



BRIMFIELD TOWNSHIP ZONING COMMISSION

**MOTION #2017-06**

**William Kremer** makes a motion to accept the Agenda as presented and was seconded by **Gary Rodd**. Motion passes unanimously.

**MOTION #2017-07**

A motion is made by **Debbie Darlas** to approve the May 12, 2016, October 13, 2016 and October 25, 2016 Meeting Minutes with a seconded from **Gary Rodd**. Motion passes unanimously.

**OLD BUSINESS:**

**Zoning Amendment**

**Applicant:** McKinley Development, 1201 S. Main St. North Canton, Ohio 44720

**Parcels:** 04-036-00-00-012-000 – 129 Tallmadge Rd. Property Owner: Paul

Mooradiah, 04-036-00-00-014-000 – 129 Tallmadge Rd. Property Owner: Paul Mooradiah

04-036-00-00-015-000 – 139 Tallmadge Rd. Property Owner: Glenn A. Hernea

04-036-00-00-016-000, 04-036-00-00-017-000, 04-036-00-00-018-000, 04-036-00-00-019-000 – 219 Tallmadge Rd. The Maple Crest Golf Co.

**Zoning:** From Zoning Districts Residential-Office to Zoning Districts Integrated Commercial and Light Industrial

**Representing:** property owners as mentioned.

**Chairman Ron Jones** states that prior to public comments he is going to turn the meeting over to Dick Messner as he is going to relay some information to you.

**Dick Messner:** By Ohio Revised Code, when the Zoning Commission accepts an application for review or change to the zoning map through amendments by law it has to go to the County Regional Planning Commission and that's the code set by the State of Ohio. Four days after the last meeting a copy of the application was sent over to Regional Planning for their review. And they did a review which has to come back and in forward of the Portage County Regional Planning Commission with their recommendations and then their acceptance or changes to their recommendations; that was done last night at the Regional Planning meeting, on it. A couple things going through, that Zoning Department here and Regional Planning looks at on any subdivision or any group or any planning area is to break it down into segments. And at this particular area the application is for a zoning change only; particular piece of properties of seven parcels that consist of the Maple Crest Golf Course. In the review Regional Planning, Zoning Department and the information given to the commission tonight is a first step operation or an operation only concerning the land itself. To take it from an existing residential office classification to a split of the land for general commercial in the southern part, the Tallmadge Road part, and the northern to light industrial. Nothing else is looked at, at this particular time by Regional Planning and when that moves on depending on what the recommendations are that the Zoning Commission will follow their recommendations to the Brimfield Trustees in which will start the process of the public hearings for the land change again and will start the process all over. I'd like to do a little review of the regional planning report on it, and I do sit on the executive board and am a member of that commission on it. The planning, the planners at regional planning look at our book; they look at exactly what we look at and what the Zoning Commission looks at. We break it down into areas of what our zoning map states and shows for the 12 zoning districts, what our land use breaks down for available use and what goes into that particular area and in our beginning of our zoning book, that brings everything together which creates the comprehensive plan of the community. That was done and approved back in 2004 and as approved by public hearings of the zoning commission and signed off on by the Brimfield Township Trustees. So that is what this report consists of and everything else on it. The Regional Planning looks at the same thing; evaluated to see if it is harmonious to the particular properties involved and the surrounding properties. Is it combatable with the use in that particular area? And the use that could possibly go in there? There's multiple uses that could go into that. There are recommendations that came out after a thorough review and that includes soils, wetlands, flood plains, hazards, priority conservation districts and I could go on and on

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about all the land conditions and surrounding area on it. The bottom line is that staff would recommend, this is the Regional Planning staff, would recommend approval of the proposed maps amendment from R-Office to general commercial and light industrial manufacture. They did put a supplemental recommendation on that which was approved by the Planning Commission itself. In addition, there was a recommendation that at the time of the site plan, the above consideration be part of the plan review. The plan review will consist at that particular time everything that would effect that area. Which would be the immediate site, what goes into that site and all the factors around that particular site. And as the conversations went last month majority of that was in the line of traffic, traffic controls, what ODOT was planning, and with the Portage County Engineer would be planning and other factors on that. Tonight, Mr. Chairman I will turn it back over to you. I would just like to say again, for the audience, is that what the Zoning Commission is looking at in one phase: what are their ideas or what are their recommendations are going to be for taking this piece of ground from one zoning classification to two zoning classifications. What else goes on all around and what is going to go in in the future for future consideration. Thank you Mr. Chairman.

**Chairman Ron Jones:** Your welcome. Okay, we are going to open this up for public comments. There's a large body, so I would appreciate it if we could keep it down to about three minutes. Also let's not be repetitive. So of you spoke at our last meeting, so try not to repeat yourself on the same thing. Also, when you speak would you please step to the podium? So that we can get clear recordings and everything. Your name and address also please.

**Susan Bacon:** I live in the Just Cricket development. Very quick question, can we have some definition or what is considered or included in light industrial? Is it based on the number employees or a type of industry? Does it cover things involving chemicals or you know, what does it cover?

**Chairman Ron Jones:** Okay, the light industrial part is just that, no noise. You know, it has to be environmentally sound, anything that could go in there. So there's not going to be, no smoke or anything like that. The buildings will be, whatever goes in the building would be enclosed in the buildings. I'm sure some of them, will have some trucks going in and out to deliver and the waste level has to equal to the EPA's requirements and there is definitely no smoke or anything toxic in material.

