

CENTERVILLE PLANNING COMMISSION
Regular Meeting
Tuesday, May 30, 2006

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

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

The members welcomed Mr. Leonard as the newest member of the Planning Commission.

Excuse Absent Members:

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 5-0.

Approval of Minutes:

MOTION: Mr. Briggs moved to approve the Planning Commission Regular Meeting minutes of March 28, 2006, as written. Mrs. Meininger seconded the motion. The motion was approved unanimously 4-0-1 with Mr. Durham abstaining.

PUBLIC HEARINGS

Crosstowne Properties - Rezoning from Office Planned Development, O-PD, to Residential Planned Development, R-PD

Mr. Feverston reviewed the Rezoning application submitted by Crosstowne Properties requesting the rezoning of 1.361 acres of a 24.399 acre parcel of land located south of Alex-Bell Road, west of Wilmington-Dayton Pike and north of James Bradford Drive from Office Planned Development, O-PD, to Residential Planned Development, R-PD. Currently there are three (3) zoning classifications on the overall parcel of land. The first zoning is R-PD, the second zone just south of the existing creek on the property is O-PD, and the northern portion of the property is zoned Business Planned Development, B-PD. The request is to add the 1.361 acre parcel of land to the existing R-PD zone for the purpose of developing it as part of a condominium project. The adjacent land uses include to the north, undeveloped land, O-PD zoned land, Primrose Day Care, and a gas station; to the east, undeveloped land, a church, and single-family residential; to the south, single-family residential; and to the west, undeveloped land, R-PD zoned land, and single-family residential. The parcel of land in question would be combined with R-PD land to be developed as a condominium development which would abut the existing Springbrooke Condominiums situated to the north.

The City's Comprehensive Plan designated this area as Study Area "G" which proposes the area be developed with mixed uses as well as vehicular interconnection within the site with an emphasis on pedestrian access to create a more walkable community.

Mr. Feverston reviewed the following points in considering the rezoning request:

1. The proposed rezoning of 1.361 acres is a relatively small portion of the overall 24.399 acre parcel.
2. The proposed rezoning represents approximately ten (10) percent of the land that is currently zoned Office Planned Development, O-PD.
3. The 1.361 acre tract is situated on the southern edge of the overall parcel and is adjacent to the single-family homes on James Bradford Drive.
4. The northern boundary of the proposed rezoning preserves the bufferyard separating the residential development from the future office development.
5. The proposed Residential Planned Development, R-PD, zoning is a logical extension of the existing R-PD zoning to the west.
6. The proposed rezoning, as a part of Study Area "G", is too small to have a meaningful impact on the Comprehensive Plan.

Based on those points of analysis, staff recommended approval of the rezoning as requested.

Mr. Durham opened the public hearing.

Mr. Steve Lisle, Reinke Associates and representing the applicant, stated their plan to develop this parcel as a condominium project better fits in not only to create the proper access to Wilmington Pike, but also buffer the existing single-family residential homes from the future O-PD development.

There being no other speakers, Mr. Durham closed the public hearing.

Mr. Durham stated his concern is the although this rezoning would better protect the existing two (2) single-family lots from the O-PD development, it would situate retail zoning located in Bellbrook to be adjacent to the R-PD development over which Centerville would have no control.

Mr. Lisle stated the City of Bellbrook requires a fifty (50) foot setback in a Planned Development zoning district in which that land is located.

Mr. Briggs pointed out there is an existing Dayton Power & Light easement in that area as well so that would not allow any permanent structures in at least a one hundred and ten (110) foot area.

MOTION: Mr. Briggs moved to recommend the Rezoning application submitted by Crosstowne Properties for a 1.361 acre parcel located south of Alex-Bell Road, west of Wilmington-Dayton Pike and north of James Bradford Drive from Office Planned Development, O-PD, to Residential Planned Development, R-PD, to City Council. Mr. Brunner seconded the motion. The motion was approved unanimously 5-0.

NEW BUSINESS

County Down Village - Planning Commission Special Approval

Mr. Feverston reviewed the Planning Commission Special Approval application submitted by Crosstowne Properties requesting approval to construct a sixty (60) unit condominium development consisting of four (4) unit buildings. The 15.1 acre property is located south of Alex-Bell Road, west of Wilmington-Dayton Pike and north of James Bradford Drive and is proposed to be developed as a residential condominium development and the remaining acreage is the bufferyard to be owned and maintained by the Condominium Association. The proposed project would have a density of 4.55 dwelling units per acre. A fee in-lieu-of parkland dedication is recommended as part of this development.

