

PLANNING COMMISSION MEETING
OCTOBER 14, 2014
7:00 P.M.

I. CALL MEETING TO ORDER

The meeting was called to order at 7:00 p.m. by Chairman Don Darby.

II. ROLL CALL

Members Present: Carolyn Ghantous, Dave Okum, Richard Bauer,
Don Darby, Marjorie Harlow, Robert Diehl and Marge Boice

Others Present: Greg Dale, City Planner; Don Shvegza, City Engineer; and
William McErlane, Building Official

III. MINUTES OF THE REGULAR MEETING OF SEPTEMBER 9, 2014

Chairman Darby: The Chair will accept a motion for the approval of the Minutes of the September 9, 2014 Planning Commission meeting.

Mrs. Boice: So moved.

(Mr. Okum seconded the motion and with unanimous approval from the Planning Commission Members the September 9, 2014 Minutes were adopted.)

IV. REPORT ON COUNCIL

(Mrs. Harlow gave a report of the September 17, 2014 and the October 1, 2014 City of Springdale Council Meetings.)

V. CORRESPONDENCE

Chairman Darby: There is no correspondence this evening.

VI. OLD BUSINESS

- A. Chairman Darby: We will begin with the item for Old Business, minor improvements, exterior paint at La Michoacana, 11500 Springfield Pike.

Mr. Anselmo Hernandez: Good evening; I have no comments.

Mr. McErlane: I would like to correct the agenda, the name of the store is Supermercado Santa fe, Instead of La Michoacana; the name changed somewhere along the line.

(At this time Mr. McErlane read his Staff comments.)

Chairman Darby: As you know, this item was before us last month and there was a mix up about the representative being present. I concur with Mr. McErlane that the existing color scheme is more in line with our Corridor Review requirements. At this time, is there any questions or comments from Members?

Mrs. Harlow: Mr. McErlane, what about all of the signage in the window, Sir? I don't have a problem with the paint color but I do question all of the signage in the windows.

Mr. McErlane: There are a number of signs that are posted on the windows that exceed what we allow for the windows. Some of what you see that looks like

signage is shelving or racks that are in front of the windows on the right side, so you see that big white area on the right side of it and then on the left there is a painted window sign that is backed up with a white background. There are other posted signs that exceed our limitations for signage.

Mrs. Harlow: Thank you.

Mr. Okum: I would like to make a motion to approve the color scheme that has been applied to the property at 11500 Springfield Pike.
(Mrs. Boice seconded the motion and with a unanimous "aye" vote from the Planning Commission Members the request was approved with conditions.)

Chairman Darby: Thank you very much. Based on earlier conversation, you might want to consider the signage that you have displayed at this time because I am sure there will be some follow up.

Mr. McErlane: The signage that is posted on and in the windows, there is a limit as to 25% of the window area; some of them need to be removed because there are just too many of them.

VII. NEW BUSINESS

- A. Chairman Darby: Moving on to New Business, revisions to the PUD, two out-parcels at Tri-County Mall, 11700 Princeton Pike. Before we proceed, I need to ask a question of our Council Members, if they in fact see this as a major or minor renovation to the site?

Mrs. Harlow: Thank you and that was my big question today when I was reviewing the packet. There have been other out-parcels granted and approved by a prior Board for Tri-County; with that in mind I would go on and say in my opinion that it would be a minor. Had there not been prior out-parcels granted by a previous Planning Commission then I would say that it needed to go to Council.

Mr. Diehl: Yes, I believe that this is a minor renovation.

Chairman Darby: Mr. McErlane, very briefly for those who have not been here very long, would you please explain the significance of the vote that we just took from the Council Members?

Mr. McErlane: When we have PUD zoning the allowed uses on that property are based on a plan that was approved by Planning Commission and then further approved by Council. When you modify that plan you are essentially modifying the zoning of the property. If it is major enough, it really needs to be approved by Council since they are the legislative body that approves that zoning.

Mrs. Boice: Mr. McErlane, how long ago was the decision that allowed out-parcels at the Tri-County development; it has to be quite a number of years?

Mr. McErlane: The last plan showed out-lot buildings on it, which would have been 2005 or 2006.

Chairman Darby: Would the representative please come to the podium?

Mr. John Schupp: I am with JLL, and we represent ownership with respect to the leasing and development of Tri-County Mall.

