

CENTERVILLE PLANNING COMMISSION
Regular Meeting
Tuesday, June 26, 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. Jeff Gammell. Absent: Mr. Mark Leonard. Also present: Mr. Steve Feverston, City Planner; Mr. Robert N. Farquhar, Legal Counsel; Mr. John Sliemers, Assistant City Engineer.

The members expressed their condolences to Planning staff member Mr. Ryan Lee concerning the passing of his father.

Mrs. Meininger stated she had to leave the meeting at 9:15 PM due to another commitment.

Motion to Excuse:

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

UNFINISHED BUSINESS

County Down Village - Planning Commission Special Approval

Mr. Feverston reviewed the Planning Commission Special Approval application submitted for County Down Village to be located south of Alex-Bell Road, west of Wilmington-Dayton Pike and north of James Bradford Drive. The zoning on the 13.2 acres of land to be developed as a residential condominium development is Residential Planned Development, R-PD. The remaining 1.9 acres on the entire 15.1 acre site is zoned Office Planned Development, O-PD, which will act as a bufferyard to be owned and maintained by the Condominium Association or dedicated as public right-of-way. The specific request is to construct a 60 unit condominium development at a density of 4.55 dwelling units per acre. A fee-in-lieu of parkland dedication will be required as a part of this development.

Mr. Feverston stated a resolution of the private drive access from Springbrooke Condominiums into the County Down project to provide emergency access has received a favorable review by the Fire Department. The Fire Department agreed the turning radius meets their requirements and the details of the gate to be installed is to be determined at a later date. The gate will have brick or stone columns with a wrought iron style gate. This is also the area of the 44 foot easement where the Springbrooke Condominium Homeowners Association must review and approve any access and development within that easement.

A solid privacy fence will be continued to enhance and augment the screening along the Pelbrook Farm neighborhood that currently exists behind the Springbrooke Condominium project. Fifteen (15) buildings of 4 units each will be constructed as well as a clubhouse that will feature the same architectural design. Sidewalks have been added along the private streets as a request of staff and a sidewalk has been extended out to James Karras Drive as directed by the Planning Commission since the emergency access issue had been resolved.

Concerning the condition of the Major Use Special Approval application that James Karras Drive and the bridge be constructed in its entirety when the second lot is developed, Mr. Feverston stated the applicant has indicated he would like the Planning Commission to refer that condition to Council or the applicant will appeal it to Council.

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

1. Prior to the issuance of any building/zoning permit by the City, the applicant shall demonstrate that a record plat dedicating James Karras Drive as a public right-of-way in the City of Bellbrook 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. James Karras Drive and bridge shall be constructed in their entirety as conditioned by City Council in its approval dated April 18, 2005, for the Terry Karras, Karras Family Trust Major Use Special Approval Plan.
4. 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.
5. All private streets shall be constructed to City standards, except for street width, 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.
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. The proposed sidewalk in front of the clubhouse shall extend to the public sidewalk on John Elwood 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.

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

Mr. Clark is the letter dated June 20, 2007, from the Springbrooke Condominium Association being interpreted to allow emergency access to the County Down project.

Mr. Feverston stated the interpretation is to allow emergency access and that no costs be incurred as a part of those improvements.

Mr. Clark asked if the Fire Department had any conversation with the applicant as to how the emergency access should be constructed.

Mr. Craig Rauch, Washington Township Fire Department, stated it was his understanding the roadway construction of the emergency access would be an extension of the internal roadway within the Springbrooke project to County Down.

Mr. Steve Lisle, The Reinke Group, stated all of the conditions have been addressed with the exception of the James Karras Drive extension. He reviewed the proposed project and stated they are seeking approval by the Planning Commission and will appeal the complete roadway construction requirement by the developer of County Down to Council since that condition is under their authority.

