

APC MINUTES

JANUARY 22, 2025

Members present: John Reece, Jim Hufford, Coy Applegate, Abby Journay, Don Calhoun, Jason Brewer, Tom Kerns, Adrian Moulton, Amy Alka, Steve Hernly

Members absent: Will Greer, Terry Alfrey, Todd Holaday

Legal Representation: Jason Welch

Staff present: Debra Johnting, Area Planning Director, Kristi Halloran, Recording Secretary

Others present: Brooke Patterson, Shawn Patterson, Brad Dilger, Ed Thornburg, Claudia Thornburg, Ceann Bales, Eric Hall, Shannon Hall, Mike Alka, Jerry Warren, Jon Peacock, Mike Wickersham, Grant Cox, Larry Preston, Trena Roudebush, Brian Turner, Matt Dirksen, Rex Harshman, Gabe Thorn

President Calhoun: We'll go ahead and get started with our Area Planning meeting for January the 22nd. Approval of the minutes from our November meeting. Has everybody had a change to look at those?

J. Hufford: I'll make a motion that we accept the minutes as presented.

Vice President Applegate: I'll second.

President Calhoun: It's been moved and seconded to accept the minutes from the November 24th meeting. All those in favor say, Aye.

All: Aye.

President Calhoun: All those opposed, no? Motion passes. Next on the agenda is election of officers for 2025. Current President is me. Is there anyone interested in taking my job? No. OK. I'm willing to do it again, I guess.

J. Hufford: I'll make that motion.

T. Kerns: Second.

President Calhoun: It's been moved and seconded that Don Calhoun is President. Our current Vice President is Coy Applegate. Are you willing to do it again?

Vice President Applegate: Yes sir.

President Calhoun: Is there anyone else who is interested?

J. Hufford: I'll make the motion again to accept Coy Applegate as our Vice President.

T. Kerns: Second.

President Calhoun: It's been moved and seconded that we retain Coy Applegate as Vice President. All those in favor say, Aye.

All: Aye.

President Calhoun: Motion passes. The appointments to the APC for 2025. We don't need to vote on these, do we?

K. Halloran: No, they are just point of information.

President Calhoun: So appointments are County Commissioners Member, Tom Kerns; School Superintendent Member, Adrian Moulton; Small Town Advisory Council Member, Will Greer; County Council Member, Todd Holaday; Mayor Appointment from Union City, Jim Hufford. Next would be Appointment to the BZA. As of right now, Citizen Representative for the County is me and Citizen Representative for Municipal is Jim Hufford. I guess we need to go ahead and vote on the appointments to the BZA. The eligible members for the County Citizen Member to the BZA would be Don Calhoun and Abby Journey.

A. Journey: Go ahead.

President Calhoun: I'll go ahead and do that again for next year. Municipal Citizen Membership for the BZA.

J. Welch: And then you go ahead and have a vote on that.

President Calhoun: I need a motion for me to do that.

A. Journey: So moved.

Vice President Applegate: I'll second.

President Calhoun: It's been moved and seconded for Don Calhoun to be the member to the BZA. All those in favor say, Aye.

All: Aye.

President Calhoun: All those opposed, No. Next, the Municipal Citizen Member to the BZA is currently Jim Hufford. Eligible members John Reese, Jim Hufford and Coy Applegate.

J. Hufford: I'll stay on it if no one else wants it.

Vice President Applegate: I'll move Jim stays on it.

T. Kerns: Second.

President Calhoun: It's been moved and seconded that Jim Hufford retain his position. All those in favor say, Aye.

All: Aye.

President Calhoun: All those opposed, No. Motion passes. Our attorney contract to retain Jason Welch as our attorney for the Area Planning Commission for 2025. We have an agreement.

J. Welch: You need to acknowledge the conflict of interest form first, which also says that I represent Losantville and Farmland as well as APC. You'll need a vote to acknowledge that. Then if you want to accept the contract we have to vote on the contract.

J. Hufford: I'll make a motion that we accept Jason Welch as attorney for the Area Planning Commission for 2025.

President Calhoun: We need to vote first on the conflict of interest disclosure. All those in favor of accepting the conflict of interest disclosure statement say, Aye.

All: Aye.

President Calhoun: All those opposed, No. Now we can go ahead and vote on the contract.

M. Dirksen: Excuse me Don. I can't hear. You're voting on a contract for the attorney right now?

President Calhoun: Yes.

M. Dirksen: You're not signing any papers on anything before we get to speak? Not on the attorney, I'm talking about. I'm here to talk about the solar and the wind.

President Calhoun: That's going to be toward the end of the meeting. We got a lot of housekeeping that we need to get done. So the contract we retain Jason Welch. All those in favor say, Aye.

All: Aye.

President Calhoun: All those opposed, No. OK passes. Now we're ready for our first. Petition Brian Turner. APC2025-4-Z. Brian here?

B. Turner: Yeah.

President Calhoun: State your name and address.

B. Turner: It's Brian Turner. The address is on there. 3185 Upshure Northern Road, Eaton, OH.

President Calhoun: Tell us what you're wanting to do.

B. Turner: We recently bought the car wash like, well, what a year ago and what I want to do is like be able to put like five or six cars out there for sale all the time. We've already tried it with a couple of my own cars, you know, just to see how it would go. But we got officially get a license to go, you know, get them at the auction. So, you know, we're not starting no junk yard, nothing like that. Like five or six cars and that's it. Right there where they had that detail shop. There's like a cement driveway to the side of the car wash. We're planning on lining them up right there.

President Calhoun: Do any of the board members have any questions to ask?

T. Kerns: Will you maintain an office there with salesmen there?

B. Turner: Yes.

T. Kerns: Separate from or in the same carwash building?

B. Turner: No. Well, they're considering the state was we talked to a state like that. They called it. We bought it was the detail shop right there. So basically what I'm going to do is just frame in an office there inside that building.

President Calhoun: So on our map it'd be in this area is where you're wanting to.

B. Turner: Yeah, right there. And that's like all paved right through there so we're just planning to line them up right through there.

A. Journey: From the picture it looks like it's grass.

B. Turner: Yeah, it's all cement right through there. We're just planning on lining them up through there. You're not going in and out of that, you know, it's got garage doors on both sides. So there's really, you know, no issue of.

T. Kerns: Once the cars are there, is there space for parking or people to come in and out?

B. Turner: Oh yeah, there's the back of the building too, is where. It's kind of like a, it shows on the map I think on the back of there too. You can park like four or five cars coming in at once in the back and then walk through.

President Calhoun: Any other questions from the Board? Is there anybody from the audience that would be for or against this that would like to come up and talk?

M. Wickersham: I would Don.

President Calhoun: Ok Mike.

M. Wickersham: Can't say that I'm for or against it. Just a couple of questions. And I think I didn't hear the answer, but it looks like to the east of the building that driveway, I should say on

Mike Wickersham and I'm representing Wick's Pies now. We're the neighbor to the car wash and the other facilities. Questions I would have is, is there space for these cars on that area? Five or six seems like a lot in that? And is that grass? I didn't hear that answer.

B. Turner: No, it's cement.

M. Wickersham: It's all cement there? Everything east of the car wash to the street is cement.

B. Turner: Correct. We're planning on lining those cars up right there comes right out of that building. And then circles back up to the road.

M. Wickersham: So even though it looks like grass?

B. Turner: It's cement.

M. Wickersham: And then the parking in the back. Is that going to be for customers and employees or?

B. Turner: Yeah. I mean we kind of move around. We own that tobacco store and strip mall. All we own all the way down to NAPA.

M. Wickersham: And you own the house next door.

B. Turner: And the house next door.

M. Wickersham: You intend to park any cars on the grass on this house.

B. Turner: No, we thought if we sold a bunch of cars we'd tear that house down.

M. Wickersham: That would be the ideal thing to do is to remove that house and make that whole area a car lot. My concern is and you have not done it and I appreciate it, but past owners of the carwash used our lot to the South to park their cars there and that becomes kind of a somewhat of a nuisance to us and.

