

STATE OF OHIO
COUNTY OF TRUMBULL
LORDSTOWN VILLAGE PLANNING COMMISSION MEETING
WEDNESDAY, APRIL 9, 2025, AT 6:00 P.M.

IN RE:

1. REPLAT OF THIRTEEN (13) LOTS WITHIN THE INDUSTRIAL VIEW ALLOTMENT ON HIGHLAND AVENUE, AKA 4086 HIGHLAND AVENUE, TO CREATE LOT 451A, COMPRISED OF 1.458 ACRES.

2. CASE NO. 2025-01-PC, PETITION FOR ZONE CHANGE BY DAN CROUSE, ON BEHALF OF GEORGE BAKERIS, DBA SPIRONGO LORDSTOWN, LLC ON A 40.527-ACRE PARCEL AT THE SOUTHEAST END OF TOD AVENUE KNOWN AS PARCEL NO. 45-196260, FROM A MIXED ZONE OF HIGHWAY BUSINESS (B-2) AND RESIDENTIAL (R-1) TO INDUSTRIAL (I-1).

APPEARANCES:

Lordstown Village Planning Commission
Jackie Woodward, Mayor
Richard Rook, Chairperson
Bob Shaffer, Commission Member
Rose Saborse, Vice Chairperson
Matthew Ries, Solicitor
Kellie Bordner, Planning & Zoning Administrator
Dustin Hajnosz, Assistant Planning &
Zoning Administrator

ALSO PRESENT:

Dan Crouse, On Behalf of Spirongo Lordstown, LLC
Atty. Tom Nader, On Behalf of Spirongo Lordstown, LLC
Tom and Laurie Czoka
Nancy Goddard
Don and Joyce Prokop
Joe Nader
Carl Kovach
Judy Urban

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

REPORTER: CHASTITY FEEZLE Phone: 330-565-0735

1 PROCEEDINGS OF THE LORDSTOWN VILLAGE PLANNING
2 COMMISSION MEETING:

3
4 (WHEREAS, the meeting before the Lordstown Village
5 Planning Commission commenced on Wednesday, April 9,
6 2025, at 6:00p.m. and proceedings were as follows:)

7
8 **MR. ROOK:** Good evening everyone, and welcome to the
9 Lordstown Village Special Planning Commission meeting
10 this evening. Would you all please stand for the Pledge
11 of Allegiance to the flag?

12 (Pledge of Allegiance to the Flag.)

13 **MR. ROOK:** Okay, thank you. And Dustin, could you do
14 the roll call, please?

15 **MR. HAJNOSZ:** Yes, sir. Mr. Rook?

16 **MR. ROOK:** Present.

17 **MR. HAJNOSZ:** Mr. Bond?

18 **MR. BOND:** Here.

19 **MR. HAJNOSZ:** Ms. Bordner?

20 **MS. BORDNER:** Present.

21 **MR. HAJNOSZ:** Ms. Saborse?

22 **MS. SABORSE:** Here.

23 **MR. HAJNOSZ:** Mayor Woodward?

24 **MAYOR WOODWARD:** Here.

25 **MR. HAJNOSZ:** Mr. Hajnosz, I'm here.

1 Mr. Shaffer?

2 **MR. SHAFFER:** Here.

3 **MR. HAJNOSZ:** Solicitor Ries?

4 **SOLICITOR RIES:** Here.

5 **MR. ROOK:** Can we have a motion for approval of
6 tonight's agenda?

7 **MR. SHAFFER:** I'll make that motion.

8 **MAYOR WOODWARD:** I'll second.

9 **MR. ROOK:** First and second. Okay. We have a -- all in
10 favor?

11 **THE COMMISSION:** Aye.

12 **MR. ROOK:** Opposed?

13 (NO RESPONSE FROM THE COMMISSION.)

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

15 **MR. ROOK:** Okay. That passes unanimously. Moving on
16 for a motion for approval of the minutes of the
17 February 10th, 2025 meeting.

18 **MAYOR WOODWARD:** So moved.

19 **MR. ROOK:** Motion by the Mayor. Second?

20 **MS. SABORSE:** I'll second.

21 **MR. ROOK:** Second by Saborse. All in favor?

22 **THE COMMISSION:** Aye.

23 **MR. ROOK:** All ayes. Opposed?

24 (NO RESPONSE FROM THE COMMISSION.)

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

1 **MR. ROOK:** That passes unanimously. Do we have a
2 planning and zoning administrator's report this evening?

3 **MS. BORDNER:** No, sir.

4 **MR. ROOK:** A solicitor's report?

5 **SOLICITOR RIES:** No, sir.

6 **MR. ROOK:** Dustin, correspondence?

