

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

ZONING COMMISSION MEETING
August 11, 2008

The Perrysburg Township Zoning Commission held a meeting on August 11, 2008. Robert S. Black, Chairman, called the meeting to order at 6:00 p.m. and said he thinks they are all set. 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, Arthur Rometo, and Ronald M. Hanna.

MEMBERS ABSENT: John J. Benavides and Jeffrey Normand.

TRUSTEE: Bob Mack.

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

APPROVAL OF THE 7/14/08 MEETING MINUTES: Mr. Black asked if there was a motion to approve the 8/14/08 meeting minutes. Mr. Hanna moved with a second by Mr. Rometo to approve the minutes. A roll call vote was taken. Yes votes by Mr. Hanna, Mr. Rometo, Ms. Warnimont, Mr. Schaller, and Mr. Black. Motion carried 5-0-0.

Mr. Black said the next item on the agenda are public comments of items of interest to the ZC, and he said seeing there is no one out there, he moved on to the next item.

INFORMAL DISCUSSION of the draft copy of the traffic planning study for the Fremont Pike, Thompson Road, and Crossroads Center Road area. Included please find a partial copy of the draft copy. It is hoped that some of the township trustees will be in attendance for guidance. Dave Kuhn from Feller Finch will be there, and Mike Stormer from ODOT and Township Administrator John Hrosko have also been invited.

At this time Mr. Black welcomed Bob Mack, one of their trustees, to their meeting this evening.

Dave Kuhn addressed the commission regarding this informal discussion. There was some discussion about the microphone that Mr. Kuhn is using, whether it is working.

Mr. Kuhn said he handed out a couple of drawings. One is an aerial of the area around Thompson Road, Crossroads, and Fremont Pike, and the other one is lot 1 of Perrysburg, Market Center, which the ZC has approved in the past. He is going to go basically to the quick summary of what the draft copy says, and he will start off at the beginning here.

The main reason for the traffic study was to determine what needs to be done at the Thompson Road and Fremont Pike intersection, and also how to create the service road that goes from Thompson Road east to, he guesses that's the Crossroads traffic signal about a quarter of a mile to the east. So starting out in this study here, and he is not going to go through all the numbers and all of that because basically what they did is this was done by DGL. They have done numerous studies along this section of road, and so they just incorporated what they had done, and then brought it up to date by interjecting what they were proposing that additional traffic be done on the south side of Fremont Pike east on Thompson Road. Some of the things they came up with in reading their study is they call it access management. That's where you can actually access a site while leaving the driveways and all that. Based on the driveway spacing chart and Thompson Road, he does not think there are limits on Thompson Road, so based on that they had to use a 55 mile an hour speed limit. But based on that, the likely access point to Thompson Road from the study will be opposite Market Center Drive where the truck only access drive is to Market Center. It's in the back. Any access point should line up with a drive or roadway on the west side of Thompson Road to avoid any interlocking with the turn lanes.

So then the review for the Speedway site, basically what they are saying here, their driveway should match up with either that Market Center Drive, or a service drive has to go in there to kind of match up. That's what they are trying to say. Okay. Then they go on and they say the best place for a drive to a Speedway partial would be located opposite of Market Center Drive, so they actually spell this out in this report. If this location cannot be accomplished, a right in or right out drive should be installed as far from the US 20 intersection as possible.

Now, if you look at the aerial, they have down there Market Center Drive, and then he has a dot. That is 450 feet from the existing intersection of Crossroads, Thompson, and Fremont Pike. This letter by note, ODOT actually has jurisdiction 500 feet down Thompson based on their requirement for Route 20, so they kind of control what happens. Mr. Black asked, that includes Market Center Drive, and Mr. Kuhn said right. So he would say if Market Center Drive was brought to them today, he doubts that drive could be put there now because the rules have changed since. He then asked Mr. Garn, when was this originally brought to them, and Mr. Garn said 1999, 2000. Mr. Kuhn said well, back in there, and that was about 10 years ago. They did not even have access management, ODOT did not. So this access management is fairly new. So they are dealing with new rules now than what they did not have before also, so that's another curve ball on this. Mr. Black asked, does that mean they would have control

