

Village of Lordstown Planning Commission

September 12, 2022

The Lordstown Planning Commission met on September 12, 2022, 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. All members present, no need to excuse those absent.

In Attendance: Tim Rech, Chairperson
 Richard Rook, Vice Chairperson
 Arno Hill, Mayor
 Don Reider, Council Member
 Bob Shaffer, Member
 Paul Dutton, Solicitor
 Kellie Bordner, Planning and Zoning Administrator
 Debbie Bracken, Assistant Planning and Zoning Administrator

Also Present: P.J. Sirianni, M&M Industries, Plant Manager
 David Kandel, M&M Industries, Maintenance Manager
 Austin Bischoff, G.E.M., Inc., Engineer
 Kyle Wilson, SME, Engineer

APPROVAL OF AGENDA:

MR RECH: Is there a motion to approve the agenda?

MAYOR HILL: So moved

MR. RECH: Okay, second?

MR. SHAFFER: Second

MR. RECH: All right, very good – all in favor, say “aye.”

MR. REIDER: Aye

MR. SHAFFER: Aye.

MAYOR HILL: Aye.

MR. RECH: Aye.

MR. ROOK: Aye.

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

APPROVAL OF MINUTES OF JUNE 13, 2022

MR. RECH: Approval of the minutes from June 13th. Is there a motion to accept those?

MR. REIDER: So, moved, Mr. Chairman.

MR. RECH: All right, thank you -- a second?

MR. ROOK: Second.

MR. RECH: All right. All in favor, "aye."

MR. REIDER: Aye.

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MR. SHAFFER: Aye.

MAYOR HILL: Aye.

MR. ROOK: Aye.

MR. RECH: All right. I will abstain because I wasn't here. So, we have four (4) ayes, and one (1) abstention.

(VOICE VOTE: 5, AYE; 0, NAY; 1, ABSTAINED.)

PLANNING AND ZONING ADMINISTRATOR'S REPORT

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

MS. BORDNER: Yes, sir. I have just a few updates. Number one (1), Ray Mashorda called the Planning and Zoning Office to advise that he had finished the paving that he was looking to accomplish for this year. We have provided you with some before photographs of the parking lot at 5787 Tod Avenue from September 7th, 2021 -- and some after-photos of the same parking lot taken September 7th, 2022.

Number two (2), Chris Kogelnik's final Memorandum for the M&M Industries, Phase 3 warehouse building addition was provided to everyone by email attachment on September 1st, 2022 since the packets had already been sent out. We went with email attachment so that members could review it along with other Site Plan documentation. Hard copies have been provided to you tonight.

Number three (3), we have provided a copy of the letter sent to Lordstown Comeback, dated June 27th, 2022, and containing my notes, in blue, from communications that I had with Denny Valot, regarding their parking lot paving issue. They originally presented for site plan review before the Planning Commission on the same date as Mr. Mashorda. Recent pictures of the Lordstown Comeback parking lot were taken on September 7th, 2022, and those are also attached to the copy of the letter.

I recently spoke with Denny Valot again on September 8th, 2022. At that time, he advised that a paving contractor from Windham -- a Mr. Eric Kline -- has been hired. Mr. Valot stated that the parking lot will need to be done in stages because they plan on keeping the business open while the lot is being paved. He also said that it really should be done by the end of September because it will need time to set up before the weather turns colder.

Those are the updates that I have for your consideration tonight.

MR. RECH: All right, thank you -- any questions for Kellie on that?

MR. SHAFFER: On Marshorda's property, did he actually pave it -- or is it just grindings that are down?

MS. BORDNER: He did a combination of both. Mayor, have you seen it yourself?

MAYOR HILL: Yes. I would say it's acceptable.

MR. SHAFFER: Okay. I just haven't had time to go over and look. That's why I was asking.

MS. BORDNER: It certainly looks better than it did in 2021.

MR. SHAFFER: Well, from the pictures, it does -- yes.

MAYOR HILL: It looks better than it has in a long time.

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MR. SHAFFER: More than what we had before.

