

CENTERVILLE PLANNING COMMISSION
Regular Meeting
Tuesday, May 8, 2001

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

Attendance: Mr. James Durham; Chairman; Mr. Patrick Hansford; Mr. Jack Kindler; Mr. Joseph Weingarten; Mr. Rand Oliver. Absent: Mr. James Briggs; Mr. Richard Pluckebaum. Also present: Mr. Steve Feverston, City Planner; Mr. Ryan Shrimplin, Planner; Mr. Robert N. Farquhar, City Attorney; Mr. Norbert Hoffman, City Engineer; Mr. Greg Horn, City Manager.

Mr. Feverston stated Mr. Briggs notified staff he would not be attending the meeting due to a conflict with his business schedule. Mr. Pluckebaum notified staff he would not be attending the meeting due to illness.

Motion to Excuse: Mr. Weingarten moved to excuse Mr. Briggs and Mr. Pluckebaum from the meeting as each gave prior notice to staff. Mr. Kindler seconded the motion. The motion was approved unanimously 5-0.

MOTION: Mr. Hansford moved to approve the minutes of the April 24, 2001, Planning Commission Work Session, as written. Mr. Oliver seconded the motion. The motion was approved 4-0-1 with Mr. Weingarten abstaining.

MOTION: Mr. Hansford moved to approve the minutes of the April 24, 2001, Planning Commission Regular Meeting, as written. Mr. Kindler seconded the motion. The motion was approved unanimously 5-0.

COMMUNICATIONS

Mr. Feverston introduced Mr. Chris Pozutto who has been appointed as the Economic Development Administrator.

PUBLIC HEARINGS

Charter One Corporation/Walnut Creek - Rezoning/Planning Commission Special Approval

Mr. Feverston reviewed the rezoning application submitted by the Charter One Corporation for an .887 acre parcel of property located along the north side of East Alex-Bell Road, west of Planet Ford. The existing zoning is B-2, General Business, and the applicant is requesting a R-1c, Single-Family Residential, zoning designation in order to combine this parcel with adjoining R-1c property for the purpose of developing it as a residential cluster development.

The Comprehensive Plan, although out of date, states that uses should be done so in a transitional manner. The parcel in question, abuts undeveloped residential land to the north and west, undeveloped business-zoned land to the south and Planet Ford to the east, and is designated on the residential cluster development plan submitted in a separate application as a reserve area. A reserve area would serve as that transition area between the existing uses.

Based on the following analysis, staff recommended the rezoning be approved:

1. The subject land is part of a 15.559 acre parcel that is proposed to be developed as a single-family residential subdivision. The subject land is .887 acre in size and is currently zoned B-2, General Business, The remaining acreage is zoned R-1c, Single-Family Residential.
2. The subject land is proposed to be used as a reserve area in the development. No buildings or vehicular access are proposed. There is an existing detention basin that encroaches onto the subject land that will likely be expanded as a part of this development.
3. The proposed rezoning is not consistent with the Land Use Plan of the Centerville Comprehensive Plan. It does satisfy, however, the goals and objectives of the Comprehensive Plan and the Policy Plan with respect to establishing transitional uses or buffers between commercial and residential uses.
4. Rezoning the subject land to R-1c will allow it to be integrated into the residential cluster development.

Mr. Durham opened the public hearing.

Mr. Mike Conway, Trustee of the Cheltenham Homeowners Association, stated he felt single-family residential was the best use for the land, however, the homeowners in the adjoining Cheltenham neighborhood would like more information on the proposed development prior to the rezoning of the land.

Mr. Ralph Amos, representing the applicant, stated the rezoning is necessary for the development of the subdivision. He stated the proper zoning must be in place prior to the approval of the residential cluster development.

