

PLANNING COMMISSION MEETING

NOVEMBER 21, 2013

The meeting was called to order at 7:00 p.m. by Chairman Greg Bade. Commission members present were: Greg Bade, Chris Carry, Byron Choka, Mayor Evans, Tom Forquer, Seth Hudson and Therese Witt. (7). Also present were: Brody Walters, Planning and Zoning Administrator and Mathew Beredo, Law Director.

APPROVAL OF MINUTES FROM THE AUGUST 29, 2013 MEETING

Mayor Evans moved to approve the minutes of the August 29, 2013 meeting as written. Mr. Forquer seconded and they were approved 6-0. Ayes: Bade, Choka, Evans, Hudson, Forquer, and Witt (6). Abstain: Carry (1).

Preliminary Plat Extension Horseshoe Bend Plats 10-12

APPLICANT/OWNER/DEVELOPER

Mr. Tim Gruber
Ridge Stone Builders
7015 Lighthouse Way, Suite 500
Perrysburg, OH 43551

REQUEST

Chapter 1295.06(i) – Preliminary Plats: Tentative Approval Time Limit; Plat Resubmission

PROPERTY LOCATION & DESCRIPTION

Horseshoe Bend is an R-3 and R-5 residential subdivision consisting of approximately 58.4578 acres located south of Roachton Road, directly south of Michael Owens Way. It is bordered on the west by Perrysburg High School. Plats 1 through 9 consisting of 137 lots have already been finalized. The Preliminary Plat for Plats 10 through 12 shows 54 lots.

BACKGROUND

The Preliminary Plat was first approved April 24, 2003, extended for one year on January 29, 2004, on December 30, 2004, December 1, 2005, on October 26, 2006, November 29, 2007, October 30, 2008, and most recently on September 29, 2011. The Plat expired on September 27, 2013. A request for extension was received from the applicant prior to the expiration date.

This extension would be a one (1) year extension for Plats 10 – 12.

RECOMMENDATION

The Planning and Zoning Administrator recommends that the Planning Commission grant a one-year extension (November 21, 2014) for Horseshoe Bend Plats 10-12.

Mr. Walters reviewed the above Staff Report. Brian Gruber of Ridge Stone Builders was in attendance. Mr. Forquer asked about the temporary roads in the Harbor Town and Rivers Edge areas; he emphasized that temporary roads are not acceptable. Mr. Gruber explained that the stone areas are not temporary roads, the stone covers where sewers were installed. He stated that there were barriers up at Harbor Town, but the City requested they be taken down when Roachton Road was being worked on. Mr. Gruber said if the City would like them back up, they would do so. Mr. Forquer said he is not in a position to make that request.

Mayor Evans moved to approve the Preliminary Plat Extension for Horseshoe Bend Plats 10-12 until November 21, 2014. Mr. Hudson seconded, and it was unanimously approved.

Preliminary Plat Extension Bayshore Village Plats 2-8

APPLICANT/OWNER/DEVELOPER

Mr. Tim Gruber
Ridge Stone Builders
7015 Lighthouse Way, Suite 500
Perrysburg, OH 43551

REQUEST

Chapter 1295.06(i) – Preliminary Plats: Tentative Approval Time Limit; Plat Resubmission

PROPERTY LOCATION & DESCRIPTION

Bayshore Village is located on the north side of Five Point Road between SR25 and Fort Meigs Road. Bayshore Village subdivision is an R-4 (Single Family) residential subdivision with a CDP (Community Development Plan) overlay. The property consists of 75.4 acres which is planned to contain 7 - 115' lots, 91 - 75' lots and 57 - 50' lots for villas. Additionally, 116 multi-family units in 29 buildings are planned.

BACKGROUND

The Preliminary Plat was first approved June 6, 2005 and expired on September 27, 2013. A request for extension was received from the applicant prior to the expiration date.

This extension would be a one (1) year extension for Plats 2-8.

The Final Plat for Plat 1, consisting of 7 lots was finalized on April 24, 2008.

RECOMMENDATION

The Planning and Zoning Administrator recommends that the Planning Commission grant a one-year extension (November 21, 2014) for Bayshore Village Plats 2-8.

Mr. Walters reviewed the above Staff Report. Mr. Carry moved to approve a Preliminary Plat Extension for Bay Shore Village Plats 2-8 until November 21, 2014. Mayor Evans seconded, and it was unanimously approved.