over whether that corner property could have access at all, and Mr. Kuhn said yes, they do have control over that. He said he has talked with ODOT and Michael Stormer precisely. Once the township makes a decision, they are going to look at it, too, and then they might make a decision different than what the township sees based on their criteria. Mr. Black said, but they would trump their decision, and Mr. Kuhn said oh, yeah. Yes, they would. However, they could go along with the decision. It depends on what they want to do. Mr. Black said whatever decision they make, it does not mean anything until they have even gone along with it or made another decision. Mr. Kuhn said that's right. That's right. So the way ODOT stands right now, they don't like driveways close to the intersections anyway. And if you do put a driveway there, then the most they will give you is right in and right out only, and that's about all you are going to get.

Okay. Going on to the drawing then, if you look at the drawing, the truck only drive, that's about 570 feet from the Market Center Drive, which is about 1,020 feet from the existing intersection. And then he will get to the other dot on here as he goes on reading this report and the different aspects of it. The next aspect what's worth looking at is they call it single warning analysis. According to what access management requires, any single warning for a drive along Thompson Road must be located at least a quarter of a mile from the US 20/Thompson Road signalized intersection. So what they are showing on this aerial is a location 1,720 feet from the existing intersection. That dot is between let's say Woodmont Way and the Shannon Hills driveway. So if we follow strictly to the requirements of ODOT, that's the closest we could put a signal. Now, if you keep on reading this, they say that further studies could be done to determine if they could use that truck entrance as the signalized intersection even closer to what the ODOT requirements are, but you would have to go through a lot more hoops, and hurdles, and everything to go with it, and they would have to get ODOT on board if this would happen like this.

Some more information. If the drive site, and they are talking about the service drive site, is located opposite of Market Drive, conflicts with southbound left turn lanes would back up into the US 20 intersection. What they are saying there is traffic going southbound on Thompson Road making a left turn on to the service drive where Market Center would be, you know, there is not a whole lot of distance on the volume of traffic, and it could back up into the existing intersection of the Crossroads, Thompson, and Fremont Pike there. So that's one reason why you can't put it there. Also they are talking about long traffic cues, which is basically the cycle of a light from the Thompson Road approach to US 20 could back up into the Market Center site intersection. So the opposite way is the intersection at Thompson Road and Fremont Pike, when that light would hold too long, it could just do the opposite which it is doing now, which you see now is traffic is backing up on Thompson Road, and people having trouble getting out of Market Center Drive. And if that other service road to the east would be there, they would have trouble getting out, too. So based on that, they do not recommend that that service drive be put there adjacent to the Market Center Drive.

Mr. Black said so at the very least what they would recommend is that a right in, right out only would be for that corner parcel, and that's the best recommendation. Mr. Kuhn said that's right, and that's the best recommendation they have for traffic volume and regulations per ODOT.

Mr. Kuhn said and then he will go right to the recommendation page, right to the last page, and they say a service road located south of US 20 at a sufficient distance to create outlets is recommended. So they recommend that service road, so they definitely want to see that service road. The service road should have access to US 20 at the US 20 and Crossroads center signal. The second access point is on Thompson Road, and it should be established at a location that meets ODOT and Perrysburg Township's access management requirements. So basically what they are going to need to do is once he gets their feelings this evening, they are going to have to have a meeting with ODOT and see what can be done, what can't be done, and, you know, what they will allow. And then they have a further recommendation, to improve the levels of service at northbound Thompson at US 20. A second through lane also operates as a right turn lane, so right now they want to add another lane to the curb side basically, and be through and right turn, and that will provide the best level of service both now and in the future.

Mr. Black said so that would eliminate some of the storage issues. Mr. Kuhn said right. Right. Ms. Warnimont asked, is that the side of the gas station they are talking about putting that in there, and the response was yes. Ms. Warnimont said, so that's eliminating some more acreage for them. Mr. Kuhn said right, so they could make the gas station actually put their portion of that right turn lane in. He thinks that right turn lane has got to go farther down than just the gas station, but you could make them put their portion of it in as part of the requirements.

