

Village of Lordstown Planning Commission

May 8, 2018

The Lordstown Planning Commission met on May 8, 2018 at 6:30 p.m. at the Lordstown Administration Building. The meeting was called to order by Chairperson Tim Rech, followed by the Pledge of Allegiance to the Flag. Roll call was taken.

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

Paul Dutton, Solicitor  
Kellie Bordner, Planning and Zoning Administrator

Also Present: Attorney Stuart Strasfeld, Roth, Blair, Roberts, Strasfeld & Lodge  
Attorney Lou Alexander, Roth, Blair, Roberts, Strasfeld & Lodge  
Mark Walker, TJX Companies, Inc.  
Mark Cavicchi, TJX Companies, Inc.  
Karel Cubic, MS Consultants, Inc.  
Ian Aultman, PE, MS Consultants, Inc.  
Ryan Bush, PA, MS Consultants, Inc.  
Sarah Boyarko, Youngstown/Warren Regional Chamber

Public Comments: Robert Dellick, Lordstown, Ohio  
Philip Eubank, Lordstown, Ohio  
Bill DeCesare, Lordstown, Ohio  
Karen Jones, Council Member, Lordstown, Ohio  
Robert Bond, Council Member, Lordstown, Ohio  
James Dignan, Youngstown/Warren Regional Chamber  
Joe Zampedro, Lordstown, Ohio  
Janice Sawyer, Lordstown, Ohio  
Teresa Schanz, Lordstown, Ohio  
Bob Shaffer, Lordstown, Ohio  
Michael Chaffee, Lordstown, Ohio  
William Catlin, School Board Member, Lordstown, Ohio  
Ed Wilk, Lordstown, Ohio  
Kathy Dickson, Lordstown, Ohio  
Brett Dickson, Lordstown, Ohio  
Jim Gates, Lordstown, Ohio  
Ray Kovac, Lordstown, Ohio  
Keith Westenfelder, Lordstown, Ohio  
James Pirko, Eastgate Regional Council of Governments Citizen's  
Advisory Committee  
Tom Cowie, Imperial Communities  
Todd Gibson, Lordstown, Ohio  
Kaleb Yoho, Warren, Ohio  
Kevin Campbell, BPA Member, Lordstown, Ohio  
Karen Krisher, Lordstown, Ohio

**EXCUSE THOSE ABSENT:**

MR. RECH: All right, thank you. Is there a motion to excuse Mr. Schofer and Mrs. Dugan?

MR. REIDER: So moved.

MR. RECH: All right, Mr. Reider made that motion. Is there a second?

MAYOR HILL: Second.

MR. RECH: Mayor Hill -- all in favor "aye".

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MAYOR HILL: Aye.

MR. RECH: Aye.

MR. REIDER: Aye.

MR. ROOK: Aye.

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

MR. RECH: All right, thank you. So before we get started, we just have a couple of house rules if you will. This is a big crowd -- more than we normally have at our meetings. So, again, if you have a cell phone, please mute it.

This is a public hearing, so we ask that you keep any chitchat to a minimum. We're taking a public record. Think of it as a court proceeding -- only we're not a bunch of lawyers except for Mr. Dutton, here, okay. So, basically we want to get this right and we want to have an accurate record and recording of what's going on.

When it comes for public participation, I have a list of everybody that signed up that wants to speak. You will be given a time limit. Based on the number of people that want to speak, think about it now. Be concise -- plan out what you want to say. I don't have the opportunity for you -- if you have, like, a 40-page manifesto or something like that, we don't have the opportunity to read something like that. So please think about that.

The only other thing I want to say is just that we're going to be respectful here. We want to be respectful of you. We hope that you will as well.

I'm not on a lot of social media. I just get online just to watch my grandkids; and some of the stuff I've seen, I've been appalled by so -- just, again, treat each other with respect. You can go back to your sniping and all that kind of stuff after this meeting is over, but we're not going to have it during this meeting.

If there's any problems, I do have the Police and Fire in here. We're controlling the crowd, based on Fire Code, and I don't want to have to ask Chief Milhoan to ask anybody to leave. So, again, please be respectful of the proceeding.

All right. That's all I have as far as notice.

**APPROVAL OF AGENDA:**

MR. RECH: First thing is the Reading and Approval of the Agenda. Is there a motion to approve the agenda?

MAYOR HILL: So moved.

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

MR. REIDER: Second.

MR. RECH: All in favor?

MAYOR HILL: Aye.

MR. RECH: Aye.

MR. REIDER: Aye.

MR. ROOK: Aye.

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

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

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

MS. BORDNER: No report, Mr. Chairman.

**SOLICITOR'S REPORT:**

MR. RECH: Thank you. Any Solicitor's Report?

SOLICITOR DUTTON: No report.

**CORRESPONDENCE:**

MR. RECH: Thank you -- Correspondence?

MS. BORDNER: No correspondence, Mr. Chairman.

**OLD BUSINESS:**

MR. RECH: All right, Old Business? (NO RESPONSE) -- none.

**NEW BUSINESS:**

MR. RECH: All right, New Business -- we have seven (7) parcels listed for zone change. We will go through those one by one. It's my understanding, before we do that, we're going to have a presentation; is that correct?

MS. BORDNER: Yes, sir.

MR. RECH: All right, will the folks from TJX --

MS. BORDNER: With all due respect -- if you want me to give you a little brief overview, I can do that. I don't think I need the microphone. Can everybody hear me?

Okay, we do have seven (7) Petitions for zone change with respect to the following parcels, here, in the Village of Lordstown.

Parcel No. 45-117512, property owned by Harvey and Dolly Lutz.

Parcel No. 45-117511, property owned by DBR of Ohio, LLC.

Parcel No. 45-003357, property owned by DBR of Ohio, LLC.

Parcel No. 45-003359, property owned by DBR of Ohio, LLC.

Parcel No. 45-904644, property owned by Ronald and Cynthia Radtka.

Parcel No. 45-027550, property owned by HomeGoods, Inc.

Parcel No. 45-048950, property owned by HomeGoods, Inc.

Each one of these has been assigned a case number that goes from 01-2018, through and including, 07-2018. All of the property owners were required to sign the Petition for Zone Change, and they also all identified an agent to speak on their behalf. That agent is Mark Walker.

As part of their Petitions for Zone Change, they had to provide the following:

1. A complete legal description and a copy of the deed for the property to be rezoned.
2. A sketch, tax map, and/or a surveyor's map showing all property lines, buildings, structures, easements, adjacent properties and road right-of-ways.
3. A statement of why the change is necessary for the preservation and enjoyment of a substantial property right.
4. A statement of how the proposed zone change will not be detrimental to the public welfare or the property of other persons located in the vicinity.

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5. A list of the names and addresses of the adjacent property owners to the above-described property. Now that's on each Petition for Zone Change.

So, by way of a little history, HomeGoods, Inc., operates a chain of home fashion stores throughout the United States, was founded in 1992, and is based in Framingham, Massachusetts. The company has selected a site in Lordstown, Ohio, containing approximately 290 acres of land, for the construction of a 1,250,000 square foot distribution center containing regional offices.

Within the first five (5) years, the company expects to employ 1,000 associates with an annual payroll exceeding \$27,000,000. The total fixed asset investment in the 290 acres of land is estimated to be \$170,000,000.

The project site is comprised of seven (7) parcels, as I said, containing approximately the 290 acres of land in the aggregate. In connection with this development project, HomeGoods, Inc., intends to consolidate these seven (7) parcels into one (1) or two (2) parcels; and in doing so, intends to relocate a portion of Hallock Young Road that crosses between the southern boundary of Parcel No. 45-117512, and the northern boundary of the other six (6) parcels.

They have maps depicting all seven (7) parcels and the surrounding parcels, and the company's proposed Site Plan is attached to their Petition, and they have some maps over there showing that as well.

With regards to their statement of how the zone change will not be detrimental to the public welfare, they have issued this statement -- in addition to those things that I already stated -- that some of the parcels that they are talking about currently contain single-family dwellings, and some are unimproved parcels of land that are currently taxed at a rate that reflects the value for agricultural purposes, which is a CAUV, that's through the Auditor's Office in Trumbull County.

A zone change will enhance the value of this property and increase tax revenue in the Village of Lordstown by way of increasing payroll taxes. A zone change is necessary for the preservation and enjoyment of substantial property rights in these parcels of land. A zone change will provide an economically-viable use of these parcels, while substantially advancing legitimate Government interest.

With regards to their statement of how the proposed zone change will not be detrimental to the public welfare, they have stated -- again, reiterating some of the things that I've already stated -- and going on to say that in the development of the property, HomeGoods, Inc. intends to leave a sufficient amount of existing woodlands so that a buffer of trees will exist between the proposed facility and the adjoining residential neighborhoods.

The project site will be insulated, and truck traffic limited to Ellsworth Bailey Road and the Industrial section of Hallock Young Road, which will run astride the General Motors Lordstown Plant.

They are identifying the fact that this is in close proximity to (INAUDIBLE) and General Motors Lordstown Plant, which has been in operation since 1966, but recently has been reducing its work force.

The Ohio Turnpike has two (2) interchanges, which provide for truck and vehicular approaches to the project, as well as end-of-work movements, with minimal impact on the local community. This area is conducive to industrial development, given its excellent road network and low-existing roadway service levels.

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It is anticipated that this project and the contracted prices for the property will increase land values in the immediate vicinity, benefiting the owners of the large parcels of land that are suitable for Commercial and Industrial services. Increased employment can also result in housing demands.

Now that applies to all seven (7) of the Petitions for Zone Change. Those are somewhat general statements.

In conjunction with these Petitions for Zone Changes, and in furtherance of the project, the Petitioner's request the following exceptions and waivers of the requirements set forth in the Lordstown Zoning Ordinance for I-1 Industrial lots:

So for Parcel No. 45-048950, which is a parcel owned by HomeGoods, Inc. -- this parcel does not meet the 500 foot minimum lot depth requirement, as set forth in Section 1137.01 of the Zoning Ordinance. This parcel has a lot depth of 434 feet, which is a 13% deviation from the requirement. Accordingly, the Petitioners will be asking for an exception and a waiver permitting this parcel to be rezoned to I-1 Industrial despite that deviation.

Parcel No. 45-027550 -- again, a parcel owned by HomeGoods, Inc. -- does not meet the required frontage, depth or lot size requirements set forth in the Zoning Ordinance. This parcel has a lot frontage of 235 feet, which is a 22% deviation from the 300-foot requirement; a lot depth of 434 feet, which is a 13% deviation from the 500-foot requirement, and a total lot size of 101,990 square feet, which is a 32% deviation from the 150,000 square foot requirement. Accordingly, they will be asking for an exception and waiver permitting this parcel to be rezoned to I-1 despite the deviation.

The third Parcel is 45-003357, owned by DBR of Ohio, LLC. This parcel does not meet the 500-foot minimum lot depth requirement as set forth in 1137.01 of the Zoning Ordinance. It has a lot depth of 130 feet, a 74% deviation from the requirement, and they will be asking for an exception and waiver permitting that parcel to be rezoned to I-1 Industrial despite the deviation.

Parcel No. 45-003359, DBR of Ohio, LLC, does not meet the 300-foot frontage requirement set forth in the Zoning Ordinance. This parcel has a lot frontage of 264 feet along the Mahoning-Trumbull County Line Road, which is a 12% deviation from the requirement. This parcel also has a lot frontage of 79 feet along Hallock Young Road, which is a 74% deviation from the requirement; therefore, they will be asking for an exception and waiver permitting that parcel to be rezoned to I-1 Industrial despite the deviation.

And finally, Parcel 45-904644, Ron and Cynthia Radtka -- this parcel does not meet the 300-foot frontage requirement set forth in the Zoning Ordinance. This parcel has a frontage of 275 feet, which is an 8% deviation from the requirement. Accordingly, they will be asking for an exception and waiver on that parcel to be rezoned to I-1 Industrial despite this deviation.

These will be brought up, again, when it's time to vote -- and that's just a recap of everything that they're going to be discussing, and I'm sure they want to make their presentation now.

MR. RECH: Okay, thank you, Kellie.

MS. BORDNER: Yes, sir.

MR. RECH: You're up -- please come to the mic.

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MR. WALKER: Good evening. I'm Mark Walker from TJX Companies, and I'm going to introduce Stuart Strasfeld, who is representing TJX from the Law Firm of Blair, Roth, Roberts, Strasfeld & Lodge.

ATTORNEY STRASFELD: Thank you. Thank you, Kellie -- and I don't know if I need a speaker. I'm Stuart Strasfeld. I'm from the Youngstown firm of Roth, Blair, Roberts, Strasfeld & Lodge.

We are here today in support of seven (7) Petitions for a Zoning Change from R-1 Residential, to I-1 Industrial filed by HomeGoods, Inc.