Mr. Durham stated he felt it would be very unfortunate if James Karras Drive was not built in its entirety. In order to create the overall Create the Vision plan for this area, the roadway should be completed so the adjoining single-family is not overburdened with traffic from this particular project. Mr. Durham stated he felt the Planning Commission members should communicate to the Council a strong feeling that the entire James Karras Drive should be built in order to facilitate the development of this area, traffic circulation within the entire area, and to minimize the impact of this multi-family development to the single-family neighborhood to the south.

MOTION: Mr. Durham moved approve the Planning Commission Special Approval application for County Down Village subject to the following conditions:

1. Prior to the issuance of any building/zoning permit by the City, the applicant shall demonstrate that a record plat dedicating James Karras Drive as a public right-of-way in the City of Bellbrook 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. James Karras Drive and bridge shall be constructed in their entirety as conditioned by City Council in its approval dated April 18, 2005, for the Terry Karras, Karras Family Trust Major Use Special Approval Plan.
4. 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.
5. All private streets shall be constructed to City standards, except for street width, 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.
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. The proposed sidewalk in front of the clubhouse shall extend to the public sidewalk on John Elwood 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.

Mrs. Meininger seconded the motion. The motion was approved unanimously 6-0.

MOTION: Mr. Durham moved that the sense of the Planning Commission is the entire James Karras Drive should be built along with the bridge in order to further Create the Vision, in order to provide for traffic circulation in the neighborhood, and to avoid a negative impact on the single-family neighborhood to the south. Mr. Brunner seconded the motion. The motion was approved 5-0-1 with Mr. Gammell abstaining.

NEW BUSINESSCenterville Mall - Planning Commission Special Approval

Mr. Feverston reviewed the Planning Commission Special Approval application submitted for the Centerville Mall located at 890 South Main Street immediately north of East Spring Valley Road. The zoning on the approximate 8.5 acre property is B-2, General Business. The request is to make revisions to the building facade and construct a parking lot addition to the north side of the building.

The proposed building facade improvement would utilize EIFS panels that are scored, scribed and colorized to give project a base, body and cap. The porticos will be done in EIFS with the EIFS material that will be scored to give it the appearance of brick. The center portico will be removed and replaced with a larger element to create a storefront look

The phasing schedule proposed is separated into 5 phases. Phase 1 and 1A will include the center portion of the building from PriMed to the NeoLimits entrance and will be done at the same time. The improvements for the remainder of the center along South Main Street will done in 3 other phases. The north and south elevations of the building will be refaced as a final phase. The second portion of the application is a result of a record plan creating an outlot on the site which required additional parking to be located on the north side of the existing building.

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

1. 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.
2. The Planning Commission shall approve the architectural design of the proposed building to assure the materials, shape, massing and architectural features create a unified design on the premises, and is visually compatible with the surrounding buildings in accordance with Section 20, C. Of the Zoning Ordinance. Specifically, the Planning Commission must approve the use of EIFS on the building walls.
3. A phasing schedule shall be submitted prior to construction subject to approval by the Planning Commission that establishes a final completion date for the entire project.
4. The final architectural design of the north and south elevations must be approved by the Planning Commission.

Mrs. Meininger asked what assurance the City has in knowing the facade improvements will be completed in their entirety.

Mr. Feverston stated other than requiring the improvements to be done at one time, there is most likely no guarantee that can be given.

Mr. Durham stated Mrs. Meininger made a good point. One of the things the Planning Commission must do is make a finding that the architecture is consistent to the entire building. He stated Phase 1 and 1a are radically different in appearance to the existing building. He stated if the improvement were to stop at that point, it would be a failure in the Planning Commission's obligation that the architectural consistency of the building is satisfied. He asked how the phasing obligation could have a completion guarantee.

Mr. Farquhar stated time limits could be placed on the approval for each phase and if the work is not complete at those specific times it would be a zoning violation.

