

1 STATE OF OHIO
2 COUNTY OF TRUMBULL
3 LORDSTOWN VILLAGE PLANNING COMMISSION MEETING
4 MONDAY, September 8, 2025, AT 6:30 P.M.

5
6 IN RE:

7 1. Final Site Plan Review for an inventory parking
8 expansion project west of the railroad tracks by CSX-TDSI
9 of 2188 Lyntz Road.

10 APPEARANCES:

11 Lordstown Village Planning Commission
12 Jackie Woodward, Mayor
13 Richard Rook, Chairperson
14 Bob Shaffer, Commission Member
15 Rose Saborse, Vice Chairperson
16 Matthew Ries, Solicitor
17 Kellie Bordner, Planning & Zoning Administrator
18 Dustin Hajnosz, Assistant Planning &
19 Zoning Administrator

20 ALSO PRESENT:

21 Michael Pochop
22 Rusty Orben
23 Larry Tura
24 Glenda Bailey Betteridge
25 Ben Betteridge
Laurie Czoka
Donald Wassam
Sue Andriko
Chris Kogelnik

26 PLACE: Lordstown Administration Building
27 1455 Salt Springs Rd.
28 Lordstown, Ohio 44481

29 REPORTER: CHASTITY FEEZLE, RPR, CRR

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1 PROCEEDINGS OF THE LORDSTOWN VILLAGE PLANNING
2 COMMISSION MEETING:

3
4 (WHEREAS, the meeting before the Lordstown Village
5 Planning Commission commenced on Monday, September 8,
6 2025, at 6:30 p.m. and proceedings were as follows:)

7 MR. ROOK: Welcome, everyone, to the
8 Lordstown Planning Commission meeting. Would you please
9 join me until the Pledge of Allegiance to the flag.

10 (Pledge of Allegiance)

11 MR. ROOK: Thank you. Dustin, would you
12 do the roll call, please?

13 MR. HAJNOSZ: Of course. Mr. Shaffer?

14 MR. SHAFFER: Here.

15 MR. HAJNOSZ: Solicitor Ries?

16 MR. RIES: Here.

17 MR. HAJNOSZ: Ms. Saborse?

18 MS. SABORSE: Here.

19 MR. HAJNOSZ: Mayor Woodward?

20 MAYOR WOODWARD: Here.

21 MR. HAJNOSZ: Mr. Rook?

22 MR. ROOK: Here.

23 MR. HAJNOSZ: Mr. Bond? Mrs. Bordner?

24 MS. BORDNER: Present.

25 MR. HAJNOSZ: And Dustin Hajnosz, that is

1 me. I am present.

2 MR. ROOK: Okay. Right at the beginning,
3 we have a motion excuse -- to excuse Mr. Bond, please.

4 MR. SHAFFER: I'll make the motion.

5 MR. ROOK: Motion --

6 MAYOR WOODWARD: I'll second.

7 MR. ROOK: -- by Mr. Shaffer. Second by
8 the mayor. All in favor?

9 THE COMMISSION: Aye.

10 MR. ROOK: Opposed?

11 (NO RESPONSE FROM THE COMMISSION.)

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

13 MR. ROOK: Passes unanimously. All right.
14 Can we have a motion for approval of tonight's agenda?

15 MAYOR WOODWARD: So moved.

16 MR. ROOK: So moved by the mayor. Second?

17 MS. SABORSE: Second.

18 MR. ROOK: Second by Ms. Saborse. All in
19 favor?

20 THE COMMISSION: Aye.

21 MR. ROOK: Opposed, nay?

22 (NO RESPONSE FROM THE COMMISSION.)

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

24 MR. ROOK: Okay. Passes unanimously. The
25 motion to approve the minutes of the June 9th meeting.

1 MAYOR WOODWARD: So moved.

2 MR. ROOK: Moved by the mayor. Second?

3 MR. SHAFFER: I'll second.

4 MR. ROOK: Second by Mr. Shaffer. All in
5 favor?

6 THE COMMISSION: Aye.

7 MR. ROOK: Opposed, nay?

8 (NO RESPONSE FROM THE COMMISSION.)

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

10 MR. ROOK: That passes unanimously. One
11 more. Motion for approval of the minutes of the
12 July 14th meeting.

13 MAYOR WOODWARD: So moved.

14 MR. ROOK: So moved by the mayor.

15 MS. SABORSE: Second.

16 MR. ROOK: Second by Ms. Saborse. All in
17 favor?

18 THE COMMISSION: Aye.

19 MR. ROOK: Opposed, nay?

20 (NO RESPONSE FROM THE COMMISSION.)

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

22 MR. ROOK: Passes unanimously. Is there
23 any planning and zoning administrator's report?

24 MS. BORDNER: No report, Mr. Chairman.

25 MR. ROOK: Solicitor's report?

1 MR. RIES: No report, Mr. Chairman.

2 MR. ROOK: Dustin, correspondence?

3 MR. HAJNOSZ: We have two pieces. The
4 mayor's going to present the first piece, and then I
5 will do the second piece.

6 MAYOR WOODWARD: Okay.

7 Dear Planning Commission, please excuse me from
8 this meeting as I am missing it due to unforeseen
9 circumstances beyond my control. My wife had knee
10 replacement surgery in Dayton, Ohio, on August 26th.
11 Her doctor wants her back in his office on September 8th
12 for further examination. When I originally advised I
13 could make it to the meeting, it was early August, and
14 this evolved after that. I had no choice of the date.
15 I am sorry for any convenience [sic] this has caused.

16 I do have concerns about this final site plan
17 review in that it does border residential property on
18 the sides and will have an effect on our residents in
19 many ways. Among them is this purposed -- or proposed
20 increase of 977 parking spots. This will bring the
21 total parking space to about 2,000 spots. This is
22 nearly a doubling of the size of the parking area. It
23 will cause an increase of truck and rail traffic,
24 particularly on Salt Springs Road and Lyntz Road, where
25 we already have problems of training blocking the

1 roadway causing much inconvenience to our residents and
2 delaying school buses. Another possible problem is
3 getting emergency vehicles to parts of the village. In
4 2020, they assured the village that there would be no
5 further expansion of the parking area west of the
6 railroad tracks, yet here we are being asked to approve
7 another, which is a -- which is quite a large expansion.
8 Will there be requests for more in the future? Who
9 knows? Our residents built their homes in this area
10 with the expectation that they would be able to enjoy
11 the quiet and tranquil area that they decided to live
12 in. I know they have concerns about this, and I do not
13 blame them.

14 Another problem is the requested waiver of the
15 barrier and plantings on the west side of the expansion.
16 The existing forest, I believe, is mainly hardwood
17 trees. They do not provide much of a noise or visual
18 barrier during the portion of the year when -- when are
19 not in full leaf. Evergreens work much better on a
20 year-round basis and should be required, in my opinion.

21 I believe that communities become zoned primarily
22 to protect what they already have for their residents,
23 and secondarily to provide the framework for an orderly
24 development that enhances the community.

25 Thank you, Robert Bond.

1 MR. HAJNOSZ: Okay, so --

2 MR. ROOK: Dustin, go ahead on the next
3 one.

4 MR. HAJNOSZ: Yeah, I have the second
5 piece. This is an email from the police chief, Brent
6 Milhoan. This was sent to us Thursday, July 17, 2025,
7 to the planning and zoning office regarding the CSX-TDSI
8 parking lot expansion. It reads as follows:

9 Kellie, my concern with this project to two-fold:
10 One, an increase in trains blocking the railroad
11 crossings at Salt Springs Road and Muth Road, and Muth
12 Road and Lyntz Road.

13 Number two, an increase in truck traffic with a
14 potential for trucks traveling on no truck roads.

15 Training blocking the crossings at those locations
16 for long periods of time and trucking traveling on no
17 truck roads are the most common complaints we/I receive
18 at this -- receive. At this time, we are not able to
19 issue citations to trains blocking the crossings for
20 long periods of time, so our hands are tied, and this
21 could make things worse in that area.

