

PERRYSBURG TOWNSHIP ZONING COMMISSION
26609 Lime City Road
Perrysburg, OH 43551

ZONING COMMISSION MEETING
October 6, 2008

The Perrysburg Township Zoning Commission held a meeting on October 6, 2008, at 5:30 p.m. Robert S. Black, Chairman, called the meeting to order, said good evening, welcomed all in attendance, and had a roll call taken. Grant W. Garn, Zoning Inspector, was also present. The meeting was tape-recorded.

MEMBERS PRESENT: Robert S. Black, Jeff Schaller, Carol Warnimont, Arthur Rometo, and Ronald M. Hanna.

MEMBERS ABSENT: John J. Benavides and Jeffrey Normand.

APPROVAL OF AGENDA: Mr. Black asked if there was a motion to approve the agenda. Ms. Warnimont moved with a second by Mr. Rometo to approve the agenda. A roll call vote was taken. Yes votes by Ms. Warnimont, Mr. Rometo, Mr. Schaller, Mr. Hanna, and Mr. Black. Motion carried 5-0-0.

APPROVAL OF THE 8/11/08 MINUTES: Mr. Black asked if there was a motion to approve the minutes of the last meeting. Mr. Hanna moved with a second by Mr. Schaller to approve the minutes. Mr. Black asked if there were any comments, and there were none. A roll call vote was taken. Yes votes by Mr. Hanna, Mr. Schaller, Mr. Rometo, Ms. Warnimont, and Mr. Black. Motion carried 5-0-0.

Mr. Black asked if there was anyone in the audience that wanted to make any comments to the ZC. He said he assumed that many of them were present for the Thompson Road matter. He asked if there was anyone present that would like to make any comments to the ZC, and there was no one that did.

GEORGE ORAVECZ of Oravec & Associates, LLC, would like to discuss the redevelopment of the Sunoco Service Station located at 10711 Fremont Pike, which is in front of the Holiday Inn Express. I have advised them that they may need to submit this new site plan to the City of Perrysburg for review.

Mr. Black said to Mr. Oravec so as not to put him through the entire meeting, there has been some discussion about getting the engineering design drawings for the Market Center Drive. He asked him if anyone has approached him to ask for those drawings. Mr. Oravec said Market Central, and Mr. Black said Market Center Drive. Mr. Oravec said different project, and Mr. Black said it's a different project, but otherwise they were going to have him stay for the rest of the meeting. Mr. Oravec said obviously they will

get them to them, if they have them. Mr. Black said well, they would have them, wouldn't they. They developed the project. Mr. Oravec said he was trying to remember, now where is Market Center Drive. Mr. Black said Market Center Drive is the access drive parallel to Route 20. Mr. Oravec said then they have them. He will get them to them. It was commented that it's on the board. Mr. Black said pardon me. It was commented that it's on the board. Mr. Black said okay, the engineering drawings. He said for the make-up of the street is what they are talking about. How it's designed. That's what they are looking for. Mr. Oravec asked if they want them in CAD file or in print form. Mr. Black deferred to Mr. Garn. Mr. Garn said at this point probably in print form, because they have no way of reproducing them. Mr. Oravec said okay. Sure. Mr. Garn said something for the trustees in case. It comes up every so often of an interest of having the township take over the street. Mr. Black said the trustees have brought that up. Mr. Oravec said he will bring them to them tomorrow. Mr. Black said thank you very much to him, and said he appreciates that.

George Oravec introduced himself, stated his affiliation, and addressed the commission regarding this item. He said this site is right at the corner of Lake Vue Drive and the off ramp for 75 on the south side of Fremont Pike. As they can see from the site plan, the existing building backs up to Lake Vue Drive, and it's a rather old service station. It was converted more to a B store, but originally, if they remember, it had service bays in it. It used to be a full service gas station at that location. The pump islands are perpendicular to State Route 20/23 or Fremont Pike, and the redevelopment is to build the building way to the rear of the property, and then make the pump islands parallel to Fremont Pike as opposed to the way they are currently. The underground tanks will not be moved. They are going to remain in the same place they are now. Some of the area that is currently grass will wind up being repaved to accommodate its location on the site itself.

They went to Bennett Enterprises, who own the Holiday Express behind it, and if they are familiar with the site, they will know the back end of this property there is a parking field before you actually get to the Holiday Express building, and asked them if they would have any objection to them placing the building only 2 feet away from the property line in the rear. He thinks the zoning code requires 25 feet. They sent a letter to the township expressing that they have no objection to that relocation of the building if, in fact, it is approved.

There would be no new curb cuts. The curb cuts that exist on Fremont Pike, the curb cut that exists in Lake Vue Drive will, in fact, remain exactly where it is now. The Lake Vue Drive curb cut lines up directly across the street as the Frisch's curb cut, so neither of those curb cuts will be relocated, and they will remain exactly in the same place. The canopy obviously will be turned to go over the pumps as opposed to the pump islands and the manner in which they are derived now.