7 **MR. HAJNOSZ:** No correspondence.

8 **MR. ROOK:** Dustin, old business?

9 **MR. HAJNOSZ:** No old business.

10 **MR. ROOK:** Okay. We have two items on the agenda at the
11 present time for new business. The first one is the
12 replat of 13 lots within the Industrial View Allotment
13 of Highland Avenue, also known as 4086 Highland Avenue
14 to create Lot 451A comprised of 1.458 acres.

15 Kellie, would you like to present that?

16 **MS. BORDNER:** Yes. Thank you. At this time I have
17 spoken to Pastor Duane, D-U-A-N-E, Hennen, H-E-N-N-E-N,
18 of Restoration Bible Church. They were the ones that
19 were going to be purchasing these parcels, and bringing
20 a new church in to the former Lordstown Baptist Church.

21 Pastor Hennen had advised me that he will not be
22 moving forward with this at this time due to multiple
23 issues with the property. So I would ask for a motion
24 to dismiss this particular replat at this time. Maybe
25 at some point in the future we will be able to revisit

1 it, but at this time he's asked for it to be dismissed.

2 **MR. ROOK:** So we need a motion to dismiss this from
3 tonight's agenda?

4 **MS. BORDNER:** Yes, sir, please.

5 **MR. ROOK:** Can I have a motion for that, please?

6 **MR. SHAFFER:** I'll make the motion.

7 **MR. ROOK:** Mr. Shaffer.

8 **MR. BOND:** I'll second.

9 **MR. ROOK:** Mr. Bond on the second. All in favor?

10 **THE COMMISSION:** Aye.

11 **MR. ROOK:** Opposed?

12 (NO RESPONSE FROM THE COMMISSION.)

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

14 **MR. ROOK:** That carries unanimously then.

15 Okay. Moving on then quickly to Case No. 2. Case
16 No. 2025-01-PC, petition for zone change by Dan Crouse
17 on behalf of George Bakeris, doing business as Spirongo
18 Lordstown, LLC on the 40.527-acre parcel at the
19 southeast end of Tod Avenue known as Parcel No.
20 45-196260, from a mixed zone of Highway Business B-2 and
21 Residential R-1 to Industrial I-1.

22 Kellie, would you present that?

23 **MS. BORDNER:** Thank you. Dan Crouse on behalf of George
24 Bakeris doing business as Spirongo Lordstown, LLC filed
25 a petition for zone change along with supporting

1 documentation on March 24, 2025.

2 Going through the submission under petition for
3 Zone Change Case No. 2025-01-PC, the property owner is
4 George Bakeris doing business as Spirongo Lordstown,
5 LLC. The address of the property is 8741 Tod Avenue,
6 Parcel No. 45-196260 and this is a 40.527-acre property
7 at the southeast end of State Route 45, also known as
8 Tod Avenue.

9 The property owner requests a change of zoning
10 classification from Commercial Highway Business, which
11 is B-2, and Residential, which is R-1, to Industrial,
12 which is I-1.

13 The existing use of the property is farmland and
14 woodland.

15 The property owner provided a legal description and
16 a copy of the relevant deeds for the property to be
17 rezoned, along with a survey map.

18 The property owner offers a statement of why the
19 change is necessary for the preservation and enjoyment
20 of a substantial property right as follows:

21 The property is currently zoned B-2 in front and
22 R-1 in the rear land. The property is bisected left to
23 right by overhead high-tension wires creating a space
24 restriction for commercial or industrial uses near State
25 Route 45. This property is unique in that it is the

1 only commercial or industrial property in Lordstown with
2 access to Norfolk Southern railroad. The Norfolk
3 Southern crosses the rear of the land in the R-1
4 district.

5 We are discussing with Norfolk Southern rail users
6 to locate here for uses consistent with B-2 concepts
7 with light manufacturing as part of that. An example of
8 that would be a lumber yard we are talking to that
9 fabricates specialty pieces like trusses or pre-hung
10 doors. Also talking to granaries that need silos taller
11 than the 35 feet allowed in B-2 and custom grind some
12 grains.

13 Lastly, Lordstown has seen where large, oversized
14 loads like those used at TEC and LEC were offloaded in
15 the north end of Lordstown and caused large traffic
16 delays, shipping them to the south end of Lordstown or
17 North Jackson. Having Norfolk Southern rail cross in
18 the south end of Lordstown would eliminate the need to
19 close roads for hours moving loads.

20 The property owner offers a statement of how the
21 proposed zone change will not be detrimental to the
22 public welfare or to the property of other persons
23 located in the vicinity as follows:

24 Currently properties to the south and west are
25 zoned industrial, and this is consistent zoning. This

1 will also allow tax base expansion with a minimum to no
2 impact on the village because much of the truck traffic
3 generated would be heading to the turnpike or south to
4 Route 46 -- I'm sorry, Route 76, and not through the
5 village.

