

CENTERVILLE PLANNING COMMISSION
Regular Meeting
Tuesday, February 26, 2008

Mr. Clark the meeting to order at 7:30 P.M.

Attendance: Mr. Paul Clark, Chairman; Mr. Jim Brunner; Mr. Jim Briggs; Mr. Mark Leonard; Mr. Jim Durham; Mr. Jeff Gammell. There is currently one (1) vacancy on the Planning Commission. Also present: Mr. Steve Feverston, City Planner; Mr. Ryan Lee, Planner; Mr. Scott Liberman, City Attorney; Mr. Doug Spitler, City Engineer.

Approval of Minutes:

MOTION: Mr. Briggs moved to approve the Planning Commission Regular Meeting minutes of January 29, 2008, as written. Mr. Brunner seconded the motion. The motion was approved unanimously 6-0.

MOTION: Mr. Briggs moved to approve the Planning Commission Work Session minutes of February 12, 2008, as written. Mr. Brunner seconded the motion. The motion was approved 5-0-1 with Mr. Leonard abstaining.

UNFINISHED BUSINESS

Lebanon Citizens National Bank (LCNB) - Planning Commission Special Approval

MOTION: Mr. Durham moved to remove the Planning Commission Special Approval application for Lebanon Citizens National Bank (LCNB) from the table. Mr. Brunner seconded the motion. The motion was approved unanimously 6-0.

Mr. Feverston reviewed the Planning Commission Special Approval application submitted for Lebanon Citizens National Bank (LCNB) requesting approval to demolish the existing structure located at 9505 Dayton-Lebanon Pike (SR 48) and construct a new 3,624 sq. ft. bank facility. This project was tabled at the previous meeting to revise the building elevations and reposition the building on the site to allow the drive-thru window to be pushed back to the northwest corner of the building as far as possible.

Mr. Feverston stated the Planning Commission met in work session to discuss the building location and orientation on the site. As a result of that work session, the plan has been revised to shift the building to an approximate thirty-eight (38) degree angle from Dayton-Lebanon Pike. The drive-thru bay has been pulled back further into the site which creates better access to the stacking lanes. The building architecture has been modified to incorporate a base into the design. The main entrance to the facility will be situated on the southeast elevation. Rather than false recessed brick windows on the southwest elevation, Spandrel will be used to depict two (2) window features.

Staff recommended approval of the Special Approval application subject to the following conditions:

1. A storm sewer shall be extended to the intersection of State Route 48 and the main access drive and catch basin shall be installed on the access drive subject to approval by the City Engineering Department.
2. The parking lot landscape island situated at the southern entrance drive shall be modified with a compound radius to accommodate emergency vehicle access subject to approval by the City Engineering Department.
3. The western parking lot landscape/channelizing island shall be modified with a compound radius to accommodate exiting traffic from the drive-thru windows subject to approval by the City Engineering Department.
4. The combination parking area and drive-thru stacking lane situated at the northeast corner of the site shall be widened to a minimum width of forty-seven (47) feet to allow for one-way circulation and a drive-thru stacking lane having a minimum width of nine (9) feet subject to approval by the City Engineering Department.
5. A sidewalk shall be installed to the south and east of the proposed building subject to approval by the City Planning Department.
6. A final exterior lighting plan shall be subject to approval by the City Planning Department.
7. The building architecture shall be modified to include the following subject to approval by the City Planning Department:
 - a. An architectural base with a minimum height of one (1) foot.
 - b. Spandrel glass false windows on the west architectural building elevation.

Mr. Feverston stated the revised architectural plan has satisfied the elements in Condition #7.

Mr. William Kaly, architect representing the applicant, was present for the review of the project.

Mr. Clark stated the Police Department has requested the landscaping to be installed in the island at the rear of the building facing the drive-thru window be low in height to prevent the buffering of potential unwanted activity during the evening hours.

Mr. Kaly indicated the height of the plantings would not be an issue.

The members agreed the revisions satisfied the issues previously discussed.

MOTION: Mr. Durham moved to approve the Planning Commission Special Approval application submitted for Lebanon Citizens National Bank (LCNB), 9505 Dayton-Lebanon Pike, subject to the following conditions:

1. A storm sewer shall be extended to the intersection of State Route 48 and the main access drive and catch basin shall be installed on the access drive subject to approval by the City Engineering Department.
2. The parking lot landscape island situated at the southern entrance drive shall be modified with a compound radius to accommodate emergency vehicle access subject to approval by the City Engineering Department.
3. The western parking lot landscape/channelizing island shall be modified with a compound radius to accommodate exiting traffic from the drive-thru windows subject to approval by the City Engineering Department.
4. The combination parking area and drive-thru stacking lane situated at the northeast corner of the site shall be widened to a minimum width of forty-seven (47) feet to allow for one-way circulation and a drive-thru stacking lane having a minimum width of nine (9) feet subject to approval by the City Engineering Department.
5. A sidewalk shall be installed to the south and east of the proposed building subject to approval by the City Planning Department.
6. A final exterior lighting plan shall be subject to approval by the City Planning Department.
7. The architectural base on the northeast and northwest elevations must have the same base as shown on the southeast and southwest elevations of the building.

