

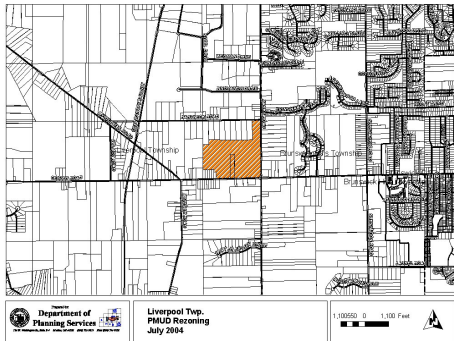


Department of Planning Services



Staff Report Glenbrooke Crossing Subdivision Preliminary Plan Application No. 061-2008 PP Liverpool Township May 7, 2008

Developer: Pride One Liverpool LLC
Owner: Pride One Liverpool LLC
Engineer: TCG Engineering.
Zoning: Zoning requirements as per Final Judgment Entry approving Settlement Agreement, Case No. 05 Civ 1680, by Judge James L. Kimbler
Acreage: 77.96
Sublots: 107 on approx 25 acres
Blocks: 6 (55.12 acres)
Utilities: Central Water and Sewer
School District: Buckeye Local



Current Proposal

The current proposal is for 107 sublots and six blocks with central water and sewer. The Preliminary Plan design is the result of a court ordered Settlement Agreement. (Case No. 05 CIV 1680) Judge James L. Kimbler.

Location

The proposed subdivision is located on the northwest corner of the intersection of Marks Road and SR 303 in Liverpool Township.

Surrounding Zoning

North: M Light Manufacturing
 East: (BHT) R-1 Residential
 (BHT) C-1 Local Commercial
 South: RR Rural Residential
 (Permitted uses in abutting land to the south per Settlement Agreement. (Case No. 05 CIV 1680) Judge James L. Kimbler.
 West: M Light Manufacturing

Land Use

Single Family Residences
 Single Family Residences
 Commercial Uses
 Single Family Residences
 Single Family Residences, Agriculture

Site Conditions The site is relatively flat and used for agriculture. A stream is located along the southern boundary of the site. A 50' riparian setback is identified on the plan.

Access/Streets Access, as stipulated by the above-referenced Settlement Agreement, is proposed to be provided by a boulevard entrance to Marks Road. The Settlement Agreement would have to be modified if the access is changed. All streets are public. Access to the north is precluded due to existing residences. A connection to the adjacent property to the south, the corner of Marks and SR 303, is precluded due to the stream that runs along the boundary of the two parcels.

Background The Concept Plan meeting was held on February 20, 2008, at which time the following items were discussed:

- The need for sidewalks, and connections for the residents to any walking/biking trails in the open space.
- The need to provide a publicly dedicated roadway due to the lack of a second means of access, and the proposed density of the project.
- The entrance into the subdivision will require 60' right-of-way roads on either side of the boulevard entrance. The boulevard entrance will require approval of the Commissioners.
- A flood study of the stream should be conducted in reference to potential flooding on Sublots 54-62. Fire Department approval must be provided for the boulevard access; Trustee approval must be provided.
- Blocks are required to be identified with letters and labeled with their proposed use.
- A note must be placed on the plan restricting direct vehicular access from the open space to Marks Road.

Agency Comments

Medina County Sanitary Engineers: (D. Clark, April 23, 2008) Conditional approval.

Sanitary sewer service is available on Grafton Road by MTD Corp. Headquarters and must be extended overland by the owner to the proposed Glenbrooke Crossing subdivision site at the NW corner of Marks Rd. and SR 303. Water is available @ Marks Road @ SR 303 and must be extended by the owner. Please note that water line looping will be required.

Buckeye School Transportation: (April 15, 2008) All parts in Buckeye District.

Emergency Management (Buck Adams, April 17, 2008) Too many units on a single point of access.