The Major Use Plan, approved by City Council on April 18, 2005, showed a street pattern of public streets to be constructed in the development including the main road extending from Alex-Bell Road down to the southern portion of the property and then connecting back out to Wilmington Pike. Secondary access roads and points were created as well as providing more refined access to the community. Buffer yards and detention areas were also established as a part of the Major Use Special Approval. When the Major Use Plan was approved, Council approved it with all the original conditions for the development of Springbrooke Condominiums of which the subject land was to be Phases 3 and 4. Most of the units will be located north of a future public street which will connect with John Elwood Drive to James Karras Drive extending to the City Corporation Line. Mr. Feverston stated one of the concerns is that James Karras Drive be constructed through Bellbrook to Wilmington Pike in its entirety which is contained in one of the recommended conditions of approval prepared guaranteeing its construction.

Mr. Feverston stated after the completion of Phases 1 and 2 of Springbrooke Condominiums, the remainder of the property was sold back to the Karras family. A forty-four (44) foot wide easement along the property line adjacent to Springbrooke Condominiums was deeded and recorded to the Springbrooke Homeowners Association. This easement precludes and development in this area including vehicular and pedestrian access unless the subject land is developed as Phase 3 and 4 of the Springbrooke Condominiums development.

The proposed architecture is a combination of stone, brick and inner-seal which fits in nicely with the surrounding neighborhoods.

Mr. Feverston stated the Fire Department has a concern with the turning radius provided within the development. Staff feels a drive should be extended to James Karras Drive between buildings 11 and 12 for emergency access as well as a secondary access for the homeowners.

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

1. Prior to the issuance of any building/zoning permits 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.
20. The 1.361 acre parcel must be rezoned by the City Council prior to any development of this project.

Mr. Durham stated that when the Major Use Special Approval application for this site was approved there was a requirement that James Karras Drive be constructed. He asked for clarification of that requirement.

Mr. Feverston stated the requirement stated the proposed public streets south of Whites Corner Tributary including a bridge over the stream shall be constructed in their entirety when the second parcel develops south of the creek.

Mr. Durham asked Mr. Liberman if this should be considered the second parcel in the overall development and the construction of James Karras Drive be required as part of this application.

Mr. Liberman stated at the time Council approved the Major Use Special Approval application, it was their intent when the parcel south of the creek was developed the road be constructed all the way through in its entirety.

Mr. Steve Lisle, Reinke Associates, stated it is their interpretation that their proposal is proper with the conditions of the Major Use Plan and they should not be required to construct James Karras Drive.

Mr. Durham stated with the addition of the pending R-PD portion, that would constitute the second parcel to be developed south the creek as part of the Major Use Plan.

Mr. Lisle continued with his review of the proposal stating they would be willing to work with the Fire Department to maintain the proper turning radius configuration required to provide emergency service to the homeowners. He stated they feel the emergency access is appropriate with no additional access. He compared the proposed number of sixty (60) units to the approved seventy-nine (79) units in Phase 3 and 4 of Springbrooke as well as five (5) buildings and a clubhouse to sixteen (16) buildings on the approved plan. The traffic volume through Centerville streets will most likely be limited to approximately fifteen (15) percent as they feel eighty-five (85) percent of the residents will utilize Wilmington Pike to access the project. Intense landscaping is provided in Crosstowne Properties projects and the entrance signage and walls will be installed at John Elwood Drive.

Mr. Craig Crosley, builder/developer of the project, reviewed the specific types of housing units to be constructed in the development. The building materials provided on each unit will average seventy (70) percent stone, brick accent features, board and batten shutters, and dimensional roof shingles. Intense landscaping will be installed immediately after the building construction to provide an aesthetic atmosphere for the homeowners.

Mrs. Janet Bednarek, 7507 James Bradford Drive, stated their house will abut this residential project and this proposal is one of better ones in the last several years. She stated the size of the buildings will better blend with the surrounding neighborhood as they will appear as a larger single-family home. She stated they are pleased the project will be less dense and it seems to have a better traffic pattern.

Mr. Briggs stated he was troubled by the roadway situation as it has a major impact in considering this proposal.