**Jim Ebie:** Live at 59 Picadilly in Just Cricket. And basically my concerns fall into two areas. One is the traffic situation; it is already difficult to get from Just Cricket to the interstate or to come here. The traffic through the Cascades gets really difficult. And I think that a lot of that is traffic signals that are not working properly. I don't know who is responsible for it; I'd like to talk to them or someone who can give me a clue as to who I need to talk to. Because it is safety factors, if sections of road fill up so that you can't get through the light to get in line for the next one, cars back up almost on to the interstate. It's just that I think that is just mismanaged traffic signals. And it's going to be worse with more traffic; we're already saturated now and it will be worse. The other concern I have, I've read the questions and answers and that was pretty positive of what I seen there having traffic improvements. I'm a walker. I walk from Just Cricket to Walmart or Lowes. When Cascades went in, the information that we got was that it would be pedestrian friendly. Oh! It is **NOT** pedestrian friendly. It is, well I am taken my life in my hands if I walk there. There is no cycle in the lights, there at Cascades Blvd and Tallmadge Road where it would be safe to cross. There is always traffic moving through; there is no place where a pedestrian can across. So okay, I will cross near the top of the hill where I can see traffic from both sides; jaywalk, break the law, don't tell anyone. But as I get down to where it widens for the right turn lane for Cascades Blvd, there is **NO** shoulder. The only place I can walk is on the pavement where traffic is coming down from off the hill. That's dangerous! If we're going to improve, I saw it in the Q&A, this is good. If we're going to improve up to Just Cricket to make things better make sure there is a place for pedestrians because there are people who walk. There's a fair number of people who walk; I'm not the only one.

**Ron Jones:** Those kinds of things are out of our control. That is a county road. And as far as the traffic lights are concerned, those are both county and state lights there. So I agree, there.

**Jim Ebie:** It's not out of your control if you decide that the infrastructure doesn't support the zoning, or the additional traffic that would be generated by the zoning. I'm not asking for you to fix the infrastructure; I'm saying that if the infrastructure remains as it is, it is going to be an even worse problem than it is currently.

**Ron Jones:** That's it, okay.

**Jim Ebie:** That's it. I don't want it to go in, atop my backyard, but I'm not going to argue that one; I know better.

**Roger Fiser:** I live on Parliament Drive in Just Cricket. I just wanted to make a few comments about this gentleman, my neighbor here with regard to the traffic situation. And I know when we

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first heard about the JEDD, one of the comments made to us is that Tallmadge Road is going to be significantly modified to where, literally, that hill was going to completely removed. In other words, the road would be re-graded where we would actually go downhill out of Parliament Drive. That is how much road grade that was going to get removed. One of the things that I saw on this plan, and I understand, it looks like they're planning, basically a widening of the road or doubling the road with the squeeze that is, literally, right in front of our driveway! And to me as a resident that is unacceptable! Okay? Without some type of traffic control. It's bad enough getting out of that driveway, getting out of Parliament Lane, with one lane of traffic charging over a blind hill. It's another thing to be trying to get out of that lane when you have two lanes of traffic racing each other to a merge and trying to get out of that driveway. So to me, what I see here, like he pointed out, the infrastructure does not support this type density of development with the type of traffic flow that you are going to see from this and it is going to effect the residents all the way down. It's not just, Just Cricket. I don't know, is anybody here from Tallmadge, live in Tallmadge on 18 or Washburn or Point East, or Point (I can't remember the name of it)? You've got a situation that you can't turn left off of Washburn. You can't turn left off of Point East or the condominiums that are basically across the street towards Tallmadge. And I think it is time to voice that concern. Because you know, personally, I'm not opposed to this type of development but I'm opposed to doing it when you basically shred the quality of life for the neighbors around it. I mean you absolutely destroy! One of the benefits of Just Cricket is it sits back in, it's secluded, it's got a lot of land around it and you don't deal with noise problems and traffic, typically, you don't hear it. I don't see any noise mitigation. I don't see fences or barriers or an alternate way out of Just Cricket or accommodated through their development so that we can go out and turn at a light. There's nothing in here. It's like screw you guys! And I really have a concern about that. I don't think, after living there for 15 years, that highway system there supporting this kind of traffic. You can't get off express way ramps as it is right now. I come in through Tallmadge through Washburn exactly what the City of Tallmadge did not want to have happen. I cut through Washburn, because you can't get past the Cascades now. Forget about it! I-76 turning left there at night, forget it! It's gridlocked. Do that in the morning; it's gridlocked. You can't even get out of there to go to work. So until some type of traffic, you know some type of highway expansion, is clearly known and we have a traffic light and by the way we were told we could have a traffic light but we would have to pay for it. To me that is not acceptable either. You know we have a lane; we have a private road going out...

**Ron Jones:** Who told you that you could have a traffic light?

**Jim Ebie:** We could have a traffic light. I don't remember it was 2008-2009. But it had to do with the reconstruction of Route 18. You know, but it is one of those things that until, these things are addressed, I don't think that you are going to get any of the residents out of that area; whoever has residential properties. You're basically degrading our residential property by this and this Zoning Board is in a position to flat out say NO! Until we get some, some of these matters resolved. And I used to run that. I used that hill to go run. I try to go back into the Cascades and go run. And you can't get over there. I mean it's dangerous! You can't see! You can't get across the road! People fly through there. You know traffic enforcement is nonexistent. You know people just charge out of there. They're on their cell phones and up over the hill, you know. They don't see you coming! So anyways, thank you.

**Ron Jones:** Yes.

**Sandy Floyd:** 119 Tallmadge Road. Okay, the problem besides the traffic which I am not going to repeat myself from last week. However, they're coming right next door to me and right behind me. What are they allowed to do? I mean my neighbors are being bought out and the golf course is behind me. What do they have to do for like greenery, grass, trees? Do they have to give me something other than looking at asphalt and buildings?