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

Mr. Feverston reviewed the Special Approval application requesting approval to construct a residential cluster development on the northwest corner of East Alex-Bell Road and Whites Corner Road behind Planet Ford and south/east of the Cheltenham neighborhood. A total of 30 lots are proposed for the 15.559 acre site for an overall density of 1.94 dwelling units per acre. A fee-in-lieu of parkland dedication shall be paid by the developer.

Staff felt it would better serve the residents of the existing Cheltenham neighborhood to terminate the extension of Hingham Lane at Whites Corner Road rather than making it a through street.

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

1. The .887 acre portion of this parcel that is currently zoned B-2, General Business, must be rezoned to R-1c, Single-Family Residential by the City Council.
2. A fee-in-lieu of Parkland Dedication shall be required for this development in accordance with Ordinance 15-86.
3. Hingham Lane shall be terminated with a cul-de-sac and the connection to Whites Corner Road eliminated, subject to approval by the City.
4. The stub street labeled as Street "C" on the zoning plan shall be relocated to the eastern property line south of Reserve Area "A", subject to approval by the City.
5. All street names shall be approved by the Planning Department.
6. The final design of the right-of-way for Whites Corner Road shall be subject to approval by the City Engineering Department.
7. The sidewalk on the north side of Hingham Lane shall be extended to the intersection of Whites Corner Road, subject to approval by the Planning Department.
8. A detailed stormwater drainage plan shall be approved by the City Engineer showing stormwater drainage calculations and incorporating detention and erosion control during construction in accordance with the City Stormwater Drainage Control Ordinance.
9. All private open space and stormwater retention and/or detention basins shall be maintained by a homeowners association.
10. All construction traffic shall be restricted to accessing the development from Whites Corner Road only.

Mr. Ralph Amos, representing the developer, stated the proposed cluster development was designed to preserve the existing trees and stream on the site. This type of development is a good transition between the business zoning and the Cheltenham neighborhood. He indicated they would work with staff to address all the conditions recommended by staff.

Mr. Mike Conway, Trustee of the Cheltenham Homeowners Association, stated the proposed lots are considerably smaller than those in Cheltenham even though they have the same zoning classification. The setbacks are less which is of great concern to their neighborhood. He stated it is in the best interest of the residents in Cheltenham to know what type of housing will be constructed in this subdivision, what size, cost range, and the people the developer is catering to--those are the things that the residents have the greatest concern about. Since this subdivision

will feed off of Cheltenham, it should have to be developed to be compatible with Cheltenham.

Mr. Feverston stated Cheltenham was developed as a Residential Cluster Development, as well, however, that developer chose to provide greater lot size and fewer reserve areas.

Mr. Amos stated the price range for this subdivision should be between \$250,000 and \$300,000, housing styles to vary in terms of one and two-story homes, and walkout basements. There is no definite builder in mind at this particular time.

Ms. Kathy Jacoutot, Montpellier Blvd., stated she would like the existing two rows of trees to remain on the site to provide screening from the commercial development on the east side of Wilmington Pike.

Mr. Amos indicated some of the trees might have to be removed, however, their approach to the entire development is to maintain the stream and trees on the site in order to make the lots more appealing.

Mr. Ray Blatz, 2217 Briggs Road, stated he did not object to the cul-de-sac street as recommended by staff, however, the homeowners in Cheltenham have made many improvements along their Alex-Bell Road entrance and should not be responsible to pay for these improvements from which the new subdivision would also benefit. He stated that if this new subdivision was not up to the standards of Cheltenham, a separate entrance should be located along Whites Corner Road.

Mr. Durham stated Cheltenham would have the option of inviting the new subdivision to become a part of their homeowner's association to address the situation to which Mr. Blatz was referring.

Ms. Susan Weeks, Donamere Circle, stated that creating an access onto Whites Corner Road would only increase the traffic congestion in that area as a result of trucks delivering vehicles to Planet Ford and Walgreens on the west side of the street. With no traffic signal along Alex-Bell Road for the Cheltenham and Springbrooke Condominium residents, and the Alex-Bell Road improvement in the distant future, perhaps some type of traffic relief should be considered.