22 There is also another piece in addition to this.
23 Chief Milhoan and street commissioner, Martin Nelder,
24 voiced -- stated their concerns about mud, dirt,
25 construction debris on the roadway, and that it needs to

1 be consistently cleaned up, washed, and kept clear.

2 MR. ROOK: That's it?

3 MR. HAJNOSZ: Yeah.

4 MR. ROOK: Okay. Any other business,
5 Dustin?

6 MR. HAJNOSZ: No.

7 MR. ROOK: No? Okay. New business for
8 this evening is the final site plan review for an
9 inventory parking expansion project west of the railroad
10 tracks by CS -- CSX-TDSI at 2188 Lyntz Road.

11 Kellie, would you present that, please?

12 MS. BORDNER: Yes. Applicant is
13 requesting a 400-foot wide by 900-foot deep parking area
14 expansion for the benefit of the existing TDSI Lordstown
15 automotive facility, which transloads vehicles from
16 railroad auto track cars to trucks for delivery to
17 customers. The proposed 360,000 square foot parking
18 expansion is to the west of an existing parking area on
19 parcel 45-068900. Truck and automotive traffic enters
20 and exits from the existing TDSI facility to the east of
21 this parcel using the Muth truck route to access the
22 Ohio Turnpike.

23 Applicant states that truck traffic, number of
24 employees, hours of operation, and noise levels, are not
25 expected to increase due to this parking area expansion.

1 This expansion is to provide greater flexibility in
2 offloading and loading vehicles by creating additional
3 parking bays for the volume of incoming vehicles. The
4 existing area becomes congested at times since vehicles
5 are hauled away by truck at different rates per day.
6 The existing lot -- parking lot will have 94 stalls
7 along the west edge blocked off during construction of
8 the proposed new parking lot.

9 Originally the west side overflow parking area
10 which never received site plan approval, contained
11 approximately 650 parking spaces. With the expansion of
12 the parking area to the south in 2020, an additional
13 94,729 square feet was added, creating another 290
14 parking spaces. With the proposed 977 additional
15 parking spaces as part of the current expansion, the
16 total parking spaces reached nearly 2,000.

17 Therefore, some village officials and department
18 heads have questioned how it is possible that this will
19 not increase truck traffic and create greater railcar
20 delays for extended periods of time on Lyntz and Salt
21 Springs Roads, particularly since there is extensive
22 inventory parking to the east of the rail line. Aerial
23 photos of the site, along with information from the 2020
24 parking lot expansion have been provided to Planning
25 Commission.

1 The total area in the development, parcel 45-068900
2 consists of 113.35 acres, of which 7.9 acres is
3 designated for the proposed parking expansion, making a
4 total of approximately 16 acres utilized for parking
5 area upon completion. The existing zoning of the
6 property is I-1. To the north is I-1 and R-1. To the
7 south is R-1. To the east is I-1 and R-1. To the west
8 is R-1.

9 A public roadway, Lyntz Road, is located along the
10 south property line. Overhead utility poles and lines,
11 along with an existing railroad run along the east
12 property line and currently serves CSX-TDSI. There is
13 an existing access driveway to the parcel off Lyntz
14 Road. However, applicant offers that such driveway will
15 be removed during construction.

16 All construction traffic will access the site via
17 Muth Road and the existing TDSI facility entrance. A
18 100-foot wide electrical transmission private easement
19 crosses the front southwest corner of this parcel away
20 from the area to be developed. No existing water or
21 sewer lines are on the property. The property slopes
22 from south to north with approximately 17 feet of
23 vertical change and a slope of 1.5 percent to
24 2.0 percent.

25 The area to be developed has been cleared and

1 graded. The remainder of the property outside of the
2 existing and proposed parking lot areas contains dense
3 tree coverage and two gas wells.

4 The finished grade of the new parking area will
5 range from an elevation of 971.44 at the southwest
6 corner to 954.54 at the north end. These elevations
7 will be within zero to three feet above the elevation of
8 the existing surface. The finished grade of the
9 stormwater detention basin will range from 946.00 at the
10 bottom of the micropools to 954.00 at the top of the
11 detention basin.

12 The subject property has no existing buildings. No
13 buildings or structures are proposed.

14 There is an existing 30-foot-wood curb cut
15 utilizing the existing access drive located on the
16 easterly adjacent parcel, which is 45-042900. No
17 additional curb cuts are needed for this project.

18 There are two existing drive lanes for access to
19 the building facility located on the adjacent part tell,
20 45-042900 to the east. Access to the proposed private
21 parking area is through this adjacent parcel at an
22 existing rail crossing. Applicant states that TDSI will
23 expedite access to the facility from the intersection of
24 Lyntz and Muth Roads for the fire and police departments
25 if and when necessary.

1 Applicant states that Lordstown Codified Ordinance
2 1163, off-street parking and loading does not apply to
3 this project, as no buildings are being constructed.

4 The proposed new private parking area will have 977 new
5 parking stalls. Loading areas for railroad cars and
6 trucks are located in the existing TDSI facility on the
7 adjacent parcel, 45-042900 to the east. No loading or
8 unloading of railroad cars or trucks will take place in
9 the proposed parking lot.

10 Applicant states that parking stalls will be at
11 90 degrees to the driving lanes within the new parking
12 area. Access lanes between the rows of stalls will be
13 24-foot wide.

14 Applicant offers that the proposed parking area
15 will have 0.4 percent cross-slope grades and a south to
16 north longitudinal grade of minus 1.76 percent.

17 Applicant states that the parking area will be surfaced
18 with an asphalt cement concrete.

19 Applicant explains that the drainage system from
20 the parking area will be collected in ditches at the
21 north edge, which will lead to a detention basin with
22 micropools in a cash basin type outlet structure,
23 containing a half-inch thick stainless steel
24 restrictor/weir plate. Stormwater runoff from this new
25 parking area will be contained within the limits of this

1 facility using the new detention basin with controlled
2 outlet for water quality and quantity.

3 Applicant states that the existing parking area has
4 a 16 -- has 16 standard 30-foot tall treated wood light
5 poles with multihead Holophane LED fixtures. The poles
6 are spaced approximately 160 feet apart. The proposed
7 expansion will add nine new light poles around the
8 northwest and south sides of the proposed parking area
9 with Holophane Mongoose MGLED luminaries. 50,000
10 nominal lumens, 5,000K, 480 volt. Six new luminaries
11 will be mounted to the back side of existing light poles
12 on the east side of the proposed parking area. All new
13 luminaries mounted on existing and new light poles will
14 be installed at 15 degrees above horizontal. The new
15 light poles would be installed around the perimeter of
16 the new lot expansion with one location on the south
17 edge, one location on the north edge, and seven
18 locations on the west edge of the lot paving.

19 Pond and wetland areas to the north of the existing
20 parking area and the landscape buffer to the south will
21 remain undisturbed. The forested western half of the
22 parcel will remain undisturbed.

23 The existing parking area and previous expansion is
24 within an existing eight-foot high chain-link fence
25 enclose sure with barbed wire along the top for

1 security. The existing landscape buffer berms are
2 approximately 100 feet wide by 550 feet long, 8 feet in
3 height, and have two rows of mature evergreen plantings
4 that are approximately 20 feet to 30 feet tall. The
5 existing landscape berm runs from the southeast corner
6 of the property along the south property line for
7 approximately 350 feet of the 1,608-foot frontage.

8 This parcel is adjacent to residential R-1 zones
9 along its south property line, Lyntz Road, and west
10 property line. Applicant offers that the existing
11 chain-link fence will extend around the perimeter of the
12 proposed parking area, and a vehicle retention cable
13 will be attached to posts three feet from the ground.
14 The parking lot will be observed by closed circuit
15 security cameras.

16 Applicant further states that a new landscape
17 buffer area with an earth and berm will be constructed
18 within the parcel fronting Lyntz Road between the
19 existing landscape buffer and berm and the existing
20 forested area at the west edge of the proposed
21 development. The new landscape berm buffer is intended
22 to be designed in the same manner as the existing
23 buffer. The height of the new berm will be 4.5 feet
24 higher than the center of Lyntz Road at the berm
25 location. Size and setbacks of the new berm will match

1 that of the existing berm, taking into consideration the
2 angle of the roadway.