Mr. Bob Rich: I am with the Architecture Firm A359. We are the architects for the redevelopment of the Mall. We are the architects for the 2005 and architects for the 1988-1989 projects.

Mr. John Schupp: Everybody here probably has a story about Tri-County Mall and when I lived in Cincinnati I too had a story about Tri-County Mall. I went to the

University of Cincinnati and have family in Cincinnati. Tri-County Mall was one of the very first regional super center malls in the country and has really defined a sense of place for retail. Retail has changed tremendously over the past nine or ten years. The market has also pushed the center to a point of having to recreate itself. There are a lot of retailers, as evidenced in Springdale however the sense of place that Tri-County Mall does have cannot be replicated by strip centers or individual stand-alone retailers. What we are trying to do with Tri-County Mall due to the market pressures that we have with other developments up the road, and ownerships desire to recreate a sense of place of Tri-County Mall, the unique challenge has been handed to us as to what we do with a Mall that is in excess of 1,000,000 s.f., that is probably a couple hundred square feet larger than the number of retailers that are available, still retain its sense of place, still retain its importance and its dominance and still become a viable retail destiny. Bob Rich and his team has been instrumental in helping us develop a plan. Our leasing team has been instrumental in identifying some key initial tenants and because of the market pressures and because of the retail pressures that we have right now, we have come before you to present a phased plan. This is phase one, a minor change here, because we need to get out to the community as soon as possible that we are doing something with the Center. Literally, right now the development to the north has been in contact with every single tenant at the Center, saying "Come to our place because Tri-County is not doing anything; your just going to die there and it is going to get worse and worse and worse". Our program right now is to come out and start a redevelopment program for the Center and get out there in front of the market and get a noticeable improvement going forward and then quickly go into the other phases that will make up and complete that development center.

Mr. Bob Rich: I am going to show you some drawings that were not in the submission package. These are drawings that are in response to Staff's comments. (At this time Mr. Bob Rich gave each of the Planning Commission Members a packet of information, also presented by Power Point.) There is a larger plan than what is being presented to you for this PUD modification. We are considering this project in three phases; the first phase is the out-parcels and straightening of the north entrance road. This is to respond to some tenants that will immediately move to Tri-County or maintain their position in Tri-County. This is what we are asking today, two out-parcels and the reconfiguration of that entrance drive. That is really driven by the desire of Macy's to be better connected with community access off of Princeton Pike so that they will have a better incentive to remain at Tri-County. Two out-parcels that really begin to connect the Center more closely to Princeton Pike. What we will see is the development of a lifestyle streetscape across the west front of the Mall. In the second phase is the redevelopment of that streetscape. That is not what we are asking for today, we are asking for the first phase. There is a grand plan and the tip of the iceberg is what we are asking for tonight, the remainder of the scheme has been thought through and developed but we are not ready to ask for what might be a major revision to a PUD. Phase three is the development of the south wing of the Mall. Right now Tri-County probably has more retail space than they can lease and they are not the only center in the country that has that issue right now, there is a lot of competition locally but then there is some extreme competition coming from farther up north on 75. The phase three part is the less defined part right now. John and I did a project together that is next to Kenwood Towne Center, which is Sycamore Plaza. Sycamore Plaza was called Kenwood Mall and it was an interior mall and had no exterior exposure. The project that we did, and it has been a few years ago, was to turn that mall inside out and really engage the community in a way that presented itself; to change the culture of how people shop. On the inside is a bit of a plaza and has a fireplace; so that there is kind of landscape and is something that connects more easily with the shopper. Beyond the out-parcel is the redevelopment of a plaza space with a meandering walkway that connects these street fronts from store to store. The hope is that the retailers will work with us. What we are proposing for the new entrance, which is kind of shifting from where the entrance is traditionally, to be in access with the center court so that there is more of an immediate connection to increase the presence of the mall so that we get a full height presence and a more dramatic presence. What we are considering is a very contemporary look and a very strong engagement factor at Princeton Pike entrance and some upgraded landscaping as