Mr. Kim Curel, 6512 Atterbury Court, suggested that should traffic signals be installed along Alex-Bell Road, they be put on flash during the late evening when traffic volume does not warrant its use.

Mr. Dave Hall, 6756 Montpellier Blvd., stated that if the proposed subdivision is not forced to be made compatible with Cheltenham, that distinction should be recognized and the burden should not be forced on the Cheltenham homeowners. A cul-de-sac should be constructed at what is now the stub street on Hingham Lane and access should be solely from White Corner Road. The amount of future traffic flow has not been taken into consideration as to how it will affect the existing neighborhood. Mr. Hall stated the drainage from this new subdivision should be

directed to the east as the adjoining lots in Cheltenham are very low which would create a potential flooding problem.

Mr. Hansford stated the development plan addresses the trees located in the fence row as they are primarily in the setback area so most should be protected. A stub street is an indication that the road will continue as development continues in undeveloped areas which is the case of Hingham Lane. Mr. Hansford stated that the project engineer, Mr. Amos, has produced a plan that preserves the natural elements on the site as he has done in other developments in the City.

Mr. Oliver stated the proposed use as single-family residential development is the best situation for the adjoining neighborhood based on other permitted uses that can develop in a R-1c zoning district. He stated he preferred the road being a through street for the convenience of the entire neighborhood.

Mr. Weingarten agreed that the road should be a through street as stated by Mr. Oliver.

MOTION: Mr. Hansford moved to recommend approval to Council of the rezoning of a .887 parcel land from B-2, General Business, to R-1c, Single-Family Residential, as requested by the Charter One Corporation. Mr. Oliver seconded the motion. The motion was approved unanimously 5-0.

MOTION: Mr. Hansford moved to approve the Special Approval application requesting a Residential Cluster Development Plan for Walnut Creek subject to the following conditions:

1. The .887 acre portion of this parcel that is currently zoned B-2, General Business, must be rezoned to R-1c, Single-Family Residential by the City Council.
2. A fee-in-lieu of Parkland Dedication shall be required for this development in accordance with Ordinance 15-86.
3. Hingham Lane shall be terminated with a cul-de-sac and the connection to Whites Corner Road eliminated, subject to approval by the City.
4. The stub street labeled as Street "C" on the zoning plan shall be relocated to the eastern property line south of Reserve Area "A", subject to approval by the City.
5. All street names shall be approved by the Planning Department.
6. The final design of the right-of-way for Whites Corner Road shall be subject to approval by the City Engineering Department.
7. The sidewalk on the north side of Hingham Lane shall be extended to the intersection of Whites Corner Road, subject to approval by the Planning Department.

8. A detailed stormwater drainage plan shall be approved by the City Engineer showing stormwater drainage calculations and incorporating detention and erosion control during construction in accordance with the City Stormwater Drainage Control Ordinance.
9. All private open space and stormwater retention and/or detention basins shall be maintained by a homeowners association.
10. All construction traffic shall be restricted to accessing the development from Whites Corner Road only.

Mr. Kindler seconded the motion. The motion was approved 3-2 with Mr. Weingarten and Mr. Oliver voting no.

NEW BUSINESS

Yankee Trace, Parcels 26, 27, 28, 29 and 30 - Planning Commission Special Approval

Mr. Weingarten left the meeting at this time due to a conflict of interest.

Mr. Feverston reviewed the Special Approval application submitted by Great Traditions requesting zoning approval of Development Parcels 26 through 30 of the Yankee Trace Golf Community west of Paragon Road. The acreage for these parcels is approximately 75.1 acres. He stated the types and number of units to be used in these particular development parcels have been approved by Council.

