

REGULAR MEETING  
BRECKSVILLE PLANNING COMMISSION  
Community Room - Brecksville City Hall  
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Present: Robert Hotaling, Mayor Hruby, Eric Lahrmer, Ron Payto, Kirk Roman, Dominic Sciria  
Absent: Michael Harwood  
Others: Neil Brennan, Gerald Wise, and approximately 25 guests

Mr. Hotaling opened the Regular Meeting of the Planning Commission at 7:01 P.M.

APPROVAL OF THE REGULAR MEETING MINUTES OF JUNE 4, 2015

It was moved by Mr. Hotaling and seconded by Mr. Sciria that the Planning Commission Regular Meeting Minutes of June 4, 2015 be approved.

ROLL CALL: Ayes: Robert Hotaling, Mayor Hruby, Dominic Sciria, Kirk Roman  
Abstain: Eric Lahrmer, Ron Payto  
Nays: None  
MOTION CARRIED

APPROVAL OF THE WORK SESSION MEETING MINUTES OF JUNE 4, 2015

It was moved by Mr. Hotaling and seconded by Mayor Hruby that the Planning Commission Work Session Meeting Minutes of June 4, 2015 be approved.

ROLL CALL: Ayes: Robert Hotaling, Mayor Hruby, Dominic Sciria, Kirk Roman  
Abstain: Eric Lahrmer, Ron Payto  
Nays: None  
MOTION CARRIED

REPORT OF COUNCIL REPRESENTATIVE

The Mayor commented Mr. Harwood advised him that he would have had no report for this meeting.

REPORT OF MAYOR HRUBY

The Mayor had no report beyond reminding everyone about Home Days over the coming weekend and being optimistic about the weather.

REPORT OF CITY ENGINEER

Commission members were asked if they had any comments on the specifications for the MetroHealth retaining walls, e-mailed to them during the week, which were very traditional in block and design. There were no comments. Mr. Wise reported that all new subdivisions, starting with the Woodlands, would be required to have gang mail boxes as the U.S. Post Office would not be delivering to individual residences in new subdivisions being constructed in the future.

The Regular Meeting closed at 9:05 p.m.

THE BRECKSVILLE PLANNING COMMISSION

ROBERT HOTALING, CHAIRMAN  
DOMINIC SCIRIA, VICE CHAIRMAN  
KIRK ROMAN, SECRETARY

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Present: Robert Hotaling, Mayor Hruby, Eric Lahrmer, Ron Payto, Kirk Roman, Dominic Sciria  
Absent: Michael Harwood  
Others: Neil Brennan, Gerald Wise, and approximately 25 guests

Mr. Hotaling opened the Work Session at 7:05 p.m.

DOLLAR BANK ATM – 8945 BRECKSVILLE ROAD

Present: Dave Mrachko, CBRE  
Craig Stephens, Rare Design Studio  
Bert Brooks, Vice President Dollar Bank  
Andy Comer – TMS Engineers, Inc., Traffic Study Consultant  
Greg Barrow – Visconsi Companies, Ltd.  
Kim Palmisano – Brecksville Towne Center

Mr. Mrachko said Dollar Bank had for some time been considering a drive through ATM, which would help the bank be more competitive. The location for a drive through ATM has been discussed with the Commission at three other meetings since March 2014. Mr. Mrachko had the results of a traffic study to review with the Commission. He also presented two proposed ATM locations for consideration, both involved an ATM that would occupy part of the space of the former music shop located in the strip of retail stores along the Brecksville Road entrance/exit from the Towne Center shopping complex. The difference in the two options involved the flow of traffic through the ATM. In Option "0" traffic entered the ATM by driving south along the side of Marc's, turning north to proceed along the side of the music store to access the ATM, and exiting at a new stop sign in line with the existing stop sign that controlled traffic entering the shopping complex from Brecksville Road. Option "0-a" would have ATM users entering the ATM drive at the stop sign in front of the music store controlling traffic entering from Brecksville Road, travelling south through the ATM drive along the music store, turning and exiting travelling north along the side of Marc's. There was a general consensus among Commission members that "0-a" would not be a workable option and it was withdrawn from consideration.

Mr. Mrachko advised that the bank supplied usage data from September and October for the traffic study from their 24 locations throughout northeast Ohio. Data of the existing traffic at the proposed ATM intersection was also included in the traffic study. Option "0" would provide adequate stacking, as well as a car length beyond the ATM for a car after completing a transaction to pull up to the stop sign with adequate room behind for the next car in line to access the ATM.