3 Applicant has asked the contractor to have a local
4 nursery supplier identify the existing tree types for
5 matching purposes and provide available size option.
6 Applicant is aware that the trees on top of the berm
7 must be a minimum of four feet high at the time of
8 planting. The trees will be planted at 12-foot maximum
9 spacing to match the interval of the trees on the
10 existing berm.

11 The year-round screen of at least eight-foot high
12 shall be produced within three growing seasons. Tree
13 plantings could occur on the west berm slopes. On the
14 east, the furthest east trees will be planted to tie in
15 with the existing berm trees.

16 Applicant does not want to place trees within the
17 parking area as per Lordstown Codified Ordinance
18 1107.07, nor does it want to construct a west landscape
19 berm as required in Lordstown Codified Ordinances
20 1169.01 and 1107.06, further west into the existing
21 forested area. Applicant has prepared a letter
22 requesting a waiver from being required to plant trees
23 within the parking area and from being required to
24 create a western landscape barrier, stating that the
25 existing forested area on the west side of the proposed

1 expansion project should be considered an acceptable
2 buffer on its own.

3 Applicant did not address 1169.01 B, which makes a
4 landscape barrier mandatory in circumstances where an
5 industrial property abuts a residential property in its
6 waiver request. At the time of the parking lot
7 expansion which came before Planning Commission in 2020,
8 and during the pre-application meeting, the landscape
9 barrier requirements for the south and west portion of
10 the subject property were discussed at length.

11 CSX-TDSI representatives assured the village at
12 that time that there would be no further expansion of
13 the parking area west of the railroad tracks, and
14 therefore there would not be a need to discuss the
15 western landscape barrier. They did promise that if
16 such expansion were to take place, a western landscape
17 barrier would be created without issue. Notes on this
18 matter from 2020 and 2021 were provided to Planning
19 Commission for review.

20 The proposed project will have no need for, nor
21 will signage be requested on the subject parcel. Lyntz
22 Road is located along the south property line of the
23 parcel being developed. No new streets are being
24 proposed. No sanitary sewer or water lines are being
25 proposed, constructed or notified. No sanitary sewer or

1 water lines exist on the parcel for applicant.

2 Applicant would like to begin constructing this --
3 constructing this project in the early fall of 2025 and
4 is aware that final site plan review approval must be
5 received before any development.

6 Regarding setbacks, I-1 zoning requires a minimum
7 of 100-foot from road right-of-way to structures.
8 Applicant states that the south line of the existing
9 fence and proposed new parking area are a minimum of
10 251 feet from Lyntz Road right-of-way. I-1 zoning
11 requires a minimum of 75 feet from the rear property
12 line to structures. Applicant states that the north
13 edge of the proposed detention basin will be at least
14 1,000 feet from the rear north property line. I-1
15 zoning requires a minimum of 50 feet from the side
16 property lines. Applicant states that the east edge of
17 the proposed parking area will be adjacent to the
18 existing parking area on this parcel, and the west edge
19 of the proposed parking will be 977 feet from the west
20 property line.

21 Applicant states that there are wetlands and
22 existing gas wells on the parcel. The gas wells are at
23 least 358 feet from the proposed parking lot, and the
24 access road from Lyntz Road to these wells is not
25 impacted by this development. Applicant states that

1 there is no development within 150 feet of the existing
2 wetlands, other than the existing stormwater detention
3 basin for the existing adjacent parking lot.

4 There is no existing water or sanitary sewer
5 services to the area of this parking expansion, and new
6 services are not being proposed.

7 That's the end of the site plan review form. Let
8 me just find the request for the waiver so that I can
9 read that into the record. Give me one second.

10 (Inaudible colloquy)

11 MS. BORDNER: Okay. The waiver request
12 was dated July 17, 2025. It comes from Hanson
13 Engineering. That was the engineering firm. Hanson
14 Professional Services, which was the engineering firm
15 for CSX-TDSI.

16 Dear Ms. Bordner, Hanson Professional Services,
17 Inc., applicant on behalf of CSP Transportation and
18 Total Distribution Services, Inc., respectfully request
19 that the Planning Commission waive the requirements of
20 Sections 1107.06, buffering; 1107.07, parking lot
21 landscaping; and 1169.01 for two locations.

22 Number one, along the west edge of the development,
23 Section 1107.06, buffering, requires that every
24 developer shall provide sufficient buffering when
25 topographical or other barriers do not provide

1 reasonable screens, and when the Planning Commission
2 determines that there is no need to shield one
3 neighboring properties from any adverse external effects
4 of the development. Applicant requests Planning
5 Commission concurrence that the 900-foot-wide deciduous
6 forest between the proposed development and the
7 residential properties west of CSX-TDSI's parcel
8 provides much more than reasonable screening and
9 sufficiently shields neighbors properties. This forest
10 is shown on the parcel plan, sheet No. 3 of 75, enclosed
11 with this letter.

12 Applicant has been told another land over --
13 landowner in the past received a waiver of
14 Section 1107.6 because an existing forest provided
15 reasonable screening, and then after the project was
16 constructed, disrespected the intent of that ordinance
17 by logging the forest. CSX-TDSI have no intention of
18 logging the forest on their parcel 45-068900. CSX and
19 TDSI are willing to enter into a legal agreement with
20 the Village of Lordstown that a landscape buffer would
21 be submitted to Planning Commission and constructed
22 before any logging on their parcel would proceed.

23 Number two: Within the limits of the new paved
24 parking lot, Section 107.07, parking lot landscaping
25 requires that in parking lots, with at least 5 percent

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1 of the interior parking shall be landscape with
2 plantings, and one tree for each eight spaces shall be
3 installed. Applicant requests Planning Commission
4 concurrence, A, that this development is not a
5 subdivision as described in Chapter 1101, title, scope
6 and jurisdiction. B, this new parking lot is for
7 private use to transition vehicles from railroad
8 transportation to truck transportation, and is not open
9 to the public. C, the design of this new parking lot is
10 consistent with other parking lots at CSX-TDSI Lordstown
11 automotive facility. D, this parking lot will be
12 screened from view from the west and north by
13 topographical buffering and from the south along Lyntz
14 Road by a landscape buffer that meets Sections 1107.6
15 and 1169.01.

16 Notwithstanding CSXT's application and submittals
17 for this site plan review, CSXT expressly reserves and
18 does not waive any rights it may have under Interstate
19 Commerce Commission Termination Act of 1995, 49 U.S.C.
20 Section 10101, et seq.; the Federal Railroad Safety Act,
21 49 U.S.C. Sections 20101, et seq.; and/or any other
22 federal law governing rail transportation and related
23 operations.

24 Applicants CSXT and TDSI appreciate your team's
25 review of our SPRF and project plans for our proposed

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1 development. We thank the Planning Commission in
2 advance for their review of our -- of our development
3 and consideration of this waiver request. And it is
4 signed by Michael Pochop, P-O-C-H-O-P, vice president
5 and senior project manager of Hanson Professional
6 Services, Inc.

7 MR. ROOK: You made it all the way.

8 MS. BORDNER: I made it.

9 MR. ROOK: Do we have representatives of
10 the company here? Anything you want to add?
11 (inaudible) happy with that?

12 MR. POCHOP: (Inaudible).

13 MR. ROOK: Okay. Commission member
14 comments, questions? I can start off with a question.
15 You're not going to hire any additional employees? That
16 was the understanding that I had; is that right?

17 MR. POCHOP: Yeah, not -- not at this
18 time, no.

19 MR. ROOK: Not at this time. Okay. I
20 have some concerns that some of the letters were -- you
21 say that it won't be logged out on the tree buffer, but
22 then later on you say we'll sign a legal document that
23 says that you won't. But if we do, then we'll put the
24 barrier up. And we were also told that there would
25 no -- it wouldn't at this point, unless I'm

1 misinterpreting it, we wouldn't even need to discuss the
2 barrier along the west side if you were to expand the
3 lot based on the discussions when we expanded the last
4 time.