Mr. Durham suggested the word "future" be deleted from Condition #5. Further, the City should research whether another connection to James Karras Drive or the connection to Springbrooke Condominiums would be the best solution for both communities. The lack of providing James Karras Drive in its entirety would conflict with the Major Use Plan. Mr. Durham stated that should the applicant not construct the street, an amendment to the approved Master Plan would have to be filed for its consideration.

Mr. Lisle requested that the application be tabled in order to allow staff to research the requirement of construction of James Karras Drive in its entirety as part of this development.

The members reviewed the remainder of their concerns with the project to give the applicant direction prior to the next meeting.

Mr. Durham asked Mr. Feverston staff's concern with access to James Karras Drive and an emergency access from Springbooke.

Mr. Feverston stated the access to James Karras Drive would be more than an emergency access as it would provide a connection access point to adjacent developments which is a goal in the Comprehensive Plan. Concerning the access through Springbrooke Condominiums, he stated that at this time it is unknown the emergency access can come from Springbooke Condominiums because of the recorded easement. This area must remain as a bufferyard with no access of any kind. Further, pedestrian access should be provided between the projects and to James Karras Drive.

Mr. Crosley agreed pedestrian access could be provided.

Mr. Spitler stated the reason for access between buildings 11 and 12 is from a maintenance position that would allow an alternate access point to the development should the other one become blocked.

Mr. Lisle stated they feel the proposed plan has adequate connectivity and the only issue would be emergency access.

Mr. Crosley stated that from a marketability standpoint, placing a road between buildings 11 and 12 would remove the privacy element from the adjacent buildings in terms of vehicular traffic.

Mr. Leonard stated he wanted to know the thoughts of the Springbrooke Condominiums residents concerning the emergency access.

Mr. Lisle stated they had not talked to the Springbrooke Condominiums Association as yet, but intended to do so in the near future.

The members discussed the issue vehicular access to James Karras Drive and determined it should be pedestrian access only between buildings 11 and 12 assuming the emergency access from Springbrooke can be accomplished.

Mr. Lisle agreed to table the application and waive the time period requirement for action to be taken.

MOTION: Mr. Briggs moved to table the Planning Commission Special Approval application submitted by Crosstowne Properties for County Down Village. Mr. Brunner seconded the motion. The motion was approved unanimously 5-0.

The Highlands at Yankee Trace, Sec. 1 - Record Plan

Mr. Feverston reviewed the Record Plan submitted for The Highlands at Yankee Trace, Sec. 1, to be located east of Paragon Road and south of Legendary Way. The zoning the 5.394 acre parcel is R-1c, Single-Family Residential, which was approved by City Council to permit attached housing as part of a lifestyle community master plan. Twenty (20) lots have been proposed for Section 1.

Staff recommended approval of the Record Plan subject to the following conditions:

1. The Record Plan shall be modified to shift the lot lines between Lots 15-16 and 17-18 to the west placing the side-entry driveways on the east side of each building (buildings #22 and #23 on the construction plans) for improved access subject to approval by the City Planning Department.
2. Lot 19 and 20 shall be modified to provide for a driveway angle of at least seventy-five (75) degrees to Mackenzie Court as shown on the construction plans subject to approval by the City Planning Department.
3. A five (5) foot wide sidewalk shall be constructed along Paragon Road subject to approval by the City Engineering Department.
4. Paragon Road shall be re-stripped by the applicant at the intersection of Mackenzie Court to include a left-turn lane subject to approval by the City Engineering Department.
5. The record plan shall be modified to include a storm sewer easement located on the north side of Lots 3-11, subject to approval by the City Engineering Department.
6. A final grading and stormwater drainage plan shall be subject to approval by the City Engineering Department showing drainage calculations and incorporating retention and/or detention and erosion control during construction in accordance with the City Stormwater Drainage Control Ordinance.
7. A hard surface roadway capable of providing emergency vehicle access and support at all times for firefighting purposes shall be provided prior to an construction.
8. In lieu of construction of the required improvements prior to the recording of this plat, a performance bond in an amount equal to the required public improvements shall be posted by the developer with the City subject to approval by the City Engineering Department and a subdivider's agreement entered into with the City by the developer.
9. The applicant shall provide review and inspection fees in the amount of \$423.20.

10. The Montgomery County Sanitary Engineering Department is requiring the extension of the sanitary sewer along Paragon Road. The Record Plan shall be modified to include a sanitary sewer easement along paragon Road from Mackenzie Court to the southern property line, subject to approval by the City Engineering Department.

