waivers.**

MAYOR HILL: I'll make that motion.

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

MR. SHAFFER: I'll second.

MR. RECH: Mr. Shaffer made that -- okay, we have a first and a second. Any additional comments?

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(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. DUGAN: Yes, sir -- Don Reider?

MR. REIDER: Yes.

MS. DUGAN: Richard Rook?

MR. ROOK: Yes.

MS. DUGAN: Bob Shaffer?

MR. SHAFFER: Yes.

MS. DUGAN: Arno Hill?

MAYOR HILL: Yes.

MS. DUGAN: And Tim Rech?

MR. RECH: Yes.

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

MR. RECH: Okay, that passes. Thank you very much. Thank you, gentleman. Thank you, teams.

MR. WALKER: Thank you very much.

**MEMBER COMMENTS:**

MR. RECH: Is there any other member comments this evening?

MAYOR HILL: It's been a long road.

MR. RECH: Yes, it has. Again, I want to thank you for your team -- you and your teams to get this done -- thank the community.

**ADJOURNMENT:**

MR. RECH: I will entertain a motion for adjournment.

MR. REIDER: So moved.

MAYOR HILL: Second.

MR. RECH: I have a first and a second -- Mr. Reider and Mayor Hill. All in favor, "aye"?

MR. REIDER: Aye.

MR. SHAFFER: Aye.

MAYOR HILL: Aye.

MR. ROOK: Aye.

MR. RECH: Aye.

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

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MR. RECH: We are adjourned.

(WHEREUPON, THE PUBLIC HEARING BEFORE THE LORDSTOWN VILLAGE PLANNING COMMISSION, IN THE ABOVE-CAPTIONED MATTERS, CONCLUDED AT 8:27 P.M.)

Submitted by:

Approved by:

Denise L. Dugan  
Assistant Planning & Zoning Administrator

Tim Rech  
Chairperson