

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

The Perrysburg Township Zoning Commission held a meeting on November 10, 2008. Robert S. Black, Chairman, called the meeting to order at 6:00 p.m., said good evening, and welcomed all in attendance. A roll call was taken. Grant W. Garn, Zoning Inspector, was also present. The meeting was tape-recorded.

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

MEMBERS ABSENT: Jeffrey Normand.

APPROVAL OF THE AGENDA: Mr. Black asked if there was a motion to approve the agenda with the change of bringing item IID into the position just above IIB. Mr. Rometo moved with a second by Ms. Warnimont to approve the agenda with that change. A roll call vote was taken. Yes votes by Mr. Rometo, Ms. Warnimont, Mr. Benavides, Mr. Schaller, and Mr. Black. Motion carried 5-0-0.

APPROVAL OF THE 10/6/08 MEETING MINUTES: Mr. Black asked if there was a motion to approve their meeting minutes of October 6, 2008. Ms. Warnimont moved with a second by Mr. Schaller to approve the minutes. A roll call vote was taken. Yes votes by Ms. Warnimont, Mr. Schaller, Mr. Rometo, and Mr. Black. Mr. Benavides abstained. Motion carried 4-0-1.

Mr. Black asked if there was anyone in the audience who would like to discuss any non-agenda items this evening. He said seeing that there are none, they will move to their next item. He asked if Mr. Stormer had stepped out, and then realized that he had not.

Mike Stormer, PE, of ODOT, has had time to review the traffic impact study for the Thompson Road/Fremont Pike area. He has come up with a possible solution which he would like to informally present to the ZC. Gary Britten may also be in attendance.

Mike Stormer addressed the commission regarding this traffic study. He told the commission that he has a handout, and gave them a copy of it. He said what he wanted to do was come back. He was at a previous meeting where they spoke about the traffic impact study for Thompson Road and Route 20. And basically at that meeting he had not had enough time to review the ins and outs of the proposal. He looked at it, and went back to the office and put a little bit of thought to what could possibly be done on Thompson Road to address some of the safety issues, some of the access management issues. Once he did that, he sat down with Mr. Garn, and he suggested that he come back and report back out to the commission, since that's where this whole thing had originated.

Mr. Stormer said what they see in front of them is basically a road map from US 20 down to south of the Best Buy/Bed, Bath and Beyond truck entrance, just south of there. What he looked at is basically taking off of one of the recommendations in the report to have an off-set intersection, because it was discussed that where Market Center Drive and Thompson Road are at, that is too close to US 20 to have any sort of a major intersection, a crossing intersection. The report had suggested to potentially have an offset driveway with Market Center, and then a drive going to the east that would service the potential retail to the east. What this shows them is basically the driveway going to the east would align with the existing truck entrance on Thompson Road creating a full movement intersection, and what they see in blue is a six-inch raised median basically to take the access management in this area and try and make sure that it is as safe as possible. You would not have the lefts out and lefts in for the development on the east side. On the west side there are already two drives today. That would not be much of an issue because it's existing a controlled facility. What that would do is basically allow for northbound traffic on Thompson Road. They could either turn into Market Center Drive, and there is a left turn provided there as they can see, or they can come up to US 20 and turn left. Traffic that would be heading south on Thompson Road, if they wanted to go to any of the businesses on the east side, they would be forced to come down to where the truck entrance is at, and make a U turn, and head back up north, very similar to what they have on US 20 near Carronade and the French Quarter, that area up there. He does show potentially providing a bump-out for U turn traffic so the trucks can make that U turn also. And then what would happen with Market Center is that would become a right in right out driveway. He thinks that would help tremendously with the safety at that intersection as it currently exists today.

One other modification, and this is just something to throw out to everyone to potentially look at, is the existing gate that's next to Bed, Bath and Beyond that blocks off for the trucks, he showed relocating so that that could become a flow through also, and block off the back of the building so trucks can go into there. But once this whole thing gets opened up, especially the retail on the east side of the road, he knows a lot of the residents were concerned on the east side with having that truck entrance there, but that would allow another area for traffic to be able to come out and potentially make a left hand turn to go north on Thompson, kind of freeing up some of the pressure that's currently at Market Center Drive and Thompson with everybody being funneled to that one particular intersection.

One other thing he did show here was the northbound right turn lane at US 20 and Thompson, that's been discussed for a long time. That does not currently exist, but it is recommended in the report. Overall as far as the amount of pavement needed to kind of make something like this work, there is currently a three-lane section of Thompson Road anyway. Essentially what they would be doing is utilizing that and potentially adding two, three feet of the six-inch high median barrier to prohibit lefts out and lefts in, so they are looking at some additional pavement width on Thompson Road. Without going out there and doing an engineering study, he has no idea exactly how much, but

there would be some widening. But in all likelihood, it's going to be a minimal amount of widening. Mr. Black asked, the widening would be on the east side of the center line, and Mr. Stormer said it could potentially be on the east side or west side. With that little bit, it does not really matter that much. Mr. Black said okay. Mr. Stormer said yeah, but you could move it to the east. He said it looks like there are sidewalks on the west side today, so you could get it to the east side to avoid the sidewalks.