As Kellie explained, TJX is an American multi-national department store corporation headquartered in Framington, Massachusetts. It was a spinoff of Zayre Corporation. Of the banners, which I'm sure you're familiar with, HomeGoods, T.J.Maxx, Marshall's and Sierra Trading Post operates in the United States.

As explained in great details throughout the seven (7) Petitions and the exhibits, HomeGoods operates a chain of home fashion stores throughout the United States. Following an extensive search throughout the United States, HomeGoods selected a site in Lordstown, Ohio, containing approximately 290 acres of land for the construction of a 1.2 million square foot distribution center containing regional offices.

Within the first five (5) years, we expect the company will employ 1,000 associates with an annual payroll exceeding \$27,000,000. The total fixed asset investment in the 290 acres of land is estimated to be \$170,000,000.

We anticipate consolidating these seven (7) parcels of land, so -- and I will go through each parcel, but there are currently seven (7) parcels of land in question. We intend to make it into one (1) large parcel of land after we relocate that portion of Hallock Young Road that crosses between the southern boundary of Parcel No. 45-117512.

So this parcel -- this parcel we intend to relocate this -- so we consolidate these lands. The consolidation of the seven (7) parcels and the relocation of that part of Hallock Young Road, will not take place until after the zone change is made effective. That is why we ask for these waivers -- because these waivers really won't apply once we have consolidation. We will meet all the zoning requirements of lot size.

The 290 acres are currently located, as you know, in a District zoned R-1; and to accommodate the company's intended use, it's essential to rezone all seven (7) parcels to I-1 Industrial. That's why we submitted seven (7) different applications.

If we look at the seven (7) parcels -- and I know it's difficult to see the yellow -- they're outlined in yellow on this map. Starting to the north, Parcel 45-117512 contains approximately 121.75 acres of primarily undeveloped land. The parcel abuts the Ohio Turnpike on its northeastern line.

Ellsworth Bailey Road is located on its easterly line -- I'm sorry eastern line -- Hallock Young Road on its southern line. As planned, the building to be constructed by HomeGoods is set back from the western property line approximately 1,550 feet.

So you see what we call this buffer here -- okay? This buffer shows how far from the residential property we intend to build our building. So the buffer is here. The buffer is here.

In discussions, recently, with residents of Lordstown -- in recent discussions with Lordstown residents, we are also now planning a berm and a swale. So that berm will go -- one of the Engineers from M.S. Consultants will talk more technically on that. There will be a berm here and down the road -- and a berm and a swale. That's to

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address certain concerns that residents have had in Lordstown with other development of the property; and this buffer -- it's going to be. We're calling it an environmental buffer. It is going to be -- we cannot build on there. There will be a restriction preventing us from building.

To be an environmental buffer, we have to have it accepted by an agency, and so we have to work out those details; but no matter what we decide to call it, we will not be doing any construction on those areas marked "buffer."

Further, as you can see from the Title Report, this parcel -- this parcel of land is relatively free and clear of any kind of easements of any nature, really. It's just a clean parcel.

The next parcel is 45-117511 -- and that's to the south of Hallock Young Road. This undeveloped parcel contains 52.5 acres of land. Its entire northern line is along Hallock Young Road.

To the south and east, are other parcels of land for which HomeGoods has filed petitions to rezone for this project. Again, according to the Title Reports, the parcel is relatively free and clear of any types of liens and right-of-ways.

Parcel 45-048950 is a residential lot located on Hallock Young Road containing approximately 3.7 acres of land. Since all of these parcels, as I explained, will be consolidated -- that is why we requested the variance because of the depth of this lot.

Now, as Kellie mentioned, HomeGoods, Inc., has already satisfied its contractual obligations and purchased two (2) of the residential lots formerly owned by Bertha Kaloci and Georgiann Fulkerson. So those are these two (2) lots right up here -- we already have Title to. That's just to show our commitment to this community.

Parcel 45-027550, again, is a residential lot located on Hallock Young Road containing approximately 2.46 acres of land. The parcel is approximately 235' x 406' in size. Since the parcel, again, will be consolidated with the other lots, we requested a variance because of the frontage, depth, and lot size -- again, parcels border on the north, by Hallock Young Road, and on all three (3) sides by other parcels for which we allowed petitions for rezoning.

This parcel is subject to utility easement and rights-of-way in favor of East Ohio Gas, Ohio Edison, and the Ohio Public Utility Service.

Parcel 45-003357 is a very narrow lot on -- the entire length of the lot fronts on Ellsworth Bailey Road -- so this entire way. Up here, it fronts on Hallock Young Road; and down here, it borders on Pritchard Ohtown Road.

To the west, are other parcels for which we are seeking re-zoning. This parcel is subject to utility easement and rights-of-way in favor of Ohio Public Service Company, Ohio Edison, and Columbia Natural Gas.

Parcel 45-904644 is a residential lot that fronts on Ellsworth Bailey Road. It contains approximately three (3) acres of land and is 275' x 478' feet in size. It is bounded on all sides by parcels for which we are seeking rezoning, and it is subject to a few easements and rights-of-way in favor of the utility companies.

Parcel 45-003359 contains approximately 104.26 acres of land -- and again, it is largely undeveloped. It is bordered, on the north, by other properties for which we are seeking rezoning; and it, again, will be consolidated with the other lots to form one (1) large parcel. It's subject to utility easements and rights-of-way in favor of the Ohio Public Service Company, Ohio Edison, and Columbia Natural Gas.

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HomeGoods, Inc. has signed purchase agreements to purchase all seven (7) lots; and as I mentioned, it's already closed on two (2) lots. As local counsel, we're optimistic that HomeGoods, Inc. may build an approximately 1.2 million square foot distribution center, pending completion of due diligence and review of appropriate approval -- included, changes in zoning.

At other meetings, we looked at a different one of HomeGoods facilities out in Arizona. As compared to what we are planning here, that facility contained about 825,000 square feet. We are looking to build, in Lordstown, a facility containing between 1.2 and 1.250 million square feet. That is why -- people have asked, what do we need 290 acres for?

Well, to be a responsible citizen, first of all, we needed to accommodate the building; and secondly, we needed to make sure that we have enough buffer that we protect the interests of those people living in the area surrounding our facility.

We are looking to develop the property in a way that we believe will minimize the impact on the neighboring areas, such as a large buffer and beautiful landscaping out front. Further, we believe that the Lordstown area, as shown by other plants that have developed in Lordstown, offers a strong talent pool.

HomeGoods, itself, launched in 1992. As of the end of fiscal year, 2017, TJX was operating more than 650 HomeGoods stores.

During its Fiscal 2018 Fourth Quarter and Year-end Earnings Conference Call, TJX announced that HomeGoods expects to open approximately 100 stores this year. That is why this site was selected -- because of its location; and it offers us the opportunity to provide goods to our stores throughout this part of the country.

Seated with me today, is Mark Walker, who you have met, TJX's Vice President of Real Estate; Mark Cavicchi, Director of Design. You've all met Sarah Boyarko, before from the Chamber; my Associate, Lou Alexander; and from our Engineering Firm of M.S. Consultants from Columbus -- they have offices in Youngstown -- Ian Aultman, Ryan Bush, and Karel Cubick.

The question has -- I've heard several times at Town Hall meetings -- why is the change necessary? So it is our opinion that the current zoning prevents the reasonable development of the 290 acres of land. Because of various agricultural tax credits, this property generates a minimum amount of real estate taxes. What we propose is a 1.2 million square foot, fully air-conditioned, state-of-the-art distribution center. The 290 acres allows for responsible development. The granting of the seven (7) zoning -- rezoning petitions would provide the property owners with an economically-viable use of their properties and advance a legitimate Government interest.

As I said, there were few houses that we purchased, but most of the large parcels are pretty much undeveloped land. The project is anticipated to create 1,000 jobs, with a weekly payroll of \$600,000; and with our unemployment rate hovering among the highest in Ohio in the nation, and with our base of jobs shrinkage, this potential stable, large-scale development should be fully supported.

The zone change will enhance the value of property and increase tax revenues in the Village of Lordstown by way of payroll taxes. The property has not been developed. It is, essentially, across the street from the sprawling General Motors complex. The east plant of the GM Lordstown is located at 2300 Hallock Young Road, and the west plant is located at 2369 Ellsworth Bailey Road, which are really just minutes away from the proposed distribution center. The most valuable use of this property, as can be seen by the lack of development, is under an Industrial classification, and that is why we are requesting this zone change.



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I would now like to call on Mark Walker to discuss why we selected this site, what we expect it will benefit the community, and overview of the improvement.

MR. WALKER: Well, good evening, Planning and Zoning Board, Mayor Hill, Solicitor Dutton, Kellie, residents, and interested parties. I'm Mark Walker, Vice President of Real Estate for TJX. Can everybody hear me okay back there? Are we doing okay?

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

MR. WALKER: We're excited to be here tonight to present our plans for the HomeGoods Distribution Center. I may call it HDC going forward. It's a little easier -- but we believe that this distribution project will bring many economic benefits to the community -- not just what happens inside the four (4) walls, but the way it's handled and spent within the community. So we think there is a high level of economic benefit to this project.

As has been mentioned before, 1,000 jobs -- mostly full-time. All full-time jobs will come with comprehensive benefits with the full-time jobs -- and again, most of the 1,000 are going to be full-time.

We have a well, thought-out project here -- 290 acres, of which 170 is the limit of development. That's 58% percent of the total lot. The rest, in the buffer areas -- as Attorney Strasfeld just pointed out -- will become an environmental buffer; and there's going to be some things to work out on that, but it will be iron clad, donated, managed -- whatever we feel with the Village -- working in conjunction with the Village, to come up with a sensible assurance that that land will never be developed, and that's shown right here.

As you know, HomeGoods -- just to give you a little background -- more background on the company, and I'll be real brief with this -- the company, TJX, has been in business 40 years. We're operating in nine (9) countries, and we have seven (7) different divisions. Probably the one you're most familiar with is T.J.Maxx, Marshalls, HomeGoods and Sierra Trading Post.

Earlier this month -- this is the something we're very very proud of -- Forbes Magazine, which is one of the most -- foremost business magazines, voted us one of the Best Companies to Work for in 2018. That is out this month in one of their magazines. I'm very proud of that. We worked hard to get there.

We're also highly committed, and we always strive to engage in the community -- become a great corporate citizen, and we strive to do a lot of good within the community with our associates; and we want to be a partner, within the community, on many many activities that the community holds.

Over the past two (2) years, I have traveled from central Virginia, to New York, to Ohio - - to find a spot. We were well sought after. Jobs are always valued, and people that look into our company, know our reputation.

We landed in Lordstown because we felt that this is a great place. It has a great work force. It's got a work ethic. It's got a commitment to excellence that we didn't see in a lot of places, and that's a testament to all of you. That's what -- this community stood out, as far as we're concerned. So that's why we're here. That's why we're back again tonight. We want to be here.

Our plans, besides the buffer on the Site Plan, include a retention area so that we can manage all the storm water on our site -- and I'm not going to get into detail. I'm going

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to turn that over to M.S. in a little -- in a little while, and they'll go through the technical parts of that.

We have also worked on the buffering and the swale that I was -- just mentioned. It's something that came up over the weekend. We looked into it. We're happy to do it. We understand there's a concern in the neighborhood. I think we addressed it.

Congressmen Ryan came back with a couple solutions. We looked at a number of things. There's some engineering details that have to be worked out on the swale. There's a letter that's going to get read into the record of the meeting. It's an iron clad agreement, on the part of the company, to put a berm and to put a swale in.

The Site Plan is well-equipped. It's a modern facility. It's well-equipped to handle the activities in the 1.2 million square feet. By the way, there's 30,000 square feet, also, of office. You don't run 1,000 employees without having HR support, IT, finance. So aside from the production and the moving of goods, it also has an office component to it. So that's also part of the project -- but the Site Plan is well-equipped to handle associate cars in front, here.

So we have suitable parking for two (2) shifts at one time. We have over 1,000 trailer parks because -- why do we put that many in there? Because we want a truck to come in, spend two (2) minutes at the guard house, which is what they do on average. We have timed that. Two (2) minutes to check in here -- be told where their spot is, get in, shut the engines off, and then pick up a trailer and get out.

We get -- through the EPA Safe Smart Way Program -- that's one of the reasons why we've been singled out by the EPA in New England as a Merit Award winner because we actually make the investment and spend the money to do the right things.

You'll hear in a few minutes about the in-depth traffic study that's been performed and looked at -- taking into consideration the existing area. There are two (2) traffic signals that we're going to install on Ellsworth.

We anticipate that the truck movements will come from the Turnpike, as well as the other exit of the Turnpike coming around the GM facility -- ending up here and making a left. So what we really loved about the site was its regionality. It allows for a truck approaching or leaving the site to come from the Turnpike -- come on to Ellsworth for a couple of hundred feet -- get in and get out. It does not -- and should not go through the community; and again, that will be addressed in the traffic study.

