

CENTERVILLE PLANNING COMMISSION
Regular Meeting
Tuesday, June 8, 1999

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

Attendance : Mr. Jack Kostak, Vice-Chairman; Mr. Richard Pluckebaum; Ms. Cheri Williams; Mr. Rand Oliver. Absent: Mr. James Durham; Mr. Patrick Hansford; Mr. Richard Tompkins. Also present: Mr. Ryan Shrimplin, Planner; Mr. Norbert Hoffman, City Engineer; Mr. Robert N. Farquhar, City Attorney.

MOTION: Mr. Pluckebaum moved to excuse Mr. Durham and Mr. Hansford from the meeting as each gave prior notice of their absence to Planning staff. Ms. Williams seconded the motion. The motion was approved unanimously 4-0.

Mr. Tompkins was not excused from this meeting.

Approval of minutes:

MOTION: Mr. Pluckebaum moved to approve the Planning Commission Work Session minutes of May 25, 1999, as written. Ms. Williams seconded the motion. The motion was approved unanimously 4-0.

MOTION: Mr. Oliver moved to approve the Planning Commission Regular Meeting minutes of May 25, 1999, with the following change:

On Page 3, fifth paragraph, the work "though" should be changed to "thought".

Mr. Pluckebaum seconded the motion. The motion was approved unanimously 4-0.

NEW BUSINESS

Centerville High School - Planning Commission Special Approval

Mr. Shrimplin reviewed the Special Approval application submitted for Centerville High School, 500 East Franklin Street, seeking approval to construct building additions and a new parking area. Phase 1 will include a building addition for a weight room and athletic offices, an addition to the accessory building located at the northeast end of the football field to provide a visitor locker room; a new paved student parking area northwest of the football field; and additional bus parking north of the visitor locker room. Phase 2 will include additional classrooms and band rooms.

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

1. The Planning Commission shall approve the design of the proposed building additions to assure the materials, shape, and architecture create a unified design on the premises and are visually compatible with the surrounding buildings. Specifically, the Planning Commission must approve the flat roof and the use of concrete block as an exterior siding material (visitor locker room).
2. The final grading plan shall be subject to approval by the City Engineering Department.

3. A 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 provisions of the City Stormwater Drainage Control Ordinance.
4. A hard surface roadway capable of providing emergency access and support at all times for firefighting purposes shall be provided during construction.

Mr. Dave McDaniel, Principal of Centerville High School (CHS), stated that the band facility needs to be enlarged to house the number of band members. The visitors locker is proposed to provide separation of the visitors from the fans on the home side of the field.

Mr. Pluckebaum was concerned with the retention/detention areas in the proposed parking area.

Mr. Hoffman stated that when CHS was originally constructed, there were no stormwater requirements. As improvements have occurred over years, surface basins in the parking areas have been provided.

Mr. Pluckebaum asked the reason for the amount of proposed additional parking and expressed concern for the loss of green space to the adjoining residential properties.

Mr. McDaniel stated the additional parking area is proposed to keep vehicles on school property during school hours or after-hour events rather than parking spilling over into the neighborhoods.

Mr. Kostak asked when the project would be complete.

Mr. Bill Williams, Levin-Porter Associates, stated Phase 1 should be complete before October of this year. Construction of Phase 2 will be ready in Fall, 2000.

MOTION: Mr. Oliver moved to approve the Special Approval application submitted for Centerville High School, 500 East Franklin Street, for Building and Parking Additions subject to the following conditions:

1. The Planning Commission shall approve the design of the proposed building additions to assure the materials, shape, and architecture create a unified design on the premises and are visually compatible with the surrounding buildings.
2. The final grading plan shall be subject to approval by the City Engineering Department.
3. A 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 provisions of the City Stormwater Drainage Control Ordinance.
4. A hard surface roadway capable of providing emergency access and support at all times for firefighting purposes shall be provided during construction.