6 Owners are well aware of the truck terminal
7 moratorium and lack of desire for traffic that could
8 find its way to secondary streets.

9 Changing zoning will attract tax base while
10 allowing Lordstown to retain complete control of site
11 plan review, approval of setbacks, sightlines, noise,
12 and undesirable businesses.

13 And finally, the property owner has provided a list
14 of six names and addresses of adjacent property owners
15 to the property upon which the zone change is being
16 requested, and those adjacent property owners have been
17 notified of the meeting this evening.

18 That is all I have other than to share that the
19 Planning Commission's decision tonight will be read in a
20 letter to Village Council at the April 21, 2025 meeting.
21 A public hearing will be held before Village Council on
22 May 19, 2025, followed by the first reading. Second
23 reading will be on June 2, 2025. And third reading and
24 the vote of Council will be on June 16, 2025.

25 **MR. ROOK:** Okay. Mr. Crouse is here?

1 **MR. CROUSE:** Yes.

2 **MR. ROOK:** Do you guys want to add any comments other
3 than what Kellie has read?

4 **MR. CROUSE:** No. Go ahead. This is our attorney, Tom
5 Nader.

6 **MR. ROOK:** Tom Nader. If you would --

7 **MR. NADER:** If you would, Commission, I'm Tom Nader. I
8 don't want to add much to what the petition said.

9 The owner of the land is Spirongo. Let me pass
10 this out, though, just to focus on what the land is.
11 Just the first page is just to identify what the land
12 is. The commission already knows that. Again, the
13 first page of that --

14 **MR. ROOK:** Did you get the information you needed on
15 him?

16 **COURT REPORTER:** Yeah, I have a name. I'm good.

17 **MR. ROOK:** Okay. Go ahead. I'm sorry.

18 **MR. NADER:** Oh, thank you. Again, just to summarize,
19 the first page just shows the border of the land. And
20 of course on the right-hand side of the land, eastern
21 side, you can see the curved line which is the railroad
22 for Norfolk Southern that Dan's petition, in his
23 petition noted.

24 The second page is your zoning, so I know you're
25 well aware of that. The land to the west is already

1 zoned industrial for the entire frontage of what is the
2 land currently owned by Spirongo.

3 What isn't in the public record is the third page,
4 and that's the zoning map for the Township of Jackson
5 and Mahoning County. And if you look in basically the
6 center top of that zoning map is where Route 45
7 intersects Jackson Township. And this land is directly
8 to the north. And you can see Jackson Township already
9 has that land zoned industrial also.

10 So I would respectfully submit that this request is
11 consistent with surrounding uses and the surrounding
12 zoning. It is true that there's a residence in the far
13 southwest corner of this land along the Mahoning County
14 border in the village, and that -- I think that owner is
15 here today, and he can speak his peace.

16 Again, as the petition notes, this would be
17 consistent zoning. We submit it's consistent zoning
18 with the surrounding uses. The burden on the citizens
19 of the village would be minimal, as the petition notes
20 that the usages would tend to take the traffic south,
21 away from the village center like some of the other
22 usages. The rail itself would alleviate traffic because
23 of the volume that rail can carry versus truck traffic
24 as the petition notes.

25 And again, if you look at the north side of the

1 property, that land's owned by Ohio Edison because of
2 the high-tension lines that run through there. So you
3 have the high-tension lines running to the north; that
4 land owned by Ohio Edison for the high-tension lines.
5 West is industrial. South is industrial. East is the
6 railroad.

7 And for that reason and the reasons set forth in
8 the petition regarding the usages of that land down
9 there would require an industrial zoning and would not
10 be inconsistent with the -- I can't say the current plan
11 of the village, but of the current zoning of the village
12 down in that area. That's all I have to offer.

13 **MR. CROUSE:** One point of clarification.

14 **MR. ROOK:** Name and address so she can --

15 **MR. CROUSE:** Dan Crouse, and I live in Warren.

16 One point of clarification is that immediately
17 there's demolished houses to the south. There is one
18 house to the north that the owner is here, Mr. Kovach.
19 And we've talked to him, and obviously you sent him the
20 letter. So just a point of clarification.

21 **MR. ROOK:** Okay. Anyone else? Commission member
22 comments?

23 **MR. SHAFFER:** Yeah, I've got a question, just a
24 clarification. In the whole area that you want to
25 rezone, there's only one residential house in that area,

1 or near that area, I should say?