5 So my question to you is, is why would we accept it
6 now that you're not going to do it, when you said you
7 weren't, and then you went ahead and did it anyway?

8 MR. POCHOP: Sorry. I guess I -- well, I
9 can -- I can talk (inaudible) --

10 MS. BORDNER: Whoever -- excuse me.
11 Excuse me. Let me just stop you for one second.
12 Whoever speaks please make sure that you state your name
13 for the record, because she won't be able to pick up who
14 it is. I'm so sorry to interrupt.

15 MR. POCHOP: No, you don't have to explain
16 yourself.

17 MR. ROOK: Do we need the microphone?

18 MR. POCHOP: Yeah.

19 MR. ROOK: Yeah, it probably would be best
20 if you went to the microphone.

21 MAYOR WOODWARD: I can bring -- I can take
22 it to him. How about this?

23 MR. POCHOP: That's all right. I'll come
24 over there. (Inaudible).

25 MAYOR WOODWARD: It is portable if you'd

1 rather just sit.

2 MR. POCHOP: (Inaudible). Sitting all
3 day. All right. I'm Michael Pochop. I'm a senior
4 project manager, vice president for Hanson Professional
5 Services, the engineer for CSX and TDSI.

6 MR. ORBEN: I'm Rusty Orben. I'm our
7 director of government community affairs for the company
8 here in Ohio.

9 MR. POCHOP: So I guess I can talk -- this
10 is Mike again. I can talk to I guess where we're going
11 in the future. I can't really speak to what happened in
12 2020, because I wasn't on the project at that time. Did
13 you want to say anything on that, or do you want me to
14 go --

15 MR. ORBEN: Go ahead.

16 MR. POCHOP: Okay. Fair enough. As far
17 as the logging is concerned, I think we put in SPRF that
18 we do not have any intention to log that property right
19 now. So the barrier stays 900-plus feet of deciduous
20 for rest. But in discussions at the pre-application
21 meeting stuff, I was told that other landowners in the
22 past or something had made a similar promise, or said
23 that, hey, we're not going to do the buffer on the west
24 side, and then after that was done and the project was
25 built, disrespected the village by logging off the

1 property.

2 We have no intention of doing that. If for some
3 reason down the line that changes, at that point we
4 would not need -- we were willing to enter an agreement
5 now that we can't change things in the future without
6 applying to put in and getting approval for a proper
7 berm before any logging starts. We don't have any plans
8 for logging, no.

9 MR. ORBEN: This is Rusty Orben. I would
10 only add to that that we've had similar types of
11 situations around logging in other property. Where it
12 has come up is when we have -- for example, if there is
13 a utility easement onto the land, and it needs -- the
14 utility comes to us and needs repaired. Obviously the
15 trees need to go. At that point we look at the whole
16 property and figure out if there's invasive species, for
17 example, or if there's other contaminants that need to
18 be cleaned up as a result, we take advantage of those
19 types of opportunities. So logging -- you know, I use
20 air quotes when I use the word logging. But trees have
21 been removed in those types of circumstances.

22 The only one that I know of where we actually went
23 in and did significant logging was because we had a lot
24 of dead and dying trees on our property. And so it
25 was -- I can't remember how many acres, but it was many

1 acres that were affected, and those trees were removed.
2 We worked with a local nursery then to plant native
3 species back on the property, some old growth tree --
4 older growth trees. I shouldn't say old growth. As
5 well as some newer saplings so that you had a little bit
6 more of the diversity in terms of the age of the trees
7 that went back out on the property, but they were native
8 to that area rather than having the invasive type of
9 growth on the property.

10 So that was a recent example where something like
11 that came in, but some other situations that have
12 evolved over time. Which is why we thought the
13 agreement with the village was important to codify that.

14 MR. ROOK: According to that code in
15 Lordstown, at this point, from what -- the way I read it
16 and my interpretation of it, it is mandatory that we put
17 that barrier in now. I don't know if the commission has
18 the ability to get around that if it basically is
19 mandatory or not.

20 MAYOR WOODWARD: You can waive.

21 MR. ORBEN: We requested a waiver.

22 MAYOR WOODWARD: You can waive it.

23 MR. ROOK: You can waive around it?

24 MR. ORBEN: With respect -- we have
25 respectfully requested a waiver for that, so I assume

1 there's some process to it.

2 MR. ROOK: Right. Go ahead.

3 MAYOR WOODWARD: Some of my concern is the
4 lighting that's being used there. I mean, I understand
5 that that's part of your security process is having that
6 well lit. Just the expansion that would be -- I guess
7 it would be on the east side. That light has invaded
8 that -- the residential neighborhood on that end.
9 Which, you know, it doesn't make for a good neighbor.
10 It's very off-putting. And this seems like it's going
11 to do the same thing to the neighbors on the west end.
12 I mean, that is a lot of light. There is no barrier
13 there that's keeping the light contained.

14 And this has been -- this is still an issue on the
15 east end where that light is infiltrating these homes.
16 They're having to put up darkening shades and things
17 like that. And are you going to do anything to address
18 to make sure that that light is directed away from the
19 residential homes and not infiltrating their homes at
20 night?

21 MR. POCHOP: Okay. Madam Mayor, are we
22 talk -- we're saying the east side. Are we talking the
23 exist -- the facility east of the railroad track or the
24 parking -- okay, so east of the railroad track?

25 MAYOR WOODWARD: Yes.

1 MR. POCHOP: Okay. I think we had -- that
2 was brought up during the transcript during the 2020
3 proceeding, and I believe you -- I'm sorry, this is Mike
4 again.

5 Rusty, I think we talked about that if there was
6 something out there, we could go out and make
7 adjustments to those fixtures or whatever. Did you
8 address that?

9 MR. ORBEN: Yes, ma'am. As I recall --
10 and, again, I'm going from memory here. But we -- when
11 we installed that lighting, it was directional lighting
12 inside the facility. And that's -- that's now the new
13 normal for us as we -- as we install lighting. I'd
14 expect similar type of lighting to go in on the -- on
15 the other side.

16 If we're still having issues, I'm not aware of it.
17 So until we have something brought to us, we can't
18 really work to address it. So if -- if we are still
19 having issues there, let's have a conversation and
20 figure out if there's something else we can be doing.

21 MAYOR WOODWARD: It's just, it is a lot of
22 light. I mean, it is a lot of light pollution in
23 general. Even if it is directed downward, it still
24 illuminates out. And my concern is for the residents on
25 the other end and what -- you know, why are we going to

1 punish more people with that light pollution? On the
2 other end, there's probably three, four, five -- maybe
3 five homes that are affected. You know, there's a
4 little bit more on the other side that would be
5 affected. So that is one of my concerns there.

6 If you're doing something to mitigate that on the
7 east end, I wasn't aware of that, because it's still --
8 when you're driving down the road at night coming
9 towards the tracks from Tod Avenue, I mean, even me
10 driving down the road, it's in my eyes. So it is -- it
11 is a lot, and it's just going to be more when you add
12 this expansion, which is concerning to me.

13 And the other concern that I have -- another
14 concern that I have is the same as Mr. Rook's. The
15 berm, the not wanting to place trees in the berm on the
16 west end of this facility. That just tells me that you
17 are looking to expand in the future, not willing to cut
18 that off right now. It just tells me that you are going
19 to expand in the future. It might not be soon, it might
20 be a couple years in the road. But the unwillingness
21 and not wanting to do that is a clear sign that there's
22 going to be future expansion.

23 So I personally would like to see the rules
24 followed and the berm placed on all sides, as it should
25 be. There does need to be a buffer. There is

1 residential homes over there along Bailey Road. And as
2 Mr. Bond stated, in the wintertime, that's just not
3 enough. So that is concerning to me, and I just want to
4 make that known.