Mr. Gammell seconded the motion. The motion was approved unanimously 6-0.

NEW BUSINESS

Centerville City Schools (Tower Heights Middle School) - Planning Commission Special Approval

Mr. Feverston reviewed the Planning Commission Special Approval application submitted by Centerville City Schools for Tower Heights Middle School located at 195 North Johanna Drive. The zoning on the property is R-1d, Single-Family Residential, and the permitted school use is situated within an established neighborhood. Tower Heights Middle School is bounded by Stingley Elementary School to the west and residential development to the north, south and east. Two (2) Montgomery County water towers are located to the east of the school as well as Quarry Lake the site of the Rod and Reel Club further to the east. The request is to construct an addition

to the existing facility and modifications to parking and driveway circulation. Vehicular access to the school is from North Johanna Drive. There is a small parking area west of the facility used by school employees that has access to Elmwood Drive. A service drive is situated at the rear of the property which is closed most of the day.

The building addition proposes construction of a new pod to be located on the western side of the facility to provide classrooms for foreign language, arts and music. The addition of a classroom for science will be constructed on the eastern side of the building. The proposed architecture will best match the previous expansion to the school. The main drop-off area located at the front of the building will be modified to straighten the drive to provide better access for vehicular traffic including bus transportation vehicles. A new parking area is to be constructed west of the language arts pod which will be located in the area of the existing parking area. The new parking area will be somewhat larger to accommodate employee parking. A vehicular connection is proposed to be provided between Tower Heights Middle School and Stingley Elementary School with the drive looping around and allowing access to Elmwood Drive. Mounding is proposed at the height of approximately three (3) feet to conceal vehicular headlights to the residential uses abutting the school property in addition to the landscaping requirement as outlined in the Zoning Ordinance. Speed tables will be installed to control the speed of traffic through the area as well as provide a crosswalk between them. In addition, they will be situated in a way that will deter cut-through traffic.

Mr. Feverston explained the site is situated on the ridge that divides the two (2) main watersheds. The Great Miami River watershed drains west to Holes Creek system and the Little Miami Watershed area drains to the east through the Quarry Lake area. Much of the improvements to the school as well as the proposed parking area on the west side will all drain west away from Quarry Lake.

Staff recommended approval of the Special Approval application subject to the following conditions:

1. The proposed parking lot shall be modified to accommodate a fire hydrant in the southeast corner of the lot subject to approval by the Washington Township Fire Department.
2. The proposed sidewalks shall be modified to extend along the north side of the parking lot to maintain the existing pedestrian connection that exists and to place crosswalks at intersections subject to approval by the City Engineering Department.
3. All walkways in front of parking stalls shall have a minimum width of six and one-half (6.5) feet.
4. A sidewalk shall be constructed on the east side of the building to connect the front drive to the east building addition subject to approval by the City Planning Department.

5. A final exterior lighting plan shall be subject to approval by the City Planning Department.
6. A final landscape and screening plan shall be subject to approval by the City Planning Department.
7. A final grading and stormwater drainage plan shall be subject to approval by the City Engineering Department showing drainage calculations and incorporating erosion control during construction in accordance with the City Stormwater Drainage Control Ordinance.
8. The building architecture shall be modified to include all decorative banding from the original school of the Language, Art and Music addition subject to approval by the City Planning Department.

Mr. Durham stated that based on personal experience, he felt the vehicular connection between Tower Heights and Stingley would provide the temptation for people to use it as a cut-through. He asked if the Planning Commission had the ability to require the connection be removed.

Mr. Liberman stated the Planning Commission did have the ability to remove the connection based on the consideration of Planning Commission to provide proper ingress and egress to properties.

Mr. Clark asked if the flat roof of the proposed building addition would require a specific approval by the Planning Commission.

Mr. Feverston stated the flat roof would require specific approval by the members.

Ms. Cara Burkhardt, Burkhardt Engineering, Patrick Hillier, Levin Porter Architects, and representatives of Centerville City Schools were present for the review of the project.

Ms. Burkhardt stated the connection of the parking areas is an attempt to shift the parent drop off/pick up area away from the south side of the building to improve the traffic circulation for the vehicular bus traffic. Further, the parking areas could be used by both schools for programs scheduled during after-school hours.

Mr. Durham stated rather than creating a vehicular connection, a lighted walkway system would get people to the appropriate building where an event was being held. The connection would only encourage vehicular to access Tower Heights through the Stingley parking area and provide an increased amount of conflicts of younger children and buses with additional vehicles by creating a significant safety concern.