Preliminary Plat Extension Falls at Rivers Edge Plats 4-6

APPLICANT/OWNER/DEVELOPER

Mr. Tim Gruber
Ridge Stone Builders
7015 Lighthouse Way, Suite 500
Perrysburg, OH 43551

REQUEST

Chapter 1295.06(i) – Preliminary Plats: Tentative Approval Time Limit; Plat Resubmission

PROPERTY LOCATION & DESCRIPTION

The Falls at Rivers Edge is an R-4 (Single Family) subdivision with a CDP (Community Development Plan) overlay located immediately south of Perrysburg High School on approximately 34.773 acres. The development is for zero lot line units and traditional stand-alone residences and consists of six plats with 139 lots.

BACKGROUND

The Preliminary Plat was first approved March 28, 2002 and expired on September 27, 2013. A request for extension was received from the applicant prior to the expiration date.

This extension would be a one (1) year extension for Plats 4-6.

The Final Plat for Plat 1, consisting of 35 lots was finalized on June 26, 2003. The Final Plat for Plat 2, consisting of 19 lots was finalized on October 28, 2004. The Final Plat for Plat 3, consisting of 36 lots was finalized on May 26, 2005.

RECOMMENDATION

The Planning and Zoning Administrator recommends that the Planning Commission grant a one-year extension (November 21, 2014) for The Falls at Rivers Edge Plats 4-6.

Mr. Walters reviewed the above Staff Report. Mr. Carry moved to approve a Preliminary Plat Extension for the Falls at Rivers Edge Plats 2 and 3. Mr. Choka seconded, and it was unanimously approved.

***Preliminary Plat Extension
Meadows at Rivers Edge Plats 2&3***

APPLICANT/OWNER/DEVELOPER

Mr. Tim Gruber
Ridge Stone Builders
7015 Lighthouse Way, Suite 500
Perrysburg, OH 43551

REQUEST

Chapter 1295.06(i) – Preliminary Plats: Tentative Approval Time Limit; Plat Resubmission

PROPERTY LOCATION & DESCRIPTION

The Meadows at Rivers Edge is located off Five Point Road, west of SR25. It is located off the existing River's Edge Drive off Five Point Road into the Meadows at River's Edge subdivision and to the existing Otterbein Retirement Assisted Care Facility. These plats consist of R-4 (Single Family) with a CDP (Community Development Plan) overlay; C-1 (Neighborhood Commercial); and RM (Multiple Family).

Overall, the subdivision consists of 3 plats, 59 lots on approximately 24.408 acres.

BACKGROUND

The Preliminary Plat was first approved March 28, 2002 and expired on September 27, 2013. A request for extension was received from the applicant prior to the expiration date.

This extension would be a one (1) year extension for Plats 2 and 3

The Final Plat for Plat 1 was finalized on August 27, 2009.

RECOMMENDATION

The Planning and Zoning Administrator recommends that the Planning Commission grant a one-year extension (November 21, 2014) for Meadows at Rivers Edge Plats 2 and 3.

Mr. Walters reviewed the above Staff Report. Mr. Carry moved to approve a Preliminary Plat Extension until November 21, 2014 for the Meadows at Rivers Edge Plats 2 and 3. Mayor Evans seconded, and it was unanimously approved.

***Preliminary Site Plan
Special Approval Use – Retail > 60,000 sq. ft.
Costco Wholesale
Eckel Junction Road & SR 25/N. Dixie Highway***

APPLICANT/OWNER/DEVELOPER

Costco Wholesale
999 Lake Drive
Issaquah, WA 98027

TJ Design Strategies, LTD.
2311 W. 22nd Street, Suite 208
Oak Brook, IL 60523

Mulvanny G2 Architecture
1110 112th Avenue NE, Suite 500
Bellevue, WA 98004

REQUEST

Chapter 1260.06 – Preliminary Site Plan Review
Chapter 1235.04(nn) – Special Approval Use – Retail over 60,000 GSF
Chapter 1245.29 – SR25 Corridor Overlay
Chapter 1250 – Site Design Standards

PROPERTY LOCATION & DESCRIPTION

Location: Southeast of the intersection of SR25 and Eckel Junction Road

Property Size: 28.24 total acres (includes Costco, 2 out lots, detention, residual land)

Parcels: Q61-400-180000007000, Q61-400-180000012000, Q61-400-180000054500,
Q61-400-180000057000, Q61-400-180000010000, Q61-400-180000011000,
and Q61-400-180000009000. (7 total)

Easements: 60' Gas Utility Easement

BACKGROUND

On June 27, 2013 Ted Johnson (TJ Design Strategies) and Jackie Frank approached the Planning Commission to introduce themselves as Costco representatives and to share preliminary details regarding Costco's interest in locating a new store on the existing "horse farm property". On October 15, 2013 Ted Johnson on behalf of Costco Wholesale submitted an application for Preliminary Site Plan Approval and Special Approval Use for the construction of a Costco Warehouse and Fuel Center.