**Ron Jones:** Okay, I will let Mr. Messner answer that.

**Dick Messner:** Depending on what conclusions this zoning commission meets and what direction they give us on it. There will be traffic, there's traffic studies done already and I'll drop it at that for the time being. But in any subdivision whether it be commercial, residential, whether it be industrial there is a perimeter around the entire land. Now that comes from two areas. It comes from Brimfield Township and it also comes from Portage County. A 5% mandated restricted open space. Okay. The subdivisions in which we have over 15 residential subdivisions, you do have that restricted open space around all other properties. Okay, that's one area, okay. There are certain areas of asphalt that comes in particular the way that lands sits there is going to have to be setbacks in certain areas in that land due to the topography. Okay. If and when that ever develops. So there is a necessity of not just plopping asphalt down and that's it. Where you have asphalt, building and so forth. So in the site plan as you mention I

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mentioned from Regional Planning came out of this is that the recommendations if it was followed by what Regional Planning sent back to this commission is that it will be mandated when, if it goes through the site plan, site plan review and that review will be done by Brimfield Township and Portage County in cooperation with each other.

**Sandy Floyd:** So I can feel a little more at ease, maybe? Because right now I feel like it's going to end up; well my house is going to drop I know tremendously real estate wise. And I'm not going to be able to sell it; I'm stuck.

**Dick Messner:** When we receive the site plan, there's going to be a lot of work. There's going to be a lot of give and take with the developers because this commission, as well as Regional Planning and Zoning our best interest of Brimfield Township is to take care of the people. So whatever goes in there is going to have to satisfy what the Township code calls for, what the Zoning Commission comes up for, what the Trustees dictate.

**Sandy Floyd:** Okay.

**Dick Messner:** And when that is given. That result will come back into this department and we will do work with Regional Planning.

**Sandy Floyd:** Okay.

**Dick Messner:** Come back in six-seven months and talk.

**Sandy Floyd:** Six-seven months? Okay. One other question. They talk about double lanes, and double lanes I was curious, I can't tell by this map if it's trying to come up on my, well part of my land which I am right there. Again, like I said by the person selling and I don't know where it ends or where it begins.

**Dick Messner:** I will be brutally honest with you. I've seen this with the five-lane Route 43 highway conversion. There has been several plans out there right now with ODOT and with the Portage County Engineer. There are tentative areas to be worked on. There's tentative plans to begin construction by 2019, 2020, 2021 in that area with money availability, it is a question of all parties getting down particularly the county engineer with ODOT, and coming up with traffic patterns that are going to solve a lot of things. Hopefully but until that particular time we can't speak for the county engineer and we can't speak for ODOT.

**Sandy Floyd:** Okay, thank you. That's all.

**Ron Jones:** Yes.

**Cynthia Moore:** I live at 4322 Mogadore Road. This thing about light industry. I would like an actual written definition.

**Dick Messner:** Ron, you want to do it?

**Ron Jones:** Go ahead.

**Cynthia Moore:** My problem is if you guys drive by where I live and across the street is light industrial. It is now a dump. Asphalt, broken concrete, iron pipe, that has been buried. We've seen a fracking truck come in there and dump, but that is light industrial. We have semis come in there anywhere from 6:30 in the morning to 8:30 at night dumping whatever they want. Now he's telling you light industrial is going to be quiet. It's not true! We have been putting up with it. It actually shades our picture window when those semis come in there to start dumping. We have talked to Mr. Messner about it and he said its light industrial. They can do whatever they want.

**Dick Messner:** I don't think I said that.

**Cynthia Moore:** Yes, you did. Yes, you did!

**Dick Messner:** I do believe a lot of the area that you are talking about is in the City of Tallmadge that was annexed.

**Cynthia Moore:** No. It's Helmling. Which is Brimfield.

**Dick Messner:** And the trucks that went through last summer were pulling the materials out of the Dayton Freight and we had numerous complaints. It's a county road and we have no jurisdiction on county roads.

**Cynthia Moore:** But we do on the property. It belongs to Brimfield. You and I talked about that.

**Dick Messner:** Right, we have.

**Cynthia Moore:** You said they can go in and out of there as much as they want.

**Dick Messner:** As long as they are completing that site ready for construction.

**Cynthia Moore:** They aren't completing it. It is a dump. You know that. I mean drive by it.

**Dick Messner:** I know.

**Cynthia Moore:** It's horrible.

**Dick Messner:** I agree with you.

**Audience:** They are building a mountain.

**Cynthia Moore:** I mean, yeah. People have seen it. I've had people stop by and ask me. We feel sorry for you if you got to look at that every day. It used to be a nice little pond over there.

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It used to be wetlands, and they filled that in. Because they want to, you know, they went through that. Our neighbors fought about that, but you know they filled it in so the wetlands are gone.

So I'm just saying.

**Dick Messner:** Stop in my office and we will talk and we will work out a plan and I will work with you.

**Cynthia Moore:** I appreciate that. I wanted you to do that a few years back before all this dump came in. But I'm just saying, they are telling you one thing. It's just like you guys said that they are going to build a road from Tallmadge Ave to Portage Blvd 26 years ago. That never happened. Now you say you are going to build this in 2018 and not even going to take bids for roads until 2020. The same thing is going to happen over again. It's going to happen. I have always thought that Brimfield was for the residents but I'm beginning to think that Brimfield Township is for the money and I feel bad about it because I plan on living here for the rest of my life.

**Dick Messner:** Stop in the office.

**Cynthia Moore:** Yeah, okay. I just want you people to know how it really works.

**Ron Jones:** Okay, I'm going to give Mr. DeHoff or one of his associates who ever wanted to begin. Dan could you give us a second please. Mr. Messner do have it in front of you there?