Overall, I think we have a wonderful, responsible, well thought-out plan. I was fortunate to be able to put together 290 acres to allow for a lot of this. Many companies I've seen around the country would have squeezed on to 120 acres, but they would not have these amenities to offer the plan so that it blends in well with your community.

So I would ask, tonight, that you allow us to present some of the technical findings on traffic through the engineers -- and we're looking forward to it. I think it's a heck of a plan. Thank you.

ATTORNEY STRASFELD: It's our opinion that this proposed change in zoning will not be detrimental to the public welfare or to the properties located in the vicinity of the proposed distribution center.

As you're all aware, the Ohio Turnpike has two (2) interchanges which provide for truck and vehicular approaches to the project, as well as end-of-work movements, with minimal impact on the local community.

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The area is conducive to Industrial development given its excellent road network and low-existing roadway surface levels. There has been a great deal of discussion, in the local news and on social media, regarding the impact of the development on traffic. As shown on the drawings, there is no access to the distribution center from the relocated Hallock Young Road. All of the access will be off of Ellsworth Bailey Road.

I would like to call on Ryan Bush, from M.S. Consultants, who will discuss traffic flow and the traffic study that they performed -- Ryan?

MR. BUSH: Good evening. As Stuart said, my name is Ryan Bush, and I'm with M.S. Consultants. As Mark and Stuart alluded to, this is the proposed site, and the proposed site is going to have three (3) access points -- all on Ellsworth Bailey Road. The northern most access point will be located across from Imperial Homes at the existing Hallock Young Road intersection. That will serve as an employee access point and a visitor access point as well.

There will be a second access point to the south, also, for employees -- and then the southern-most access point will be the trucks -- truck access point, where the trucks will go in and out of the site to make their deliveries; and as Stuart just said, there are no access points along Hallock Young Road. They're all -- they're all on Ellsworth Bailey Road.

So M.S. Consultants prepared a Traffic Impact Study to identify what road improvements would be needed in association with this site. So we look -- in a Traffic Impact Study, we look at the existing traffic and the proposed traffic -- and add those two together, and evaluate the road network and come up with recommendations based on that.

During this past fall and winter, we conducted traffic counts out here in the -- at the intersections in the study area and used those to get the existing traffic -- existing traffic volume. These were done on weekdays, when school was in session, GM was -- a regular GM workday. So we took those and added those to the site traffic.

TJX is projecting about -- over 500 people in the first shift and 400 people in the second shift, plus the truck deliveries -- about ten (10) -- ten (10) per hour. So adding those together -- and then evaluated the road network based on that, the Traffic Impact Study recommended that TJX should construct left-turn lanes at the northern two (2) -- or at all three (3) site access points -- at the truck access point and the two (2) associate site access points; and they should also construct a right-turn lane onto Hallock -- the relocated Hallock Young Road; and with those -- as well as signals at the two (2) northern (INAUDIBLE) --

COURT REPORTER: I did not hear the last part? Signals at the -- what was the last part?

MR. BUSH: -- signals at the northern two (2) access points.

COURT REPORTER: Thank you.

MR. BUSH: And with those improvements, they -- the road network would operate at acceptable levels of traffic operations over the next two (2) decades -- and do you want to take it over?

ATTORNEY STRASFELD: Thank you. HomeGoods considered other sites in Lordstown, but the sites cannot accommodate the needs of the project that HomeGoods intends to develop in Lordstown. This is the only site that meets the company's criteria.

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We talked a lot about the buffer. We talked about the berms and the swales; and Mr. Chairman, there was a commitment made by HomeGoods -- and I'll give you the letter.

"Applicant agrees to construct an earthen berm in the location labeled on the plan attached.....which berm shall be appropriately engineered with a swale constructed inside the berm, and which berm shall be an average height of four feet (4')."

So that's what I had discussed here -- and Applicant agrees to formally restrict future development of that certain area labeled as "buffer" through the establishment of a conservation easement or something similar, that meets the requirement of the Ohio EPA.

SOLICITOR DUTTON: Same letter -- why don't you give it to the court reporter? The court reporter needs it.

ATTORNEY STRASFELD: I don't know if Ian or Mark wants to discuss that berm?

MR. WALKER: Again, it came -- something that came together yesterday -- and within the letter, I think the appropriate wording is "appropriately engineered." So we will hire M.S -- again, a local Youngstown-based, engineering firm that will design the berm and the swale. It just -- it came up too quick for us to put any plans together with any detail; but we outlined, I think, the general criteria and intent of what we were asked to do and agreed to do.

ATTORNEY STRASFELD: At the Town Hall meeting in March of this year, concerns were raised about noise -- on how much noise a plant of this size might generate and the possible effects on the neighboring property owners?

It is our position, TJX HomeGoods, that there would be no detrimental effects caused by noise. I would like to call on Karel Cubic, from M.S. Consultants, to discuss that issue.

MR. CUBIC: Thank you, Stuart. I'm Karel Cubic from M.S. Consultants, and we took a look at the noise issue because it came up from the public. The first type of noise that we looked at was related to operational noise at the facility, which is essentially the traffic going in and out of the facility -- truck traffic and the automotive traffic.

In order to do that, we took the traffic numbers from the Traffic Impact Study that Ryan mentioned earlier, and looked at the noise generated by traffic moving on the roadways, including the Ohio Turnpike, Ellsworth Bailey Road, the relocated Hallock Young Road, and even Pritchard Ohtown Road. We looked at traffic moving on that network in the -- at the time the facility is completely built out and all the employees are going, and it's completely up and running.

We compared those noise levels with the facility and without the facility, and we did not find a discernible increase in traffic noise related to that.

We also looked at construction noise -- and that was brought up that -- concerns about construction-related impacts. So we took a look at the -- using some Federal Highway models, from modeling roadway construction noise and site development noise, to see what would happen in the adjacent neighborhoods and what might be heard.

We did find that there would be a discernible noise level generated by some of the heavy, earth-moving equipment at some time during project construction; however, that noise level would not be high enough to interfere with normal outdoor conversation or your daily activities there.

What our suggestion back to TJX was, in order to control that noise, that they restrict those -- the heavier moving equipment, to normal daylight working hours, and avoid having it operate at any time that would be normal sleeping hours; and again, that would

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happen at the initial parts of construction when you had bulldozers and earth-moving equipment out there leveling the site. It would be for a few months, and it would dissipate as you got into the actual building construction. So it would be short-term and limited to the daytime hours. Thank you.

ATTORNEY STRASFELD: There were concerns raised at some Town Hall meetings about -- what would be the effect of drainage because we are having a large area of cement in the middle of your Village? And so we considered that. He, also, will discuss that.

MR. AULTMAN: I am Ian Aultman. I'm with M.S. Consultants. I'm a Site Civil Engineer for the project. I'm going to talk to you, briefly, about the on-site storm management for the project.

So there will be a series of catch basins, swales, piping, that's going to collect the runoff from the increased impervious area from the site. We will route that to this retention pond, here. So that retention pond and that collection system, will be designed to Village and County standards, which will include managing up to the 100-year design storm; and what that means is that storm event -- that has a one percent (1%) chance of happening in any given year -- it's a pretty big rain fall event. And the actual retention pond, itself, in that collection system, will reduce the rate of discharge from the site -- from its pre-developed/post-developed position; and also, as has been mentioned, there will be the swale and the berm along the edge -- that extra level of protection from runoff on the site.

ATTORNEY STRASFELD: Thank you. Before we go on, Mr. Chairman, do you have any questions of us?

MR. RECH: I will let you finish, and then we'll ask questions. I have a few.

ATTORNEY STRASFELD: Okay. We anticipate that the project and the contracted prices for the property, will increase land value in the immediate area, benefiting the owners of large parcels of land that are suitable for Commercial or Industrial services.

Increase in employment will also result in a housing demand as many associates could become pre-qualified to purchase homes in this area as a result of steady, stable employment.

It is our opinion that the zone change will have a positive impact on the entire community, and that is why we respectfully request that these seven (7) parcels be rezoned to Residential R-1. Thank you very much for your time.

MR. RECH: All right, thank you. Are there any questions from Members of the Planning Commission?

MR. ROOK: One of the citizens had asked -- who was going to pay for the road to be moved, prior to the meeting -- if they could just let everyone know?

MR. WALKER: Right. Sir, it's in our budget. It's our responsibility right now. The County talked about maybe looking at it. For timing reasons, we felt that it's better if we undertake it.

MR. RECH: Okay, thank you.

MR. WALKER: By the way, too, we -- there had been some discussion on a -- possibly a cul-de-sac here; and we just -- you know, that has come up from time to time. Would we consider that? And the answer is "yes" to that as well.

MR. RECH: Other questions -- okay, I have few.

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MAYOR HILL: I have one. Another thing, once this gets -- (INAUDIBLE).

COURT REPORTER: I can't hear.

MR. RECH: Quiet, please.

MAYOR HILL: -- water and sewer, the fees generated from that would be an additional income to the Village. I know due to the fact that we've had cutbacks with General Motors, and the Power Plant is now coming online. There's been talk about, possibly, to increase the water rates. That is because, you know, the Water Department takes so much -- needs so much money to run; and when you have so much water that leaves, you have to have the money generated from somewhere to be able to make the Water Department whole; if you can get some more water and sewer sales, that could help us as far as the budget for that. Thank you.

MR. RECH: All right, thank you. So I started out with five (5) questions, and you've answered most of them. The one about the road. Another one about typography of the fact that -- the property -- I was concerned about the water issues, especially for the residents down on Hallock Young there; and also, down to the Silver Fox area; but I think you addressed most of that.

I do have a quick question, I guess -- and this might even be for the Solicitor or the Mayor, but you're using M.S. Consultants to do your work, and they also represent the Village, so --

MAYOR HILL: No, they do not.

SOLICITOR DUTTON: CT Consultants.

MR. RECH: Oh, never mind -- I got my initials messed up -- my apologies. All right, very good.

We talked about the buffer area. You talked about your hours of construction. One question I did not -- and I may have missed it -- but what are your normal hours of operation? Are you 24/7 at this -- or what do you usually do?

MR. WALKER: Mr. Chairman, it is a ramp-up situation that will take -- probably take close to five (5) years. We start with a first shift -- get that going, get that fully staffed.

We move to the second -- and then there is a possibility and potential that there could be a third shift. That's at least five (5) years out in our estimation, unless things go extremely well. You know, right now, there is a potential for it, but the focus really is on a -- on a first shift in the morning and a second shift.

MR. RECH: Okay, and then the other last question was -- you addressed it when we had the original Town Hall, but what are your lighting plans and so forth? We're concerned about those residents being blinded -- that type of the thing.

MR. WALKER: Sure, we're very concerned about that. That's an excellent question. Mark Cavicchi, our Director of Design, actually, has some information on the lighting and the modern fixtures that we would be using, and I think it's fairly impressive.

MR. RECH: Can you introduce yourself, sir?

MR. CAVICCHI: Yes, my name is Mark Cavicchi. I am titled as the Assistant Vice President of Construction.

What we have today, here, we talked a little bit about at the Town Hall. It's colorized so you can actually see it versus -- colorized rather than just looking at numbers; but to start off, slowly, the blue areas that you see, encompasses the perimeter of the property

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once it's all consolidated. So the blue is zero (0) luminesce. So the light levels are zero (0).

As you're moving in towards the building, the reds are where the light levels are for operation, safety, etc.

FROM THE FLOOR: Which way is that building facing? I mean I don't have the -- the finger you have facing at now, is that towards the Turnpike or Bailey Road?

MR. CAVICCHI: So the fingers are on the Turnpike side, so that's -- and then the side -  
-

FROM THE FLOOR: The fingers -- (INAUDIBLE).

COURT REPORTER: I can't have people talking from the back.

MR. RECH: We're answering questions. We'll answer them for a period --

FROM THE FLOOR: Well, I don't understand. I can't see this thing, and it's not being presented so that we can see this.

MR. RECH: All right.

FROM THE FLOOR: I don't understand the layout.

MR. CAVICCHI: So the fingers are on the highway side, correct.

MR. WALKER: That's the north area -- to this side.

FROM THE FLOOR: That would be the Turnpike?

MR. WALKER: Yes.

FROM THE FLOOR: Okay, that's all I needed to know. Thank you very much.

MR. WALKER: Does everybody see the blue areas? It's just outside the limits of development. So that's how spot-on the photo-metrics, as they call it, can be with the new, modern fixtures.

So, Mark, do you want to talk a little bit, then, about the red?

MR. CAVICCHI: So to continue on, the one thing you really can't see -- because of the red shadows it -- but each one of those dots you see here is a light pole, okay? Around the light pole -- and later on, you can come up and look at it -- but around the light pole, there are circles.

We're using LED lighting. The LED lighting is designed to direct the lights towards the building. It is not directed outside of the property. It's all towards the building -- whether it is the light pole or whether it's on the building, itself, as a wall pack.

