

CENTERVILLE PLANNING COMMISSION

Regular Meeting

Tuesday, May 29, 2007

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

Attendance: Mr. Paul Clark, Chairman; Mr. Jim Briggs; Mrs. Carolyn Meininger; Mr. Jim Durham; Mr. Jim Brunner; Mr. Mark Leonard. Absent: Mr. Jeff Gammell. Also present: Mr. Steve Feverston, City Planner; Mr. Ryan Lee, Planner; Mr. Scott Liberman, City Attorney; Mr. Doug Spitler, City Engineer.

Motion to Excuse:

MOTION: Mr. Briggs moved to excuse Mr. Gammell from the meeting as he gave prior notice to staff. Mr. Brunner seconded the motion. The motion was approved unanimously 6-0.

Approval of Minutes:

MOTION: Mr. Briggs moved to approve the Planning Commission minutes of the April 24, 2007, as written. Mr. Brunner seconded the motion. The motion was approved

MOTION: Mr. Briggs moved to approve the Planning Commission Work Session minutes of March 27, 2007, with a revision in the attendance that Mrs. Meininger was absent. Mr. Brunner seconded the motion. The motion was approved 5-0-1 with Mrs. Meininger abstaining.

UNFINISHED BUSINESS

Bethany Lutheran Village - Architecture of Garage Building

Mr. Feverston stated the architecture of the garage building to be constructed as a part of Bethany Lutheran Village, 5461 Far Hills Avenue, was being returned to the members for their consideration of the revised architecture which was a condition of the Planning Commission Special Approval application approval. He stated Council had approved the Major Use Special Approval for submitted by GraceWorks and Phase 1 of the project is currently underway.

The revised elevations for the parking garage proposes the lower level to be a brick facade with brick columns extending to the top of the parking deck. In addition, a wrought iron fence will be installed at the top of the parking deck. The concrete panels used on the top portion will be finished in 2 colors as the intent of the architectural design is to blend with the independent living building.

Mr. Richard Kiley, architect representing the applicant, stated staff had described the proposal thoroughly, however, the concrete panels will be covered in a stucco material. There will be a 4 foot pilaster brick will extend from the brick to the top of the deck with an 8 inch relief in each of those pilasters.

Mr. Durham asked the width spacing between the pilasters.

Mr. Kiley stated there is approximately 30 feet between each brick pilaster.

Mr. Durham stated even though the revision has improved from the original submission, it still remains to have a large amount of stucco compared to the apartment building.

MOTION: Mrs. Meininger moved to approve the revision to the architecture of the parking garage for Bethany Lutheran Village, 6451 Far Hills Avenue, as submitted. Mr. Leonard seconded the motion. The motion was approved 5-1 with Mr. Durham voting no.

#### County Down Village - Planning Commission Special Approval

MOTION: Mr. Durham moved to remove the Planning Commission Special Approval application for County Down Village from the table. Mr. Leonard seconded the motion. The motion was approved unanimously 6-0.

Mr. Feverston reviewed the Planning Commission Special Approval application tabled approximately one (1) year ago for a proposed residential development called County Down Village located south of East Alex-Bell Road (SR 725), west of Wilmington-Dayton Pike, and north of James Bradford Drive. This project would adjoin the existing Pelbrook Farm and Springbrooke Condominium neighborhoods and consist of 15 buildings having 4 units per building on the 13.2 acres of land. Public streets are to be constructed within the development extending James Karras Drive across the existing creek on the site and ultimately connecting to Wilmington-Dayton Pike to the east.

At the time the property in question was purchased from the developer of Springbrooke Condominiums, an agreement was made that a 44 foot buffer would be maintained between that existing condominium community and a future condominium community. The only construction proposed to be located in that area would be an emergency access connection to existing Brookmeadow Drive in Springbrooke. Mr. Feverston stated that issue must be resolved between the property owners.

Mr. Feverston stated one of the reasons this application was tabled by the Planning Commission was to see what action was taken by the City of Bellbrook concerning how James Karras Drive would tie into Wilmington-Dayton Pike. Bellbrook has approved the street connection when a minimum of 60% of the residential community is complete.

