

CENTERVILLE PLANNING COMMISSION
Work Session
Tuesday, January 8, 2008

Mr. Clark the meeting to order at 7:30 P.M.

Attendance: Mr. Paul Clark, Chairman; Mr. Jim Brunner; Mr. Jim Briggs; Mr. Mark Leonard; Mr. Jim Durham. Absent: Mr. Jeff Gammell. There is currently one (1) vacancy on the Planning Commission. Also present: Mr. Steve Feverston, City Planner; Mr. Ryan Lee, Planner; Mr. Scott Liberman, City Attorney; Mr. John Sliemers, Assistant City Engineer; Mr. Bill Covell, Economic Development Administrator; Chief Randy Pavlak, Sugarcreek Twp. Fire Department; Lt. Ray Schultz, Sugarcreek Twp. Fire Department.

Cornerstone North - Major Use Special Approval

Mr. Feverston reviewed the revised plan submitted for the Cornerstone North located on the northeast corner of Wilmington Pike and Feedwire Road. The plan specifies groupings of trees to be preserved along with new vegetation to be planted to help maintain the area known throughout the area as the land having the trees along Wilmington Pike.

The members viewed slides taken by Mr. Briggs at the time of the Planning Commission's walking tour of the site in terms of the existing trees remaining on the site and the Dille house which is to be relocated within the residential portion of the site. A number of the larger trees have been harvested by the Dille family. The barns and single-family house on Feedwire Road are to be removed.

Mr. Feverston stated a draft traffic study was received yesterday (January 7, 2008) which staff has reviewed preliminarily. The plan indicates the extension of Clyo Road and Miami Valley East Road, and road widening at the Wilmington Pike/Feedwire Road/ Whipp Road intersection to eight (8) lanes. Northbound Wilmington Pike will narrow to its existing profile north of the main entrance to the site.

Staff recommended approval of the Major Use Plan subject to the following conditions:

1. A Major Use Special Approval Application must be filed with the City for the residential portion of this site.
2. A Record Plat(s) for this development including all necessary public improvements shall be submitted subject to approval by the City Council including additional right-of-way for Wilmington Pike, Feedwire Road, Brown Road and all internal public streets in accordance with the City Subdivision Regulations and incorporating the recommendations of the traffic impact study.

3. A detailed set of construction plans shall be required with the Record Plat(s) detailing the design of public roadways, private drives, rights-of-way, pavement, traffic control, grading and storm water management for the site as a whole subject to approval by the City Engineer.
4. A covenant shall be placed on the Record Plat that prohibits direct vehicular access from any development parcel to Wilmington Pike, or Feedwire Road subject to approval by the City Attorney.
5. Easements shall be placed on the record plat to allow for emergency access to all retention and/or detention basins by the City.
6. A traffic impact study for the development and the impact on proposed streets/drives and existing public streets shall be subject to approval by the City Engineering Department and shall be used to guide the required street/drive improvements and dedication of right of way.
7. Final plans, including site, grading, storm water management, walkways, landscape, lighting and building elevation plans for each development parcel shall be subject to approval by the Planning Commission in accordance with the Special Approval Section of the Zoning Ordinance.
8. All development parcels shall be designed to preserve areas of existing stands of trees to the greatest extent practical subject to approval by the Planning Commission.
9. A final landscape plan including the conservation of existing trees for each development parcel shall be subject to approval by the Planning Commission and for each record plat shall be subject to approval by the City Council.
10. All underground utilities shall be placed outside of any area designated for tree conservation subject to approval by the City Planning Commission.
11. The proposed bufferyard shall be constructed in accordance with the Landscape, Screening and Bufferyard requirements of the Zoning Ordinance.
12. The final design and alignment of all intersections onto Wilmington Pike, Feedwire Road and Brown Road shall be subject to approval by the City Engineer. This condition initially includes aligning the boulevard entrance from Feedwire Road directly across from the existing access drive to the south subject to approval by the City Engineer.
13. Feedwire Road shall be improved as recommended by the approved traffic study with additional pavement, curb, gutter, storm sewer, and an 8 foot wide hiker/biker trail subject to approval by the City Engineer.

14. Brown Road within the City of Centerville shall be improved as recommended by the approved traffic study to include widening of the eastbound lane, curb, gutter, storm sewer, and a 5 foot wide sidewalk with the final design subject to approval by the City Engineer. In lieu of constructing these improvements, the applicant may place monies in escrow with the City with the amount to be approved by the City Engineer to be used for the future improvement of Brown Road. The City Engineer may require the developer to make temporary improvements to Brown Road, which at this time is expected to include a 5 foot wide sidewalk. The estimated cost of any temporary improvements shall be subtracted from the required escrow amount.
15. Access points from public and private roadways shall conform to the approved traffic impact study, City of Centerville standards, and the engineering judgment of the City Engineer upon submission of the detailed set of plans. Specifically, the first access on Feedwire Road, east of Wilmington Pike may be required to be eliminated due to anticipated vehicle queues and inability for site exits to appropriately use the Feedwire/Wilmington intersection.
16. Traffic control devices shall be reviewed for approval by the City Engineer.
17. All landscape islands and architectural features within the public right-of-way of the internal street network shall be placed into reserve areas to be owned and maintained by the property owner subject to approval by the City Attorney.
18. All street names shall be subject to approval by the City Planning Department.
19. Sidewalks shall be constructed on both sides of all internal public and private streets.
20. Pedestrian crosswalks shall occur at all street or driveway intersections.
21. The proposed pedestrian pathway along Wilmington Pike shall be constructed as an 8 foot wide hiker/biker trail subject to approval by the City Planner.
22. The final design of all gateways, architectural features, public amenities including decorative street lighting, public benches, and street trees, and the proposed General Design Guidelines to create a unified design for the entire shopping center shall be subject to approval by the Planning Commission.
23. A final grading and storm water drainage plan shall be subject to approval by the City Engineering Department showing drainage calculations and incorporating retention and/or detention and erosion control during construction in accordance with the City Storm water Drainage Control Ordinance.