Bicycle and Pedestrian Transportation Planning Consultant to the Medina County Engineer (Anthony Ratajczak, March 5, 2008)

This section of Marks Rd. is not on the Medina County Bicycle Transportation Route System. There is a commercial complex immediately adjacent to the south boundary of the subdivision and diagonally across Marks Rd. at the intersection of Marks and Center Rds. The Liverpool industrial park is 0.8 miles north of the subdivision on Marks Rd.

Recommendation: Install a multi-use path the length of the subdivision along Marks Road.

Office for Older Adults (Debra Radecky, April 29, 2008)

While the developers would prefer sidewalks on only one side of the street, this decision impacts both sides of the street, every resident and visitor to the neighborhood.

In her book "The Death and Life of Great American Cities," Jane Jacobs suggest the sidewalks be near, for all to use: children, adults, the elderly. Sidewalks require no vehicles, rather they promote social places, create neighborhood character, social interaction, connectivity, lifelong connections.

Having sidewalks on one side of the street form a barrier to whole neighborhood living. Those, especially the elderly, are forced into a more isolated existence. Without access to a sidewalk, they

are forced to live at the end of their driveway. They cannot access the sidewalk if it is on the other side of the street. They have no place to ride their mobility vehicles, wheelchairs, or walk with their walkers.

As the aging baby boomers are looking forward to aging in place in the suburbs, they will become the elderly. The baby boomers have a unique quirk: their favorite form of exercise, above all, is walking. Housing patterns should accommodate those needs if we are to market to those who will be using it.

In planning of universal design, to serve all age groups, all needs and disabilities, of serving all populations, to be inclusive rather than nonexistent: there is the need for sidewalks. The Center for Disease Control has made sidewalks and walking an issue to discuss: To promote, especially in this day and age, good health and good practice of good health practices, those being the easiest form of exercise: walking. No special equipment is needed, and it can be done on a whim. However, sidewalks promote walking and exercise.

PEDSAFE, the Pedestrian Safety Guide and Countermeasure Selection System promotes sidewalks under their basic principals for well designed safe places for people to walk. "Sidewalks, provided on both sides of the street, are generally the preferred pedestrian facility. They provide the greatest degree of comfort for pedestrians and the presence of sidewalks has been associated with increased safety for pedestrians." Sidewalks keep people from walking on the streets!

The need for sidewalks is apparent in that it has now become an issue in texts and writing of our changing suburbia. In "the Wealth of Cities," John Norquist speaks of homes and neighborhoods, their reason for being, their purpose....."a neighborhood where all homes are laced together with an open footpath is a very different place than a neighborhood of houses reached only by private driveways." He goes on to state "Cul de sac suburbia can boast of it's greenways and jogging paths, but these are pretty flimsy substitutes for sidewalks."

Used by all facets of a diverse pedestrian population that ranges from young to old, physically fit to challenged, sidewalks connect our homes, neighborhoods, parks, recreational facilities, schools, churches, and businesses. They provide pathways for our elderly and bikeways for our youth. A safe and aesthetic sidewalk space promotes neighborhood interaction and enhances property values.

Medina County Soil and Water Conservation District: (Jim Dieter, Jan. 29, 2008)

Summary

- Glenbrooke Crossing Subdivision is made up of 107 lots on 24.9 acres. Each lot will be approximately 0.24 acres. County water and sewer will be utilized. The small lots do not allow for the flexibility of home locations.
- Water Quality/Quantity pond will be located in the main drainage swale flowing east to west. It appears that most of the runoff from the subdivision will be routed through the pond. The pond needs to be maintained through all phases of construction. In addition to when the homes are completed.
- Water quality/quantity pond is located on the Medina County Park open space. Does the ownership of this pond remain with the HOA?