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

1. All building setbacks to the golf course shall be a minimum of forty (40) feet unless specifically modified by this plan. Building setbacks to all other lot lines shall be per the original residential cluster development plan approved by the Planning Commission on August 9, 1994.
2. All skin improvements shall be installed per the agreement between the developer and the City including, but not limited to, horse park fencing, mounding, and gas lights to be phased within the development and along Paragon Road.
3. The design and cross-section of all new roadways are approved as per the original residential cluster development plan approved by the Planning Commission on August 9, 1994.
4. All private streets shall be constructed to City Standards (except for street width), subject to approval by the City Engineering Department.

5. The lots labeled on the plan as 29-7 and 29-8 shall be eliminated and a reserve area forty (40) feet in width established between the lots and the gas easement, subject to approval by the Planning Department.
6. Lots 12-1, 29-14, and 29-15 shall be modified to increase the golf view from Yankee Trace Drive, subject to approval by the Planning Department.
7. The architectural design of the condominium buildings in Parcel 28 shall be approved by the Planning Department. Specifically, a color palette of all building materials shall be submitted for approval by the City Planning Department. The architecture shall express the following:
 - a. A variation in the color palettes between clusters of buildings. The four (4) southernmost buildings along the private drive next to Yankee Trace Drive and the two (2) buildings behind the #4 golf tees shall express a different color palette from the other buildings.
 - b. A variation in the use of brick and siding on all building elevations. At least one-third (1/3) of the total number of buildings directly abutting golf shall express brick on the central portion of the building including the gabled end.
 - c. On the front building elevation, at least one (1) dwelling unit shall have two (2) single-car garage doors instead of a double door.
8. The two (2) condominium buildings in the southwest corner of Parcel 28 shall be shifted to the northeast and rotated with the rear elevations facing the #4 tees. Private Drive "F" shall be re-routed towards the south and west property lines. The existing vegetation in this area shall be preserved to the greatest extent possible. The final design of the southwest corner shall be subject to approval by the Planning Department.
9. The condominium buildings directly abutting the southeast side of the #4 fairway shall be shifted to the southwest to accommodate a twenty-five (25) foot parking and paving setback as required by the Zoning Ordinance.
10. The southeast corner of Parcel 28 shall be modified to include thirty (30) off-street parking spaces as required by the Zoning Ordinance.
11. The final design of the turn-around in the southeast corner of Parcel 28 shall be subject to approval by the City Engineering Department.

12. Per Condition #2 of the original approval granted by the Centerville Planning Commission, as the Yankee Trace Residential Community expands, a need for additional recreational facilities and/or parkland may become necessary for the southeastern portion of the development east of Yankee Street. The developer, if such need is determined by the Planning Commission, will provide for those facilities or parkland.

The original Yankee Trace Master Plan approved by the City Council provided a maximum of 518 dwelling units to be served by one (1) swimming pool and tennis center. Since that time, the Master Plan has been amended to permit a maximum of 744 dwelling units (not including Bethany Commons and Parcel 31 east of Paragon Road). This represents at least a 44% growth in the Yankee Trace Residential Community that would be served by a single recreational facility (currently the swim and tennis center). In order to keep pace with this growth, it is necessary to add a second recreational facility in the southeastern portion of this development. The Planning Department recommends that the area labeled as Reserve 28-A be designated for a recreational facility. The final design of any recreational facility other than parkland or open space shall be subject to approval by the Planning Commission.

13. The final design of the golf cart path to the #4 tees shall be subject to approval by the Planning Department.
14. The final grading plan shall be subject to approval by the City Engineering Department.

Mr. Jim Sullivan and Mr. Jim Kiefer, Great Traditions, and Mr. Bill Erpenbeck, the Erpenbeck Company, were present for the review of the application.

Mr. Sullivan gave a slide presentation of the mix of housing products used in other successful golf community developments their company has completed. He stated they had revised this plan many times to incorporate the changes Planning Commission felt were necessary.

Mr. Erpenbeck reviewed the type of attached units his company would be constructing in Parcel 28 which he assured would compliment the golf community as they have done in many other upscale projects throughout the greater Cincinnati area. He stated the proposed architecture has been revised to reflect the material and design changes the Planning Commission requested. These particular units will be constructed of brick, stone elements and wood siding, and will range in price averaging \$250,000 to \$300,000 per unit.