B. Turner: They know. We got plenty enough parking. We deal with the same thing with Pizza King parking over the place or anything else.

M. Wickersham: Just seems like a pretty compact area. That's all I've got. Thank you.

President Calhoun: Thank you. Is there anybody else that would like to comment?

D. Johnting: We had a call from a neighbor that couldn't get out. They are disabled and their furnace quit working today. They live at 519 East Washington Street across the street. Natalie Davis called and said she's against it. Thinks it'll bring more traffic. That she doesn't see where the people looking at cars will be parking along with all the cars. There's small kids that live

down there so they she doesn't want to see any more traffic and no more businesses in residential. I told her I would pass that onto the Board. That's the only one that I have.

President Calhoun: I'd like to say that we are just a recommending committee. So whatever our decision is would go to Winchester. They would make the final decision.

B. Turner: When does that actually happen?

K. Halloran: Their next meeting is Monday, February 17th. The next Winchester City Council meeting.

President Calhoun: Is there any other discussion on this?

B. Turner: Can I address the lady? We are going to have five or six cars up there. We're not going to have an influx of traffic, you know, coming in there. And that's what you know, I and I get it where she's saying from too. What I want to say hey, we're going to put nice cars up there. You know, we're fixing up that whole area down there. You know to do it. So I get it where nobody wants a junkyard sitting across the street which is not going to happen. You know, we're going to bring in nice cars and trucks.

President Calhoun: I would entertain a motion if someone would like to.

B. Turner: And we do own the property right next door too, where the gentleman from Wick's was talking about right there too, so.

J. Hufford: I make a motion for a roll call vote for a favorable recommendation.

T. Kerns: I'll second it.

President Calhoun: It's been moved and seconded for a roll call vote for a favorable recommendation.

K. Halloran: Adrian Moulton? Yes. Steve Hernley? Yes. John Reece? Yes. Abby Journey? Yes. Don Calhoun? Yes. Tom Kerns? Yes. Jim Hufford? Yes. Jason Brewer? Yes. Coy Applegate? Yes. Amy Alka? Yes. Will Greer, Todd Holaday and Terry Alfrey are absent so favorable recommendation passes.

D. Johnting: That'll go to them on February 17th. It will take three readings. They'll let you know.

B. Turner: Thanks.

President Calhoun: Next on the agenda is an amendment to the Randolph County Comprehensive Plan. Trails Master Plan, presentation by Ceann Bales. Would you like to come up and tell us what you're wanting to do?

C. Bales: Hi, I'm Ceann Bales, 7283 S 300 W, Lynn.

G. Cox: My name is Grant Cox, 228 South Jackson Street, Winchester.

M. Wickersham: Mike Wickersham, 35 Stonebridge Drive, Winchester.

C. Bales: So we're going to let Grant kind of kick off and we're going to explain the plan and how we got there tonight.

G. Cox: Yeah, I'm with the Community Foundation of Randolph County. We're here to present the information about the Randolph County Trails Master Plan with hopes of getting it adopted and incorporated into the county's comprehensive plan. It's the first plan of its kind in our county that focuses solely on creating a trail network. It will be the foundation of future alternative transportation initiatives that will help improve the overall quality of life for everyone who calls this place home. Beginning in 2018, the county had what's called the Cultivating Community Initiative, which was a partnership between Randolph County United, the Community Foundation and Ball State's Indiana Communities Institute. Through this initiative, we discovered that the county would like to see trails as a way to improve the quality of life in Randolph County. So this Master Plan was developed through that partnership along with 14 committee members who volunteered their time and overseeing this. The plan was funded through Lily Endowments newest round of Giving Indiana Funds for Tomorrow Gift VIII and in the planning grant community foundations could apply for a grant to engage in planning activities aimed at envisioning and developing plans to enhance its community's quality of life. The funds from the grant were used to hire a consultant team from BF&S Civil Engineers to facilitate the development of the proposed trail infrastructure plan. BF&S and the committee have spent nine months developing the framework for future trail development, ideas, options and design standards.

C. Bales: So as Grant said really one of the key things that we really focused on is making sure this was community driven. As he referenced it started in 2018 and quality of life was one of the five things that county residents identified they would like people to work on specifically through the Economic Development and Community Foundation. And so through that quality of life, we had more community meetings and were saying, OK, what do you mean? Define that? What does it look like? And one of the things that surfaced and percolated out of that was trail, a trail network. And so we started looking at what that would be like and fortunately then we were able then to come back through this funding and look at this comprehensive plan that you have and that we're here to present tonight. And so again, through this process, we were again very intentional to make sure that we had community input, what this would look. This was community driven, so over the course of nine months we held seven committee meetings of people represented of the county. We did one online survey. We did an open house and then we

had a draft presentation that was open to anyone who was interested to make sure everyone was aware of what we were doing. With the funding helped support sending a postcard to every resident in Randolph County making them aware and inviting them to the meeting so they could have input. We really wanted to make sure we provided as many opportunities as possible for people to give their voice and be engaged both pro and against. So the final plan that we're presenting really has eight regional trails. When we say regional, it's kind of difference really county. So in this context, regional means county which connect the primary communities and the point of interest within those communities across the county. Also includes five local trails within the towns or cities that connect those neighborhoods and recreation in Winchester and Union City. So within the plan on the regional or those county, we're looking at connecting Winchester to Union City, Winchester to Parker City, Winchester to Ridgeville, Winchester to Lynn, Winchester to Cardinal Greenway, and then Union City to Ridgeville, Cardinal Greenway to Lynn, and then connections to McVey Forest. In kind of those local points are the downtown Winchester to the Speedway, downtown to the Randolph County YMCA, and then also to the Goodrich Park to the fairgrounds. Then in Union City, I'm looking at those local connections of the Gateway Trail extension and then Walnut Street. So that's kind of what are being proposed. Now it's really important to say that this is a master plan. No decisions are made. This is very high level. It's supposed to evolve. It's supposed to change. It's supposed to be dynamic responses really allowing things to change as a community changes within the physical environment, and with continued community input. Okay. So it's really just provide you as, you know, people representing our community or elected officials and decision makers make a clear decision, an informed decision on how to design and invest in future trail networks. Again, these are proposed routes. Nothing has been set in stone, but to this point, based on community inputs, this is what we're presenting as the most logical way that if trails were to proceed, this is where they could be looked at to be funded. If the community and if the elected officials at that time so deemed and relevant. And finally we just really want to say that we know that trails really are a tremendous impact for economic development and the quality of life of communities. And so that's why we're here to, to discuss and hopefully to adopt this as an amendment to the current county Comprehensive Plan.

M. Wickersham: The only thing I might add is that the Comprehensive Plan was adopted by the county and the several communities in the county in April 2018. And this Master Trails Plan was presented to the county commissioners on December 2, 2024 at their meeting. And the commissioners at that meeting voted to recommend approval of this plan to this body so that it could become part of our comprehensive plan. With respect to the trails within the plan, if you've looked at it, you'll notice a lot of those trails are following county roads and state highways and even Highway 27. Kind of online with what is happening throughout the state of Indiana. Rural communities have found it difficult to obtain and get access to the railroad right of ways that

urban communities have had access to, or communities that started their rail trail program twenty to thirty years ago. So the idea is to shift the emphasis to a state and county roads to use the right of way along those so that's why you see trails along Highway 32, trails along Highway 36, trails along Highway 28, so that's what this plan is designed to do. I think we'll take any questions you guys would have.

J. Hufford: How are you funding this?

M. Wickersham: We're not funding. We funded it through Lilly. This becomes a written document that somebody in the future, if they decide we want a trail from Winchester to Union City, then they look at this and see if the three options or two options are in here. Which one is the best. Then they go try to fund it, but without being in the Comprehensive Plan they can't go try to fund it. It has to be part of your plan or you're not going to get grants for it. And that would be the biggest portion of it. So this has no tie to any funding whatsoever. It just becomes part of it. In the Comprehensive Plan there's lots of economic development activities in that plan throughout the plan that that have no funding tied to it.