**Dick Messner:** Yeah I have. Uses come in two forms. One is called permitted use and it spells out different areas, site plans coming in if it meets everything as far as the building envelope, where it's going to go, meets these particular areas, they get a zoning permit. Then they can go to Portage County Building Department to get a building permit to build. Some of those areas are warehousing, wholesale sales establishment, electronic instruments, appliances, research laboratories, professional offices, industrial offices, metal processing, manufacturing assembling of clothing, leather goods, athletic equipment, accessory building that go with them, that would truck boxing things of that nature. Conditional permit mini-storage, parking, research testing areas, wireless communication services, and believe it or not in both the industrial districts adult entertainment uses which township municipalities cannot rule out by state law so we put them in the industrial district. All and anything light industrial what changes that to heavy industrial is that anything going into light industrial as far as the building and manufactures have to be environmental clean. As opposed to smoke stack which would be heavy industrial.

**Audience** – We won't have to worry about what is or if it existed. That takes carry of the water and the residents. Is metal processing including metal stamping for example?

**Dick Messner:** Yes it does. Metal fabrication, stamping, extrusion, welding, finishing and polishing.

**Audience** – That will show them up.

**Ron Jones:** Okay, Dan.

**Daniel DeHoff:** Okay, well thanks for everybody coming tonight. I know you guys are frustrated about traffic and we understand your concern and there's a traffic issue. My name is Dan DeHoff with DeHoff Development. The applicant is McKinley Development and just so you know it is a partnership between the Lemmon family and the DeHoff family. 50/50. We have been developing with them for 30 years. We're a proud company. We have quality projects. I'm third generation. My grandpa started my company. If you every wanted to see any of our past works you can call us; we're accessible. We can show you it and show you how we maintain them. Let me touch on a couple of things that were talked today that, that I think that will give a little bit of direction on some things. First off, when we first started this project we had more retail than we did industrial. But Tallmadge, Brimfield, this is in a JEDD, working together with Portage County's input they wanted more industrial and less retail. So we scaled it down. Today we have 56 acres of retail and 71 acres of industrial. The golf course is quite large; it's 127 acres. It is OR which is Office Residential. We are asking for GC and LI. There's two retailers that are proposed that would like to make a substantial investment in your community, in your area and that's Menard's and Meijer's. Menards is a home improvement store owned by John Menards; single generation. Quite amazing! Meijer is also family-owned gigantic though. They are from Michigan. Again, I don't know if you have ever been to one. Best way to describe it is it's a Market District Giant Eagle, they do groceries very well, attached to a Target. Walmart, it's not a Walmart attached. It's a Target attached with a Market District Giant Eagle. So they do groceries very well, nice big wine selection and they are very proud of that. Three things that Dick has told us about that is a concern: traffic, retail canalization, and industrial opportunity. And traffic there's a study done by GPD Group, I'm actually going to ask Ryan who is here tonight with GPD Group just to touch base for a second after me if you don't mind. Just because I think traffic needs a little clarity. And retail impact and industrial opportunities.

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Real quick Ryan if you don't mind Ryan would you just touch base on the traffic? This is Ryan Gillespie of GPD Group.

**Ryan Gillespie:** I know many of you that were here last time heard a lot of this but GPD has been working with the Portage Engineers' office for several years now. Much in advance than this project ever being a consideration. In order to try to improve traffic operations and traffic flow on Tallmadge Road through Mogadore Road and the interchange. That plan is to continue to move forward with construction as Mr. Messer said around 2020-2021. That project itself is mainly going to focus on the interchange area but not continue further west down towards Cascades. As also discussed if the site plan, should it, move forward and come back and start looking at those aspects the traffic study and look at the traffic flow in and out of this particular development and identify additional roadway improvements that would be the responsibility of the developer which would work together not only with the interchange project but facilitate the continuation of that concept further west. As stated many times there are traffic problems out there today. It's difficult to get out of unsignalized driveways. Not only at Just Cricket but further west into Tallmadge. The city is well aware of that as well. There's many complaints coming out of those neighborhoods. And ultimately, I don't think anyone's in the position at this point to do nothing. We need to look at improving this infrastructure. There's already plans in place to work on improvements at the interchange to improve the flow and the project should be able to move forward with assisting additional improvements on top of that to further help things in that area. I don't want to stand up here and say that, you know, the improvements would go along with this project, you know, are going to solve everyone's problems. You know, issues that are issues today are going to exist with or without this development but there are a lot of things that can be done to make things better. And we are working together with the county, with the Ohio Department of Transportation, the City of Tallmadge, Brimfield Township to come up with a plan that works for everyone and that comes up with the best case scenario. There are certain issues with the current setup. There's a lot of things that currently are under design and we are hoping to mitigate those problems and make things better for everyone involved.

**Sig Freedman:** Question: How many cars do you see per day do you see going there now? As opposed to how many do you anticipate seeing once this is developed?

**Wendi O'Neal:** Sir, could you please state your name and address for the record?

**Sig Freedman:** 2710 Lynn Rd.

**Ryan Gillespie:** When you say traffic going there as in a destination or through the area?

**Sig Freedman:** Total.

**Ryan Gillespie:** Total. I think the Tallmadge Road corridor and I'm going off memory now and I can get specific information and provide that for the Township but the pervious heavy count I believe there was approximately 14,000 cars a day on that.

**Sig Freedman:** And your projection then when it is completed?

**Ryan Gillespie:** I think the future projections are getting close to approximately 20 thousand.

**Sig Freedman:** Now, I assume do you know how many square feet total in retail in that area, the area that is being developed and the Walmart across the street? Do you know how many square feet of retail there will be?