Now, what they are attempting to determine at the present time is do they have to go to the City of Perrysburg, or don't they. They intend on using the existing water tap where it's going in the existing building, so there will be no new water tap. It will be a relocation of the service that will go into the new building. Mr. Black said your sewer tap. Mr. Oravec said the sewer tap, they are not sure yet whether or not that building is still on a septic tank, or if it was ever tapped into the sewer. If it was tapped into the sewer, they will use the existing sewer service. Northwest Water and Sewer is investigating that for them at the present time. Northwest Water and Sewer have also informed them that the water line and the sewer line in Lake Vue Drive are their facilities, and if they were required to get a permit, they would go to them and not the City of Perrysburg. So they don't know whether or not that means they have to go to the Perrysburg City Planning Commission to review this proposal, or whether they don't have to do it. It was his understanding that if you needed a tap either on the sanitary or on the water, and if the service is provided by the City of Perrysburg, then you have to go to Perrysburg City for review for any site plan within the township. If you don't need their tapped services, then it's his understanding that they don't have to go to the City of Perrysburg, and everything can be handled here in the township.

All of the submissions have been made to Mr. Kuhn. They have not done the engineering design for the site yet. Now, obviously the majority of the pavement is going to remain in exactly the same grade it is now. It will probably be mended down and just resurfacing it to give it a new and a fresh coat. But the reason they have not submitted the engineering plans, and he explained that to Mr. Kuhn, as his firm will be reviewing the plans for the township, is they want to go to the BZA first and find out if they are going to be granted their variance. They want to make a determination, do they have to go to Perrysburg or don't they. Because Perrysburg may want to inject certain things into the plan, and if they have the engineering plans designed, then they have to redo them again. So they have held off on that only for that specific reason. Once they make the determination, and if they are granted the variance on the rear yard setback, then they will immediately prepare the engineering plans and submit them, so that when it comes before them for final formal review, all of the data that would be necessary would, in fact, already have been presented to them.

Mr. Black asked him if he will only require one variance, and Mr. Oravec said just the one variance. Mr. Black said the setback, that's the only variance, and Mr. Oravec said that's the only variance they need. Correct. Mr. Black said, and accompanied with their site plan, they would like a letter from the Northwest Water and Sewer District stating that, in fact, the water and sewer is served, and Mr. Oravec said yes, he has asked Jerry Greiner to provide that for him. Mr. Black said they would like that. And he said exactly. That's why they would like to have that in hand to give it to Mr. Garn. Mr. Oravec said certainly.

Mr. Black asked if any of the members had any questions, and there were none. He then deferred to Mr. Garn. Mr. Garn said there are probably going to be two variances,

but they are both setbacks. Mr. Black said okay. Mr. Garn said his question is with the ZC, normally they would go to the ZC before the BZA. But in this instance, whether it would be appropriate for them to go to the BZA first for the setbacks before proceeding with the ZC. Mr. Black asked does the BZA normally require a recommendation from their commission before, and Mr. Garn said yes, they normally would like to have some kind of recommendation. And he has not checked with Mr. Oravec whether he wanted to be on this month's agenda for the BZA, or whether he would like to wait. Mr. Oravec said if they could get on, that works for him. Mr. Garn said or November would be the next one.

Mr. Black asked Mr. Garn, what is the second setback. Mr. Garn said it's actually two front yards because it's facing two highways. Mr. Black said so the setback against the rear of the property, and Mr. Garn said the rear is very close. Mr. Black said, and what's the other. Mr. Garn said it's a front yard setback of 70 feet, and the building is 50 some feet. It's 54 feet. It was commented from Lake Vue, and Mr. Garn's response was from Lake Vue. Mr. Black said, and it should be what. Mr. Garn said 70 feet. That's a C-2 zoning, and that requires front yard setbacks of 70 feet. Mr. Black said, and the opposite side of that building would be a side yard, and Mr. Garn said yes. Mr. Black said and that would be what. Mr. Garn said actually the side yard, or that back which is, and he does not know if it's 2 or 4 feet. 2 feet. And then the other side yard is 47 feet. It was commented 25 foot, and Mr. Garn said 25 foot. Mr. Garn said the back setback is 25 feet, and Mr. Black said is 25 feet. Mr. Garn said, so it's a front yard.

Mr. Black asked Mr. Oravec, where is the building now. Mr. Garn said it's shown. Mr. Oravec said the building is only about 15 feet away from Lake Vue Drive's right-of-way. Mr. Garn agreed. Mr. Black asked, do they have a letter in hand from Bennett Enterprises, and Mr. Oravec and Mr. Garn said yes. Mr. Black said, then they are the property owners, and Mr. Garn said they are the property owners. Mr. Black said they have a letter from the property owner as stated. He sees the property owner appears to be Suemore Realty, Incorporated. Mr. Oravec said Suemore Realty, actually that's David and his wife, Sue. And some of their real estate they hold under Suemore Realty. Like the Frisch's across the street is held under Bennett Enterprises. Mr. Black said they would expect the letter to be from whoever the land is titled in. Mr. Oravec said correct, and he believes it is with Suemore Realty. Mr. Garn said he would have to look to see to make sure.

Mr. Black asked if any of the members had any other comments. Mr. Schaller said to Mr. Oravec, the access to Holiday Inn Express kind of goes through the gas station parking lot, and Mr. Oravec said yes. Mr. Schaller asked if that was appropriate to keep that, have that circulation through the gas station parking lot. Mr. Oravec said he thinks they have an easement across the property for that specific purpose.

Mr. Black asked if there were any other comments. He asked if there was a recommendation the commission would like to pass along to the BZA, or not. Mr. Garn

said it's always been a courtesy thing. There is nothing written that one has to go before the other. Mr. Black said seeing that there is no motion to be made, unless some member wants to make one. He then said to Mr. Oravec, is that all the information that he needs from them, and Mr. Oravec said he thinks that's it. Mr. Black thanked him very much, and Mr. Oravec said thank you.