Mr. John Garber, a Greenskeeper Way resident, stated he would prefer single-family units in this area rather than attached units. He stated he was concerned with vehicular headlights spilling onto their lots with the proposed rerouting of the roadway.

Mr. Durham stated the existing vegetation will be maintained along that area to help screen the rerouting of the roadway as requested by those adjacent property owners rather than having the attached units abut the properties on Greenskeeper Way.

Mr. Russell Kross, 1085 Yankee Trace Drive, asked about the development of property on the east side of Paragon Road.

Mr. Sullivan indicated there no plans available at the present time.

Mr. Kross stated that an additional pool, hiker-biker trails, etc., would affect the existing homeowners association with their financial responsibility.

Mr. Horn stated that the development of Yankee Trace has increased from the original number of units planned for the community with the additional acreage incorporated into the overall development. He stated it was his feeling that a single pool would not adequately serve the residents and an additional pool area be located in another area of Yankee Trace.

Mr. Sullivan stated the developer is not against the idea of another pool, however, they would like to take another year to observe the usage of the existing pool to be assured an additional pool will be necessary.

Mr. Kross asked if any traffic studies had been done recently. He stated the attached units will affect the traffic pattern to the single-family portion of the development.

Mr. Hoffman stated the last sketch plan had been done in October, 2000, and the estimated counts are 1800 to 2000 cars per day along Yankee Trace Drive.

Mr. Durham stated the Erpenbeck Company has done everything the Planning Commission has asked them to do to make this the best possible development it can be. He stated the attached units will be a high-quality product that will be sensitive to the existing property owners.

MOTION: Mr. Hansford moved to approve the Special Approval application submitted by the Great Traditions Land Development Corporation for Yankee Trace, Parcels 26-30, subject to the following conditions:

1. All building setbacks to the golf course shall be a minimum of forty (40) feet unless specifically modified by this plan. Building setbacks to all other lot lines shall be per the original residential cluster development plan approved by the Planning Commission on August 9, 1994.
2. All skin improvements shall be installed per the agreement between the developer and the City including, but not limited to, horse park fencing, mounding, and gas lights to be phased within the development and along Paragon Road.
3. The design and cross-section of all new roadways are approved as per the original residential cluster development plan approved by the Planning Commission on August 9, 1994.

4. All private streets shall be constructed to City Standards (except for street width), subject to approval by the City Engineering Department.
5. The lots labeled on the plan as 29-7 and 29-8 shall be eliminated and a reserve area forty (40) feet in width established between the lots and the gas easement, subject to approval by the Planning Department.
6. Lots 12-1, 29-14, and 29-15 shall be modified to increase the golf view from Yankee Trace Drive, subject to approval by the Planning Department.
7. The architectural design of the condominium buildings in Parcel 28 shall be approved by the Planning Department. Specifically, a color palette of all building materials shall be submitted for approval by the City Planning Department. The architecture shall express the following:
 - a. A variation in the color palettes between clusters of buildings. The four (4) southernmost buildings along the private drive next to Yankee Trace Drive and the two (2) buildings behind the #4 golf tees shall express a different color palette from the other buildings.
 - b. A variation in the use of brick and siding on all building elevations. At least one-third (1/3) of the total number of buildings directly abutting golf shall express brick on the central portion of the building including the gabled end.
 - c. On the front building elevation, at least one (1) dwelling unit shall have two (2) single-car garage doors instead of a double door.
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13. The final design of the golf cart path to the #4 tees shall be subject to approval by the Planning Department.
14. The final grading plan shall be subject to approval by the City Engineering Department.

Mr. Kindler seconded the motion. The motion was approved 3-1 with Mr. Oliver voting no.

There being no further business, the meeting was adjourned.



