

Village of Lordstown Planning Commission

November 9, 2020

(WHEREAS, THE LORDSTOWN VILLAGE PLANNING COMMISSION MET ON MONDAY, NOVEMBER 9TH, 2020, AT 6:30 P.M., VIA ZOOM CONFERENCE. DUE TO SOCIAL DISTANCING MANDATES, NO MORE THAN TEN (10) PEOPLE WERE PERMITTED IN THE VILLAGE ADMINISTRATION MEETING ROOM. DIAL-IN INSTRUCTIONS WERE GIVEN TO WITNESSES WHO WANTED TO CALL IN AND ASK QUESTIONS OR SPEAK IN REGARD TO THE SITE PLAN REVIEWS OR TO MAKE OTHER PUBLIC COMMENTS. WITNESSES IN ATTENDANCE SPOKE WEARING MASKS, AND THE TRANSCRIPT WAS PRODUCED TO THE BEST OF THE COURT REPORTER'S PROFESSIONAL ABILITY WITH REMOTE AUDIO TESTIMONY AND SOCIAL DISTANCING GUIDELINES FOLLOWED. PROCEEDINGS WERE AS FOLLOWS:)

The Lordstown Planning Commission met on November 9, 2020 at 6:30 p.m. at the Lordstown Administration Building. The meeting was called to order by Chairperson Tim Rech, followed by the Pledge of Allegiance to the Flag. Roll call was taken.

In Attendance: Tim Rech, Chairperson  
Richard Rook, Vice Chairperson  
Arno Hill, Mayor (On Zoom, remotely)  
Don Reider, Council Member  
Bob Shaffer, Member

Paul Dutton, Solicitor  
Kellie D. Bordner, Planning & Zoning Administrator

Also Present: Chris Kogelnik, Village Engineer, CT Consultants (On Zoom, remotely)  
Ruben Garcia, Perishable Shipping Solutions  
Jonathon Gould, Pavement Engineer, AECOM, Inc.  
Dirk Grotenhuis, Civil Engineer, AECOM, Inc. (On Zoom, remotely)  
Rusty Orben, CSX Transportation

**APPROVAL OF AGENDA:**

MR. RECH: Do we have a motion to approve the Agenda for this evening?

MR. REIDER: So moved, Mr. Chairman.

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

MR. ROOK: Second.

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

MR. SHAFFER: Aye.

MR. REIDER: Aye.

MAYOR HILL: Aye.

MR. RECH: Aye.

MR. ROOK: Aye.

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

**APPROVAL OF MINUTES of September 14, 2020:**

MR. RECH: Very good, thank you -- approval of the minutes from the September 14th meeting? Is there a motion for that?

MR. SHAFFER: I'll make that motion.

MAYOR HILL: Moved by Arno Hill.

MR. RECH: All right, we have Mr. Shaffer, and then Mayor Hill making that motion. You can slice it up any way you want.

MS. BORDNER: I got it. I'll give it to Mr. Shaffer, and then seconded by Mr. Hill.

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MR. RECH: All right, very good -- approval of the minutes? All in favor, "aye".

MR. SHAFFER: Aye.

MR. REIDER: Aye.

MR. ROOK: Aye.

MAYOR HILL: Aye.

MR. RECH: Aye.

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

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

MR. RECH: All right, that passes -- any Planning and Zoning Administrator's Report this evening?

MS. BORDNER: No, sir.

**SOLICITOR'S REPORT:**

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

SOLICITOR DUTTON: No report.

**CORRESPONDENCE:**

MR. RECH: Thank you -- is there any Correspondence?

MS. BORDNER: No, sir.

**OLD BUSINESS:**

MR. RECH: All right -- any Old Business?

MS. BORDNER: Not that I'm aware of.

**NEW BUSINESS: 1. Site Plan Review Not Involving New Construction for Clean Energy Future-Lordstown, LLC., 1701 Henn Parkway, Lordstown, Ohio.**

The Planning Commission followed this form that follows Section 1116.03 of The Planning & Zoning Code:

**The Village of Lordstown Site Plan Review Not Involving New Construction**

**NAME:** Clean Energy Future-Lordstown, LLC

**ADDRESS:** 1701 Henn Parkway, Warren, Ohio 44481

1. **Existing zoning of the property:** I-1 Industrial
2. **The floor plan of intended building for specific use:** The building contains approximately 70,440 square feet of which Clean Energy Future-Lordstown, LLC, rents approximately 12,265 square feet of warehouse space. The floor plan is open with warehouse racking for storage of pallets with men's and women's restrooms.
3. **Location and dimension of all off-street parking and loading areas including the number of spaces:** This portion of the building will be used for off site storage of spare parts. The occupancy on a normal basis will be one or two LEC employees and the company truck with frequent deliveries from FedEx, UPS, and occasionally larger carriers. Although required to have 25 parking spaces per code, 3 spaces are more than sufficient for unloading tractor trailers per the code requirement of one loading dock per 8000 square feet. A garage door on the north side of the building is sufficient for smaller loads.
4. **Location, size, height and orientation of all signs, both existing and proposed:** The applicant has been made aware that a Zoning Permit will need to be obtained should it be decided to place signage there, or at any other location on the building prior to doing so. At this time signs are not expected to be installed.
5. **Location of all streets project is fronting on:** Corner of Henn Parkway and Tod Avenue.
6. **Other information required by the Planning Commission:**
  1. The loading docks have a designated driveway not connected to the parking lot with exits and entrances to both Tod Avenue and Henn Parkway.
  2. The warehouse is not open to the public.
  3. The warehouse is normally manned between 7:30 A.M. to 3:30 P.M.

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4. No manufacturing is performed in the warehouse.

MR. RECH: New Business, then -- we have Site Plan Review Not Involving New Construction for Clean Energy Future, Lordstown, LLC, 1701 Henn Parkway, Lordstown, Ohio.

MS. BORDNER: Yes, sir -- thank you very much; Clean Energy is leasing a portion of the property and the building there at 1701 Henn Parkway; and by and large, this was put together by Mr. Drew Schneider, who is the Plant Manager for Clean Energy.

This is an existing property -- I-1 Zoning.

The building contains approximately 70,440 square feet, of which Clean Energy Future-Lordstown, LLC, rents approximately 12,265 square feet of warehouse space. The floor plan is open with warehouse racking for storage of pallets with men's and woman's restrooms located in the facility in their half.

This portion of the building will be used for off-site storage for spare parts. In fact, Clean Energy is already in the facility. They were not aware that they had to come for a Site Plan Review Not Involving New Construction for this enterprise; but they have been in there -- I'm told by the property owner -- for several months; and they occupy it, on a normal basis, with generally just one or two Lordstown Energy Center employees; and the company truck, with frequent deliveries from FedEx, UPS, and occasionally larger carriers, which are bringing these spare parts that they need. Although they are required to have twenty-five parking spaces per our Codified Ordinances, the Applicant has explained that three spaces are more than sufficient for them. There are two loading docks on the south side of the building, and they believe that is also sufficient for unloading tractor trailers per the Code requirement -- and that only requires one loading dock per 8,000 square feet. So they are very good on that. A garage door on the north side of the building is sufficient for smaller loads.