MS. BORDNER: Yes. It is still my understanding that he's going to continue on doing another phase next year, but in all honesty, he did cover quite a bit of area, including areas that were not what he was required to do.

MR. SHAFFER: Okay.

SOLICITOR'S REPORT:

MR. RECH: All right, very good -- is there a Solicitor's Report this evening?

SOLICITOR DUTTON: No report.

CORRESPONDENCE:

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

MS. BORDNER: No, sir.

OLD BUSINESS:

MR. RECH: All right, thank you -- any old business?

MS. BORDNER: No, sir.

NEW BUSINESS: 1. Site Plan Review involving new construction for M&M Industries, Inc. – Phase 3 Warehouse Building Addition, 1702 Henn Parkway.

MR. RECH: All right, new business then -- site plan review involving new construction for M&M Industries, Inc., Phase 3, Warehouse Building Addition, 1702 Henn Parkway.

MS. BORDNER: Yes, sir -- the total area in the development is 15.57 acres.

The existing zoning of the property is I-1.

Property to the north, is R-1 with a railroad interception.

Property to the south is I-1.

Property to the east and west are both I-1.

Tod Avenue, State Route 45, runs along the west property line, and Henn Parkway runs along the south property line.

There is a 20' storm water easement running west to southeast on the property and south of the existing storm water pond. A new rail spur easement runs off the north rear property line creating a 10' right-of-way on the property. There is a 10' Lordstown Village sanitary easement located on a portion of the west property line, and a 30'-foot Lordstown water easement running the full length of the east property line. There is a gas easement located on the south side of Henn Parkway.

The majority of the property is flat -- however, a hill rises to the north of the existing loop driveway. A rail spur has been installed and has created a flat area through a large portion of this hill. Small trees and brush make up a portion of this raised area. Drainage swales are located on the western and eastern portions of the property, along with a drainage swale to the north of the existing loop driveway. A storm water detention pond is located between the employee parking lot, existing structures, and the north-south driveway.

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The existing grassy area, driveway and drainage swale to the north of the existing plant building is to be raised to match the elevation of the existing plant building. This elevation will be approximately equal to the adjacent rail spur. Portions of the existing hill will be cut to match the existing plant building elevation and will provide earthen material. Approximately 30' around the proposed building will be leveled to provide construction access. An additional, proposed storm water pond is to be located west of the existing building and rail spur. The existing driveway will be removed for the new storm water pond.

An existing manufacturing building and offices are located north of Henn Parkway and east of Tod Avenue, State Route 45, nearly centered on the property. An existing building addition, with water cooling tower and four (4) silos, are also situated north of Henn Parkway and east of Tod Avenue along the west side of the manufacturing building.

The new warehouse addition is proposed to be located to the north of the existing building, directly adjacent to it. It will be situated in the east-west direction between the existing rail spur and the existing water main easement.

The existing use of the building is manufacturing, warehousing and distribution of injection molded plastic pails used in consumer and commercial applications. The cooling tower building contains processing equipment used in pail manufacturing.

Applicant proposes the new warehouse building will provide storage for finished plastic pails prior to shipment to customers. Select materials used in the assembly process may also be stored within the new warehouse addition.

One (1) existing manufacturing building with offices and four (4) additional structures, which have been issued zoning permits, including two (2) large concrete pads and a four (4) silo storage system, and a building addition with the water cooling towers, currently exist on the property.

The existing building is approximately 82,000 square feet, consisting of manufacturing, warehouse and office space. The existing building addition, including the concrete pad and cooling towers, is approximately 1,169 square feet. The existing silos, including concrete pad, are approximately 1,622 square feet.

The new warehouse building addition is proposed to be approximately 85,000 square feet, being 405' wide, east to west -- and 210' long, north to south. There is a 6,375 square foot notch, being 85' wide and 75' long, which will be omitted in the northwest corner of the building. This will accommodate the existing rail spur.

The existing building is 33' high in the manufacturing area and 15' high in the office area. The existing building addition, with concrete pad and cooling towers, is 28' high. The existing silos, with the concrete pad, are 71' high.