Mr. Black said that he will get those plans for Market Center, and Mr. Oravec said he will get them to Mr. Garn tomorrow. Mr. Black said how that was designed, the actual street itself. Mr. Oravec said yes. Mr. Black said as far as what's underneath it. Mr. Oravec said yes. Mr. Black thanked him very much, and Mr. Oravec said you're welcome.

DISCUSSION about the proposed comprehensive plan and the updating of the zoning resolution book. Included please find copies of the request for proposal for both of these. Please think of anything that you would like to add to these requests, as we would like to put them out for bids.

Mr. Black said to Mr. Garn that he did have a couple of comments. And they talked about it earlier, so he does not know if they need to go into it now. They made a couple of changes in the request for proposal that they talked about earlier. Mr. Garn said correct. He then asked if anyone had any comments on this request for proposal. He said the one thing he would also like to point out, on page 5 of the comprehensive plan review under schedule there is a reference to a comprehensive plan review committee, and he is not exactly sure what that refers to, because that's the only time it's mentioned. It is mentioned that the staff will make the initial review, and then they will make a recommendation of several companies to the ZC, and they will give a recommendation to the trustees, but no where else was there a mention of a comprehensive plan review committee. So he is not sure what was intended there, but they probably ought to clean that up just a little bit, because it almost looks as though there is another layer in there besides the staff. Mr. Garn said right. Mr. Black said, and the township zoning commission and the trustees, and he is not sure that's what he wants. Mr. Garn said that's why they are just doing this preliminarily right now. But they can clean that up. Mr. Black said so however he wants to clean that up. And however the trustees would like to actually have the process go is really up to them. But other than that, he does not have any other comments.

Mr. Black said he does like the idea of, and now he is going back to the other one, updating their zoning book, that they try and get as similar to the City of Perrysburg zoning resolution as they can. Since there is a substantial part of their township that's required to be reviewed by the city anyway, it would be easier on the applicants if they have very little difference between the two zoning books. That's all he has.

Mr. Garn said, and that's only if that continues. He said he did not know about that. That could be a legal issue that the trustees have. Mr. Black said, but there could be a

number of items in there that could be similar, and Mr. Garn said could be similar, and Mr. Black said right. Mr. Garn said, and they could see what Rossford has also, because they are now right in the center of the township.

Mr. Black said and tonight with those couple of corrections, he would suggest that someone make a motion. Ms. Warnimont said not to forget about the one on four for that zoning update. The one that changed the comprehensive plan to the zoning resolution update. That would change. Mr. Garn said right. Mr. Black said yes, you have that one. Ms. Warnimont said okay.

Mr. Garn said he thinks their purpose with the staff, or checking with staff is just to take in the applications to make sure they had all the information correctly. Then after that, a committee should really, he thinks, be the zoning commission. He thinks they would be the committee. Mr. Black said okay, have the zoning commission be the review committee. Mr. Garn said right. Mr. Black said that's fine. Mr. Garn said he guesses that's okay.

Mr. Black said he is looking for a recommendation from their commission to take to the trustees, and Mr. Garn said right, so they can take it to them and have them go over it. Mr. Black said okay, and asked if there was a motion to approve these RFP's subject to the modifications they talked about this evening, to send a recommendation to the township trustees to follow through with their RFP. Mr. Rometo so moved with a second by Ms. Warnimont. Mr. Black asked if there were any other comments, and there were none. A roll call vote was taken. Yes votes by Mr. Rometo, Ms. Warnimont, Mr. Hanna, Mr. Schaller, and Mr. Black. Motion carried 5-0-0.

INFORMAL DISCUSSION of the traffic planning study for the Fremont Pike, Thompson Road, and Crossroads Center Road area. Included please find a partial (it does not include the traffic data) copy of the study. Dave Kuhn, PE, from Feller Finch, and Laurie Adams, PE, from DGL, will discuss the findings of this study. Mike Stormer from ODOT may also be in attendance. The adjoining homeowners and landowners or their representatives have been advised of this meeting and may be in attendance to hear the discussion about the possible locations for the anticipated access road and its entrance on Thompson Road.

Laurie Adams introduced herself, and Dave Kuhn introduced himself.

Mr. Black said what he would like the public to know is they are in the very preliminary stages of the traffic issues in the Thompson Road/20 area. He asked if all of the audience members were Thompson Road residents that were here, and then he asked if there was anyone who was not. So this is very informal, and it's very preliminary, but they thought it would be best that those of them that are interested be involved as early as they are, because they have had really very little discussion up until now. So please keep that in mind. He then deferred to Mr. Kuhn and Ms. Adams.

Mr. Kuhn addressed the commission regarding this item. He said basically the study came about because of Speedway going to go on the corner there at Thompson, and Fremont Pike or US 20. And based on that, and based on the existing volume at the intersections, there are already problems there now. So with the gas station going in there, it's just going to create more problems, plus other future development in the area will also create future problems. So basically they had DGL or Laurie Adams, she put together a report. And at the last meeting he was here, and there was a couple of questions that were asked about vacating Thompson Road, about putting a center median in there to prevent things, and turn lanes in. Ms. Adams had addressed those. And also Laurie will address about maybe in the future widening Thompson Road and all that. So what he is going to do is basically hand it off to Ms. Adams, and then have her kind of go through it, and then he will be here for questions, and Ms. Adams will be here for questions. Mr. Black thanked him and welcomed Ms. Adams.