Mr. Kuhn then he gave them another drawing, which basically is the Market Center Drive drawing. And what he did there, talking with the ODOT people and also talking to the DGL people, what would be the best scenario would be Market Center Drive would turn into a right in, right out only. The driveway to the gas station would be adjacent, across the street, and would be right in, right out only. Down at the truck entrance, that would become a full service intersection, but the only problem is with the service road going to the east, where do they put that. And it's so far away from Route 20, they would have to wind it back in closer to Route 20 somehow, and that would, you know, involve quite a few parcels, or it depends on how you could work that out. So there are a lot of people involved in that including that big parcel that's just to the east of all these residential parcels. So they would play a big part of it. And so he thinks it's going to be like a couple of steps process. One is to get their feeling on it, they will have a meeting with ODOT, and then he thinks they are going to have to go and talk to all of these people that live out here to see how it's going to affect them.

Ms. Warnimont asked, where on that truck entrance would that traffic flow into the parcel then going to the west. Mr. Kuhn said oh, to the west. That's another problem is right now this was designed just for parking. So he knows this site has been designed already. He asked Mr. Garn if they have completed all that area to the west side, and Mr. Garn said as to the roadway back there, yes. There are still two stores to be built in there. Mr. Kuhn asked, has the parking been all built, and Mr. Garn said the parking is all done, and the back access road. And that back road goes all the way over to the Lowe's property, because there was a complaint from the city that there were no gates there so people could actually drive through the Lowe's property and then through the back to get back out. Mr. Kuhn said then through the back and all that; right. Mr. Garn said, but there is a fair amount of land in there for the mounding and some things like that, and he does not know whether that could change or not. Mr. Kuhn said the question basically is, is how best to get the people from Center Drive back over to that intersection. Something is going to have to be redone in the parking area to create some kind of drive to create the people to go back that way. So that would mean that that parking area somehow is going to have to change if they are going to go along with that. That's the only bad part is the site has been approved already, and he can guarantee them the developer is not going to put any more money into it.

Mr. Black said he could not disagree with that, and this is a recent site plan approval. So he guesses the short story is in order to develop that corner lot, the so-called Speedway lot, the right in and right out at a minimum has to occur at the Market Center Drive, and Mr. Kuhn said right. Mr. Black said, so at the least they would have to buy one more parcel to put that right in. Otherwise they are not going to have access on to Thompson and maybe not even 20. Mr. Kuhn said right. They do not know what ODOT is going to do on 20 yet. Right.

Mr. Schaller said, but this right in, right out here just creates a lot of problems, one of them coming out of Market Center Drive and not being able to go back to Route 20. Mr. Black said he does not think that's a problem. They already have a signalized intersection, major intersection down at this end, and that's the way people will have to go. He can't disagree with that. Mr. Schaller asked, how long does the learning curve take, you know. Mr. Black said, and how do you get people from just turning left anyway. He does not disagree with that. Mr. Schaller said right. Mr. Black said this is one whole complex. If you take everything west of Thompson Road along the south side of 20, and the main entrance and exit is that signalized intersection, whatever, he does not know, is that Simmons Road. Ms. Warnimont said Simmons. Mr. Black said Simmons Road. And he thinks, in fact, they are going to close off this as a major ingress and egress. Mr. Schaller said that will just make it one way. It's one way in and one way out. Mr. Kuhn said they are right, it's hard on right in, right out, and some people will still try. That happens all the time.

