

CENTERVILLE PLANNING COMMISSION
Regular Meeting
Tuesday, October 8, 2002

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

Attendance: Mr. James Durham, Chairman; Mr. Joe Weingarten; Mr. James Briggs; Mr. Patrick Hansford; Mr. Paul Clark; Mr. Rand Oliver; Mr. Robert St. Pierre. Also present: Mr. Steve Feverston, City Planner; Mr. Ryan Shrimplin, Planner, Mr. Norbert Hoffman, City Engineer, Mr. Chris Pozzuto, Economic Development Administrator.

Approval of Minutes:

MOTION: Mr. Oliver moved to approve the Planning Commission Work Session minutes of September 10, 2002, as written. Mr. Briggs seconded the motion. The motion was approved unanimously 7-0.

MOTION: Mr. Briggs moved to approve the Planning Commission minutes of September 24, 2002, as written. Mr. Weingarten seconded the motion. The motion was approved unanimously 7-0.

NEW BUSINESS

Yankee Trace, Parcel 28 - Planning Commission Special Approval

Mr. Feverston reviewed the Special Approval application submitted by Great Traditions for Yankee Trace, Parcel 28, located south of Vintage Green Way and east of Yankee Trace Drive. The zoning on this 15.715 acre parcel is R-1c, Single-Family Residential, with a Residential Lifestyle Community overlay approved by City Council. Forty-eight (48) single-family lots are proposed for this area which will create a density of 3.1 dwelling units per acre.

This area of Yankee Trace was approved for seventy-six (76) attached housing units approximately one (1) year ago, however, the developers have now concluded that marketing research indicates no demand for condominium units in the price range they anticipated.

Five (5) foot side yard setbacks are proposed which will provide ten (10) feet between units. The rear yard setbacks are forty (40) feet along golf and thirty (30) feet off golf with the exception of lots around the tee boxes which are thirty (30) feet. The golf course superintendent felt these setbacks were appropriate. All front yard setbacks are seventeen (17) feet as a result of the desire of the Planning Commission to maintain the consistency of those setback standards as a part of the Residential Cluster Development.

The City's typical right-of-way widths are fifty (50) feet; however, given the configuration of the property and the infrastructure that needs to go into that right-of-way, forty (40) feet seems appropriate. The Planning Commission has the ability to flex the right-of-way standard.

Mr. Feverston stated some issues arose as a result of changing this area of the development to have public rather than private streets. The first issue was the connection of neighborhoods by connecting Commander Trail which is part of the David Holzen Plat to Drive "F" in Yankee Trace. He stated from a pure planning perspective, the streets should be connected. The connection, however, would serve a small portion of the traffic volume and very few residents.

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

1. The building setbacks shown on the plan shall be modified to show five (5) foot side yard setbacks for all lots, and the thirty (30) foot rear yard setback for around the No. 4 tees be extended to include whole lots subject to approval by the City Planning Department.
2. The land situated in the southwestern portion of the site between two (2) lots and the western portion of the proposed Reserve Area shall be deeded to the City for the purpose of golf course access subject to approval by the City Planning Department.
3. The property line located south of the No. 4 tee shall be modified to provide a rear yard for the adjoining lots subject to approval by the City Planning Department.
4. The final design of all "skin" improvements including gas street lights shall be subject to approval by the City Planning Department.
5. A landscape plan shall be submitted subject to approval by the Planning Department. Additionally, the landscape requirements for each individual lot that is outlined in the Yankee Trace Design Review Guidelines needs to be modified for Parcel 28. Since the typical lot is fifty-five (55) feet wide, the required number of front yard trees [minimum of three (3) trees] should be reduced to two (2) subject to approval by the City Council.
6. The Planning Commission must approve a forty (40) foot wide right-of-way for all public streets in this development parcel.
7. All street names shall be subject to approval by the City Planning Department.
8. Drive "D" and Drive "E" shall be redesigned to improve both intersection and roadway geometry subject to approval by the City Engineering Department.
9. Drive "E" shall be widened to twenty-one (21) feet back of curb to be consistent with other eyebrow streets in Yankee Trace.
10. The cul-de-sac located at the end of Drive "F" shall be designed in a manner similar to Section 9 subject to approval by the City Engineering Department.

11. The design of Drive "G" shall be modified to improve maneuvering of emergency vehicles subject to approval by the City Engineering Department.
12. Commander Trail shall be extended to connect with Drive "F" subject to approval by the City Engineering Department.