**Daniel DeHoff:** So we are not in for site plan approval. We did submit a site plan just as a courtesy.

**Sig Freedman:** And I understand that, an estimate?

**Daniel DeHoff:** On our side?

**Sig Freedman:** Yup?

**Daniel DeHoff:** I'd say 450.

**Sig Freedman:** So this would be the largest, if I'm correct, retail area in Summit County then?

**Daniel DeHoff:** I have no idea. I wouldn't think so.

**Sig Freedman:** Well with the AMATS, you know the Summit-Portage County area, will it be larger or about the same size as Baygin Road?

**Daniel DeHoff:** Actually I don't think so.

**Audience --** Nowhere close? It's not even close to Montrose.

**Daniel DeHoff:** But I can get information on that.

**Sig Freedman:** Just wondering.

**Daniel DeHoff:** So okay.

**Sue Harmond:** So question, so just understanding the investment that everybody wants to make and understanding everybody's issue with traffic why can't you hold off on the development by one year and get those roads done first? Instead of opening those doors and approximately starting to open them two years before the roads are even going to start?

**Daniel DeHoff:** Very good question. Let me address a little bit of what is going on. We are in tonight to look at rezoning which they look at capability uses. I'm going to address your

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question. So today they look at capability uses. You got basically residential to the west side, south side retail and the balance is just industrial. That was consistent with Regional Planning that reviewed it. So there is something called taxing commit financing; it's called a TIFF. It's an economic development tool that can help address issues on our site and off our site. We have been working, we hired DeBurn associates, Michael DeBurn out of Columbus. He's a professional economic development, a TIFF professional, because it was beyond our knowledge. We have had meetings with Dick and his staff, and the Tallmadge Mayor and Rita and their staff. And Portage County which benefits from the sales tax who is actually required to build and maintain roads to collectively come together to see if we can solve you know not all the issues but more issues than what we are causing. So the timing of the improvements that they are doing might speed up, it might not speed up. It's an unknown at this point and I'm not exactly sure of our schedule of when we would actually get done and build.

**Sue Harmond:** Okay but according to your... you are talking 2019 possibly and it would possibly 2021 before those roads would get done. They have already at the last meeting told us that fixing the on and off ramps is to be pushed to the back burner; construction not until five years from now. So you know, it seems that most of these people in this neighborhood don't mind, and mind you I live in Kent, but my business is in Brimfield. They don't mind the opportunity to have new business they just want to be able to get to it safely, easily, and conveniently. And it seems like if you cram your shops in before the roads are fixed, what's the point? And then you are just going to piss-off everybody! Many in this community won't even go there to shop, buddy! You know just feeling guilty. And by the way, those things about Menards and Lowe's being capability that's bull because I worked for Lowe's and every one within two miles is a losing store making zero dollars. It's just left vacant. They're not making a profit; I can guarantee you that. So that's not really current! Alright.

**Mike Kostensky:** Wait, now once you said TIFF that throws me into a rage because people don't realize, and I know you have talked to the mayor of Tallmadge and you have talked to Portage County but Brimfield Township doesn't get one darn thing. The schools are made whole, everybody else is made whole while we are stuck here taking care of all your crap, not your crap but look at the Cascades. We work out a TIFF for you. The school board said they were going to make Brimfield Township whole but we didn't get one dime from that school board. Meanwhile the school board gets their money. Portage County gets their money. Brimfield is stuck taking care of your mistakes. Now if you plan on getting our support of the TIFF, I'm only one trustee. You are going to have to do a lot better than that because I'm not going to be stuck watching you put in this infrastructure and then you sit back and wait for the perfect development to go into there. As the Schipper Group is doing up there! Meanwhile our safety forces have to take care of your problems. I mean I know you want to be partners. Stop running to the Mayor of Tallmadge! Start coming to Brimfield Township! It's our property. There's been two meetings now. Not one trustee has been invited. Now I'm not saying who's not inviting me but you can easily find me. I want to be involved in those meetings. And you know we want to see you succeed but I got to watch out for these residents. I mean, our local government fund keeps getting cut. You know I'm pissed-off because we're the ones watching everybody else make money and I'm trying to build a senior community center for the township. And I'm running around getting \$25 dollar donations. So we all have to be involved in this together because we cannot take care of your issues with what we have here. But we will be your partner but we got to work together!

**Daniel DeHoff:** Mike, I agree with you. Now let me defend myself on those. Noooo, Ono....

**Mike Kostensky:** I know what a TIFF is! Don't talk to me about TIFFs. Sir, you can get the State of Ohio to start cutting us into the pot? We are treated like some bastard child. And I'm telling you that we've got residents that are struggling, I mean we are struggling. I mean thank God for the JEDDs. And whoever said the JEDDs said that we were going to build that road thing, I mean I helped write the JEDDs. That had nothing to do with it. That was completely wrong. All we did was put M&I Funds and that is to take care of the JEDDs. And that's all I wanted to say and I just wanted to come observe. I mean we love JEDDs.

**Daniel DeHoff:** Mike let me address that. I have emailed Susan Fields and invited her to all of the meetings. I have worked with Dick Messer. And...

**Mike Kostensky:** The only way I found out was that Dave Kline told me.

**Pat Blair:** Let me speak on Sue Fields. She got invite to not all the meetings; just this meeting. And she did reply as she was sick this evening.

**Daniel DeHoff:** Yeah.

**Mike Kostensky:** Neither one of us has been the ones invited. I mean I hear our zoning guy say that there's been secret meetings going on. I don't want secret meetings.