I will read you -- as soon as I get through their Site Plan Review -- a letter which I received from Mr. Schneider, requesting a waiver for the required parking spaces.

The Applicant has also been made aware that a Zoning Permit would be needed if they were going to have a sign on the leased property. They indicated that there's no signage on the leased portion that they have currently or any other location on the building; and at this time, they do not expect to install any signage.

This project fronts on Henn Parkway and is at the corner of Henn Parkway and Tod Avenue.

The other information that Lordstown Energy Center would like to make you aware of is that the loading docks have a designated driveway which is not connected to the parking lot with exits and entrances to both Tod Avenue and Henn Parkway.

This warehouse is not open to the public. As I said, it is just a storage area for spare parts, and it is normally manned between the hours of 7:30 a.m. to 3:30 p.m. No manufacturing is really performed in this portion of the warehouse.

I received a letter on October 21st, 2020, from Drew Schneider. He is the Plant Manager for Lordstown Energy Center, and it reads as follows:

"Dear Kellie:

Lordstown Energy Futures-Lordstown, LLC, (CEFL) leases 12,265 square feet of approximately 70,440 square feet located at 1701 Henn Parkway.

In accordance with Village of Lordstown Chapter 1163, Off-Street Parking and Loading, the number of off-street parking spaces required for Industrial and Research establishments is one for each 500 square foot of gross floor space. This would require 25 parking spaces.

CEF-L uses this location (warehouse) for storage of spare repair parts for pieces of equipment throughout the plant. The warehouse is normally manned by one individual between the hours of approximately 7:30 a.m. to 3:30 p.m. with several deliveries per day

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from FedEx, UPS, and several large transport companies. Therefore, Lordstown Energy Center does not require more than three parking spaces.

The south end of the building has two loading docks and one garage door on the north end of the building for deliveries, and this exceeds the required one loading space for each 8,000 square feet. These loading docks have dedicated exit and entrance to both Henn Parkway and Tod Avenue.

Please let me know if you have any questions or require additional information."

They also submitted an overview. It is kind of like a floor plan and showing the parking area where it's located about the facility; and then they also gave a more detailed parking schematic.

And that is all that I have for them. I do not know if Mr. Schneider is on Zoom -- so otherwise, I do not see anyone here from Lordstown Energy.

MR. RECH: Okay, Mr. Schneider, are you on the Zoom call?

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

MR. RECH: Okay. Hearing not -- questions, comments anybody? I guess just to clarify one thing on this last piece of paper, which is kind of on the graph paper -- you show the space; and then next to it, we have the existing parking already, correct?

MS. BORDNER: Correct.

MR. RECH: So do we need a waiver -- because we have all this parking there already?

MS. BORDNER: It's because a waiver goes for the project not the property.

MR. RECH: Okay, very good -- thank you for clarifying that.

MS. BORDNER: Yes, sir.

MR. RECH: Any other questions?

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

MR. RECH: Okay, so then first thing we need to do, then, is see if there's a motion to approve the waiver from the parking -- and then we can go approve the Site Plan Review for the project.

MR. ROOK: I do have one quick question.

MR. RECH: Sure.

MR. ROOK: If you approve this, and the power plant goes out of that storage and opens that building up, does that change all this again -- if they're giving up so many of their parking spaces?

MS. BORDNER: So, in this case, the other half of the building will be followed by our next Site Plan Review Not Involving New Construction which is for Perishable Shipping Solutions. So these are leased spaces by both. When they either would expand -- or leave and another company would come in -- we would have to go through this all again; and the new company would have to go through the same process, seek whatever waivers were applicable to them at that time. Does that help?

MR. ROOK: Yeah, if the people that are -- if the power plant goes away from there -- this agreement then goes away?

MS. BORDNER: Well, exactly -- so if the power plant vacates this premise, then the approval -- if you are to -- talking about the waiver, specifically?

MR. ROOK: Right, right.

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MS. BORDNER: -- then it's relative to this specific project.

MR. ROOK: Very good.

MS. BORDNER: So if the energy plant leaves this building and leaves their lease, then the waiver goes with them.

MR. ROOK: Okay, okay.

MR. RECH: Any other questions?

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

MR. RECH: Okay, hearing not -- so then, is it appropriate to word that --

MS. BORDNER: So it would be a waiver to approve three rather than 25, parking spaces for Clean Energy Futures-Lordstown, LLC.

MR. RECH: Okay, so that's the wording. Would anybody like to make that motion?

MR. SHAFFER: I'll make a motion.

MR. RECH: All right, Mr. Shaffer makes that motion. Is there a second on it?

MR. ROOK: Second.

MR. RECH: Mr. Rook makes second -- okay, so we're going to vote on the waiver now. Can we have roll call on that, please.

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

MR. RECH: Yes.

MS. BORDNER: Don Reider?

MR. REIDER: Yes.

MS. BORDNER: Richard Rook?

MR. ROOK: Yes.

MS. BORDNER: Bob Shaffer?

MR. SHAFFER: Yes.

MS. BORDNER: Arno Hill?

MAYOR HILL: Yes.

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

MR. RECH: All right, very good, that -- the waiver passes -- very good, thank you. Now we have --

MS. BORDNER: -- motion to approve Site Plan Review Not Involving New Construction for Clean Energy Futures-Lordstown, LLC, for 12,265 square feet of the existing building located at 1701 Henn Parkway.

MR. RECH: Very good -- well-worded.

MS. BORDNER: Thank you.

MR. RECH: Is there a motion to -- for that?

MR. REIDER: So moved.

MR. RECH: Mr. Reider -- is there a second?

MR. SHAFFER: I'll second it.

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MR. RECH: Mr. Shaffer -- any other discussion?

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

MR. RECH: Okay, hearing not -- could we have roll call on that, please.

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

MR. ROOK: Yes.

MS. BORDNER: Mr. Reider?

MR. REIDER: Yes.

MS. BORDNER: Mr. Shaffer?

MR. SHAFFER: Yes.

MS. BORDNER: Mr. Hill?

MAYOR HILL: Yes.

MS. BORDNER: Mr. Rech?

MR. RECH: Yes.

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

MR. RECH: Okay, very good -- we are done with that. Thank you very much.