The Mayor noted that 25% of the traffic in the area of the proposed ATM involved trucks making deliveries at the rear of the shopping center and exiting from behind Marc's. He wondered if there was adequate room when cars were stacked at the ATM for trucks to maneuver in that area, especially making a left turn to exit along the Brecksville Road entrance/exit to the shopping complex. Mr. Comer thought the only time a problem would arise would be if more than four cars were stacked at the ATM. In that case a truck might have to wait for the under two minutes of a typical ATM transaction for cars to move forward so the truck could complete its turn. Mr. Comer thought the probability of a semi-sized truck and stacking beyond four cars would be improbable, or at least a rare occurrence. The comment was made that peak usage at ATM's was between 5:00-6:00 p.m. Mr. Hotaling noted that if potential ATM users see three or four cars stacked at the ATM they come back at another time.

Mr. Brennan commented that safety forces have not yet reviewed the proposed plan, but could do so once the Commission agrees on a location and traffic flow. The Mayor acknowledged that despite congestion and truck traffic in the proposed ATM location there were no accidents to report. Mr. Comer thought the additional stop signs and road markings would help to break bad driver habits, especially for the trucks that usually make a non-stop "S" maneuver when exiting from behind Marc's. Mayor Hruby was skeptical, observing that snow often covered the road for many months and entrenched driver bad habits were hard to break.

Mr. Sciria questioned how the "leaseability" of the remaining square footage of the former music store space would be affected by the ATM, as well as how traffic from a new tenant would be impacted by the ATM. There were questions on whether the six parallel parking spaces along those store fronts would be adversely affected

by ATM traffic. Mr. Mrachko didn't feel leasing the approximately 2,000 sq. ft. left in the former music store space, or traffic to and from that space, would be adversely affected by the ATM installation. There was a suggestion that eliminating the six parallel parking spaces in front of the store fronts might improve safety and traffic flow. Mr. Lahrmer thought providing more pavement might have a negative effect, causing cars to be all over the place instead of channeled in a straight line. Mr. Barrow didn't think the shopping complex owners wanted to lose any more parking spaces. In his opinion the 35 ft. roadway width was adequate for safe maneuvering.

Mr. Hotaling indicated it was the general consensus of Commission members that Option "0" could be supported. Dollar Bank was advised that the City safety forces would have to review the proposed plan. The Mayor thought that could be accomplished quickly and the matter brought back to the Commission for a vote at their July 9<sup>th</sup> meeting.

#### WATERFORD GLEN – 10222 HIGHLAND DRIVE

Mr. Kevin Kwiatkowski, Ryan Homes Market Manager Land, noted that since the proposed Waterford Glen subdivision was last considered by the Planning Commission the number of lots was reduced by one, and additional property added to provide a safer single entrance/exit to the development at Highland Drive. Mr. Kwiatkowski indicated they were able to negotiate a property swap with the Faddoul's, Four Seasons property owners who, together with Four Seasons residents, do not want the new development to be connected to Summer Wind. In discussions with turnpike officials he was unable to negotiate any change in the turnpike fencing for a better line of sight.

Mr. Kwiatkowski indicated the posted speed limit on Highland drive was 25 mph. He speculated an updated traffic study would indicate the intersection at Saint Lawrence Way and Highland Drive was safe for traffic travelling up to 30 mph. The addition of the Faddoul property permitted the developer to achieve a 32 mph safety threshold and eliminate the need for any stop signs on Highland Drive at the entrance/exit. Mr. Kwiatkowski commented that if they had to design the intersection for a 35 mph safety threshold they would have to connect their street at Summer Wind. The Mayor confirmed with the developer that any connection to the Four Seasons development was no longer being considered at this point. Mr. Wise asked the developer to submit an updated traffic study reflecting the new entrance/exit intersection with the addition of the Faddoul property, signed by a traffic consultant confirming that the entrance/exit would comply with ODOT standards.

Commission members felt traffic on Highland Drive often exceeded 35 mph and they had concerns about the safety of the new intersection. Mayor Hruby suggested a period of monitoring traffic on Highland Drive and an upgrade in enforcement of the speed limit. Mr. Wise also mentioned the possibility of an advisory sign prior to the new intersection.

Mr. Wise reviewed his June 25, 2015 letter to Mr. Brennan regarding the proposed Waterford Glen subdivision, which would be included and made part of these minutes. His letter listed sixteen issues for the developer to address relating to such issues as an Army Corp permit, lot splits/consolidations, land transfer, conservation easements, grading, storm water management and other engineering issues. In response to a question by the Mayor Mr. Kwiatkowski said the maintenance of any retention pond would be the responsibility of the Homeowners Association.