**Daniel DeHoff:** Listen our group is not interested in secret meetings.

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**Mike Kostensky:** Well I don't use that word.

**Daniel DeHoff:** We've had open meetings and appropriate ones. Dick did talk about the TIFF concerns with him.

**Mike Kostensky:** He knows exactly where I'm coming from.

**Daniel DeHoff:** And we are working to address those. But if, the trustees want to be included in the meetings we would love to have you.

**Mike Kostensky:** It's not that they want to be included they should be included. Why would you invite the Mayor of Tallmadge to Brimfield Township? Does he want to supply the services? I mean I'm meeting with Dave tomorrow and he's going to get a piece of my mind.

**Ron Jones:** Mike, you weren't inferring I hope that there were any secret meetings going on with this Board?

**Mike Kostensky:** I never, nothing with you guys. I took the class on the sunshine laws and the open meeting laws.

**Ron Jones:** Okay.

**Laura Boyd:** 4207 Mogadore Road. I got at notice for the month of January that ODOT was coming around our area to discussing and determine what they were going to do. I was wondering if any of you guys realized that you got this notice? Has ODOT gotten ahold of you guys and anything in regards to finding anything out? I mean we are talking about traffic and I'm not trying to beat on dead horse, but...

**Audience** – Read that letter out loud please?

**Laura Boyd:** Actually if she could, because I'm very shy about being looked at.

**Wendi O'Neal:** It says, "Dear property owner or current resident, The Portage County Engineers office and the Ohio Department of Transportation (ODOT) intend to study this area surrounding I-76 / Tallmadge Road interchange for potential roadway and traffic improvements. A preliminary design is being studied to determine the scope of the improvement and in connect with such studies it is necessary to do certain survey work, geotechnical and/or archeological work which may include surface surveying and limited testing. Accordingly, we wish to advise you that it may be necessary for our work crew or those of a consultant, hired on our behalf, to enter upon your property over the next two weeks to obtain certain field data needed in connection with this study, Sections 5517.01 & 163.03 O.R.C. authorizes such entries. Our work crews have received strict instructions concerning the preservation of private property and public lands. The work crews will not be able to give any definite information or answers to your questions. They will be simply collecting information necessary to complete the study and plans. However, a representative of the counties / ODOT will connect you as soon as definite information becomes available should the ultimate design affect your property or your lands. We sincerely and appreciate your assistance so that this worth wild project can be completed at the earliest possible date. If you have any questions retaining to the project, please contact me. That's from Mark R Grossman, P.E. Senior Project Manager. GPD Group.

**Laura Boyd:** Is there any way where we could schedule a meeting with all getting together with this person and find out what they have come up? So maybe we can get passed all this and figure out it before it's 2020-2021? Whichever that may be?

**Ryan Gillespie:** For everyone's information, those are standard letters that anytime there's a public project like this that involves state and federal funds, these letters are sent out to all property owners or heirs that are in the areas surrounding the project. So it's not something that is unique to this project. This is something that happens with all, so that you are aware of what is going on. Most of this deals with the environmental studies that are being performed. There are certain environmental reviews that need to be approved by the State of Ohio for any of these projects. So that is part of that. In terms of the request for a meeting, there will be public involvement in the near future once these options or the preferred alternatives are identified. There will be public involvement meetings where everybody is invited to attended. We will have display boards that show what's being done, what's the options being concerned that everybody can come provided input on. You know get information answered. These letters I think are more in the initial preliminary steps so there hasn't been any meetings that you missed out on. Those will be held in the near future.

**Sue Harmond:** So there's no public input at this stage to ODOT? It's too early? I would like to be included in their plans, they come up with the plans and then we get to?

**Ryan Gillespie:** Yes, there will be alternatives and options that are developed so that you can provide input on all the different ones.

**Sue Harmond:** So he's working ass-backwards? Have the developing first and then try to build around it.

**Linda Irving Martin:** And this is very difficult for me. The golf course has been in my family since 1939. My grandfather, father, uncle and another uncle that has been deceased for a very

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long time built it. We know times have changed. Things do not work as well as they used to. Family businesses suck. The golf course is closed. The golf course is going to be developed somehow. DeHoff's are people that have done very good work in other places. If they allow us to, what can be in there no matter what the JEDDs said! And I'm sorry to say this out loud, we don't give a shit what Tallmadge wants! It is not Tallmadge! It is Brimfield Township! The people who developed the golf course were Brimfield Township residents. Went to Brimfield Township school and because there wasn't a high school went to Kent State High School. The majority of us that are still alive; still live here. My mother lives in Kent and she can't be a part of this because she can't understand what's going on. My cousin and my ex-aunt are here. We want this to be finished. We can't do anything else because of family that doesn't live here and doesn't give a crap about what'll happen to it. So working with them to develop something that can be nice for Brimfield. Sorry, I'm a bad one to talk because I can't keep it under control. If we try to get some sort of green space along the edge of the road that cannot look like what's now happened, in my perspective, to Brimfield Elementary and the fact that we have to sell that front off or they have to sell that front off and not have what Suffield Township has. In the complete green area if there could be some community input that can be made so it's not just a damn development, industrial, commercial crap. That it has something that we can be proud of. We live here. We are not dealing somewhere else. We are not, and I don't know what you all think, we are not going to make an ass-load of money out of this, all of this! And leave it in your backyard for Just Cricket. We are still here and we aren't going anywhere. Some people in our family are not the easiest to work with. Circumventing some of the people in the family will make your life easier. Do you hear me? Okay. I know there are tons of concerns from the road perspective; I having lived at 129 Tallmadge Road, the second house up the hill, and lived there when my grandpa lived there. And yes, that hill is dangerous in the winter. That hill is not easy for the township to maintain because the weather comes in there. We all know 76 corridor right there is horrendous for all the accidents. I'm a trauma nurse. I get you guys when you come in. I take care of you and I now go to the recovery room with you because of that road. It's not that weather comes in. If you can look at us, from the perspective to make that road easier. I'm 100% for this thing, development, if you can make it so it makes our community better. If you are going to make it, so that it is just industrial and make it so it's just commercial, my cousin and my brother are going to kill me! I'm going to tell you, I'm completely against it. But if you can make it so this is what can benefit our community; it's what's got to happen! It's not 1939; it's not even 1979 when some of us got out of school and were growing up and moving on in our lives. We went to school. We got our degrees. We came back. Development is going to be here. We need to make it so that it works for our community and we need to figure out how there can be some sort of tax base that comes back to the schools. They are hurting. They're miserable schools. My kids don't go to Field schools. None of them. I went to Field school and it was miserable in its existence and I graduated in 1979. Field schools are terrible. We get no money for our kids. Tallmadge has a different base. I don't know how it works. I'm not going to preserve to go there. But you need to help our community in that. You are developing something good and it's going to supposedly help the community, but it's not going to help the schools. We need to somehow and I don't know if you can do that but you're the developers but think about it. Our kids are going to live here. The farms are gone. I have property with horses. Who, whoopee horses don't make any money. They cost money, like nobody's business, like a 16-year-old boy. Something has to go back into the property that can go back into the community that benefits the schools. Or there's not going to be anybody here and the community is going to go because the kids are going to leave.