Mr. Jim Alt, ALT Architecture, and Mr. Jeff Samuelson, JZ Companies, were in attendance to review the project. Mr. Alt stated the JZ Company is known throughout the area for taking distressed or infill properties that are worthy of re-branding. This particular property has been in the process for over a year to achieve a mix of tenants that will support one another to make this center successful. The type of users being sought are personal service and entertainment functions that are family based. This company has been involved in taking distressed properties on Brown Street in the UD area and the redevelopment of the Van Buren Shopping Center in Kettering and working with the communities, making commitments and sticking to them to revitalize those areas. One of the tenants for this building is the Dayton Ballet which will be located in the area included in Phase 1 and 1A. Mr. Alt stated the improvements were selected to create more of a presence to the building. To accomplish this there will be a slight increase in the overall parapet height as well as approximately a 4 foot height increase to the parapet in the center portion of the building. The proposed materials to be used is a decorative panel made of EIFS and the conventional plaster underlays of EIFS with new technology to create a full limestone, a full brick, and a full cast stone satisfying the base, body, and cap requirements of the City. This product is very durable which is maintenance free and highly energy efficient.

Mr. Clark asked what phase included the improvements to the north and south facades.

Mr. Alt stated the north facade will be part of Phase 4. The south elevation was considered the most effectively executed portion of the building and it will be left as it currently exists until the final phase.

Mr. Samuelson stated his company takes buildings in disrepair and makes improvements to create a successful project that is located in a viable area. Referring to the project located on Brown Street, he stated the City of Dayton is interested in having the same type of revitalization projects in other areas of the City. He stated with the Centerville Mall project, his partners want to do the improvements in phases as it would be too expensive to proceed without tenant spaces being leased. He stated the focus of Phase 1 and 1A is to concentrate on the improvements in order to lease that space which will motivate financial stability to proceed with other phases in a more timely manner. One way other communities have secured projects of this phasing type is to require bonding which can be released as each phase is completed.

Mr. Durham stated he would be much more comfortable if a bond was submitted to guarantee completion of the project and extended his appreciation to Mr. Samuelson for offer the bonding aspect and make it a practical solution.

Mr. Farquhar stated bonding is not something the City can require as there is nothing in the Ordinance to require bonding. Should the developer offer bonding, it could be done.

Mr. Durham stated a rigid time requirement could be part of the approval by the Planning Commission and if the project was bonded, the developer could go beyond that timetable.

Mr. Brunner stated the facade improvements are very attractive, but suggested something be done to the parking area to help enhance the overall appearance of the site.

Mr. Durham asked for other projects that have used the proposed building system material.

Mr. Samuelson stated Vanderbilt University is a major user of this project. The project on Brown Street used the system. It is installed very similar to Dryvit by applying a dry stencil to it, coated in several layers, and then coated with an acrylic surface to harden the material which makes it more water impervious than brick.

Mr. Durham asked about the durability of the product at ground level.

Mr. Samuelson stated this product has been used on other projects that generate more pedestrian traffic than this project will and those projects have received no damage, as warranted, to this point.

MOTION: Mr. Briggs moved to approve the Planning Commission Special Approval application submitted for Centerville Mall, 890 South Main Street, subject to the following conditions:

1. 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.
2. A phasing schedule shall be submitted prior to construction subject to approval by the Planning Commission that establishes a final completion date for the entire project.
3. The final architectural design of the north, west and south elevations must be approved by the Planning Commission.

Further, the Planning Commission approved the architectural design of the proposed building to assure the materials, shape, massing and architectural features create a unified design on the premises, and is visually compatible with the surrounding buildings in accordance with Section 20, C. Of the Zoning Ordinance. Specifically, the Planning Commission approved the use of EIFS on the building walls.

Mrs. Meininger seconded the motion. The motion was approved unanimously 6-0.

Mr. Durham asked how long each phase would take to complete.

Mr. Samuelson stated Phase 1 and 1A should be complete by the end of November of this year.

Mr. Durham suggested to grant approval to Phase 1 and 1A and require a phasing schedule with completion dates be submitted to the Planning Commission at the next regular meeting. As a part of the phasing schedule, an alternative of bonding could be worked out with staff and the City Attorney.