J. Hufford: Yeah, I was on the national committee one time. I've been wondering because I know funding is one of the big hurdles.

M. Wickersham: And it's getting funded now. The state of Indiana has put ninety million dollars I think in the last two years towards trails.

J. Hufford: I know DP&L over in Ohio. They bought all the railroad right of ways across the state of Ohio which was a big thing.

M. Wickersham: Most of ours are privately owned or they give them away.

T. Kerns: Are the current right of ways on the county roads where you're looking wide enough to add?

M. Wickersham: That depends on the road. There are cases where the trail can be shrunk down to meet the right of way space if the traffic pattern allows it and if the right of way is not big enough. And then the other side of it is, if the county wants to give in that case that right of way so. You got utility in there and that's why most of these are state right of ways because they have, they are large enough and I think like Old 27 south of town, it's a hundred foot right of way out there that road out there is probably 33 feet wide. It's got sides on both sides. Not that that's one of the trails proposed in here. Just an example of where that right of way is and it varies per state. I think I've talked to Ed about the county line down there, 1275 West, which I'm trying to complete a trail project down there from Mooreland through Losantville and I've run into a lot of right of way issues down there and I'm still negotiating, I could say. There's always an opportunity to create a deal down there, but if not, we're going to use county road. We're not

going to use County Road right of way, but we're just going to ride on the road just to connect two off road areas.

J. Hufford: And you're a bike rider like I was. The problems you could have out there on the road.

M. Wickersham: And another thing these if you'll notice in here and we found out which was I'm going to say to my surprise that the community wanted local trails. And Union City has one started and they're continuing to work on it, and Winchester had one prepared and received money for it and it was given back. But to connect to Goodrich Park with Beeson Park and that would mostly be on city streets. And there's a lot of towns that have marked lanes for bicycle traffic on city streets. And it's just creating a somewhat of a separation for safety concerns, so.

C. Bales: One idea that's where you say now being responsive to the community needs is our first thing from the initial trail people was, you know, this regional county process. Then we came back and dug into. This time, we're hearing this neighborhood focused local city town like OK. And so you can see that pivoting then if you see once you see the rankings and that kind of stuff. That it, you know, being responsive to the community, but really, you know, along the highways, as you're saying, those county roads, you know, for me it's really about safety. You know, it could be as simple as something as signage. You know, I live on 300 West, which I refer to as the autobahn of Randolph County as people are flying down that road. And I have bikers who come by there and you know it's very dangerous. I know I never let my kids ride their bicycles on that road, but you know, again, if there would be signage and that kind of stuff because it's a nice road that the bicyclist like to do. That's an example of, you know, something that, you know could be the first stage, right? As something as simple as signage. So.

J. Hufford: And if you do get these built, who maintains them?

C. Bales: We thought you could do that. (laughter)

M. Wickersham: Typically the builder would maintain them. The Cardinal Greenway does it. And we've enlisted for, Randolph Vision Trail, we've enlisted Cardinal Greenway to help with the maintenance of that trail as well. Not to reinvent the wheel. They know what they're doing over there, or at least I think they do.

J. Hufford: I know I've worked with them quite a bit.

M. Wickersham: They could help us down there as well, so but that's all and you said if we get these trails built, I'll be dead before any of these trails are built. (laughter)

J. Hufford: That's what I was going to say.

M. Wickersham: Won't be me building these trails and frankly I like to ride highways. I started riding 20 some years ago. They are smooth roads and Union City Pike is a good smooth road. If it's your time, it's your time whether it's on a bicycle or in a car or sitting at this desk.

President Calhoun: Any other board members have any questions? Is there anybody from the audience that has any questions?

S. Patterson: Shawn Patterson. 2831 S 225 W. One of the proposals you have is down the old railroad bed is what you're calling the railroad owned from Winchester to Lynn. A lot of that was land granted so the railroad technically never owned it. They just had a right of way to use it till they pulled the railroad. The last train went back through there—and some of you guys are going to have to help me—1974 or 75. The railroad was pulled in 1981. After that the land was cleaned up, put back to agricultural use. I own both sides at Rural. That will split that farm in half into two five and a half acre patches. I don't know about you guys but farming that with forty-foot equipment. It's not going to fly and I've got to cross it. We've got a building sitting on it. Her mother-in-law has a woodshed sitting on it. That's her access to the drive. And I just don't think going across that way is a good way at all. You're sitting here saying that it's going to affect nobody's quality of life. Well, my quality of life is going to be affected. The kid's quality of life for farming is going to be affected.

M. Wickersham: Well again as I indicated the choice in that case, because of what you just said and presuming you and your family owned that property for a long time. You're not going to give up your right of way. So the alternative route would be Highway 27.

S. Patterson: So why don't you just take that completely out of the proposal?

M. Wickersham: Because it is an option.

S. Patterson: It's not an option, then the only option is to go down 27.

M. Wickersham: But it is an option.

C. Bales: And so what would happen in that case is what would that if a former group came back and said that they want to do that, you'd have to have meetings. You have to propose all of that and you have to go through all this process again just because it's in this plan doesn't mean that that's what's going to happen. It shows in here that that is even though it's ideal because it's as safe as for the cyclists, right? That you would jump on and off would be the idea. You might come up to your property, jump off, go around, then jump back onto the people who would like to have it or are okay with the trails. But again, you're right. I mean it's not eminent domain, so no one can take their property ever. I mean, that's not the intent. I mean, our intent is not to ruin the quality of life of people are just trying to be responsive to needs and listen to your concerns. Then the decision can be made and voted by the elected officials and the community members at

that time. So they don't want to do the path there. That's perfectly fine. We'll just go around on the. I don't know. I don't do trails. I don't ride a bicycle. I don't run. I don't know. But again, we know that people do. We know it adds to the quality of life for people who want to do that helps with the health and wellness for the kids who ride on the trails and that kind of stuff. I took my kids down to Losantville so they could ride safely on the Cardinal Greenway when they were going up because I didn't want it to be on 300 West. So there are options, and that's what we want to make sure that we're clear there is no decisions made. This is just putting in an overall plan, you know to do that.

M. Dirksen: May I speak for a second.

M. Wickersham: This, this, this doesn't make anybody.

M. Dirksen: My name is Matt Dirksen and I farm. I come to the meeting tonight not even for this. But I did hear him speak and as far you're saying, you already have it cleaned up and.

S. Patterson: It's gone. There's no railroad there at all.

M. Dirksen: So I understand your point that if the railroad bed is still there, but if he's already farming it he is at risk of somebody saying, well, this is community development, we need this trail and we need to come through your farm. But as a landowner and a farmer I believe in protecting the land of the farmer. If he's already cleaned this all up I think he has a right to say, hey, please just keep this option out. This is my land. I've cleaned it up.

S. Patterson: That's a whole mile through there that's been cleaned up.

M. Dirksen: So just take that option out. You can still have your trail but that's not the option. Don't put his land in jeopardy.

M. Wickersham: We're not.

M. Dirksen: How could it not be in jeopardy if they're thinking about putting a trail through there?

M. Wickersham: They're not thinking it. It's a plan to put a trail there.

S. Patterson: It's a plan so it's an option.

M. Dirksen: So it's an option. So it's a threat. Take that threat away from this guy that has spent the time to clean this up and now is farming a nice. That's what I'm saying. I mean, it's all. I'm just, I didn't come here for this. But I do farm.

S. Patterson: That's smoke and mirrors. That's what that is.

M. Wickersham: No it's not smoke and mirrors.

M. Dirksen: I don't want this guy to come back here and put up a fight two years down the road because that option was left in this plan and now all of a sudden, no, it's not an option we feel it is the only we can go so it's going to go through him. Eliminate the threat. So you're saying they can't ever put that trail there.

J. Hufford: Not if he doesn't want to give up his land.

C. Bales: Not without his permission.

M. Dirksen: Well, that's fine.

T. Kerns: You'd have to use eminent domain and that's never going to happen.

C. Bales: Never.

M. Dirksen: You don't think that will happen?

J. Hufford: No.

T. Kerns: No.

M. Dirksen: Sometimes I hear from economic development and they can say.

C. Bales: No.

J. Hufford: I can make up a plan I'm going to buy your farm. When it comes time and you don't want to sell it? I can't.

M. Dirksen: So. Well, so then what I'm saying is, if he's saying I'm never going to let this happen, why did they put it in as an option?