Mr. Black said, and if this plan were agreeable to the township, it would also be agreeable to the state, does he think. Mr. Stormer said something like this would be yes. Mr. Black said okay. And ODOT's influence comes 500 feet off of there, and Mr. Stormer said ODOT, yeah, roughly 500 feet is what they try and have, because that essentially is the area of influence for the intersections. Mr. Black said, so that's beyond Market Center, but not as far back as that other entrance, is that fair to say. Mr. Stormer said correct, he thinks Market Center is 430, 470, and he forgets exactly how far that is. Mr. Garn said right. Mr. Stormer said but yeah, it's about down to the truck entrance is around a thousand and fifty feet, he thinks.

Mr. Black said would at some time in the future, if not initially, would a traffic signal of some sort be allowed in that other intersection, the further one. Mr. Stormer said down at the truck entrance, and Mr. Black said yes. Mr. Stormer said it would be far enough away that it could potentially, if warranted, be put in there. Mr. Black said okay. Mr. Stormer said, and that's part of the reason why he put it that far south, because you do get to create a true intersection, and it would have some benefit as things continue to develop to the east. Mr. Black said, which is an important consideration, knowing that they could meet their guidelines and put a signal in even if now it would not require it. Mr. Stormer said correct. It's a little short, but it's something that's well within the bounds of it would be okay. Mr. Black said okay.

Mr. Black then asked if any of the members had any comments. Ms. Warnimont said she did. When he is talking about relocating the gate, that's not where it presently is at right now behind Bed, Bath and Beyond, and Mr. Stormer said no, presently it kind of goes across where those parking stalls are at, just south of there. Actually he should have probably whited it out, but he did white it out on that one. Mr. Garn said it goes across here. Ms. Warnimont said oh, okay. So how is the traffic going to flow into alongside Bed, Bath and Beyond and get back over to Market Center Drive then. Mr. Stormer said they would flow up through the parking lot. They would come in, make a right hand turn, go up in front of Bed, Bath and Beyond so that they could go up, and then cut across, or go straight across there in front of the Best Buy over to Lowe's and continue on over. Because today everybody has to go, and they are forced to go, behind the building. You can't get to the front of the building without going clear around almost to Lowe's, he believes. Ms. Warnimont asked, is that something you have to go into all those businesses and to indicate that because of the type of traffic, and Mr. Stormer said he did not have any idea what the strings were for that gate being there anyway. He knows there was something, but he was not privy to that. Mr.

Black said that had to do with the City of Perrysburg's request, he thinks. Mr. Stormer said like he said, just something that he is throwing out there.

Mr. Black said this evening they have with them Gary Britten, one of their trustees. He asked Mr. Britten if he had any comments he would like to make. Mr. Britten said yeah, a couple. He likes the fact that he has it sketched in farther down the road. It makes a lot more sense to him. He likes the turn lane. He has always liked the turn lane up there. He thinks it's needed. He knows one of the concerns was probably Chris there as far as the lights coming out back there on that drive, and, of course, with this plan, her house would no longer be there. He always kind of thought that was something through the zoning board that they had to keep the gates up for something, and he wondered if he was wrong on that. Mr. Black said no, that was actually the City of Perrysburg that requested that. Now that may have been through their planning commission, but it was not theirs. Mr. Britten said right. Mr. Black said, and they would not let them have their water and sewer until they made that accommodation. Mr. Britten said he thinks if it gets to that point, that would be, you know, a combination of yeah, okay with the businesses, and probably okay with the residents and stuff. It makes sense to give them another entrance and exit. Mr. Stormer said well, and a lot of this is predicated on those homes being retail. It's more of a long-term bid than a short-term bid. Mr. Black said but they certainly would have to talk with whoever owns that area.

Mr. Schaller said as it's shown, it just does not work with a Market Center Drive exit going to the north instead of just the right out. There is no way that that intersection works with that continuing as it does today. Mr. Stormer said even today there is quite a bit of a back-up on Market Center Drive with the traffic coming north from Thompson. They all know that traffic is going to continue to grow, and continue to grow, and continue to grow. The best thing to do is to make that a right in right out, just provide the traffic the ability to make a U turn, and go back north on Thompson, and eliminate that conflict. Because even today if you sit out there and watch, traffic is kind of taking their chance making a left hand turn with northbound Thompson, and people wanting to turn left into Market Center today. So the best way to take of it is just to make it a right in right out. And by providing a U turn area, it is not creating any undue hardship on traffic, they will just be able to go that direction. Or a lot of folks can also go over to the Simmons Road traffic signal and go out that way on to US 20 as well.

Ms. Warnimont asked, is there going to be a U turnaround going on Thompson going north but for the residents then to go south. If they have to right there at Market Center Drive, are they going to be able to U turn there also, if possible. Mr. Stormer said yeah, that could potentially be something in there, sure. Ms. Warnimont said you are not going to have that many, but if they did want to go back the other direction. Mr. Stormer said correct. And a lot of it, as you can see, even where he put the drive going to the east, and then he put another drive opening like off of that one, what he would envision is that as these residents become retail, that this whole thing would

have no entrances on to Thompson Road. Essentially all where the residences were at, all of that would funnel back down to this where the truck entrance driveway is at, and try and control the traffic entering. That would not eliminate it, but make a lot fewer vehicles wanting to make a U turn up there at Market Center. But that's a good point, and that could be put in there as well.