well. We are taking some of the large graphics that are now on the exterior of the mall and actually putting them at the storefronts. There will be a strong canopy protection and provide shade for the retailers that are going to be west facing. That is really the phase two plan. We thought that this presentation would give you context for our request for the out-parcels. We have reduced the area that we have proposed to touch with the straightening of that road. In the initial submittal we had proposed going all the way to Macy's ramp and now we are really just trying to touch the minimal area to straighten the road to bring it directly back to Macy's and the mall. There was a comment about the amount of trees that we are removing, so we have reduced the number of trees that we are removing because we are not going as far north with the modification of that entrance road; we are leaving more trees than we had originally proposed to remove, the Honeylocust. The other thing that I want to point out is that we are still at 4.76 parking ratio, so we are still above our required parking but we do have a net loss of more cars than what was in the original submittal and that has to do with losing cars to the north of the new proposed north entrance, the straightening of the roadway. Some of that is in response to Staff's comments, to not have parking along the ring road and to save those trees. We haven't done any modification to what we submitted for the grading. We have also increased the amount of pervious area with these modifications to the north, in straightening the north entrance. This plan doesn't show the new pervious area around the middle out-parcel and it doesn't show the additional pervious land that is being retained that is just to the east of the Tire's Plus. We are proposing to move some light standards and so we haven't changed our photometric plan from what was originally submitted. We have added landscaping in response to Staff's comments. One comment was for more variety in the landscaping and I wanted to make the comment that it was conscious that we were trying to create large mass plantings, especially of grasses to really create a dramatic effect. We want to use different grasses to create some strong patterns so that it is really more than the traditional turf and shrubs but groupings of grasses. We are trying to also, with the contemporary look of these out-parcels, to have them aesthetically connect to what we are trying to do with the Center. You saw that it is pretty white, crisp and contemporary, sort of black and white with a lot of color that comes in lighting; as far as the out-parcels, we are trying to keep them low so that they really don't block the view of the mall. We are trying to have as tall of glass as possible so that there is a lot of visibility for those tenants. One out-parcel is sort of black with white and the other is white with black. Out-parcel two is mostly white with black and grey trim and out-parcel three is more black with white and some of that is due to who the tenants are in these spaces and the way that they use their branding materials. The finishes that are on this building, a lot of it is going to be the branded materials that are inside the store. The east elevation that faces the mall, we have enhanced the landscaping to soften those elevations.

Mr. Jack Pflum: I think Bob has pretty effectively described the reorientation and the improvements that are going to be made on the west face of the mall and that there is sort of a pivot to Princeton so that there is a better exposure and a better understanding of what the future of Tri-County Mall is going to be. That won't be successful unless we also do the same thing, in terms of the access and the ingress and egress to Princeton. As part of the traffic study, we were pretty careful as I started it to address the concerns of the City. So, I talked with the City Traffic Engineer about two weeks ago and he identified to me exactly what his concerns were; there were six of them. He also indicated to me how he wanted us to proceed with the study and to what detail we would look at the study. There was one very important consideration and I am assuming that everybody here is familiar with the north driveway entrance into the mall, making a big sweeping turn around the tire store and heading up to the northern parking lot or you take a right turn and you go into the Macy's garage; that is good and it operates very well under one purpose but it doesn't operate very well under another purpose. The City Traffic Engineer was very concerned that when we change that configuration we were going to negatively impact the present operation. We were very careful about that. He provided us with some traffic data that he had that he wanted us to use. We did some turning movement counts at the intersection of State Route 747 and that north driveway and ran a little computer model. Last Thursday, I met with Don and the City Traffic Engineer and we went over our preliminary findings in that report and

on Friday morning we submitted the report. The time schedule is a little bit tricky here. Since then I also received some comments from the City about the study and report that we submitted. What we are essentially doing is we are trying to balance the traffic flow along Princeton Pike and trying to take advantage of changes and configurations of the north driveway so that it supports and enhances the physical changes that are being made to the mall. We have recreated a more traditional access into the mall so that there is a straight and realigned north driveway. This is very critical that it be modified and reconfigured to provide the same level of service as the center driveway. We have tried to achieve too basic objectives; the first was to provide better access to the front of the mall but the second one is equally important, to maintain access to the north and the parking field and to the second level of the Macy's garage because it is used pretty heavily. The major change is to also allow the traffic, instead of being directed 100% to the outer-ring road, we allow a certain part of that traffic to proceed through to intersect with the inner-ring road and then either turn left or turn right to access the new out-parcels that are being proposed, as well as to access the parking field for that part of the mall; so those are two very important considerations. We addressed the concerns that the City Engineer had and we have met those technical concerns about cue lengths, the level of service of operation of the signal; all of which I think you probably heard. We have not impacted the level of service. We know that there will be some traffic diverted from the middle driveway to this driveway in an effort to balance out the traffic flow and we have taken that into account and the technical analysis of it is pretty consistent with the objectives of the City. There is also a right turn only off of this access, in order to provide a little more efficient and effective access into the parking field there and also to serve as the out-parcel two. What we have here this evening to present, I think is a significant realignment of the existing north driveway, it is one that I think will work very well because it still allows a free flow to the Macy's parking garage and a free flow left turn into the northern parking field area and it gives good and the same type off access as the middle driveway. It also provides a right turn access to the out-parcel two.