J. Hufford: Because whoever drew it up just looked at the map and seen that it was a right of way, down through there one time or another.

M. Dirksen: That's fine. I'm just speaking for him, you know. I'll sit down.

M. Wickersham: There's a usable right away to 100 South and you're not the only property owner in that seven mile stretch that owns that right of way, although I would probably agree with you that most of it is developed back into farm ground

S. Patterson: It was land granted back.

M. Wickersham: I think it's separated on the.

S. Patterson: You need to go back and do research at the courthouse. That was a land grant. It's been land granted back. It never was owned by the railroad.

M. Wickersham: So I guess there's some of that property out there that the right of way that you would follow. And if you're not interested the person north of you or the person south of you might be.

S. Patterson: I'm the person north of me and I'm not interested on that either.

M. Wickersham: So you own the entire seven miles?

S. Patterson: I own both sides of the road on 400.

M. Wickersham: Well, this goes from Lynn to Winchester.

S. Patterson: Well, Mike are you interested? You own south of me.

M. Alka: I'm Mike Alka. I'm just, as I'm listening to this, I guess lot of times, you know, we all know the devil's in the details. And I guess what I'm hearing. I just get a little, my awareness goes up when things that don't appear to be an option are kind of left in something and we don't know in the future how things can be. And so yeah, there's property in there with the railroads intact. That owner wants to do something. But there are stretches that it does not does not exist. It's not even there. One landowner I farm for, I helped them several years ago secure the railroad. They own it. Bought it, got title to it. Just as a landowner responsible to control what's next to you? And so, so I'm just wanting to sometimes. Like a blanket statement like that. The likely things open for the long haul. That really can't control. And then my other thing is I'm just stating as awareness if something did come around by us and was on county road easement. We do have active agricultural operations. You know I don't understand easements and all that, but you know, you come off the road a few feet. It might crowd up a drive, might crowd up the distance between the road and the building that there or like our grain facilities that are on the road. I mean those. Just things that we all have to look at, but.

M. Wickersham: Those are all things that would be considered before the right of way would be used by the trail development. I mean that is not like somebody's going to go out and start digging and paving a trail without considering those things and that the trail developer is not going to get in a battle with property owners over their right of way. They're going to either go around them or they're going to select a different route and that's why the other route along Highway 27 is there because right of way ownership is so diverse within the rural communities that you can't afford, nor do you have the willingness of the property owners to participate. So you go a different direction.

M. Alka: That makes sense that you know. My point is, this is our public. This is our opportunity publicly to say what's going on. I didn't want to miss it.

M. Wickersham: And nobody's trying to pull the wool over anybody's eyes. This is a comprehensive plan and this committee along with the Community Foundation and the community's input looked at these different options and presented them as part of the map. I guess that's all this is trying to do is if any of this other than Union City's portion happens within two years I'd be shocked. But before it, can any of it happen. Before Union City can go pursue a grant opportunity, it needs to be in Union City's Comprehensive Plan that this is something the community wants, and if you don't have it, you're not going to. Know you're going to get nicked.

A. Alka: What if you just present the plan using the state highways and stuff and take the across the farm ground, you know, north and south of Winchester. Just take it off the plate and anything that's running across farm ground. Why don't you just take it off and just use all the highways as the right of ways, since they're already there. Most of those are fairly straight to the location anyway. And then that way it just calms the whole issue of what could be and what could change in the future.

C. Bales: The only thing with that is, is that this has been community driven of hundreds of people. And.

A. Alka: I don't see two hundred people is community driven really. I mean, when we have 24,000 people in the county. In statistics, that's not much.

C. Bales: Well, that was just for this portion. There was a lot more in the twenty-eight, twenty-nine to actually push then the overall trail. But yeah, I mean again, I mean it. The thing is that nothing can happen. Nothing can happen until the land owner says yes. I mean, it's just like when the renewable energies came through our stuff, they couldn't use our land to put the cables under until I said yes, even though that was the best place for it, right? It's my land. It's my farm. It's our farm, not my farm.

A. Alka: I just feel like I'm a person who is pretty much in the know and I didn't know about any of this. So I just, I'm just you know about the meetings and that stuff.

C. Bales: Well, we had them at the fairgrounds, so I apologize.

A. Alka: Well, the one. I knew about the one.

M. Wickersham: So I guess in response two things. One is if you remove the off highway lines from all the maps, then you're excluding a potential opportunity for somebody that might want a trail to go across their property. The other thing is that some of that railroad right of way is there and is not using being used, and it's really kind of prime for trail location.

A. Alka: Well, I've had a lot of calls and conversations about this topic and I don't know one farm ground owner that would like the trail on their farm ground, dividing their fields. So I'm

just. I'm just trying as a public servant, I'm just trying to voice the information that I've received all the time I've been on this Planning Commission. This is the first time, you know, a lot of people are talking to me about it and I want and then as I look at the maps and everything and like, you know, I don't think it'd be that difficult just to keep it off going across country, cutting through farm ground and.

M. Wickersham: I'm not sure what the process is. I guess we would have to start all over.

A. Alka: Or just white it out. Say we're not going to do that. You know just keep it on the state highways or whatever.

A. Journey: I had a question. I guess I just need clarification. I think I must be confused a bit. So am I right. This is basically we are looking to include this with the Master Plan with some future this can be done. So in other words, this is not set in stone. So say ten years from now, I want to gather a group and we start something up. I could come up with something completely different, correct?

M. Wickersham: Sure.

A. Journey: This is not something that is like this is the plan. This is just some options and ideas that this committee has done.

C. Bales: That's why there's railroad options. That's why there's highway options and suggestions.

A. Journey: And suggestions. I just wanted to make sure I was clear on that. It doesn't mean this has to be, this is what's going to be done in the next.

C. Bales: Correct, correct. Because future land owners, right? When we're all gone might say I want the trail. I would be hard pressed if they would go through their farmland. I would totally 100% agree with Amy on that. And you know Mr. Patterson, but I don't know. I can't think for them, but again, it would still be an option. You know, because that is safer, right? It's safer but again, those land owners, those future land owners will have a decision to make yes or no just like Mr. Patterson and Mr. Alka.

A. Journey: So all we're doing is we're looking to include this in the county Master Plan. Not gospel bible, this isn't what has to be done at that time.

M. Wickersham: No.

T. Kerns: We're not approving any of these trails.

A. Journey: OK. I just wanted to make sure I was clear. Any of these trails? We're just saying we want to include it.

J. Hufford: It's all just going in to the Comprehensive Plan.

T. Kerns: I got a question on the restrictions on trails like that. If, say, there's a railroad bed that is available. You're talking about the farmer doesn't own the right of way and the right of way is still available in that. What happens if ten feet off the trail there's a confined feeding lot or something like that. Does that restrict the use of that trail or anything? Or can they still put that trail along that confined feeding which could be all kinds of nightmares.

M. Wickersham: And I don't know what kind of work on restrictions would be from the trail development. I would see the confined feeding operation might want to restrict the trail development.

T. Kerns: But if they didn't control that railroad bed beside them, and I mean is there a set, you know and I that would be this board decision to make a setback or something like that. But there's nothing.

M. Wickersham: No, not to my knowledge. And you know, trails go along golf courses and they put in fences. Trails go along other properties and they put in fences. The trails I've seen the developers try to accommodate the property that's around it.

T. Kerns: I just know operation line with some of the with the done things like. I mean, it could cause a lot of problems with those type of properties.