5 That's all I can think of at the moment. Does
6 anybody else have --

7 MR. SHAFFER: Yeah, just -- I'm going to
8 kind of agree with the mayor here. I would like to see
9 that berm put in from the get-go, and then there's no
10 question about anything after that. Then whatever
11 happens after that, it's already up to code, it's
12 already up to standard, and I think that's the way it
13 should be. We did have an issue like that with Fear
14 Forest a while back, and we finally got the berm put in,
15 and I think everybody's kind of happy with that. If we
16 just throw away over here and throw away over there,
17 we're opening ourselves up for more problems down the
18 road, and I don't think it's worth it for us.

19 Hang on.

20 I, too, am concerned about the size of the
21 expansion and it's not going to increase truck traffic
22 and car traffic. I don't see how you can expand almost
23 double the size and not have added traffic. We already
24 have trucks going down roads, no-going-down roads, and
25 it's just going to add to that.

1 MAYOR WOODWARD: Yeah, I think it's more
2 of, like, it won't increase -- it would just increase
3 the frequency of the trains blocking the roads, which
4 is -- I get phone calls about this all the time. And,
5 you know, there's nothing that I'm able to do about it,
6 and it seems like CSX kind of thumbs their nose at our
7 residents when they bring up these concerns that these
8 trains are sitting across the tracks sometimes for just
9 a couple of minutes, sometimes for hours.

10 It has become an inconvenience to the people that
11 live here, and I would like to see TDSI-CSX do something
12 for the residents to mitigate that problem, whether it
13 be putting a traffic signal for them at the end of Salt
14 Springs -- both ends of Salt Springs Road and Lyntz
15 Road, that would be wonderful. I mean, I know that
16 dispatch has the ability to see when the roads are being
17 blocked for emergency purposes, but, you know, for those
18 people that live on the west side of Lordstown mostly,
19 it is -- it is a -- I'm not even going to say minor --
20 it is a major inconvenience, especially when kids need
21 to get to school, buses are late, kids are missing
22 breakfast because of it at school. You know, they're
23 missing their education time because of it.

24 People are having to plan and drive around -- when
25 both roads are being blocked, they're having to drive

1 around Foxconn facility to get to that side of town.
2 You know, it's just -- it's becoming a lot. And you
3 cannot tell me that this isn't going to be a more
4 frequent problem than it already is. I don't know how
5 it couldn't be. If you're -- if you're accommodating
6 more vehicles, you have more trains coming in and out of
7 there, it's going to definitely block the roads more
8 often.

9 MR. ORBEN: Can I -- can I respond to
10 that?

11 MAYOR WOODWARD: If you want to address
12 that, go ahead.

13 MR. ORBEN: So, again, Rusty Orben. So I
14 did -- I went back and looked at our data, okay? We
15 have a hotline available to the public to connect with
16 us, and it's available 24/7, 365. There is a person
17 that answers the phone. It's not tele whatever, where
18 it, you know, sends you into a computer, you press a
19 bunch of buttons. There's actually somebody there.

20 So for the five crossings around that terminal is
21 what I looked at, the five closest crossings. The
22 number of block call -- crossing calls that we had this
23 year was one into our company.

24 MAYOR WOODWARD: Because (inaudible) --

25 MR. ORBEN: At Highland Avenue.

1 MAYOR WOODWARD: They've given up.

2 MR. ORBEN: So again I go back to what I
3 said earlier. If we don't know there's a problem, we
4 can't work to address it, right?

5 MAYOR WOODWARD: Sure.

6 MR. ORBEN: So we had one crossing at
7 Highland -- or one call at cross -- at Highland Avenue
8 in August. And I actually did a little homework. I
9 think there was a mechanical issue with one of the
10 trains at Highland Avenue in early August, and that's
11 what drove that. The last calls we had on any of the
12 others at Salt Springs Road was almost one year ago,
13 September 13th last year. That was the last call we had
14 on that one. At Lyntz Road it's November 27th of last
15 year.

16 I do know we no longer serve the Foxconn facility,
17 so the traffic heading south of that terminal and the
18 facility is minimal. I -- you know, I've been in this
19 room when we had a meeting in the caucus room I think it
20 was 2019 where the request by the village at that time
21 was limiting train traffic south so that the Salt
22 Springs Road crossing was not impacted during morning
23 and afternoon bus routes. We actually went back to our
24 operations team and said, here's a request from the
25 village. What can we do?

1 And it took about a month, in all honesty, for us
2 to be able to manage traffic flow. We had trains coming
3 out of Pittsburgh that were destined for Detroit. And
4 we had customers that all along the way that we had to
5 work with in order to min- -- again, it sounds so simple
6 not to run a train for two hours in the morning and two
7 hours in the afternoon, but when you have customers
8 between Pittsburgh and Detroit that are relying on those
9 cars and drop-offs here and people coming to pick up the
10 automobiles out at TDSI, it's a very complicated thing.

11 So it took us a month, but we worked out a plan
12 with our customers, with our operations team and others
13 to minimize impact at Salt Springs Road crossings,
14 because that's what the village asked for in 2019.
15 Morning buses, afternoon buses. So that's actually
16 built into our operating format. Those are the kinds of
17 things we can do, okay?

18 I tell our communities all the time, all the time,
19 there are 6,000 public at grade crossings in the State
20 of Ohio. More than half of those are on the CSX
21 network. If you have an issue with crossings, let us
22 know. We hold a mitigation card, we don't hold a
23 solution card. The fact that crossing exists means that
24 at some point a train will be over it. Nothing will
25 ever change that. But if there are things we can do to

1 mit- -- mitigate that impact that doesn't impact the
2 service to the customers, doesn't create a safety issue
3 for our employees, doesn't drive up our costs
4 considerably, we want to do that.

5 MAYOR WOODWARD: A signal. A signal would
6 be very, very helpful.

7 MR. ORBEN: So let's talk about that.
8 Let's talk about that. So anything that happens at a
9 crossing or any information from a crossing is not the
10 railroad's decision, it's a public decision. In Ohio
11 it's through the PUCO and the Ohio Rail Development
12 Commission.

13 We've done similar types of projects like that in
14 partnership with those state agencies, but there's a
15 process to go through in order to facilitate it. Your
16 first call has to come -- it has to come from the
17 village, and it has to go to the Ohio Rail Development
18 Commission. And after the meeting, I'm happy to give
19 you contact information to begin those conversations.

20 The funding comes out of the Federal Highway
21 Administration, Section 130 money which means it's a
22 federal process, so it's not fast, right? But it's
23 measured, and it's -- it's very methodical. It begins
24 with a diagnostic review at the crossings. So everybody
25 here can come out. We all stand at the crossing, we all

1 talk about what's happening at the crossing.

2 First question is, can the crossing be closed,
3 because that's a federal priority, is whether -- is to
4 actually reduce the number of at grade crossings across
5 the country. So every crossing we look at, that's the
6 first question that's always asked is can (inaudible)
7 close. That's a community decision, right? That's not
8 a railroad decision. We'd love to close them all,
9 frankly, but that's not our decision, that's your
10 decision.

11 So we work with the state and we work with these
12 communities in order to facilitate those types of
13 conversations. If that's an interest, if there's a
14 project out there you want somebody to consider and pay
15 for, first call is with the Rail Commission. I'll give
16 you the number at the end of the meeting.

17 MR. POCHOP: If I could, I'd love to
18 address, number one, back to the lighting. We're hoping
19 that the existing tree screen along the tracks shield
20 that light from the west lots west of the tracks.
21 Heading east, if you're driving back on Lyntz Road and
22 seeing those lights from the west side of the
23 development, I can go out and check that after the
24 meeting here and stuff. I'd like to do that.

25 We're hoping that the existing berm and the

1 extended berm for the new westward expansion is going to
2 block the lights from going south, and the existing
3 hard -- or deciduous hardwood forest blocking from the
4 west. The intent is that we don't have light shining
5 out on the road. So between our new -- the features of
6 the new development and working with the lights in the
7 eastern part of the development, aiming of the lights or
8 whatever else, or putting -- put shades or manes on it
9 or whatever to try to block stuff, we'd like to work
10 with you on that.