(At this time Mr. McErlane, Mr. Dale and Mr. Shvegzda read their Staff comments.)

Chairman Darby: Mr. Shvegzda, considering where we are now, in your opinion what would be the appropriate way for this Commission to deal with the uncertainty?

Mr. Shvegzda: Really, it reflects the modification to the north driveway into the site. I don't know if there is a means that we could separate that off from any other potential review and approval of the submitted plan today.

Mr. Okum: I think, potentially there would be a means to deal with it in regard to us as a Commission being involved in the concept and theory in the way that they are intending to do it and leave it to Staff that are professional traffic engineers to resolve those issues. As long as we feel that conceptually what they are planning to do is a reasonable approach to deal with traffic getting into the mall, then let's leave it to the professionals to deal with how the traffic will run off and turn off of it. Will that work for you Mr. Shvegzda?

Mr. Shvegzda: I guess. In that regard, which plan are we using as an initial base?

Mr. Okum: The alternate that was submitted this evening is something that conceptually I could grab onto and leave it up to the professionals to deal with the fine tuning of movements and the traffic counts and so forth. There are some concerns that I have there; the right turn lane going south bound that brings you into the out-parcel two. There is some backing out motions for patrons of that business, those cars are going to be going across; I think those type of things we need to air out and I think you and Staff could deal with that if we feel that either the original submission, your drawing that you submitted is an alternate conceptual idea, or the applicant's alternate to what you had submitted to them is in theory or conceptually something that we feel will be able to be worked out. I don't want to hold up the process if we feel that this is a reasonable direction for access to this mall with

some changes with the conditions. I feel very comfortable that you and Staff can deal with the particulars of that. I think the end result is if they feel it is a decent direction to go. Let's work through the process at Staff level and work out the details.

Mr. Shvegza: Just in regards to the most recent drawing, with the right turn lane functioning, obviously a lot of the impact and how that works is how that traffic gets out of the main north driveway. That may affect the different alignments and driveways and parking and that kind of thing for out-parcel two, so if we have that latitude to work with the applicant on those then I think that may be an option.

Mr. Okum: When you are talking life safety and issues of traffic safety, I have all the confidence in the world that you are going to make sure that those items are o.k. and I am sure that the applicant is going to be agreeable. If Staff can't reach those conclusions, then you bring it back to the Commission, if that is o.k. with you?

Mr. Shvegza: Based on that direction, yes.

Chairman Darby: We have done that before. O.K., thank you.

Mrs. Boice: I would concur with that. At the last meeting, as you will recall, I said that we have one of the best Staffs as far as I am concerned in Hamilton County. Exactly what Mr. Okum has said, I would agree with. I saw a lot of the Commission Members shaking their heads. Just have at it, we have great confidence in you.

Mr. Okum: This is a little bit odd because it is more conceptual than it is final. We are not looking at final plans here, we are looking at conceptual elevation drawings. I would say that this may change possibly and I can't say that we are going to be latched to it having to be exactly what you have submitted this evening. The theme of the Mall, these two out-parcels are setting your theme.

Mr. Bob Rich: They begin to develop the language, there is a transparency and there is a contemporary look that we are looking for with the out-parcels and I think you will notice that they are not a product of the retailers prototype. Most retailers are looking that their brand becomes first, and their brand is what their out-parcel prototype is. There is some definite negotiation that is happening there and there may have to be some give with them, though the retailers that we hope to have in these out-parcels have seen these drawings and have generally accepted.