**NEW BUSINESS: 2. Site Plan Review Not Involving New Construction for Perishable Shipping Solutions, 1701 Henn Parkway, Lordstown, Ohio.**

The Planning Commission followed this form that follows Section 1116.03 of The Planning & Zoning Code:

**The Village of Lordstown Site Plan Review Not Involving New Construction**

**NAME:** Perishable Shipping Solutions

**ADDRESS:** 1701 Henn Parkway, Warren, Ohio 44481

1. **Existing zoning of the property:** I-1 Industrial
2. **The floor plan of intended building for specific use:** Applicant's floor plan shows the use of 57,431 square feet, this being 52,483 square feet of warehouse space and 4,948 square feet of office space. The office space will be utilized by management staff as well as customer service team members, and there will be cubicle workstations in two of the office spaces. There will be a new office constructed adjacent to the loading docks for the operation manager of the warehouse. Two freezers and a cooler used to store client food product will be located in the warehouse area. Orders will be packed daily and palletized for pickup by UPS, FedEx, and USPS. There is a separate room to store chocolate products prior to shipping, so that a separate and appropriate temperature zone can be established. The exit/entrance from the parking lot into the office space will be used for all office personnel. The exit/entrance adjacent to the office doors will be used for all warehouse operation employees and hourly workers. The exit/entrance door in the rear of the building by the operation manager's office and loading dock, will be used for drivers to check in with the receiving department or warehouse manager.
3. **Location and dimension of all off-street parking and loading areas including the number of spaces:** There are a total of 83 parking spaces with 81 spaces being 10'W x 20'L and 2 ADA compliant spaces being 12'W x 20'L. Lordstown Codified Ordinance 1163.06(a)(12) requires 1 parking space for each 500 square feet of gross floor area. Based upon the figures provided, 115 parking spaces would be required for Perishable Shipping. Applicant offers that the amount of parking spaces will suffice because not all employees will be in the building at the same time due to part-time employment status. Applicant also explains that it will be able to utilize most of the parking spaces because the remaining building space is leased by Lordstown Energy Center, who is using the space to store inventory and does not have many employees at this location per day.

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There are 6 loading docks at 10'W x 12'H in the rear of the building, within Applicant's warehouse space. There is also one 10'W x 12'H drive-in loading dock in the rear of the building on the south side, making a total of 7 loading docks for semi and box truck loading. There is separate driveway access to the docks from both Henn Parkway and State Route 45/Tod Avenue. Lordstown Codified Ordinance 1163.05 requires 1 loading dock for each 8,000 square feet. Based upon the figures provided, 7 loading docks would be required for Perishable Shipping and that requirement is met.

4. **Location, size, height and orientation of all signs, both existing and proposed:** Applicant states that there is currently no sign on the building or the property at 1701 Henn Parkway. It is anticipated that they will seek to install a wall sign on the building in the future. Applicant has been advised of the code requirements under Lordstown Codified Ordinance 1165.05 for ground, wall and directional signs in an Industrial zone district and has been made aware that an application for a zoning permit, along with a plot plan, must be completed for each proposed sign, prior to installation.
5. **Location of all streets project is fronting on:** This business will front on Henn Parkway and State Route 45/Tod Avenue is located to the west of the building.
6. **Other information required by the Planning Commission:** Perishable Shipping Solutions was established in 2016 and provides warehouse storage and fulfillment services for eCommerce companies shipping perishable food products directly to consumers. Clients contact Perishable Shipping Solutions and send them pallets of their products to be stored in on-site freezers and coolers. Perishable's systems connect to client websites, Amazon, and any other distribution channel available where orders are received for client products. When an order is received, the employees will pick, pack, and ship the order directly to the consumer on behalf of the appropriate client. FedEx, UPS, and USPS are used to ship client products. Insulated coolers are used along with either dry ice or ice packs to maintain the product temperature during transit. Clients range from meat purveyors to ice cream companies to human grade dog food companies. The Lordstown Perishable Shipping Solutions operation will include warehouse personnel, customer service representatives and corporate staff such as a COO, CFO and CEO. The hours of operation will be Monday through Friday, 8:00 AM to 7:00 PM. As the company grows, it is anticipated that additional days will be added, and hours expanded to include a second shift operation. This will hopefully occur during the first quarter of 2021. There are approximately 55 full-time and part-time employees presently working for Perishable Shipping Solutions in Ohio. The intention is to grow the staff at the Lordstown location to over 90 employees during the next 12 to 18 months depending upon demand for the services which Perishable Shipping Solutions offers. There are a total of 4 restrooms on site: 2 in the office space area and 2 in the warehouse area. For security and health reasons, Perishable Shipping Solutions provides very limited warehouse access to anyone other than their personnel and therefore the business is not open to the public at large. The office space and warehouse are protected by an automatic sprinkler system and there are 7 total exits/entrances in the building, 3 on the north side, 3 on the south side and 1 in the main office area.

MR. RECH: We can move on to item two -- Site Plan Review Not Involving New Construction for Perishable Shipping Solutions, 1701 Henn Parkway, Lordstown, Ohio.

MS. BORDNER: So as I said, this is the other portion of 1701 Henn Parkway. Perishable Shipping Solutions is leasing the remaining portion of this building; and this is also an existing building that is I-1 Industrial zoned.

And the Applicant's floor plan that they've submitted shows the use of 57,431 square feet, this being 52,483 square feet of warehouse space and 4,948 square feet of office space. The office space will be utilized by management staff as well as customer service team members, and there will be cubical workstations in two of the office spaces. There will be a new office constructed adjacent to the loading docks for the operation manager of the warehouse. Two freezers and a cooler used to store client food product will be in the warehouse area. Orders will be packed daily and palletized for pickup by UPS, FedEx, and

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USPS. There is a separate room to store chocolate products prior to shipping so that a separate and appropriate temperature zone can be established. The exit and entrance from the parking lot into the office space will be used for all office personnel. The entrance and exit adjacent to the office doors will be used for all warehouse operation employees and hourly workers. The exit and entrance to the rear of the building by the operation manager's office and loading dock, will be used for drivers to check in with the receiving department or the warehouse manager.

There are a total of 83 parking spaces with 81 spaces being ten feet wide by twenty feet long and two ADA compliant spaces being twelve foot wide by twenty foot long. Lordstown Codified Ordinance 1163.06(a)(12) requires one parking space for each 500 square feet of gross floor area. Based upon the figures provided, 115 parking spaces would be required for Perishable Shipping. The Applicant offers that the amount of parking spaces will suffice because not all employees will be in the building at the same time due to part-time employment status. Applicant also explains that this will be -- that it will be able to utilize most of the parking spaces because the remaining building space is leased by Lordstown Clean Energy, who is using the space to store inventory and does not have many employees at this location per day.

They have provided a letter, which I will read you after we go through the Site Plan Review form -- and asked for a waiver of the required parking spaces.