Another reason the application was tabled was the construction of James Karras Drive. The street is to be constructed in its entirety when the second lot in the overall development of the site begins construction. The developer has proposed the bridge be constructed and dedicated as a public bridge and have a temporary cul-de-sac at the time the second lot begins development and serve as a construction entrance.

Mr. Feverston reviewed the following staff recommendations which he explained had not changed from the original meeting date:

1. Prior to the issuance of any building/zoning permit by the City, the applicant shall demonstrate that the public street, James Karras Drive, has been approved by the City of Bellbrook to extend east to Wilmington-Dayton Pike and a record plat dedicating the right-of-way has been recorded with Greene County.



2. James Karras Drive and the extension of John Elwood Drive shall be dedicated and constructed as public streets subject to approval by the City of Centerville.
3. The proposed landscape island on John Elwood Drive shall be placed into a reserve area to be owned and maintained by the homeowners association subject to approval by the Planning Department.
4. All private streets shall be constructed to City standards, except for street width, subject to approval by the City Engineering Department.
5. The driveway between buildings 11 and 12 shall be widened and extended to the future James Karras Drive as a private street subject to approval by the City Engineering Department.
6. All turning radii on the site plan shall be designed to provide for emergency fire apparatus access, subject to approval by the City Engineering Department.
7. The proposed emergency access from Brookmeadow Drive shall be redesigned to conform to the WB-50 engineering template for fire apparatus access and surfaced with an asphalt or concrete subject to approval by the City Engineering Department. This emergency access may be eliminated with the construction of the private street to James Karras Drive as recommended by the Planning Department.
8. Street names for all streets shall be subject to approval by the City Planning Department.
9. A hard surface roadway capable of providing emergency vehicle access and support at all times for emergency purposes shall be provided during construction.
10. Four (4) foot wide sidewalks shall be constructed along the private drive north of John Elwood Drive and the recommended connection to James Karras Drive subject to approval by the City Planning Department.
11. Final grading, stormwater drainage, erosion and sediment control plans shall be subject to approval by the City Engineering Department in accordance with the City Stormwater Drainage Control Ordinance.
12. Adequate covenants approved by the City Attorney shall be recorded to provide for the future private maintenance of the proposed stormwater detention/retention basins.
13. An easement shall be established to each detention/retention basin to allow emergency access by the City.
14. An easement shall be established for the existing Springbrooke Condominiums retention pond that is situated on this site to provide for its shared use and future maintenance subject to approval by the City Attorney.

15. A final screening and landscape plan shall be subject to approval by the City Planning Department.
16. In-lieu-of parkland dedication, a park fee in the amount of \$63,987 shall be paid by the applicant in accordance with Section 12.94, Parkland Dedication, of the Code of Ordinances.
17. A performance bond or other construction guarantee shall be posted by the developer for all landscaping and screening improvements required by the Zoning Ordinance subject to approval by the City Engineer. This bond or guarantee shall be in accordance to the Guarantee of Construction and Installation of Improvements, Inspections Section of Part Twelve, Title Four of the Code of Ordinances.
18. A final exterior lighting plan shall be subject to approval by the City Planning Department.
19. No signage submitted with this application is considered to be approved as a part of this application.

Mr. Durham stated he was confused as to why the members were reviewing the same plan without any modifications that was tabled a year ago. He stated when Springbrooke developed there was concern about the long street being constructed and the members were assured its future extension would create a logical connection to a public street. Since the Springbrooke development was never completed, the access situation remains in question for emergency equipment.

Mr. Doug Spitler stated the Engineering Department and Fire Department concur they would like to see James Karras Drive constructed in its entirety as well as a vehicular access between Buildings 11 and 12 for provide the best possible access to the areas in question.

Mr. Briggs asked if the access was not considered adequate for emergency equipment.

Mr. Spitler stated because no modification has been made to the plan, it is still their belief the spacing is not workable.

Mr. Durham and Mr. Briggs stated it was unfortunate that having this plan on the table for a year, the same details are still being discussed at this time and no formal agreements are in place. This revision should have been a final plan taking into consideration all of staff's recommendations and this review is bordering on a waste of the Planning Commission's time.