2 **MR. CROUSE:** Mr. Kovach is immediately to the north.
3 Then there's a number of hundreds of feet north of that
4 is Ohio Edison. And then beyond that is a property that
5 has a duplex and some -- looks like at one point it was
6 a truck business.

7 **MR. SHAFFER:** And the back end of this property?

8 **MR. CROUSE:** On the back end of it is all woods. On the
9 east end of it is all woods.

10 **MR. SHAFFER:** Okay.

11 **MR. ROOK:** Is there any wetlands in that?

12 **MR. CROUSE:** We haven't delineated it yet, but that's
13 something that I'm sure will happen. It's been farmed,
14 and it's woodland. I doubt there's any significant
15 amount in there.

16 **MAYOR WOODWARD:** I have a question. The property that's
17 located directly to the east of this is the Henn
18 property. That property looks like it's landlocked.
19 How does this affect them?

20 **MR. CROUSE:** Well, first of all, it would affect them
21 before the same as it would after, so I don't know. But
22 if I'm not mistaken, he has access somewhere via
23 easement. Now, I could be all wrong about that. But
24 there's no crossing of the railroad tracks now. There's
25 no physical drive-over of the tracks, so --

1 **MAYOR WOODWARD:** Okay. So it's not through this
2 property, or --

3 **MR. CROUSE:** Well, he could talk to us, sure. But no,
4 there is no way to get a vehicle from one side of those
5 tracks to the other sanely.

6 **MR. NADER:** The title work doesn't show any easements
7 across the Spirongo property benefiting the Henn land
8 either.

9 **MAYOR WOODWARD:** Okay. I wanted to make sure that
10 development wouldn't hinder his access if it was
11 through --

12 **MR. CROUSE:** It actually might help his access because,
13 you know, we'd be able to have a developed surface back
14 there that he could use to get up to the road. But no,
15 there's no legal way for him to do it right now.

16 **MAYOR WOODWARD:** Okay. And so you don't have -- you're
17 planning to resell this property to a business of some
18 sort? You're not -- your client's not developing?

19 **MR. CROUSE:** No. No. First of all, there's no hard
20 plans. What we have -- if you understand the railroads,
21 you have people that are on CSX and people that are on
22 Norfolk Southern and all the other Class I railroads.
23 To switch a load from CSX to NS, even up here at the
24 Goodman yard behind Foxconn is extremely expensive, just
25 for them to unhook these locomotives and hook up the

1 other ones and drive it around.

2 And that area over there, although there's nowhere
3 to work, there's no land around it to work, both
4 railroads access that yard. But if the load comes in
5 there on NS, in order to switch it to CSX, you're paying
6 thousands of dollars to then take it around on CSX to
7 the Commerce Center. And the guys that are buying -- or
8 that own this are the Commerce Center. By having it
9 come directly to Norfolk Southern and offloading the
10 load there, whatever it is, is a huge cost savings.
11 It's a very expensive proposition to switch from one
12 Class I to the other.

13 **MAYOR WOODWARD:** Okay. So, I mean, you sound confident
14 that that's what's going to occur with this property.

15 **MR. CROUSE:** That's what we -- that's the intentions it
16 was purchased under. We have clients at the Commerce
17 Center who have loads that originate on Norfolk
18 Southern. And they -- so I don't know how to describe
19 it other than it's thousands of dollars a railcar to
20 switch them from one Class I to the other, even though
21 they're sitting next to each other -- next to each other
22 here in Lordstown.

23 We get in -- they get in loads for the Commerce
24 Center on Norfolk Southern to switch them to CSX, drag
25 them around the corner and pull them into the Commerce

1 Center costs thousands of dollars. So those companies
2 have asked, do we have access, or could we get access to
3 the NS.

4 **MR. ROOK:** Okay. So at this point you don't have a
5 tenant picked for moving in there?

6 **MR. CROUSE:** No.

7 **MR. ROOK:** Okay. So if we change --

8 **MR. CROUSE:** We have a number of prospects.

9 **MR. ROOK:** Okay. If we change the zoning to industrial,
10 you could bring in anybody you want in, is that correct,
11 like a junkyard?

12 **MR. CROUSE:** No. No. First of all, your zoning doesn't
13 permit a junkyard, number one. Number two, you retain
14 complete site approval.

15 **MR. ROOK:** But we maintain that whether it's zoned
16 industrial or residential or anything, right?

17 **MR. CROUSE:** Absolutely.

18 **MR. ROOK:** So that doesn't change anything.

19 **MR. CROUSE:** Yeah, the zoning does not change your
20 rights as the village.

21 **MR. BOND:** I have a question, too. I see some people
22 out here in the audience that live in that general area.
23 What are their thoughts on this?

24 **MR. CZOKA:** Are we open for public comments yet, or not?