Laurie Adams addressed the commission regarding this item. She said basically what this is is this is a planning level study. They did not look at it in great detail in terms of things should definitely be at this location, or there should be a drive here. They did look at things in general terms based on the ODOT access management plan, because they control US 20, and they also, because of the influence of US 20, control part way down Thompson Road. Mr. Black asked if that was the 500 feet distinction, and she said yes. She continued saying that the township has an access management plan that applies to Thompson Road. Mr. Black said beyond the 500 feet, and she said right. She continued saying so all they did was look at things. They knew that Speedway was coming, and they also looked at what happens when the properties, the large parcel properties to the east of that develop. So they know that there is already a signal at the Crossroads center, so that would be a logical place for access to those large parcel properties on the south side. They looked at talking with the township on different things on how that might develop, whether it would be office, whether it would be commercial, whether some of those things would stay there. You know, perhaps the auto auction would stay for awhile and operate where it is with maybe some out lots in front of it. Just looked at a lot of different things as to how this area could change over time, because as they have seen, the development is moving and expanding, and it's going to be on them here faster than they may think.

So the township took a proactive approach to saying well, let's try to figure what they should do, and what they can't do, and see where the leads. One of the things they did was looked at driveway spacing. They want to make logical conclusions to where maybe another access point to Thompson Road might lie. One of the questions that the township asked because of the Speedway is could Market Center Drive just be extended across and have the Speedway connect to it. Well, a little too close to US 20 based on the amount of traffic, and the amount of development that would come in.

Mr. Garn interjected that the volume needed to be turned up. Mr. Schaller asked if there was a problem with the volume. An audience member commented that one of their neighbors can't hear very well. Mr. Black said if she would like, she could move up here to this seat right here. Mr. Black said if anyone else was having trouble hearing, they are welcome to bring a chair up here so they can hear.

Ms. Adams continued saying one of the things that they looked at was the distance of Market Center Drive to US 20, and the kind of development they might see, and the kind of traffic numbers that would turn on the Thompson Road, and then turn left on to Market Center, or what she would call the Market Center extension to go east into what might be developed behind those residential properties. There is just not enough room there to make a left turn. You have left turners going north to turn from Thompson on to US 20, and try to create a left turn lane to go south to get in there just backed the traffic right up into US 20. And they know that ODOT would not be happy with that. None of the residents would be happy about that. So they kind of took that out as an option. That is just not going to be feasible. They could widen it and put some more lanes in, but then you are talking about five or six lanes which, you know, eats into the development area, and gets a lot closer to the residents. So extending Market Center Drive the way it is now is really not an option for them. They do know that when those properties develop, that there needs to be some kind of a road system similar to Market Center Drive, and probably about the same distance away from US 20 so that out lots can be developed properly, but having it come into Thompson Road right there is not going to work.

This is kind of the way it is. Here is US 20. Here is Market Center Drive right now. What they looked at was looking at the spacing requirements you have in your access management plan, where are some logical places to come in. Knowing full well that right now these are residential properties, and they need to suggest that somebody be bought out to do this, and it's just what are logical conclusions. Lining up something with this truck drive made some sense. Right now that this truck drive does not do anything but service the rear of these buildings. But there is potential to change the traffic patterns inside there if it made sense, because there are just gates here that block those off, but that would meet the spacing requirements of your access management plan. There are other places where an access point could come in, but where exactly that goes was not determined at the exact spot with this study, it was just more where shouldn't it be. And they do know that it should not be here. And she thinks some more studies should be done when an actual parcel owner is ready to develop, and they know better what they are actually going to build. These are all based on assumptions as to what they thought might come.

So two questions that they brought up last time. What about vacating this piece of Thompson Road. Well, that forces all the township road traffic elsewhere. And if they are coming up here, they were going to come out to this other that's down here a little ways, the Simmons Road intersection. And if something was connected, they would go

back to this intersection. That forces a lot of traffic to signals and intersections that aren't ready to handle those. They were designed for traffic that was put forth at these from this development, and then adding in all the Thompson Road traffic puts that in an overload. She does not think that ODOT would be happy with that either. So she would not recommend vacating Thompson Road in any form. Putting a median or something down the center to prohibit left turns kind of keeps your access okay, but it also forces all the people that are living there right now, if they want to go left, they have to go right, and they have to find another way to get around. With the way they have things set up now with residential on the one side and the commercial on the other, she is not sure that a median at this point is the best way to go. It's certainly an option. It's not a bad option, but it might be better served when you have different development on this side.

Another thing that Mr. Kuhn brought up was the possibility of making Thompson Road five lanes. She does not think right now the traffic necessarily supports five lanes, and what that does is if you would do that now, it obviously makes a much wider pavement. And she knows that they have other developments that are talking about coming down Thompson, and some other things. A study that kind of brings all that into focus, they only looked at this, at these particular lots, they did not look at anything further south. You know, maybe there is some other study that needs to be done there. But based on what they studied, a five-lane section really is not an option right now.

Mr. Black asked a gentleman if he could sign in. There is a sign-up sheet right there. Anyone else who came in late and did not sign up, please, just put your name down there so they have a record of who was here.

Ms. Adams continued say so she thinks at this point that's really all the background of why they did the study, and what they did in the study. What they did recommend is that when you do develop this side, that this signal be used with some sort of an access road across there, and with some sort of connection to Thompson Road, but where that would be would be determined later when some of this development actually occurs.