The new warehouse building is proposed to be approximately 32' high on the southern end and approximately 28' high on the northern end.

The existing building has 81,288 square feet of gross floor area. The new warehouse building is proposed to have a gross floor area of 78,675 square feet. This would result in a total gross floor area of 159,963 square feet.

All of these structures have only one (1) story.

All curb cuts will remain as they currently exist on the property.

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The current access driveways from Henn Parkway, for both employees and trucks, will be retained. The existing loop driveway to the north of the existing manufacturing building will be removed. Access on the west side of the building will be maintained through use of an authorized personnel gravel drive and concrete pavement. This access drive will be used for raw material deliveries in the event of supply chain issues and emergency access.

Applicant states that up to 20 parking spaces may be lost to the creation of the gravel access drive in the northwest corner of the parking lot. A total of 205 parking spaces, including eight (8) ADA compliant spaces, will remain on site. Lordstown Codified Ordinance 1163.06(a)(12) requires one (1) parking space for each 500 square feet of gross floor area -- and therefore, a total of 320 parking spaces would be required. Applicant has provided a written waiver request from this requirement.

Applicant states that there are 13 loading docks on the east side of the existing manufacturing building, accessible via the separate driveway access to the docks from Henn Parkway -- and one (1) on the west side, accessible via the gravel access drive. An additional six (6) loading docks will be created on the warehouse addition. This will provide a total of 20 loading docks. Lordstown Codified Ordinance 1163.05 requires one (1) loading dock for each 8,000 thousand square feet of gross floor area -- and therefore, a total of 20 loading docks would be required. Applicant has met this requirement.

The parking stalls will be maintained at 90-degree angles.

Paved areas will be maintained at grades of 1% to 4%. Lawn areas will have varying slopes.

Asphalt and concrete surfaces around the building will remain as they exist.

There is an existing 42" culvert storm sewer line which runs across the site, and an existing 15" storm sewer line from the building to the paved drainage area. The existing retention ponds southeast of the existing building will be reconstructed to County standards to handle storm water from the existing building, east driveway, loading area and parking lot. There are catch basins and curbs added to these areas to ensure flow goes to these retention ponds. In addition, a new retention pond will be constructed west of the existing rail spur and east of the Tod Avenue right-of-way to handle storm water from the new building, existing rail spur and existing west driveway. As the current property owner, M&M is aware of its responsibility to maintain the 42" culvert/storm sewer line on site.

Applicant proposes to use the existing lighting with new lighting to be installed at the new truck dock area. Design work for the new lighting has not been completed; however, Applicant is aware of the need to be mindful of Lordstown Codified Ordinance 1161.10(e), which provides that no direct or reflected glare shall be permitted which is visible from any street, in finalizing the new lighting schematic that will be provided to the Planning and Zoning Office promptly upon completion.

Applicant states that existing sidewalks and open areas will remain as is and proposes to create concrete platforms at each exterior door. Current sidewalks and open areas will be retained and maintained.

Applicant states that no additional walls, fences or buffers will be added as a result of this project because the R-1 property to the north of their parcel already has a railroad intersection in between.

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Relative to signs, there is a double-faced monument sign on the property near the corner of Henn Parkway and Tod Avenue, along with the M&M logo signs located on the four (4) silos. Applicant still proposes to place directional signs at the driveway entrance for truck and employee traffic, as well as perhaps a future wall sign on the building. Applicant is aware that zoning permits for any future signage must be obtained through the Lordstown Planning and Zoning Office.

This project fronts on Henn Parkway to the south -- and Tod Avenue, State Route 45, is adjacent to the west of the development.

Relative to proposed water and sanitary sewer lines, Applicant states that there is an existing six-inch (6") schedule 40 PVC sanitary sewer line running from the southwest corner of the property, under the employee parking lot, and entering the office area on the south side. The six inch (6") sanitary sewer is sloped at 1% per foot. A 10" water service line runs from the southwest corner of the existing manufacturing building, directly west to tap into the 12" Village of Lordstown domestic water line just west of the property line. An 8" fire protection line loops around the perimeter of the existing office and manufacturing building to service hydrants located at the northwest, northeast, and southeast corners of the existing structures.