**Ron Jones:** Okay, thank you.

**Linda Irving Martin:** Sorry that's my over three minutes.

**Ron Jones:** Okay, sir.

**Joe Pallotta:** And I live in Just Cricket. I don't care to go over all this traffic stuff again. I don't think you have to be a mental giant to figure out the traffic if you live around here. But I think that history sometimes is forgotten. It seems like we have an immensity to not want to look at history. Anyways I was in the Falls when they said how great it was to get rid of that golf course and development that corridor and have this Chapel Hill. That now is not going to have a Macy's and a Sears and probably better off to make it into Summit County Prison for opioid addiction.

**Audience** – or a treatment center, maybe?

**Linda Irving Martin:** How many years was Chapel Hill there? And how many businesses did we get from Chapel Hill? And Chapel Hill has been there a long time; all my life that I can remember.

**Joe Pallotta:** It's not going to be there much longer.

**Linda Irving Martin:** But now somebody else can be there.

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**Ron Jones:** There's a gentleman back there, that has something for a presentation was it you? You came in with you had a ...

I'm with DeHoff.

**Ron Jones:** With Dan, Okay. Was there something else?

**Susie Irving:** I had something to say, but Linda basically covered it all.

**Linda Irving Martin:** Can I ask a question while Susie goes to the stand?

**Ron Jones:** Sure.

**Linda Irving Martin:** Perspective on the voting on this, when is your estimation of voting and how many public forums do you have to have before you do vote?

**Ron Jones:** We could vote anytime.

**Linda Irving Martin:** There isn't that hearing three times and then you have a vote?

**Ron Jones:** No.

**Susie Irving:** 32 Piccadilly Court. Which is in Just Cricket, I've lived there 17 years. And before that I lived in Tallmadge but I also lived at 129 Tallmadge Road. You know, I'm part of the Irving family; I'm the ex-Irving. And I realize that like we've said before sometimes progress sucks. And sometimes you got to suck it up. I've been a school treasurer for a lot of years on a number of school boards and I know there are tax abatements. I know that the companies can still their fair share of taxes to the schools; and if the counties or the cities give abatements to the business. So I know we can do that and that can be done so that the schools won't be hurting for tax money. It just has to be worked out. I think that even right now the traffic is a problem but I also go into Hudson. And every time I go down 91 I'm razzle-frazzling all the way down there but I go. I go meet friends for dinner. I go shopping. It just is what it is. And they have never done anything to improve 91 because it goes right down the historical part of Hudson and that. And if any of you go down there, you know what a bottle-neck that is and if any of you come home that way it's terrible. At least, we have an exit here for the freeway and that it will lessen some. Like I said that there are days where I just turn right out of Just Cricket go down Washburn, get on the freeway and then just come back at our exit so that I can just go shopping. But you know, I know this eventually it will all be taken care of. I won't be around to see it. I don't know. But I'm hoping that we put our faith in the Zoning Board, in the Trustees and in DeHoff who I do know. They're bringing in quality anchor stores right now and I'm going to assume that they will be honorable developers. And that the people that they bring in for light industrial will not do what they did for Mogadore Road. I think you truly have the developer to blame for there. And I don't know what kind of recall you have there. We've got to put our faith in something and this is going to happen and I'd rather see something like this, then maybe somebody come in and put a housing development that is shabby. For those of you that were originally in Just Cricket you can remember all the problems that happened the with the developers and everything that went on. And it was a real mess. So things happen. And you've got to put your faith in someone and if we don't like them, then we've got to get rid of the Trustees or the Zoning Board or whatever. Do you know what I mean? When elections come up you do what you have to do. But you've got to trust somebody, somewhere, somehow. And hopefully ODOT will continue with the study and they will come up with a passable, plausible, solution and hopefully it is to take that hill by our drive and level it off so that we at least can see the traffic coming up and heading west from here. Because right now it is really difficult to pull in or out or like Mr. Ebie said to even walk over there.

**Linda Irving Martin:** Can I ask one question?

**Ron Jones:** Go ahead.

**Linda Irving Martin:** Hey guys are you going to keep the properties our ownership or under your company or do you sell to Meijer, Menards or out front of Menards are you going to keep it and maintain it?