So, again, you can't see it because it's red on red, but there's -- around these dots of blue, there's circles. The closer the circle, that's where the majority of light is, but -- so in other words, light levels around one and a half (1.5) to two (2). As the circles go outside the blue, it gets lighter and lighter because the light level of the lens is directed straight down. It's LED. It doesn't go up. It doesn't go up. It definitely stays right on where it's focused.

MR. WALKER: 1.5 and 2.

MR. CAVICCHI: So if all the light levels -- so if you go to three (3), that's really bright, okay. If you go to zero (0), it's dark. So around the light pole, itself, is where it's the

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brightest; and as you walk away five (5'), ten feet (10'), the circle gets bigger, the less light you're going to have.

So, again, there's light poles throughout. It will be lit. It will be on a -- probably, like, about a three-foot (3') base; and then there will be wall packs around the building for security.

MR. RECH: Okay, thank you -- any other questions from the Planning Commission?

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

**PUBLIC COMMENTS:**

MR. RECH: Okay. We're going to move into the Public Comments section now. Again, when you come up -- I'm going to call your name based on the sign-in sheet. When you come up, please state your name and spell your last name and give your address. That way we have it for the record.

I'm just going to take it in the order that we started. So the first name is Robert Dellick, I believe -- followed by Philip Eubank and Bill DeCesare. If you guys want to come up, we'll have the mic right here?

There's possibly 30 people that wanted to speak. So we're going to try to limit this to a two-minute timeframe. Again, I ask you to please be concise. So if you hear something that somebody else said, and it's your same comment, then feel free to be skipped. Thank you.

MR. DELLICK: Am I allowed to ask questions?

MR. RECH: I'm going to clarify one other thing. The questions you may have, do not -- we're not going to have, like, a back and forth with TJX. We will write the questions down, and then we'll ask your questions as one sum when we get to the end.

We're trying to get through this part, and make it as efficient as possible for you, the residents -- as well as TJX and us. Thank you.

MR. DELLICK: Thank you -- thanks.

COURT REPORTER: Name and address.

MR. DELLICK: I appreciate being able to come out here and speak. I live at the corner of Lyntz and Hallock Young.

MR. RECH: She needs your name.

MR. DELLICK: Oh, I'm sorry, okay -- Robert Dellick.

MR. RECH: Okay.

MR. DELLICK: Two (2) minutes is going to go quick. I have a lot of issues that I wanted to address, and I realize this is not the forum to name call, but I am extremely disappointed with any of the Lordstown people that are going to support this -- and the Council and Zoning. I think they've just thrown 91 households, in that area, under the bus.

A lot of us -- and I'm not speaking for everybody, but I know I am speaking for a lot of us -- we bought our homes in that area with the intention that that neighborhood would stay the way it is. It will not. There is no buffer zone that is going to hide a truck, coming and going, every six (6) minutes -- just leave it at that.



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One other thing, since we can't ask questions -- but evidently, their trucks do not have backup alarms. It's almost going to be silent when they come in and out. So I don't understand how they're going to hide something that's nothing more than a Eastwood Mall-size truck stop, from all of us -- but that's, truly, what it is.

I question the 290 acres. I still don't have a good feel of why a 130-acre job site for 290 acres? Maybe we'll get some answers to that.

I still have not heard a number of how much money, financially, Lordstown will benefit from this project? We hear payroll numbers. We hear employment numbers. On a yearly basis, I would like to know, actually, how much Lordstown is going to benefit?

And I realize my time is coming up quickly, so the most important thing that I want to address is I would like to know where this magic pool of 500 -- and I realize this site is not going to open tomorrow. There's a timeframe -- but where this magic pool of 500 to 1,000 workers is coming from? Because there aren't 500 to 1,000 workers around here, and I've heard that from so many politicians waving the flag and beating their chest.

I talked to two (2) people this morning. One, has a medium-size construction company in Youngstown, and the other one -- both executives -- works for a medium-size manufacturing company in Niles. They can't get five (5) workers that want to go work, work hard, and can pass a drug test.

And you say -- oh, he's just making that up because he's against it. I refer back to a story that Channel 21 did just about five (5) or six (6) weeks ago. They have --

MR. RECH: Twenty (20) seconds.

MR. DELLICK: Okay -- they had the guy -- the gal from Starr Manufacturing, who's offering jobs at \$15 an hour, and she would train you with benefits and with advancements. She couldn't get five (5) workers that could work -- that wanted to work hard and could pass a drug test.

So I really have a question -- where are these workers? So those are questions for everybody, but thank you.

MR. RECH: All right, thank you, sir -- moving on to Mr. Philip Eubank.

MR. EUBANK: I'm Philip Eubank. I live at 2791 Silver Fox Drive. I'll show you on the map because it's pretty simple, and I'm loud; but I'm located, from what I understand, right here. I just recently moved to Lordstown, probably, a year and a half ago. I bought on a cul-de-sac for a reason -- so there would be nothing around me, and I felt I was pretty secure in this area.

I will tell you this -- that initially, I didn't -- I wasn't in support of this in any way, shape or form. I'm not thrilled about it -- and truthfully, I think neighbors should support neighbors.

With that being said, this buffer zone, here, is rather large. I do believe it's 130 acres. I do believe Tim Ryan had something to do with this and the swale -- and some other things involved in this -- and it was a compromise, I do believe.

I'm not thrilled about it. I'm not happy -- but it's better than the original site plans we saw. I'm still not thrilled about it. This isn't the best solution for me in any way, shape or form, but it is something that I can swallow, and I think it would be good for Lordstown.

I'm still not happy about the position. I agree with a lot of the residents on that, but it's an opportunity for jobs -- so you have to look at the greater good. I just think we really need to really think about the opportunities. What's going to be lost? What's going to

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be gained? And then I just want to insure that this buffer zone exists, and there have been some promises made by Tim Ryan.

I do believe Kellie Bordner has a map where this is going to be in place, and these specific boundaries will be left in check, and that includes access to other areas -- not to be developed. So I just hope you -- I just hope this all works out.

MR. RECH: Thank you, sir. Moving on, then, we have Mr. Bill DeCesare.

MR. DECESARE: Just Bill DeCesare, 2771 Hallock Young Road -- several weeks ago, we all got the information that TJX was going to pull out. They threw in their cards. They threw the towel in. They said, "We're leaving. We're good to our residents all around the country -- wherever we go, we're good to them," and they left -- went out, tried to find different spots -- whatever they were going to do.

In the mist of that, Ryan, Cafaro, everybody, Hill -- all trying to pull this -- to get it together. Sure, I want them here for so-called jobs. That's fine -- but not in my backyard. I'm a neighbor. I border that. I don't want them there. I live peaceful right now. I don't want it. I do not want them there.

MR. RECH: Time, please.

MR. DECESARE: You know, it seems like they threw us all under the bus -- all the Governor's and everybody -- just threw us residents under the bus. It don't matter about us.

Whatever is good for TJX, that's the only thing that matters. Zoning doesn't matter anymore. We have Zoning to protect every one of us until somebody wants to just change it. That's not why we all built our houses. We built residential.

Now, they come in and just change it. All you got to do is go north, there's property for this project -- nothing wrong with that property. GM built there -- the only problem we've got is it cost two to three times more. Oh, no, we don't want to do that.

The only other thing I've got to say at this point -- the buffer zone on what we're getting stuck with -- what's to stop them from selling that buffer zone to a truck stop -- whatever they're going to do? Why was it even zoned Industrial -- or Commercial, or whatever you want? Why is that part of that being zoned? It doesn't need to change zoning -- where the plant is laid out to be, that has to be changed. To protect the people, let's not change the zoning on the buffer zone --

MR. RECH: Twenty (20) seconds.

MR. DECESARE: -- so they can't sell it off to all the truck stops, but that's all I got to say.

MR. RECH: All right, thank you, sir -- moving next, we have Karen Jones.

MRS. JONES: My concern is that the zoning will, oh -- Karen Jones, 2786 Hallock Young Road. My concern is with the zoning. This property is zoned Residential. It does not border Industrial property as the Turnpike is a natural buffer between the Industrial zoning on the north, and the Residential zoning on the south.

After General Motors came to Lordstown and bought up several farms for their Assembly Plant, our forefathers decided it was time to add Zoning Ordinances for our community to protect our Residential neighborhoods from being destroyed. General Motors, Standard Slag and the military depot, were grandfathered into the zoning laws since they already existed.

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In the 90's, when our current zoning usage map was developed by the Planning Commission, members looked closely at the needs of that available property in Lordstown, and I was on that Planning Commission along with Mayor Hill and Ron Krisher. We held meetings with residents, listened to their concerns, and considered all aspects of ramifications of their decisions on the proposed usage of lands in the Village. Changes were made, according to the recommendations from residents, before the request or approval was forwarded to Council for ratification. The Turnpike was, again, determined to be a natural barrier between Residential and Industrial property.

In 2004, the Planning Commission voted unanimously to deny a zone change for part of this property directly south of the Turnpike -- and holding to the current usage map.

When Anderson-Dubose came into the Village, they requested a zone change from Residential to Industrial for property at the northeast corner of Muth Road and Salt Springs Road. When asked if they definitely would build their facility at that place, they told residents and neighbors that this was their desired location. Consequently, the Planning Commission and Council voted to change the zoning for that parcel; however, we see that they did not build on that site, and indeed built on Tod Avenue.

MR. RECH: Twenty (20) seconds.

MRS. JONES: Now we have, behind several homes on Salt Springs Road, Industrial.

The Energy Center insisted that the only place they could build their site was on Salt Springs Road. When the Planning Commission denied that zone change, they moved to Henn Parkway.

There are several Industrial sites large enough to accommodate the needs of this development within the Village of Lordstown. This triangular area of Lordstown is approximately two (2) square miles, and has open farm land and 400 residential dwellings. The whole Village is 25 square miles with 1,400 or so dwellings. This translates to 200 dwellings per acre in this triangle, and an average of less than 50 residents for the other 23 square miles.

MR. RECH: All right.

MRS. JONES: Please consider denying this zone change.

MR. RECH: All right, thank you, Mrs. Jones. Next, we have Mr. Bond -- Robert Bond.

MR. BOND: Robert Bond, 5092 Highland Avenue, Lordstown. Good evening, I'm here tonight to address the possible zone change to Industrial of this large area. I'm opposed to it and wish to let you know why.

First, a little background -- I know the pressure that you, as a Planning Commission, are under having to make this decision. Not long ago, I sat here in your position, as a Member of the Planning Commission, when a zone change came to force to rezone the old Peterson property to Industrial for a power plant. We were told there's no other parcel within thirty (30) miles that would work for them.

Well, that proved to be wrong because now it's under construction on land that's been zoned Industrial for years, here, in Lordstown. The developer likes the location well enough -- they want to build a second plant there.

There was a lot of outside pressure applied on that as well. We realized that we were the Lordstown Planning Commission -- that we dealt with zoning issues, and we were not the Regional Economic Development Commission. We voted four (4) against, and one (1) for the zone change. The Planning Commission did its job correctly.

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I call upon you to do the same with the current usage issue. There is more than ample Industrial acreage in Lordstown for this project. It is not your job to find them the cheapest property and make an Industrial zoning decision to save them money. The primary reason for a community to enact zoning, is to protect what they currently have and to insure orderly development. This is not what would occur if you change -- make this change.

Now, the history about the current property under consideration -- when you purchase property, you accept the zoning that is in place. If you cannot accept it, you make your purchase conditional upon the current owners getting it changed before the sale occurs.

The current owners accepted the zoning that was in place. If they could not live with it, they should not have bought it -- or made the sale conditional upon change.

Karen covered what happened in 2004. I won't cover that very much except to note that there was a Petition presented to the Planning Commission of over 100 signatures against the zone change. Quite a few persons spoke against the zone change, including a Member of Council.

MR. RECH: Twenty (20) seconds, please.

MR. BOND: The Planning Commission did take the job properly, and I hope that you will do the same tonight in your job, as Zoning -- not regional economic development.

Yes, jobs are important. That's why I hope TJX will locate here on Industrial property. This is not the reason.

In summation, let me say you do not have to render a decision tonight. You do not have to adjourn the meeting tonight. You can recess the meeting until next time, thus giving time for you to do a proper research of what you learned here tonight, ask questions of others, and help you render a decision.

MR. RECH: Time please.

MR. BOND: To do this, one of you will need to make a motion to recess the meeting. I know times like this probably make you wonder why you got involved in the Planning Commission. I want to thank you for your service and taking time to listen to us. Thank you.

MR. RECH: Thank you, Mr. Bond. Next we have a James Dignan?

MR. DIGNAN: Good evening, James Dignan, 11 West Federal Way in Youngstown. I'm here representing the Youngstown Warren Regional Chamber; and I want to thank TJX, a Fortune 100 Company that selected your Village, our community, as a place to invest \$170,000,000.

Our community, the Mahoning Valley, Shenango Valley, the Village of Lordstown is getting older, poorer and smaller. If you want to do something other than get older, poorer and smaller, then we -- just keep doing what you're doing.