Mr. Jim Kiefer, representing Great Traditions, was present for the review of the Record Plan. He stated he had reviewed with the staff recommendations and had no objections.

MOTION: Mr. Briggs moved to recommend approval of the Record Plan for The Highlands at Yankee Trace, Sec. 1, subject to the following conditions:

1. The Record Plan shall be modified to shift the lot lines between Lots 15-16 and 17-18 to the west placing the side-entry driveways on the east side of each building (buildings #22 and #23 on the construction plans) for improved access subject to approval by the City Planning Department.
2. Lot 19 and 20 shall be modified to provide for a driveway angle of at least seventy-five (75) degrees to Mackenzie Court as shown on the construction plans subject to approval by the City Planning Department.
3. A five (5) foot wide sidewalk shall be constructed along Paragon Road subject to approval by the City Engineering Department.
4. Paragon Road shall be re-stripped by the applicant at the intersection of Mackenzie Court to include a left-turn lane subject to approval by the City Engineering Department.
5. The record plan shall be modified to include a storm sewer easement located on the north side of Lots 3-11, subject to approval by the City Engineering Department.
6. A final grading and stormwater drainage plan shall be subject to approval by the City Engineering Department showing drainage calculations and incorporating retention and/or detention and erosion control during construction in accordance with the City Stormwater Drainage Control Ordinance.
7. A hard surface roadway capable of providing emergency vehicle access and support at all times for firefighting purposes shall be provided prior to an construction.
8. In lieu of construction of the required improvements prior to the recording of this plat, a performance bond in an amount equal to the required public improvements shall be posted by the developer with the City subject to approval by the City Engineering Department and a subdivider's agreement entered into with the City by the developer.
9. The applicant shall provide review and inspection fees in the amount of \$423.20.

10. The Montgomery County Sanitary Engineering Department is requiring the extension of the sanitary sewer along Paragon Road. The Record Plan shall be modified to include a sanitary sewer easement along Paragon Road from Mackenzie Court to the southern property line, subject to approval by the City Engineering Department.

Mr. Brunner seconded the motion. The motion was approved unanimously 5-0.

Wright Patt Credit Union - Planning Commission Special Approval

Mr. Feverston reviewed the Planning Commission Special Approval application submitted for Wright Patt Credit Union to be located at 275 East Alex-Bell Road for an outlot between the Cingular Wireless store and LaRosa's Restaurant in the Cross Point Shopping Center. The request is to construct a 4,560 square foot building on the outlot zoned Business Planned Development, B-PD. All the buildings in the surrounding shopping center area are brick buildings, a turned metal awning with a flat roof design with the exception of LaRosa's Pizza having a 1950's retro kind of appearance. The proposed architectural for the Credit Union having a shingled roof, hip roof, brick construction with a cap element and does not fit architecturally with the rest of the center. The applicant is working to make significant improvements to the access and circulation within the shopping center as well as modifications to the entrance drive to be better defined with landscaping islands. Further, the applicant will also make improvements to the existing internal ring road.

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

1. The driveways located at the northwest portion of the site shall be combined into a single driveway subject to approval by the City Engineering Department.
2. The driveway located in the southeast corner of the site shall be reconfigured as a right-turn exit only with the final design subject to approval by the City Engineering Department.
3. Final design of the entrance drive from Alex-Bell Road and the east-west access road located north of the proposed credit union shall be subject to approval by the City Planning Department.
4. All curbed islands that define the entrance drive from Alex-Bell Road and the east-west access road shall be landscaped islands.
5. All driveway widths and turning radii on the site plan shall be designed to provide for emergency fire apparatus access, subject to approval by the City Engineering Department.

6. The site plan shall be modified to accommodate emergency access by eliminating the seven (7) parking spaces on the east side of the building and shifting the building to the east subject to approval by the city Planning Department.
7. The dumpster shall be relocated into the site to eliminate the intersection sight distance obstruction subject to approval by the City Planning Department.
8. The dumpster shall be screened with brick to match the architectural design of the building subject to approval by the City Planning Department.
9. 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. Specifically, the building design must include an architectural base, all windows have defined lintels and sills, articulate the rear entrances and the east elevation shall provide architectural relief through the use of columns, projecting ribs, offsets or reveals subject to approval by the City Planning Department.
10. All sidewalks shall be six and a half (6.5) feet in width where adjacent to parking stalls.
11. A final exterior lighting plan shall be subject to approval by the City Planning Department.
12. A final grading and stormwater drainage plan, provided with spot elevations, shall be subject to approval by the City Engineering Department.
13. A Right-of-Way Permit from the City of Centerville Public Works Department is required for work in the public right-of-way. Utilities must be installed by boring the public right-of-way if the locations as shown on the plans are inaccurate or additional utilities are required.
14. A ten (10) foot easement shall be provided to Dayton Power & Light (DP&L) along the south property line for services.
15. 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. Mark Perkins, Wenco Corporation representing the applicant, was present for the review of the project and indicated he would answer any questions of the members.