Mr. Black said one of their recommendations was to add a lane on the east side that would be an additional stacking because it would go straight or turn right, and he asked if that was correct. She responded saying yes. Mr. Black said that would go all the way from Market Center, and she said yes, it would be probably about that long. Mr. Black said, and that would be a current recommendation. Ms. Adams said that would be a current recommendation, because they already have some issues right now where the traffic backs up pretty far. And a lot of times you have a lot of right turning traffic, but now with the new things coming on this side of 20, you are getting a lot more through traffic. And opening that up, and making it a through, and a through with a right, gives you a lot more capacity.

Mr. Black asked if any members had a question. Mr. Schaller said he guesses with respect to the potential future access going off to the east, it could enter into Thompson Road anywhere in between Market Center Drive and the truck access to the south. Do they have to maintain a certain distance. Ms. Adams said there is a certain distance, and if this is still operating as just a truck only access, she thinks they have a little more flexibility as to where that drive goes, because this drive is really pretty specialized. But yes, there are driveway spacing requirements to bring something in on a roadway. There are spacing requirements that would be in effect. And it would be down in this area closer to that truck drive, but it really makes the most sense to line up with that truck drive just in terms of turning vehicles, and not having people make a turn and, you know, locking up, and stuff like that.

It was asked, can it be no closer than 500 feet. Is that the ODOT magic number. Ms. Adams said no, it's based on speed, which she knows is another concern with this area is whether the speed could be reduced. The speed limit now is 50 there. Mr. Garn said she could ask Mr. Britten what the speed limit is. 55. Ms. Adams said okay. So the driveway spacing needs to be 495 feet. Anything they would bring in would have to be 495 feet from Market Center. Mr. Garn said if the speed limit were reduced at some point in the near future, then that would be an impact. Ms. Adams said that makes that driveway spacing shorter. If it went down to 35 miles an hour, you are talking 250 feet. Mr. Garn said okay. Ms. Adams said, so it's all based on speed. Mr. Garn said from Market Center, and she said Market Center. Mr. Garn said okay. So Market Center.

Mr. Black asked Mr. Stormer if he had some comments he would like to make. Mr. Stormer said no, he was just here to listen to the comments from everyone. He introduced himself. He is just listening to the concerns of the local residents, and then kind of listening to things. Obviously from the department's side of things, they want to make sure that the intersection out there works and functions properly, and that there is, as Ms. Adams said, no back-ups into US 20 from whatever happens down Thompson Road, because it is a high traffic, high volume. They want to make sure it's a safe intersection.

Mr. Black said probably one of their more immediate concerns, and Mr. Allesee might be able to address this, is Marathon wants to build a gas station on the corner. And as he understands it, they obviously will not make any decisions until they make a decision on what the site plan looks like, and he wondered if that was correct. Mr. Allesee said yes, they want to make sure that the township and ODOT are on the same page before they go forward with any sort of a recommendation. He said that was correct. Mr. Black said before the state or before they make a decision. That's where they have been a little confused. Does the zoning commission need to make a recommendation for a site plan, and then they review it, or can they review it with them before they make a final recommendation. Mr. Allesee said they could review it together, but obviously they want to make sure that the township is on board before they move

forward with anything. Mr. Black said because they would prefer not to make any final site plan review until they are on board. Mr. Allesee said okay. Mr. Black said if that's okay with them. Otherwise it's a circular discussion that does not make progress very quickly. Mr. Allesee said he wants to make sure that they are comfortable with what the site plan is. They want to make sure they are comfortable with it. They have been working with Mr. Garn, and make sure everything is going to be the same, because they don't want to get a site plan review in, move forward with it, start their approval process, and the township not be comfortable with it. Mr. Black thanked him.

Mr. Black then said to Ms. Adams that he thinks one of the issues on that specific site, because that is probably the most immediate issue, and he asked Mr. Allesee if that was correct. He asked if he was moving along with that. Mr. Allesee said he guesses he will say that when they had that last workshop. Mr. Garn said this is Pete Allesee, and Mr. Allesee introduced himself. He said he does more of the real estate side. Mr. Garn said from where, and Mr. Allesee said from Marathon. So Speedway is a subsidiary of Marathon. He continued saying his problem, it would be more of right-of-way takes, should the road be widened, easements, should they be able to work out their roads together. He said Rick Maurer is here representing the engineering, which is probably 95 percent of the issues. But when they had that last workshop, they said they are going to slow down, let's do it right. They are still in that mode, and prepared to work through some of this, because he thinks from what he is hearing, they are still in some pretty preliminary stages of reviewing this. And let's face it, it's September. You don't build anything this time of the year anyway. So they do have the luxury of some time to digest this with everybody, and make sure that it's a good, workable plan for everybody. Mr. Black thanked him for his comments.

Mr. Black said as he understands now, what they would recommend is an additional lane with that site, and right turn only on both the 20 and the Thompson Road sides for that site, and he asked if that was a correct statement. Ms. Adams responded saying they do not comment directly on what the site would be in this study, they just included it as part of the overall. Mr. Black said, but their traffic study showed right in, right out only, and he asked if that was correct. Ms. Adams responded saying that was only what was provided to them in the curb site plan. Mr. Black said which would be the only way you would have done the study is what was provided. Ms. Adams said right, they just used what was provided. Mr. Black said so what was provided to them was a right in, right out only on 20 as well as Thompson Road, and that's what their study is based on, at least for that site. Ms. Adams said yes. Mr. Black said, and along with that would be an additional lane, straight, right hand turn lane. Okay.

Mr. Black then deferred to Mr. Garn. Mr. Garn said because Ms. Adams was not here for the previous discussions about the fear of people. He said they are talking, so he will wait. He addressed Ms. Adams to let her know that the previous discussions, the ZC had fears of people starting down Thompson Road, and then turning through all the

traffic to try and move back in. In that right in, right out scenario, they were afraid of people just trying to get in any way they could.