11 So we think we are on the new stuff, and we're
12 willing to work on the existing stuff. That's that.

13 On -- as far as the new traffic generated by the
14 facility, I see a lot of skepticism on that as far as
15 that. When I first started designing this and stuff and
16 putting out the review form, working with Kellie on
17 that, I was quizzical about that, too. New lot, but no
18 new traffic. No.

19 So as we mentioned, we're not adding any employees.
20 They don't believe there's any additional truck traffic.
21 There's not going to be additional train traffic. We're
22 not extending the tracks, the unloading tracks for the
23 auto racks. There's no new track going in as a part of
24 this. The train frequency is not expected to increase.
25 So it's going to be the same amount of trains servicing

1 the facility. We don't believe there's going to be more
2 trucks coming in because the volume is not going to
3 increase of the delivered vehicles. So there won't be
4 an increase of truck traffic to take those off the lot.

5 The new space gives us flexibility to take the cars
6 and put them in a certain zone. As opposed to having to
7 fill in spots in the existing lot, we can put them in a
8 block in the new lot for hauls off by the trucks. So,
9 again, seems to be a lot of skepticism, but as I told
10 Kellie in the original SPRF, we don't plan any
11 additional truck traffic, any additional train traffic.
12 No employees, no more -- yeah, we're not changing the
13 volume of the cars arriving, we're improving our ability
14 to channel them within the facility.

15 MR. ROOK: Okay. So you're saying that
16 the money you save by organizing there will cover the
17 difference of what all of this is going to cost to
18 install, is that what you're saying?

19 MR. ORBEN: Yeah.

20 MR. ROOK: And you'd also mentioned
21 earlier cost several times in things that could be done
22 maybe to mitigate the problem with the crossings with
23 the railroads. Some of the history that I read back on,
24 it was talked about lights and things like that. And it
25 looked like CSX had a limit of \$10,000 to put in lights

1 that would -- that would tell a village when the road
2 was blocked and when it was not. I don't know if you're
3 familiar with any of that. But \$10,000 is nothing.

4 MR. ORBEN: So the only -- the only thing
5 that I'm aware of in terms of \$10,000 from CSX was a
6 contribution we made in 2020 to the local first
7 responders. And off the top of my head, I don't recall
8 exactly where that money went, but I know it had to go
9 to a 501(c)(3), so there was a foundation here through
10 the fireman's -- I believe the fire department has a
11 foundation or the police department. We gave money
12 somewhere, and with that money, the goal was to install
13 a camera system for the first responders at dispatch
14 centers so they could keep an eye on the crossings
15 adjacent to the -- to the terminal itself.

16 That was a major question was emergency response
17 and information, knowing that there were great
18 separations available around, if there was a -- it made
19 more sense to pump that information into dispatch so
20 they could ride around in the event that there was a
21 train moving back and forth. That's -- that's the
22 \$10,000 -- that's the only \$10,000 that I know of.

23 MS. BORDNER: If I can help?

24 MR. ORBEN: Yes, ma'am.

25 MS. BORDNER: I was there at the time.

1 So, yes, Mr. Orben is correct, that is exactly, the
2 \$10,000 was given to the village, and it was to go
3 toward the systems that are at Salt Springs and the
4 railroad and Lyntz at the railroad.

5 MR. ORBEN: Two crossings, right.

6 MS. BORDNER: Correct. And to have the
7 ability to have some sort of camera or some sort of
8 system that goes into dispatch so that the police and
9 fire departments were aware if there were training
10 blocking the tracks. That was -- it was at that time
11 that the former mayor and some department heads and
12 various council members had requested that there would
13 be signs put at -- and let me get these all right now --
14 Salt Springs and Ellsworth-Bailey, Salt Springs and
15 Todd, Lyntz and Ellsworth-Bailey, Lyntz and Todd.

16 So they would be, like, signs, but that had some
17 sort of a flashing signal in those signs that would warn
18 passengers, drivers and residents that there were trains
19 that were blocking those tracks at Lyntz and Salt
20 Springs when that might be occurring so that they could
21 also go around. That was a separate system that had
22 been discussed and requested at that time. What was
23 settled on was the one for the first responders.

24 MR. ORBEN: And that was something that we
25 could do. The camera system was not installed on CSX

1 property, so it didn't create a safety issue for our
2 employees, and the city maintains, manages. And
3 whatever information come from that system goes directly
4 to the village and the emergency responders. We have no
5 involvement in that. We just provided the funding for
6 it.

7 So if some -- again, if signage is an issue or an
8 issue in interest by the village, we can facil- -- help
9 facilitate that conversation at the state level and get
10 the ball rolling.

11 MR. ROOK: Anything else?

12 MR. SHAFFER: Yeah, I was just going to go
13 back to the crossing thing real quick. You said there
14 was a number that people -- excuse me -- that people can
15 call to complain about those rail crossings. I've lived
16 in Lordstown for 15 years and been held up by those
17 trains I don't know how many times and not once have I
18 ever heard of any number for anybody to call. And our
19 Facebook pages are just littered with people complaining
20 about the crossings. So it's not -- if it's a -- if
21 it's not a well-known number, and I've never heard it
22 brought up at any meetings or online or anything. And I
23 don't --

24 MAYOR WOODWARD: I am aware that there was
25 a website that was circulated publicly on Facebook a

1 while back where you could go and you could report
2 things. But who's going to sit in their car and do that
3 at the time? And then when you get to your destination,
4 who's going to remember to do that, you know? So that
5 was a thing, but, yeah, if there is a phone number, then
6 we should circulate that then.

7 MR. ORBEN: That phone number is posted at
8 every crossing. The phone number on the blue sign at
9 every crossing is the same number that goes into our
10 PSEC. The crossing number itself which identifies that
11 specific location. There's hundreds of thousands of
12 crossings in the country. Every one of them has a
13 unique six-digit lett- -- and letter number attached to
14 it.

15 For example, Salt Springs Road is DOT No. 141741A,
16 right? So you call our PSEC at 1-800-232-0144, you say,
17 I'm at Salt Springs Road. They may ask you for the DOT
18 number if you have it. And if you don't, just tell them
19 where you are. They'll find it on their screen. They
20 log it. The more we get, the more we can identify that,
21 hey, we're having an issue here, let's figure out if
22 there's something we can do.

23 But I'll tell you, there are three examples where
24 we get blocked crossings. It's not everywhere. It's
25 usually adjacent to a facility, it's adjacent to a

1 customer site, or it's where two railroads connect
2 (inaudible). It's the crossings in those specifics are
3 the areas where we get crossing issues. Everywhere
4 else, if we have a breakdown or somebody goes around the
5 gates and gets themselves hit or something, then, you
6 know, then we have crossing issues obviously then. But
7 the reality is, we really only have three major
8 categories.

9 So if we have having issues here, again, we can't
10 work on something we don't know about, so we need to be
11 aware of it.

12 MR. ROOK: Any other commission member
13 comments?

14 Okay. Open up to the public. Comments?

15 MR. ORBEN: Can we sit down?

16 MR. ROOK: Mr. Tura.

17 MR. ORBEN: I didn't know if we were still
18 public or not.

19 THE WITNESS: Yeah, my name is Larry Tura,
20 1009 Hallock-Young Road. I wanted to say firstly about
21 the barriers, if we're going to keep waiving these
22 barriers, then why have it in our code at all? Because
23 it's -- it's ridiculous. And even Bob brought up about
24 Fear Forest, and we won't get into that. But I battled
25 that one, and I still feel that the village was wrong by

1 waiving the majority of it.

2 And then some of the other things they were just
3 talking about. Do you know how many times I've had to
4 turn around at that crossing to drive all the way back
5 around to Foxconn because it -- the tracks were blocked?
6 Now I'm that pissed off, and now I'm going to go home
7 and call them and say, hey, you know, I'm at crossing X,
8 Y, Z, PDQ, and, you know, they could give two hoots
9 about our being blocked.

