

Pledge of Allegiance

Present:

Present at the meeting: Council Liaison Carl Stepanovich, Ryan Lemke, Bob Mitall, Jayne Hoy, Edward Patrick, James Olszewski, Chris Kerns, Anthony Livecchi, and Community Development Director Jim Morrison. Bill Sittig is also present and representing the planning commission as counsel regarding the Hermes Gas Well Development Matter.

New Business

1. Consider authorization to advertise for a public hearing on a request by Fischione Enterprises, Inc. to rezone approximately 54.6 acres located at Wiestertown Road and Hilty Road, tax parcels 49-12-00-0-051 and 49-08-00-0-012, from R-R Rural Residential zoning to R-1 Residential zoning.

Ms. Hoy made a motion to advertise for a public hearing on the re-zoning request for Fischione Enterprises. Mr. Patrick seconded. All voted aye. Motion approved.

2. Consider authorization to advertise for a public hearing on a request by Redstone Presbyterian Senior Care to rezone approximately 36.3 acres located at Cline Hollow Road, tax parcel 49-15-05-0-013, from R-2 Residential zoning to R-3 Residential zoning.

Ms. Hoy made a motion to advertise for a public hearing on the re-zoning request for Redstone Presbyterian Senior Care. Mr. Lemke seconded. All voted aye. Motion approved.

3. Consider a recommendation on a major land development application, SP-3-22, Olympus Energy, LLC, for the construction of an unconventional oil and gas well pad, approximately 147.2 acres located at 5476 Logan Ferry Road, tax parcel 49-02-00-0-001, zoned R-R Oil and Gas Overlay District.

Attorney Blaine Lucas from Babst Calland outside counsel for Olympus Energy is the representative speaking on behalf of the applicant tonight. A few of the items discussed were time windows of when Olympus could do it's drilling phase, construction phase, and completion phase. The construction phase would be 120 days per phase. The drilling phase would be 240 days and the completion phase would be 240 days. They are looking to do eight wells in two trips or 120 days per phase, which will be done in two phases. A total time window from the commencement of the pad to finishing the work would be five years.

The next matter Attorney Lucas discussed was noise. Attorney Lucas stated that the ambient level for this project is 58.51. Tage Rosendahl is with acoustical control and did the sound impact assessment on this project spoke next regarding spikes in noise and what could cause spikes in noise, which could be something like a car driving by, dog barking, gun shots, airplanes flying by, etc, and he stated that the spikes won't be loud enough to disrupt or disturb anyone.

The next item Attorney Lucas discussed was traffic. A google earth map was presented to reference the route the truck traffic would go in and out of the well pad site. Joe Guley, project manager, from Stahl Shaffer discussed the current inbound and outbound routes that the truck traffic would be traveling into and out of the well pad site. A question was asked as to what improvements will be done to Logan's Ferry Road. Mr. Guley answered that Logan's Ferry would be widened to allow vehicles to make a right turn without crossing the center line. Mr. Guley also stated that they were looking into FDR'ing or Full Depth Reclamation, which means a big grinder would grind up the entire road, mix cement in and put a cement layer as a base on Logan's Ferry all the way up past the site. Their Geotech team went out and obtained test pit data, which is where they go out and dig pavement material and get the sub-base material, analyze the material, and they determined that due to the sub-grade material, this would not be a good candidate for FDR, because the sub-grade material would create a brittle sublayer with the cement, so they are now proposing to mill four inches of pavement off of Logan's Ferry and replace it with four inches of asphalt paving.

After much discussion over these matters, as there are things that still need to be worked out, it was determined that this will return at the September Planning Commission Meeting.

4. **Consider acceptance of a major land development application, SP-4-22 Bushy Run Investments, LP, Phase II, Fusting Executive Park, for construction of an 80,000 sf Office Building and a 36,000-sf retail center, Wilson and Manor Road, tax parcel 49-21-00-0-087, zoned B Business.**

Ray Gusty from Fahringer McCarty & Grey is the representative speaking on behalf of the applicant. Also present is Craig Fustings, the owner & developer of the property and Josh Haydo, Traffic Engineer, from Wooster & Associates.

Back in April 2019 the Planning Commission approved Fusting Executive Park master plan. In May 2019 council approved the master plan. The plan was presented and Mr. Gusty stated that Phase 1 is Regan Ridge Villas, which is

under construction. Phase 2 is the DNA Office Building and Retail Center. It's an 80,000 square foot office building with the required parking spaces, in excess of over 500 parking spaces. Stormwater will be controlled with a detention base and two underground detention systems. The recreation area includes a deck hockey, basketball court, volleyball court, and putting green. This is for DNA Employees only. This is not open to the public. The retail matches what was approved on the master plan. The one change that was made was they dropped the retail space on the east and added a second restaurant so there will be bookend restaurants on each end of the retail center. Stormwater is controlled with an underground detention system on the west side of the parking lot.

For Phase 2, they are going to grade out parcel 2, which is the restaurant pad and parcel 1, which is the future sports medicine building. They are going to grade both of those out and run utilities to them.

The building elevation plans were next presented. It's a three-story building with a lot of curves and glass.

Josh Haydo from Wooster & Associates next spoke regarding the traffic issues. Mr. Haydo stated that they conducted a traffic study, and it is under review by the Department of Transportation. They've reviewed it previously and approved it. There were some minor changes that arose as the project made its way through the process, so that study is back in the Department of Transportation for a second and final approval. There are a number of traffic improvements that will be completed as part of this project. First of those being, from Manor Road turning onto Wilson Road, there will be a left turn lane. In the opposite direction, because widening will be necessary to do that, there will also be a short-left turn lane into the Chevy dealership that is directly opposite of Wilson Road. There will be opposing left turn lanes on Manor Road; one onto Wilson Road and one going into the Chevy Dealership. Because of the widening that is taking place on this portion of Manor Road, it allows them the opportunity to extend the existing left hand turn lane, on Manor Road, going onto Route 22, so that left hand turn lane will get about 50 feet longer. A traffic signal will be installed at the intersection of Manor Road and Wilson. There are no proposed improvements on Wilson Road.

Ms. Hoy stated if you're anticipating 350 to 450 cars and you don't think you're going to need a left turn lane on Wilson Road? Mr. Haydo stated that the turning lane warrants are determined by a number of factors; the volume of left turns, obviously there are going to be a lot of people turning left into that site because a majority of the people will be coming from Route 22.

The other factor is the amount of opposing traffic, which there are not a lot of people coming down Wilson Road. By in large, people traveling northbound on Wilson, turning left, although they have to yield to oncoming traffic, there's not a lot of oncoming traffic to yield to. That's why the turn lane isn't recommended.

Mr. Morrison asked so a turning lane would only be recommended if the traffic increased on the southbound part of Wilson Road? Mr. Haydo answered, correct.

Mr. Kerns asked how far are the two entrances apart from the business park and the residential side? Mr. Haydo answered 125 feet. Mr. Kerns asked if any of that came up during the traffic reviews, the closeness of those two intersections. Mr. Haydo answered, it did not. Department Of Transportation did not comment on that because Wilson Road is not a State Road.

Mr. Mitall stated a public hearing will need to be held. Mr. Morrison said that will be done at the October Planning Commission Meeting.

Mr. Patrick made a motion to accept the application. Ms. Hoy seconded. All voted aye. Motion approved.

Other Business: None

Adjourn: Mr. Patrick made a motion to adjourn at 8:15 p.m. Ms. Hoy seconded. All voted aye. Motion approved. 7-0.