Mr. Black asked if Mr. Garn had a comment. Mr. Garn said some additional scenarios possibly. What if they kept on the Speedway side, had that right in and right out, and could you put a road 2 to 300 feet or semi in between that truck entrance on the back and Market Center Drive in the front going in off of Thompson Road to the south. Mr. Kuhn said talking to DGL, they thought that the closest they could fight to get it would be at the truck, but again, they have to do that meeting with ODOT. Mr. Garn said yeah. He said ODOT only goes back how many feet, and Mr. Kuhn said 500 feet. Mr. Garn said 500 feet. Well, if you are beyond 500 feet, then ODOT has no control. Mr. Kuhn said right, ODOT has no control. Mr. Garn said no control over that. And he is just giving scenarios. What if the Market Center Drive people, that's a private drive, what if they told ODOT they are no part of any of this. What if they just said go pound sand. Mr. Kuhn said well, since it's existing there, probably right now they can't do anything on it. But if they ever would do anything along Thompson Road, and Mr. Garn said in the future, and Mr. Kuhn said in the future, then they could make them do it. Mr. Garn said correct, but he was just sort of stating they are grand fathered in, and Mr. Kuhn said and grand fathered; you're right. Mr. Garn said, and he stated before they are probably not going to put any more money in this project. They're done. Mr. Kuhn said yes. Mr. Garn said, but he was just trying to think of another unsignalized place like halfway in between those two locations. You still have the right in and right out for something, and he does not know what else. Mr. Kuhn said that's something they are going to have to talk to ODOT about and see, because you want to follow ODOT's recommendations because they are the experts in transportation. If you don't follow them and something happens, then, you know, with the terms the way they are today, they could say well, you didn't follow with our recommendation.

Mr. Black said so at a minimum this Speedway issue, the only way they would get access is right across, and Mr. Kuhn said by that second lot, and Mr. Black said, and that's supported by the traffic study, and Mr. Kuhn said, that's supported by the traffic study. So that takes care of Speedway. Mr. Black said okay.

Mr. Kuhn said now, the further development, you know, they are going to have to look at that and how that is going to get arranged. Mr. Black said, and they have no ability to make a decision on what access they get on 20. That's totally up to ODOT. Mr. Kuhn said that's all ODOT. Right. Mr. Black said okay. But they cannot approve a site plan until ODOT would make a decision where that access would be. It's hard to approve a site plan if you don't know where the ingress and egress is. Mr. Kuhn said right. And ODOT might say they can't get ingress/egress off of 20, and the only thing they would have is off of Thompson Road. Mr. Black said, but he thinks it's best for them to make a decision on the site plan based on what access the State of Ohio will give them before they even can approve a site plan. Because you can't approve a site plan because ingress and egress has a whole impact on where everything else goes. Mr. Garn said sure. Oh, yeah. Mr. Kuhn said they should probably go to ODOT right now and say okay, we will agree with that right in and right out only across from Market Center. Okay. Now it's up to you guys what you guys want to do on Route 20.

Mr. Black said he would agree with that, and he deferred to Mr. Mack and asked, does that make sense to him to basically say they concur with this traffic study with a right only in and out opposite Market Center Drive, find out from the State of Ohio where access can be made on that corner property before they make any decisions on the site plan. He asked if that makes sense. He then deferred to the commission members. One said he agreed. Mr. Black said because they need to be addressing it, because they are going to come back to them he thinks at some point, and he does not know how much discussion has gone on.

Mr. Schaller said, but rather than create this right in and right out here to accommodate the gas station on the corner, he would rather not see that development, to keep it as it is. He asked if that was an option. He does not know. Mr. Black said he thinks what Mr. Kuhn is telling them is they can't really make this a right in and right only on the Market Center side because it's already there. Mr. Kuhn said right, it's grand fathered in. Mr. Black said, so all they can make a decision on is the right in right out on the opposite side of that corner property, whatever needs to go there. Mr. Kuhn said, and they have a traffic study that backs that up. Mr. Black said that supports that, so they have a reason that that's the way it is. But even beyond that, they would need to know from the state where they would allow, if they would allow access on 20, because that will obviously have an impact on what the overall site plan looks like as opposed to approving the site plan subject to where the state says. They want to know where it's going to be before they would approve the site plan.