10 And as far as all these traffic -- the lights and
11 the cameras and stuff, that helps the police and I think
12 that's great, but that don't help me when I'm driving
13 there waiting 20 minutes and then I turn around and
14 circle around the whole village. So, I mean, what
15 you're saying is all great, but it's a lot of BS. I
16 don't -- I don't -- I don't agree with any part of it.

17 So that's -- in a way, that's my main thing about
18 these barriers. And that's really -- I kind of feel
19 like you guys already on that same path, so I'll give
20 the microphone to whoever wants to speak.

21 MR. ROOK: Okay.

22 MS. BAILEY BETTERIDGE: I'm Glenda Bailey
23 Betteridge. I own the property to the west of the
24 parking lot expansion if it goes through. And, of
25 course, I'm totally against it.

1 But I can answer the question about the barrier.
2 It doesn't work with just the trees. If we're down in
3 the field, we can hear the railroad cars banging, and
4 especially in the winter, we can see the lights. And
5 even in the summer, that sky glows from the fire. So
6 that doesn't work.

7 As far as the parking lot lights themselves, I did
8 a little research before I came. And recommended
9 lumen -- recommended Ks are 3,000. And if I heard it
10 right, they said 5,000 for those parking lot lights.
11 Because this is for, you know, keeping light pollution
12 down. So that's quite a bit over what's recommended by
13 most of the public ordinances in the area. There's no
14 state law on it, it's up to you guys. But what's
15 recommended is 3,000 or less, and I think they said
16 5,000.

17 So, again, I'm totally against it, but if it does
18 go through, we need that barrier.

19 MR. ROOK: Okay. Anyone else? Okay.

20 MS. CZOKA: I'm Laurie Czoka, 1211
21 Hallowick-Young Road. I'm just here to address the issue
22 of protecting your residents by using the codes that are
23 in place. I think they're there for a reason, as was
24 stated earlier. And as someone who has fought for
25 maintaining the codes in the village, I would -- I would

1 ask you to please respect the residents. Thank you.

2 MR. ROOK: Thank you. Anyone else?

3 MR. BETTERIDGE: Ben Betteridge. I
4 actually have the Bailey Tree Farm right there on 2376
5 Lyntz. I work in distribution and warehouse. From
6 everything that I've seen in my career, you build the
7 space, it gets filled, you want to build more. So that
8 900-foot barrier that I have between the property I live
9 on and your proposed lot, five years down the road, it
10 becomes 600; 10 years down the road, it becomes zero.
11 So if we allow this expansion, it's just going to slowly
12 creep and creep and creep until there's nothing left of
13 the parking lot.

14 MR. ROOK: Thank you.

15 MR. WASSAM: My name's Donald Wassam. I
16 live at 2237 Lyntz. The waiver that you're going to
17 give these guys is directly across from my house. I am
18 totally against giving the waiver to them.

19 And another thing, you're not hiring any more new
20 employees, you're not taking on any more cars or trucks
21 or whatever? We still have a problem with the crossing.
22 So if we still have a problem with the crossing now,
23 what are you going to have when you add the other
24 parking spaces? Don't give them the inch, and they
25 can't take the mile.

1 MR. ROOK: Thank you. The one other
2 item -- anybody else -- I'm sorry. Anyone else?

3 The one other item that we have not put a lot of
4 discussion on was the waiver for the -- well, I read
5 off -- required parking lot landscaping so no plantings
6 will be necessary within the interior parking area.
7 Anyone have any comments on that? Personally, I don't
8 have a problem if they don't want to put trees in their
9 parking lot, but as long as it's shielded from the
10 public, I don't have any problem with it. But that's
11 just my opinion.

12 Anyone else?

13 MR. SHAFFER: Yeah. Before we move on,
14 I've got another question for our guest tonight. I
15 heard talk about lighting here and lighting there and
16 nowhere on any of these drawings do I see any
17 specifications for any kind of lighting.

18 MR. POCHOP: Hi. This is Mike Pochop
19 again. May I approach? Electrical -- electrical plans
20 here and in the back. I can address the lighting color
21 questions if it's -- back on sheet 28, I believe, 29.
22 So right here -- let's see, we're looking at the plan
23 set, pages 28 -- sheets 28 of 75 and 29 of 75. And I'm
24 trying to read this upside down here, so bear with me.

25 Thank you, sir.

1 Okay. I am back on sheet 26 of 75, which is
2 (inaudible) electrical plans. And over here in the
3 legend we have a site for the luminaires that are to be
4 mounted on 30-foot poles. So here's the (inaudible)
5 performance package. The 5,000K lighting standard, that
6 is a lighting color, not so much an intensity of a
7 lumen, it's a lighting color.

8 Originally we proposed 4,000 Kelvin, which is a
9 brighter light. Like, 6,000 is like a daylight bulb you
10 put in your house. 2700, like the lady mentioned, would
11 be a soft white you put in your house. The village
12 engineer did me the courtesy of sending me the previous
13 plans from the lot to the east or whatever where we had
14 5,000 Kelvin, so we changed our color for the west
15 portion from 4,000 up to 5,000 to match the color of the
16 lighting to the east so it would be uniform on the
17 entire lot.

18 But here we talk about the luminaires that you
19 allow in there. Let's see. Again, there's a note here,
20 a note No. 2 on drawing 2775, light fixtures would be
21 Holophane as Ms. Bordner read into the site plan review
22 form.

23 MR. ROOK: Okay. Anything else?

24 MR. SHAFFER: Just seems like there's a
25 lot of complaints about lights already and --

1 MR. POCHOP: Yep. Yep.

2 MR. SHAFFER: And you're going from 4,000
3 to 5,000, which to me sounds a lot brighter.

4 UNIDENTIFIED SPEAKER: It is. It is.

5 MR. POCHOP: Yeah, it's a --

6 MR. SHAFFER: I worked at an electrical
7 supply house for a while, so I'm a little familiar with
8 (inaudible).

9 MR. POCHOP: Brightness is measured in
10 lumens or whatever, so I think we have a certain lumen
11 count on there. The Kelvin is a color measurement or a
12 whiteness, how -- whether it's more yellowish, whitish
13 and stuff. So we're on the whiter end of the spectrum
14 than a softer yellowish like you put in your house or
15 whatever.

16 MR. ROOK: Okay. Any other comments,
17 questions?

18 MS. ANDRIKO: I'd just like to see a map
19 (inaudible).

20 MS. BORDNER: She has to speak and
21 identify (inaudible).

22 MS. ANDRIKO: Sue Andriko. I live on
23 Lyntz Road. I'd just like to see a map and see what
24 we're talking about here. I see everybody had one. I
25 just was curious. Thank you.

1 MR. ROOK: We do have the village engineer
2 with us. Do you want to add anything to it, any
3 comments? Anything that we may have said incorrectly?

4 MR. KOGELNIK: No, I think you covered
5 many of the things that we -- we reviewed in this one.
6 You know, one of the bigger things that a lot of people
7 already brought up is the berm. And in a -- in a
8 municipal code, you don't have the luxury of specifying
9 everything for every particular use. And so, you know,
10 the village's code, it's sound. And when you look at
11 industries across, you know, a municipality, one of
12 the -- one of the better things you can do to conceal
13 them is to put up a berm and some vegetation on top,
14 which the village has with the, you know, conifers and
15 deciduous trees. That's sometimes the best thing you
16 can do. And, you know, in this particular case, that's
17 what we have in the village code. And we work hard to,
18 you know, coordinate with the staff and the engineer for
19 CSX-TDSI to extend the berm and connect up to the
20 existing berm. That way when you look down Hallock
21 Lyntz Road, you get a consistent, you know, concealed
22 effect on that industry. I call it an industry, but
23 it's -- it's the classification that they are. So we
24 thought that that was good. And, you know, we're
25 looking at the area to the west and this forest that is

1 being talked about, 900 feet of forest is a good amount
2 of wood.