Mr. Kuhn commented that on that meeting they had a few months ago, the discussion was the right in and right out on Thompson Road. And based on access management, the best place would be across from Market Center. Because with the speed limit and all that, you would have to be within that criteria, or you have to be right at Market Center. Mr. Black said so the right in, right only for that particular corner piece, that's where it would be, across from Market Center, and Mr. Kuhn said right. Mr. Black said, and then the other one would be on Route 20, and Mr. Kuhn said right. And they would have to work with ODOT to determine exactly where they want it, but more than likely it's probably going to be the farthest you can put it, and away from the intersection. Mr. Black said on 20, and Mr. Kuhn said on 20, yeah.

Mr. Black asked Mr. Britten if he had any comments he would like to make. Mr. Britten said no, he guesses he has not seen all of the study, and had a chance to look over it. But that's why they did it, so they could get recommendations and see.

Mr. Black said as he can tell, it's very preliminary, but he would like anyone that would like to make some very brief comments, because this is not a public hearing, this is just informational in nature.

Don Eckel addressed the commission. He is a Thompson Road resident. He is going to be real unpopular off the bat with his fellow residents, but personally he has kind of figured for a couple of years that everything along here is going to end up commercial anyway, including his house, which is a little farther down the road. Trying to pack another road in here, as they have pretty much discussed, has its pros and cons because of being so close to 20. He thought he would throw out as another possible option making an access road continuous with the entrance that goes into the apartment complex on the north side of Thompson Road going across, basically would rear end into his property and somebody else's. But they have discussed that, and they figured they were going to end up moving anyway, so what's the difference what the purpose is. So like he said, he just wanted to throw out another option. It being probably approximately down here, he realizes that's not as attractive to some of the businesses, but you have a large tract of land behind that. All of these lots along here are at least 300 feet deep, so they would be quite useful for commercial development anyway. And that would also then allow and lead them to the auto auction, and basically across that to the trailer park behind that. So like he said, he is just throwing out another option. Mr. Black thanked him and asked him about his home in relation to the apartment entrance, where is he, south of that yet. Mr. Eckel said basically the, and he had to get his directions here. He guesses it would be the east side of his property would be pretty much right down the center of that access that goes up to the apartment complex. Mr. Black thanked him very much.

Bill Earle addressed the commission. He had a question on the whole scenario they are looking at. Right now it's all about Speedway. And since the 12 acres in back of their home is on Thompson is still zoned ag, and the trailer court is looking to do some other things with it, until that property, the zoning is requested to change, how do they know how much capacity, how big the roads, or how much, or what for it's going to be. Has any thought been given to coming in from the traffic light at the trailer court, and putting a service road in there parallel to 20, coming all the way down to near Thompson with a turn-about, turn-around, cul-de-sac, whatever you want to call it, for access to the gas station as well as the other 12 acres that's there for whatever it's going to be used. Because if it's commercial, maybe one size, if it's an office, something else, if it's apartments, something else, if it's single family, something else. So he does not know how they are able to plan the road size without even knowing what the property is going to be used for. He thanked them, and Mr. Black thanked him. He said that's a good thought.

John Szychowski addressed the commission. He owns a piece of property on Thompson Road. He thinks it's this house. He asked Mr. Garn if that was right. Mr. Garn said no, just south. Just down from there, he thinks. Yes, he believes that's his. Mr. Szychowski said one of those. And he had the same concerns about the road going in first, when he thinks they are all thinking that somehow this is going to be commercial some day. And then he heard Ms. Adams say possibly other developments, and he kind of wanted to ask her what she meant by other developments. He addressed her saying when she talked about other developments other than talking about the road, she must have some thoughts on that, because she said other developments possibly.

Ms. Adams responded saying she has just heard there are some other residential developments that are possibly south of Eckel Junction and along Thompson. There are things and rumors. They were not included in any of this study. It was nothing that was set in stone that would be included in this. Mr. Black said he thought Ms. Adams was referring to those three parcels that were rezoned last year that were residential. It was asked, are you talking south of Eckel Junction then. Mr. Black said those three parcels that were rezoned a year ago, or whenever that was. That's what Ms. Adams was referring to. Nothing different, and nothing more than that.

Mr. Garn said on page 4 of the report it shows a little bit, and he was going to question Ms. Adams about that, just the transitional area, and guessing it's residential behind there. Because he does not know if Ms. Adams has seen their zoning map, but they have commercial zoning that goes where she has written residential. Commercial goes back for a quarter to a half a mile from there. It's already commercial. Ms. Adams said pretty much all they did was use that same depth that they have on the west side of Thompson, and just made an assumption that they would use the same retail depth. Mr. Garn said, but he thinks the transitional, where she shows the transition, that's all the agricultural area that they were talking about, and he thinks Mr. Williamson looks

like he wants to speak. Ms. Adams said, and the transition would be if those residential properties stayed on Thompson, you would need something in between that and the retail development to transition from the residential. And those are just assumptions, too, assuming that the residential stays. Mr. Garn said right, and some of those neighbors are assuming it will become commercial.

Mr. Black said just one second. He addressed Mr. Earle saying he would like to comment that one of the issues that they dealt with just early this evening was a comprehensive plan, bring a consultant in, so that's all part of what they are going to be doing. This is not going to happen in the next year or so, but he just wanted to let him know that the comprehensive plan that they asked for in a request for proposal for consultants to come in and put one together for them is all part of that planning process of what will happen, not just here, but throughout their township.