MOTION: Mr. Durham moved to approve the first step of the phasing plan for Phase 1 and 1A of Centerville Mall, 890 South Main Street, having a completion date of November 30, 2007, subject to the following condition:

1. The applicant must submit a final phasing schedule for the north, west and south facades of the building to be considered by the Planning Commission at the next regular scheduled for July 31, 2007.

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

Heartland Federal Credit Union - Planning Commission Special Approval

Mr. Gammell excused himself from the meeting at this time due to a potential conflict of interest.

Mr. Feverston reviewed the Planning Commission Special Approval application submitted for Heartland Federal Credit Union to be located on the northeast corner of Whipp Road and Old Whipp Court. The request is to construct a 4,250 sq. ft. building on the 1.162 acre parcel zoned Office-Service, O-S. The surrounding uses include residential to the north and west, the existing SuperAmerica/Speedway to the east, and business development to the south. The proposed building will have the drive through windows on the west elevation with the detention pond located on the extreme western corner of the site. Parking will be situated on the eastern and western edges of the site. A right-in/right-out access is proposed along Whipp Road as well as a full movement access driveway on Old Whipp Court. An entrance only access driveway is labeled on Old Whipp Court as well, however, its width is that of a full movement driveway. A landscape island is located in the center of the parking lot and the main entrance to the building will face Whipp Road. A lighting plan was submitted as part of the application indicating the ground level light plat, the light fixtures, and the light levels which are acceptable.

A public sidewalk will be constructed to connect to the existing sidewalk along Old Whipp Court extending to Whipp Road. Extensive landscaping is proposed including a combination of deciduous and evergreen trees as well as shrubbery around the site. A concern of staff was the visibility of vehicles parked along the western part of the site even with the proposed landscaping based on the slope of the site.

Mr. Feverston stated the proposed architecture has a plum color laminate material and two (2) colors of brick—one (1) being tan and the other a darker tan with plum highlights. A flat roof building is proposed with a mansard roof shown on half of the building to help identify a pitched roof to make it fit in better with the residential neighbors to the north. A false mansard roof is to be used on the drive through canopy structure.

Staff recommended to approve the Special Approval application subject to the following conditions:

1. All driveway approaches shall be constructed to City specifications and a street-cut permit obtained by the applicant.
2. Two (2) existing catch basins, one (1) on Whipp Road and the other on Old Whipp Court, shall be relocated or redesigned to accommodate the proposed driveways subject to approval by the City Engineering Department.
3. The proposed sidewalk on Old Whipp Court shall be shifted approximately five (5) feet to align with the sidewalk on Whipp Road subject to approval by the City Engineering Department.
4. Additional public right-of-way or a sidewalk easement shall be provided along Old Whipp Court for this sidewalk subject to approval by the City Engineering Department.
5. A final grading and stormwater drainage plan shall be subject to approval by the City Engineering Department.
6. The parking spaces located at the western edge of the property and facing the intersection of Whipp Road and Old Whipp Court shall be moved away from the intersection approximately twenty (20) feet to provide an area for mounding approximately three (3) feet in height to provide additional screening subject to approval by the City Planning Department.
7. The Planning Commission shall approve the architectural design of the proposed building to assure the materials, shape, massing and architectural features create a unified design on the premises and is visually compatible with the surrounding buildings in accordance with Section 20, C., of the Zoning Ordinance. Specifically, the Planning Commission must approve the following:
 - a. The flat roof,
 - b. The false mansard roof,
 - c. The building body materials and colors including the beige and tan colored brick on one-half of the building, plum colored laminate on the other half, aluminum panels and glass storefront,

- d. The architectural base and cap shall extend around the entire building,
 - e. The columns supporting the canopy shall be faced with brick and match the architectural style of the proposed building, and
 - f. The parapet walls shall be raised on all four (4) building elevations to screen all roof-mounted mechanical equipment from view to adjacent properties and public rights-of-way.
8. No signage shall be approved as part of this application.
 9. 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 Engineering Department. 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.