25 **MR. ROOK:** Well, I have a couple other questions, and

1 then we'll move on.

2 **MR. CZOKA:** All right. Then we'll go to public
3 comments. Yeah, we have some questions.

4 **MR. ROOK:** You're looking at -- you said something about
5 a granary who would put in a tower. That is totally
6 clear of First Energy's electric lines?

7 **MR. CROUSE:** Oh, it has to be, yes.

8 **MR. ROOK:** What about the gas well that's on the
9 property?

10 **MR. CROUSE:** There's some rules to how far you have to
11 stay away from a gas well.

12 **MR. ROOK:** Is it still functional?

13 **MR. CROUSE:** Yes.

14 **MR. ROOK:** The gas well, it's still running?

15 **MR. CROUSE:** Yes.

16 **MR. ROOK:** Okay, so you don't -- at this point you don't
17 have any plans to change anything with the gas well?

18 **MR. CROUSE:** No.

19 **MR. ROOK:** Okay.

20 **MR. NADER:** They wouldn't be allowed to anyways. The
21 oil and gas company controls the location under the
22 lease, access to it, and the pipelines that support it.
23 So any owner or anyone developing would have to take it
24 subject to those well rights.

25 **MR. ROOK:** And I'm still I guess a little bit concerned

1 on what you'd be able to put in there. But if I read
2 properly -- and Kellie, if I'm wrong, tell me -- back in
3 '99, something very similar to this came about through
4 the Planning Commission. You probably weren't around at
5 that time, but in 1999 it occurred.

6 And at that time they were looking to go
7 industrial, and it was turned down by the Planning
8 Commission, went to the Council. Council turned it down
9 also. And where I'm having trouble is understanding how
10 this is different than what it was back then. And I'm
11 looking for a reason that we need to make the change if
12 we didn't need to make it back then.

13 **MR. NADER:** Well, I might suggest on that,
14 Mr. Commissioner, that how Lordstown has changed,
15 particularly that -- the southern end of it -- of
16 course, we've gone from Lordstown, to Foxconn. The land
17 now across the street is also industrially -- you have
18 the power plants that have been put in. And
19 particularly at the southern end of Lordstown is
20 developing an industrial reputation, a valuable
21 reputation I think international -- or nationally, at
22 least nationally, regarding its unique location
23 regarding utilities and the turnpike. And I think it's
24 becoming known as a national location for that type of
25 growth.

1 Obviously the trucking had created an issue for the
2 village and its citizens, and the village has addressed
3 that through the moratorium. But this is on the other
4 side of the village. It's the southern end and on the
5 turnpike side. And I think the people -- the potential
6 buyers that were users of this land are focused on that.
7 And that rail access is a unique focus also.

8 So I think the times have changed. I was around in
9 '99. I wasn't here for that zone change. I haven't
10 been around here too long I think now. But that's been
11 the change of Lordstown. The focus on Lordstown is an
12 economic tool for growth of our community and its access
13 to utilities and transportation, including rail, which
14 is really having a rebound over the past couple of
15 decades is what's driving this demand for Lordstown.
16 And that I would respectfully -- that is the change
17 since '99.

18 **MR. ROOK:** Okay. Any other comments, Commissioners?

19 **MAYOR WOODWARD:** I don't know. I just -- I'm still
20 stuck on this. Like, there is a lot of rumors about
21 this property already floating around about what the
22 potential for this property will be. One of those
23 things is a data center to be located there. I mean,
24 it's just -- like, you're asking us to change the zoning
25 without knowing what the potential for this property

1 actually is, so -- especially when there's already other
2 industrial property zoned for that in Lordstown. So
3 you're asking us to change something and make more
4 industrial property right now.

5 So I just -- like, that's where my thoughts are
6 right now is why are -- why do we need to create more
7 industrial property when we don't even have something
8 solid to put on this property yet?

9 **MR. CROUSE:** I think there's two reasons. First of all,
10 as a real estate agent, it's very difficult to get
11 someone to go into what we call a hard contract with the
12 unknown zoning. That's the first part of it. Secondly
13 is, you still -- you can't ignore the value of the rail.

14 Now, that's a slow rail. It's what's called a
15 Class II rail. They're only going 10 miles an hour on
16 it. But in order to operate -- in order to get a piece
17 of property on the Norfolk Southern with rail, it
18 doesn't exist at all in Lordstown. That's the main
19 reason why they have grabbed it is that it -- you know,
20 that's a potential use.

21 Rumors -- you know, we feed off of -- I mean, not
22 feed. Rumors feed everything. The simple fact is, we
23 have no buyer or no user for the land. It's not at this
24 point being offered to an end user first.