Mr. Schaller said totally outlandish. What happens if you re-routed Thompson Road, eliminate it from basically north, or Market Center Drive to Route 20, and took it down and redirected it so it came out at the Home Depot intersection, or at the other intersection that's west of there where Lowe's is. Mr. Kuhn said that's an idea. You could actually dead end Thompson Road right at Market Center, and then cut across, and that part of Thompson would not exist anymore. Mr. Black said it would be a local road. Mr. Kuhn said it could be a local road. Mr. Black said it would have to be something because you have all those driveways there. Mr. Kuhn said right, or it could be a driveway going back. You would not have any access down Thompson Road that would tie into 20. Mr. Schaller said right, and at this point either you are going left or right, but you are not continuing north to go in a different direction. Mr. Kuhn said you are vacating that section of Thompson. Mr. Black said it stills gives you access to 20 through a signalized process, and somebody said and also down the other way. Mr. Schaller said so then you could go the other way. Mr. Kuhn said that's something they could discuss. Mr. Black said, you mean if this were continued more than just an in and out for the corner lot. It was commented it goes all the way down to Home Depot. Mr. Kuhn said you had two directions to go. Mr. Schaller said, continue it here, and just eliminated that. He just does not see how this is ever going to be a good design. Mr. Kuhn said yeah, no matter on this theory of keeping Thompson Road going to 20, there is going to be a compromise somewhere.

Mr. Garn said Thompson Road, would it eventually have like three lanes on each, or almost six lanes going in. Because right now you have a right in that goes to the Walgreen's or to Market Center, you could have a center drive to go all the way through, and then is it possible to have a left turn lane and then just sort of reversing the thing going the other way. Left turn, straight, and right turn. Mr. Kuhn said what they are suggesting right now, going north would be three lanes. Mr. Garn said right. Mr. Kuhn said left, through, through right. Mr. Garn said okay. Mr. Kuhn said, and then they have got their one going south. Mr. Garn said right. Mr. Schaller said that in itself would help significantly from what's going on there now. Mr. Kuhn said right. Oh, yeah. That's a theory of, you know, just eliminating that part of the road in the future. Mr. Garn said well, they are going to eliminate eventually the one up at Taco Bell. Mr. Kuhn said well, they are going to take that one out of there. Mr. Garn said oh. Well, they keep talking about that, eventually they want to close that off when they are able to complete Market Center Drive going in front of Moser's Market. They have been saying that they would like to do that. You know, it's not set in stone. Mr. Schaller said not very popular.

Mr. Mack commented, but he does not know that they necessarily have the right to close off a township road. Now, he will confess that the trustees have talked about closing off Oakmead, Oakmont, whatever you call it. Mr. Garn said it's Oakmead. Mr. Mack said Oakmead. But that's only with the advent of the development of the Moser property, and then that would also be conditional upon being able to appropriate the area of the Kohl's parking lot, which is deemed excess space anyways, which will allow a road to wind through there. And then their rationale would be for safety, that everybody would be directed to a stop light either at Carronade, or at the southbound continuation of Simmons. And hopefully the people in the subdivision would maybe be disgruntled about the initial impact, but then be pleased in the long run that they would have access to a light, which may cost them an extra 45 seconds, but a lot safer ingress and egress. Mr. Garn said, and there is the hope that Simmons Road will continue through into Woodmont and have those extra routes, the stub streets. There are at least two streets already stubbed to go over there.

Mr. Black said Bob, what Dave is suggesting is doing the same thing with Thompson Road. It actually makes a lot of sense. It obviously creates some heartburn early on when that gets done, because it does re-route the way people normally go, but he thinks it makes it safer in the long run.

Mr. Kuhn said, now here is just something to keep in the back of their minds. In 2009 in the morning, the peak hour, which they say has about 200 cars in the peak hour. In the evening it has about 400 cars. So that many cars are going to be re-routed if they take that section of Thompson Road off, is they are either going to go west on Center Drive, or east on whatever that service drive would be called. Mr. Black said, and Market Center was not necessarily designed for that, and Mr. Kuhn said right, and Mr.

Black continued saying although the other road could be, and Mr. Kuhn said could be designed for that.