ANALYSIS

This application will be reviewed according to three lists of criteria. The first set of requirements pertain to the application for preliminary site plan, the second set will be for the consideration of the Special Approval Use for retail uses over 60,000 G.S.F., and the last will pertain to the Corridor Overlay requirements.

Preliminary Site Plan

- **Zoning:** C4 (Highway Commercial) with Corridor Overlay
- **Setbacks:** Front: 50 ft.
Side: 10 ft. minimum
Rear: 30 ft.
- **Adjacent Zoning/Uses:**
 - North** – C4 Highway Commercial (American Family Table), C1 Neighborhood Commercial (Quick Lube), RM – Multi Family Residential (Callander Court).
 - East** – R2 Single Family Residential (undeveloped)
 - South** – I-475/US 23
 - West** – INS Institutional (Mercy), C4 Highway Commercial (BP Fuel, Cook Motor Sales, Circle K)
- **Land Use(s):** Retail over 60,000 GSF (SAU)
Service Station (Permitted)
- **Site Layout:** The applicant proposes to construct a Costco Wholesale warehouse that is approximately 154,000 square feet in size. The warehouse is shown to be located in the south-central portion of the site and is surrounded by parking on the north and west sides of the building. Along SR25, immediately south of the proposed right-in / right-out a member only fuel center is shown. On the north side of the property along Eckel Junction Road, 2 out lots are shown in between the proposed right-in / right-out and the fully signalized intersection (directly across from the Black Diamond driveway).
- **Roads and Access:** A Traffic Impact Study was prepared and submitted by Kittelson & Associates and was reviewed by city staff and the city's traffic consultant.
- **Parking:** The 154,283 S.F. warehouse as shown provides 741 (10' x 20') parking spaces. Retail stores require 1 parking space for every 200 S.F. of useable floor space. Useable floor space is calculated by taking 75% of the gross area. Based on this formula the useable floor area is 115,712 S.F. (115,712 divided by 200 = 579 required parking spaces). Additionally, parking is shown to be on at least 2 sides of the building and its perceived scale has been reduced through the use of a drive aisle and strategically designed landscape islands. The maneuvering lane

width minimum for the arranged parking is 20 ft. and all lanes meet or exceed this requirement with the smallest being 23.5 ft.

- **Landscape Islands:** The preliminary site plan does not require detailed landscape plans. As the site plan indicates, the applicant has reserved the appropriate sized area (at least 30') along SR25 and I 475 for landscaping. Landscape islands are required by code to be installed at a ratio of 1 island for every 10 parking spaces. Per code, 74 landscape islands are required and 81 landscape islands are shown. Per Chapter 1250.10(b), all landscaped areas shall include irrigation. It should be noted that "cart corrals" are also shown in various locations throughout the parking lot, roughly one for every other row.
- **Sidewalks:** Public sidewalks are required across all frontages. Sidewalks will be required to run through both driveways along Eckel Junction Road (as well as across the frontages of the 2 out lots). Sidewalks are not recommended to be installed across the right-in / right-out along SR25. The site plan provides for adequate and reasonable public access on the north side of the right-in / right out. Per Chapter 1250.56(a), sidewalks shall be provided along all internal circulation drives throughout the proposed development. This will provide safe and secure pedestrian access to/from SR25 and Eckel Junction Road. As shown on the site plan, the applicant has agreed to provide concrete sidewalks along the access drives to provide for internal circulation.
- **Curb Cuts & Driveways:** The proposed site plan shows 3 points of access to public streets, 2 along Eckel Junction Road and 1 along SR25. The eastern most access on Eckel Junction is a fully signalized intersection and the remaining 2 access points are shown as either right-in / right-out or only right-in. The signalized intersection is placed in accordance with the preferences and requirements of the city of Perrysburg/ODOT. It is shown to be an appropriate distance from the existing light at SR25 and Eckel Junction and is in alignment with the Black Diamond driveway across the street.
- **General Engineering:** The applicant shall submit and obtain City of Perrysburg engineering approvals for site civil construction plans, including pavement and drainage, water, storm and sanitary sewer prior to a zoning permit being issued. A zoning permit is required prior to Wood County issuing a building permit.
- **Building Design:** Building elevations are not a requirement of the Preliminary Site Plan review, however they are discussed below only as they pertain to the request for Special Approval Use.
- **Other Notes:**
 - The two "Out Parcels" (.97 acres and .94 acres) shall require a Preliminary Site Plan Review and/or any necessary Special Approval Uses when developed. The out lots will also be limited to rear access only as no access will be granted from Eckel Junction Road. This may be