There are six loading docks at ten foot wide by twelve foot high in the rear of the building, within Applicant's warehouse space. There is also one ten foot wide by twelve-foot high drive-in loading dock in the rear of the building on the south side, making a total of seven loading docks for semi and box truck loading. There is a separate driveway access to the docks from both Henn Parkway and State Route 45/Tod Avenue. Lordstown Codified Ordinance 1163.05 requires one loading dock for each 8,000 square feet. Based upon the figures provided, seven loading docks would be required for Perishable Shipping, and that requirement is met.

Applicant states that there is currently no sign on the building at the property at 1701 Henn Parkway. It is anticipated that they will seek to install a wall sign on the building in the future. Applicant has been advised of the Code requirements under Lordstown Codified Ordinance 1165.05 for ground, wall and directional signs in an Industrial zone district and has been made aware that an application for a Zoning Permit, along with a plot plan, must be completed for each proposed sign, prior to installation.

This business will front on Henn Parkway and State Route 45/Tod Avenue is located to the west of the building.

The other information that Perishable Shipping Solutions would like you to know is that it was established in 2016 and provides warehouse storage and fulfillment services for eCommerce companies, shipping perishable food products directly to consumers. Clients contact Perishable Shipping Solutions and send them pallets of their products to be stored in on-site freezers and coolers. Perishable's systems connect to client websites like Amazon, and any other distribution channel available where orders are received for client products. When an order is received, the employees will pick, pack, and ship the order directly to the consumer on behalf of the appropriate client. FedEx, UPS, and USPS are used to ship client products. Insulated coolers are used, along with either dry ice or ice packs to maintain the product temperature during transit. Clients range from meat purveyors, to ice cream companies, to human grade dog food companies.

The Lordstown Perishable Shipping Solutions operation will include warehouse personnel, customer service representatives and corporate staff, such as a COO, CFO and CEO. The hours of operation will be Monday through Friday, 8:00 a.m. to 7:00 p.m. As the company grows, it is anticipated that additional days will be added, and hours expanded to include a second shift operation. This, hopefully, will occur within the first quarter of 2021. There are approximately 55 full-time and part-time employees presently working for Perishable Shipping Solutions in Ohio. The intention is to grow the staff at the Lordstown location to



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over 90 employees during the next 12 to 18 months, depending upon the demand for the services which Perishable Shipping Solutions offers. There are a total of four restrooms on site: two in the office space area, and two in the warehouse area.

For security and health reasons, Perishable Shipping Solutions provides very limited warehouse access to anyone other than their personnel; and therefore, business is not open to the public at large.

The office space and warehouse are protected by an automatic sprinkler system, and there are seven total exits and entrances in the building -- three on the north side, three on the south side, and one in the main office area.

On October 21st, 2020, I received a letter from Ruben Garcia. He is a partner with Perishable Shipping Solutions.

"Dear Planning and Zoning Council Members:

This correspondence is written to request a waiver to off-street parking criteria that is set forth in Zoning Ordinance Section 1163.06.

Perishable Shipping Solutions is planning to occupy approximately 57,000 square feet of existing warehouse space at 1701 Henn Parkway. Our operations include providing warehouse storage and fulfillment services for eCommerce companies. Frozen and refrigerated goods will be shipped direct to consumers from this facility.

We are requesting a waiver for off-street parking. Per section 1163.06(12), one space per 500 square feet of building area is required. Therefore, 139 parking spaces are required by current Zoning Ordinance, a deficit of 56 spaces.

The lot is existing and contains 83 total parking spaces, of which two are ADA accessible. A waiver is being requested to allow 83 parking spaces to remain in lieu of the 139 required. Perishable Shipping Solutions believes the existing parking is acceptable for our present and future needs. Our occupant load will start with 55 employees, and we anticipate to increase to 90 employees within the next couple of years. The employees will arrive on shifts and be staggered, so the parking spaces will be made easily available.

The adjacent tenant space is presently being used for storage and utilizes 3 parking spaces per our lease agreement. We appreciate your cooperation to this request."

I think that they said 139 in their letter, but I do believe it calculates out to 115.

MR. RECH: How many?

MS. BORDNER: I think they are only required to have 115.

MR. RECH: 115, okay.

MS. BORDNER: And I do believe someone may be here from Perishable Shipping to speak if you would like.

MR. GARCIA: I'm Ruben Garcia. I'm one of the owners of Perishable Shipping Solutions.

MR. RECH: Very good -- welcome.

MR. GARCIA: Thank you.

MR. RECH: Any questions, comments?

MR. ROOK: Quick question -- it said something about no new construction -- but they're going to build an office. Is that inside the other building?

MS. BORDNER: Yes, sir -- interior.

MR. ROOK: Okay.

MR. RECH: Okay. You must bring in coolers, freezers -- whatever you're going to do to get your business up and running, sir; is that correct?

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MR. GARCIA: Yes. So we're going to build freezers and coolers to house all the pallets.

MR. RECH: And when do you anticipate being up and running?

MR. GARCIA: Well, assuming everything goes well tonight, we're anticipating in the first quarter of 2021 -- when we would be able to begin operations there.

MR. RECH: Okay. I was just curious if there was a delay on cooler equipment as there seems to be a delay on everything else in the manufacturing sector right now.

MR. GARCIA: Well, we anticipated that, and so we -- and to your point, it's quite true -- that there is delays in many of the pieces of equipment that's required; but we began by getting in the queue quite early so -- anticipating that might happen.

MR. ROOK: Do you have any large storage tanks for refrigerants -- anything like that on the property?

MR. GARCIA: No.

MR. RECH: Other questions or comments -- anybody on the Zoom call?

MAYOR HILL: No.

MR. RECH: Hearing not -- all right, thank you. All right, then, so the first thing we need to do is --

MS. BORDNER: -- to approve a waiver for 83 total parking spaces rather than the required 115 per Lordstown Codified Ordinance 1163-06(a)(12).

MR. RECH: All right, thank you -- is there a motion for that waiver?

MR. ROOK: I make a motion.

MR. RECH: Mr. Rook -- is there a second?

MR. SHAFFER: I'll second it.

MR. RECH: Mr. Shaffer, okay, thank you -- any discussion on that?

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

MR. RECH: Hearing not, can we have roll call on that.

MS. BORDNER: Yes, sir -- Bob Shaffer?

MR. SHAFFER: Yes.

MS. BORDNER: Arno Hill?

MAYOR HILL: Yes.

MS. BORDNER: Tim Rech?

MR. RECH: Yes.

MS. BORDNER: Don Reider?

MR. REIDER: Yes.

MS. BORDNER: Richard Rook?

MR. ROOK: Yes.

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

MR. RECH: Okay. Thank you -- the waiver passes. And now we need to vote on the actual Site Plan Review for Perishable Shipping Solutions. Is there a motion for that?

MR. REIDER: So moved.

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MR. RECH: Mr. Reider -- is there a second?

MR. ROOK: Second.

MR. SHAFFER: I'll second it.