If you want to grow, if you want to progress and move forward into the 21st Century, you have to put forward some smart ideas and provide opportunity for our young people.

Number one export of this Valley is our youth and our talent. If you want a place for your children to grow -- if you want this Valley to turn the corner -- support TJX, support this rezoning, and take a look at a real comprehensive plan for all of Lordstown -- not from 35 years ago, but from 35 days ago. Look at it, on a continuous basis, and update what it is.

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When I stand on this property, and I look across the freeway, I see Industrial. I look at folks that have houses that are right there. I look at Industrial. If you have somebody that wants to be a good neighbor -- somebody like TJX that's trying to do the right thing -- they want to be here to listen to your concerns and address them. Please do that, and thank you.

MR. RECH: All right, thank you -- next, we have Mr. Joe Zampedro.

MR. ZAMPEDRO: Hi, Joe Zampedro, 2800 Silver Fox. We've been told that there's many issues on the already-zoned Industrial end -- just north of the proposed project. We never heard what they are? Are they insurmountable that you would rather go through all of this? It doesn't make any sense.

And also, if the Planning Committee -- I think it would be more prudent just to try to get - - to sell off the already-zoned Industrial land rather than to go through all this.

MR. RECH: Thank you. All right, next, we have -- I'm not sure if it's James, Janice or Jamie Sawyer on Pritchard Ohltown?

MS. SAWYER: That's me. I'm not going to stand up there. I have questions concerning the emergency vehicles on Hallock Young Road.

MR. RECH: State your name so she can get it.

MS. SAWYER: It's Janice Sawyer.

MR. RECH: Janice, okay -- I couldn't read it.

MS. SAWYER: I live on Pritchard Ohltown Road.

MR. RECH: Okay. What's your question?

MS. SAWYER: My question is what about the -- is Hallock Young Road closed to Bailey Road with this project -- or are you rezoning Hallock Young Road?

MR. RECH: They've already answered that they were going to remove or relocate Hallock Young Road.

MS. SAWYER: So the people that live on Hallock Young will have to go down Lyntz Road, and up Pritchard Ohltown Road, to get to Bailey Road?

MR. RECH: No, they said they were going to reroute Hallock Young Road back up to Bailey.

MS. SAWYER: Well, that was my main concern -- was the emergency vehicles because that would be a lot of traffic going from there, up Pritchard Ohltown -- which was not built for all that traffic.

MR. RECH: Okay.

MS. SAWYER: And I think I feel like a lot of people -- I feel betrayed by our Mayor -- that this has been going on for two (2) years, quietly, and not letting anybody know -- that perhaps if people knew, and had meetings like this beforehand, we wouldn't have a divided Village like we have now with people on two (2) different sides.

That's all I have to say. You can give my time to somebody else.

MR. RECH: Okay, thank you, ma'am. Quiet -- next we have Teresa, I believe, Schanz?

MS. SCHANZ: Hi, my name is Teresa Schanz. I live at 2810 Silver Fox Drive.

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My concern is that if it weren't for an anonymous letter that we received in March this year of rezoning, that was -- this would have passed without people even knowing about it, and I'm very very disheartened, upset, whatever -- to try to pass this without letting the people know, without letting them -- letting them, to be a part of it or to even offer suggestions, whatever -- that to me is very, you know -- it's like, shame on you for doing that.

You're trying to pull the wool over our eyes; and honestly, to me this is -- it's an act of -- like, very unethical, and it made me realize that I just don't think you can be trusted. I'm sorry -- and God forgive me.

MR. RECH: Next, we have Mr. Bob Shaffer.

MR. SHAFFER: I think everybody can hear me from here. Bob Shaffer, 2626 Pritchard Ohltown Road, S.W.

I own one of the properties that abuts that, and I'm in favor of this zone change. Karen, there earlier, talked about mileage -- square mileage in Lordstown. Well, that's roughly 14,740 acres -- 290 acres, to rezone for that, is a drop in the bucket.

We do have a lot of Industrial area already around us, and I don't think changing that to Industrial is going to be that big of an issue.

I'm not concerned about tomorrow. I'm not concerned about next year. I'm concerned about the future. I want to know where we're going to be in ten (10) years; and if we don't encourage business to come into this area and help build this up, we are going to have nothing.

Not only that -- in the short term, you will have money coming in from construction crews who are working there. You'll have income tax coming in from them.

People are throwing around this abatement, which we don't know what exactly it is. There's been word of 75% abatement for 10 years. Abatements aren't forever. That's only ten (10) years. You're still going to get income tax.

MR. RECH: Quiet, please.

COURT REPORTER: I can't hear. I'm sorry, sir -- can you come to the microphone, please?

MAYOR HILL: Can you come here? She cannot hear you.

COURT REPORTER: Thank you.

MR. SHAFFER: You're still going to get income tax out of the \$27,000,000 budget that he talked about. So people that said the Village is going to get nothing, that's just a bunch of baloney.

We need this project in this community. We need this project in Trumbull County. We need this in Ohio. It's not about us. It's about us and everybody that surrounds us. So it's time to get on Board with this, and help progress.

We progress. Trumbull County progresses. Ohio progresses. The Nation progresses. We need to be progressive as well. So let's get on Board with this zone change, and let's get this project going.

MR. RECH: Okay. So we're going to have everybody come to the mic, and we're going to call three (3) people at a time. Next three are Mike Chaffee, William Catlin and Bob Ward. Mr. Chaffee, you're first.

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MR. CHAFFEE: Michael Chaffee, 2999 Hallock Young Road. I just want to talk about some of the unexpected -- and talk about possible things that could go on with this zone change.

I do live on the corner of Hallock Young and Lyntz. I'm the farthest house on the street from the project; and obviously, the ones closer are going to be more impacted by this, but they're also my neighbors.

Behind their property -- between our property and Silver Fox -- there's also two (2) large stretches of Agricultural property. If this zone changes to all Industrial, it could definitely open that up to Industrial, also; and that's something that we really need to think about - - because it will border Industrial property.

Right now, we have thousands of acres of Industrial property in this Village, and they pay a higher tax rate than Agricultural. Now that this blueprint has kind of been established, it's a big incentive for them to change to Agricultural, which will hurt our tax base a lot, and that's something we really need to think about.

These folks have had Industrial property for a long time. They paid Industrial taxes for a long time, and they're not going to reap the benefits of a large company coming in and looking for Industrial land. So I think that's something that we really need to think about.

I'm a little nervous about the blueprint that's been established here -- taking an Agricultural piece of land and courting business, which is fine. I understand where everybody is with this. I'm sympathetic and empathetic to everybody; but where do we - - what do we do when that -- when that person wants to change in your neighborhood or your neighborhood or your neighborhood, because then what happens is -- well, again, we'll have what the blueprint -- what happened here.

We'll be threatened with something worse coming. We'll be bashed by the entire Mahoning Valley because we're awful people, and we're not. We want you guys to come here. I would absolutely love you guys to come here.

FROM THE FLOOR: Yeah.

MR. CHAFFEE: I would love if you moved a quarter of a mile down the road. I have to be honest with you.

You keep saying what will -- what will it mean -- what will it mean to the Village? (PEOPLE APPLAUDING-INAUDIBLE) mean to the Village? If there's one hundred percent (100%) abatement -- and let's just work from that and -- your payroll is \$27,000,000, okay. The school and the Village will split \$270,000 a year. So that will be 91 houses impacted for \$135,000 each -- for the schools and for the Village. So the idea that this is going to save the schools and save the Village, it's not realistic.

It's great for the Valley. It is absolutely great for the Valley, and if it does come here -- which I absolutely hope it does -- I hope that we put incentives in place that it's beneficial for all of us.

MR. RECH: All right -- thank you, Mike. Next we have Mr. Catlin, Bob Ward and Ed Wilk.

MR. CATLIN: Thank you -- William Catlin, 6203 Tod Avenue, S.W., in Lordstown.

I just want to say a couple things. Number one, we don't know what's happening in General Motors. If they pull out, what are we going to have in this Village? Right now, we're losing money. We hope TJX comes in here and is a good neighbor to us and a good neighbor to our schools. Thank you.

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MR. RECH: Okay, Mr. Wilk -- Ed Wilk. Name and address, sir.

(WHEREAS, THE FOLLOWING WITNESS, SPOKE WITH HIS BACK TO THE COURT REPORTER, AND READ HIS TESTIMONY INTO THE RECORD. PARTS WERE INAUDIBLE TO THE COURT REPORTER AND ALSO INAUDIBLE ON THE ELECTRONIC AUDIO BACKUP:)

MR. WILK: Ed Wilk, 2861 Silver Fox Drive. Since I'm an Ohio EPA -- Ohio EPA employee, I can only provide the facts and not give an opinion.

The Ohio EPA and the Army Corp of Engineers has not received a request to verify any water recourse for this Industrial property -- this is (INAUDIBLE) by the Chamber of Commerce -- suitable for this project -- with the exception of NorthPoint, in which the agencies are waiting for additional information to make a final determination of the property.

At this time, there are no environmental (INAUDIBLE) issues with these properties, including NorthPoint -- of the proposed property.

This is also verified by Nancy Mullen. Nancy Mullen -- she's the Supervisor of the Registered Division of the Pittsburgh Army Corp of Engineer's Office. Nancy Mullen can be reached at area code 412-395-7170 to verify.

Also, Environmental Covenants of Ohio EPA is the strongest form of preservation in Ohio to protect the property from future development. My question for verification -- is it accurate that approximately 130 acres will be placed in preservation? Thank you.

MR. RECH: I have a Kathy Dickson -- name and address, please.

MS. DICKSON: Kathy Dickson, 8930 -- excuse me, 8920 --

MR. DICKSON: 2860.

MS. DICKSON: 2860 -- sorry -- 2860 Pleasant Valley Drive. It's been published in the media and everything else because that's the way it goes.

So I'm here speaking for the 222 people that signed the petition that did not want the zoning change to go through. I'm representing them to say -- we want the project in Lordstown. We don't want it on Residential property.

There are -- basically, TJX had had four (4) different criteria for their search and property -- environmental, roadway access, site configuration and time length concerns. So it's important to outline that there are three (3) Industrial-zoned properties in Lordstown that will be suitable for this project. First is Norfolk Southern -- developmental acres available, 149.

It's zoned Industrial. It has utilities. The price per acre is \$50,000. It's semi-wooded, flat property across from the GM plant, and there is no rail to that property. At one time, they said that they couldn't settle on this property because rail was required. That's not true -- and they have ability to enter the property off of Ellsworth Bailey and Industrial Trace.

NorthPoint -- it also has 163 developable acreage -- zoning, Industrial; utilities, yes. The sale price for the entire property, located on the Regional Chamber's website, is \$2,060,000 -- well below the cost of the 290 acres that they're looking at today. The property is semi-cleared, wooded, and located off of Highway 45.

The third option is a five-parcel option off of Bailey and Industrial Trace. There are four (4) independent owners of that property. Combined property is 200 acres of developable acreage. It is also zoned Industrial, and it is also for sale. The property is



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semi-wooded, and it's across from the GM Plant. All of these three (3) are opportunities for development, which would suit the property.

MR. RECH: Twenty (20) seconds, please.

MS. DICKSON: Mr. Regional Chamber, your team steered TJX to this Residential property. There are three (3) other opportunities out there. The jobs would be the same whether they were on Industrial property or they were on this zoned property.

Having said that, there was some questions about whether or not the travel distance between the NorthPoint property is any different from the Ellsworth Bailey. And let me tell you today --

MR. RECH: Your time is up, ma'am.

MS. DICKSON: -- the aggregate is only three quarters (3/4's) of a mile further to the NorthPoint property from the current Residential property -- three quarters (3/4's) of a mile difference.

MR. RECH: Thank you -- state your name and address, sir.

MR. DICKSON: Good evening. My name is Brett Dickson. I live at 2860 Pleasant Valley Drive. Kathy got that right. The Vindicator is all over it. You can look it up. I only have a few things to say. My thunder has been stolen.

I agree with Joe. Mr. Strasfeld, a question -- I would like an answer to this question. What's mystically, magically wrong with the other properties that don't meet the requirements?

MR. RECH: Okay. We'll ask him.

MR. DICKSON: Okay, great -- let's talk about water. First, roughly the 290 acres is 12 million square feet. The building is 1.2 million square feet. That's about 4 million square feet of impervious (INAUDIBLE) -- said earlier, right.

The State has a 3/4 of an inch rain event requirement. That's the standards, right? Who was here 23 days ago -- April 15th and 16th -- Northeast Ohio gully-washer. Was it impressive? Not bad -- B-plus maybe? That was 1.2 inches.

In the last 16 months, there's been 18 more than 3/4 of inch rainfall events. Three (3) of them were more than two inches (2"). I would like to see the math on that because I don't know how you make a pond big enough to hold all that water that's going to go downhill. You're not changing physics here, folks. I want to see the math. I want to know the Planning Commission knows the math -- that a 3rd party validates that works.