25 Secondly is, you still -- no matter what happens,

1 you retain control on the setbacks, the type of business
2 that's in there, what they look like, buffers, all of
3 that. You know, you -- Kellie pointed out to me that
4 outdoor storage is something that has been -- I don't --
5 is the word banned by you guys? And I understand that.
6 Things have changed, but the consistent fact here is
7 that this is the only property that has access -- any
8 significant size property that has access to the Norfolk
9 Southern in Lordstown.

10 **MR. BOND:** Let me say something. When a community
11 creates zoning it's there to protect what they already
12 have. That's why I'm interested in what people say.
13 Looking at the agenda, I see the public remarks are
14 after the vote. That hardly seems right.

15 **MR. ROOK:** No. There's some further up before the vote.

16 **MR. BOND:** I don't see them on this agenda.

17 **MR. ROOK:** Well, up on here. That's the pro- --

18 **MAYOR WOODWARD:** Oh, there is.

19 **MR. BOND:** But the thing is, it's not -- zoning isn't
20 created to assist development. Zoning is created to
21 protect what your community already has and then assure
22 an orderly development. There's a difference in that.
23 And I think the main thing I have to take into
24 consideration on this is, like I said, what the
25 residents in that area think. And then not just right

1 up against it, but in that general area.

2 You know, there's talk about different rumors about
3 how this needs to be done and what the village will get
4 out of it. And I really am more concerned with what the
5 people get out of it, personally.

6 **MR. ROOK:** So anything you unload on the Norfolk
7 Southern in that area would at that point then probably
8 go through the town anyway, right? So I guess I'm not
9 sure how much truck traffic it's going to eliminate.

10 **MR. CROUSE:** No.

11 **MR. BOND:** Well, if they got --

12 **MR. CROUSE:** The truck traffic has two choices to head
13 essentially north beyond Hallock Young Road or south.
14 Those are the two choices. Well, to get to the turnpike
15 and Route 76, you go up to Hallock Young and across and
16 you're done. So is it eliminating traffic? I think
17 it's certainly redirecting the traffic that would be
18 going through town or through the heart of the village.

19 **MR. ROOK:** Yeah. Most of it would stay to the south end
20 of the village.

21 **MR. CROUSE:** It would stay to the south is correct. And
22 one railcar supplants four trucks. I mean, that's just
23 a simple math calculation on how much load they can
24 carry.

25 **MR. ROOK:** Okay. At this point we wouldn't know which

1 direction the trucks were going at that point.

2 **MR. CROUSE:** No, but I think it's fair to say that most
3 of it is going to stay south of Hallock Young Road.

4 **MR. ROOK:** Okay. Any other?

5 **MR. SHAFFER:** I've got a question. With the possible
6 businesses that you said, you know, could benefit from
7 the zone change for that property, would it need to have
8 a zone change for any of those businesses to be able to
9 go to that property and do some kind of building of some
10 sort?

11 **MR. NADER:** Well, most of the land's zoned R-1. Only
12 the 400 feet -- only the frontage along 45 is zoned
13 Business 2. So anything beyond the frontage, anything
14 deeper than a couple hundred feet is all R-1, which
15 would prohibit any kind of commercial or business
16 development at all. So a zone change would have to be
17 granted for any of that development.

18 **MR. SHAFFER:** Okay.

19 **MR. NADER:** I would suggest one thing regarding, if I
20 may, on the -- on zoning and land planning and usage is
21 that the concerns of the citizens are obviously very
22 important. The reasonable usage of land, though, is
23 part of a review process also, and the reasonable
24 anticipation of what that land could actually be used
25 for. And the land is across the street from industrial

1 zoning for future industrial use and framed in by a
2 railroad which is obviously industrial use. And to the
3 north by high-powered tension lines which restricts any
4 kind of use on that property. It would certainly limit
5 any kind of residential development within a certain
6 radius of those power lines.

7 So the realistic usages of that property are
8 limited by its physical layouts in the history of it
9 already. You have industrial to the south, rail to the
10 east, high-power tension lines to the north and then
11 industrial to the west. So it's surrounded by heavy
12 uses to begin with. And even the current zoning
13 acknowledges a relatively heavy business use by its
14 existing zoning.

15 So regarding the impact of the neighbors, which is
16 always a concern, I acknowledge, those impacts are
17 already in existence by the existing zoning around it
18 already, and because of the physical burdens that are
19 already on this property from public utilities, being
20 the railroads and the electric utility. So those are
21 also balances that I'd submit need to be taken in
22 consideration as this review process is taking place.

23 **MR. ROOK:** Any other comments?

24 **MAYOR WOODWARD:** The Village Council is trying to
25 negotiate an easement for a portion of this property.