It was commented there might be a little bit of apprehension of having a private drive being such a heavy road. Mr. Kuhn said that would probably have to become public. It was commented yes. Mr. Black said, hasn't there been some discussion for the township to take that over. Has he heard that. Mr. Garn said correct, there was discussions. Mr. Mack said those discussions have been very slow. Mr. Black said oh, okay. Mr. Mack said because of the consortium of the different property owners, you know, it's like who's on first base with that whole development. You've got Kohl's, and they own their property. Lowe's, they own their property. Mr. Garn said Lowe's owns part of that Market Center. Mr. Mack said you have got those different partnerships involving the First Commercial. Mr. Garn said he thinks there are four to five owners of Market Center Drive. Mr. Mack said, and then McDonalds', they own their property. Mr. Garn said correct. Mr. Mack said Arby's owns. Mr. Black asked, and do those properties go to the center of Market Center. Mr. Garn said his guess is that they do. When Warren Terrace was trying to put it all together, George Oravec was trying to put the Walgreen's together, and everything got sort of put on hold while the Walgreen's was being built. And then it just sort of died because a person from Sky Bank was also handling it, and there were maybe some things going on that they don't know about in the design of all that, and why it died. But Mr. Terrace at that time had, it sounded like most of the members in favor of turning it over to the township, other than they thought it was easiest to go to Mr. Oravec, as he had designed the road, to give them the engineering for the road as to the points and so on. Mr. Mack said he would say that impetuous to make that happen would be the day that Moser's were to develop or be sold over, then the planning commission would have some degree of leverage. And then it would be in Kohl's best interest to say gee, we really want to work with the township, because having a connector to the K-Mart, or Kroger, or everything that's there is yet another convenience or access advantage to Kohl's, and then that would trickle on down the line to Lowe's and everybody else that's there to be able to attract customers without making them go on to Route 20. Mr. Garn said right. Mr. Mack said it's just all the more convenient for retailers. Mr. Garn said right. (The tape malfunctioned at this point and stopped recording. Minutes recommence with the beginning of the second tape.)

INFORMAL DISCUSSION about the proposed comprehensive plan.

Mr. Black said he used the Wood County plan in developing that. They have already made some suggestions as to that. It was commented well, I'm sure. Yeah. That means they would weigh it heavily, because they certainly would not want to go against it, because that would just add to the confusion. Mr. Kuhn said, and it probably would not be a bad idea to have them as part of some of these committees. At least have a representative as part of them.

Mr. Black asked, and to what extent does that fact that they have a significant acreage in their township that's unzoned have to do with it. Mr. Kuhn said other than he thinks they should get it all zoned for their own benefit, but that does not have a significance. Mr. Black asked, is that a part of your comprehensive plans. Mr. Kuhn said oh, yeah. Part of your comprehensive plan would be to tell what that zoning of an unzoned area should be in the future. That should be part of that. Because he thinks their goal should be, in the future, to have the whole township zoned as something. You know, whatever that is. Mr. Black said it's been voted down three times already. Mr. Kuhn said but, you know, if you have somebody that develops and wants to develop out there. Mr. Black said well, if you don't have the infrastructure, that's one of the concerns. Mr. Kuhn said, and that could be part of it is once the infrastructure is in there, that should be zoned. Mr. Black said with an active water and sewer district, the utilities can be dragged out there and developed without much oversight, which is, he thinks, a concern. Mr. Kuhn said, and he understands the people don't want it zoned out there. He can understand that. But you can give them a zoning they can live with, you know, and maybe they won't be so, you know, against it. It is basically agricultural area anyways. Mr. Black said he does not know why you wouldn't want to zone all the unzoned agricultural, and then subject to rezoning down the road. Mr. Kuhn said that's right. Mr. Black said, at least it's zoned agricultural. It seems to him that is the least offensive, and most property owners would think it would be agricultural.

Mr. Mack said when they tried the last time, they said whatever you are using your property for, even if it's a spot zoning situation like an industrial use out in an agricultural area, they said that would be zoned industrial even though it kind of goes against good zoning as spot zoning. They did not want anybody to be nonconforming from day one. Mr. Kuhn said, and if you have a master plan of which you want to zone it in the future, that helps them out so when you deny zoning or you approve zoning, you say you are following this plan. So there are always exceptions to the rules all the time, but at least you have some kind of a guide. Right now you have no guide in that area, he does not think, do they. Mr. Black said other than the Wood County. Mr. Kuhn said that's right. It was commented that they have very little say.