Mr. Black said you mean the U turn at the 20 intersection. Ms. Warnimont said no, Market Center Drive. Mr. Stormer said I think she's talking about Market Center. Mr. Black said oh, Market Center. Ms. Warnimont said for the people that are the residents, if they wanted to go back south on to Thompson, they got out of their residents and wanted to go back the other direction on Thompson, would they be able to do a U turn at Market Center Drive. Mr. Stormer said they could. And a lot of times the cars can do that. It's when you start to get into the trucks and the semis and stuff, and then you start to really have to make a lot of that stuff a lot larger. But like he said, this is kind of more anticipation that those residences will no longer be there.

Mr. Black asked if there were any other comments, and he then deferred to Mr. Garn. Mr. Garn said the other for Speedway down there, potentially would they have then, just going on Thompson Road, have a right in right out on Thompson, or just a right in only. Mr. Stormer said they could have a right in and right out, properly designed right in right out as far south on their parcel as possible. Mr. Garn said okay. Mr. Stormer said, and then by having the median wall in there, that would prohibit the lefts out, which is one of the concerns, and lefts in also. Mr. Garn said right. Mr. Stormer said, and then that would essentially eliminate a lot of the additional concerns that they looked at with that study for the traffic making lefts across all that southbound Thompson, making lefts across all the northbound traffic, and the cuing that they have today out there.

Mr. Black said and, of course, on 20, that corner would also have a right in right out on the 20 side. Mr. Stormer said yeah, that's what is anticipated. Yes. Mr. Black said okay. He asked if there were any other comments. He deferred to Mr. Garn.

Mr. Garn said this is just for himself to make sure he can read this correctly. Going into Market Center Drive going, he guesses not north, but east, and Ms. Warnimont said this is going north, this is going south, and Mr. Garn said yeah, going south. Ms. Warnimont said this is going north, too. Mr. Garn said going north on Thompson, that you can take a left hand turn from Thompson on to Market Center. Mr. Stormer said correct. Mr. Garn said correct, because the arrow was so far back there behind the loop, and Mr. Stormer said yeah, and he was getting a little bit tight trying to do the drawings. Yeah, you can make a left into Market Center from northbound Thompson. Yes, there would be enough gaps, but you would not be able to make a left from Market Center on to northbound Thompson.

Mr. Black said that looks like a workable presentation, and they appreciate him taking the time. Mr. Stormer said if they have any other questions afterwards, get with Mr. Garn, and give him a call, and they can address them. Mr. Black said okay. Mr. Stormer said thank you.

Mr. Black asked Mr. Britten if he had any other comments. Mr. Britten said no. Mr. Black said it looks like a good plan. Mr. Britten said he agrees with him that it looks workable. The best thing that he thinks he has seen. Mr. Garn said yeah. Mr. Black said, and he thinks the only draw back is there is what, four or five residences there that will have a different traffic pattern, but he is not sure how they make accommodations for everybody when the overall, as you know, is getting worse every year over there. Mr. Britten said, and all you have to do is go up there and sit for an hour, and just sit in the Walgreen's parking lot and watch the traffic. It's a mess. Something has to be done. And especially if they get the Speedway there on the corner, they need to do something. So he appreciates Mr. Stormer taking the time to do this, because this is a good place to start. Mr. Black thanked Mr. Stormer for giving them a specific proposal that they can go from there.

Mr. Garn said he has one comment. Just there is the 99 year agreement, and the water and sewer agreement with the township ends right in that area near where that new access road would go, somewhere, and he thinks it's a thousand feet back from US 20, and Mr. Black said, and that is beyond the thousand feet. Mr. Garn said well, it's beyond a thousand feet. Mr. Britten said Chris's house is the last house. Mr. Garn said the last house, so it's right at that breaking point. So the road itself would be in another water and sewer agreement, but not anything that's going to go with that intersection, so everything north of there would be. Mr. Black said well, they would probably have to do a couple of things. Obviously the Thompson Road residents were interested in seeing what they were doing. Warren Terrace, the developer, is obviously going to have to be consulted. And then they will have to address the issue of whether or not opening up that has issues with the City of Perrysburg, and he does not know if that matters or not once they have their water and sewer. Mr. Britten said, and probably Mrs. Bennett, too, with the fact that that road is going to impact to her property to make it work. Mr. Black said yes. And that appears to be a great place to have that access road come in. It just can't be where Market Center is. They have talked about that several times, and it's just too close to 20.

Mr. Black said going to the next issue.

**SITE PLAN REVIEW FOR HINKLE MANUFACTURING, SPR 2008-08.** Hinkle Manufacturing of 348 Fifth Street in the Ampoint area would like to add on to their building. Greg Feller or Matt Kowalski of Feller/Finch is doing the engineering work. An independent engineering firm has reviewed the plans and checklist for compliance. A copy of their report is attached. Please review this report as there are a number of items that need to be addressed. The review of the storm water calculations should be

complete by the meeting date. Our township fire inspector is also reviewing these plans for compliance.

Greg Feller addressed the commission regarding this site plan. He introduced Matt Kowalski who actually did the design. He has to apologize right up front, he has to actually leave at 6:40 so he can get to Springfield Township by 7. So if they are not done by then, then Mr. Kowalski will take over for him. Mr. Black said okay.