Mr. Okum: This is going to be your theme, this will carry through to your future phases two and three building elevation phases and potentially to the southern side of the mall, as well. I am not saying that it should be etched in stone, things change but when we approved the original plan after we got done with the canopy and final roof we thought we were going pretty contemporary at that point. This is a step more contemporary again which I don't have a problem with. We know what the other malls are in our region and we know that there is competition, north, east and frankly I have had a lot of people ask me over the past five years, "What is going to happen with Tri-County Mall", and obviously a major change is going to have to happen. You are going to have successes like Kenwood Mall and then you are going to have situations like Cincinnati Mills, which is a total opposite of the Kenwood Mall situation. I got word the other day that Cincinnati Mills is looking to do some investments into their mall, frankly I think you are a step ahead of them and it is the right time to do it. I do not in anyway envision those two parcels impacting your traffic or your parking conditions for the mall, I don't think that is going to be an issue. I think you can work through the issues of the tree replacement. As far as the access and egress to the development, I think you can work through that. I, in fact do not have a major problem with that dumpster location on the south side of that one building because that is probably the best place for it; it is surrounded with the same building materials and it has gates on it and they are kept closed all the time, basically it is just another structure that is sitting there. I would like to see some landscaping around it and I think Staff can deal with that. I am very encouraged by what you have presented and I don't have

a lot of criticisms. There is no stone but that may ultimately end up on some of these buildings.

Mr. Bob Rich: As you might travel the roadways anywhere, is it stone or is it not stone? I live in Mariemont and the village next to us, Fairfax has done a redevelopment of their street and they refer to the fact that they have installed all of these brick pavers in the street. I am an architect and I know it is not brick, it is concrete that has been stamped and stained to look like brick. I think that the finishes that we are proposing for the mall, the images that I showed you are going to be a first-rate finish. One thing that I really admire about Tri-County, the inside of the mall that was built in 1989 and has not been remodeled, all of the other malls around town have all been remodeled twice to try to get an appearance that is as contemporary as what is there. It is dated a little and needs to be perked up but nevertheless, I think the contemporary clean look that is in the interior of the mall, we are using as a bit of a cue. We can take the clean, crisp palette and put that on the outside but then embellish the landscaping. There are a few landscaping comments that are outside the scope of our proposal. There was a request to add trees on Princeton Pike and that is probably in phase two.

Mr. Okum: But you have some tree replacement responsibilities under this regulation and Staff is going to need to approve the placement of those trees so that those deals can be worked out.

Mr. John Schupp: Your Staff is good to work with.

Mr. Okum: Anybody that works in building trades knows that these full exposures of glass are not cheap; glass is very, very expensive. It is classy looking and I am very pleased with what it is.

Mr. Bauer: I appreciate your presentation tonight. As I reviewed phase one, I knew there was more to follow, the context that you gave with the additional phases help me understand the contemporariness of these buildings; without that I was wondering where we were going. I appreciate that. In parking, in the front lots, the reduction there as far as the percentages of the overall Tri-County Mall, do you have a number percentage wise of what is being reduced in that front lot there?

Mr. Bob Rich: The reduction, we are taking 230 something cars and they are really coming out of those two front lots. You could probably almost say that 110 coming out of one and 110 coming out of the other, it is probably about equal because of the size of the buildings; out-parcel three has that drive-through, so there might be a few more cars in that one than the other one.

Mr. Bauer: Do you see that as being an issue during peak seasons?

Mr. Bob Rich: In phase two, we are proposing that there be valet parking. Valet parking is going to be much more convenient than being able to park in that front lot and I think that will offset and mitigate the fact that there will always be some people that will say they want to park by the front door, when they could park five spaces away if they go around by the garage and have covered parking.

Mr. Bauer: Back to the north drive, that is a concern of mine and how it flows. I guess that right turn, when I first looked at that tonight, I got concerned a little bit about that, with the parking spaces and moving out there, and actually what that would look like as those folks came in there; would they be required to go straight or could they actually make a full turn there into that drive lane coming back west?

Mr. Bob Rich: The only thing that I will say about that, and we will work with your Staff to figure that out, we put them at a little bit of a handicap because we had the prospective tenant for that out-parcel tell us yesterday that if there was not a right turn to service that out-parcel then there was no deal. We need that to be a viable out-parcel and we need to have some relief. There are plenty of examples even across the street, being able to deal with traffic to make a turn to make an immediate right and make it work out. We feel confident that we can work it out

and we do want to work it out with your Staff. We did toss a fire-cracker in at the last minute, having our prospective tenants say that is a deal breaker; so we want to try to make that work.