Mr. Steve Lisle, Reinke Engineering and representing the developer, stated they came away from the meeting last year with an understanding all issues in the recommendation had been addressed. He stated their office placed WB-50 templates on the proposed plan and determined the cul-de-sac radius is the same standard used in subdivisions. He stated the Fire Department has indicated a WB-50 is more of a turning radius than they require because their trucks have a better turning radius than a WB-50. He stated they have discussed the requirements of an access gate with the Fire Department, as well, as feel confident they are comfortable with what is being



presented. Mr. Lisle stated the three (3) issues to be addressed included how much of James Karras Drive they were to construct and if they were not going to build it, why; approval must be granted from the City of Bellbrook to connect access to Wilmington Pike; and, discussion with Springbrooke Condominiums must be made by the developer to gain emergency access from that location since vehicular access was removed between Buildings 11 and 12. Mr. Lisle stated a letter from the Springbrooke Homeowner's Association (HOA) had been received concerning emergency access to the County Down project. A letter from the City of Bellbrook requires a course of asphalt be installed to Buildings 6 and 18 on the site plan at which point they can release the developer to use Wilmington Pike from James Karras Drive.

In January and March of this year, Mr. Lisle stated they met with staff and, in Mr. Lisle's opinion coming out of those meetings, staff would approve a dedicated stream crossing and a temporary road. The proposed plan was shown to the Springbrooke HOA and they were generally favorable to the plan as their main concern was restricting through traffic. The turnaround for County Down would be located within the 44 foot buffer easement and will be required to have approval by Springbrooke. The landscaping and buffering of that area will be installed at the beginning of the project to benefit the Springbrooke homeowners. The gate must be approved by the HOA and the modification to the existing pond was acceptable.

Mr. Feverston explained the condition mandating the completion of James Karras Drive and the bridge was a condition of City Council's approval of the MUSA

Mrs. Meininger stated the letter from the HOA indicates there has been discussion, however, it does not appear to be binding. She stated nothing seems to be finalized and asked Mr. Liberman how that could be enforced.

Mr. Liberman stated a new document would have to address additional easements, maintenance issues, etc., that would be binding between the property owners.

Mr. Brunner stated there are too many unresolved questions to even consider voting on this proposal at this time. He stated the information given to the members at this meeting did not give any of them adequate time to consider it.

Mr. Lisle stated this was their attempt to show the issues have been addressed.

Mr. Brunner stated he did not know whether the staff members agreed.

Mr. Lisle stated he felt staff simply wants a vehicular access between Buildings 11 and 12.

Mr. Durham stated the Planning Commission was willing to allow pedestrian access between Buildings 11 and 12 during the original review of the project as long as sufficient emergency access was placed between Springbrooke and County Down. He suggested the members give their issues to be resolved to the applicant, the pertinent information along with a revised site plan be submitted to staff prior to the meeting for their review and recommendations, and the application be placed back on table until the next meeting.

Mr. George Reinke, Reinke Engineering, stated he had just found that the Fire Department required an electro-mechanical gate. He stated they indicated they preferred no gate, but they would accept a gate with their standards. He stated all the details of the zoning approval take place after the approval action and asked if that assumption was correct.

Mr. Durham stated he wanted to see a plan that staff has reviewed and feels will work. Both the City Engineer and City Planner have expressed their concern as to whether there is a sufficient radius and whether the Springbrooke HOA will agree to a joint emergency access.

Mr. Leonard stated the proposed product is a phenomenal product and very desirable to the City. He stated it is obvious there has been work done concerning the issues discussed at the meeting when the application was tabled a year ago. Even though preliminary work and progress have been made, the issues are not close to being resolved or at a point where the members feel comfortable going forward with it at this time.

Mr. Briggs stated there are too many issues that remain unresolved after a year of being on the table.

Mr. Reinke stated during that year, they have been working on the rezoning as well as building the bridge and roadway. There many agreements that need to be completed, however, they hoped to get the zoning approved tonight in order to go forward.

Mr. Durham stated with the outstanding unresolved issues they would be doing a disservice to the City by approving this tonight.

MOTION: Mr. Durham moved to table the Planning Commission Special Approval application submitted for County Down Village. Mr. Brunner seconded the motion. The motion was approved 5-1 with Mr Briggs voting no.

There being no further business, the meeting was adjourned.

*Paul Clark*