Mr. Jim Sprower, Heartland Federal Credit Union, concerning the staff conditions stated with the exception of #6 and #7, they had no objection and could work with staff to accomplish those issues. Concerning the parking spaces suggested to be relocated back twenty (20) feet, he stated it is their feeling the smooth traffic flow from the drive through areas would be compromised. The spaces in question have been moved back an additional seven (7) feet from the original layout design. If those spaces would be eliminated, the extra spaces they feel are needed might be lost. He stated mounding and the intense landscaping with evergreen plantings should screen the vehicles parked in those spaces.

Mr. Frank McFadden, Heartland Federal Credit Union, stated that over the last four (4) years they have been trying to build a design philosophy that gives the buildings key elements. One of the key elements is the plum color as well as the architectural style that is more contemporary to their architectural branding. As a result of that, a statement is being made with the proposed architecture. He stated in meeting with, the original design has now been revised to incorporate the false mansard roof to try to present a residential look and feel that surrounds this particular site.

Mr. Doug Fisher, architect, stated a mansard roof was incorporated into the design as a result of discussions with City staff. The exterior veneer was substituted to achieve the base, body and cap requirement standard. The columns to be used on the canopy will be masonry to match the brick portion to be used on the building. He stated that all roof-mounted equipment will be screened.

Mrs. Meininger, prior to being excused from the meeting, stated she felt the credit union would be a good use for the parcel, however, she expressed concern with the architecture and colors proposed for the building.

Mr. Durham asked what the plum material consisted of.

Mr. McFadden stated the plum material is a plastic laminate manufactured by a company called Trespa which has been widely used in the construction industry.

Mr. Lee Hall, 2591 Old Whipp Court, stated he was in attendance to meet his new neighbors and he had complete confidence with the Planning Commission that the residential neighborhood will be protected. The existing Speedway has worked very well over the years and the buffering and mounding has kept a separate division to the private residences in the adjoining area. He stated he looked forward to the construction of the facility and any consideration that could be given to protect the essence of the private residences.

Mrs. Meininger left the meeting at this time.

Mr. Clark asked how many employees would be employed at this facility.

Mr. Sprower stated there would be four (4) full time employees and one (1) part time teller. Should it be necessary in the future, additional employees could be hired for a total not to exceed eight (8).

Mr. Durham voiced his appreciation to Mr. Hall for this understanding that the proposed use for this parcel was a good one for the neighborhood. Mr. Durham asked if the two (2) driveways located on Old Whipp Court were necessary.

Mr. Feverston stated staff felt the eastern access could be eliminated, however, the Police, Fire, and Engineering Departments felt if it was removed some adjustments would be necessary to the remaining access points.

Mr. Sprower stated the second driveway was necessary to their operation to provide the traffic flow and ease of convenience in using the drive through windows and the ATM on the site.

Mr. Brad Judge, Judge Engineering, stated by providing the second access on Old Whipp Court, the amount of traffic driving to the canopy area would not interfere with pedestrian traffic using the main entrance and, therefore, would alleviate a potential safety hazard.

Mr. Durham asked Mr. Judge for the applicant's thoughts on pushing the western parking area back an additional twenty (20) feet.

Mr. Judge stated the parking area had been pushed back seven (7) feet already after their first discussions with staff. At this point, there is an eighty (80) foot setback to the edge of the parking area. Along with the landscaping being proposed, grading on the site could be done to lower the parking area to further reduce the visibility of parked vehicles. The twenty (20) foot shift would eliminate for all practical purposes those parking spaces.

Mr. Durham suggested staff work with the applicant to accomplish the proper amount of area to provide buffering and landscaping to create an entrance that would provide and maintain a residential character to Old Whipp Court.

Concerning the architecture of the building, Mr. Durham stated he did not think it reflected the residential character that the City has insisted on for this neighborhood. This was accomplished with the development of the Speedway adjacent to the property in question by requiring a full pitched roof, brick materials, buffering of all utility equipment, and intense screening and trees to protect the residences on Old Whipp Court. Specifically, Mr. Durham was concerned with the flat roof, the color of the brick, the plum plastic panels, the low height of the mansard roof, etc., stating the architecture does not meet the standards in the Zoning Ordinance as it is not consistent with the surrounding buildings.

