

PLANNING COMMISSION MEETING

JULY 25, 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, and Therese Witt. (6). Seth Hudson was absent. Also present were: Brody Walters, Planning and Zoning Administrator and Mathew Beredo, Law Director.

APPROVAL OF MINUTES FROM THE JUNE 27, 2013 MEETING

Mayor Evans moved to approve the minutes of the June 27, 2013 meeting as written. Mr. Carry seconded and they were approved 5-0. Ayes: Bade, Carry, Evans, Forquer, Witt (5). Abstain: Choka (1).

ADMINISTRATOR'S REPORT

Mr. Walters called attention to a revised Preliminary Plat for the Hawthorne Subdivision that was distributed to the Planning Commission members. He reported that there is one agenda item for next month's meeting.

Final Site Plan Amendment Owens Illinois Innovation Center

APPLICANT

Mr. Paul Furtaw, PE
Bergmann Associates
1427 W. Saginaw Street, Ste 200
East Lansing, MI 48823

OWNER

Owens-Illinois, Inc.
Four O-I Plaza
One Michael Owens Way
Perrysburg, OH 43551

REQUEST

Chapter 1260.18 – Final Site Plan Amendment

PROPERTY LOCATION & DESCRIPTION

The project site consists of approximately 4 acres of the larger 53.7 acre Owens-Illinois property located north and west of Wilkinson Way (known as O-I Plaza Three and O-I Plaza Four). The property is zoned I - 2 (General Industrial). The site is immediately north of Spafford Drive between Fort Meigs Road and N. Wilkinson Road. The previous plans for Final Site Plan review showed a 21,000 sq. ft. Innovation Center with the associated parking lot and driveway. The initial plans were approved November 15, 2012 and now a revision consisting of 4 additional parking spaces and a turn-radius loop.

ANALYSIS

Similar to the previous submission, the amended plans for this project dated June 18, 2013 were found to be consistent with the dimensional standards of Chapter 1230, and the Site Design Standards of Chapter 1250 with the exception of the comments provided and approved in the first submission (9' parking spaces).

In accordance with Ch. 1260.18, the proposed changes qualify as "major changes" and require the review and approval of the Planning Commission.

The Engineering Division provided an initial review of the revised drainage calculations and found that the storm sewers could accommodate the additional impervious area proposed. Construction plans for underground infrastructure will still need to be reviewed and approved by the appropriate departments prior to the issuance of a zoning permit.

RECOMMENDATION

The basis for the prior approval is seemingly unaffected by the proposed changes and therefore the Planning and Zoning Administrator recommends that the Planning Commission approve the amended final site plan depicting 4 additional parking spaces and a turn-radius loop. Additionally, final construction plans must be approved by the Departments/Divisions of Fire, Public Utilities, Service, and Engineering.

Mr. Walters reviewed the above Staff Report. Paul Furtaw of Bergmann Associates and Jeff Mannon of O-I were present. Mr. Furtaw said that they revisited the turnaround and plan to make it more traditional, less impervious and less impactful. Mr. Walters noted that what is shown on the plans is the worst case scenario and we may be looking at something with less pavement and a smaller radius. Mr. Carry asked if the pavement area shown as #7 will be concrete. Mr. Furtaw said that the Engineering Division did not indicate that it would have to be concrete, so they were planning on asphalt. Mr. Bade asked why they needed such a large turnaround. Mr. Mannon said it is needed to accommodate tanker trucks that would be delivering raw materials without having them back out.

Mayor Evans moved to approve the amended Final Site Plan depicting four additional parking spaces and a turn-radius loop subject to the comments and conditions set forth

in the Planning and Zoning Administrator's report. Mr. Carry seconded and it was unanimously approved.

Preliminary Plat Hawthorne Subdivision

APPLICANT/OWNER/DEVELOPER

Mr. Mark Rich
23285 W. SR 51
Genoa, Ohio 43430

Feller Finch and Associates, Inc.
1683 Woodlands Drive, P.O. Box 68
Maumee, Ohio 43537

REQUEST

Chapter 1295.01 – Preliminary Plat

PROPERTY LOCATION & DESCRIPTION

Hawthorne is a proposed subdivision consisting of 242 lots located south of Coe Ct., north of Roachton Rd., and is immediately west of the CSX railroad tracks. The subject property (107.8 acres) is currently zoned R3 (Single Family Residential) and S1 (Scenic and Open Space).