Mr. Feller said just real quick, Mr. Kowalski is going to pass out a revised site plan that they did incorporating the majority of the comments from Poggemeyer. Mr. Black said from the comments from Poggemeyer, they are talking about the November 5<sup>th</sup> memo, and Mr. Feller said yes, yes, November 5<sup>th</sup>. Yep. And again, they have addressed most of these comments on that revised site plan, so he wants to hand that out to them.

Mr. Feller said he just wants to talk about a couple of items specifically. The first item he believes is number 5. It talks about parking, the required amount of parking. And they did a couple of calculations here that shows he thinks 145 spaces. He would like, and he does not know if he would like to have that comment removed, or waived, or whatever, but basically the current business employs a total of 70 people. There are 30 people in the existing building on this site, and then 40 people in the building next door, the same ownership, so 70 total. This addition will not be adding any new employees, it's simply additional area for their current business. So there will be no additional employees added. And they have a total of 129 spaces between the two sites, so they feel that there is sufficient parking. If every employee is there, there is still in excess of about 60 spaces. So it's not quite the 145, but they feel it is sufficient for the existing business. And again, they are not planning on adding additional employees due to this expansion, it's simply new area for the business.

The second item he would like to address is the landscaping. He believes that was item number 16. 17. He is sorry, item number 17. It talks about landscaping, but the reviewer recommends waiving the landscape requirements, and they would request that also simply because this is in an industrial park surrounded by industrial uses, and they don't really feel landscaping is really necessary in this particular area. So they would like to go with their recommendation and waive the landscaping requirements.

And then the last item he would like to talk about is under item number 12. It talks about the storm water calculations. He also wants to point out they talked to the reviewer from Poggemeyer today, just this afternoon, at like 4:00 he believes he called, said that they are generally in agreement with the drainage calculations. Just a couple of minor things that they have to tweak, but overall the drainage calculations seem to be acceptable to them. The only item, there is a 25 foot setback required from buildings, and they would like to request a waiver from this simply because the site is so tight, and in order to get the amount of volume that they are required to detain on site, they had to use a lot of the area that they have available. So they simply

cannot get the detention on site with imputing a detention pond 25 foot off the building. Plus it is a dry detention pond. It's not going to be wet all the time. So they feel that it won't be a hazard.

Mr. Black said what setback would they have. Mr. Feller said it goes pretty much up to the building on the north side. On the south side it wraps around the parking, but then the east and north side, if the pond ever fills up to the high water, it would come pretty close to the building. But again, to get the volume that they are required, they pretty much had to utilize most of the site. So it would be impossible to provide the 25 foot set back and get the volume required, simply because the drainage in this area is so bad, it's so shallow, the outlets are very, very shallow, it's just very difficult to get drainage to work here.

Mr. Black said to let him just summarize a little bit here. If they go through the Poggemeyer November 5<sup>th</sup> plan review memo, they are in total compliance except for 5, 17, and 12, and he asked if that was a correct statement. Mr. Feller said and 12, yes, that is correct. Mr. Black said, so you are representing that every other one is in compliance now, and Mr. Feller said yes. The only one that may not be, which they will, is number 12, they talk about the detention calculations. Since they just reviewed it today and called them at 4:00, they have not had a chance to make the revisions yet, but they will. They will make whatever revisions that are necessary. Mr. Black said right.

Mr. Black asked if any of the members had any comments. Ms. Warnimont said she did. About number 18, her husband is with the fire department, and she knows that the fire inspector will not let them have the dumpster inside the building. Mr. Feller said correct. It will be outside the building. Ms. Warnimont said it will be outside, and Mr. Feller said yes. She said okay. Mr. Feller said, and again as shown. Ms. Warnimont said she did not see that. It still shows on the plans that they are going to have it in the building. Mr. Feller said oh, it does, and she said yes. Mr. Feller said oh, that note. Well, they will take that note off. If you look on probably sheet 5 at the eastern most driveway that goes up to the building, there is a box there that represents the dumpster. There is an overhead door, and that dumpster will be just right next to it outside. Mr. Black said, now where is that. Is this it. Mr. Feller said yes, that's where the dumpster is going to be. Mr. Garn said they must be talking about that. There was a comment that the dumpster should be located inside the building. Mr. Feller said that note will be changed. Ms. Warnimont said right there, and Mr. Feller said right there. Yep, there is an overhead door, and it will be next to that door.

Ms. Warnimont said okay, and she had one other question. It shows there is a ditch that goes to the building on both sides of the road. What is that. Does that go under the road then also, or is that cut off on each end. Mr. Feller said there is an existing ditch that does run there. Obviously that portion of it will be filled in. Ms. Warnimont said, so it cuts off in the middle of the building on one side, and then this other side it

goes on the other side of the road. Mr. Feller said yeah, the ditch kind of splits and goes two ways. Ms. Warnimont said, but it's not going under the road at all. Mr. Feller said no, no, this portion flows this way, and this portion flows that way. Ms. Warnimont said, so you are stopping it back here. Mr. Feller said they will just stop it right here. Ms. Warnimont said okay. All right. Mr. Feller said, so they are not cutting off any drainage by doing that, and she said okay.