accomplished by providing an anti-vehicular access easement across the frontage of any out lots.

Special Approval Use

The requirements for the Special Approval Use are numerous and contain provisions which are stricter than elsewhere in the code. Special Approval Uses are utilized because it is recognized that there are uses that because of their unique characteristics, cannot be properly classified in any particular district or districts without consideration, in each case, of the impact of those uses upon neighboring land. The Special Approval Use for retail over 60,000 G.S.F. is a unique use that requires City Council approval rather than the typical Planning Commission approval. However, the Planning Commission will need to make a recommendation to City Council.

No Special Approval Use shall be approved / recommended by the Planning Commission unless it shall find the following:

1. The establishment, maintenance or operation of the Special Approval Use will not be detrimental to or endanger the public health, safety, or general natural environment.
2. The Special Approval Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted nor shall it substantially diminish and impair property values within its neighborhood.
3. The establishment of the Special Approval Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.
4. Adequate utilities, access roads, drainage and necessary facilities have been or will be provided.
5. Adequate measures have been or will be taken to provide ingress or egress so designed as to minimize traffic congestion in the public streets.
6. The Special Approval Use shall, in all other respects, conform to the applicable regulations of the district in which it is located and to any additional conditions or procedures as specified in this Chapter.

Prior to the granting of any Special Approval Use, the Planning Commission shall stipulate the conditions and restrictions upon the establishment, location, construction, maintenance and operation of the Special Approval Use as deemed necessary for the protection of the public interest.

The submission for Special Approval Use shall be required to meet the following requirements:

- **Frontage and Access:** The site shall abut an arterial street and have at least 500 feet of frontage with access from the street.
 - As shown, the proposed site has sufficient frontage along three major roadways and has limited but adequate site access from 2 of the 3 roads.
- **Abutting Zoning:** The site cannot abut an R1, R2, R3, R4 or R5 unless the current use is other than residential.
 - The property to the immediate east of this location is zoned R2, however the property is currently vacant and no immediate residential plans are underway.
- **Entrance Driveways:** Vehicular access drives must be set back at least 250 ft. from intersecting roadways.
 - All driveways meet or exceed this requirement with the shortest distance being approximately 500 ft.
- **Market Analysis:** The applicant is required to submit a market analysis that provides economic justification for the placement of the retail use.
 - The requirements of this section are complicated, in-depth, and in some cases require retailers to disclose confidential trade information. Based on lengthy discussions with Costco representatives, the city is satisfied that economic justification exists and that the risk of closure of this retailer is extremely minimal. It is recommended to not require detailed disclosure beyond what was provided to city administration.
- **Impact Assessment and Traffic Impact Study:** These items are required to be provided.
 - The subject property is located within an area that continues to experience significant development. The proposed site is currently vacant with land uses of farm fields and shrub areas. The subject property is without any significant natural or man-made features. The property is not within a flood plain area. Directly to the north and east are significant residential areas that the proposed development must assure a high level of sensitivity with regard to exterior lighting and noise. Per a condition of zoning, the applicant provided a Preliminary Site Plan and Traffic Impact Study that addresses traffic impact issues. The amount of traffic generated by this site is substantial but traffic count information has been provided to the city and its consultant (Tom Yurysta – Proudfoot Associates). These traffic counts have been checked and accommodated in the city's overall intersection improvement plans that are under design. The development will be served by City of Perrysburg police and fire emergency services. The subject development shall use City water and sanitary services. Future employees will pay City of Perrysburg income tax. Being a

commercial/retail development, there will be no impact to Perrysburg Schools.