Mr. Mack said, and there is general discussion about the fall of 2009 that that might be on the ballot, and that is also when he and Mr. Britten are up for re-election, but they kind of said they did not care. That it is important independently. Mr. Black said the trustees can initiate that being on the ballot. You just do it. Mr. Mack said oh, yeah. That's what they did the last time. Mr. Black said okay. And then only the people within that area may vote on it, and Mr. Mack said yes. And remember that the last time Mr. Britten and Mr. LaHote were not a part of the trustees, and they kind of lived out more in the rural section. Now they are both in zoned areas, but they are close to unzoned areas, and they seemed to think that it would increase their odds with someone on that side of the township being strong proponents.

Mr. Garn said he thinks, in doing the comprehensive plan, you could include people from the unzoned area on the committees to help out. Mr. Mack said, as a matter of fact, you could have a subcommittee to deal just with the unzoned area, period. Mr. Garn said correct. And whatever their recommendation they would come up with.

Mr. Black said to Mr. Mack, does he need to initiate and engage Feller Finch or someone to start this process. Mr. Mack said, how many bids do they have. Mr. Garn said well, two. They are dealing with the two different firms. Mr. Mack said Feller Finch and, and Mr. Garn said Poggemeyer. They don't have any definite bids. They have a rough idea. Mr. Mack asked if they had been given like to the nearest \$5,000.00, and Mr. Garn said right, and Mr. Mack said something like that from two companies. But they need to give them a better idea, and Mr. Garn said scope of services. Mr. Mack said because that affects the cost. Mr. Garn said yes. Mr. Mack said, and basically their answer so far has been they have passed, and they have said to Mr. Garn hey, you guys tell us what you think we need, because they want to make sure they have a good plan that is defensible. Mr. Black said so they will ask the two venders to supply them with what they think we need, and then the trustees will pick whichever vender they feel is appropriate. Mr. Garn said yeah. Mr. Mack said, but he thinks they would be interested in what the PC wants also. Mr. Black said he thinks their stance is they have had very brief conversations over the last couple of meetings that yes, they do recognize that the comprehensive plan needs to be in place, but he does not think that any one of them have the expertise to set out a request for a proposal. Mr. Mack said no, but once they get a proposal, it will be their duty to look it over and select. Mr. Black said that's fine. Mr. Mack said yes. And he thinks when he says our duty is, it's the trustees and the commission together. Mr. Black said good. That's fine.

Mr. Kuhn said the company, they kind of need a guideline of what they are looking at. Are they just looking at zoning, or are you looking at a full comprehensive plan with everything involved. He thinks that is something they are going to have to decide on exactly how far they want to go. Mr. Black said he thinks the key, if you really want to look at the most basic need, and that's the land use. Because it's the zoning that will come into question down the road as to what you do. Mr. Kuhn said that's what it sounds like, they are more looking at zoning.

Mr. Black said so he thinks a land use is really the guts of a comprehensive plan, and he thinks Perrysburg got a little over the top this last time. Mr. Kuhn said he knows. You can really get involved in something like that. Mr. Mack said it almost seemed, and he is just an innocent bystander reading the paper, but it almost seems like they had so much citizen involvement, that it just kind of snowballed, and now everybody is officially confused. Mr. Black said precisely, and they were confused during the process, having been a part of that. And there were parties that thought it should just be the land use and not all the others, and it did not turn out that way. And he thinks it's created a lot of confusion and a lot of hard feelings even among the members. So he thinks it should be, and he does not know how the rest of the commission feels, but

it should just be the land use. Because that's what they have that could cause problems for them down the road. And that's why you want a comprehensive plan, so you can arbitrarily set that this is what the land use ought to be for any specific property. Mr. Mack said, and they will come to the trustees and they will say, you know, what do you want your community to look like. And he is sure one of the things they are going to hear from all three trustees is that they want to see expanded park lands around the township, and work with the people that want to develop that property next door to get some of that.