And my final point is I think we're forgetting something here, folks. I'm very familiar with a 200,000 square foot facility three (3) miles south of here, and we have big tanks outside, and we have a big tank outside because we need fire suppression, and it takes water. So if you multiply the factory I'm used to, which has a 300,000 gallon tank -- times six (6) for that one -- you need 1.8 million gallons of water, and you're right next door.

Where's the tank? Who's paying for the tank? Where is the water coming from? Is it going to be (INAUDIBLE). We need answers, bad, from you guys. Thank you.

MR. RECH: Next we have Ron Krisher. We have Jim Gates, and we have Ray Kovac.

MR. KRISHER: I'll pass.

MR. RECH: Okay, thank you, Mr. Krisher. How about Mr. Gates?

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MR. GATES: Hi, my name is Jim Gates. James Gates at 4113 Tod Avenue, S.W. I live, probably, in the one of the -- opposite corner of Lordstown. I understand that, but I am concerned about our neighbors on the opposite corner -- like we all should be concerned about the impact to all of our neighbors because we are one community; and part of the biggest thing that I was concerned with -- some of these questions have already been answered, and the comment about "stealing my thunder" -- okay, that's fine; but I would like to see answers to these questions soon in writing, okay -- backed up with facts; but I would like to walk over to the map for a second, if I may.

Okay, the buffer -- now I may have heard this wrong -- but the buffer talked about a swale or berm, and I thought you said four foot (4') tall. That's right here.

If there's an 18-wheeler standing behind me, you sure would see that. I don't care how far away you are. I don't know how much sound would be deflected by a 4-foot buffer. It makes no sense. The trees don't deflect any sound because -- well, you can see through the trees in the winter anyway -- okay?

I'd like to see more details on what that berm is going to be and the impact and the study of -- why four foot (4') high? It ought to be 18-foot high -- and I know it would have to be a pyramid effect and take up quite a bit of property; but still, this is quite a bit of property.

The only other thing I'm concerned about is the elevations from this point to this point. There was talk about heavy moving equipment and digging out. How much dirt are you going to be digging out?

FROM THE FLOOR: Two (2) million cubic yards.

MR. GATES: Okay -- where is that dirt going -- to build your 4-foot berm? I doubt it.

MR. RECH: Twenty (20) seconds, sir.

MR. GATES: Okay, has there been a study on where the bedrock is? I know on my property, it comes out of the ground -- the bedrock; and over here, and it's -- sometimes it's just a couple feet deep.

I can't even build on there -- do anything -- drive a post in some places; but where the bedrock is, if this was level and -- you would have to dig out quite a bit of dirt -- dynamite or blast -- to get that rock out of there.

So I'm saying -- what's your plan for that? What's the impact of foundations and what not -- blasting like they blasted for the oil depth thing. You could feel that all over the place.

MR. RECH: Thank you, Mr. Gates.

MR. GATES: Okay, thank you.

MR. RECH: Next we have Ray Kovac, Keith Westenfelder and James Pirko. Quiet, please, as the people come forward.

MR. KOVAC: I just want to let everybody know that none of us are against --

MR. RECH: Name and address, sir.

MR. KOVAC: Ray Kovac, 2956 Hallock Young Road. I'm not afraid to mention my name, but I've been getting hate letters with people not signing their name -- telling me how stupid I am.

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I've been in Lordstown before General Motors -- and our leaders, at the time, said we would not have spot zoning. You come from Warren -- the old Army base, that's industry. That's fine.

You come over the railroad tracks, you see mounds of dirt -- scrap in the back. You go down Hallock Young -- excuse me -- you go down this road -- just the end of the street, it's fine. There's railroad tracks there.

You go to the old slag dump, it's a garage dump. People that are living over there can't even breathe. They can't even have a picnic in their back yard. That's in Lordstown.

There is four (4) other places designed for this. We're not against TJX, but there's been a meeting here about a week ago -- people that don't even live in our area -- they're against us.

Well, we all want to see TJX come in, okay -- but we don't want it in our area because we moved here because it was zoned Residential. We have many beautiful homes here that we built in the last 20 years -- big, beautiful homes -- and we would like it to stay that way, but we would like to see TJX come in.

And for the fellow that got a big ovation from the yellow shirts, here. You want to buy my place? Come on -- I'll sell it to you (APPLAUSE-INAUDIBLE). Thank you.

MR. RECH: All right -- Keith Westenfelder.

MR. WESTENFELDER: I'm Keith Westenfelder. I live at 2640 Pritchard Ohltown Road.

MR. RECH: Quiet, please -- go ahead, sir.

MR. WESTENFELDER: Okay, I'm kind of glad that I'm brought up, sort of, at the end of the line, here -- because people, come on, really -- it is time for change -- not only in this Village, but the entire Trumbull and Mahoning County.

We have lost 2,700 jobs in Lordstown in the last year and a half. We can't afford to lose any more jobs. It's not about a group of certain individuals -- yes and no. This is about the future of the entire area.

We need the jobs here. What is the big deal about moving a quarter of a mile down the street? You're going to see everything the same a quarter of a mile away --

FROM THE FLOOR: No, you're not -- no, you're not.

MR. RECH: Quiet.

MR. WESTENFELDER: I'm talking, people --

MR. RECH: A little respect, please.

MR. WESTENFELDER: -- please. So with that being said, people, it's time. I've been in this Village for 38 years. Some of you people, I know for a fact, ain't been here three (3). They're all against this.

Now, it's a fact. It's kind of like -- time for us to be put out to pasture. We've been here long enough, and it's time to think about the future of our children, our children's families -- and move on and get something going back into this Village so that somebody else would come in in a half a year -- or a year from now and say -- "Hey, these people were treated with respect. Then maybe we'll consider coming in here."

If you let this go, this place is going to be a ghost town very shortly.

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If anyone in this room doesn't think that General Motors is done here, shame on you -- because it's so evident of what's going on -- what's going to happen to the future. I said this before -- we've rode this train long enough.

MR. RECH: Twenty (20) seconds, sir.

MR. WESTENFELDER: That's all I need to say. General Motors -- we've rode it long enough. We need more people in here to give jobs and preserve the future of our children's family and their own. Thank you.

MR. RECH: All right, thank you. Next we have James Pirko, Tom Cowie and Todd Gibson.

MR. PIRKO: It's about jobs.

MR. RECH: Name and address.

MR. PIRKO: James Pirko, 1935 Bianco Avenue, Niles, Weathersfield Township. You might know that I'm also the Vice-Chairman of the Eastgate Regional Council of Government Citizen's Advisory Board. I sit on the Board of the Northeast, Ohio, Sustainable Communities Consortium, a 12-county consortium, looking at planning and where we can put our job-creating businesses and industries throughout Northeast Ohio.

Industrial properties, actually, are rather rare in our region. With the infrastructure and the transportation, that's the one thing Lordstown has that's very unique.

Lordstown could become another economic powerhouse like Solon, Ohio. If the Planning Commission is looking at another plan -- at doing a comprehensive plan -- take a trip to Solon. Take a look at what they've done. That place is an economic powerhouse on the outskirts of the Cleveland-Metropolitan area.

But getting back to here -- this piece of land you're talking about has been zoned residential for how long, and nobody has come in here to turn it into a residential development. There's a reason for it.

The highest and best use for this piece of land will be Industrial. You have the transportation infrastructure that's actually rather rare. You have proximity to the freeways.

Who wants to live next to freeway? I'll tell you who wants to be next to a freeway -- development; and 40 years ago -- and I remember it vividly -- when we were losing our steel industry in Mahoning Valley, we had an economic study done by the Battelle Institute out of Columbus, Ohio. They looked at our Mahoning Valley, and what they told us to do was to accept the fact that big steel was gone. Big steel, the way it was, was not coming back -- however, look at our resources.

This is exactly the kind of development that that proposed 40 years ago -- transportation distribution.

MR. RECH: Twenty (20) seconds.

MR. PIRKO: From here, you can hit 60 percent of the population. East of the Mississippi, is a logistical hub -- right here in Lordstown, Ohio -- right here in the Mahoning Valley.

We need to start thinking forward, which is why I would love to see this company here. I appreciate the fact you are giving this Valley a second chance at this.

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MR. COWIE: My name is Tom Cowie. I live at 4926 Fairview Avenue, and I'm with the Imperial Communities.

Just to state a fact that at one time, we did try to put residential homes along that property, and we were shot down by the residents along that area. That was never put out there, but it was tried -- done in the past, and they didn't want those homes in that area. So I don't know what they want us to do with that property.

I would like to speak in support of TJX. I think it would be a great thing for our region. I just -- I think they're a good company that wants to come here and do the right thing and provide the jobs and provide income for the Village, here -- and I would just like to welcome it. Thank you.

MR. RECH: Okay, Todd Gibson?

MR. GIBSON: Thank you.

MR. RECH: Name and address, sir?

MR. GIBSON: Todd Gibson, 1966 Lyntz Road. I've heard a lot of great Lordstown names here -- the Krisher's, the Kistler's, the Kovac's, the Housel's -- the folks that I learned made this Village run for many years.

Ted, you gave my brothers jobs in the summertime. My father's job. It was -- but here's the thing. We moved here in 1966 with my father. My father came here for the opportunity that General Motors gave him.

Now in that time, he had to move here. We had no jobs in West Virginia. There was nothing there for him. He came here for this opportunity. Now when we moved in here, we moved into a farm house right on the corner of Bailey and Hallock Young -- right where this plant is going.

I lived in that farmhouse until 1980 with my family. I grew up riding those roads that you guys live on. I grew up playing in those fields and in that timber behind Fulkerson's. That's where I grew up.

I will say this. When we moved here, Bailey Road was a little two-lane road -- County road. There wasn't any infrastructure for General Motors except for State Route 45. To move the people into there -- 13,000 people, running three (3) shifts -- they've built Bailey Road into a four-lane road. Now I cried the day they knocked down that big tree in my front yard because that's where I played, okay. We didn't have any place to play football after that, but those changes had to be made to make it all happen for us.

Now they built that road into a four-lane road; and what that was an industrial corridor from 76, all the way to the plant. Now, it remains that today. It carries traffic -- trucks from there -- economically. There are two (2) -- and you can correct me if I'm wrong -- there are two (2) roads that handle truck traffic in and out of Lordstown. One is 45, and one is Bailey Road.

I know that we live there, and I know that you live not far from it, but it is an Industrial corridor. If you look at it -- back then, there were five (5) houses on that road and General Motors. Now, there are six (6) houses on that road, and there are seven (7) Commercial properties from Salt Springs to there. So just consider what it is -- not what it's zoned to be.

It's still an Industrial corridor, and I know that there's people close by -- that I know and love -- that will be in the shadow of this. Thank you very much.

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MR. RECH: Okay, we have -- we have two (2) more. We have Kaleb Yoho, and we have Kevin Campbell.

MR. YOHO: Hello, my name is Kaleb Yoho, and I live at 2416 Northwest Boulevard, Warren, Ohio. I may not be a Lordstown resident, but I feel I am speaking for and about the younger generation. The various benefits include bringing jobs to the area -- not only in the actual jobs that TJX will create, along with the jobs and (INAUDIBLE) that will be created with the construction of the complex.

They will fuel the local economy with the sources and materials for construction, along with sources and labor from local union halls, I hope. I also fear for the future and current generations in the Valley. What jobs will be left for my generation and for my future kids?

I'm sure that TJX has done their due diligence in searching for a proposed site -- that if they would have thought another site would have suited their needs, then they would be in the process of acquiring a different site.

As said by Bill Clinton, the price of doing the same old thing is far higher than the price of change. Thank you.

MR. RECH: Okay, and finally, we have Kevin Campbell -- name and address, sir.

MR. CAMPBELL: Kevin Campbell, 3653 Ellsworth Bailey Road. I would like to present, I think, a balanced prospective.

I live right by the water tower on Bailey Road. So, you know, I'm a stone's throw from where the trucks are going to be going in and out. I'm going to look out at their front door.

I work at the automotive plant. I worked in facilities for the Water Department -- for the Water and Sewer Department. I'm actively involved with the Scouting aspect. I grew up with a lot of the people here. I have many connections -- that I think I can provide some aspects of not every one of us would consider; but I do want people to think about this -- first off, is that -- what the gentleman has stated is -- look at what our community is and what that area is.

I have a picture of me, at two years old, and my grandmother -- on that two-lane road before they widened it to four lanes. So, you know, I have history there. My mom owned the family farm that was left to me. I built a home there. The big decision was -- do you build on Bailey Road? My wife and I were like -- "Well, it's a four-lane road. It's a truck road."

We know what it is when we're building there. It is what it is. This company is what it is. We repeat this company coming here -- that are trying to be here. They are what they are. You can't beat them up about what they are. They got a business model. They have support. They got -- we buy stuff that they make. I mean, this is how this world works.