- **List of Uses:** The internal layout of the retail use is to be provided showing percentages by use category.
 - This information has been provided and is included as an attachment.
- **Building Design:** The Special Approval Use only requires a preliminary review of the building architecture. All requirements of Chapter 1235.04(nn)(G) have been satisfied with the exception of the following: (the indicated numbers refer to the number used in Chapter 1235.04(nn)(G)).
 - #2. Facades greater than 100 feet in length shall incorporate recesses and projections a minimum of 3 feet in depth and a minimum of 20 continuous feet within each 100 feet of facade length, windows, awnings, entry areas, and arcades shall total at least sixty percent (60%) of the facade length facing a public street.
 - #4. Building facades shall include a repeating pattern that shall include no less than three of the following elements: color change, texture change, material module change, or expression of architectural or structural bay through a change in plane no less than 12 inches (12") in width, such as an offset, reveal, or projecting rib. At least one of these elements shall repeat horizontally. All elements shall repeat at intervals of no more than thirty feet, either horizontally or vertically.
 - #5. Roof lines shall provide variations to reduce the massive scale of these structures and to add visual interest. Roof lines shall have a change in height every 100 linear feet in the building length. Parapets, mansard roofs, gable roofs, hip roofs, or dormers shall be used to conceal flat roofs and roof top mechanical equipment from the public view.
 - #10. A continuous internal pedestrian walkway shall be provided from the perimeter public sidewalk to the principal customer entrance. This internal walkway must feature landscaping, benches and other such materials/facilities for no less than fifty percent of its length.
 - #11. Sidewalks shall be provided along the full length of the building along any facade featuring a customer entrance and along any facade abutting public parking areas. Such sidewalks shall be located at least six feet from the facade of the building to provide planting beds for foundation landscaping.
 - #15. A minimum of twenty percent (20%) of parking areas is to be landscaped.

- #19. Any areas used for shopping cart containment as may be provided, shall be fully enclosed and screened by a minimum of four foot high masonry wall, berming and/or landscaping.
- #21. Signage shall not exceed maximum requirements of the Planning and Zoning Code.

Corridor Overlay

The corridor overlay requirements Per Ch. 1245.31 pertain to non-residential properties abutting SR25.

- The only requirement of the corridor overlay section that is necessary to discuss with the requests presented in this submission refer to Ch. 1245.33(e). This provision describes a requirement to install a screen wall that is 38" – 42" in height and is located 3' – 4' on the inside of the property line.
 - This screen wall is not indicated on the proposed site plan and is not recommended due to the unusual frontage along SR25, the raised roadway, and unofficial plans for future Divergent Diamond Interchange construction.

Approval of the Preliminary Site Plan is valid for a period of six (6) months.

Special Approval Use approval will expire after a period of one (1) year if construction does not commence.

RECOMMENDATION

The Planning and Zoning Administrator has reviewed all necessary information for the consideration of preliminary site plan and Special Approval Use and recommends approval of the preliminary site plan request with the following conditions:

1. The gas station be relocated to a location away from SR25 and the front of the building.

Additionally, the Planning and Zoning Administrator recommends that the Planning Commission recommend to City Council approval of the request for Special Approval Use providing that the applicant is willing to make the following changes:

1. Create additional recesses or projections on the East and South side elevations to the reasonable satisfaction of the PZ Administrator being mindful of Ch. 1235.04(nn)(G)(2).
2. Create additional variations in the roofline elevations of the building at least every 100 ft. to reduce the scale of the structure and to add visual interest.

3. Enhance the pedestrian pathway from Eckel Junction Road and SR25 to include perimeter landscaping similar to the example provided as an attachment to this document.
4. Add a sidewalk along the north side of the building that is at least 6' from the base of the building to allow for landscaping (This recommendation does not intend to have sidewalk and landscaping in front of the overhead service doors).
5. Provide additional site landscaping/mounding in the area on the east side of the building between the building and the adjacent property zoned R2 (Single-Family Residential).
6. Signage is reduced in size and quantity to comply with current sign code regulations. (1 per façade, maximum 3 façades). If variances are required to accommodate signs larger than 75 S.F. in size, then the applicant is expected to apply to the Board of Zoning Appeals for consideration.

A public hearing before City Council has been scheduled for December 17, 2013 at 6:00 p.m.