1 Is that easement going to be granted based on the
2 results of today?

3 **MR. NADER:** Yes.

4 **MAYOR WOODWARD:** So if this zone change doesn't go
5 through, then the village would not be granted the
6 easement that they're asking for?

7 **MR. NADER:** The property owner wants to fully cooperate
8 with the village. Giving up a piece of property that's
9 100 foot of frontage by 200 feet of depth is a valuable
10 piece of property, which he is willing to donate to the
11 village, but that's going to cost him a lot of money by
12 donating that.

13 Now you're talking about a further burden on
14 residential property by having a pumping station
15 adjacent to it. So you can see the -- at least I'll
16 submit -- the consistency of my argument of pointing out
17 that the burdens on this property render it not useable
18 for residential development, but for a heavier use. And
19 even the village is seeing that location being important
20 for these burdens on this property, including that
21 pumping station.

22 So the easement is certainly an important factor
23 in -- or the zoning and the future use of this property
24 are certainly impacted by a further burdening on that
25 property of the pump station.

1 **MR. BOND:** Well, we've got pump stations in other parts
2 of the village with residents very close to them. They
3 take up a little bit of room. That's true, they don't
4 make much noise. And I don't think that stops
5 residential development. We've got not only water pump
6 stations, we've got sewage pump stations and things of
7 that nature. So that part of the argument I have a hard
8 time buying.

9 I notice, and I found it interesting that you're
10 talking about possible development of granaries. That
11 seems quite odd in this particular part of the state.
12 We don't even have the ethanol plants. We don't have
13 any large livestock milling facilities. The flour mill
14 out at Kent I think is probably closed or pretty much
15 so. What type of grain facilities are you talking
16 actually?

17 **MR. CROUSE:** I wish I could say I was a farmer.

18 **MR. ROOK:** What?

19 **MR. CROUSE:** I wish I could say I was a farmer and
20 understood it myself. All I know is that at the
21 Commerce Center, we've had grain cars coming and going
22 for years.

23 **MR. BOND:** Grain what?

24 **MR. CROUSE:** Grain cars, hopper cars with grain in them
25 for years.

1 **MR. BOND:** But that's a lot different than processing
2 grain. You're talking grain is shipped by rail. A lot
3 of it is going down to the Ohio River, put on barges
4 down to the Mississippi. That's true.

5 **MR. CROUSE:** Understanding that, we get grain in at the
6 Commerce Center. It leaves by truck. It is processed
7 and brought back and put back onto hopper cars and sent
8 out all the time.

9 **MR. BOND:** Is this processed for human consumption or
10 livestock?

11 **MR. CROUSE:** I don't know. All I know is they come in,
12 they take it, they leave, they come back. I wish I
13 could tell you, Bob. I don't know what they do with it.

14 **MR. ROOK:** So how would that be different than bringing
15 it into this place? One place or the other would be the
16 same.

17 **MR. CROUSE:** Not necessarily. If they could do the
18 processing on-site, then it never gets in a truck, it
19 never leaves the area and comes back.

20 **MR. BOND:** Depends on where the grain's coming from,
21 which line it would be coming in on.

22 **MR. CROUSE:** Once again, it comes in down there. Trucks
23 pick it up, take it away, bring it back and ship it out
24 again. I see that daily. And I can't tell you I know
25 what they're doing with it.

1 **MR. BOND:** It just seems like a very odd request -- or
2 not request, but statement to me, but thank you.

3 **MR. ROOK:** Any other commission comments? Okay. We'll
4 hear from the public. Go ahead. Name, address, and --

5 **MR. CZOKA:** My name's Tom Czoka. I live at 1211 Hallock
6 Young Road.

7 And this property you're talk- -- obviously from
8 what I'm gathering here, you're going to -- it's going
9 to be a trucking terminal of some sort because you're
10 going to unload railcars onto trucks. You're not
11 talking about any kind of manufacturing that I hear
12 about anything. You're talking a trucking terminal just
13 like in the space center. They unload the railcars onto
14 trucks, they go down the road. That's why you're
15 talking about the turnpike being close and everything.

16 But I live on -- the train track -- that train
17 track, the Norfolk Southern track is in my backyard
18 right over there. It rumbles the house once a week when
19 they deliver down to North Jackson lumber cars. And
20 there's usually some hopper cars in there with grain
21 cars, too, maybe six cars. And it's slow, I grant you.

22 But it sounds to me like you're going to offload
23 cars there or train cars there. And we've got a
24 moratorium on trucking companies anyway. You can't put
25 any trucking companies in there for the next year. So I

1 don't see any purpose in putting this there.