Lane Williamson addressed the commission. He is present on behalf of Mrs. Bennett. He thought it was appropriate to, assuming this is working, and Mr. Garn said yes, it is, and he continued saying appropriate to talk about her parcel, which is this transition piece that's marked. And he thinks on the one map he is looking at here, which is figure 3, it's essentially bisected into thirds by this drive, that if Market Center Drive were extended to the east directly, you would see basically a two-third, one-third, or roughly apportionment of that nature. He is hearing that that's not a recommended option based on the counts today, and the speeds that 20 and Thompson permit. So his question initially was what is transition or transitional from anyone's viewpoint, because he did not see it defined, and he wants to make sure that if there is some thought as to what that should be zoned, that Mrs. Bennett should be aware of what that is. Mr. Black said transition is not their word, it was Ms. Adams' word, and she may explain that. Ms. Adams said that was only a classification that many townships and cities use to provide a buffer zone. Mr. Black said it's a generic term. Mr. Williamson said that's fine, and that's what he kind of assumed, because it is zoned agricultural currently. He just did not know if there was some thought that it should be one or the other. Mr. Black said no, that was for lack of a better characterization. No specific intent intended.

Mr. Williamson said what he should do is clarify to some degree why that parcel is as it is today, because he thinks they can get a fairly good feel for what it might be in the future based on history. The Bennett acres, or he believes is what that subdivision is called further to the south, is where Radeloff, Mr. Radeloff did the development a couple of years ago, was intended to run all the way to Route 20. And the reason that it does not is that it's cut off by an existing residential home that separated pieces. Mr. Black asked, is that where the pond is shown, and Mr. Williamson said correct. So that transaction never was completed. Mr. Black said that's all one parcel then between their property and the Bennett ranch, it's all one, and Mr. Williamson said he believes that parcel that cuts it off is one parcel. That's correct. So he thinks, in fact, the idea that it would be transitional in nature is exactly right. Transitional to him in this context

probably means the zero lot line, villa development for most of that property, with then maybe commercial out lots along Route 20. That's what was envisioned by Mr. Radeloff, he believes, when he bought some property from Bennett, and it just did not come to fruition because he could not get the whole assembly together. And so he thinks if the planning is being modeled along those lines, that's probably consistent with what the market saw happening out there, at least over the last 3 years. He can't say what the future will bring, but that seems like that's reasonable. And their view on this remains that they need to be cooperative and part of the solution rather than part of a problem. The issue of rezoning, though, does beg the question, what is the best long term for this, and in this market it's really difficult to know (End of side one) access today creating flexibility for the future in terms of both access and land use. That's what Bennett would prefer. Along the way they realize, though, they have to be part of the process to participate in some fashion at this point.

Mr. Black said just to make it clear, this process here has no intention of defining what that specific end use is. Mr. Williamson said understood, and they are fine with that. He just was hoping that they could get to the point where perhaps the access would help define what the best use is, and they may very well still see that. Mr. Black thanked him, and he thanked Mr. Black.

Mr. Black asked if there was anyone else, and he then asked Mr. Terrace if he had a comment.

Warren Terrace addressed the commission. He said certainly. He said he represents the ownership for the Perrysburg shopping center with Best Buy. Market Center Drive just has to stay a left hand turn for all the parties coming out of the Lowe's and the Kohl's on to Thompson, because that's an access for a right hand turn on to Route 20, or through traffic, or left hand turn back to the expressway.

Mr. Black asked if there was anyone else in the audience that would like to make a comment. He asked Mr. Britten if there were any other comments he would like to make, and he said no, he did not think so, and he thanked him.

Mr. Black asked Mr. Szychowski if he had anything. Mr. Szychowski had one question. Would the road be the property of the township, or privately owned like Market Place is. Mr. Black asked if he meant any road, and said it would be a township road. It was asked would they pay for it, the taxpayers pay the township, and Mr. Black said no, it would be a joint venture. It would be property owners would help contribute to that development, yes, but it would be a dedicated road when it's done, as he understands it. Whatever that Market Center extension is going to be called, or where it goes, it will be a publicly owned road, but it will not be solely funded by the township. Mr. Britten said unlike Market Center Drive, that is. Mr. Black said a private road funded. Mr. Britten said they don't want that to happen again. Mr. Black said exactly. Mr. Britten said so it will be a public road. Mr. Black said right. It was commented should be a

public road. Mr. Black said a public road, and built to the standards of the public road. And that's what they are trying to determine what this Market Center Drive is. He said to Mr. Terrace that that was the reason they wanted to see Mr. Oravec's plans, as he thinks he may want to also. Mr. Terrace said he was supposed to do that a long time ago. Mr. Black said that's why he put it on the record this evening. Mr. Garn said yes. Mr. Black said to Mr. Garn to go ahead.

Mr. Garn said just so John and Gary know that, and Gary is doing something else now, but the other thing is that their zoning resolution says that the road will be built by the developer, and then handed or titled over to the township when it's done. This may be a little different in that some of these roads may have to be funded differently, but eventually the township reimbursed completely for it. So the other thing is that when Mr. Oravec had been here earlier this evening, that they requested that he give them a copy of the drawings for Market Center Drive, so he said he would have those available tomorrow so that they can see how the road was constructed.