Mr. Walters reviewed the above Staff Report. He noted that the westernmost access point on Eckel Junction Road has been changed to a right-in only as shown on the Site Plan. Ted Johnson of TJ Design was present to represent Costco and make a presentation to those in attendance. He said that Costco research shows that 80% of their members will be coming to this Costco site from the south. He said that is one of the main reasons they located the fueling station on the SR25 side. Costco research shows that about 65% of their members go to the fueling facility before going to the warehouse. It will allow those coming from the south to make a right turn into the fueling center and then proceed to the warehouse. Mr. Johnson said that one obstacle they are facing is a gas pipeline that runs through the property. They have kept buildings out of the easement and they are in discussion with the pipeline company. Mr. Johnson said that Costco likes to have deliveries to the store when they are not open. The eight to ten Costco owned semi trucks will be coming from Joliet, Illinois and will arrive and depart between 4:30 a.m. and 9:30 a.m. Mr. Johnson said that the store hours will be 10 a.m. to 8 p.m. Monday through Friday; 9:30 a.m. to 6 p.m. on Saturdays; and 10 a.m. to 6 p.m. on Sundays. He said that the fuel facility is open 6 a.m. to one hour after the warehouse closes. Mr. Johnson stated that roughly half an hour after they close, 70-75% of the lights will be turned off and the lights on the signs will be off. He said there will be enough light at the fueling facility for the security cameras. Mr. Johnson stated that the two outlots on Eckel Junction Road are an important finance piece of this project. He stated that the landscaping shown on the site plan is conceptual, and they plan to intensify the landscaping by the fuel facility. He said with mounding and 4'-6' landscaping, the fuel facility could be screened from Dixie Highway. He said the residual parcel to the east will probably be kept as open space because there is no access to it unless it is joined with the property to the east. Mr.

Johnson said that regarding the traffic study, they are working with the City. They know that Costco will add traffic and they have agreed to pay for their fair share of the improvements. He said that without Costco there will be one left turn lane from Eckel Junction to SR 25 and if Costco does locate at this site, they will add a second left turn lane since those 80% of their members coming from the south will need to go south on SR25. Mr. Johnson also said that Costco will improve Eckel Junction to their eastern property line and pay for the traffic signal on Eckel Junction Road.

Mr. Johnson said that included in the Staff Report is the recommendation (#4) that a sidewalk be installed along the north side of the building that is at least 6' from the base of the building to allow for landscaping. He said that they would rather not do this because there are four service doors at the Tire Center and employees back out cars and they would prefer not having anything vertical to deal with. He said that they feel enough landscaping is proposed in the parking lot. Concerning recommendation #3, Mr. Johnson said that where the sidewalk crosses the driveway, they will have a different color and it will be scored. He said that they do not anticipate pedestrian traffic and they feel this is just another area people will leave carts. Mr. Johnson discussed features of the design including transparency and light, the articulation and rhythm, the announced entry, the horizontal/vertical compositions, how the signage is integrated as a design element, the relief/shadows, material transitions and parapet steps. Mr. Johnson said that the south and east elevations have been revised and they feel they now meet the 100' variation requirement. He said that revised elevations will be submitted to address recommendations #1 and #2. Mr. Johnson stated that they will have intense landscaping adjacent to the parking facility and would like to not do landscaping on the east side of the property because they will have the open space of the stormwater detention and the residual parcel. He said signage is important to them, and they feel that larger signs are in scale to the building, so they will go through the Board of Zoning Appeals process.

Tom Yurysta of Proudfoot Associates said that he reviewed the traffic study the Costco consultant prepared and it was also reviewed by ODOT. He said that there were some questions and comments, they met with the consultant, and the consultant is in the process of addressing those questions and comments, but they have not received the final traffic study yet. Mr. Yurysta stated that the intersection of SR25 and Eckel Junction Road is over capacity now and the City is going to improve the intersection by adding more lanes and extending existing lanes. The City is going to rebuild the intersection next year. Mr. Yurysta said the other major concern with traffic in that area is the interchange. He said ODOT is planning on building a new modern interchange for this project which is estimated at \$9 million. He said that is probably a few years out from being built, but he is not privy to ODOT's schedule.

Mr. Carry asked Mr. Johnson how this building compares to the Toledo location. Mr. Johnson said that it is slightly larger; he believes the Toledo location is about 146,000 square feet. Mr. Carry asked what the estimate of 80% of their members coming from the south is based on and what they feel the total membership number will be. Mr. Johnson said that he does not have that number, but typically you are looking at 30,000

to 40,000 members. He said that Costco has a sophisticated program that looks at income, house values, and current members. Mr. Carry asked if Mr. Walters' recommendation to move the fuel facility is due to a concern regarding traffic back-up on SR25. Mr. Walters said that he and Mike Stormer of ODOT both had concerns about stacking, but Mr. Johnson has provided evidence showing that stacking will not be an issue. Mr. Walters said his other concern with the location of the fueling facility is the aesthetic view from SR25. He said he believes it would be better to not look through a canopy at the store they have designed, but to keep it open. Mr. Johnson said a traffic study was done for the fuel facility, a copy of which will be provided to Mr. Walters. He explained that the study shows that the average weekend peak hour queuing is 13 cars. He said that they have queuing for 54 cars. Mr. Johnson stated that regarding traffic, they take these reports seriously. If a member can't get in; they won't shop. He said that they are comfortable the traffic will work for them, and he noted that they are not open during the morning peak.