MR. RECH: I heard Mr. Rook first -- all right, any other discussion, comments?

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

MR. RECH: Hearing not, could we have roll call on that, please.

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

MR. SHAFFER: Yes.

MS. BORDNER: Mr. Hill?

MAYOR HILL: Yes.

MS. BORDNER: Mr. Rech?

MR. RECH: Yes.

MS. BORDNER: Mr. Reider?

MR. REIDER: Yes.

MS. BORDNER: Mr. Rook?

MR. ROOK: Yes.

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

MR. RECH: All right. Thank you, Mr. Garcia. Thank you for coming in. Good luck to you in your endeavor, here.

MR. GARCIA: Thank you very much.

MR. RECH: All right. You have a good evening, now -- thank you, sir.

MR. GARCIA: Have a good night.

**NEW BUSINESS: 3. Site Plan Review for CSX-TDSI Capacity Project – Expansion, 2252 Lyntz Road, Lordstown, Ohio.**

The Planning Commission followed this form that follows Section 1115.04 of The Planning & Zoning Code:

**The Village of Lordstown Site Plan Review**

**NAME: CSX-TDSI CAPACITY PROJECT – EXPANSION**

**AECOM Technical Services, Inc. – Dirk Grotenhuis, PE (603-339-3774)**

**ADDRESS: 2252 Lyntz Road, SW, Warren, Ohio 44481**

1. **Total area in the development:** 61.08 acres for the subject parcel 45-068900
2. **Existing Zoning of the property:** I-1                      **Property to the North:** I-1  
**Property to the South:** R-1                              **Property to the East:** I-1  
**Property to the West:** R-1
3. **Public and private right-of-way and easement lines located on or adjacent to the property:** Lyntz Road is located along the south property line and is a public roadway. Overhead utility poles and lines, along with an existing railroad, run along the east property line and currently serve CSX. There is an existing access driveway to the parcel off Lyntz Road; however, Applicant offers that such driveway will not be used for access to the expansion project area. No existing water or sewer lines are on the property.
4. **Existing topography:** The property slopes from the south to the north with approximately 17 feet of vertical change and a slope of 1.5% to 2.0%.
5. **Proposed finished grade of the development:** Finished grade will follow the existing slope and contour with areas of fill and/or cut of approximately 1 foot. Gravel fill will be placed in areas between the existing landscape berm and the existing

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paved area. Finished grades will slope to the adjacent paved area and to the detention basin below that.

6. **Location of existing buildings:** The subject property has no existing buildings.  
**Location of proposed building:** No buildings or structures are proposed. Details relative to existing or proposed buildings would therefore not be applicable.

7. **Location and dimension of:**

**Curb cuts:** There is an existing 30-foot-wide curb cut utilizing the existing CSX access drive located on the easterly adjacent parcel 45-042900.

**Driving lanes:** There are two existing drive lanes for access to the building facility located on parcel 45-042900. Access to the proposed project property is through this adjacent parcel at an existing rail crossing.

**Off-street parking:** Applicant has offered that this project constitutes open storage, which Lordstown Codified Ordinance 1121.01(a)(58) defines as “land for the keeping of goods, wares, or supplies on land outside of any buildings or structure.” Applicant explains that this is a storage facility/truck transfer facility and is to be used as part of operations conducted on parcel 45-042900 to the east of the railroad tracks. Applicant further explains that the vehicles are unregistered, are not technically street legal, and that successful operations require minimal surface barriers and impediments in the moving of vehicles from either rail or truck to a storage location, and back.

This project/situation does not equate to open storage because the very definition requires that such storage be on land existing outside buildings or structures on a parcel. However, since there are not going to be buildings or structures on the subject parcel, the proposed project avoids the application of Lordstown Codified Ordinance 1163.01, which requires off-street parking regulations, because such code section is only applicable when new buildings or structures are erected. Should buildings or structures be proposed in any future development, Applicants will be required to comply with 1163.01 and to come back before Planning Commission for review.

**Loading areas:** Applicant states that loading areas currently exist along the western portion of the existing CSX terminal for rail and along the eastern portion of the existing facility for trucks. Vehicles are loaded on and off rail cars on the adjacent property to the east and driven into parking spaces on that parcel. Applicant explains that no proposed loading/unloading from railcars will occur on the proposed project property.

**Number of Spaces:** Applicant explains that the proposed expansion area has a little over 2 acres of storage area and can accommodate approximately 290 vehicles with a minimum of 24-foot-wide access lane and perimeter driveways.

**Angles of stalls:** Applicant states that storage stalls will be at 90 degrees to drive aisles, stall locations will be established during unloading/staging as determined by the site manager, and that access lanes between stalls and the perimeter driveways will always be 24-foot-wide.

**Grades:** Applicant offers that average grades will be 1.5% to 2.0%.

**Surfacing materials:** Applicant has proposed a gravel surface for this expansion project, consisting of 12” of crushed gravel stone. Since Lordstown Codified Ordinance 1163.01 does not apply for off-street parking given that there are no buildings or structures to be located on this parcel for this project, likewise then, Lordstown Codified Ordinance 1163.04 would not apply for the same reason and the surface area of the expanded parking area does not need to be a pavement surface in this circumstance. Applicant states that the gravel surface will be constantly monitored and protected from dust erosion by applying water and/or liquid calcium chloride to the surface.

**Drainage plans:** Applicant proposes that surface flow from the project will sheet flow over the adjacent paved area to the north, towards an existing vegetated drainage swale along the north side of the existing paved lot and will convey stormwater to the existing drainage pond.

**Illumination of facilities:** Applicant states that the adjacent paved storage area to the north of the proposed expansion, has 12 standard light poles with multi-head fixtures. Poles are approximately 30 feet tall with Holophane LED fixtures. The poles stand in a north/south line along the perimeter of the existing adjacent paved storage area, spaced approximately 160 feet apart. The proposed expansion will add 4 light posts at similar spacing around the perimeter of the vehicle parking/storage area. These lights will have cut-off baffles to mitigate direct light being visible from property

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outside this parcel, or from the street, and measurable lighting levels will not extend to the property line.

