

REGULAR MEETING  
BRECKSVILLE PLANNING COMMISSION  
Community Room - Brecksville City Hall  
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Present: Michael Harwood, Robert Hotaling, Eric Lahrmer, Kirk Roman, Dominic Sciria  
Absent: Mayor Hruby, Ron Payto  
Others: Gerald Wise, and approximately 10 guests

Mr. Hotaling opened the Regular Meeting of the Planning Commission at 7:00 p.m.

APPROVAL OF THE REGULAR MEETING MINUTES OF SEPTEMBER 7, 2017

It was moved by Mr. Hotaling and seconded by Mr. Harwood that the Planning Commission Regular Meeting Minutes of September 7, 2017 be approved.

ROLL CALL: Ayes: Michael Harwood, Robert Hotaling, Eric Lahrmer, Kirk Roman, Dominic Sciria  
Nays: None  
MOTION CARRIED

APPROVAL OF THE WORK SESSION MEETING MINUTES OF SEPTEMBER 7, 2017

It was moved by Mr. Hotaling and seconded by Mr. Harwood that the Planning Commission Work Session Meeting Minutes of September 7, 2017 be approved.

ROLL CALL: Ayes: Michael Harwood, Robert Hotaling, Eric Lahrmer, Kirk Roman, Dominic Sciria  
Nays: None  
MOTION CARRIED

REPORT OF COUNCIL REPRESENTATIVE

Mr. Harwood reported that at their last meeting City Council approved the Kolar Lot Split and Consolidation, and preliminary and final plans for both the John Lewis Office Addition and the Storage Zone New Building. In the Mayor's absence Mr. Harwood mentioned the upcoming Community Center Anniversary Celebration with some events starting at 10:30 a.m. The presentation of the new aquatics facility was scheduled for noon Saturday.

REPORT OF CITY ENGINEER

Mr. Wise reported that after conversations with the design team for The Preserve at Parkside they decided to withdraw from this evening's Planning Commission agenda. He planned to work with them next week on their proposed development plans. Mr. Wise suggested their agenda item be designated as tabled.

The Regular Meeting closed at 8:20 p.m.

THE BRECKSVILLE PLANNING COMMISSION

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

Minutes recorded by Nancy Dimitris

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Present: Michael Harwood, Robert Hotaling, Eric Lahrmer, Kirk Roman, Dominic Sciria  
Absent: Mayor Hruby, Ron Payto  
Others: Gerald Wise, and approximately 10 guests

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

CHASE BANK – 8889 BRECKSVILLE ROAD

Present: Bruce Rinker, Attorney, MansourGavin LPA – Land Use Counsel for Chase Bank  
Tim Sjogren, Kimley Horn – Traffic Engineer  
Tim Meseck, Architect, TAP  
Seth Berk, Marketing and Real Estate

Mr. Rinker, Attorney for MansourGavin LPA, had three design plans to present for the proposed Chase Bank to be constructed on the current BP Lastoria gas station location at the northeast corner of Rts. 82 and 21. Alternative 1 was the Chase preferred plan featuring the length of the rectangular building running parallel to Chippewa Road with the single entrance to the building on the north side facing the Stagehouse building. Alternatives 2 and 3 addressed the Planning Commission's preference to have the long side of the building along Brecksville Road with the entrance to the east. Mr. Rinker planned to explain how the Alternative 1 plan better served Chase Bank from operational and safety standpoints.

Mr. Rinker outlined the design criteria of Chapter 1193 of the City Code relative to how the Chase Bank project would satisfy the four main design guidelines of 1) Compliance with zoning regulations, 2) Coordination with surrounding natural features, 3) Architectural Context – Does it fit in; and 4) Conformance to the City Master Plan.

Mr. Sjogren began a discussion about traffic flow by noting that for all three plans the volume of traffic on the site would be reduced from the gas station use to the bank use. He pointed out that the current four access points to the site would be reduced to one. He reviewed access to the site for the three plans concluding that Alternative 1 had the best and safest site access. Alternative 1 was safer also because it featured eleven parking spaces up against the building, thus reducing pedestrian traffic through drive aisles. Parking stalls in Alternative 1 would be 10' x 18', while the other two alternative plans specified narrower parking stalls. Alternative 1 provided 25 parking spaces, with the other alternatives substantially less.