2 You know, why don't you just take it on down the
3 line? Norfolk goes all the way down to North Jackson.
4 There's plenty of farmland on the other side of the
5 turnpike. Take it down to that end of the turnpike and
6 put it.

7 You know, we just -- and you talk about -- there's
8 no direct access to the turnpike or 70 off of 45. So
9 they have to come up -- and I've been to -- Monday
10 night, for example, Hallock Young Road was shut down for
11 over two hours because a truck driver got lost, and he
12 tried to turn around and got his truck stuck in the mud
13 down there for two hours. We couldn't even get home
14 that night. We had to go all the way around Gladstone
15 to get home.

16 So trucking's a problem on this end of town. It
17 really is. And, you know, they're on posted roads, and
18 nobody does anything about it, which isn't your fault.
19 But trucking is -- you know, we've got enough trucking.
20 We don't need anymore. And that's what it's going to
21 be, because you can't give us a specific of what it is.
22 It's a general, so it's going to be a trucking terminal
23 of some sort.

24 Now, if you could tell me it's like M&M, they put
25 the rail siding in, it's a manufacturer, they bring in

1 the plastic, nice and packaged deal, okay. But you
2 can't tell us what it's going to be.

3 **MR. CROUSE:** And why is because I don't know.

4 **MR. CZOKA:** Well, then we'll just leave it alone. We'll
5 just leave it like it is until you know.

6 **MR. ROOK:** Any other public comments?

7 **MS. CZOKA:** I do. So I'm Laura Czoka, 1211 Hallock
8 Young Road. And Tom's my husband. Our property does
9 have the railroad come right through. I don't know what
10 letters you sent out to notify anyone, but we did not
11 get a letter.

12 And I just want to say to the board, that end of
13 town, the residentials -- the residents that live there,
14 all the residential property, we have had such a burden
15 put on our backs with the power stations and all the
16 truck terminals and everything you're asking your
17 residents to tolerate. And we don't even know what he's
18 asking us to tolerate. I vehemently hope that you vote
19 against it.

20 **MR. ROOK:** Any other comments? Okay. Then at this
21 point then --

22 **MR. KOVACH:** Wait. Hold on.

23 **MR. ROOK:** Go ahead. Name and address, please?

24 **MR. KOVACH:** My name's Carl Kovach. I live at 8655
25 South Tod Avenue. I live directly north and adjacent to

1 the property that is in question here.

2 I moved there 31 years ago, been living there in
3 peace and quiet since then. My house is surrounded on
4 three sides by wooded area. I have no direct neighbors
5 that I can see, which is the main reason I bought that
6 property. I love the peace and quiet and tranquility.
7 I'd like it to stay that way.

8 I sincerely oppose the changing to industrial. I
9 agree with what this gentleman said about trucking.
10 Yeah, any trucks that will be coming out of there will
11 go right past the front of my house, up to Hallock Young
12 to get over to the turnpike or Bailey Road to get down
13 to 76. If anything, it's going to increased truck
14 traffic tremendously. I see that also. So for those
15 reasons, yes, I oppose the zone change.

16 **MR. ROOK:** Thank you. Any other comments? Okay then.

17 At this point then I'll ask for a motion to
18 recommend to Lordstown Village Council the requested
19 zone change by Dan Crouse on behalf of George Bakeris,
20 DBA Spirongo Lordstown, LLC on a 40.527-acre parcel at
21 the southeast end of Tod Avenue known as Parcel No.
22 45-196260 from a mixed zone of Highway Business B-2 and
23 Residential R-1 to Industrial I-1.

24 May I have a motion for that? No? Okay.

25 At that point then, I guess that leaves us that

1 we're dead in the water, and we will not progress any
2 further.

3 **MS. BORDNER:** Dies for lack of a motion.

4 **MR. ROOK:** This is it. It dies here.

5 **MR. NADER:** Thank you.

6 **MR. ROOK:** Okay. All right. Any other public comments
7 on anything? Okay. Motion for adjournment?

8 **MR. BOND:** So moved.

9 **MAYOR WOODWARD:** I'll second.

10 **MR. ROOK:** Moved, Mr. Bond. Second by the Mayor. All
11 in favor?

12 **THE COMMISSION:** Aye.

13 **MR. ROOK:** Opposed?

14 (NO RESPONSE FROM THE COMMISSION.)

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

16 **MR. ROOK:** Passes unanimously. Thank you.

17 (Meeting concluded at 6:40 p.m.)

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REPORTER'S CERTIFICATE

I certify that this transcript, consisting of 32 pages, is a complete, true and correct transcript of the proceedings had and in this case as shown by my stenotype notes taken at the time said hearing took place.

Chastity Feezle

Chastity M. Feezle
Registered Professional Reporter
Certified Realtime Reporter