Dr. Gary Smiga, Superintendent of Centerville City Schools, stated there is an approximate one (1) hour time difference between the two (2) school schedules which would lessen the opportunity of vehicular and pedestrian conflicts.

Mr. Patrick Hansford, 193 Cherry Drive, stated he had many concerns about the Special Approval application. He stated the site plan submitted does not show the entire site. They view the expansions to the facility in small pieces rather than as a whole. He stated he assumed the existing on-site 81 parking spaces satisfied the requirement and if that was correct, the proposed parking spaces would compute to a 239 percent increase in parking spaces. He stated the Zoning Ordinance requires 2 spaces for each classroom which would be an additional 12 spaces based on 6 new rooms; 1 space for each employee and assuming there would be 1 teacher for each room would be an additional 6 spaces which would be an additional requirement of 18 spaces. The request is for 32 additional spaces for the facility. This increase will create a lot of impact on the adjoining residential neighborhood and he objected to intensifying the commercial use of the property that abuts the neighborhood. The traffic congestion and cut-through traffic is horrendous not only during school hours, but after school hours. People race through Stingley to avoid the traffic on Lakeview. Rather than connecting the parking areas, the entire site should be considered as one and traffic calming issues in front of Stingley should be created to slow down some of the impact that the use has within the neighborhood. If more parking is to be added, it should be added along Maple Street which is one of the more major streets and not intensify traffic internally to the neighborhood as the school is proposing. When the building additions are completed, the entire building will measure more than 600 feet in length. The Zoning Ordinance does contain regulations for the construction of "big box" developments and Mr. Hansford stated he would be interested in how this building is being broken down. Again, the most intensive uses are being placed against the neighborhood. He stated that even though he was the only person in attendance at this meeting, in speaking with other residents in the neighborhood there is a great amount of concern. In terms of the proposed architecture, Mr. Hansford asked where the base, body and cap design elements were that are required standards contained in the Zoning Ordinance. He stated the original architect of the building broke the scale down to make it pedestrian and children friendly by making it more of a residential height. The proposed addition has a much higher roof line that will be out of character of the building as well as the surrounding neighborhood. Mr. Hansford stated other than Cline Elementary, Tower Heights and Stingley are the only schools imbedded into a residential neighborhood that creates a great impact on the residential character. He requested the Planning Commission to review how to mitigate on how the school facilities are impacting the neighborhood and have the school go back and look at the entire site for once because that is what is necessary.

Mr. Durham asked Mr. Feverston if the "big box" standards were reviewed as part of this application.

Mr. Feverston stated the Ordinance states that existing buildings should maintain the same architectural design rather than trying to impose a third or fourth different style to the building. In this case, you are to apply the existing architectural design which is why Condition #8 would require the decorative banding to be used on the building addition as was used on the original building.

Mr. Durham, in reference to Mr. Hansford's comments that the building addition locations would greatly impact the adjoining residential neighborhood, stated windows will exist facing the residential neighborhood rather than the parking area which he felt would be preferable. The greatest impact will most likely be on the two (2) residences that will have a new parking area constructed behind them. He stated he agreed with Mr. Hansford on the enormity of the building, however, there will only be doors on that elevation for emergency exits creating no foot traffic. Mr. Durham stated he felt the building will have little additional impact on the neighborhood, however, the parking area is a different matter. He asked for input from the School representatives as to the reasoning of the placement of building and parking areas on the property in order to balance out the needs of the School District and the needs of the neighborhood.

Mr. Leonard stated he understood the concern of traffic congestion within the residential neighborhood as when evening functions are held at either of the facilities it creates a great impact on those homeowners.

Mr. Bob Yux, Director of Business Operations for Centerville City Schools, stated the rationale for the site plan layout in terms of the parking area was to create shared parking between the two school facilities. Strategically, the proposed location would serve each facility much better based on providing employee parking for Tower Heights employees and the location of the existing Stingley gymnasium which is used on weekend days by several community groups. When looking at moving the building itself to the east end of that venue, there are already issues with that existing retention area and the School is currently trying to resolve those runoff issues with the Rod and Reel Club located further to the east. To build on top of that area was not the School's first choice. In terms of the new parking area location, Mr. Yux stated that vacant area is the least used space by the physical education classes.