- 8. Sidewalks and other open areas:** Pond and wetland areas to the north of the existing, paved parking/storage area will remain undisturbed. The proposed parking/storage area is approximately 2.17 acres and the existing paved area is approximately 5 acres. The remainder of the 54 acres will remain undisturbed.
- 9. Location of all walls, fences and buffers:** The existing paved parking/storage and proposed expanded storage areas are within an existing 8' high chain-link fence enclosure with barbed wire along the top for security. Existing landscape berms run along the south end and partially along the west side of the proposed expansion project. The existing landscape buffer berms are approximately 100' wide x 550' long, 8' in height, and have two rows of mature evergreen plantings that are approximately 20' to 30' tall. The existing landscape berm runs from the southeast corner of the property along the south property line for approximately 350' of the 1,608' frontage. The property is adjacent to Residential (R-1) zones along its south property line (Lyntz Road) and west property line. Applicant wishes to have the existing trees on the west side of the proposed expansion project be considered a sufficient barrier.
- 10. Location, size, height and orientation of all signs:** The proposed project will have no need for, nor will signage be requested, on the subject parcel.
- 11. Location of all existing and proposed streets and highways:** No proposed dedicated streets or highways are being created. There is singular access to/from Lyntz Road through the existing CSX rail yard access drive on parcel 45-042900.
- 12. All existing and proposed water and sanitary sewer lines indicating pipe sizes, types and grades:** No sanitary sewer or waterlines are being proposed, constructed, or modified.
- 13. The schedule of phasing of the project:** This will be a single-phase project requiring approximately 90 calendar days to complete.
- 14. All existing and proposed front setbacks:** I-1 zoning requires a minimum of 100' from road right-of-way; while this applies to structures, the south line of the proposed parking/storage area is 100' from the Lyntz Road right-of-way.  
**Rear setbacks:** I-1 zoning requires a minimum of 75' from the rear property line; while this applies to structures, from the rear (north) property line to the existing parking/storage area is over 1,400' and the proposed expansion abuts the south edge of the existing paved area.  
**And side yard setbacks:** I-1 zoning requires a minimum of 50' from the side property lines; again, while this applies to structures, both the existing parking/storage area and the proposed expansion are approximately 1,000' from the west property line and abut the east property line.
- 15. Other information required by the Planning Commission:** Applicant seeks site plan approval to expand the area immediately to the south of the existing paved parking/storage area. Applicant offers that all on-site operations will be managed out of the existing office facility located off the current entrance at Lyntz and Muth Roads, on adjacent parcel 45-042900. All truck and automotive access will be through this same existing entrance. Access to the proposed parking/storage area will be at the existing railroad crossing area between CSX owned parcels 45-042900 and 45-068900. Applicant maintains no additional vehicle deliveries are proposed via rail and/or trucks, but rather that the additional storage area will provide greater flexibility in loading and off-loading vehicles. Applicant offers that stormwater runoff from the existing and proposed parking/storage areas will be contained within the limits of the facility and will have controlled outlets for water quality and quantity. Applicant states that discussions with the Village have been ongoing for years regarding local concerns about the railroad crossings at Lyntz and Salt Springs Roads; however, multiple state and federal courts have ruled that the railroad is not at fault nor liable for impacts at public crossings resulting from services provided in the course of interstate commerce or activities required by federal regulation for safe railroad operations. Applicant offers that it has made significant operational adjustments in the area to limit public impacts at these crossings, and most recently in 2019, promised the Village Mayor that it would make changes in scheduled, interstate rail service in an effort to keep these crossings unoccupied during morning and afternoon student transportation. Applicant states that it participated in recent discussions with Village officials relative to emergency response concerns and that the Village was to explore a remote camera system for first responders to provide real

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time information on train activity over these rail crossings in an effort to properly route emergency response vehicles. Applicant agreed to support the Village in this initiative and is willing to join in a cooperative partnership by committing to pay 50% of the project cost for the camera project, up to \$10,000 total.

**16. Prior approval of water mains and appurtenances by the BPA:** No water mains or appurtenances are being proposed, constructed, or modified.

MR. RECH: Thanks. Okay -- and our final is the Site Plan Review for CSX-TDSI Capacity Project - Expansion, 2252 Lyntz Road, Lordstown, Ohio.

MS. BORDNER: Yes, sir. And I do believe that our Village Engineers are on Zoom, as well as the Engineer for CSX-TDSI, Dirk Grotenhuis. I hope I said that right?

Total area in this development is 61.08 acres for the subject Parcel 45-068900.

The existing zoning of the property is I-1. The property to the north is I-1. The property to the east is I-1, and the property to the south is R-1. The property to the west is R-1.

Lyntz Road is located along the south property line and is a public roadway. Overhead utility poles and lines, along with an existing railroad, run along the east property line and currently serve CSX. There is an existing access driveway to the parcel off Lyntz Road; however, Applicant offers that such driveway will not be used for access to the expansion project area. No existing water or sewer lines are on the property.

The property slopes from the south to the north, with approximately 17 feet of vertical change and a slope of 1.5% to 2.0%.

Finished grade will follow the existing slope and contour with areas of fill and/or cut of approximately 1 foot. Gravel fill will be placed in areas between the existing landscape berm and the existing paved area. Finished grades will slope to the adjacent paved area and to the detention basin below that.

The subject property has no existing buildings; and therefore, no buildings or structures are proposed; therefore, details relative to existing or proposed buildings would not be applicable.

There is an existing 30-foot-wide curb cut utilizing the existing CSX access drive located on the easterly adjacent Parcel 45-042900. There are two (2) existing drive lanes for access to the building facility located on Parcel 45-042900. Access to the proposed project property is through this adjacent parcel at an existing rail crossing.

The Applicant has offered that this project constitutes open storage, which Lordstown Codified Ordinance 1121.01(a)(58) defines as "land for the keeping of goods, wares, or supplies on land outside of any buildings or structure." Applicant explains that this is a storage facility/truck transfer facility and is to be used as part of operations conducted on Parcel 45-042900 to the east of the railroad tracks. Applicant further explains that the vehicles are unregistered, are not technically street legal, and that successful operations require minimal surface barriers and impediments in the moving of vehicles from either rail or truck to a storage location, and back.

This project/situation does not equate to an open storage because the very definition requires that such storage be on land existing outside buildings or structures on a parcel. However, since there are not going to be any buildings or structures on the subject parcel, the proposed project avoids the application of Lordstown Codified Ordinance 1163.01, which requires off-street parking regulations because such Code section is only applicable when new buildings or structures are erected. Should buildings or structures be proposed in any future development, Applicants will be required to comply with 1163.01 and to come back before Planning Commission for review.

The Applicant states that loading areas currently exist along the western portion of the existing CSX terminal for rail, and along the eastern portion of the facility for trucks. Vehicles are loaded on and off rail cars on the adjacent property to the east and driven to the parking

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spaces on that parcel. Applicant explains that no proposed loading and unloading from railcars will occur on the proposed subject property.

Applicant explains that the proposed expansion area has a little over two acres of storage area and can accommodate approximately 290 vehicles with a minimum of 24-foot-wide access lane and perimeter driveways.

Applicant states that storage stalls will be at 90 degrees to drive aisles, stall locations will be established during unloading and staging as determined by the site manager, and the access lanes between the stalls and the perimeter driveways will always be 24-foot wide.

Applicant offers that the average grades will be from 1.5% to 2.0%.