Mr. Black asked if there were any other comments from the audience. He asked if the members had any other comments, and there were none. He thanked everyone for coming this evening. He said they really do appreciate their input. It was commented thank you for inviting us. Mr. Black said they are welcome. Mr. Garn said there are two principals from the trailer park in the back, and he did not know if they had any comments. Mr. Black asked if the two gentlemen had any comments they would like to make. Mr. Garn said from Choice Properties. Mr. Black said he did not realize that. If they could just stand up here and state their names and affiliations.

David Donnellon addressed the commission. He said he can tell them because of their other engagements they came late. As a result, he is not privy to the clear understanding of what the discussion was all about. He does not know, and he was hoping to get a feel for what the commissioners thought of extending, and on this, it says Center Drive private. Mr. Black said yes. Mr. Donnellon said so he is assuming, and he heard that there is a possibility of extending this, and then the mobile home park is down here. Mr. Black said it will not be extended at that location. That was one of the early discussions today. Mr. Donnellon said that's what he wanted to understand. Mr. Black said right now. Mr. Donnellon said at this location. Mr. Black said that is correct. And Mr. Donnellon said, or anywhere along here. Mr. Black told Mr. Garn to go ahead.

Mr. Garn said it will be extended, it's just the entrance to that road is not going to be directly crossed from that right there. Mr. Donnellon said it might be shifted a little bit. Mr. Garn said it will be shifted back up the drawing at some point, but then it may not go straight across, it may make some turns. Ms. Adams said it will probably most likely be similar to that depth. It could be similar to that depth, but it won't connect there. Mr. Donnellon said the bottom line is they are, and their property owner is in favor of that type of marginal access drive road, whatever you want to call it. And they

see the light right at their property, and they find that to be a convenient way to access from this road up to that road, or it continue. It would be an intermediate point, and they are in favor of it, and they understand that they would have to participate in it. So that's their point of view. Mr. Black thanked him very much.

Gary Britten addressed the commission. He told Mr. Black that he would like to add something. He guesses he is a little confused in that last comment Mr. Garn made saying that Market Center Drive will not extend there. The suggestion is that it will not. How can they decide today that absolutely it will not extend there. Mr. Garn said he is not saying that. Mr. Black said that Ms. Adams may want to address that issue. Mr. Garn said he missed so much of the discussion. Mr. Britten said beyond this, and Mr. Garn said right, he missed the first part, so that's why.

Ms. Adams said because of the distance here, it's about 450 feet. There isn't really enough space. And the left turn lane to turn on to 20 comes back this far. And you would have to end up widening the road. There is not enough room to have all the people that would want to turn left at that location to be able to do that without backing up into Route 20, and ODOT will not allow that to happen. So there is no logical reason for this to connect at this point because of those vehicles backing up. It needs to be down here somewhere so that there is enough room for the cars to stack moving into this, anything that would be developed on this site.

Mr. Black asked Mr. Stormer if that was a fair characterization that that location can't work. Mr. Stormer said that's what the study says. He does not want to comment yet on the study, but that's what the study does say, yes.

Mr. Black said to Mr. Britten that he probably already knows this, but the 500 foot extension beyond 20, ODOT has full control over that. So with this study and whatever, Mr. Stormer is not saying this can't happen, but it's not a very high probability as they first thought. Mr. Garn said and he should not have said it will not, because they were approaching it also with making it and extending it more than like five or six lanes in there trying to get enough traffic to stack coming down Thompson Road. Mr. Britten said no matter what, that needs a right turn lane headed north. Mr. Garn said oh, yes. Mr. Britten said that needed that when it was built. They had that discussion. Mr. Black said to Mr. Britten that what is suggested is that the right in, right out only for the corner property will be across from Market Center Drive. He asked Ms. Adams if that was correct. Mr. Garn said this would be for Marathon. Mr. Black said for Speedway. Mr. Garn said Speedway/Marathon. Mr. Black said so that would match up, but that would be a right in, right out only for that specific site. Mr. Britten said how do we do that if they don't own the property. Mr. Black said that's an issue for another day. They can only digest so much in one evening. Mr. Black asked if they were done with this topic.

Chris Coultrip addressed the commission. Mr. Black asked her to stand up. She said Mr. Earle's suggestion of coming in off of 20 through the trailer park and along 20 through the back way would keep all the congestion off of Thompson. So she thinks that might be something that would be viable to look into. Mr. Black said, and then thinking to extend it some other time to Thompson at some time in the future whenever they see how it develops. Ms. Coultrip said she does not know that you have to. Depending on what goes in in the 12 acres, you may not have to. You would have access from 20, and that road would give you all that access down to whatever is being built in there. You would not necessarily have to have an access off of 20, or off of Thompson. Mr. Black said off of Thompson. Right. He thanked her.

Mr. Black thanked everyone for coming this evening. He said they appreciate all of their input. He then deferred to Mr. Garn if there were any other issues that he would like to discuss this evening, and he said not that he could think of right now. He then asked if any of the members had any issues they would like to address this evening, and there were none. He said one thing for future reference in January, they need to maybe make their October date the first Monday, because the trustees do not want them to meet then because the second Monday is always Columbus Day. So that's why they did that, in case everybody did not know why they switched. So in January, let's just make that change, and let's just look and see if there are any other dates they need to talk about.

Mr. Black said if nothing else, if no one had anything else, he asked if there was a motion to adjourn. Ms. Warnimont moved with a second by Mr. Hanna. All members were in favor, and none were opposed. The meeting was adjourned at 6:30 p.m.

Respectfully submitted,

Grant W. Garn,
Recording Secretary