Notes for McKnight Leadership

Subject: Initial Call with Vitale/TriStar Development Team Regarding Rock Hill Quarry Development and Possible McKnight Parking Lot Entrance Relocation

Date of call: Thursday, May 28, 2026
Prepared by: Bret Blackford
Purpose: Summarize initial discussion and preserve key points for McKnight leadership review.

Participant / Contact Reference

Name	Organization	Title / Role	Email
Bret Blackford	McKnight Crossings Church of Christ	McKnight primary contact for development-related discussions	bblackford@mcknightcrossings.org; bret_blackford@yahoo.com
Jonathan Vitale	Vitale Development Corporation	Partner	jvitale@vitaledevelopment.com
Matt Segal	TriStar Properties	Vice President of Development	msegal@tristarproperties.com
Wes French, P.E.	Vitale Development Corporation	Development Director / development contact	wfrench@vitaledevelopment.com

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Summary of Discussion
I had an initial Teams call with representatives from the Vitale/TriStar development team regarding traffic-related changes connected with the proposed Rock Hill Quarry development. The main topic was whether McKnight would be open to relocating one of our parking lot entrances/exits so that it aligns more directly with Golden Gate Road.

The development team explained that their traffic plan includes converting the inside northbound lane of McKnight Road into a shared center turn lane. They are also exploring whether McKnight's south parking lot entrance/exit could be moved farther north to align with Golden Gate Road. Their stated rationale is that this would help drivers exiting the church parking lot and drivers turning from Golden Gate Road coordinate more effectively.

McKnight's Initial Response
I did **not** approve anything on behalf of McKnight. I communicated that there were no immediate "hard no" objections, but that McKnight would need to understand the details before agreeing to any property or parking lot changes.

I also made clear that if this relocation is primarily needed for the development's traffic plan, McKnight should not bear the cost. The developer should be responsible for the full cost of relocating the entrance, closing/restoring the existing entrance, modifying pavement/curb/sidewalk/grass/drainage as needed, and restriping or adjusting affected parking areas.

In addition, I raised McKnight's already-planned parking lot resurfacing project as a major issue. McKnight is currently seeking bids for substantial resurfacing work, and I told the development team that we would expect them to **partner with McKnight in a meaningful way** on that project if their proposed entrance relocation moves forward. The point was not that Vitale/TriStar should necessarily pay for the entire resurfacing project, but that they should provide significant assistance because their requested access change affects the timing, scope, coordination, and possibly the cost of McKnight's resurfacing work. This was also consistent with our internal planning memo, which stated that resurfacing coordination and cost participation should be put on the table early.

I also cautioned that McKnight cannot simply defer needed resurfacing indefinitely without a clearer understanding of timing, approvals, and financial commitments. If McKnight delays resurfacing to coordinate with the development, we need some written understanding that the developer will work with McKnight and provide meaningful cost participation if the project proceeds.

Developer's Stated Position
During the call, the development team indicated that the costs of making the proposed entrance change to McKnight's parking lot would be borne by them. They also indicated that, as part of working with McKnight, they may be willing to help with related parking lot work, including resurfacing, restriping, or overlay work, but only if the development proceeds and closes. They specifically indicated that they could not pay to resurface McKnight's lot now before they know whether the project will proceed, but that they could work with McKnight if the resurfacing were deferred into their construction timeline.

That makes the resurfacing issue a central point for McKnight leadership, not a side issue. If McKnight's cooperation helps solve a traffic/access issue for the development, McKnight should seek a written commitment that covers both the direct driveway relocation costs and meaningful participation in the broader resurfacing work affected by the project.

Timing Discussed
The development team indicated that approvals may not be completed until late 2026, with a possible closing in the first quarter of 2027 and construction mobilization around March or April 2027. They suggested that McKnight-related parking lot or entrance work could potentially fit into a 12–18 month window from now, once their project is moving forward.

This creates a timing issue for McKnight. There may be a benefit to coordinating our resurfacing project with the development team's work, but we should not rely on that without a written understanding.

Operational Concerns Raised
I raised a practical concern about Sunday traffic and older members. The current entrance pattern is familiar and relatively straightforward. If the south entrance is moved, drivers entering from McKnight may need to make a quicker decision about turning left or right after entering the lot. I noted that this could create confusion or backup during Sunday morning traffic.

We also discussed how the entrances are used. The north/top entrance is heavily used for the food pantry. On Sundays, the middle and south entrances receive more use, with the middle entrance appearing to be the heaviest-used entrance.

Memorandum of Understanding (MOU)
A helpful outcome of the call was that Matt Segal suggested preparing a simple bullet-point memorandum of understanding. The idea would be to document what the developer is asking from McKnight, what the developer is offering, what the developer needs from McKnight, the rough timing, and when a more formal agreement would be prepared.

The MOU should specifically address both parts of McKnight's concern:

1. **Direct entrance relocation costs** — the developer should be responsible for the full cost of relocating the entrance, closing/restoring the existing entrance, modifying curb/sidewalk/grass/drainage, tie-in paving, striping, traffic control, permitting, engineering, and related restoration.
2. **Parking lot resurfacing partnership** — because McKnight is already seeking bids for significant resurfacing, the MOU should state that if McKnight delays or coordinates its resurfacing project to accommodate the development schedule, the developer will work with McKnight on a meaningful financial contribution or other substantial assistance toward the resurfacing/restriping work. The expectation is not that the developer necessarily pays for the entire parking lot resurfacing project, but that McKnight receives significant assistance because the proposed entrance relocation affects the timing, scope, coordination, and cost of the resurfacing work.