Mr. Jim Kiefer and Mr. Gary Menchhofer of Great Traditions were present for the review of the Special Approval application. Mr. Kiefer stated they did not agree with Condition #9 concerning the widening of Drive "E" to twenty-one (21) feet. He stated the street will serve only ten (10) lots and felt the existing street with a twenty (20) foot width was appropriate. He stated if much of the curb would have to be disturbed with the installation of the laterals, they would replace it at the twenty-one (21) foot width. Further, the condition to connect the street with Commander Trail while not serving much use to the residents, could also be a stormwater runoff problem to the units with walkouts as the connection would restrict runoff and create a dam in that area.

Mr. Menchhofer stated they would prefer to avoid the connection to Commander Trail as many of the units in the David Holzen Plat are rental units and older in style which would not blend with the Yankee Trace product.

Mr. Durham stated that connecting Commander Trail would be an expense that would get minimal results. He suggested a pedestrian connection be made to the neighborhoods since the streets in this area of Yankee Trace will now be public streets as has been done in many areas throughout the City.

Mr. St. Pierre asked Mr. Kiefer if the sidewalk would interfere with the drainage.

Mr. Kiefer felt the sidewalk could be designed to allow the flood route to go over that area.

Mr. Weingarten he objected to Condition #4 concerning the gas street lights as they are a considerable financial burden on the Homeowners Association of Yankee Trace.

Mr. Feverston explained that Council established a policy that gas lights should be used to complete the portion of Yankee Trace west of Paragon Road. The development east of Paragon Road will most likely switch to electric lights.

Mr. Weingarten stated he wanted to object to the gas lights as he and other homeowners in Yankee Trace will voice further. He stated it is an extreme cost--approximately fifteen (15) to twenty (20) times the cost of electric. He stated the gas lights operate at approximately \$240 per year compared to \$9 per year for electric lights.

Mr. Hansford suggested increasing the rear yard setback from thirty (30) to forty (40) feet on at least one (1) lot north of the #4 tees.

MOTION: Mr. Hansford moved to approve the Special Approval application for Yankee Trace, Parcel 28, subject to the following conditions:

1. The building setbacks shown on the plan shall be modified to show five (5) foot side yard setbacks for all lots, and the thirty (30) foot rear yard setback for around the No. 4 tees be extended to include whole lots subject to approval by the City Planning Department.
2. The land situated in the southwestern portion of the site between two (2) lots and the western portion of the proposed Reserve Area shall be deeded to the City for the purpose of golf course access subject to approval by the City Planning Department.
3. The property line located south of the No. 4 tee shall be modified to provide a rear yard for the adjoining lots subject to approval by the City Planning Department.
4. The final design of all "skin" improvements including gas street lights shall be subject to approval by the City Planning Department.
5. A landscape plan shall be submitted subject to approval by the Planning Department. Additionally, the landscape requirements for each individual lot that is outlined in the Yankee Trace Design Review Guidelines needs to be modified for Parcel 28. Since the typical lot is fifty-five (55) feet wide, the required number of front yard trees [minimum of three (3) trees] should be reduced to two (2) subject to approval by the City Council.
6. The Planning Commission must approve a forty (40) foot wide right-of-way for all public streets in this development parcel.
7. All street names shall be subject to approval by the City Planning Department.
8. Drive "D" and Drive "E" shall be redesigned to improve both intersection and roadway geometry subject to approval by the City Engineering Department.
9. If construction permits, Drive "E" shall be widened to twenty-one (21) feet back of curb to be consistent with other eyebrow streets in Yankee Trace.
10. The cul-de-sac located at the end of Drive "F" shall be designed in a manner similar to Section 9 subject to approval by the City Engineering Department.
11. The design of Drive "G" shall be modified to improve maneuvering of emergency vehicles subject to approval by the City Engineering Department.

12. A pedestrian connection shall be made from the public street in Parcel 28 to Commander Trail subject to approval by the City Engineering Department.

Mr. Briggs seconded the motion. The motion was approved unanimously 7-0.

Yankee Trace, Section 31 - Record Plan

Mr. Feverston reviewed the Record Plan for Yankee Trace, Section 31, located along Yankee Trace Drive west of Greenskeeper Way (Parcel 28). Ten (10) single-family lots are proposed on this 2.736 acre parcel zoned R-1c, Single-Family Residential as part of a Residential Lifestyle Community approved by City Council. This section will maintain a density of 3.65 dwelling units per acre.