Mr. Black said so item 18 is, in fact, no longer correct, and Mr. Feller said right, it will be located outside. Mr. Black said so page 5 of the plans will be changed, and Mr. Feller said yes, they will remove that note. Mr. Black said 17, does anyone have an issue with waiving the landscaping improvements, and no one did. He said okay. Item 12, they are going to be sure they get final review from Poggemeyer before a zoning permit will be issued. And item 5, the parking, any comments there, and he deferred to Mr. Garn.

Mr. Garn said he does not see any problem with that. The only potential would be if they left their manufacturing there and possibly somebody else came in. Mr. Black said yeah, that's the only concern. And what is the exposure going to do. Mr. Garn said they are fairly close he thinks in their numbers. Mr. Feller said they are providing 129. Mr. Garn said 129 in place of 160, and Mr. Feller said 145 is what Poggemeyer calculated. Mr. Garn said 145. Mr. Black said they have 129, and Mr. Feller said yeah. 16 spaces.

Mr. Black asked if anyone had any issues with that, and no one did. Mr. Black asked if there was a motion to approve this site plan with approval that would include the 129 spots rather than 145, getting final approval from Poggemeyer on the storm water, waiving the landscaping plan issue on item 17, and making sure page 5 of the site plan schematics, number 18, show that the dumpster is, in fact, outside the building. Mr. Feller said, does that also include the waiver of the 25 foot setback on the detention pond. That's part of number 12. Mr. Black said oh, you're right. He asked if there were any comments on that.

Ms. Warnimont said will it have to go to the BZA. Mr. Black deferred to Mr. Garn. Mr. Garn said what are you waiving, and Mr. Black said the 25 foot setback. Does that issue need to go to the BZA. It appears from their note that it would. Mr. Garn said he thinks, yeah. If they did that, they would go for the waiver of that and possibly the parking also. Mr. Black said the parking also, and Mr. Garn said uh-huh. Mr. Black said okay. They need to modify that then. Item 12 as it relates to the 25 foot setback as well as the parking, they are recommending that it go to the BZA for approval. He asked if that was correct.

Mr. Schaller asked how are they doing that with timing. They say construction will start on 12/01/08. It was commented, be sure to go through the process. Mr. Black asked when is the BZA. Mr. Garn said they would not meet now until December. It may be later than December on that.

Mr. Garn said to let him have a chance to read those setbacks also. Mr. Black said well, he thinks the setback would have to be approved. Mr. Garn said yes. Mr. Black said, and he also believes the parking. Mr. Garn said now that when they are doing that for the ponds, he will have to spend a little more time looking at that, but he thinks that is for a wet pond. Mr. Feller said that was his next question, is that 25 foot setback a wet pond or a dry pond, because this is a dry detention pond, dry detention area, it's not really a pond. Mr. Garn said right. Mr. Feller said maybe that one does not even apply. Mr. Garn said he does not think that applies on that one. Mr. Black said well, it says detention areas. A dry pond would be a detention area, and a wet one would be a retention area. Mr. Garn said right, right. And here is where they go to the BZA, potential deficiencies in size, depth, aeration, fencing, and other considerations, and those are all things for wet ponds. Mr. Black said okay. So that they don't need. Mr. Garn said they don't need the pond. Mr. Black said how about parking. Mr. Garn said that he thinks they do. Mr. Feller said it says 50 percent of the required number of spaces could be waived by the ZC. Mr. Garn said okay. Yeah. That's what it says. Mr. Feller said so it looks like they have the authority to approve that also. Mr. Garn said right. Mr. Black said so now they are saying that none of it needs to be approved by the BZA, and he asked Mr. Garn if that was right. Mr. Garn said he was just trying to read.

Mr. Black said to Mr. Feller, what about the lighting plan. Mr. Feller said to correct him if he is wrong, but he believes any lighting will be on the building, which will be part of the architectural plans, so that will be submitted with the architectural plans and reviewed. And there is a comment here that the detailed architectural plans should be submitted to the township, which they will do. He does not know if they have already, but they will.

Mr. Schaller they have wall packs on these elevations, but there is no photometrics as far as flood levels. Mr. Feller said right, and it says here that flooding will not increase light measurement at the property lines, which they will comply with that. They will make sure that does not happen. So they will be complying with these requirements in that respect. But that will be submitted to the township.

Ms. Warnimont said what about the gravel drive. It said you complied with that, but there is something about it's a stone drive on 4 of 11. Is that still going to be. Mr. Feller said it will be paved. Ms. Warnimont said oh, okay. Mr. Feller said if there is still a note that, that may have gotten missed. Ms. Warnimont said it says volume of materials, it says stone drive, she is assuming that is the approach. That was supposed to be or not. Mr. Feller said oh, yeah, it's all going to be paved. Mr. Black said is there a notation that says some of it would be stone on there. He asked what page they were looking at. Ms. Warnimont said 4 of 11, it just says volume of materials, and it says stone drive. Mr. Feller said it will actually be all paved, so just get rid of the word stone. Mr. Black said okay.

Mr. Garn said okay. He does not think they have to do the parking, because that has not increased. The present parking and the amount that they should provide is less than 10 percent.