I told them that a written MOU would be helpful because McKnight should not rely only on an informal call for a project that could affect our property and may not occur for a year or more. The development team indicated they could prepare a memo, allow McKnight to comment, and then put it in a form that could potentially be signed and shared with McKnight leadership.

The MOU does not need to resolve every final construction detail, but it should be specific enough that McKnight is not relying only on a verbal understanding if the project moves forward months or years from now.

Request for McKnight Support
The development team also asked whether McKnight might be willing to express support for the project, either by having someone speak positively at a public meeting or by sending an email to the city clerk for the public record.

I did not commit McKnight to that. I told them I would take the request back to leadership.

Recommended Next Steps

McKnight should remain open and cooperative, especially if the development improves the neighborhood and traffic safety. However, we should not approve the entrance relocation or agree to any property impact until we receive a written proposal or memorandum.

Recommended next steps:

1. Ask the Vitale/TriStar team to provide the proposed memorandum of understanding.
2. Confirm whether the proposal is a true relocation of the existing south entrance or an additional access point.
3. Require the developer to define all cost responsibility, including engineering, permitting, construction, restoration, drainage, sidewalk/curb work, striping, traffic control, warranty, and any resurfacing impact.
4. Coordinate this discussion with McKnight's planned parking lot resurfacing project.
5. Confirm whether any easement, license, right-of-way, or other property agreement would be required.
6. Separately decide whether McKnight is willing to publicly support the development, and if so, what form that support should take.

My recommendation is that any McKnight support remain generally positive about the development while avoiding premature approval of the specific parking lot entrance relocation until the details are documented.

NOTE: Additional background materials and updates regarding the Vitale/TriStar proposal for the Rock Hill quarry site, including items that may affect McKnight Crossings Church of Christ, are being maintained on McKnight's *internal project page*: https://shared.mxcoc.xyz/2026/RockHillQuary/.

This page and this memo are intended for internal McKnight use.

Exhibit A

Note: diagram noted below also available ***here*:** https://shared.mxcoc.xyz/2026/RockHillQuary/media/PropsedChurchEntryLocation.pdf

Re: New McKnight Crossings Contact Person

From: Jonathan Vitale (jvitale@vitaledevelopment.com)

To: bret_blackford@yahoo.com; swalker@mcknightcrossings.org

Cc: msegal@tristarproperties.com; bblackford@mcknightcrossings.org

Date: Tuesday, May 26, 2026 at 05:03 PM CDT

Bret,

I just sent out an invite for Thursday at 9:30 AM. Please feel free to forward it to anyone on your side who needs to be on the call.

On the call, we would like to discuss the proposed changes to McKnight Road. The inside northbound lane of McKnight will be converted into a shared center turn lane. With your permission, we are exploring relocating the south entry/exit of your parking lot farther north so that it aligns with Golden Gate Road. This would allow drivers exiting the church parking lot and drivers turning onto McKnight from Golden Gate Road to coordinate more effectively, especially with the third side road intersecting McKnight just south of the church entrance.

The attached exhibit shows the potential new option, along with the current condition on the second page.

JV

VITALE DEVELOPMENT CORPORATION

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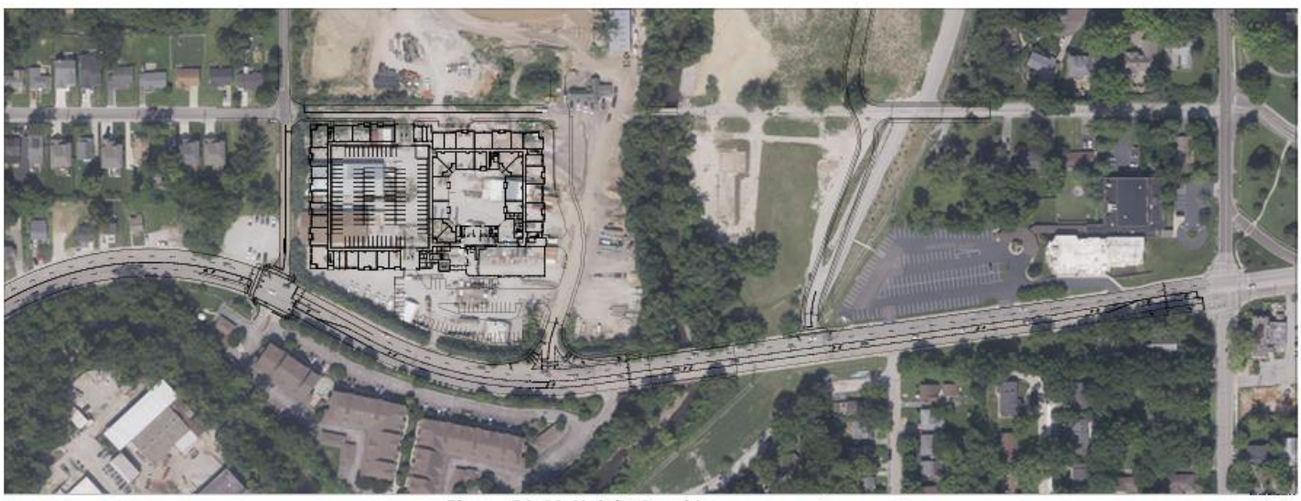


Figure 31. McKnight Road Improvements