Mr. Durham stated in looking at the site plan depicting the detention area and topographical lines on the east side of the site, he felt there might be runoff issues, however, he wanted to hear it from the applicant. Mr. Durham stated that even though he had concerns with the size of the building, it is a school facility that requires providing adequate space for educational purposes. Developing to the east would be more expensive and counterproductive and developing to the south would remove areas actively used for physical education classes. There will be extensive landscaping installed as a result of this project in addition to the three (3) foot mound to be created. Mr. Durham stated there is and will be impact to the neighborhood, however, he felt it seems to have been minimized very well. In terms of the proposed architecture, he stated he had forgotten the standards in the "Big Box" Ordinance did allow the continuation of current architecture and articulation of the walls would really not have much of an impact given the size of the building. Since there will be a change in the architecture, it will give a break horizontally to the building. Continuing the banding and having the new addition match the previous addition will most likely provide the best overall consistency to the building. Mr. Durham stated he felt the vehicular connection should be removed based on it encouraging through traffic and creating a safety issue.

Mr. Hansford, referring to the metal roof, stated there are modern materials that would match the existing roof that would break down the scale of the building. In terms of the parking area at Stingley, there is adequate space to expand it without creating the impact and the number of vehicles in the parking area being proposed.

Mr. Yux stated expanding Watts and Tower Heights Middle Schools is part of the solution for the growing middle school enrollment. He stated they are attempting to provide natural light to classrooms which is now determined to be the appropriate element of school construction and will be an attractive design and compliment the existing building. The decision is between continuing the same design elements that are dated and maintaining them, or to take the opportunity to do something a little different that would still be appropriate.

Mr. Brunner asked for comment by the applicant on the issue of removing the parking area connection.

Ms. Burkhardt stated the parking area connection with access to Cherry Drive would provide an opportunity for access to the school facilities for emergency equipment as well as bus vehicles on a very limited basis. If it was eliminated, the access drives would have to be reconfigured.

Mr. Hansford pointed out the access at Cherry Drive is one-way and entering the school site is not permitted.

Mr. Yux stated access into the school property at Cherry Drive is the choice of the school to post it as "do not enter" at the property line, not because Cherry Drive is a one-way street.

Mr. Durham suggested the building additions be approved and the decision of the connection of the parking areas be discussed at a work session when vehicular circulation could be considered for the entire site rather than just a portion of it.

Mr. Yux stated they would prefer action be taken on the application with the elimination of the parking area connection if that was the desire of the Planning Commission members because the School District must bid this project as an entire package and they would like to keep the project moving forward.

Mr. Durham stated should the School District want to request the parking area connection at a later date, they could return to the Planning Commission to discuss the issue.

The members agreed in order to keep the project moving forward, they would eliminate the parking area connection.

Mr. Briggs asked how the existing retention area would be affected by the additional construction on the site. Are there any estimates as to whether the amount of water flow flowing into Quarry Lake will increase in volume.

Mr. Spitler stated the quantity of water will increase a little bit because the amount of impervious area is increasing, but the rate at which it will run off the site will not increase. The water will flow into the retention pond as it sits today, but the rate will not increase.

MOTION: Mr. Durham moved to approve the Planning Commission Special Approval application submitted by Centerville City Schools for Tower Heights Middle School, 195 North Johanna Drive, for an addition to the existing building subject to the following conditions:

1. The proposed parking lot shall be modified to accommodate a fire hydrant in the southeast corner of the lot subject to approval by the Washington Township Fire Department.
2. The proposed sidewalks shall be modified to extend along the north side of the parking lot to maintain the existing pedestrian connection that exists and to place crosswalks at intersections subject to approval by the City Engineering Department.
3. All walkways in front of parking stalls shall have a minimum width of six and one-half (6.5) feet.
4. A sidewalk shall be constructed on the east side of the building to connect the front drive to the east building addition subject to approval by the City Planning Department.
5. A final exterior lighting plan shall be subject to approval by the City Planning Department.
6. A final landscape and screening plan shall be subject to approval by the City Planning Department.
7. A final grading and stormwater drainage plan shall be subject to approval by the City Engineering Department showing drainage calculations and incorporating erosion control during construction in accordance with the City Stormwater Drainage Control Ordinance.
8. The building architecture shall be modified to include all decorative banding from the original school of the Language, Art and Music addition subject to approval by the City Planning Department.
9. The driveway connection between the new parking lot and the parking lot at Stingley School be removed.

Further, the Planning Commission specifically approved the flat roof which is consistent with all the existing school buildings on the site.

Mr. Briggs seconded the motion. The motion was approved unanimously 6-0.

COMMUNICATIONS

Mr. Feverston stated it is anticipated a full draft copy of the Unified Development Ordinance (UDO) will be distributed to the members at the next regular meeting to begin review of the document. He suggested the members determine their availability in order to schedule work sessions to complete the review process before its submission to Council.

Council has interviewed two (2) candidates for the Planning Commission and their selection will be made possibly prior to the next Planning Commission meeting.

Mr. Feverston stated Voss Chevrolet has submitted an application for a building addition which will be heard on March 25, 2008.

Mr. Durham stated he would be out of town on that date and, therefore, not be in attendance for that meeting.

There being no further business, the meeting was adjourned.

Paul Clark