Mr. Black said the thing he has about land use is the people that have the best ideas are developers, and they normally aren't going to develop something that is not going to work. And a community this size, Toledo being the community he is talking about, you are not getting these large national developers. You are going to have people that are part of the community, that want to do what he considers the right thing. And so he thinks you don't want to strap their hands, and you don't want a group of citizens of 50 people telling them what you ought to do here, here, and there, because developers really are, he thinks, their best guides to the future. So he thinks they could all say on the commission that they want to follow through, they will review the requests for proposals that they get from the two vendors that they are interested in.

It was commented that they just want to concentrate on land use, and Mr. Black said land use. Correct. It was commented that that is going to help some. Mr. Garn said they may need to rewrite some type of contract beforehand so that they know. It was commented, more like an RFP, and Mr. Garn said RFP on each one of them so they are all on the same page. Mr. Black said to Mr. Mack that what he thinks will really help is if they get the unzoned landowners involved, and they can buy into this, along with their other trustee location of where they are could help finally get over that hump and get the unzoned. Mr. Garn said to get some people out there that are on the fence that would be on the committee, because there are some people both ways. Mr. Kuhn said they are looking for the general concept coming out of the committee. There is going to be somebody that is against everything on the committee. That's not what they are looking at. They are looking at the general concept among the committee is what they are trying to look for, and then you go from there.

Mr. Black said to Mr. Garn, the county has finished and he thinks it's fully implemented their comprehensive plan. Mr. Garn said yes. He does not have a copy of it. Mr. Black asked, could he get copies for all of them and the three trustees, and Mr. Garn said he thinks he can. He will have to talk to Mr. Steiner. He does not know if they published them yet, or where they are. Mr. Black said he was thinking they were that far, but maybe not. But he thinks it would be nice for all of them to have the final copy. He has a preliminary copy from over a year ago, and he knows it's changed since then. He asked if that made sense. Mr. Garn said he has been down to their office, and they have never offered it, a final copy, to him. Mr. Black said he is sure they would give them seven or eight copies. Mr. Garn said oh, sure. Mr. Black said it might not be

available, and wondered if that is what he was saying. Mr. Garn said that's what he is saying.

INFORMAL DISCUSSION about the updating of the zoning book. Mr. Black said, and then the other issue this evening is their zoning book, and some of the changes that need to be made. And as he understands it, the trustees have authorized some funding for that. Mr. Garn said yes, they have some money in there also. And they will probably use the same firm that's done the book to this point, he would think. Mr. Black said, which is Poggemeyer, and Mr. Garn said Poggemeyer. Mr. Black said okay. And Mr. Garn has some issues that are just day-to-day operating that needs some changes, and the PUD. It's a good time to do it because there is not that much going on right now. Mr. Garn said right. But the PUD would be a bigger change, and he does not know. That's one of the main things, and then there are some other things of whether you want to have architectural review, and some other things that they have not done before. Mr. Mack said there are some things that Mr. Steiner's office has kind of put out, published, this is what they recommend that you incorporate, you know, like, for example, those wind turbines, and every year he comes out with a couple of different ideas. Mr. Garn said correct, new things. Mr. Mack said as times change. Mr. Garn said he is afraid wind turbines are going to change, because he just watched a special on those the other day, and they now have horizontal ones that you put on your roof that turn with a breeze either way. They are not like anything like the big turbines with the propellers. And they are very efficient. And it's sort of like the dish antennas. You know, 20 years ago they were monsters and took up half of somebody's backyard, and now they are just little dishes on somebody's roof. So he thinks things are going to change in that area, too.

Mr. Black asked if any of the members had any other comments they would like to talk about, and there were none. He then thanked Mr. Mack for coming this evening. Mr. Mack said they don't come to many of their meetings, but all of the trustees really appreciate their time and dedication. Mr. Black thanked him, and he thanked Mr. Kuhn for coming this evening. He said to Mr. Kuhn that he will get back to Mr. Garn. (The tape malfunctioned at this point and stopped recording.)

Mr. Black asked if there was a motion to adjourn. Mr. Schaller moved with a second by Mr. Rometo to adjourn. All members were in favor, and none were opposed. The meeting was adjourned at 7:07 p.m.

Respectfully submitted,

Grant W. Garn,
Recording Secretary