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

1. The 0.861 acre parcel owned by Yankee Trace Development, MF #01-0663-C04, shall be platted as a reserve area with this record plat.
2. The western portion of the Reserve Area CL shall be deeded to the City for the purpose of golf course access subject to approval by the City Planning Department.
3. The Yankee Trace Declaration of Covenants shall be modified to require the Homeowners Association to be responsible for the maintenance of the landscaped area between Drive "E" and Yankee Trace Drive subject to approval by the City Attorney.
4. In lieu of completion of the required improvements prior to the recording of this plat, a performance bond in an amount acceptable to the City Engineer shall be posted by the developer with the City of Centerville and a subdivider's agreement entered into with the City by the developer.
5. The final grading and stormwater drainage plan shall be subject to approval by the City Engineering Department.
6. The plans for water lines and fire hydrants shall be subject to the approval of the Washington Township Fire Department.
7. A hard surface roadway capable of providing emergency vehicle access and support at all times for firefighting purposes shall be provided prior to any combustible construction.

Mr. Hansford questioned why the eyebrow area shall be maintained by the Homeowners Association.

Mr. Feverston stated this area currently exists with plantings in place and was to be part of the condominium development which would have maintained that area as part of their Homeowners Association. He stated to maintain consistency in the overall development, staff felt maintenance should be the responsibility of the Homeowners Association.

MOTION: Mr. Hansford moved to recommend approval of the Record Plan for Yankee Trace, Section 31, to City Council subject to the following conditions:

1. The 0.861 acre parcel owned by Yankee Trace Development, MF #01-0663-C04, shall be platted as a reserve area with this record plat.
2. The western portion of the Reserve Area CL shall be deeded to the City for the purpose of golf course access subject to approval by the City Planning Department.
3. The Yankee Trace Declaration of Covenants shall be modified to require the Homeowners Association to be responsible for the maintenance of the landscaped area between Drive "E" and Yankee Trace Drive subject to approval by the City Attorney.
4. In lieu of completion of the required improvements prior to the recording of this plat, a performance bond in an amount acceptable to the City Engineer shall be posted by the developer with the City of Centerville and a subdivider's agreement entered into with the City by the developer.
5. The final grading and stormwater drainage plan shall be subject to approval by the City Engineering Department.
6. The plans for water lines and fire hydrants shall be subject to the approval of the Washington Township Fire Department.
7. A hard surface roadway capable of providing emergency vehicle access and support at all times for firefighting purposes shall be provided prior to any combustible construction.

Mr. Briggs seconded the motion. The motion was approved unanimously 7-0.

Storage Inns of America - Planning Commission Special Approval

Mr. St. Pierre left the meeting at this time due a potential conflict of interest.

Mr. Feverston reviewed the Special Approval application submitted by Tom Smith for Storage Inns of America to be located on Lot 1, Section 2 of South Metro Industrial Park. The zoning on the 3.542 acre parcel is primarily Industrial Planned Development, I-PD, with a small area on the southeast corner of the property zoned Business Planned Development, B-PD. The

request is to construct a 23,875 square foot self-storage building as well as an outdoor Recreational Vehicle (RV) facility. The number of parking spaces required for the storage building is 24 spaces which is the number proposed by the applicant. The storage building will be placed on the northern portion of the lot with the RV storage lot south of the building. The remainder of the property will remain vacant with the intent it could develop sometime in the future.

The proposed elevations are a combination of split-face block and E.I.F.S. building materials which does reflect the base, body and cap requirements. The front elevation varies in height. All overhead doors face south toward the RV storage area. Other than passage doors, there are no doors that face I-675. Access will be provided from South Metro Parkway with a loop drive extending around the entire building. The landscaping requirement is satisfied around the building, however, it is not satisfied in the RV storage area.

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

1. The final design of the parking layout shall be subject to approval by the City Engineering Department.
2. The area labeled as RV Storage shall be modified to provide a minimum of eight (8) percent parking lot landscaping subject to approval by the City Planning Department.
3. Final grading and stormwater drainage plans shall be subject to approval by the City Engineering Department in accordance with the City Stormwater Drainage Control Ordinance.
4. All roof-mounted equipment shall be screened, subject to approval by the City Planning Department.
5. A final landscaping plan, including mounding along the Interstate 675 frontage, shall be approved by the City Planning Department. Existing trees along the north and west property lines shall be preserved to the greatest extent practical and the applicant will be credited for trees saved on the landscape plan.
6. A performance bond or other construction guarantee shall be posted by the developer for all landscaping 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.
7. A final exterior lighting plan shall be subject to approval by the City Planning Department.