Applicant proposes to move the 8" fire protection line so that it will loop around the perimeter of not only the existing office and manufacturing building, but also the new warehouse building to service the relocated hydrants on the west side of the building. No alteration to the existing sanitary line is proposed.

Applicant states that a rough grading will begin later this year into 2023. Building pad and foundation installation should begin in May of 2023. Building erection is proposed to begin in the Summer of 2023, with final grade and completion by Fall of 2023. Occupancy is assumed to take place in late Fall or Winter of 2023.

I-1 zoning requires a minimum 100' setback from the road right-of-way. The existing office area is approximately 300 feet from the Henn Parkway road right-of-way.

I-1 zoning requires a minimum of 75' from the rear property line. The existing building is approximately 300' from the north/rear property line. The proposed new warehouse building will be approximately 90' from the rear property line.

I-1 zoning requires that a minimum of 50' from the side property lines. From the east/side property line to the existing building is approximately 187'. From the west/side property line to the existing building addition, cooling towers and four (4) existing silos, is approximately 147'. The proposed new warehouse building will be approximately 50' from the east/side property line, and at least 147' from the west/side property line.

Other information that might be of interest to Planning Commission: Applicant notes that there is a working gas well on the east side of the property owned by Kleese Development. The Planning and Zoning Office has received an email from the well tender on behalf of Kleese Development, who acknowledges that the building addition construction is going to take place, and he has no concerns or objections. M&M Industries expects to employ 106 people by year three (3) of full operation. Standard hours of operation will be Monday through Friday, 24 hours a day, three (3) shifts -- unless additional customer demand leads to additional hours of operation. At total employment, there will be 42 employees, including office staff, on the first shift. The second and third shifts will each have 32 employees.

Truck traffic may include two (2) to five (5) trucks per day, with no more than three (3) to five (5) docks in use at any given time. At no time, will Henn Parkway be needed to

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accommodate truck parking. The rail spur will provide most of the manufacturing resin; however, an occasional hopper truck, one (1) to three (3) per month, may be on-site due to logistical and supply chain issues.

Applicant offers that there is an existing 10" water service line from the tap-in, Village of Lordstown water main -- and that will remain the same. The Applicant has provided a fully completed water/sewer preliminary evaluation, PPE form, to the Lordstown Utility Superintendent and Lordstown Utility Department, based upon the preliminary hydraulic calculations for the fire protection system. Applicant states that Village Standard Water Details were included in their civil plan set.

Their waiver letter reads as follows:

"To Whom it May Concern:

We respectfully ask a waiver to be granted with regards to Lordstown Codified Ordinance 1163.06 (a)(12) which requires one (1) parking space per 500' of gross floor area. Our addition will add approximately 78,000 square feet of gross floor space. This space will be primarily a warehouse for finished goods produced at the plant. We also plan an access gravel connection from the northwest corner of the main parking lot, to the silos on the west side of the existing building. This access drive will also act as a fire lane providing better access to the fire suppression system for local Fire and Rescue. The addition would require on-site parking spaces increased from 225 to 320. We expect to lose approximately 20 spaces, reducing the existing parking to 205, 90-degree angle spaces. M&M Industries will employ approximately 100 persons total when fully operational, across three (3) shifts per workday. As you can see, we are already capable to provide adequate on-site parking for the expected number of employees and ask this ordinance requirement to be waived as the additional spaces would not add any functional value to the facility.

We greatly appreciate the consideration and look forward to working with the Village of Lordstown as we continue our growth in Lordstown.

Best regards," -- and it is signed by the Plant Manager, PJ Sirianni, from M&M Industries.

The other information that I have for you is from the department heads. Fire Chief Eastham said that he is aware of the fire protection water line relocation and has discussed this issue with the M&M design team at length. Chief Eastham will continue to monitor this situation throughout construction, along with conducting periodic inspections for fire code and safety compliance.