C. Bales: Yeah. And that's been expressed actually through one of our community member meetings when we were looking at the what ANR owns now. There were land owners that butted up against that that were concerned about if somebody has a cattle operation. And you know again valid concern, right to listen to and to see what that option would be if that would have proceeded and we would need it, we would have needed to work with him and look at that of what the best options for them and their farm. And then for the trail with a hop off go around. Is there a way that you could put fence all the way up? Know a total barrier so people couldn't see, could have access. Because we were also worried about. You don't want to spook the animals. Right. I mean, there's lots of things that if you're not in agriculture community wouldn't even think about. We have to be cognizant of and so that would be an area that that happened, but now we don't have to because ANR pulled their permission. But we would have had to look at that because that would have been a very big concern to address that.

T. Kerns: Can a plan be passed and put in our Comprehensive Plan without the true trail location in it so that in the future grants can still be applied for and everything else, but without the actual trails in the Comprehensive Plan or the projected trails?

C. Bales: So you'd say if you pull them all out?

T. Kerns: If you just pulled the trails out and passed the plan so that if everything was in the comprehensive plan so the grants could be applied for, but yet that but it took all private property off of the.

C. Bales: Kind of what you were saying.

M. Wickersham: Yeah, you could change this plan. I think the plan is the trails?

T. Kerns: Right, I understand that.

M. Wickersham: So I don't think you couldn't remove them all, but you could remove anything that crosses private property.

T. Kerns: I mean, just because we've removed what's crossed the proper property don't doesn't mean in the future you couldn't negotiate with private property and go back over private property if someone else came to put a trail in.

C. Bales: Yeah. I mean, when we're all gone in another trail committee exists. They could come in and say we want to make it another amendment and we're going to put all that back in. We want trails, right? We're more.

M. Wickersham: And again, I don't know. So it would depend upon the grantor in the situation. If you pulled out all the right of way for Winchester to Lynn. And someone wanted to build a trail from Winchester to the 4-H grounds and use right of way for that. Whether you'd have to add that property back in the Master Plan to get the grant, or whether it would go ahead and give the grant without the Master Plan.

T. Kerns: Well, the Master Plan doesn't give right of way anyways. So if somebody was going to apply for a grant, I would assume once they're applying for the grant, they would have their trail system that they want to put together. And I mean this is basically just ideas of where trails could be. Just to make land owners feel better about it.

C. Bales: Yeah, I totally see where saying. Please understand, we're all newbies at this. We've never done this either. You know, we're just following guidance and counsel and you know, trying to look at ways to enhance our community.

T. Kerns: Sure.

C. Bales: But we definitely don't want to do anything that's going to, you know, impede the agricultural community. But we also understand that this is nothing to be done. I mean, this really is just a concept and we're going to focus on the city and communities.

T. Kerns: And I don't know if everybody understood as a comprehensive plan, this just puts it in the county Comprehensive Plan so that grants and such can be applied for and projects can be

pursued in the future. This isn't really any projects or that are being pursued. Any individual projects are being pursued, but none can ever be pursued or grants unless we have them in our county plan of some sort. Is that correct?

M. Wickersham: That's correct. That's what the engineers who write the plans tell you. That's why we wrote the plans in 2018. I don't know how we go about that. Don't know if this body can recommend an amendment without the light blue lines back to the commissioners and the legislative bodies, or if this committee has to come back to this body and say.

J. Welch: I think you probably have to. I think they can only approve or not approve.

C. Bales: OK.

J. Welch: It's the way it looks to me. I'm not an expert in this, but that's the way it looks.

M. Wickersham: So what if they? We have to wait a year.

J. Welch: No, not if you just table it or if you could even you could table this until next month if you wanted to.

M. Wickersham: If that is approved. How long do we have to wait?

D. Johnting: Well, I don't think the idea is ever to disapprove because you wouldn't send this out for people to vote on it is disapproval. You would just work on it till you got something everyone approved of. And then it would go out to the Commissioners and the towns and cities.

J. Welch: It's not adopted until each legislative body passes. So this would just be recommending to them that it be changed.

D. Johnting: This board would want to work on it and listen to it until it was.

C. Bales: Well, I mean, I'm just one person. I appreciate the feedback. I mean, this is to do with the community. All of you think. I mean, I want your advice as you know what you think is best to be responsive to our agriculture community and you've made a suggestion. From, you know from Mike have a vast wealth of information and connection in the ag community here in Randolph County. You know, what are your thoughts of? I mean Amy 's given her opinion. What are the rest of your thoughts on how we should proceed. And even from the audience, I mean, what does everybody think is the best?

J. Hufford: These can be worked out. As I said I've sat on one these boards. I've ridden miles of trails across Ohio and Illinois. Every problem can be worked out. Engineers plus the commissioners who meets one of the counties going to work with the property owners. A lot of them we managed to get the trails in things you know, but they had go along with what had you know, the people too. That's why the trail aren't straight. They follow property lines and

everything else. You know, it isn't a straight line across the state or anything. Just take a look at some of the trails. I got maps of the trail of all of Ohio at home. You got Piqua to Greenville is what 30 miles and it takes 72 miles of trails to get there.

C. Bales: I don't want to stymie us, right? Don't want to stymie us. I want to make sure you look at the big picture and goal, you know. All the variables are involved and all the dynamics that could change within the next fifty years, you know, so that. But I also want to be respectful of us now. And so that's, that's the tension. The tension between now and the tension between limiting us within this plan for future development when people, property owners change, and that kind of stuff. You know, I doubt if farmland is going to change a lot. You know, people, I don't care what farmer. You're not going to want it to run through the middle of your property, right? So totally get that. Respect that. But also that doesn't mean all seven miles of those people are going to say no. So if we totally take that out, what does that look like and just come back for another amendment? I mean, I don't know. That's not a rhetorical question, I.

T. Kerns: I don't think they'd have to require any amendment to this anyways. That would just be that project.

A. Journey: I don't understand why we would be limiting if all we're doing is favorable or unfavorable recommendation to include this in our Master Plan. If it comes down to an individual trail you have to go through all the planning and jump through the hoops anyway, so I personally don't understand why we would put limitations on it at this point when that's all we're doing is we're either we liking it in our Master Plan or we wouldn't.

M. Wickersham: And again, I want to reiterate, nobody's planning to take anybody's property because of this Master Trails Plan. It's not even in.

C. Bales: Nor could we. It's just not possible.

M. Alka: I heard you make the comment it's no desire to take anybody's property, and I believe that. But when I just casually review that document, you know I'm just sitting there. I don't know the answer to those questions and that's why I came tonight to ask. Because we don't want to ask, I don't want to leave that door wide open and. You know, like you used the term before. You know, we don't want eminent domain anything. I understand that, but reading the document that wasn't like in bold print in there that if you're not interested, this won't happen. Make any sense? So that's why that's why I came. Just to follow up on this.

C. Bales: And we appreciate that. I mean it. I mean does that need to be put into the plan? I mean, we need to bold something like that.

M. Wickersham: I can cite you an example. And I've worked on the Randolph Vision Trail and I had commitment with properties in Losantville to give me there right of way. And it was the

center of town and connected to the west side to the east side. And by the time we got back around to survey that property, that property owner had sold the property to another property owner. Wants nothing to do with the trail. So and I can't convince her so, or we have to either go around or reroute the trail because there's nothing we can do if she doesn't want to sell. So that that's the same situation as you develop a trail, you go ask if you said no then you go different direction. That's the way it works. I don't know of any trail in the nation where they've used eminent domain, I think. I think what trails you see and I site the Allegheny trail, which runs from Pittsburgh, Pennsylvania to Cumberland, Maryland. It's a hundred and eighty-five miles, and it's railroad bed. The railroad gave it to the trail developers to develop the trail.

Unfortunately for me, maybe not for you, because you own the right way, but Indiana is not that way. All that railroad right away has been absorbed by property owners either, as you say, a land grant back to you for people on each side. And it's an impossibility. I did the lots from Lynn to Winchester and there's a lot of property owners down there.

M. Alka: And I don't want to sound.

M. Wickersham: And they're all farmers.

M. Alka: I don't sound like a voice of negative because that's that is not the case, but we've all we've all anybody in business, we've all had contracts. All know what's agreed when we signed it somehow down the road. Things just don't happen quite the way we think or, and that's why we get attorneys involved and we have to say, well, that's not what I thought. That's why I'm asking right now. So we can just air it out and. I want to be a good supporter of community things and so that's why I was just asking you.