We get there. We beat them up. They come and try to actually come to us and listen to us, and make some changes that fit our community; but ultimately, we have to ask ourselves -- how much is this going to affect me, right? How much does it affect me?

If you're across town or a different part of the Village, you don't care; but if you're right next to it -- yes, you might care. I'm going to provide a prospective that -- yes, I'm right next to it. It's at my front door. Do I want to see it go away? No.

Do I want to see it move up the street? Doesn't make much difference to me -- moving to the other side of the street, what? Move it -- it's not going to change anything. So it's

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surrounded by people that are zoned -- yes, all right, fine. It was zoned for Industrial. They should know that. Well, they should expect it.

Well, that doesn't mean they're going to be happy about it. I mean they're still our people. They're still part of our community. You're going to move to someplace that's going to make somebody else mad.

I mean, this is kind of how all this stuff works. Think about it -- just because you're moving it to someplace else, doesn't mean that person has to be happy. You're going to say -- well, you shouldn't have bought there. You knew it was next to Industrial. So, I mean, think about doing that.

MR. RECH: Please finish up.

MR. CAMPBELL: I know I was a little emotional about it. I mean, I get asked a lot. I get asked from older people, from younger people. I get younger people asking me -- do you support me, at the front door. I say, "yes". He says, "Good -- because I need a job."

I got older people asking me the same kind of thing. They say, "Well, why would you support that? It's going to change your world." I said, I'm willing to sacrifice some changes for that. Yes, I am. It's going to change a little bit. Is it going to destroy my life? No.

Is there more benefits to gain? Yes -- there's a lot more benefit than losing this and taking a chance of -- kicking them down the road, and giving up opportunity that is at our front door. Please consider that. Thank you.

MS. KRISHER: Can I say something now?

MR. RECH: No.

MS. KRISHER: Okay.

MR. RECH: We're going to take a five-minute break right now -- five minutes everybody.

(WHEREAS, THERE WAS A BRIEF RECESS, THE PLANNING COMMISSION RECONVENED, AND PROCEEDINGS WERE AS FOLLOWS:)

MR. RECH: Okay, Miss Krisher, do you want to come up?

MS. KRISHER: Yes.

MR. RECH: You have to give your name and address, please.

MS. KRISHER: Karen Krisher, 4510 Highland Avenue, Lordstown. The only comment that I really want to make is -- I don't think it matters what side of town you live on. If you care about the Village, you care about the Village, period -- doesn't matter if you're on the north, south, east or west. All we care about is the Village. Thank you.

**NEW BUSINESS:**

MR. RECH: All right. Thank you, everybody, for your participation and your public comments. Again, quite please, so we can continue.

All right, so now this is the part where we go back to try to get some of your questions answered. I realize some of it you may not have answers to. It might come under Site Plan Review, but let's just kind of go through the -- we'll take a crack at it, okay?

Mr. Walker, are you going to be the one that --

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MR. WALKER: There may be a number of us depending on the questions.

MR. RECH: Why don't you guys just all stand up, and that way we won't have to go back and forth and all that.

MR. WALKER: Okay.

MR. RECH: All right -- and I didn't really understand this, but someone asked about back-up alarms on your trucks and stuff. I don't know exactly -- I'm assuming from a noise standpoint?

MR. WALKER: Yes, we addressed that because of the noise consideration, and our trucks do not operate with backup beepers; and all that does is help alleviate the noise that would come from that. So I thought that was a positive when I passed that information on in our noise study.

MR. RECH: Okay, thank you. We had a question about how are you going to have enough workers when other people can't find workers, basically?

MR. WALKER: Yes, that's a great question. I may be out of a job.

The Valley has half a million people, and you look at supply and demand factors. Supply is, you know, the amount of eligible workers in not only, you know, my age group, but the next generation and the next generation. So we looked -- we look more than just two (2) or three (3) years out. We looked ten (10) years.

You don't invest \$160,000,000 in a project, and only look a couple years out. We are looking at a ten-year horizon in terms of who we're going to be hiring, and where we're going to get the labor pool from; and we felt that overall, within the Valley, half a million people.

You've got a great university here. You've got a lot of reasons to keep people at home, and we have a lot of reasons, also, to hire folks in -- you know, I'm 57 -- and my age group, you know, on up. So we have a lot of opportunities across all age brackets to hire folks, and we really felt the population was going to support all the -- you know, the necessary jobs.

And again, keep in mind, that's a five-year, you know, schedule at this point. So it wouldn't happen immediately. The first year or two would be, you know, 300; and it would -- it will ramp up as quickly as it will allow us to ramp up -- but a great question.

MR. RECH: All right. The other -- another area that we keep hearing questions about is, you know, what about the other properties that you looked at, and why -- why not select those?

MR. WALKER: Yeah, those -- and that's been a question; and I think I heard somebody ask why -- you know, why would they want to come back here and have these types of meetings if we could find something?

The project scope is the 1.2 million square feet. It's intended to service 300 stores. If we can't service 300 stores, and we can't build a 1.2 million, we're not going to meet the criteria that we set out to achieve; and again, 1.2 million creates 1,000 jobs, maybe -- maybe more -- 800,000 thousand square feet is 60% of the project.

And I can't get into specifics about why this parcel has one (1) issue. This parcel has one (1) issue. All I can say is I have spent the last thirty (30) days, full-time, meeting with the owner of NorthPoint, talking to the owner of Norfolk Southern, meeting with the gentleman who has the former casino site; and we had some very preliminary conversations with the Commerce Park.



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I wish that they could work for us. They don't -- and therefore, this is the only viable site in Lordstown for us to build and bring this project here at 1.2 million square feet, 1,000 jobs; and we're proud of the fact that we have 290 acres to buffer the property, provide conservation easements for that -- iron clad, can't be overturned -- working with the EPA, consulting with them on it; finding a conservancy group that will partner with us -- or take over responsibilities of it, but we are going to get that done. I just -- we haven't worked it out with the conservancy group yet. That's to be -- to be worked on.

MR. RECH: A few other questions -- a question about, you know, how you were handling the rainfall, and then the water tank and suppression system, and all that stuff - or fire and that type of thing?

MR. WALKER: I think we can answer -- we can have Ian talk a little -- just generally, about the water fall. I will say a lot of those questions, which are very good questions, require an architect and hiring the engineers and commencing on building plans, and we -- we're not there. We haven't done that.

Hopefully, we'll be there in the next couple of weeks, but they're fairly-involved plans. They're great areas -- great areas of concern on ours. We got millions of dollars of inventory in the building. I can guarantee you, we're going to protect it.

So Ian, any -- any thoughts that come to mind on the -- again, anything to add to the storm water?

MR. AULTMAN: Yes, without getting into the details and calculations, we will be required to submit to the Village's Engineer, CT Consultants -- an independent, 3rd party reviewer -- to review our storm water calculations, and also to the Ohio EPA.

We also need to get a permit from them, you know, for the general construction permit. Any disturbance over half an acre, we have to submit directly to the Ohio EPA, and that's where the 3/4" of an inch rainfall requirement comes from. It's from the OEPA general requirement, and we will be required to meet those requirements. We will be held to it.

MR. RECH: Okay. Kellie, do you have anything else that you have?

MS. BORDNER: I think you got it.

MR. RECH: All right, thank you, gentlemen. Okay. Moving on then, we are to the point where -- so we're to the point of additional Commission discussion; and basically, what is our path forward?

MAYOR HILL: I do have a couple of comments, which were brought up this evening. You know, it was brought up that they were looking for two (2) years. They haven't been dealing with us for two (2) years, folks.

It was last summer, sometime, when we heard there was a project that had a code name "wagon"; and when they came in, they were looking, you know -- they were looking at several sites here. They were looking at sites in Mahoning Valley and out of state.

So, you know, people say -- "Well, you're trying to hide stuff." Well, you know there's a group of people out there who want to think that everything is done below board. We're hiding stuff from you -- not at all.

I met with Mr. Walker the end of November or December, and he just came in for a very simple meet and greet -- maybe, maybe a half an hour and -- just general discussion. No discussion about any specific properties or any tax abatements or relocating roads or anything like that. It was just, basically, a meet and greet.

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I didn't know who he was working for or who he was representing -- but, you know, I'm taking a lot of heat because I'm the Mayor; and, you know, that's okay; but when people come into town, who else are they going to meet with? You, the residents put me in a position, and I try my best to try to represent everybody.

Now, the 21st or 22nd of January, I had to sign a Nondisclosure. What that means is they're going to say, "Hey, we're going to tell you who we are, but we're not ready to release, to the general public, who we are yet. We're still doing some of our due diligence."

And that's when I found out who they were. It was probably two -- two and a half weeks later, they released me from that. The second I got released, I gave all of Council a call that day. The only one I didn't reach was -- one of the Council members who was out of town; and said, "Hey, give me a call when you get back in." Well, I never did get a call, but there hasn't been anything in -- you know, all the neighbors adjoining and abutting, we have certain rules we have to follow, per our Planning and Zoning Codes, and we follow it to a "T".

You know, there's a lot of times I say -- "Hey, if you have questions, give me a call. Send me an e-mail." I mean -- every two months, it's at the bottom of the front page of the Newsletter. I don't get many calls. I don't get many emails -- and I do try to follow up. If I miss one, I apologize for that; but if someone calls me, I'll tell you anything I can.

You know, some people -- like, you know -- it's just like if you go -- someone makes a Public Record's request, and there are some copies out where I had made general proposals of -- you know, if you're going to invest this, and we didn't know who they were -- at a 75% percent abatement, you can get -- this is what sort of tax breaks you could get; but that was the extent of the abatements which were given, any talks -- and this was general.

Talking about relocating the road -- and whenever something like that comes around, we've had a lot of projects where the Village has to put in their share. That doesn't mean it's cash out of our pockets, folks. We can go for grants. We can go for a variety of sources -- go to Eastgate Council Governments. I did hear Mr. Walker say they're picking up that share.

I have been taking a little bit of a hit because -- well, the Mayor said, committing Village funds. He didn't have a right to do that.

I talked to Eastgate Council Government before I even made that letter out, and I said -- "Hey, here's what's coming down the pike -- 1,000-plus jobs, this sort of investment, and we're being asked for the Village to share." They said, "There's grant money for that there"; but, you know, I've taken a couple of notes here.

Something was brought up about anonymous letters. You know, some of the unanimous letters have been pretty targeted, and I know when I went and spoke to the invitation-only function we had a week or two ago, you know, it was like walking into the Lion's Den -- but, you know, I tried to address the concerns as I knew it.

We, as a Planning Commission -- or we, as a Council -- you know, we don't all agree on everything. There's times we probably don't even talk that much -- but, you know, we're all here to represent you as a whole.

You know, the Engineer -- you know, one of the big things was storm water runoff. We know the people on Silver Fox, Pleasant Valley -- even across the street on Lyntz Road -- one time we had dug -- we had dug a big trench in Newton Township, and we tried to keep that clean.

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We know there's water issues there. They have to have all those issues resolved, and then they -- once they get done with it, they turn it over to our Engineering firm; and if there are water issues now, they should be resolved.

I know 1.2 million square foot of roof and a lot of parking lot -- they have to meet certain standards, and I'm sure they will; and that's why -- and the thing is, you know, when our engineering firm looks at it, they have to make sure it's done correctly. One, because we are here to serve you as residents; and two, if it's not done correctly, we're going to be fielding all the questions.

You know, it was brought up about Lafarge. I'll just touch that for a second, and then I'll be done. We had Lafarge Corp for ten (10) years. We didn't want that to be a construction/demolition debris dump.

Mike Chaffee was here tonight. He had to deal with it, too. Nobody wanted that, but finally we had to come to a resolution on certain things like that; and every year, we had to file an appeal; and if we would have missed one year, they would have thrown it out the window.

We did get some results on that. We still aren't happy. You know, there's a voter hotline you can call. You know, this isn't a perfect world, but we do try to do what's best for you, the residents of Lordstown. I do feel this is a good project.

We don't know what's going to happen with General Motors. They're not going to keep the facility open for 1,500 jobs. I met with Senator Portman last week at the Youngstown Rotary at the YMCA in downtown Youngstown, and he said he talked to Mary Barra, who happens to be the Chairman of General Motors, and said, "Hey, the work force in Ohio -- in Lordstown -- has done everything. They've combined unions. They've done everything they could to try to get something going." She says, "Your product isn't selling." He says, "Bring another product." We don't know.

There was talk tonight about -- you know, do we need jobs? Property is going to be devalued. If there's nobody coming down the pike to be able to buy your house, your house isn't going to be worth much anyway. Thank you for your time.

MR. RECH: Okay.

MR. ROOK: I've given a lot of thought to the project. I believe Lordstown is a great, well-managed community and a great place to live. I think that the vast majority of the residents in the Village are very intelligent people, who want what's best for the community and understand that change is inevitable.