Mr. Sprower stated it is important for them to consider where the building will be located, however, their brand is being projected toward the street intersection. Since they are in competition with so many other financial facilities, it is important for their brand to be identified in the architecture.

Mr. Durham stated he understood the desire of the applicant to want to display their identity, however, this particular site was created as a result of the intersection improvement by aligning Whipp Road to Feedwire Road at the Wilmington Pike intersection. There was a great debate as to how to best protect the adjoining neighbors on Old Whipp Court in terms of the zoning classification for this parcel. Once zoned multi-family, the zoning was changed to O-S to permit uses that would be less intense to the neighborhood. Mr. Durham stated the proposed architecture has more of a retro contemporary look that is not consistent with the overall architecture of the Speedway facility on the adjoining property.

Mr. Fisher asked the feelings of the members should the plastic panels face the commercial sides of the building only.

Mr. Brunner stated he did not object to the plastic panels as they do identify their branding.

Mr. Briggs stated he felt the building should have a much more residential look based on its proposed location.

Mr. Fisher stated if a pitched roof was placed on the building, it would not necessarily make it residential in appearance. The problem is the size of the building and a pitched roof, in this case, would only make it tower over the neighborhood. The mansard roof gives the building a residential element yet controls the building height.

Mr. Durham asked the height of the building from the ground to the bottom of the mansard.

Mr. Fisher stated it was sixteen (16) feet.

Mr. Durham asked what was driving that height.

Mr. Fisher stated there was a fourteen (14) foot atrium area in the center of the building. The rooms around the perimeter have a nine (9) foot ceiling height.

Mr. Durham stated having the mansard roof reduced to the nine (9) foot height would make a huge difference in accomplishing a more residential look.

Mr. Fisher stated that lowering the building will create structural issues.

Mr. Briggs stated he felt the application should be tabled in order to give the applicant more time to redesign the architecture incorporating the suggestions of the members.

Mr. Sprower stated they were willing to table the application to address the issues and feedback from the members.

Mr. Durham stated he felt the gutter level on the back of the building was too high as it dwarfs the Speedway building. The building should have more of a residential character and the placement and size of the windows should be used on the back of the building. The windows could be false windows, etc., as used on other commercial buildings in the City. Any metal banding on the building should be limited to the elevations not facing residential buildings and the brick should be a red color to blend in the surrounding area. If the other members want to allow a second personality of architecture on the front of the building, he stated he did not know what to suggest.

Mr. Clark stated more brick should be used on the front of the buildings and asked to see an attempt to use a different building material, for example EIFS, which could still incorporate the plum color for the company's branding purposes.

Mr. Fisher stated that lowering the building will create less of the plastic panel on the front elevation.

Mr. Sprower stated the glass display type window on the front of the building will be used as a training room/community room for members to use for meetings.

MOTION: Mr. Briggs moved to table the Planning Commission Special Approval application submitted for Heartland Federal Credit Union. Mr. Durham seconded the motion. The motion was approved 4-0.

Mr. Gammell returned to the meeting at this time.

Mr. Briggs stated the two previous applications reviewed by the members have introduced building materials to which they have not had exposure before. He suggested a work session be scheduled to review and familiarize the members with the new building materials available on the market.

Mr. Clark directed staff to schedule such a work session in the next few months.

COMMUNICATIONS

Electronic Message Board Signs - Draft Ordinance

Mr. Feverston stated the draft ordinance for electronic message board signs has incorporated the comments and changes the members discussed at the last work session to prohibit all kinds of LED signs within the City.

Mr. Brunner asked if gas stations would be exempt from changing the price of gas products.

Mr. Feverston stated the gas prices would be exempt.

Mr. Clark suggested the members review the draft ordinance and submit any comments to staff prior to the next meeting.

There being no further business, the meeting was adjourned.

Paul Clark