Further, the Planning Commission agreed to approve the flat roof and the use of concrete block as an exterior siding material on the visitor locker room.

Ms. Williams seconded the motion. The motion was approved unanimously 4-0.

Yankee Trace, Sections 3, 10 and 19 - Modification of Side Yard Minimum Setbacks

Mr. Shrimplin reviewed the request from Yankee Trace Development to modify the required side yard building setbacks in Sections 3, 10 and 19 of Yankee Trace, located west of Yankee Street in the Homestead section. The applicant is requesting a 5 foot setback on one (1) side of each lot with a minimum of 20 feet of separation between each dwelling. Most of Section 3 is developed and Section 10 is partially developed. Section 19 has no built lots at this time.

Staff recommended to approve the requested modification for side yard building setbacks in Section 19 subject to the following conditions:

1. The setback plan for Section 19 shall be modified to show the modified minimum side yard building setback of 5 feet and a minimum separation of 20 feet between buildings subject to approval by the Planning Department.
2. A covenant shall be placed on the Record Plat for Section 19 that provides for this minimum side yard building setback and building separation subject to approval by the City Attorney.

Staff recommended denial of the request to modify the minimum side yard building setback for Section 3 and 10 as this modification would allow different requirements for specific lots within the same section and create confusion in the future.

The members of Planning Commission agreed and supported the recommendations of staff.

MOTION: Mr. Pluckebaum moved to approve the modification for Section 19 of Yankee Trace subject to the following conditions:

1. The setback plan for Section 19 shall be modified to show the modified minimum side yard building setback of 5 feet and a minimum separation of 20 feet between buildings subject to approval by the Planning Department.
2. A covenant shall be placed on the Record Plat for Section 19 that provides for this minimum side yard building setback and building separation subject to approval by the City Attorney; and,

Further, the modifications for Section 3 and 10 of Yankee Trace are denied. Ms. Williams seconded the motion. The motion was approved unanimously 4-0.

Yankee Trace, Sections 21 and 22 - Planning Commission Special Approval

Mr. Shrimplin reviewed the Special Approval application submitted for Yankee Trace, Sections 21 and 22 located west of Yankee Street south of Silverlake Drive and east of Washington Church Road. The zoning on the 47.4736 acre parcel is R-1c, Single-Family Residential. The density approved on the Lifestyle Community Master Plan by Council is 3.70 dwelling units per acre and the applicant is proposing 3.05 dwelling units per acre. Section 21 proposes 104 lots which is a reduction of the 112 approved on the Lifestyle Community Master Plan; and Section 22 proposes 41 lots, also a reduction of the 63 approved on the Master Plan.

Section 21 is proposed to develop as a neo-traditional subdivision with some standard subdivided lots. The front yard setbacks for the neo-traditional lots will be 13 feet from the right-of-way and the standard lots will be 23 feet; the side yard setbacks for the neo-traditional lots will be 0 feet from one (1) side lot line and a minimum of 10 feet between buildings, and 5 feet for standard lots; the rear yard setbacks for the neo-traditional lots will be 20 feet and the standard lots will be 25 feet; and, vehicular access will be restricted to the rear alley for Lots 380 through 462, and Lot 524.

Section 22 is proposed to develop as a traditional subdivision with front yard setbacks of 25 feet, rear yard setbacks of 25 feet, and side yard setbacks 5 feet from one (1) side lot line and a minimum of 20 feet between buildings.