BACKGROUND

On November 16, 2007 the "Howald I" annexation area (1 parcel) consisting of 17.589 acres was annexed into the City of Perrysburg and the ownership was subsequently transferred to the City of Perrysburg. On February 5, 2008 the City assigned permanent zoning of S1 (Scenic and Open Space).

On February 15, 2008 the "Howald II" annexation area (3 parcels) consisting of 111.745 acres was annexed into the City of Perrysburg. On November 4, 2008 the City assigned permanent zoning of R3 (Single-Family Residential).

ANALYSIS

The proposed subdivision of Hawthorne is shown to occupy a portion of City owned property. The City of Perrysburg recognizes this fact and has prepared a recommendation to the Finance Committee of City Council to process this request for the transferring of property to the applicant. The Planning Commission should note that if the preliminary plat is approved and an agreement is not reached with the City, the developer may proceed with the portion of the subdivision that is not located on City owned property. In other words, the 8 full lots (Lots 1, 223,242, 205, 206, 207, 208 and 209) and 2 partial lots (Lots 152 and 153) would be conditionally approved based on an agreement being reached with the City. Additionally, rezoning would also be required on

portions of the subdivision shown to be within the boundary of any land zoned S1 (Scenic and Open Space).

The City of Perrysburg's current Comprehensive Plan indicates "Park Land" and "Controlled Growth/Traditional Neighborhood Area" for Howald I and II respectively.

The "Howald II" property currently contains a single-family residence and a small pond while the majority of land is vacant and being farmed. The "Howald I" property, owned by the City of Perrysburg, features dense woods (45%) and a portion of vacant land (55%) that is currently being farmed.

Ch. 1240.15(a)(4) requires that "A parcel to be dedicated for the common use of the subdivision shall in no instance be fewer than five (5) acres and shall be in a location and shape approved by the City, provided that a parcel divided by a road or stream shall be considered as one (1) parcel." The Planning and Zoning Administrator believes this is a unique situation where this requirement need not apply because of the proximity of the dedicated land to the existing city owned property which may become a park or other recreational use in the future. Together these two pieces of property would allow for a generous sized park in excess of the required 5 acres.

The Code requires a minimum lot area of 11,600 S.F. for R-3 Zoning. All proposed lots currently meet or exceed the minimum lot size.

The subject property shall be subject to Chapter 1295 – Subdivision Regulations.

City Staff has reviewed the overall concept plan for the Hawthorne subdivision and has provided the following comments:

City Engineer:

- Show zoning of adjacent tracts of land and call out whether City or Township.
- Show widths of existing streets being extended from neighboring subdivisions.
- Show existing permanent buildings on Addy property.
- Show existing railroad ROW widths.
- Call out width of utility ROW along Ringle and Dwyer.
- Additional ROW may be needed for 2 – 24" forcemains to the east of the storm water detention pond.
- Provide 5' contours from USGS maps.

Public Utilities:

- Need larger access for Vector Truck between detention pond and Lot 13/14 catch basin.
- Tie into water line at Ringle and extend south.

Planning & Zoning:

- Lots must have at least 65' of frontage along a street, unless approved by Planning Commission. In no case shall a lot have a width less than 65' at the building line.

- Preliminary Plat includes public open space dedication of 2.63% of the area of subdivision. The remainder of the open space fee shall be made up for with the cash in lieu option in accordance with Ch. 1295.05(a)(7)(c) per the following formula:
Open space requirement = 2.83 acres of donated land + 7.5% of appraised value of 51.2 acres + \$11,500.
 (2.83 acres would be 5% of 56.6 acres, therefore cash in lieu for 51.2 acres (107.8 acres - 56.6 acres) appraised value at 7.5% plus \$100 for 115 lots, which is 47.5% of the lots (51.2/107.8)).
- Sidewalks shall be 5' width rather than 4' width.
- Rear yard setback should be 35' rather than 30'.
- Side yard setback should be 8' minimum, and 20' total.
- Crosswalks to be provided where blocks exceed 900 feet in length.
- Relocate 25' path easement from between lots 157 and 158 to between lots 162 and 163.
- Eliminate Parkridge Lane name and use Dwyer Drive until Barton Creek Drive intersection.
- Eliminate Ridgemont Road name and use Woods Edge Road until Roachton Road intersection.
- Submit replacement names for the following streets due to name similarities with existing roads within the City of Perrysburg: Lindale Crossing and Colbrook Farm Court.