M. Wickersham: And this is not a contract. This is just a plan.

M. Alka: But I like hearing that we can't take anything, but I didn't see anything in the plan that said that, or if I'm the last guy, you know, if I got the last 1,500 feet and everybody else agrees, well, there could be another group formed that say you know, we got a way we can deal with him. That's it.

President Calhoun: We've heard a lot of discussion on this. Is there any more?

D. Johnting: I have a quick question. So there's Plan A, Plan B drawn in there and a year from now, someone comes up with Plan C and gets money for it. They can do it even though it's not drawn in there. Not even near what it looks like today.

M. Wickersham: I think so because the Comprehensive Plan has an intent of connecting communities. So the closer you are to this plan, the better off you're going to be. But for instance, we don't have a plan to connect. I don't know, Willard School to Baker School but we have a plan with. That's not a very good example. I'm trying to think of an example where we

would we, let's say, Spartanburg, we don't have a plan to connect Lynn to Spartanburg, so that might need to be added to the Comprehensive Plan before you could get a grant there. Might be, I don't know. But if we have a plan from Winchester to Ridgeville and we don't use the railroad corridor road or 100 West or US 27. That doesn't mean we can't use another route and get grant money for that.

D. Johnting: So the idea is connecting this to this. That's it. These are a couple of samples, ways it can be done that everybody's looked at those are potentials. Some of it might work. Might have to veer off in a few places, and that's OK as long as Winchester is connected to Ridgeville.

M. Wickersham: I believe that's the way it works.

D. Johnting: Which leaves a little bit of the gray area not so gray because it's not an either or. We're either going to do it this way or this way, or we have to go back to the drawing board every single time. That kind of forces people to think, well, I think they're kind of push me a little bit to get my ground.

C. Bales: OK, I see what you're saying and.

D. Johnting: You're the end of the line. And the last guy.

C. Bales: I could CSI Mike and get rid of them so somebody else can.

J. Welch: There could be language included that said that the plan is not to use eminent domain to take anyone's private property to build the trails.

C. Bales: That would be good to. Do what Mike said, you know. But then also to go back to what you know, Amy was saying. How does that impact the plan? If you take out all the?

M. Wickersham: The other side of that is.

C. Bales: But you can still do it right?

M. Wickersham: If the plan says that and the group that wants to use eminent domain would have to be a municipality or a county government. They could amend the plan to say we're going to use eminent domain and take your property.

J. Welch: That's true, but if you pass the plan with that language this board would be saying that we don't want use eminent domain.

J. Hufford: Realized how hard that is. It is hard.

C. Bales: Eminent Domain?

J. Hufford: It is hard.

C. Bales: If that makes the agricultural community were comfortable. Is that the right addition to make? And then leave those options in those other options or?

T. Kerns: Another kind of hypothetical type situation. You get your plan done. You got all your land approvals or you got where you want to go with this trail. Where does it have to go before you start it? Does it have to come back to Area Planning and get actual permits to put that in? Or once that's done, nobody else has any say over it. It's done.

M. Wickersham: Only the funding sources would have something to say over it. So if it was bought and paid for by the private group, nobody would have a say over it. If it's funded by the state or funded by the county obviously the county or the state would have a say over the way it's constructed and then if it's built next to the highway, then INDOT would have a say. If it was built next to a county road and the county highway department would have a say, just like a city street. So if it goes across private property, then the only people that's going to be involved is the property owner and trail developer.

T. Kerns: There's not any ordinances or anything that says what we can do as long as.

M. Wickersham: Not to my knowledge.

President Calhoun: So how do we want to proceed with this? Do we want to table it to the next meeting to put some of these changes in it? Or do we want to vote on it as it is?

E. Hall: I'd like to say something.

President Calhoun: Come up and state your name.

E. Hall: I'm Eric Hall. 3702 W 950 S, Lynn. To the committee, I believe that's an awful big gray area to vote on something the Master Plan. I live right along the railroad bed, and I think ANR obviously took that out. You know that position for you guys as well, but I don't want it in my backyard and everybody that I talked to that I know doesn't want it in their backyard as well, but to vote on something has a lot of gray area. I disagree with it. Thank you.

C. Bales: So what for you, may I ask? For you, what would be non-gray area? I mean. What would help it not be gray, I mean to make it a good plan for the future.

E. Hall: My opinion on the matter, there wouldn't be one.

C. Bales: No trails at all in Randolph County at all.

E. Hall: Right. I'd spending that kind of money on something else.

C. Bales: OK.

G. Thorn: Gabe Thorn. 1322 E Union City Pike. I guess I'm maybe not totally understanding some things here, so maybe just a couple questions for the panel. The plans will include potential trails. The ones included in the plan, have they been vetted for right of way? Utility access? Has anybody talked to the people that live along these trails?

M. Wickersham: No.

C. Bales: No, because it's just a plan. Not a.

G. Thorn: Well, I understand.

C. Bales: That would happen if we would seek funding and it was decided to go then, each of those loan owners would be talked to. Say yes or no and then with the grant that we did then we had to submit a letter saying. Those that had with letters of interest saying that yes they were amendable to doing that, not etcetera. That's why it's just a plan. And nobody 's been talked to yet versus just having community meetings to help design this overall concept because you don't do that until you actually are going to build it, and then people say yes or no and then that determines how much funding you'll need and how you're going to go around etcetera. That's not a part of this process. You wouldn't do that as part of this process.

G. Thorn: But yet you're asking the Council to include it as part of their Master Plan. And the plans in here are potentially not even plans, right and.

M. Wickersham: It's a concept that connects eleven locations with two or three options for each. It's a Master Trails Plan which becomes part of the county 's Comprehensive Plan so that it's on the shelf with the Comprehensive Plan for community leaders to look at and say and develop future trails if they so desire. To do so, they may not. They may the county in the future may have the attitude, like the one gentleman that we don't want to spend any money on trails. And the new governor, Braun, he may have that same attitude that the state of Indiana shouldn't spend money on trails. Holcomb had the attitude that we should, he wants every Indiana. He wanted every Indiana resident within five miles of a trail head, and that was his goal. That's why he put money to do. The point is that before and really stepped up and paid for this. We had some community input. Not, and it's just like anything else you do. You don't have a lot of community input, but we have had some community input in these trails where these connecting points were important to them. That's why we put it in this plan as a Master Trails Plan to add to the Comprehensive Plan for a potential future development.

G. Thorn: So is there not a way to include something in the county's Master Plan for said trails, that is not saying they're going to be on this road or this road or that road and still leave enough room to negotiate or discuss this at all.

M. Wickersham: I guess. I evidently have a different opinion. I don't see the problem in saying we're going to follow US 32 or Union City Pike or. Those are the best two connecting points between Winchester and Union City. I don't have a problem with that. That's just me and I will say that I voted to recommend it to this body as a past commissioner. That doesn't mean this body has to pay attention to that vote, nor do the future commissioners have to pay attention to this vote. So. That's why we're here to do.

G. Thorn: Well, I understand you're for it. Like I guess I'm thinking about the people that are maybe a hundred and ten feet off the right of way on 32 going from Winchester to Union City. And you're going to put a trail right in their front yard. I mean anything you do is going to change something or make somebody mad. I just guess I'm questioning how thorough the plan is and how much of that has been evaluated not only from an individual perspective, but things like the utilities or right of way or are they really options with the trails that are recommended in here?

C. Bales: So the firm did vet. You can speak to this. The firm that we hired or they do this across the state and nation. We chose places that were the most likely and the most receptive to be able to do that. It was vetted at that high level. And yes, because from there I mean the landscape architect and so helped us navigate that and look at those roads. But did we get down into the minute details of actually, no. Only because at this stage that's not what you do. In any Comprehensive Plan, I don't care what community you're in. They wouldn't do that because this is just a concept. It's just a plan. It does not mandate. It can't take and it's not a final decision. It's just to be able to open up funding areas if a group and if an entity wants to pursue that then you will go to the stuff you're talking about talk to the land owners, they say no, you go somewhere else. It's not. If the utilities say no, you go somewhere else, you don't have enough with along the side of the road, you go somewhere else. That's when you get down into the weeds and the and looking at those details that you're talking about. And you're talking about a lot more money to look at that versus what paid for this plan, but I can tell you we really, really did try and I'm sorry that if we didn't. Really did try to reach out so everyone could have a voice in this.