Staff recommended approval of the Special Approval applications for Sections 21 and 22 subject to the following conditions:

1. The setback plan shall be modified to show the proposal in Section 22 for a minimum side yard building setback of 5 feet and a minimum separation of 20 feet between buildings subject to approval by the Planning Department. Additionally, a covenant shall be placed on the record plat(s) for Section 22 that provides for this minimum side yard building setback and building separation subject to approval by the City Attorney.
2. The final design of all "skin" improvements (decorative walls, mounding, street lights, and picket fencing) shall be subject to approval by the City Planning Department.
3. A covenant shall be placed on the record plat(s) for Section 21 for the ownership and maintenance of all "skin" improvements, including the picket fencing and the alley street lights, by the Homeowners Association.
4. The southwest corner of Reserve BA shall be dedicated to the Centerville-Washington Park District subject to approval by the Planning Department.
5. The trees along the Holes Creek shall be maintained and, if necessary, added to if, in the opinions of the City Manager, adding trees is necessary in order to maintain an adequate 90 foot buffer between the two (2) neighborhoods.

6. A sidewalk plan shall be subject to approval by the Planning Department showing the location of all proposed sidewalks and hiker/biker trails. This plan shall also include the proposed hiker/biker path around the lake and a sidewalk connection from the existing hiker/biker path on Heritage Lake Drive to Washington Church Road.
7. The intersection of Haley Drive and Street "A" shall be redesigned to improve intersection geometry subject to approval by the City Engineer.
8. All street names shall be approved by the City Planning Department. Haley Drive shall be renamed.
9. All public streets shall have a minimum width of 24 feet.
10. A covenant shall be placed on the record plat(s) for Section 21 to restrict vehicular access of Lots 380 through 462 and Lot 524 to the alleys subject to approval by the City Attorney.
11. All alleys shall be owned and maintained by the Homeowners Association.
12. The final design and alignment of the alleys shall be subject to approval by the City Engineering Department. The pavement strength shall be constructed to City Standards for a residential street.
13. The design of the alley/driveway to provide access to Lots 401 and 524 shall be subject to approval by the City Engineer.
14. Street lights shall be constructed along the proposed alleys subject to approval by the Planning Department.
15. A sight easement shall be placed on the record plat where the northwestern alley intersects Haley Drive subject to approval by the City Engineering Department.
16. A landscape plan shall be submitted subject to approval by the Planning Department showing proposed landscaping and mounding, where appropriate, in the reserve areas abutting the Silvercreek Neighborhood. Additionally, the landscape requirements for each individual lot that is outlined in the Yankee Trace Design Review Guidelines needs to be modified for Section 21. Since the typical lot is 45 feet wide, the proposed number of front yard trees (minimum of three trees) should be reduced subject to approval by the City Council.
17. A stormwater drainage plan shall be approved by the City Engineering Department showing stormwater drainage calculations and incorporating retention and/or detention and erosions control during construction in accordance with the provisions of the City Stormwater Drainage Control Ordinance.

Mr. Jim Kiefer, Great Traditions, stated their proposal is 30 lots less than what was approved on the Lifestyle Community Master Plan by Council. He explained that the neo-traditional project has been presented to the residents of Yankee Trace and it has been well-received. Mr. Kiefer stated that the proposal has been discussed with staff and the recommended conditions for approval, although somewhat of a hardship, are acceptable.

Mr. Mark D'Urso and Mr. Brian Moyer, Ryan Homes, were present for the review of the project.

Mr. D'Urso briefly described the product type to be used in this neo-traditional subdivision of Yankee Trace. He stated that the building materials will be consistent with other areas of Yankee Trace and will be subject to the same design review procedures. It has been determined that homeowners want detached rather than attached dwelling units as this is what appeals to young professionals, single-again persons and empty-nesters. The units will be two-story with rear entry garage spaces. Front porches and picket fences will be provided on each lot to create an inviting neighborhood character. The same type of fixtures installed throughout Yankee Trace will be used for street lighting and coach lighting to be used in the alley areas. A large amount of landscaping will be installed throughout the project. To avoid any confusion, address numbers will be placed on the rear of the units as well as in the front.

Fire Chief Ken Parks stated that he would prefer the alleys to be 20 feet in width although a minimum of 18 feet in width is provided in the Fire Code, stating that most flammable liquids are stored in garage areas and are a major source of fire origin. Fire hydrants need to be spaced 300 feet apart due to the homes being in close proximity to each other.