**Daniel DeHoff:** We're work hard to retain ownership as much as we can. The two anchors, Menards and Meijer, will buy. They actually buy all their locations. The out lots we will most likely hold on to.

**Linda Irving Martin:** What about the light industrial?

**Daniel DeHoff:** The light industrial just two things on that. We have been doing industrial parks, and that's what started our company development. We have several industrial parks currently right now. And I heard someone read about the zoning, we have covenants and restrictions that we put in our industrial parks. I can give anybody a copy. I think I have supplied a copy to Brimfield before. But there is no chain link fence; everything has to be screened. Any lay down area has to be covered. No smoke stacks, whatsoever. So through covenants and restrictions you can put more restrictions on the land than zoning and that will carry on even if that property is resold and resold.

**Audience** – How many stores would be in the out lots?

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**Daniel DeHoff:** Right now they're proposed the property in the south is Menards and I'm sorry the property on the west is Menards and the property on the east is Meijer. And then you have out lots. We do have, I will say, I mean you have a great community in a sense that there are enough retailers here that want to make an investment here, some are not in the market. For example Starbucks has called our office and their interested in one of the out lots. And Dick knows there is interest from people that aren't here from some of the smaller restaurants.

**Sue Harmond:** So can we request that some of the mature trees that are existing along the west side of the golf course are left there as a boundary?

**Daniel DeHoff:** I can address the boundary. And again this is not a site plan approval. But we are planning on a six foot mound or higher on the west side...

**Audience** – What about the trees?! They have been there for years...

**Daniel DeHoff:** No, no. On our property, we don't own, there's a property there about 132 feet wide that we don't own, between Just Cricket and us. So we already have....

**Audience** -- It's owned by a Nicky Graham.

**Daniel DeHoff:** So this is actually, all we are asking is for. Just look

**Audience** – ordered in the mounds. Right and show us then right before Just Cricket then.

**Daniel DeHoff:** So here's Just Crickets and here is all that we are asking for today. I just gave the site plan as a courtesy because I know it comes up. And I told you about the retailers that are proposed but if you look at it this is all that we are asking for is the zoning for here and here which has capable uses around it except for Just Cricket to the side. We don't own this piece here, so this will remain as a buffer. Along this side here, we are planning on a six-foot mound buffer with evergreen trees the best that we can do; just to screen it, additional screening.

**Sue Harmond:** Those are mature trees they've been there for sixty years. Well that would be good for keeping out that lighting that you are going to map up.

**Linda Irving Martin:** And those trees got about another 20 years and then they are going to be dead.

**Sig Freedman:** Well I won't be around!

**Linda Irving Martin:** I was there when they were planted. Those trees are not going to last that long.

**Ron Jones:** Moving along. I think that about everybody has spoken and we are going to close the public comments at this time.

**Mike Kostensky:** Hey Ron, can I say one more thing. I don't want you guys to think I'm a Grinch to bother or annoy me. I'm not. I just heard someone say that the trustees are money hungry, we are not money hungry. We just don't want to have to keep going to the residents for more money. And I mean levies, they're terrible. And I mean that as the only way we can raise money. Now I know that you do good work and we have this thing called carry-over. And this year we as for the last three or four years we have never had enough money to pay our employees after December but we keep enough money to get through. One thing that has helped the Township considerably is the JEDDs. And correct me if I'm wrong Bob, we got \$390,000 bucks and is that is from a couple weeks ago. We all have to realize whether we like it or not of what these guys are doing. They are bringing more monies into our JEDDs which effects our taxes. It's one less tax that we have to go back and ask you for more money. You know how hard it is to pass a levy. I mean look at this fire station, we need a new fire station but do you guys want a levy to pay for a new fire station. Maybe you guys are willing to build us a fire station. So I just want you to know that we aren't against the property. I mean JEDDs are a good thing. My problem, if you nail it down, is the TIFFs.

**William Kremer:** Okay, Mr. Chairman call the question please.

**Ron Jones:** Okay. In the application of the McKinley Development, property at 129, 129, 139 and parcel known as the Maple Crest Golf Course, call for, I will accept a motion one way or the other.

**William Kremer:** Question as questioned done by Regional Planning?

**Ron Jones:** Yes.

**William Kremer:** So move.

**Ron Jones:** Do I have a second? For a second?

**Gary Rodd:** Second.

**Ron Jones:** Roll call please.

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**MOTION #2017-08**

A motion was made by **William Kremer** to approve the application of the McKinley Development, property at 129, 129, 139 and parcel known as Maple Crest Golf Course, for the change as recommended by Regional Planning and seconded by **Gary Rodd**.

Roll Call:

**Darlas:** No                    **Jones:** Yes                    **Kremer:** Yes                    **Rodd:** Yes

**Sargent:** No

Motion carries by majority.

**NEW BUSINESS:**

**PUBLIC COMMENTS:**     NONE

**GOOD OF THE ORDER:**

**SET NEXT MEETING:**

Thursday, March 9, 2016 at 7:00 PM is the next set regular scheduled meeting at the Brimfield Township Town Hall.

**MOTION #2017-09**

A motion was made by **Debbie Darlas** to adjourn the February 9, 2017 at 9:05 PM, seconded by **William Kremer**. Motion passes unanimously.

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Chairman Ron Jones

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Vice Chair Gary Rodd

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Debbie Darlas

\_\_\_\_\_  
William Kremer

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Tom Sargent

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Secretary Wendi O’Neal

\_\_\_\_\_  
Alternate Thomas Johnson

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Alternate Patrick Blair