Mr. Schaller said he was just curious. How do they get the storm water on the south elevation. Does it just spill on to the ground. You have eleven downspouts there, but the swale is quite a ways away. Mr. Feller said yes. Yeah, the water will drain off the building into the detention, around this swale, around it, and it will filter into the detention pond. That whole swale area is the detention. Mr. Schaller said they have 11 downspouts showing here, but there is nothing showing. Mr. Feller said yeah, it will spill on to the ground, and drain into this area, and then it will be held here and discharged to the ditches. Mr. Schaller said is this a truck well. Mr. Feller said he believes it's just a surface. Mr. Schaller said well, you have a door. Mr. Feller said there is overhead doors there; right. Mr. Schaller said overhead truck doors, not dock doors then. Mr. Feller said right, as far as he is aware. Mr. Schaller said they show on their elevations that those are, essentially that's a truck dock through there, so it does not appear to be any storm drainage out of that truck dock area. He was just curious. Mr. Feller said he has not seen, and they have not told them that it's supposed to be a well. He is assuming it's overhead doors. If it does need to be a truck well, then what they will do is they will add that, a trench drain down there, and have to have a storm pump because it's just too low. It would be too low if it's a truck well, so they will have to pump it back up in to the detention pond, which is pretty easy to do. Just put a little trench drain and a small, basically a sump pump, and pump it into the detention area.

Mr. Black asked if there was a motion to approve this site plan, that would be item 5 would waive the 145 parking spaces and make it 129, and he asked if that was correct. Ms. Warnimont asked, can he do that. Mr. Garn said they may need to go to the BZA. Mr. Black said he thought he just said they did not. Mr. Garn said well, let him read that rule a little further, because of the 50 percent, the building is 50 percent larger, then it says that eventually they should apply. So they may need to go to the BZA for that, but he is not sure that that would stop the project. He asked if they had additional space for parking on the land. Mr. Feller said no, that's what's there currently, and that's pretty much all they can. They might be able to get a few more spaces, but he does not know how many. The comments here, though, say 50 percent of the required number of parking spaces could be waived by the ZC under item 5, the second paragraph under item 5. That's in Poggemeyer's review. Obviously they are not asking for a 50 percent waiver, but it sounds like they could waive up to 50 percent. He does not know. He is assuming that that came from the code somewhere, but that's what their review says. Mr. Garn said yes. Okay. Yes. Retain the landscape area. They are waiving the landscape, so it's double.

Mr. Schaller said he would say with respect to that, their site utility plan is not complete if they don't show their storm drainage out of that area. That should be addressed for review. Mr. Feller said well, yeah, they are certainly going to ask them if there is going

to be a truck well. Yeah. Mr. Schaller said well, it shows on the elevation there is a truck well. So there is a deficiency there, not that it can't be addressed. Mr. Feller said it will certainly be addressed. The reason he is not sure is because they completed the site plan and sent it to them right away so they could review it. They have never come back and said oh, this needs to be a truck well or anything like that. He saw the elevation today and he kind of wondered about that, but again, they looked at the site plan and never said anything to them. And he is just wondering if maybe, he does not know if that's just a standard elevation for another building that they used, or if that's really what it's going to be. He is going to clarify that with them tomorrow. They tried to clarify it today, but they did not call them back. If it is a well, in fact, then they are going to have to obviously put a trench drain there and do a storm pump. That's the only way to get the water out of there because everything is too shallow. And yeah, they are right. That will be addressed. And they will have to submit a revised site plan to Poggemeyer for compliance with that, and that will be part of it if it is, in fact, required. If they do want a truck well, he is going to try and talk them out of it.

Mr. Black asked Mr. Garn if he had any comments. Mr. Garn said no. He then asked Ms. Warnimont if she thought they could waive them both. Ms. Warnimont said she did not read it that way. Mr. Garn said so it looks like they are going to have to go to the BZA. Mr. Black said for parking, and Mr. Garn said uh-huh. At least for a waiver on that. Mr. Black said not the storm water as far as the detention setback, and Mr. Garn said right. Mr. Black said right. He thinks with the township they would not. Because it's not a wet pond.

Mr. Black said to let him try again. He asked if there was a motion to approve this site plan waiving item 17, which is the landscaping plan, and approving the storm water detention assuming that Poggemeyer comes back with their approval on the calculation, as well as the truck well issue has to be resolved. And the site plan would have to be amended for the drainage for the truck dock, and that also would be subject to the BZA approving the parking change. Mr. Rometo so moved with a second by Ms. Warnimont. Mr. Black asked if there was any further discussion, and there was not. A roll call vote was taken. Yes votes by Mr. Rometo, Ms. Warnimont, Mr. Benavides, Mr. Schaller, and Mr. Black. Motion carried 5-0-0. Mr. Feller said thank you very much.

Mr. Schaller said to Mr. Garn that he was just looking at that site plan. They are adding 100,000 square feet on to already a pretty good sized facility. Mr. Garn said right. Mr. Schaller said there are not any requirements for extension of fire hydrants, or a fire loop around the building, and/or fire access around there. Mr. Garn said he was not sure. He has given the plans to the fire inspector, so he does not know beyond the dumpster. That was the only thing that was mentioned to him. Mr. Schaller said it's a cardboard, or they make packaging or something there. It's a pretty high hazard area. Mr. Garn said right. Mr. Schaller said to him he thinks that's a code requirement, not necessarily the fire department review. Mr. Garn said right. Mr. Schaller said so if they have to do that, he kind of questions if that's not requirement, did Poggemeyer

potentially overlook something there. Mr. Garn said he did not know. He knows the fire inspector did not say anything about that. Mr. Schaller said okay. He was just kind of curious. Mr. Garn said he knows. He will talk with him tomorrow about that and see.