Mr. Payto referenced Mr. Brennan's June 25, 2015 write-up on Waterford Glen noting that the property owner at 10207 might be impacted by headlights from traffic on Saint Lawrence Way. Mr. Kwiatkowski indicated that as planning progressed they would determine if that property owner would need some landscape buffering

Mr. Sciria noted that the low number of variance requests, at five, was commendable. He mentioned that the variance requests for Sublots 22 and 26 should have some documentation of hardship for consideration by the Commission, noting that sometimes it was necessary to lose lots to conform to Code. Mr. Kwiatkowski thought they were at the point where compliance and cooperation had reduced the lots to the minimum for the project to move forward. Mr. Wise pointed out that bringing the Sublot 26 rear yard setback into compliance would negatively impact eight lots by moving them closer to the retention pond. It was acknowledged that the lot issues

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would require further discussion. Mr. Payto felt the lot issues were minor compared to the consideration of the entrance/exit safety.

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There were many Four Seasons residents in attendance and they were offered an opportunity to express their concerns. Mr. Jeff Hastings, 6562 Summer Wind, noted Four Seasons residents have an annual \$1,000 special sewer tax assessment over the next twenty years and he wondered if the new subdivision would reduce their assessment. Mr. Wise advised that Four Seasons would still pay the same assessment and the residents of Waterford Glen would also have an assessment, similar to other developments in the area. The Mayor offered to send Mr. Hastings a copy of the ordinance covering the sewer assessments. Mr. Hastings was concerned about the algae in the large retention pond. Mr. Wise responded that there would be a reconstructed outlet pipe in the pond, but it would not change the algae situation. The new pipe would connect to City storm sewers and stop the current overland discharge of water. Mr. Hastings asked if the trees along the turnpike that help with noise abatement would remain. Mr. Kwiatkowski responded that the trees in the turnpike right-of-way would remain. He didn't anticipate much removal of trees except in the areas that required catch basins.

Ms. Judy Dagostino indicated there were some small ponds behind her property on the new development's Sublot 16. She wondered if they would be filling them in. Mr. Kwiatkowski indicated she was referring to a rural farm ditch that did not qualify as wetlands. They had no plans to fill that area. Ms. Dagostino mentioned that her property had a conservation easement and she asked if Waterford Glen would also have an easement. Mr. Kwiatkowski expected there would be a conservation easement similar to Four Seasons.

Mr. Sean Lyden, 6558 Summer Wind, spoke about a four foot high channel of water runoff and backyard ponds as a result of recent rains. He wondered how the new development would impact an already stressed storm management situation. Mr. Wise indicated the water runoff would be intercepted by a storm sewer and channeled to the turnpike's storm sewers. Ms. Lynn Gawelek commented that she has had flooding in her basement and was also concerned the new development would cause more storm water runoff. Mr. Wise said storm water planning was only in the preliminary stages, but the intention was for the sewers to redirect the water to the front of the property to tie into the turnpikes outlet sewers. He said the City was concerned about high density storm events and was very active in monitoring storm water management. Mr. Dan Barcikowski, Civil Engineer for the project, explained that their storm water management plans would reduce the current runoff from the property from a large amount to very little by redirecting the water. He added that going from an agricultural use to low density residential would be very little difference in runoff in any case.

Mr. Mike Berlin, 4826 Snow Blossom Lane, commented that with traffic along Highland consistently exceeding the speed limit, should the City focus on enforcing the speed limit, or would a stop sign on Highland Drive be warranted to slow traffic down and make the development entrance/exit safer. Mr. Berlin asked how the 25 mph speed limit was established. Mayor Hruby said the City sets speed limits guided by criteria established by the State of Ohio. The more accesses/driveways onto the road the lower the speed. He mentioned that it was not uncommon for traffic to exceed the speed limit on any street in the City. The Mayor said that with such a thin margin between the posted speed on Highland and the design plan's safe speed threshold, the City was depending on the results of the traffic study to determine what was safe for the development intersection at Highland. Mr. Wise advised that a stop sign could not be used to control speed, and might actually be more likely to cause accidents. The City's traffic consultant was against a three way stop at the development intersection for that reason.

The developer was asked to submit a revised traffic study confirming compliance to ODOT standards for the entrance/exit. The issues mentioned in both Mr. Wise's letter and Mr. Brennan's write-up on the development, both dated June 25, 2015, should be addressed. The Mayor mentioned that the Commission would need documentation confirming that the land acquisition from the Faddoul's was accomplished.

The Work Session closed at 9:05 p.m.

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