Mr. Hudson asked about the two out parcels and asked if they have the same arrangement at other stores. Mr. Johnson said they do when they have to purchase more than sixteen acres. Mr. Hudson asked if they control the uses that go in the outlots. Mr. Johnson said they do control the uses and the architectural appearance. Mr. Hudson asked what type of uses are at other locations. Mr. Johnson said they have restaurants, banks, pharmacies. Mr. Hudson asked if it is normal to have rear access only. Mr. Johnson said that most communities would exclude curb cuts.

Mr. Forquer thanked Mr. Johnson for his efforts in working with the City. He said that since some documents were received just prior to the meeting, they have had no time for review, but the intent to get this in the right direction is there. He said that he would like to see the location of the overhead doors be moved further down. Mr. Johnson said that they can change facades and building materials, but he cannot move parts of the building around. He said that the internal layout is built on 25 years of experience.

Mayor Evans said that he would like to see some trees along the east side of the property and asked about an alternative location for a sidewalk to Eckel Junction Road. Mr. Johnson said ADA requirements mandate that they go from the closest point to the right of way. Mayor Evans said that looking at the Special Approval Use requirements it says that a project cannot be a safety issue. He said that the City is in the process of addressing that issue. He said that some people may feel property values will go down, but Callander Corner is the closest residential use and those properties are already adjacent to commercial property at Black Diamond. Mayor Evans said that he feels that they have met the standards for the Special Approval Use process. He added that he had agreed with Mr. Walters that the fueling facility should be moved, but he feels the issue of traffic backing up has been addressed. Mr. Johnson said that their concern with moving it to the south is that ODOT's current conceptual design for the exit ramp does not require additional right of way, but who knows what the final design will be. He said that where the fueling station is now located, he is comfortable that if additional right of way is needed, the fueling station will not be affected.

Mr. Choka asked about the recommendations to move the fueling station, the sidewalk, signage, and the effect on property values. Mr. Johnson said that they feel it is not the best option to have the majority of their members, who will be coming from the south, making numerous turns to get to the fuel station. He said that they plan to put in the sidewalk, they just don't want to do the enhancements. Mr. Choka asked if they have them at other locations. Mr. Johnson said they have them at one store in Illinois, and it has become a smoker hangout. Mr. Choka asked if they are unsuccessful with the Board of Zoning Appeals if the project would proceed. Mr. Johnson said that is not his call. Mr. Walters noted that the Board of Zoning Appeals can grant relief on the size of the signs, but not the quantity. Mr. Choka asked if Costco has done studies on how their stores affect property values. Mr. Johnson said that they have done studies in areas where they are requesting rezoning from residential zoning. He said that the studies have shown that Costco, with proper landscaping and screening, does not negatively affect property values. Mr. Johnson was asked about the timing of this project. He said that they would like to open in the fall of 2014 and to do so, they would have to begin construction drawings the second week of January.

Ms. Witt asked about the path the semis coming into the store will take and the dumpster screening, which will be addressed in the Final Site Plan.

Mr. Bade said that they should make sure that if the pedestrian walkway is at grade, that cars can't drive on it. He said that enhancements to the sidewalk could include an occasional tree and a bench up closer to the store. Mr. Johnson said that at the front entrance the oversize concrete area also doubles as a bench. Mr. Bade said that he understands why they don't want to relocate the gas station, but he feels it can be moved a little further south. He said that on the east side they could put some landscaping there. Mr. Johnson said that they have agreed to do landscaping along the pavement and along the store on the east side.

