

CENTERVILLE PLANNING COMMISSION
Special Meeting
Tuesday, January 15, 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; 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. Doug Spitler, City Engineer; Mr. John Sliemers, Assistant City Engineer.

UNFINISHED BUSINESS

Cornerstone North - Major Use Special Approval

MOTION: Mr. Briggs moved to remove the Major Use Special Approval application for Cornerstone North from the table. Mr. Brunner seconded the motion. The motion was approved unanimously 6-0.

Mr. Feverston revised the Major Use Special Approval submitted by Roger Pfister, Trustee, and Bear Creek Capital, LLC, for Cornerstone North located north of Feedwire Road, south of Brown Road, and east of Wilmington Pike. The subject 156.957 acre property is divided among two (2) zoning districts. The 122.23 acre site is zoned Business Planned Development, B-PD, and the 34.73 acre site is zoned Residential Planned Development, R-PD. The request is for approval of a Major Use Plan for the entire site and a proposed Phase One that includes the southern portion of the site from Feedwire Road north to a proposed east/west boulevard street and the primary stormwater retention basin located on the east side of the development.

Mr. Feverston stated the Planning Commission has been working with the applicants specifically on tree conservation, grading, access control and traffic circulation which were the main issues of concern. The intent of the Major Use Plan includes revisions to establish a retail center on the business property and a series of outlots to create a village square to the internal street pattern which is part of the public street network. The amenities including street lights, benches, sidewalks and hiker/biker trails will give an urban feel to the overall development.

The main entrance to the center will be in the same location as the current driveway along Wilmington Pike with an access point midway between that and Brown Road. Additional access points will be provided along Brown Road and Feedwire Road. Phase 1 will include the portion of the site from the boulevard street south to Feedwire Road., the detention basin, and improvements to Wilmington Pike and Feedwire Road.

Mr. Feverston stated the development satisfies the goals and standards contained in Study Area J contained the City's Comprehensive Plan.

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 eight (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 five (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 five (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 eight (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. Steve Kelly, Bear Creek Capital; Mr. Bill Hollenkamp, Cole & Russell Architects; and Mr. Gary Meisner, Meisner and Associates, were present for the review of the development.

Mr. Kelly stated the revised plan is unique in terms of the internal streets and tree preservation. He stated they feel this plan has the amenities that will strengthen the development of a long period of time. He indicated they will work with the City on the aspect of tree preservation. Mr. Kelly stated they concurred with the conditions contained in the staff recommendation and requested the Planning Commission forward the application to Council with a recommendation of approval.

Mr. Hollenkamp stated Wilmington Pike will be widened based on the recommendations of the traffic study. One (1) of the access points located along Feedwire Road will have a tree-lined entrance drive much like that of the entrance drive along Wilmington Pike. The orientation of the buildings on the outlots will be pushed toward the internal streets and grading features will be created to enhance the site to encourage pedestrian traffic throughout the development.

Mr. Meisner stated they have been working with the Planning Commission very diligently in terms of tree preservation. Although a lot can be done with the perimeter of existing trees, each outlot will come back to the Planning Commission for development on an individual basis. Trees and plantings will be preserved and added as the development occurs.

Mr. Clark asked if there were any representatives of Sugarcreek Township present wanting to make any comments. There being none, Mr. Clark asked for comments or questions to any person attending the meeting. There being none, discussion continued among the members of Planning Commission.

The members felt their issues of concern had been satisfied as a result of the work done over the last several months.

MOTION: Mr. Briggs moved to recommend approval of the Major Use Special Approval application submitted for Cornerstone North to Council 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 eight (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 five (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 five (5) foot wide sidewalk. The estimated cost of any temporary improvements shall be subtracted from the required escrow amount.
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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. Leonard seconded the motion. The motion was approved unanimously 6-0.

There being no further business, the meeting was adjourned.

A handwritten signature in cursive script that reads "Paul Clark".