Mr. Sjogren pointed out that the first alternative represented the best traffic flow on the site, particularly for the ATM. Site plans 1 and 3 provided a five car que for the ATM, while alternative 2 provided for a three car que. Mr. Sjogren concluded that after reviewing the three site plans Alternative 1 represented the best plan with consideration to access, circulation on the site, parking, queuing and safety.

Mr. Lahrmer noted that both the parking stall length and the drive aisle were being reduced. He acknowledged that parking stall reduction happened commonly, but wondered if they had any data on the reduction of the drive aisle. Mr. Sjogren said that while a 24 ft. aisle was preferred, 22 ft. was not considered unsafe and most people would have no problem with it.

Mr. Hotaling wondered about how the predicted volume was determined considering the two other close Chase banks in Broadview Heights and Independence. Mr. Sjogren said they started with the presumption that there would be much less volume of traffic on the site than the gas station usage. They estimated a range of 5-11 visits per hour to the site for banking purposes.

Mr. Seth Berk spoke about the change in recent years in retail banking to more online, mobile banking transactions. Chase Bank expected to draw more visits to their site for financial consultations. The bank planned on two teller windows and 7 or 8 offices. Mr. Meseck remarked that Chase Bank felt strongly about providing 25 parking spaces instead of the 16 required by City Code. The accumulated knowledge from operating 5,200 branches demonstrated the importance of getting the customer onto the site easily and into the bank quickly. The bank would hope that the two teller windows and seven offices would be staffed and in use continually. Eight of

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the 25 parking spaces would be taken up by the employees with a maximum of two customers per employee per hour.

Mr. Sciria thought Alternative 2 looked better, however he said there were more similarities than differences in the plans. He also thought comparing the contradictions in the plans was not like comparing apples to apples. Mr. Sciria brought up the question of whether having the long side of the rectangular building along Rt. 82 would create a tunnel effect with the Red Brick Store on the opposite side of the road. Commission members felt there was adequate distance between the buildings so that would not be an issue. Mr. Sciria asked if anything could be done to the east elevation to make it look less like the back of a store. Mr. Meseck suggested that perhaps some cast stone used on the other building elevations could be added along with more attention to landscaping. Mr. Lahrmer cautioned against too many improvements to a utilitarian/employee entryway door that could then look like a customer entrance.

Mr. Harwood complemented the architectural design of the building. He recognized that the applicant had moved the building up on the site closer to Brecksville Road as requested by the Commission. He felt the only important point still unresolved was the orientation of the building. Mr. Rinker confirmed that Chase Bank felt strongly about the orientation of the bank with the main entrance to the north with the 25 parking space layout.

Mr. Harwood said that in consultation with the Commission's other architects they asked if a masonry knee wall similar to the one along the public parking on the southwest corner of the square could be considered along the Brecksville Road portion of the Chase Bank building to give the impression of a longer building length on that short side. Mr. Meseck responded that opaque masonry might represent a security concern for the bank. Mr. Lahrmer suggested a capped masonry pier with wrought iron fencing with landscaping between piers.

There was discussion about moving the building forward (west) some amount of feet under 10 ft. to line up a fence and provide the urban streetscape appearance that exists along Brecksville Road south in the downtown area. Mr. Meseck said the vision triangle at the corner of Rts. 82 and 21 would need to be taken under consideration. He pointed out that there were high pressure gas lines in the ROW so that their lighting would have to be moved back on the Bank's property. The lighting would be controlled by the bank. Mr. Meseck noted they were required to provide 24 hour lighting on the site at predetermined levels, which would be discussed further with the Commission during construction.

Mr. Lahrmer recognized the importance of the project being a success for the bank. He also stressed the importance of the site at the heart of the downtown area to the City and the Commission's commitment to achieve the best development of the site. Chase Bank planned to update the site plan to move the bank closer to Brecksville Road and provide a fencing element consistent with the architecture of the bank along Brecksville Road and at the southeast corner to frame the site. Mr. Rinker asked about the schedule relating to the BZA and City Council approval. Mr. Sciria noted they did not need to wait to submit plans to the BZA. Mr. Harwood said that if all project plan submittals were made the bank could request preliminary and final approval at the same Planning Commission meeting.

THE PRESERVE AT PARKSIDE – DEWEY ROAD

Mr. Wise reported that the design team for The Preserve At Parkside was not adequately prepared to meet with the Planning Commission. He planned to meet with them in the next week to discuss their proposed development plans. This agenda item was tabled.

The Work Session closed at 8:20 p.m.

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