Mr. Clark stated the concerns the members asked the developer to look at further were the preservation of trees as well as the grading on the site. He stated the revised plan has incorporated those issues into the layout. The water line shown on the plan will have to be relocated to avoid one of those tree preservation groupings.

Mr. Steve Kelly, Bear Creek Capital, stated they have addressed the concerns of the Planning Commission and incorporated those revisions into the revised plan. He stated the special aesthetic features and the marketing program to be used for this site will be very successful.

Mr. Bill Hollenkamp, Cole and Russell, stated the existing main house is currently situated on the highest point on the site. He stated grading will be used to create step down areas through the site and avoid the use of stairs within the center as much as possible to make it more pedestrian friendly. The focus of the main boulevard entrance from Wilmington Pike will be a tree-lined area and the entrance to Furniture Fair from Feedwire Road will be tree-lined as well. He stated because of grading problems and the need to establish a large building pad for Furniture Fair, much of the existing tree line along the present driveway that connects both houses cannot be saved.

Mr. Gary Meisner, landscape architect, stated their goal is to preserve as many of the significant trees remaining on the site as possible as well as installing additional tree species to compliment the landscape design. He stated with the removal of some of trees, it will allow those remaining to branch out to create more of a canopy feature. He stated damage is more likely to occur on more established trees rather than saplings which can endure more stress as a result of ground disturbance. He stated they intend to plant additional trees to become established should some trees be lost over a period of years due to the stress. Mr. Meisner stated their goal is to provide green space in order to give the community something they are visually familiar.

Mr. Randy Pavlak, Sugarcreek Township Fire Chief, stated the plan seems to be a good layout to satisfy their main concern of traffic patterns in cases of safety and emergency reaction times.

Mr. Clark stated there will be a significant increase in traffic volume as a result of this development and asked if staff was satisfied with the traffic study.

Mr. Sliemers stated they have not had adequate time to review the draft study as to how many lanes will be necessary, but this large development will require additional roadway widening.

Mr. Clark asked how the road widening would affect the tree preservation areas as indicated on the revised plan.

Mr. Meisner stated the revised plan has the outlot buildings pushed to the east and should trees have to be removed to accomplish the required road widening, additional plantings will certainly be installed to replace vegetation to the same standards.

Mr. Durham stated he is concerned about the widening of Wilmington Pike. He stated he understood that Bear Creek Capital is committed to making the necessary improvements to Wilmington Pike and his concerns are accommodating the additional traffic along Wilmington Pike and maintaining the tree conservation areas.

Mr. Kelly stated the traffic needs to work and they are committed on the preservation of the conservation areas that are existing along Wilmington Pike.

Mr. Hollenkamp stated the need for additional lanes and right-of-way on the east side of Wilmington Pike, rather than pushing into the conservation area, the buildings on the outlots could be shifted closer to the internal street to offset any loss of this conservation area.

Mr. Durham stated if the members are satisfied with the areas of the tree preservation as indicated by the developer, the plan should move forward to Council. He complimented the representatives of the developer stating the plan had focused on the concerns of the Planning Commission and was a vast improvement to the original plan.

Mr. Brunner stated the revised plan is much better than what has been previously reviewed by the members. He stated the only addition he would like to see, if possible, is more preservation of the trees on the lane between the two (2) existing houses on the site.

Mr. Briggs agreed he would like to see the trees on the north side of the proposed Furniture Fair site preserved as much as possible.

Mr. Kelly stated that Bear Creek Capital intends to make every effort to conserve additional trees along this tree line.

Mr. Durham stated he understood the amount of parking areas is dictated by the retailers to be located within the center, however, it would be best to save trees and provide the least amount of parking necessary.

Mr. Kelly stated the main issue is dealing with the grading on the site and to maintain the trees. In working through the final building and lot designs, the necessary parking can be determined.

Mr. Clark stated the revised plan having the buildings closer internally is good to accommodate the issues of concern by the Planning Commission members and the citizens in the area.

COMMUNICATIONS

Mr. Feverston reviewed some of the upcoming applications to be reviewed at Regular Meeting of the Planning Commission.

There being no further discussion, the meeting was adjourned.

Paul Clark