Utility Superintendent, Darren Biggs states that he is aware of and has reviewed the fire protection water line relocation with both Chief Eastham and Village Engineer, Chris Kogelnik. He believes that relocating this line is the correct approach and will work better for the company. He has received and reviewed the final Utility Department PPE form relative to M&M's water and service -- water and sewer service needs. The Lordstown Utility team will continue to address any questions and concerns with the M&M team throughout construction.

Police Chief Brent Milhoan has looked at the number of employees going from 80 per day, to approximately 106 per day, ultimately -- along with the truck traffic going from one (1) to two (2) per day, to two (2) to five (5) per day, ultimately, and does not find there to be any issue.

At this time, Chief Milhoan's concerns would be the following:

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Number one (1). Increased traffic during construction phase. With the increase of traffic on Tod Avenue from Ultium Cells and the possibility of a second power plant, there is a concern of issues that may result from additional traffic during construction phase.

Number two (2). Mud and dirt on the roadway during the construction phase. This is always a concern for Chief Milhoan with new construction because the Lordstown Police Department will receive complaints if this becomes a problem. If M&M has a process in place to mitigate this prior to receiving complaints, such as a street sweeper to remove the mud and dirt on a regular basis, then this would, obviously, be a moot point.

No response or comments have been received from Street Commissioner, Ron Hickox, on this project as of today, September 12th, 2022.

You have all received -- Mr. Kogelnik, our Village Engineer's report, and he had very little concern other than the 42-inch culvert and making sure that it's able to drain and flow well eastward from the detention pond, and taking a look at that drainage channel over there on Henn Parkway. That was really his only concern. Nothing else remains outstanding from M&M Industries, but you have several gentlemen here who would be very happy to answer questions.

MR. RECH: Very good -- thank you. Just, also, real quick we also have an email from the Kleese Development on this lavender sheet. (INDICATING)

As part of our packet, we have a red sheet from the Ohio Department of -- Environmental Protection Agency (INDICATING) stating that they don't have any issues with -- I guess it is runoff and stuff like that.

And we have various engineering drawings and all of that that are always very helpful.

At this time, gentleman, could you come up here and just introduce yourselves, and then I don't know if we'll have any questions, but just let us know who you are -- how's that?

MR. KANDEL: Sure, I'm Dave Kandel. I'm a Maintenance Manager at M&M Industries, and I met all of you guys' last year or so.

MR. RECH: Okay, very good -- thank you.

MR. KANDEL: If you have any questions, let us know -- and we'll take it from there.

MR. RECH: All right.

MR. SIRIANNI: PJ Sirianni, I am the new Plant Manager at M&M Industries. I started in April, so I don't know anybody, but it is so nice to meet you.

MR. RECH: Nice to meet you.

MR. SIRIANNI: Thank you.

MS. BORDNER: PJ, before you leave the stand, Chief Milhoan has a concern about mud and dirt on the roadway.

MR. SIRIANNI: Yes.

MS. BORDNER: He said that if you have some sort of regular schedule for sweeping and keeping that cleaned up, it would be greatly appreciated. If you could, maybe, mark that in your notes and see what you can do about that?

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MR. SIRIANNI: Yeah, absolutely.

MS. BORDNER: Thank you so much.

MR. BISCHOFF: Hi, Austin Bischoff with G.E.M., Inc. I was a liaison for M&M for Phases 1 and 2. If you remember, Phase 1 was the installation of the building addition -- and four (4) silos on the western side of the building.

Phase two (2) was the installation of the new railroad facility -- and I just want to say it's been great working with Chris and Kellie, making sure all the issues are addressed; and we believe that we have a very good design engineer, SME -- and that all the requirements have been fulfilled.

I know that in Phase 2, essentially -- that was fast-tracked a little bit so some of the storm water -- not issues -- but the storm water requirements from Phase 2, because this is an older building constructed, you know, prior to storm water requirements -- that you guys had a concern that those were fulfilled, and we believe that those are one hundred percent (100%) fulfilled to the County standards for -- not only the new addition, but for the existing building and existing parking lot as well. Thank you.

MR. RECH: All right, thank you.

MR. WILSON: Good afternoon, Kyle Wilson with SME -- a consultant on Austin's team, representing the Civil Engineer for the site engineering.