**INFORMAL SITE PLAN REVIEW FOR COMFORT SUITES HOTEL.** Vic Surati of Forza Perrysburg, LLC, owns the Comfort Suites Hotel at 27450 Helen Drive. It has 41 guest rooms and 48 parking spaces. They would like to add an indoor swimming pool and 12 additional guest rooms. They would be 9 parking spaces short. Jerry Parker is their attorney, and George Oravec, PE, is working on their site engineering work. They are applying to the BZA for possible parking and setback variances. If granted, they have stated that they realize that the final outcome is contingent upon final site plan approval.

George Oravec addressed the commission regarding this informal site plan review. He said what they are proposing to do as conceived on the small site plan is to add on to the existing building, and the add-on, because he has to get these corrected plans to Mr. Garn, but the add-on will accommodate 10 additional units, five on the third floor, five on the second floor. What was going to be the sixth unit is going to be utilized for storage. They have lost some of the storage that they were previously using in the existing building, and it would be replaced in this location. So it would be an increase of 10 units, and then the lower floor will be a pool facility will be installed.

The parking requirement on that basis would be they would need 51 parking spaces, and they would need then an additional four, or a total of 55 for the site itself. They are going to restripe the parking lot. What they see is the way the parking lot is striped today is existing. And by putting perpendicular parking on the north side of the lot, he can literally gain three parking spaces. And near the dumpster by moving it slightly to the south, he can pick up a parking space there which will give him 52 out of the 55 spaces. And he will have to go to the BZA and apply for a variance for the last three spaces.

There will be no new storm sewer put in this site. No new sanitary. No new water. The only thing they will be doing is utilizing some of what is now grass area for the additional building. He provided to Mr. Garn the storage calculations that were, in fact, created by Poggemeyer Design Group when this first came in, and they reviewed it on behalf of the township. And when he added the additional impervious surface and went through the calculations. It raises the level of the storm water somewhere between two sixteenths and three sixteenths of an inch. That's how very little it raises the elevation of the storm water detention, which obviously is still going to be contained within the site.

He also contacted the county prosecutor's office because the issue he presented to her is they are not making a new water tap, they are not making a new sewer tap, they are

not changing their meter size on the water line. This is simply a plumbing extension in the extension of the building, does it require him to go to the City of Perrysburg, because this area is definitely serviced by Perrysburg as far as water and sewer are concerned. And she read him sections of the code, and he does not think he falls in any of them that Perrysburg had identified in their original agreement. Now, she said she could not give him legal advice because she could only give that to the township, but you could go to your attorney and present this data to him, but she said without her giving him legal advice, she thinks he has a very good position here because you are not creating any new taps, the inspection of the extension of the water and sewer will only be done by the building inspection division of Wood County, and therefore she did not think he needed to do that, you only need to deal with the township level. But basically you can see what they are planning on doing.

The electrical transformer that is out there will not be moved and will not be relocated. He believes they spent somewhere in the range of around twenty grand when they put in that transformer, and that certainly is not an item that they are going to move. There is a small couple of air conditioning units (end of side one).

Beyond that it is just the expansion of the building itself, and to accommodate ten additional units and a pool. This is a very small facility. They are all suites. And they only contain, with the expansion, a total of 51 units. He asked if there were any questions.

Mr. Black said and he is already on the docket for the BZA. Mr. Oravec said no, they need to apply for that, and he will have Mr. Parker, the attorney for the Forza Group, apply for that to the BZA prior to coming here for the final site plan, which Mr. Garn has the calculations, but he has to do these other adjustments, and he wants to show on that final site plan the parking lot as it exists today, and then the parking lot as it will be amended to show the 52 spaces. Mr. Black said to Mr. Garn, this application has not been made, and Mr. Garn said no, he has applied to the BZA. Mr. Oravec said has he applied, and Mr. Garn said yes. Mr. Oravec said okay. Mr. Garn said, but obviously he is changing some parking and other things. Mr. Oravec said he will speak to Mr. Parker about it, and he will have him amend the application to the BZA to include this parking variance as well. Mr. Garn said all right, because that's a big change. Mr. Oravec said he will have that to him tomorrow. Mr. Garn said okay. Because everything has been sent out as to the one. He does not know whether they need to have that another month from now. They will see what Mr. Parker wants to do.

Mr. Black asked Ms. Warnimont if she had a comment. Ms. Warnimont said she did. She asked if that was going to give enough room on the side, which would be the south side where the pool is going to be, enough space for a fire truck to get through there now. Mr. Oravec said like he said, the driveways have not changed. They are exactly the way they are right now, and they are not going to be changed. The fire trucks, he assumes, seem to be able to get around the lot as it currently exists. And since none of

that will be reduced, they ought to still be able to get around that area. Ms. Warnimont said okay, but if you move the dumpster, though, you are moving it south, are they going to be able to get around that. Mr. Garn said yeah. Mr. Oravec said it's only going to be moved a couple of feet, and you can see the majority of what you have in the dumpster is the concrete pad. What they are going to do is turn it and orient it so that when the dumpster comes in to be picked up, he will pick it up pointing to the west, not to the south, and therefore it will not inhibit the fire truck. Ms. Warnimont said okay, because that corner is already on an angle in a sense with the building. Mr. Oravec said yeah, you are right. Ms. Warnimont said, and so if it's going to cause a problem for them to get around that. She is talking about like the big ladder and things like that. It's a pretty big truck. Mr. Oravec said yeah, he knows it is. He knows it is. Ms. Warnimont said, and also that electrical that he was talking about, where is that at. Mr. Oravec said it's right in the front of the building, the little square with the X in it. Ms. Warnimont said okay. All right. And that's not a safety thing if something were to happen with that with the pool being right there. That's not a safety issue. Mr. Oravec said you can see that they meet the code requirements and Toledo Edison's requirements of being at least 10 feet away from a structure. Ms. Warnimont said okay.