G. Thorn: I appreciate you saying that and I'm glad you did. I also was not notified until after.

C. Bales: Well, then we must have paid a lot of money for postcards to every resident so if you didn't get a postcard, I'm sorry.

G. Thorn: I appreciate the effort there because that's how the rumor mill starts. Last minute you find out from somebody who was there and they get a detail twisted. Who knows what really happened. That's why I wanted to come tonight to try and understand. For the record, I would be in favor of adding the notes on eminent domain and making it more clear in here that these are not firm. This is a placeholder for funding in the future and that wasn't clear. Thank you.

C. Bales: I think just one, we really, really appreciate this feedback. Sorry. Oh, sorry.

R. Harshman: So. So this is interesting to me. OK, we're in a lot of stuff. My name is called Rex Harshman. I'm from 505 S Meridian here in town. And I kind of invited myself on the Bicycle Trail Committee, and it was a kind of an experience for me. I do know that you know there. A quite a few points of feedback. I know there was a survey that went out at the fairgrounds. I know for the folks that came up here and had concerns. I just like riding bikes and I do. I guess I can't stay with this committee. They did listen. I mean, there was a lot more trails proposed than you know the final ones to come out on this final plan. I'd like to have bicycle trails here in the county. Kind of like what you were saying. I've rode on trails that, you know, you go straight into town like Coldwater to Celina. That's kind of nice. Otherwise you ride them, you just go around. It's just what you do. And I've been to places where you ride and you have to wait for the combine to, you know, go down the trail and go to another field. So I don't know, just it is kind of nice to have bicycle trails in the area and it'd be nice to have some here in the county too. Like I said, this is just a general plan and it came up with many suggestions. And these are the ones that we kind of proposed for the Master Plan. So that's all I got.

C. Bales: So I think what we will ask to do is to table it and let us take this back to this feedback that we've heard both from you and in your roles and also from the feedback that we received from the community again. Take it back to the committee and ask them how they would like to proceed. And I would encourage you, if you have any other thoughts, please reach out to us on how you would like to see and that goes to the community members to reach out to us. Does that sound like a good plan? OK.

J. Welch: We have to vote to table this until the February meeting.

A. Moulton: I make that motion.

J. Hufford: I'll second.

President Calhoun: It's moved and seconded that we table this to the February meeting. All those in favor say, Aye.

All: Aye.

President Calhoun: All those opposed, NO. Motion passes so.

C. Bales: And can you let everybody know when the February meeting is? So if they want to come back, they can get on their calendar right now.

D. Johnting: The 19th.

C. Bales: OK, so February 19th. And Amy if you'd invite those people who have questions and concerns they'd like to come.

A. Alka: I have a program that night. We'll do something.

D. Johnting: It'll be the 19th on Wednesday night. Call the office if you forget.

C. Bales: Thank you very much for all your time and feedback. I appreciate it.

President Calhoun: Do we have any old business that we need to discuss? OK, Next is new business. It was brought up at our meeting in November about solar farms. It was decided that we would form a committee to look at our solar ordinance and go from there. Matt?

M. Dirksen: Can I speak? My name is Matt Dirksen. I currently I reside at 12200 S 300 W, Muncie, Indiana. But I lived in Randolph County for thirty-four plus years and the only reason I'm over there right now, my son was over there with his wife. They had a little baby. They're pregnant with another so we switched houses for the time being. And he's running the dairy now, but we would like to build a house someday back in Randolph County. I told my wife. No, we're going to wait. I'm not going to build a brand new home and have a solar field show up later on, or wind tower right next to my home. I have to wait until I know when this is ever going to play out and stop. Because it in the beginning when it started. OK, it was way down South. I can see some it. It bothers me. I farmed all my life. I love the land. The land is my living, that is, and I'm trying to pass that on to my next generation. My son that took over the dairy. They just had a little boy. I've got another son that runs a dairy on 400 N. He's got a son that's one year old and when I make decisions, I try. Talk to my sons. They'll tell you I'm controlling. It drives me nuts, but I tried.

J. Welch: It sounds like Matt's volunteering to be on the committee.

M. Dirksen: I applaud you guys for doing what you're doing.

J. Welch: We can't vote on anything tonight. They're going to appoint a committee and going to look at it and come back.

M. Dirksen: That's fine but I need to talk.

J. Welch: We've been here for an hour.

M. Dirksen: I know, you just need to let me speak.

J. Welch: I don't have to let you speak at all.

M. Dirksen: No, it's fine, it's fine. So anyway. I think we're doing our next generation of farmers a complete disservice by continuing to allow this stuff going, going up on class one, class two

land, some of the best land we have in the county, there is a solar field planned for some farmland over on the east side of the county. Do you know where Wayne Detling owned all that black?

J. Welch: That's what the committee is going to discuss. The committee is going to discuss what to do and whether or not there should be some changes made. This is not. This is not the forum for this.

M. Dirksen: Right. But I still want, I need to speak for a little bit. Just give me ten minutes. I know.

J. Welch: No.

President Calhoun: No.

M. Dirksen: Don't shut me down. I didn't come all this way.

J. Welch: You have three minutes.

M. Dirksen: Give me. Give me just a little bit of time, please. Have any of you guys on this board ever read the MSDS sheets on a solar panel? You all have read them everyone here. Have you read them?

K. Halloran: No, but I'm not on the committee.

M. Dirksen: No, no, no. You know what they are? They are material safety data sheets. When you google a solar panel. Some of the things in them, heavy metals, lead, cadmium, arsenic, silver, chromium. OK, the solar panel people, oh, they're safe, they're safe, they're safe. Is that in the solar panel? Any of that? If it is, if it ever escapes, getting into the water. Is the water still okay to drink? I can remember Tony Goldstein, when he wanted to get his big dairy here going to a meeting. And the people are, a gentleman bought a glass of tainted water, had a little bit of manure in it. And the people were like Sparrow Creek is going to get contaminated. We can't let this happen. I mean, the water is going to be terrible after he brings this dairy in. Tony walked up to the gentleman that was holding the glass of water and drank it. Pulled out of his hand, drank it, he said it's going to be fine, people. It's all going to be fine. He drank it. What I would say if I put lead, cadmium, arsenic, chromium in a glass of water will the guy from the solar panel company drink it for us in front of all of us and say hey, it's going to be OK. It's just lead, cadmium, chromium. It'll be all right. It'll be safe it gets our water, I say no. But what I hate to see is our land in Randolph County, good farmland, we continue. I feel like the renewable energy companies are raping Randolph County after they put this stuff up. We'll give you a little money for this or that. A little bit of PR seed money and then the next project rolls, the next project rolls. And then they'll say, well, only two percent of our farmland is being used. Nice play on

numbers. Two percent. What is two percent? Five thousand acres. OK, then that that's what they're going to say. That's just a little bit of footprint, but put a wind tower in the center of a field. That farm is forever affected, forever encumbered by the power line, the lane and the next generation will, whether he wants to or not, he's going to farm around it. I read the whole, the whole. You're planning or whatever on the wind towers. And the decommissioning agreement, they say, well, we're going bring it all back to the way it was if it's decommissioned. No. No, it's not right. The power lines are all running forty-two inches deep. The decommissioning is at forty inches. No powerline ever gets removed. If you look at the, check out.

J. Welch: This is not on the agenda.

M. Dirksen: No, it's fine. I know you're getting offended because I'm talking. Let me play something, just a little bit here.

President Calhoun: Matt.

M. Dirksen: Just hang on, hang on. I didn't come here for no reason.

President Calhoun: I know, I know.