Applicant has proposed a gravel surface for this expansion project, consisting of 12" of crushed gravel stone. Since Lordstown Codified Ordinance 1163.01 does not apply for off-street parking given that there are no buildings or structures to be located on this parcel for this project, likewise then, Lordstown Codified Ordinance 1163.04 would not apply for the same reason, and the surface area of the expanded parking does not need to be a pavement surface in this circumstance. Applicant states that the gravel surface will be constantly monitored and protected from dust erosion by applying water and/or liquid calcium chloride to the surface.

Applicant proposes that the surface flow from the project will sheet flow over the adjacent paved area to the north, towards an existing vegetated drainage swale along the north side of the existing paved lot and will convey stormwater to the existing drainage pond.

Applicant states that the adjacent paved storage area to the north of the proposed expansion has 12 light poles with multi-head fixtures. The poles are approximately 30 feet tall with Holophane LED fixtures. The poles stand in a north/south line along the perimeter of the existing adjacent paved storage area, spaced approximately 160 feet apart. The proposed expansion will add four light posts at similar spacing around the perimeter of the vehicle parking/storage area. These lights will have cut-off baffles to mitigate direct light being visible from property outside this parcel, or from the street, and measurable lighting levels will not extend to the property line.

Pond and wetland areas to the north of the existing, paved parking/storage area will remain undisturbed. The proposed parking/storage area is approximately 2.17 acres, and the existing paved area is approximately five acres. The remainder of the 54 acres will remain undisturbed.

The existing paved parking/storage and proposed expanded storage areas are within an existing 8' high chain-link fence enclosure with barbed wire along the top for security. Existing landscape berms run along the south end and partially along the west side of the proposed expansion project. The existing landscape buffer berms are approximately 100' wide x 550' long, 8' in height, and have two rows of mature evergreen plantings that are approximately 20' to 30' tall. The existing landscape berm runs from the southeast corner of the property along the south property line for approximately 350' of the 1,608' of frontage. The property is adjacent to R-1 zones along its south property line, Lyntz Road, and the west property line. Applicant wishes to have the existing trees on the west side of the proposed expansion project be considered a sufficient barrier.

The proposed project will have no need for, nor will signage be requested, on the subject parcel.

No proposed dedicated streets or highways are being created. There's a singular access to and from Lyntz Road from the existing CSX rail yard access drive, which is located on Parcel 45-042900.

No sanitary sewer or waterlines are being proposed, constructed, or modified.

This will be a single-phase project requiring approximately 90 calendar days to complete.

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I-1 Zoning requires a minimum of 100' from the road right-of-way, and this applies to structures. The south line of the proposed parking/storage area is 100' from Lyntz Road right-of-way anyhow.

I-1 Zoning requires a minimum of 75' from the rear property line. Again, this applies to structures. However, from the north rear property line to the existing parking/storage area is over 1,400', and the proposed expansion abuts the south edge of that existing paved area.

I-1 zoning requires a minimum of 50' from the side property lines; and again, while this applies to structures, both the existing parking/storage area and the proposed expansion are approximately 1,000' from the west property line, and it abuts against the east property line.

The other information that the Applicant would like you to know is that this Site Plan approval is to expand the area immediately to the south of the existing paved parking/storage area that is already there. The Applicant offers that all on-site operations will be managed out of the existing office facility located off the current entrance at Lyntz and Muth Roads on the adjacent Parcel 45-042900. All truck and automotive access will be through this same existing entrance. Access to the proposed parking/storage area will be at the existing railroad crossing area between CSX owned Parcels 45-042900 and 45-068900. Applicant maintains no additional vehicle deliveries are proposed via rail and/or trucks, but rather that the additional storage area will provide greater flexibility in loading and off-loading vehicles. Applicant offers that stormwater runoff from the existing and proposed parking/storage areas will be contained within the limits of the facility and will have controlled outlets for water quality and quantity.

The Applicant states that discussions with the Village have been ongoing for years regarding local concerns about the railroad crossings at Lyntz and Salt Springs Roads; however, multiple State and Federal Courts have ruled that the railroad is not at fault nor liable for impacts at the railroad crossings resulting from services provided in the course of interstate commerce or activities required by Federal regulation for safe railroad operations. Applicant offers that it has made significant operational adjustments to the area to limit public impacts at these crossings; and most recently, in 2019, promised the Village Mayor that it would make changes in scheduled, interstate rail service in an effort to keep these crossings unoccupied during morning and afternoon student transportation. Applicant states that it participated in recent discussions with Village officials relative to emergency response concerns, and that the Village was to explore a remote camera system for first responders to provide real-time information on train activity over these rail crossings in an effort to properly route emergency response vehicles. Applicant agreed to support the Village in this initiative and is willing to join in a cooperative partnership by committing to pay 50% of the projected cost for the camera project, up to \$10,000 total.

There are no water mains or appurtenances that are being proposed, constructed, or modified.

MR. RECH: Okay, thank you. Gentleman, why don't you introduce yourselves for the record, please.

MR. ORBEN: Sure -- my name is Rusty Orben. I'm the Resident Vice President for CSX, here, in Ohio.

MR. GOULD: I'm Jonathan Gould. I'm Associate Vice President of AECOM, Consulting Engineering Company.

MR. RECH: All right -- welcome to both of you. Thank you.

MR. GOULD: We also have, on the line with us, an individual from AECOM as well.

MR. GROTENHUIS: This is Dirk Grotenhuis, AECOM, Civil Engineer. So if there is some questions I can answer, that would be great.

MR. RECH: Gentleman, do you have anything you want to add to all that was read or --



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MR. ORBEN: On behalf of CSX, we just want to thank the Village, and the work the staff has put in over the last year on this project. We take a lot of the feedback, and we've incorporated all of it into the final plan before you today.

If you do have any specific questions about either the facility or our operations, I'm happy to answer it. If there's any questions relating to the Site Plan, our friends at AECOM would be able to address those for you.

MR. RECH: Did you have to notify any adjacent property owners?

MS. BORDNER: We did.

MR. RECH: Was there any feedback?

MS. BORDNER: I received none in the office.

MR. RECH: Are there any property owners on the Zoom call that would want to make a statement or add their feedback?

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

MR. RECH: Hearing none -- questions or comments from Planning Commission?

MR. REIDER: Yeah. I have a couple of comments. You know, I read this. I understand what -- Kellie read this all.

We do have some problem with the existing lights that you have at your facility now. You just put some new LED lights in is my understanding, and they do shine out on Lyntz Road as you're coming up.

I don't know if you gentlemen drove up there at nighttime, but I go that way all the time, and they are quite blinding. They need reset -- and I, personally, don't understand why you wouldn't want to pave this area that you're talking about -- being that the other one was paved at one time.

I remember when this whole facility was put in -- back in the late 80's; and I don't like the idea of just filling it up with gravel because it's just going to be a mud hole. I know it's going to cause dust, but I understand what you said. You're going to treat it with calcium chloride, which is a sulfate to keep the dust down.