Mr. Durham stated with the staff recommendations, it appears there would be significant modifications to the building design.

Mr. Feverston stated that one of the issues the members must consider is whether the proposed building design is compatible with the surrounding buildings.

Mr. Durham stated the pitched roof building is compatible with the residences on the opposite side of Alex-Bell Road, but not with the adjacent buildings in the shopping center. He also felt the east elevation needed to be articulated and, perhaps, other design issues should be worked out with staff prior to action being taken on this application. Further, he suggested if the members felt a pitched roof on this site was appropriate, they could approve it and let staff work out the other issues of architectural design.

Mr. Briggs stated the building could be compatible with the center or with the community as a whole. He and Mr. Brunner agreed they felt a pitched roof was reasonable.

Mr. Perkins stated his client might be willing to incorporate a flat roof with a parapet should that be the only solution. He stated the proposal had a more friendly, warmer feel than the flat roof buildings.

Mr. Durham stated pitched roofs have also been constructed on the east side of Loop Road that give them a more residential appearance. At the time Just Saab was developed, the members of Planning Commission felt the shopping center design set the standard and it was, therefore, approved with a flat roof and parapet.

Mrs. Meininger and Mr. Leonard agreed a flat roof would be more compatible with the surrounding buildings.

The Planning Commission stated they were willing to modify Conditions #9 to have the Planning Department oversee the design of the building to include a flat roof with a parapet and otherwise meeting the design standards of the City including body, cap, windows, wall relief, etc. Some suggestions included raising the entrance roofline, install faux windows, etc.

If the design cannot be resolved between the applicant and staff, the architectural design can be returned to the Planning Commission for their consideration.

MOTION: Mrs. Meininger moved to approve the Planning Commission Special Approval application submitted for Wright Patt Credit Union to be located at 275 East Alex-Bell Road subject to the following conditions:

1. The driveways located at the northwest portion of the site shall be combined into a single driveway subject to approval by the City Engineering Department.

2. The driveway located in the southeast corner of the site shall be reconfigured as a right-turn exit only with the final design subject to approval by the City Engineering Department.
3. Final design of the entrance drive from Alex-Bell Road and the east-west access road located north of the proposed credit union shall be subject to approval by the City Planning Department.
4. All curbed islands that define the entrance drive from Alex-Bell Road and the east-west access road shall be landscaped islands.
5. All driveway widths and turning radii on the site plan shall be designed to provide for emergency fire apparatus access, subject to approval by the City Engineering Department.
6. The site plan shall be modified to accommodate emergency access by eliminating the seven (7) parking spaces on the east side of the building and shifting the building to the east subject to approval by the City Planning Department.
7. The dumpster shall be relocated into the site to eliminate the intersection sight distance obstruction subject to approval by the City Planning Department.
8. The dumpster shall be screened with brick to match the architectural design of the building subject to approval by the City Planning Department.
9. The Planning Department shall oversee the design of the building incorporating a flat roof with a parapet to screen mechanicals and satisfy all other required design standards contained in the Zoning Ordinance.
10. All sidewalks shall be six and a half (6.5) feet in width where adjacent to parking stalls.
11. A final exterior lighting plan shall be subject to approval by the City Planning Department.
12. A final grading and stormwater drainage plan, provided with spot elevations, shall be subject to approval by the City Engineering Department.
13. A Right-of-Way Permit from the City of Centerville Public Works Department is required for work in the public right-of-way. Utilities must be installed by boring the public right-of-way if the locations as shown on the plans are inaccurate or additional utilities are required.
14. A ten (10) foot easement shall be provided to Dayton Power & Light (DP&L) along the south property line for services.

15. 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. Briggs seconded the motion. The motion was approved unanimously 5-0.

There being no further business, the meeting was adjourned.