M. Dirksen: I want to talk just for a second, please let me talk.

J. Hufford: You've been talking.

M. Dirksen: Just give me just a second here. If you're running for office in Randolph County, what party would you most likely be affiliated with to get elected. Anybody? Any statement? Probably republican. Am I correct? Just give me one second, then I'll sit down. Give me one second. I'm not real good with this stuff. Listen to this.

[Plays clip of speech from Donald Trump]

Then we want to get along with everybody. But you know, they have to, it gets. It takes two to tango. We're approaching the dawn of America's Golden Age. To be a Golden Age for America. Have things that nobody else has. We have more natural resources we have. Number one, nobody knew that until I came along. I made us number one. We were number three. I made this number one in a very short period of time in drilling. And you know you can talk about windmills. They litter our country. They're littered all over our country like dropping paper, like dropping garbage in a field. And that's what happens to them because in a period of time they turn to garbage. The most expensive energy ever. They only work if you get subsidies. The only people that want to the people that getting rich off windmills getting massive subsidies from the US government. It's the most expensive energy there is. It's many, many times more expensive than the clean natural gas.

M. Dirksen: I'll just stop there. One other question. Before you guys started, what was the conflict of interest? I mean statement. What is that to be on the Board? Or what was that?

President Calhoun: It's for our attorney.

M. Dirksen: Just the attorney. OK, I thought. It was. Because I just want to make. I mean, you don't have anybody on the Board that would benefit from voting yes on green energy. Do we?

J. Welch: We don't have a vote right now.

M. Dirksen: I'm just asking the question. No, it's. I'm asking a question you have anybody on this Board that benefits from voting yes on green energy.

J. Welch: This is not the proper forum for what you're doing now. We're going to appoint a committee to look at the solar ordinance.

M. Dirksen: OK, if you do.

J. Welch: You've had three minutes. That's what's in the rules. We've been speaking for twenty minutes.

M. Dirksen: I want it also for the wind. I want it for the wind. I want what I really want is a moratorium tonight on everything until everybody on this board can read an MSDS sheet.

J. Welch: This board does not have authority to do that. This board has authority to recommend a change in the zoning ordinance to the commissioners.

M. Dirksen: So who?

J. Welch: That is all.

M. Dirksen: So tell me this Jason, whenever I go to the Commissioners, they tell me, well, we can't change anything. You've got to go to.

J. Welch: The Area Planning Commission can recommend a change to the Commissioners. Commissioners have the vote to change the ordinance.

M. Dirksen: Who can put a moratorium on this?

J. Welch: The commissioners would have to vote to do that.

M. Dirksen: So I would have to go to a commissioner meeting to get them to put a moratorium on this stuff.

J. Welch: This is not the forum for this issue. Don, you're the President. He needs to sit down. We need to move on to the next thing in the agenda.

President Calhoun: So we need to decide to have a committee formed to talk about what we want do with the solar. Do we have any takers on the board that want to sit on the committee?

J. Welch: Tom should be on it.

T. Kerns: That's fine. I'll be on it.

J. Welch: Does Jon Peacock or one of those citizens may want to be on.

J. Peacock: Pardon.

J. Welch: Do one of you citizens want to be on the appointed to the Committee for the Solar to look at the solar?

J. Peacock: I couldn't hear what you said.

J. Welch: Do you want to be appointed to the committee to look at the solar ordinance? That's what they're doing.

J. Peacock: You guys will form the committee. Right, Don.

President Calhoun: We can have citizens on it.

D. Johnting: Andy Fahl has volunteered. He was a former. He was on the original and. And knows both sides, he said he would do it.

J. Peacock: Are you accepting volunteers to try to serve on a committee?

President Calhoun: Yes.

J. Peacock: Or do you guys want to appoint a committee?

D. Johnting: Well, I guess we'll appoint whoever steps up.

J. Peacock: Because I think Matt's goal today was to show his concern. Yes, he went beyond the time frame that we tried to do but it's just because he's very concerned.

President Calhoun: Yep.

J. Peacock: Jerry Warren came the last meeting as well. I think Jerry brings an interesting experience of looking into this. So I guess if. I know at least these two gentlemen back here would have interest in serving as well. Matt brought me to try to calm him down a little bit.

M. Dirksen: Yeah, he didn't do it.

J. Peacock: I did not do it.

M. Dirksen: Told me he would call my name out.

J. Peacock: Jason was trying to. So thank you for bearing with him tonight, but he feels very. I think it's good if we have Andy on there and a person like Matt.

M. Dirksen: Hey, Jon, Jon. I want not just the solar ordinance looked at but also the wind. Both.

D. Johnting: I asked Randy (Abel). He said he would help but he didn't really want to be on it. He said he would give advice.

President Calhoun: As of right now, Coy (Applegate), Tom (Kerns), I would be willing to sit on it. Jon (Peacock) and Jerry Warren would you two like to be on the committee?

J. Peacock: Say that again please.

President Calhoun: Would you and Jerry like to be on the committee?

J. Peacock: Sure.

President Calhoun: How many does that make?

D. Johnting: (counting)

M. Dirksen: I'll do it if they do it on the wind and the solar. I don't want. I feel like the whole green energy thing needs to be revised. I don't think we need any green energy on our class one land. I think it's horrible.

D. Johnting: Kristi (Halloran) and I will be there to take notes, call people, and help you research.

E. Thornburg: If we're going to go to the trouble appointing this committee should we have the same committee also review the solar, the wind and also working on battery storage. It's all part of the same triad. Just study all this at once and get it done.

J. Welch: Sometimes you do too much, you do nothing. I feel like if you do one thing at a time, you might be more effective. You could come back to the next meeting with some with one and then and then you go to the next thing.

E. Thornburg: If we do one at a time, I might be retired before it's done.

President Calhoun: I guess at our last meeting it was decided that we would have a committee for the solar. So I think that's what we're going to stick with for this committee for now.

D. Johnting: And on the ordinances, the battery storage ordinance has been brought up as on our list. I talked to Jason about it. And when someone comes to the county and is ready to pursue that. They'll go to the commissioners. They'll decide if they want an ordinance prepared, then

they come to us and go to someone else to actually write it for them. For now we just work on this.

E. Thornburg: I'll work on gathering some information on anyway as something I'm just interested in a little bit.

D. Johnting: We haven't even done that yet, so. OK. So it'll be Andy Fahl, Ed, Jon Peacock, Kristi and I will help out, Jerry Warren, Tom, Don, Coy. That sound like everybody?

President Calhoun: I think so.

D. Johnting: I had a couple of people on there twice. The count is probably eight or nine.

President Calhoun: OK. We need to appoint a new recording secretary.

D. Johnting: Yes, as she runs back in the room.

President Calhoun: As she walks back in the door.

President Calhoun: So we need to appoint a new recording secretary for Area Planning?

D. Johnting: OK, according to Article VI of the Area Planning Commission Bylaws, we need to appoint a recording secretary for the Area Planning Commission. Now that we have a Secretary for the Area Planning Commission, I would like to appoint Kristi Halloran to be the Secretary for the Area Planning Commission. And I will only be the director and not the secretary. She has accepted.

President Calhoun: We need to take a vote. Would somebody like to make a motion?

A. Moulton: So moved.

J. Hufford: I think we'll all make that motion.

President Calhoun: All right, we'll have a second.

Vice President Applegate: Second.

President Calhoun: It's been moved and seconded that we appoint Kristina for our recording secretary. All those in favor say, Aye.

All: Aye.

President Calhoun: If I can have Jon and Jerry come up so we can decide a date as to when the committee can get together before everybody leaves.

T. Kerns: And contact information from them.

President Calhoun: Yes. Is there anything else we need to discuss?

D. Johnting: We do have a meeting in February now.

President Calhoun: It's nice to see everybody that showed up. Everybody's comments that was made. I appreciate it. So with that being said I can entertain a motion to adjourn.

J. Hufford: So moved.

President Calhoun: Thank you everybody for coming.

President Don Calhoun

Vice President Coy Applegate

Recording Secretary, Kristina Halloran