Public Service

- Provide street tree plan.

Fire

- Provide plat at necessary scale to determine turning radius of aerial ladder truck.

Preliminary Plat approval shall be effective for a maximum period of twelve (12) months unless, upon application of the developer, the Planning Commission grants an extension. If the Final Plat has not been recorded within this time limit, the Preliminary Plat must again be submitted to the Planning Commission for approval.

RECOMMENDATION

The Planning and Zoning Administrator recommends that the Planning Commission approve the Overall Preliminary Plat for Hawthorne subdivision, per Exhibit E, subject to submission of revised plans that address the comments and recommendations contained in this report.

Mr. Walters reviewed the above Staff Report. He stated that a revised Preliminary Plat was received today that addresses the comments from the Staff Report. Don Feller of Feller Finch said that the subdivision has been renamed at the request of the City. He said that after they receive comments from the City staff, they like to address them and that is what they did in the most recent submittal of the Preliminary Plat. Mr. Carry asked about the outlet for storm water. Mr. Feller said there is a ditch along Fort Meigs Road. Mr. Carry asked when this project would begin. Mark Rich said that it would likely be next spring, but if they could do it yet this fall that would be great. There was a

discussion regarding mounding the area along the railroad tracks and planting blackberry or raspberry bushes on the back side of the mound to discourage kids from going to the tracks. Mr. Forquer asked about the phasing of the project, and Mr. Rich said that they will probably start down at Roachton Road. Mr. Bade said that other than providing access to the subdivision he sees no benefit of extending Ringle. Mr. Walters said that the extension of Ringle would split the traffic and not put all of the traffic burden on lots 27 and 28. He said the road would be extended with a curvature which would allow the wooded areas to remain in the rear yards of the Ridge Cross Road properties. Mr. Walters said the stub off of Dwyer is there in case the City should develop that open space in the future. Mr. Bade said that he would rather see pedestrian traffic there as opposed to vehicular traffic. Ms. Witt asked if they will mound by the Addy property. Mr. Rich said there will be 14'-15' along the tracks and 6' along the Addy property. Ms. Witt said that she likes the idea of not paving the stub street. Mr. Walters stated that the Commission can make that recommendation. Mr. Bade asked about their intentions for the common area behind lots 48 & 49. Mr. Rich said that perhaps a sledding hill, but that area was not included in their open space calculations. Mr. Bade said that he wants to be fair, but the area along the railroad tracks should not count as open space. Mr. Rich said that in the past there have been concerns with pocket areas and he was trying to avoid issues so that is why they did not include it. Mr. Bade asked if there is any screening proposed on the lots on the west side. Mr. Feller said that there is not and the property is currently farmed.

Doug Pratt who owns the farm on the west side said that he would like a fence to be put up to deal with construction debris and livestock.

James Reiter, 2116 Coe Court, expressed concerns about high water in the rear of their properties and asked if the detention pond is going to be big enough for the proposed subdivision. He also expressed concern about traffic at Coe Court and Fort Meigs Road. He said he is not against the development but there needs to be more access to get people out of the development.

Sean Lolo, 2111 Coe Court, asked if the subdivision could put in a road off of Fort Meigs Road because traffic on Coe Court is already bad. He said that cars speed down Coe Court, and he is concerned about the safety of children.

Mr. Walters said that the City's engineer has reviewed access off of Fort Meigs Road and has said it is not feasible.

Mayor Evans asked Mr. Rich if he is agreeable to putting up a fence along the side that abuts Mr. Pratt's property. Mr. Rich said that he is agreeable, but he would like it to be a type of fence that meets the requirements of the subdivision, and he asked that they put it in as they plat the area, not all at once. He said that his concern is that the same person usually farms both fields and if they install a fence before it is developed, it could cause a problem.

Keiran Butterfield, 2125 Coe Court, echoed concerns about traffic. He said it is not so much the volume, but the speed. Mayor Evans said that the speed is an administrative issue and he will pass it along to the Police Division. He added that this will offer different routes in and out of McKinley Woods.