Mr. Bauer: I will say it has come a long way from the first one, it conceptually looks a lot better.

Mrs. Harlow: I am very appreciative of you guys being here this evening. We are excited to have redevelopment going on at the mall. Do you foresee mixed use at the mall?

Mr. Bob Rich: It is on the table.

Mrs. Harlow: Do you have a total number of the proposed out lots that might be requested, as a finished product?

Mr. Bob Rich: The Tires Plus is really owned by Macy's. Macy's wants a restaurant rather than a tire place. In our original submittal we had shown that was what Tri-County was going to develop but Macy's has said that they want to do that since they own the land. The mall really envisions that there would be four out-parcels and then the fifth would be the one where the tire store is now.

Mrs. Harlow: If it remains a tire store, will Macy's be updating it to reflect what you are doing on the other side of the driveway.

Mr. Bob Rich: I don't think it will remain a tire store. I can't speak for them and I don't think that Tri-County can speak for them either. John was there today presenting to them our plans, they were very enthusiastic in their response and very supportive. They have one of their long standing stores in Tri-County and it is a good store for them and think it only gets better as the mall gets better.

Mrs. Harlow: So, there would be a possibility of two more out-parcels; and would that be along Kemper Road?

Mr. Bob Rich: Yes, two. One potentially at the corner and then one potentially on Kemper.

Mrs. Harlow: The one shown that is the eastern most location, is that in front of Sears?

Mr. Bob Rich: That is an out-parcel that is currently on the approved PUD.

Mrs. Harlow: Right, that is in front of Ruby Tuesdays. So, can that be a restaurant?

Mr. Bob Rich: It could be.

Mrs. Harlow: It could be. It couldn't though previously, so now it can be?

Mr. Bob Rich: Well, I am saying there is an attempt to kind of up-grade both in terms of what the offerings are at Tri-County, especially on the south side we are really trying to look at what the mix is. It may be that there is never an out-parcel there.

Mrs. Harlow: I was thinking of that too, for the center part of the mall that might not be as desirable for a retail location, for office space or something like that.

Mr. Bob Rich: There is a real strength between Macy's and where Pogue was and that part of the mall is really pretty strong. There is probably the right amount of retail there for a mall, it is just as it turns the corner down Kemper and goes to Sears, Sears is a real liability for them. They have four times as much space as Sears needs and if Sears were building Sears today, they probably wouldn't be afforded the size of that store. What we are really pursuing is opening fronts and we are trying to plan how the mix and the uses can be. The leasing group is seeing

who wants to come on board. Those things are all happening simultaneously. The ownership really wishes there were a solid and we would come to you and say this is our complete vision and we are going after it. We are trying on the one hand to get a finger hold and kind of maintaining the stability of what is there but then really kind of look over the edge as to how to make it more viable.

Mrs. Harlow: In regards to the out-parcel buildings, is there any pedestrian walkways from the out-parcel to the main buildings?

Mr. Bob Rich: No, there isn't currently.

Mrs. Harlow: I went over to Northgate Mall and they don't have any pedestrian walkways that I could see.

Mr. Bob Rich: I have done work in Colorado, where there was a requirement and we did that and nobody used it.

Mrs. Harlow: So, if somebody is going to a restaurant at out-parcel two and they are going to drive there and then if they see a dress shop on the west side of the facade, they are going to drive and find a parking place over there and not walk.

Mr. Bob Rich: I think it is close enough that they can just walk. I understand what you are saying but what I am saying is that, where the weakness in that prospect is, that they're going to go to the dedicated walkway as opposed to just walking from their car through the parking lot to where their destination is; that they are not going to go over and get on the walkway. That is what we observed as the failing of that philosophy, rather than taking the hypotenuse but they would actually go over and experience the walkway.

Mrs. Harlow: It was just a thought, it hadn't been brought up in any of our packets so I wanted to at least get it on the table so that the record indicates that it was discussed.

Mr. Diehl: Great presentation. What is your timetable for all of this, for phase one, phase two and phase three?