I, personally, wouldn't want my new vehicles sitting in that. That's just my own opinion -- but, anyway, there is some problems with that; and we always have had a problem with traffic and stoppage on that rail system since it was put in -- for over 50-some years, we have -- and just thank the good Lord that we've never had a serious problem on the west side of those tracks because that's where our Police, Ambulance, Fire gets there.

I know we talked about putting cameras in one time, but it's such a far distance from there to the Police Station -- and we would have to run all new lines and poles to do that, and it's going to cost quite a bit of money.

We did look into that at one time, but the only way that our emergency forces have a way when those tracks are blocked is either go the whole way around the former General Motors -- or the whole way up 45 to Hewitt-Gifford Road to get to that facility -- and get on the west side of the tracks.

So that's all I have to say. Thank you.

MR. RECH: All right, thank you, Mr. Reider.

MR. ORBEN: Mr. Chairman, could I ask one follow-up question?

MR. RECH: Sure -- go ahead.

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MR. ORBEN: Sir, I'm sorry -- I didn't get your name, sir -- but you had mentioned lighting on Lyntz Road. Were there specific lights that you were looking at in terms -- I want to let our folks know that there might be some directional issues on those poles to go out and look at.

MR. REIDER: They used to have the old -- like a sodium vapor -- you know, the old-type lamp.

MR. ORBEN: Right.

MR. REIDER: Now they've got LED's up --

MR. ORBEN: Right.

MR. REIDER: -- and as you're coming down Lyntz Road, just before you get to the main entrance off Muth Road, they shine in your eyes because they need to be re-adjusted, I think -- put down instead of out.

MR. ORBEN: So you're heading west on Lyntz Road.

MR. REIDER: Yes, sir.

MR. ORBEN: All right -- and they're as you're approaching the facility, or are they --

MR. REIDER: Yes, yes.

MR. ORBEN: -- behind, like, the Administration Building, or is that -- I'm trying to get a sense of all the lights.

MR. REIDER: No -- as you're approaching the tracks.

MR. ORBEN: All right, thank you.

MR. RECH: Other questions, comments?

MR. ROOK: Have they looked into the rain runoff of the lot -- have the ponds been size checked to handle the additional runoff?

MR. ORBEN: Dirk, do you want to handle that?

MR. GROTENHUIS: Yes -- we prepared a stormwater management report with the drainage from the proposed expansion area. It has a very minor increase, but nothing significant that would affect the pond sizing. The pond does operate with an overflow, so there is a control that distributes water over a period of storm events.

MR. ROOK: All right, thank you.

MR. RECH: Mr. Kogelnik, do you concur? Is there anything that you want to bring up as the Village Engineer?

MR. KOGELNIK: I do not have anything else to add to it. It looks like the report and plan that AECOM prepared would meet the needs of this project and the requirements to the Village, so I don't have anything further.

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

MR. KOGELNIK: As it relates to light, that's something that probably could give other consideration in the future, but I really don't have any additional requirements that I could, conveniently, offer to improve the light distribution to the satisfaction of those passing by on Lyntz Road -- additional screening or, you know, with -- in conjunction with a buffer -- may help with that; but I don't have any improvement to suggest it would block or diminish the light coming from the parking lot.

MR. RECH: All right, thank you. Any other comments, concerns?

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

MR. RECH: Hearing not, okay -- gentleman, anything else you want to add this evening?

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MR. ORBEN: No, I don't believe so.

MR. GOULD: No.

MR. RECH: Okay, you're good. All right, thank you.

MR. ORBEN: Thank you, sir.

MR. GOULD: I think we're done.

MR. RECH: Thank you, gentleman -- thank you for coming in. All right then, at this time, is there any additional public participation this evening? I know there wasn't anybody on the line, but I think I'd ask one more time.

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

MR. RECH: Okay, hearing not. So we have a Site Plan Review for CSX-TDSI Capacity Project - Expansion of 2252 Lyntz Road, Lordstown, Ohio. Is there a motion to accept the Site Plan Review for this project?

MR. SHAFFER: I'll make a motion.

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

MR. ROOK: Second.

MR. RECH: Mr. Rook, all right -- any other comments?

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

MR. RECH: All right, hearing not -- could we have roll call on this, then, please?

MS. BORDNER: Yes, sir -- Bob Shaffer?

MR. SHAFFER: Yes.

MS. BORDNER: Arno Hill?

MAYOR HILL: Yes.

MS. BORDNER: Tim Rech?

MR. RECH: Yes.

MS. BORDNER: Don Reider?

MR. REIDER: No.

MS. BORDNER: Richard Rook?

MR. ROOK: Yes.

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

MR. RECH: Okay, our vote is four to one (4-1). It passes. Thank you. Thank you, gentleman for coming --

MR. ORBEN: Thank you.

MR. GOULD: Thank you.

**PUBLIC COMMENTS:**

MR. RECH: Is there any other public comments from anybody on the phone?

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

**MEMBER COMMENTS:**

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MR. RECH: Are there any Member comments?

MR. SHAFFER: I got a question mostly for Kellie. Is there any updates on the grocery store, outdoor storage?

MS. BORDNER: Yes, I would be happy to give you an update. We've had two hearings scheduled. Both would be considered pre-trials. Both times, the defendant -- through his legal counsel -- sought a continuance, and it was granted. It is now reset for -- I believe the date is November 19th; and so what I continually do is take pictures and send them to the Prosecuting Attorney in Newton Falls Municipal Court. It's definitely in his hands, and the fine continues to run at \$150 dollars a day.

He is over \$10,000 dollars in fines. What the Judge does with that is up to him as well. We're doing our best to make sure that both the Prosecutor and the Judge have all the information they possibly can from our end; and what they decide to do with it, is in their hands.

MR. SHAFFER: Thank you.

MS. BORDNER: Thank you.

MR. RECH: Anybody else?

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

MR. RECH: We'll wish everybody a happy Thanksgiving since -- it doesn't seem like it, since it's 70 degrees, but it's getting awful close. I hope you have a great holiday there.

**ADJOURNMENT:**

MR. RECH: At this time, I'll ask for a motion for adjournment.

MR. ROOK: Motion to adjourn.

MR. RECH: Mr. Rook.

MAYOR HILL: Second.

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

MR. SHAFFER: Aye.

MR. REIDER: Aye.

MAYOR HILL: Aye.

MR. RECH: Aye.

MR. ROOK: Aye.

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

(WHEREUPON, THE PUBLIC HEARING BEFORE THE LORDSTOWN VILLAGE PLANNING COMMISSION, CONCLUDED AT 7:23 P.M.)

Submitted by:

Approved by:

Kellie D. Bordner  
Planning & Zoning Administrator

Tim Rech  
Chairperson