Mr. Rich was asked about the rate of development and cost of the homes. He said that they will probably do 25 houses a year so it would be a ten year project. The price range will be similar to Brookhaven so in the \$240,000 to \$300,000 range.

Barb Reiter, 2116 Coe Court, said that there is a lot of traffic at Coe and Fort Meigs especially in the morning and at lunch. She suggested that perhaps a traffic light might be warranted.

Mr. Forquer asked Mr. Feller to address Mr. Reiter's questions about drainage. Mr. Feller said that the drainage will have to meet City standards, and he is surprised that McKinley Woods does not have rear yard detention. Mr. Feller said that this proposed subdivision will have rear yard drainage along with internal drainage. Mr. Forquer said that the stub street off of Dwyer has two catch basins and a manhole so there is an opportunity to drain the City owned property. Mayor Evans said that he can talk to Engineering about tying into it. Mr. Carry said that if there is standing water now, the drainage, at a minimum, will be better than it is now.

Mayor Evans made a motion to approve the overall Preliminary Plat for Hawthorne Subdivision per the revised plat submitted 7/25/13 (Exhibit E), and further that we require that fencing be put along the edge of the Pratt property and this subdivision, and subject to the other comments and recommendations in the Staff Report. Mr. Forquer seconded and it was unanimously approved.

***Preliminary Site Plan
Midas Car Care
N. Dixie Highway***

APPLICANT

Mr. Randolph Katz
1101 Monroe Street
Toledo, OH 43604

OWNER

Rosebrock Family Partners, LP
c/o Allan Brogan, Esq.
110 E. Dudley
Maumee, OH 43537

REQUEST

Chapter 1260.05 – Preliminary Site Plan Review

PROPERTY LOCATION & DESCRIPTION

The subject property is located near the intersection of N. Dixie Highway and Eckel Junction Road, immediately south of the Circle K convenience store. It is located within the City of Perrysburg's Corridor Overlay district and is zoned C - 4 Highway Commercial. All adjacent properties are also zoned C-4. The subject site is a 1.75 acre parcel that was previously operated as Cook Motor Sales and features a small building (approx. 36' x 66'), a billboard, and a substantial amount of impervious parking area. The submitted plans for the Preliminary Site Plan review depict a renovated and expanded use of the existing building and the removal of excessive parking lot area.

ANALYSIS

Land Use – The requested use has been reviewed and determined to be “Automotive Repair – Light” which is a permitted use in C-4 zoning districts. “Light” repair is limited to the repair or replacement of components for routine maintenance purposes, such as tires, mufflers, glass, etc. It does not allow work typically performed by a body shop such as engine rebuilding, frame straightening, or painting.

Dimensional Standards - The existing building and the proposed expansion shown on the Preliminary Site Plan dated 7-1-2013 has been found to be consistent with the dimensional standards of Chapter 1230.

Access – The subject location currently has two complete curb curbs and a partial cut accessing the northern asphalt area. A recommended condition of approval is to close all but the southernmost curb cut and to ensure the width of the remaining drive is 35' or less. Due to traffic congestion and the potential development of the Horse Farm Property an access drive south of the subject property is anticipated. When this access drive is installed, it should be a requirement that the subject property receive access from the access drive rather than directly from SR25. When an access drive becomes functional, it is recommended to require the closure of the southernmost curb cut entrance to the subject property.

Corridor Overlay – The corridor overlay requires a 38” – 42” screen wall with landscape to screen parking along SR25. This feature is shown on the proposed site plan but an additional small section is recommended between SR25 and the northernmost parking spaces that are oriented north and south (east of the proposed monument sign).

Parking – Parking spaces shall be 10' x 20' in size. The parking requirement for this use is calculated at “One (1) for each employee plus reservoir parking spaces equal in number to three (3) times the maximum capacity of service stalls provided at the facility.” Additionally, parking is not allowed to be located in the front yard without the approval of the Board of Zoning Appeals. (This issue can be heard by the BZA on 8-12-

13 if application is made on or before 7-31-13). Additionally, the parking requirement can be reduced by up to 33% by the BZA.

Landscaping – A landscape plan must be submitted at the time of final site plan review. The plan must be completed by a registered landscape architect.