I believe that the people that developed the Zoning in the Village years ago did an outstanding job, but they did not have a crystal ball to see how things would change in the future. They did realize that they needed to put in place a system to deal with these changes and grow the community. The Planning Commission is that vehicle for change.

When I was sworn in as a Commissioner, I promised to do what was right for the community as a whole -- while keeping in mind the interests of the individual. That having been said, I believe that the positives of the project vastly outweigh the negatives. One thousand (1,000) jobs is a lot of jobs, and the money it will bring into the community, will help be used to improve the quality of life of Village residents, who help to diversify the economy and finance of the Village. So that once -- once business downturns, such as what is occurring at GM now -- will not have such a disruptive impact. It will also give an opportunity for the people in the area to have a local job so they can stay close to the community and their families and not have to relocate.

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MR. RECH: Okay. I didn't really write a speech, but I've been on Planning for a while now, and we've had a couple of meetings like this, where we've had the population in attendance, and this last one was about the Power Plant; and we did, in fact, vote "no" for that original zone request because we didn't feel it was the right property, and they relocated it; and quite frankly, we were happy it went out there.

Some people still weren't happy that it came to the town. I think with this request -- I think if you look at the area, you're on a four-lane highway, essentially; and yes, it butts against the Turnpike; and yes, I know there's Residential, but I believe that with the buffering that's being proposed -- and this will become further evident as we get into the Site Plan Review phase.

I mistakenly said earlier that I thought we had the same engineering firms working on this; and I'm, obviously, incorrect; but I will tell these gentleman -- our Engineer, who -- sometimes I think he's a pain in the butt because of his details; but he's a Pit Bull, and he will make sure that everything is to Code and the way it needs to be. So any concerns about the potential water and that type of thing -- and how it will affect those residents, I think will be alleviated.

So with that said, I mean, I think -- just to touch on a couple of other things that have been, you know, said this evening -- to the whole abatement process, and when we get into the whole school process and all that. That's really not our issue, here, with Planning. I mean, that's going to be Council and the School Board that will negotiate those with the TJX group.

So the bottom line for me, really, comes down to the jobs we potentially have from this project, and I have a hard time turning my back on that -- so I'm in favor of this. Anybody else?

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

**NEW BUSINESS: Case 01-2018 Petition for Zone Change for Harvey Lutz and Dolly Lutz (Parcel 45-117512)**

MR. RECH: Okay. So at this point in time, then -- does anybody on Planning want to make a motion to continue and go through the New Business and go through the Ordinances?

MAYOR HILL: I would like to make a motion amending the Lordstown Village Zoning Map to reclassify 121.003 acres of real property, owned by Harvey and Dolly Lutz, being Parcel No. 45-117512, from R-1 Residential to I-1 Industrial.

MR. RECH: Okay. We have a motion. Do we have a second?

MR. ROOK: Second.

MR. RECH: Mr. Rook seconds -- discussion on this?

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

SOLICITOR DUTTON: You have to vote on each one, individually.

MR. RECH: Right -- okay.

SOLICITOR DUTTON: That's all.

MR. RECH: Okay, very good -- all right. We have a motion, and we have a second. No further discussion -- can we have roll call on Ordinance Number One (1), we'll call it.

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MS. BORDNER: Yes, sir -- Tim Rech?

MR. RECH: Yes.

MS. BORDNER: Don Reider?

MR. REIDER: Yes.

MS. BORDNER: Richard Rook?

MR. ROOK: Yes.

MS. BORDNER: Arno Hill?

MAYOR HILL: Yes.

(ROLL CALL VOTE: 4, AYE; 0, NAY; 0, ABSTAINED.)

**NEW BUSINESS: Case 02-2018 Petition for Zone Change for DBR of Ohio, LLC (Parcel 45-117511)**

MR. RECH: Case Number 1-2018 is what we just voted on. Now we have Case Number 2-2018. Is there a motion on that?

MR. REIDER: Want me to read that?

MR. RECH: Yes.

MR. REIDER: An Ordinance amending Lordstown Village Zoning Map to reclassify 52.5 acres of real property owned by DBR of Ohio, LLC, being Parcel No. 45-117511 from R-1 Residential to I-1 Industrial.

MR. RECH: Okay. That motion is made by Mr. Reider. Is there a second on that?

MR. ROOK: Second.

MR. RECH: Mr. Rook seconds -- any other discussion?

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

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

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

MR. REIDER: Yes.

MS. BORDNER: Mr. Rook?

MR. ROOK: Yes.

MS. BORDNER: Arno Hill?

MAYOR HILL: Yes.

MS. BORDNER: Mr. Rech?

MR. RECH: Yes.

(ROLL CALL VOTE: 4, AYE; 0, NAY; 0, ABSTAINED.)

**NEW BUSINESS: Case 03-2018 Petition for Zone Change for HomeGoods, Inc. (Parcel 45-027550)**

MR. RECH: Thank you. That passes. Okay, then we have 03-2018 -- that particular Ordinance. Do we have a motion on that?

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MR. ROOK: An Ordinance amending the Lordstown Village Zoning Map to reclassify 2.4558 acres of real property owned by HomeGoods, Inc., situated at 2527 Hallock Young Road, Lordstown, Ohio, Parcel No. 45-027550, from R-1 Residential to I-1 Industrial.

MS. BORDNER: Grant a waiver -- you need a waiver --

MR. ROOK: It would require a waiver because of the --

MS. BORDNER: -- for the frontage, depth and lot size.

MR. ROOK: -- for the frontage, depth and lot size. Do we have a second on that?

MR. REIDER: I'll second that.

MR. RECH: All right, so Case Number 3-2018. We have a motion from Mr. Rook, and a second from Mr. Reider -- any other comments?

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

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

MS. BORDNER: Yes, sir -- Mr. Hill?

MAYOR HILL: Yes.

MS. BORDNER: Mr. Rech?

MR. RECH: Yes.

MS. BORDNER: Mr. Reider?

MR. REIDER: Yes.

MS. BORDNER: Mr. Rook?

MR. ROOK: Yes.

(ROLL CALL VOTE: 4, AYE; 0, NAY; 0, ABSTAINED.)

**NEW BUSINESS: Case 04-2018 Petition for Zone Change for HomeGoods, Inc. (Parcel 45-048950)**

MR. RECH: All right -- that passes, thank you. Going now to Case Number 04-2018, this is an Ordinance amending the Lordstown Village Zoning Map to reclassify 3.674 acres of real property owned by HomeGoods, situated at 2547 Hallock Young Road.

(WHEREAS, THOSE IN ATTENDANCE WERE TALKING AMONGST THEMSELVES, OFF THE RECORD, AND MR. RECH PAUSED DURING THE MOTION:)

MR. RECH: All right, I'm sorry. All right, we're going to continue -- situated at 2547 Hallock Young Road, Lordstown, Ohio, Parcel No. 45-048950 from R-1 Residential to I-1 Industrial, has a lot -- including a waiver for a lot depth of 434 feet. I'm making that motion. Is there a second?

MAYOR HILL: I'll second.

MR. RECH: Mayor Hill seconds. Any public -- or any member comments?

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

MR. RECH: All right. Could we have roll on that, please?

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MS. BORDNER: Yes, sir -- Tim Rech?

MR. RECH: Yes.

MS. BORDNER: Don Reider?

MR. REIDER: Yes.

MS. BORDNER: Richard Rook?

MR. ROOK: Yes.

MS. BORDNER: Arno Hill?

MAYOR HILL: Yes.

(ROLL CALL VOTE: 4, AYE; 0, NAY; 0, ABSTAINED.)

**NEW BUSINESS: Case 05-2018 Petition for Zone Change for Ronald & Cynthia Radtka (Parcel 45-904644)**

MR. RECH: All right, that carries. Thank you -- moving on, we have 05-2018. Is there a motion?

MAYOR HILL: I would like to make a motion to amend the Lordstown Village Zoning Map to reclassify three (3) acres of real property owned by Ronald E. and Cynthia S. Radtka, situated at 3640 Ellsworth Bailey Road, Lordstown, Ohio, Parcel No. 45-904644 from R-1 Residential to I-1 Industrial -- and also giving a waiver because it does not meet the 300-foot front footage. It's 275 foot, which is an eight percent (8%) deviation.

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

MR. REIDER: Second.

MR. RECH: Okay, Mr. Reider seconds -- any additional member comments?

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

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

MS. BORDNER: Yes, Mr. Reider?

MR. REIDER: Yes.

MS. BORDNER: Mr. Rook?

MR. ROOK: Yes.

MS. BORDNER: Mr. Hill?

MAYOR HILL: Yes.

MS. BORDNER: Mr. Rech?

MR. RECH: Yes.

(ROLL CALL VOTE: 4, AYE; 0, NAY; 0, ABSTAINED.)

**NEW BUSINESS: Case 06-2018 Petition for Zone Change for DBR of Ohio, LLC (Parcel 45-003359)**

MR. RECH: All right, thank you. That passes -- moving on to number six (6) -- Case Number 06-2018. An Ordinance amending the Lordstown Village Zoning Map to reclassify 104.46 acres of real property owned by DBR of Ohio, LLC, being Parcel 45-003359 from R-1 Residential to I-1 Industrial. Is there a --

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MS. BORDNER: Yes.

MR. RECH: Okay.

SOLICITOR DUTTON: The waiver on that one is for --

MR. RECH: -- waiver as to lot --

MS. BORDNER: -- lot frontage.

MR. RECH: -- frontage of 79 feet along Hallock Young. All right, is this -- okay. This parcel does not meet the 300-foot frontage requirement set forth in the Zoning Ordinance. This parcel has a lot frontage of the 264 feet along Mahoning-Trumbull County Line Road, which is a 12% deviation from the requirement. This parcel also has a lot frontage of 79 feet along Hallock Young Road, which is a 74% deviation from the requirement. Accordingly, the Petitioner requests an exception and waiver.

That is included in the motion. I made that motion. Is there a second?

MR. ROOK: Second.

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

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

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

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

MR. ROOK: Yes.

MS. BORDNER: Mr. Hill?

MAYOR HILL: Yes.

MS. BORDNER: Mr. Rech?

MR. RECH: Yes.

MS. BORDNER: Mr. Reider?

MR. REIDER: Yes.

(ROLL CALL VOTE: 4, AYE; 0, NAY; 0, ABSTAINED.)

**NEW BUSINESS: Case 07-2018 Petition for Zone Change for DBR of Ohio, LLC (Parcel 45-003357)**

MR. RECH: All right, thank you. That passes -- and then the last one is Case Number 07-2018. Anybody like to discuss that?

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

MR. REIDER: Okay. I would like to make a motion -- an Ordinance amending Lordstown Village Zoning Map to reclassify 13.13 (per Auditor's website) acres of real property owned by DBR of Ohio, LLC, being Parcel No. 45-003357 from R-1 Residential to I-1 Industrial --

MS. BORDNER: -- granting a waiver of the lot depth requirement.

MR. REIDER: This parcel does not meet the 500 foot minimum lot depth requirement, as set forth in Section 1173.01 of the Zoning Ordinance. Do you want me to read all of it, Kellie?



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SOLICITOR DUTTON: Yes.

MR. REIDER: This parcel has a lot depth of 130 feet; which is a 74% deviation from the requirement. Accordingly, Petitioner requests an exception and waiver permitting this parcel to be rezoned to I-1 Industrial despite this deviation.

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

MR. ROOK: Second.

MR. RECH: Mr. Rook seconds -- any member comments?

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

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

MS. BORDNER: Yes, sir -- Mr. Hill?

MAYOR HILL: Yes.

MS. BORDNER: Mr. Rech?

MR. RECH: Yes.

MS. BORDNER: Mr. Reider?

MR. REIDER: Yes.

MS. BORDNER: Mr. Rook?

MR. ROOK: Yes.

(ROLL CALL VOTE: 4, AYE; 0, NAY; 0, ABSTAINED.)

MR. RECH: All right, thank you. That passes.

**MEMBER COMMENTS:**

That is all the new business we have before us. This is a reminder that the next meeting of the Planning Commission will be next Monday, May 14th, at our normal time, 6:30.

That concludes our business this evening. Are there any other member comments this evening?

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

**ADJOURNMENT:**

MR. RECH: Hearing none, is there a motion for adjournment?

MAYOR HILL: Motion to adjourn.

MR. RECH: Mayor Hill -- a second?

MR. ROOK: Second.

MR. RECH: Everyone in favor?

MAYOR HILL: Aye.

MR. RECH: Aye.

MR. REIDER: Aye.

MR. ROOK: Aye.

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

MR. RECH: Meeting adjourned.

(WHEREUPON, THE PUBLIC MEETING BEFORE THE LORDSTOWN VILLAGE PLANNING COMMISSION, CONCLUDED AT 9:05 P.M.)

Submitted by:

Approved by:

Kellie D. Bordner  
Planning & Zoning Administrator

Tim Rech  
Chairperson