- Lots 55 thru 65 should maintain at least a 25 ft. buffer from the stream channel.
- The stream channel to the south should not be altered and a riparian buffer of at least 25 ft. is recommended.
- The primary soil type is Mahoning. This soil has a seasonal high water table and is slow to drain.
- Mahoning soils are not hydric but may include hydric components of wetlands. The wetland inventory map does not indicate any wetlands on this site. However, a wetland determination would likely be required by the Army Corps of Engineers.
- Home sites with basements will need additional footer drainage due to the potential high water table.
- It is likely that a portion of this farm has had drain tile installed to help support the crop production. Any drain tiles found should not be considered reliable drain outlets. As it is likely that they have been broken during the construction of the site and are in need of maintenance.
- Forty acres of this site is proposed as Medina County Park District's open space. It will be at the west side of the parcel. It appears that this open space does not have an access to it.
- The proposed 14.89 acres of HOA open space should be evaluated in light of the quality criteria for open space as described in the Township's zoning regulations. I would be recommended that you mark the boundaries of the open space behind the proposed lots as these areas typically become extensions of the homeowners' property. It needs to be determined who will maintain this open space and what type of open space it will be. Easements should be developed to protect the open space.

Columbia Gas Transmission: CGTC has no facilities located within the limits of the proposed construction.

Highway Engineer: (A. Conrad, April 11, 2008) *Conditional Approval*

- Provide 2-2 catch basins, not risers on the high side of each driveway.
- Potential flooding could occur on S/Ls 54 – 62.
- The developer will be responsible for the sidewalk & nature trail across the open space.
- Move the building setback to 23' (minimum) to allow vehicles to park between the garage & the sidewalk.
- Specify who will provide the routine maintenance on the detention basin.
- A variance from the Engineering Code by the Commissioners is required for a boulevard island.
- The Township wants a curbless concrete street with the enclosed ditches and sidewalk on one side.

Tax Maps: (R. Rohrich, Feb. 8, 2008) Road name Oakton Dr. OK and put on reserved list. However Brentwood and Huntley not OK. Will have to come up with something else. Roads are indicated as private, so road area will have to be created as another Block. All open spaces should be labeled as Blocks. Marks Rd. and Center Rd. are variable widths. Lot splits done by TCG to file first. We have already reviewed them. Noticed some dimension rounding discrepancies & bearing differences between split survey and concept plan.

(April 29, 2008 comments) "Oakton Drive " is acceptable street name. Need 2 new unique road names - check with Tax Maps. Splits still need to be filed (created by deed) before subdivision can file.

Medina County Health Department: (C Preussel, Jan. 28, 2008): No comment if sanitary sewer is available.

Staff Comments:

1. The design of this plan reflects the Final Judgment Entry approving Settlement Agreement in Case No. 05 Civ 1680, by Judge James L. Kimbler.
2. The plan shows 107 sublots on approximately 25 acres with 70% open space on a total site of approximately 78 acres. A single point of ingress/egress is off of Marks Road. The Plan is designed with a double "boulevard" entrance with the 60' right-of-way public roadways on either side of the boulevard for a total of 120' right-of-way, similar to the entrance approved for the Reserve at Walden Pond Subdivision in Hinckley Township, which are dedicated to the public and the double entrance consists of two full width (60') rights-of-way for a total of 120'. A reference to this similarity is given as a note on the detail drawing of the access to Marks Road. To obtain approval of this type of entrance acknowledgement and approval from the Township Trustees and the Township Fire Department is required in accordance with 604B of the Subdivision Regulations, as well as Highway Engineer and County Commissioners. The street in the subdivision is also looped, which provides an alternate access point to the sublots once inside the subdivision.
Section II, C 3 of the Settlement Agreement states "Access to the Residential Parcel development shall be via a single point of ingress and egress off of Marks Road..." The only other feasible access point would be to SR 303. This is a viable option for a second means of access. However, a stream crossing would be required, and there may be permitting problems with ODOT for an additional entrance onto SR 303. The creation of a temporary cul-de-sac [stub street] to adjoining undeveloped land is not recommended because of the surrounding, existing development and zoning districts.
3. The Liverpool Township Trustees, at their March 18, 2008 meeting, approved the subdivision plans as submitted with a public, 60' right-of-way, no curbs and sidewalks on one side. The zoning is approved by virtual of the Judgment Entry.
4. According to discussion held at the concept plan meeting, Glenbrooke Crossings is designed to cater to empty-nesters and seniors. It is not an age-restricted project, but an age-targeted project, according to the developer.
5. Sidewalks must be on both sides of the road to meet the needs of the residents of the entire development. Section 608A of the Subdivision Regulations allow for the Planning Commission to require sidewalks on both sides of the street in all residential subdivisions where the average subplot width is less than 100 feet and on one side of the street where the average subplot width is greater than 100 feet and less than 175 feet. When rated in importance in a NAR and NAHB Consumers Survey, community amenities, such as walking/jogging/bike trails, and sidewalks on both sides, were highly regarded. The ADA Standards for Accessible Design Code of Federal Regulations Section 4.3.3 requires that sidewalks have a clear width minimum of accessible route of 36 inches. At least five feet width is required every 200 'to allow for wheelchairs to pass.