Street Trees – A street tree plan must be approved by the Tree Commission.

Signage – There is an existing freestanding billboard on the site which is not permitted. It is recommendation to have this billboard removed as part of any approval.

New Freestanding signage is limited to the following:

Height – 6'

S.F. – 48

Setback – 10'

New Wall signage is limited to the following:

Qty – 1 per façade (up to 3 facades)

S.F. – 10% of façade up to 75 S.F.

Lighting – None currently shown on preliminary site plan.

Building Materials – Shall be in accordance with Ch. 1250.48. Proposed materials appear to comply but more detail will need to be provided concerning the rear of the building and the quality of the building materials used. The corridor overlay requires that materials of a similar look and quality be used on all sides of a building.

Sidewalks – Sidewalks are shown along the frontage of the property and terminates at the south end of the southern driveway. It is recommended to allow the sidewalk to terminate at this point due to the safety concerns related to the extreme grade change between this property and the property to the south. When the property to the south is reconfigured or modified the sidewalk connection should be required at that time. A sidewalk connection should be added to connect the public sidewalk to the property for any pedestrians accessing the site. A crosswalk needs to be added across the drive demarking that crossing to the front entrance. These crosswalks should be demarcated with different pavement material as paint is not effective long term.

Waste Receptacles – Receptacles shall be in accordance with Ch. 1250.57.

The proposed location of the waste receptacle is unacceptable as it is too close to the side property line, located in a required side yard, faces SR25 and is not easily accessible for garbage trucks. It is recommended to relocate the dumpster elsewhere on site.

RECOMMENDATION

The Planning and Zoning Administrator recommends that the Planning Commission approve the preliminary site plan for Midas Car Care subject to the comments and recommendations outlined in this report.

Mr. Walters reviewed the above Staff Report. Randy Katz was present as was Mrs. Rosebrock, owner of the property. Mr. Katz said that his problem with the Staff Report is access to the property. He said that he wants to keep and maintain access as is and the long term plan that he has seen will be devastating to this property. Mr. Bade said that the plans as submitted show one access off of SR25 and there are currently two. He said that there are continuous improvements planned for SR25 and Eckel Junction Road. Mr. Katz said that the plans that he has seen call for an access road to the south of this property and there is quite a drop there. Mr. Bade said that if an access road is put in, it will have to be to grade. Mayor Evans agreed that if a service road goes in, it will have to be at grade. He stated that SR25 will be divided and there will be no left turns allowed for southbound traffic. Mr. Choka asked Mr. Katz if he is okay with closing the driveway if an access road is put in. Mr. Katz said that he agrees to be reasonable and work with them if the access road is at the same grade, but he has some issues with stacking.

There was a lengthy discussion regarding the possibility and location of an access drive at some time in the future. Mr. Beredo stated that the only issue before the Planning Commission is a Preliminary Site Plan. He said that reasonable access to the property has to be provided; not access that this developer agrees to. Mayor Evans stated that he does not mind striking the recommendation about an access drive from the Preliminary Site Plan, but in his opinion it has to be in the Final Site Plan.

Lane Williamson, attorney for Mrs. Rosebrock, asked about the status of the billboard. He said that the billboard is under lease at the present time and he wanted to make sure that it was still considered legal non-conforming. Mr. Walters said that the billboard can remain as legal non-conforming but must be removed upon development by a purchaser of the property.

Mayor Evans moved to approve the Preliminary Site Plan subject to the Staff Report less the following language from the Access section: "Due to traffic congestion and the potential development of the Horse Farm Property an access drive south of the subject property is anticipated. When this access drive is installed, it should be a requirement that the subject property receive access from the access drive rather than directly from SR25. When an access drive becomes functional, it is recommended to require the closure of the southernmost curb cut entrance to the subject property". Seconded by Mr. Choka. Ayes: Bade, Choka, Evans, and Witt (4). Nays: Carry, Forquer (2).

OTHER BUSINESS

Mr. Walters stated that he heard back from Briarwood Cove regarding some outstanding issues such as dumpster screening, finishing the sidewalks, and installing street signs. They said that they will have these items completed within thirty days.

There being no further business, the meeting adjourned at 9:16 p.m.

Respectfully submitted,

Mary Jo Sutton