Larry Small represented Callander Corner residents. He said they are the closest residential properties and they are pleased to have a neighbor that is a conscientious business. He said that their major concerns are: they would prefer the gas station stay on the SR25 side; the traffic light is about 200 feet from their driveway; they think that more traffic will be coming west down Eckel Junction than the 5% estimated; they live on a cul-de-sac and people already think it's a cut through so they would like to work with Costco on putting up some type of barrier or fence along the front of their property indicating it's a private residence; concerns about Kohl ditch and the stormwater detention because it is poorly maintained. Mr. Small said he feels better about the lighting and noise pollution with the information Mr. Johnson provided. Mr. Carry noted that by Ohio EPA regulations, Costco cannot discharge at a rate higher than it was.

Chris Vogel, 26649 Nawash Drive, read a prepared statement about the traffic situation at SR25 and Eckel Junction Road and the nearby interstate. Mr. Vogel read the traffic study and said that he believes several of their assumptions and conclusions to be questionable. Mayor Evans said that in the eight years he has been Mayor, the City has asked ODOT numerous time to improve the SR25/I-475 interchange with no success.

He said that only since it has begun to back-up has there been discussion regarding improving it.

Brian Craig of Craig Transportation said that his biggest concern is the intersection improvements and that his company will be able to continue operating their business. He asked if the two left turn lanes would have a wide enough radius for trucks to turn side by side. Mr. Yurysta said that it would be tight with two semis next to each other. Mr. Craig said that his company owned the Mercy property for 16 years and were consistently told by the City they could not have a right-in, right-out. He said that they lost eight contracts because of that, and he is just asking for consistency.

Ellen Bernal, Coventry Court, reiterated concerns about traffic back-ups.

Melissa Clark said that since Levis has come in there has been a tremendous amount of crime and residents have been incrementally paying for this increase in crime. She said that this project will kill Circle K which has been an asset to the community. She said it is all about money.

Ron Stewart, West Fifth Street, said that he was curious about the entrance on SR25 and if another lane would be added. He said that when Sam's Club has a lot of cars at the gas station, they send an employee out to help direct traffic. He said Costco would be good for Perrysburg because they'll still be here thirty years from now.

Walt Churchill said that he is not worried about the competition, his main concern is traffic, and he is glad the intersection is being improved.

David Rowland Miller said that if 80% of the traffic is coming from the south then 80% will be going out onto Eckel Junction Road.

Gregory Alt was present on behalf of Penske on Williams Road. Mr. Alt said traffic on SR25 is already bad and you can't get out on Williams Road. He suggested there may be a better location for Costco.

Mike Pratt, Streamview Drive, said that eight trucks during the middle of the night would generate a lot of road noise and he wondered if they could be rerouted. He also suggested that perhaps another location would be better.

Vince Roberts, Birchcrest Drive, suggested rotating the gas station, getting right-of-way from ODOT and putting in a service drive, and moving the traffic signal on Eckel Junction Road so it lines up with Callander Court. He also asked about traffic at Eckel Junction Road and SR199. Mr. Yurysta stated that there will be an exclusive northbound right turn lane into Costco. He also said that we have asked a traffic consultant to look at SR199 and Eckel Junction Road.

Roger Bowers, Maple Street, said that he has been a resident of Perrysburg since 1958. He said Perrysburg has grown and he is glad to see Costco come to town but feels SR25 and Roachton would be a better location.

Mr. Carry moved to approve the Preliminary Site Plan and recommend approval of the Special Approval Use subject to the following recommendations:

1. Create additional recesses or projections on the East and South side elevations to the reasonable satisfaction of the PZ Administrator being mindful of Ch. 1235.04(nn)(G)(2).
2. Create additional variations in the roofline elevations of the building at least every 100 ft. to reduce the scale of the structure and to add visual interest.
3. Enhance the pedestrian pathway from Eckel Junction Road and SR25 to include perimeter landscaping similar to the example provided as an attachment to this document.
4. Add a sidewalk along the north side of the building that is at least 6' from the base of the building to allow for landscaping (This recommendation does not intend to have sidewalk and landscaping in front of the overhead service doors).
5. Provide additional site landscaping/mounding in the area on the east side of the building between the building and the adjacent property zoned R2 (Single-Family Residential).
6. Signage is reduced in size and quantity to comply with current sign code regulations. (1 per façade, maximum 3 façades). If variances are required to accommodate signs larger than 75 S.F. in size, then the applicant is expected to apply to the Board of Zoning Appeals for consideration.

Seconded by Ms. Witt. Ayes: Carry, Evans, Forquer, Hudson, and Witt (5). Nays: Bade, Choka (2).

There being no further business, the meeting adjourned at 9:30 p.m.

Respectfully submitted,

Mary Jo Sutton