6. Additional pedestrian access ways should be created from Oakton Drive to the south to connect to the open space and in the future, the commercial development on the adjoining parcel and to the internal open space. Several access points to any bicycle, pedestrian, or multi-use paths in the open space should be provided for all subdivision residents.
7. The Medina County Park District may acquire a majority of the open space. There are no specific plans for development of the parcel by the Park District at this time. If a trail or walking path is constructed, adequate pedestrian access from the subdivision should be provided. A permit from ODOT will be required for access to the parcel from SR 303.
8. A note on the Plan and Final Plat stating that there will be no vehicular bridge across the stream along the southern boundary of the site.
9. The Medina County Bicycle Transportation Route System does not identify this area of Marks road for a bicycle route. A multi-use path the length of the subdivision along Marks Road is recommended by the Bicycle and Pedestrian Transportation Planning Consultant to the Medina County Engineer's office. Funding may be available for these types of projects. The Township and/or developer may want to follow up by investigating financial support opportunities. The American Association of State Highway and Transportation Officials (AASHTO) Guide for The Development of Bicycle Facilities recommends 10' as the minimum width for multi-use paths offering 2-way travel.
10. Based on the Highway Engineer comments about potential flooding on Sublots 54 – 62, a flood study of the stream should be conducted by the developer in accordance with Section 601.E of the Subdivision Regulations.
11. All Blocks must be lettered and labeled with their proposed use.
12. A note must be placed on the Plan restricting direct vehicular access from the open space fronting Marks Road to the interior roads.
13. The parcel fronting on Hartneck Road must be split off prior to recordation of the Plat.
14. A 50' riparian setback along the stream is identified on the plan. Clarification of the setback is necessary to ascertain the point of measurement.
15. A note on the Preliminary Plan document references mounding pursuant to the Judgment Entry; however, the location of the mounding is not identified and must be.
16. A copy of correspondence from the developer to the US Army Corps of Engineers regarding the development of this parcel must be submitted.

Staff Recommendation:

Staff recommends **APPROVAL WITH MODIFICATIONS** of the Glenbrooke Crossings Subdivision Preliminary Plan, subject to the following:

1. Fire Department must approve road configuration (boulevard entrance)
2. Sidewalks must be provided on both sides of the street.
3. Provide pedestrian accessways to proposed interior nature trail for all subdivision residents, as well as to any trails within the open space areas.
4. A flood study must be prepared to identify impact of stream flooding on sublots 54-62.
5. Submit copy of correspondence to the US Corps of Engineers.
6. Highway Engineer and Tax Map comments must be addressed.

7. Notes on the Preliminary Plan include:
 - a. Areas to be mounded,
 - b. Direct vehicular access from the open space to Marks Road is prohibited,
 - c. Blocks must be letters and identified with future use intentions,
 - d. No vehicular bridge across the stream along the southern boundary line.
8. Twelve copies of the updated and corrected Preliminary Plan must be submitted to the Department of Planning Services for transmittal to the appropriate agencies.