Also, Kellie, to speak on your point about the dirt and mud tracking off the site -- it is included on our sheet C-100, which is our Storm Water Pollution Prevention Plan, to include the gravel tracking mats to keep the dirt off the road, and then there's a schedule of maintenance items during the construction process to be included, if they occur -- which includes pavement sweeping and so on, as needed, as part of the schedule in there -- the Storm Water Pollution Prevention Plan -- so that is part of our engineering development.

MS. BORDNER: Thank you, Kyle, I'll make sure that Chief Milhoan is aware of that.

MR. WILSON: Sure.

MR. RECH: Thank you for that clarification. Are there any comments, questions from up here?

MR. REIDER: They have everything covered.

MR. RECH: I think so.

MR. RECH: All right, so in my mind, we have two (2) things we have to do -- first, would be the parking space waiver.

MS. BORDNER: So, we need a motion to approve the request of M&M Industries to waive certain requirements of Lordstown Codified Ordinance 1163.06(a)(12), which would mandate a total of 320 parking spaces, based upon gross floor area, to allow M&M Industries to create and maintain a total of 205 parking spaces.

MAYOR HILL: I'll make that motion.

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

MR. SHAFFER: I'll second it.

MR. RECH: Mr. Shaffer -- is there any discussion?

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

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

MS. BORDNER: Yes, sir. Tim Rech?

MR. RECH: Yes.

MS. BORDNER: Arno Hill?

MAYOR HILL: Yes.

MS. BORDNER: Don Reider?

MR. REIDER: Yes.

MS. BORDNER: Richard Rook?

MR. ROOK: Yes.

MS. BORDNER: Bob Shaffer?

MR. SHAFFER: Yes.

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

MR. RECH: All right, thank you -- that passes then.

And then, finally, we have the whole enchilada -- the Site Plan Review for the New Construction of M&M Industries, Phase 3, Warehouse Building Addition, 1702 Henn Parkway. Is there a motion to accept?

MAYOR HILL: So, moved.

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

MR. REIDER: Second.

MR. RECH: All right, very good -- we have a first and second. Mr. Reider was a second. Any further discussion on that?

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

MR. RECH: All right, hearing none -- could we have roll on that?

MS. BORDNER: Yes, sir. 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.

MS. BORDNER: Tim Rech?

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MR. RECH: Yes.

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

PUBLIC COMMENTS:

MR. RECH: Both of those passed. Thank you very much. Thank you, everyone, for your participation this evening -- and for such a thorough plan that was presented to us. At this time, are there any public comments? You are the public -- so unless you have anything else to say?

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

MEMBER COMMENTS:

MR. RECH: Okay. Are there any member comments this evening?

MR. ROOK: The only thing that -- I read through this, and I was a little bit confused -- but it appears that all the drainage is fine, but it doesn't have anywhere for it to go. If you read down through, it sounds like the culverts, along the roadway, are not open?

MAYOR HILL: That is being addressed.

MR. ROOK: Okay.

MAYOR HILL: We are addressing that, and that's actually -- LEC used that area for parking when the power plant was going in, and we are addressing that with the power plant as we speak.

MR. ROOK: Okay. Good.

MR. RECH: Anybody else have anything this evening?

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

ADJOURNMENT:

MAYOR HILL: I will make a motion to adjourn.

MR. RECH: All right, Mayor Hill. Is there a second?

MR. ROOK: Second.

MR. RECH: Everyone in favor, say "aye."

MR. REIDER: Aye.

MR. SHAFFER: Aye.

MAYOR HILL: Aye.

MR. RECH: Aye.

MR. ROOK: Aye.

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

MR. RECH: We're adjourned. Thanks, everybody.

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(WHEREAS THE PUBLIC HEARING BEFORE THE LORDSTOWN VILLAGE
PLANNING COMMISSION, IN THE ABOVE CAPTIONED MATTER, CONCLUDED
AT 6:57 P.M.)

Submitted by:

Approved by:

Kellie D. Bordner
Planning and Zoning Administrator

Tim Rech, Chairperson