Mr. John Schupp: January 1, the Mall starts the construction documents for the out-parcels and improvements. We want to get under construction the first quarter of next year and I am sure it is based on tenant leases; summer of next year. Phase two no later than the first or second quarter of next year and under construction by the third quarter of next year. Phase three is the trickier one, we don't know what Sears is going to do six weeks from now, six months from now or anytime soon. Sears is the wildcard here and they occupy over 300,000 s.f. We have worked with the process to see what they will accept and what they won't accept, being an anchor they still have approval rights over the whole center. They approved our out-parcel center, which really surprised Macy's when I met with them today. We have their approval for phase one and we have their approval for phase two. For an over 1,000,000 s.f. mall, the center is probably 200,000 s.f. too big.

Mr. Diehl: Assuming that you don't hit any bumps in the road, when do you hope to be completed?

Mr. John Schupp: The ownership would like to be completed tomorrow; I would say 2016.

Mrs. Harlow: Macy's is the only one who actually owns?

Mr. Bob Rich: No.

Mrs. Harlow: Macy's owns the property they are sitting on?

Mr. McErlane: Right.

Mr. Bob Rich: Yes, and a section of the parking field.

Mrs. Harlow: Then Dillard's and Sears strictly lease but because they are anchors, they have approval rights?

Mr. John Schupp: That is correct.

Chairman Darby: Thank you for a wonderful presentation. I used to teach school here and I have had conversations with kids about the development of this area. I was able to tell them about the days when my uncle took us up the road and there was deer hunting and rabbit hunting over there. Then I could tell them when phase one of the shopping center came in and then later on when it became what it is today. As City folks, we realize the positive impact that Tri-County has had on us. We didn't always like the fact that it was more popular than the City of Springdale's name but it brought some things in to us. We really look forward to working with you as we return Tri-County to the regional giant that it once was.

Mr. Okum: Based upon that my motion is going to include replacement page 6 of 7 on the revised drawing 1014, in concept only. For purposes of a motion, Commission, I move for approval of the Tri-County Mall 11700 Princeton Pike PUD revision to include the identified items on this motion shall be parcels two and three, surrounding areas in the north drive. My motion shall include specifications and designs contained in the exhibits as submitted and reviewed by Staff prior to this meeting, which shall include those drawings submitted by A359 which includes a finish schedule, building elevations, color palette dated 10/3/2014, sheets 1-7. To include all City Staff, City Engineer and City Planner's recommendations with the following exception, that the replacement page revised page 6 of 7 in the submittal revised 10/14/2014 shall be approved in concept only; a final of that to be reviewed and approved by Staff. That the final landscaping conditions shall be also review and approved by Staff. The tree preservation replacement conditions to include and satisfy the tree replacement regulation and meet the Staff's approval of the placement of said trees. The dumpsters and refuge containers shall be reviewed and approved by Staff and shall include steel framed wood-look faced gates of which all the gates shall remain closed at all times. The parking and drive and site conditions shall include: the applicant must demonstrate to Staff that the parking requirements do meet the Code, that the traffic and street improvements are to include an internal traffic pattern changes to the north entrance to be reviewed and approved by Staff. All four building elevations shall be approved as presented in concept drawings provided. This shall be conditional upon the City receiving approval from the final agreed north drive configuration from Macy Company.
(Mrs. Ghantous seconded the motion.)

Mr. Dale: Mr. Okum, was the waiver of the requirements for the loading spaces there?

Mr. Okum: That was part of your conditions and considerations, so it is there.

Chairman Darby: It has been moved and seconded that the motion be approved as read. Would the Secretary please call the roll?
(With a 7-0 "aye" vote, the motion was approved.)

VIII. DISCUSSION

Mr. Okum: Mr. McErlane, I noticed the other night at Indulge VSP Lounge on Glensprings Drive, they have a lighting palette that is not lit all of the time that we would probably need to look at, as we looked at Bargas and so forth.; they are lighting the building up with colors.

Mrs. Harlow: Regarding the Indulge VSP Lounge, do we know what type of business this is going to be?

Mr. McErlane: It is a bar / restaurant, similar to what was there previously, the Shades of Blue.

Mrs. Harlow: They have to serve food, correct?

Mr. McErlane: They do serve food.

IX. CHAIRMAN'S REPORT

Chairman Darby: We approved one sign for Indulge VSP Lounge at 340 Glensprings Drive.

X. ADJOURNMENT

The Chairman adjourned the Planning Commission meeting at 8:36 p.m.

Respectfully submitted,

_____, 2014 _____
Don Darby, Chairman

_____, 2014 _____
Richard Bauer, Secretary