Mr. Garn said where is the angled parking going that he was talking about. Mr. Oravec said it's not angled, it will be perpendicular parking, but it will be on the north side where you just have a driveway. Then they will be taking some spots out in order to make the driveway come around. Mr. Garn said okay. Mr. Black said so this sketch is not what it's going to look like that he gave them. Mr. Oravec said well, the parking arrangement will be different, and it will have the additional parking spaces on it. They are going to lose some, but they are going to gain some. But the perimeter of the parking will not change. Mr. Garn said how many parking spaces will they end up with. Mr. Oravec said they will end up with 52, and they will be required by the code to have 55. So they will be asking for a variance of three. Mr. Black said he says the code requires them to have 55. Mr. Oravec said yeah, you need one for each room, which would be 51, and then four for the employees.

Mr. Black said to Mr. Garn, is he saying that this application as it exists now is not exactly what they need for the parking portion of the exemption. Mr. Garn said yeah, they are still, even with what Mr. Oravec is saying, they are three short. Before they were nine spaces short from the original application. So they are still short. Mr. Black said so their deficiency is three instead of nine, and Mr. Garn said that's what Mr. Oravec is saying. He has not seen the new drawing. Mr. Oravec said yes, it will be. Mr. Black said okay. So this application they filed is actually more restrictive than what they are asking for. This current application said they would be nine short. Mr. Garn said correct. Mr. Black said they are really, in fact, only going to be three short. Mr. Garn said yes. Mr. Black said okay. Mr. Garn said but still if they fully had all the rooms rented out. Mr. Oravec said those three additional parking spaces are the cleaning people, and their cleaning people come generally in the morning after the

guests are gone from the rooms, so there are spaces available in the lot. They leave before the guests come back. So he thinks it would be key and critical if they were not providing one for each room, and one for the managing attendant inside the building, because they definitely need 52, assuming they have a full house. But the other three are not during the periods of time that the guests are there and spaces are available.

Mr. Black asked Mr. Oravec if he had from them what he came this evening for, and Mr. Oravec said yes. Mr. Black asked if they were finished with this topic.

Mr. Black said he would like to ask him a question, and Mr. Garn said about the other, he does not know if there is any recommendations to the BZA or what the ZC feels about parking spaces, or what Mr. Oravec has explained. Mr. Black said he did not have any questions, and he asked if anyone else did, and no one did.

Mr. Black said to Mr. Oravec that he was here last time for the Sunoco station, he believes. Mr. Oravec said he spoke with the prosecutor about that. He has a letter from the Northwest Water and Sewer District stating emphatically that the water line and the sanitary sewer line in Lake Vue Drive are owned and operated and serviced by Northwest Water. They are part of their facility. They also issued the taps for those lines, because the sewer line goes to the pump station that's on the corner of Helen Drive by the BP station on the other side from the French Quarter, and that pumps into the Northwest Water and Sewer system. So with the water and sanitary being under their ownership, and a similar situation, they are not going in the public right-of-way, they are going to use the same sanitary tap that currently goes into the existing building, just rerouting it to go into the new building, and the same with the water tap, they don't think they have to go to the City of Perrysburg. Now, obviously the prosecutor said, again, when you read the code, it does not sound like you have to, but that does not mean the City of Perrysburg may say wait a minute, you are making an alteration, and you should come to us because you are within our overlay area or whatever. So he is having their attorney for Beck Oil write an opinion to that basis to the ZC, and they are in the process of doing the design of the site itself. The BZA granted them their setback variances that they had requested. So by the time he gets the design done so he can submit the complete packet to Mr. Garn with the engineering design as well as the elevations and all the other things, he hopes to have that letter from the attorneys as well.

Mr. Black said so he did determine that it is on sewer and not on septic, because there was some questions early on. Mr. Oravec said that's correct, it is on sewer. Mr. Black said okay. Mr. Oravec said when he talked to Beck Oil about it they said yes, the septic tank was abandoned, they took a straight tap into the building right out of the clean out, and they found the clean out. Mr. Black said okay, good, and he thanked him. Mr. Oravec said thank you.

Mr. Black asked Mr. Garn if he had any other issues he would like to discuss with them, and Mr. Garn said no. He asked if any members had any comments or other issues they would like to discuss this evening, and there were none. He asked if there was a motion to adjourn. Mr. Benavides moved with a second by Mr. Rometo to adjourn. All members were in favor, and none were opposed. The motion carried. The meeting was adjourned at 6:58 p.m.

Respectfully submitted,

Grant W. Garn,  
Recording Secretary