3 UNIDENTIFIED SPEAKER: Maybe in the
4 summer.

5 MR. KOGELNIK: Pardon me?

6 UNIDENTIFIED SPEAKER: Maybe in the
7 summer, but not in the fall.

8 MR. KOGELNIK: That might be true, and I
9 can't -- and I can't -- and I can't argue with you.
10 You're the resident, you know?

11 So the one thing I can tell you, there are two
12 existing gas wells there. Village code has a 100-foot
13 buffer around them. So that limits growth further to
14 the west.

15 MR. TURA: If I may comment? Larry
16 Tura --

17 MAYOR WOODWARD: No. No. No.

18 MR. TURA: We're not on the public
19 comments still? We're off of that?

20 MAYOR WOODWARD: You can't -- let the
21 engineer finish, please.

22 MR. KOGELNIK: One of the bigger things
23 that I look at when I review these plans are site plan
24 review safety. So we had a good amount of conversation
25 also with the engineering representative in terms of

1 safety. Albeit basically a parking lot, you wonder,
2 well, what's the safety, you know, effect here. Well,
3 we talk -- when we talk about a site plan review, we
4 engage the fire chief, we engage the police chief. We
5 try to get their input on these things. And not only
6 for the residents, but also for those people that are
7 working there at the -- at the CSX transloading yard
8 there. So we felt in our site plan review, we asked the
9 right questions to try and press them to get us the
10 right answers, and we concluded with that.

11 Now, you know, with regards to, you know, train
12 tracks on crossing municipal roads, that's never, ever
13 going to be a solution that is solved. The best thing
14 that can be done in this particular instance is probably
15 communication. And whatever that takes to make that
16 happen, I will say that putting a phone number that big
17 on a blue placard on a crosswalk, that's just not
18 cutting it for the general public.

19 MR. ORBEN: That's federal law.

20 MR. KOGELNIK: It might be federal law,
21 but it needs to be -- because if you're expecting a
22 phone number to be handy for residents that are stacked
23 in a 20-car stack, how are they going to see that phone
24 number? (Inaudible) common sense.

25 But, you know, the only thing that you can do --

1 and we did look at this at the village years ago. Build
2 a bridge. We talked about it. That's easier said than
3 done. I mean, you're talking a better part these days
4 of \$20 million for something like that. So, you know,
5 is it the problem that big? I don't know.

6 But one thing is for certain is, you know, I con
7 tend that safety is one of the biggest things on these
8 things, and inasmuch as it's just a parking lot, even if
9 it's the people working on that transloading area, if
10 somebody -- if somebody should fall down or have a heart
11 attack on one of the more remote parking areas, how
12 does -- how does the village EMS meander through all of
13 that? And we got the answers from CSX as to how they
14 would escort the EMS staff through there in order to
15 make that, you know, effort successful in reaching those
16 people. So we did the best we could with that.

17 And then comes stormwater. We reviewed the plans
18 for stormwater runoff. There, too, we had several
19 questions, and, you know, we worked with them, and they
20 in turn updated their plans to comply with the village's
21 stormwater ordinance.

22 So these things are -- you're never going to get,
23 you know, a perfect Dollar General type site plan review
24 where everything is checked off, yes, yes, yes. But you
25 have to work with some of this stuff, in my opinion.

1 Does anybody have any questions for me? Thank you.

2 MR. ROOK: Thank you. There were some
3 residents that had other questions. Okay. We'll give
4 you two minutes, since we had already closed that part
5 of it, if you will.

6 MS. BAILEY BETTERIDGE: Glenda Betteridge
7 again. First (inaudible) why would you raise the lumens
8 to match the existing instead of lowering the existing
9 to match the other? You know, it's light pollution.
10 The poles are already twice the recommended height to
11 prevent light pollution. And I don't know, you know,
12 what industrial needs, but as far as just reading about
13 light pollution recommendations, they're saying
14 15-foot-high poles.

15 And, again, the 3,000K. They're talking 5,000.
16 They were recommending 4, and now they're going up to 5?
17 Just go back to 4, drop it down even more, change the
18 lights in the existing part.

19 MR. ROOK: Thank you. Anyone else? Two
20 minutes, Larry.

21 MR. TURA: I don't need two minutes. I'll
22 give you one statement, and that is, I have a lot of
23 respect for you. But you seen over at TJX how many gas
24 well buffers disappeared, okay? So it's really a moot
25 point, okay?

1 And as far as the light colors, I happen to be an
2 electrical contractor for 40 years, and licensed in the
3 State of Ohio. And they can change the bulbs from 5K
4 bulbs down to 4K bulbs pretty simple. That's all.

5 MR. ROOK: All right. Thank you. That's
6 it? Okay.

7 So at this point then, I will entertain a motion to
8 grant the waiver for Lords- -- from Lordstown Codified
9 Ordinance 1107.07 requiring parking lot landscaping so
10 that no plantings will be necessary within the interior
11 parking. May I have a motion for that?

12 MAYOR WOODWARD: So moved.

13 MR. ROOK: Motion by the mayor. Second?
14 I'll second the motion.

15 Dustin, roll call?

16 MR. HAJNOSZ: Mr. Rook?

17 MR. ROOK: Yes.

18 MR. HAJNOSZ: Ms. Saborse?

19 MS. SABORSE: Yes.

20 MR. HAJNOSZ: Mr. Shaffer?

21 MR. SHAFFER: Yes.

22 MR. HAJNOSZ: Mayor Woodward?

23 MAYOR WOODWARD: Yes.

24 MR. ROOK: All right. Passes unanimously
25 with everyone here.

1 All right. Next motion. If I could get a motion
2 to grant a waiver from Lordstown Codified Ordinance
3 1169.01 requiring a landscape barrier or wall on the
4 west side of the inventory parking lot expansion area.
5 Get a motion on that?

6 MAYOR WOODWARD: So moved.

7 MR. ROOK: Moved by the mayor. Second?
8 I'll second the motion.

9 Mr. Dustin, roll call, please.

10 MR. HAJNOSZ: Ms. Saborse? Ms. Saborse?

11 MS. SABORSE: Yes.

12 MR. HAJNOSZ: Mr. Shaffer?

13 MR. SHAFFER: No.

14 MR. HAJNOSZ: Mayor Woodward?

15 MAYOR WOODWARD: No.

16 MR. HAJNOSZ: Mr. Rook?

17 MR. ROOK: No. So that does not pass on a
18 three to one vote, okay?

19 And then the motion -- can I get a motion for the
20 site plan approval for the inventory parking expansion
21 project west of the railroad tracks by CSX-TDSI at 2188
22 Lyntz Road? Can I get a motion for that?

23 MAYOR WOODWARD: So moved.

24 MR. ROOK: Moved by the mayor. Second?
25 I'll second the motion.

1 Mr. Dustin, voice vote, please.

2 MR. HAJNOSZ: Mr. Shaffer?

3 MR. SHAFFER: No.

4 MR. HAJNOSZ: Mayor Woodward?

5 MAYOR WOODWARD: No.

6 MR. HAJNOSZ: Mr. Rook?

7 MR. ROOK: No.

8 MR. HAJNOSZ: Ms. Saborse?

9 MS. SABORSE: No.

10 MR. ROOK: So that is defeated also. It
11 did not pass. Any other public comments? Okay. Can I
12 have a motion for adjournment?

13 MAYOR WOODWARD: So moved.

14 MR. ROOK: Moved by the mayor. Second?

15 MR. SHAFFER: I'll second.

16 MR. ROOK: Mr. Shaffer. All in favor?

17 THE COMMISSION: Aye.

18 MR. ROOK: Opposed?

19 (NO RESPONSE FROM THE COMMISSION.)

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

21

22 MR. ROOK: Passes unanimously. Thank you,
23 everyone.

24 (Meeting concludes.)

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REPORTER'S CERTIFICATE

I certify that this transcript, consisting of 57 pages, is a complete, true and correct transcript of the proceedings had in this case as shown by my stenotype notes taken at the time said meeting was held.

Chastity M. Feezle

Chastity M. Feezle
Registered Professional Reporter
Certified Realtime Reporter