8. A hard surface roadway capable of providing emergency vehicle access and support at all times for emergency purposes shall be provided during construction.
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 are visually compatible with the surrounding buildings. Specifically,
 - a. The body of the building shall be brick instead of E.I.F.S.
 - b. The south and east building elevations shall be modified to include architectural elements that extend above the main wall height by ten (10) percent. Such elements shall be distributed in a manner that limits the length of a continuous wall section of uniform height to one hundred (100) feet.
 - c. Brick pilasters, identical to those on the north elevation, shall be added to the east and west elevations in a manner that uniformly divides the walls into bays.
 - d. The Planning Commission must approve the use of a flat roof.
10. The final building colors shall be subject to approval by the City Planning Department.
11. No sign depicted shall be approved as a part of this application.
12. Prior to the issuance of any building or zoning permits by the City, the property owner shall petition the City to rezone the southeast corner of the property to Industrial Planned Development, I-PD, and work with the developer to adjust the zoning boundary in South Metro Park, Section 2.

Mr. Tom Smith, applicant, stated the design of the building was selected as they wanted it to look nice along I-675. The building materials proposed are common in commercial construction which will look primarily the same as the former K-Mart building located on the northeast corner of Main Street and Spring Valley Road. Those materials include metal, E.I.F.S., and split concrete block. The E.I.F.S. will provide insulation to the building as well. There will be no fence around the building as each unit will have a key pad access.

Mr. Durham asked why the west elevation is not required to have architectural elements to extend above the main building wall height by ten (10) percent.

Mr. Shrimplin stated the west wall is not required to have this architectural element because its length is less than one hundred (100) feet.

Mr. Smith asked why Buckeye Ecocare directly next to his site was not required to have these architectural elements.

Mr. Oliver stated relief was required on the front of the building facing I-675 and the south elevation, however, it was not required for the east and west elevations since it was situated next to other buildings without those elements.

The members felt the use of brick was not necessary as the proposed building materials are appropriate to the surrounding neighborhood.

The architect for the project indicated there would be difficulty screening the roof-mounted equipment due to the slope of the roof structure for drainage purposes.

Mr. Durham stated the Planning Commission consistently requires screening of roof-mounted equipment.

Mr. Feverston screening options include a screen around the individual units, screening as a result of an architectural feature, or ground-mounted units screened with plant materials.

The members suggested the same metal roof material could be used to screen or a mansard-type roof could be created along the south elevation so the equipment would not be visible from the south.

MOTION: Mr. Hansford moved to approve the Special Approval application submitted by Tom Smith for Storage Inns of America to be located on South Metro Parkway subject to the following conditions:

1. The final design of the parking layout shall be subject to approval by the City Engineering Department.
2. The area labeled as RV Storage shall be modified to provide a minimum of eight (8) percent parking lot landscaping subject to approval by the City Planning Department.
3. Final grading and stormwater drainage plans shall be subject to approval by the City Engineering Department in accordance with the City Stormwater Drainage Control Ordinance.
4. All roof-mounted equipment shall be screened, subject to approval by the City Planning Department.

5. A final landscaping plan, including mounding along the Interstate 675 frontage, shall be approved by the City Planning Department. Existing trees along the north and west property lines shall be preserved to the greatest extent practical and the applicant will be credited for trees saved on the landscape plan.
6. A performance bond or other construction guarantee shall be posted by the developer for all landscaping 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.
7. A final exterior lighting plan shall be subject to approval by the City Planning Department.
8. A hard surface roadway capable of providing emergency vehicle access and support at all times for emergency purposes shall be provided during construction.
9. The final building colors shall be subject to approval by the City Planning Department.
10. No sign depicted shall be approved as a part of this application.
11. Prior to the issuance of any building or zoning permits by the City, the property owner shall petition the City to rezone the southeast corner of the property to Industrial Planned Development, I-PD, and work with the developer to adjust the zoning boundary in South Metro Park, Section 2.

Further, the Planning Commission approved the architectural design of the proposed building as it is visually compatible with the surrounding buildings. Specifically, the use of a flat roof was approved.

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

There being no further business, the meeting was adjourned.

A handwritten signature in black ink, appearing to be 'J. Briggs', written in a cursive style.