Mr. Pluckebaum stated the issue of alley width has been discussed at length. There will be pavement provided for each garage space that would allow a vehicle to be parked outside. These areas would provide additional width for emergency equipment if necessary.

Mr. Shrimplin stated the width required for alleys is 16 feet in the City.

Chief Parks stated that as a fire safety professional, he could only highly recommend 18 feet of width be required to protect the residents and their homes.

Mr. Bob Feldmann, Centerville-Washington Park District, stated the Master Plan adopted by the Park District in 1978 has always intended to add acreage to the south of the existing 1.5 acres of parkland abutting this project to the north to create a "neighborhood" park. He stated that Master Plan has been shared with each government agency many times. Mr. Feldmann suggested a condition be added to require the developer and Park District to work together to expand the existing park.

Even though Mr. Kiefer indicated the parkland dedication has been satisfied for this project and the developer would be willing to dedicate the reserve areas within the project, Mr. Feldmann stated that type of arrangement was not what the Park District has planned.

Mr. Tom Toberen, Director of Development for Washington Township, expressed concern over the lack of connection to the existing stub drive in the Silvercreek Estates subdivision directly north of Section 21.

Mr. Feldmann stated that the Park District would be interested in working with the Township to acquire the stub drive right-of-way to expand the existing park.

Ms. Williams stated she would request the developer work with the Park District to create the neighborhood park.

MOTION: Mr. Pluckebaum moved to approve Yankee Trace, Sections 21 and 22, subject to the following conditions:

1. The setback plan shall be modified to show the proposal in Section 22 for a minimum side yard building setback of 5 feet and a minimum separation of 20 feet between buildings subject to approval by the Planning Department. Additionally, a covenant shall be placed on the record plat(s) for Section 22 that provides for this minimum side yard building setback and building separation subject to approval by the City Attorney.
2. The final design of all "skin" improvements (decorative walls, mounding, street lights, and picket fencing) shall be subject to approval by the City Planning Department.
3. A covenant shall be placed on the record plat(s) for Section 21 for the ownership and maintenance of all "skin" improvements, including the picket fencing and the alley street lights, by the Homeowners Association.
4. The southwest corner of Reserve BA shall be dedicated to the Centerville-Washington Park District subject to approval by the Planning Department.
5. The trees along the Holes Creek shall be maintained and, if necessary, added to if, in the opinions of the City Manager, adding trees is necessary in order to maintain an adequate 90 foot buffer between the two (2) neighborhoods.
6. A sidewalk plan shall be subject to approval by the Planning Department showing the location of all proposed sidewalks and hiker/biker trails. This plan shall also include the proposed hiker/biker path around the lake and a sidewalk connection from the existing hiker/biker path on Heritage Lake Drive to Washington Church Road.
7. The intersection of Haley Drive and Street "A" shall be redesigned to improve intersection geometry subject to approval by the City Engineer.
8. All street names shall be approved by the City Planning Department. Haley Drive shall be renamed.
9. All public streets shall have a minimum width of 24 feet.

10. A covenant shall be placed on the record plat(s) for Section 21 to restrict vehicular access of Lots 380 through 462 and Lot 524 to the alleys subject to approval by the City Attorney.
11. All alleys shall be owned and maintained by the Homeowners Association.
12. The final design and alignment of the alleys shall be subject to approval by the City Engineering Department. The pavement strength shall be constructed to City Standards for a residential street.
13. The design of the alley/driveway to provide access to Lots 401 and 524 shall be subject to approval by the City Engineer.
14. Street lights shall be constructed along the proposed alleys subject to approval by the Planning Department.
15. A sight easement shall be placed on the record plat where the northwestern alley intersects Haley Drive subject to approval by the City Engineering Department.
16. A landscape plan shall be submitted subject to approval by the Planning Department showing proposed landscaping and mounding, where appropriate, in the reserve areas abutting the Silvercreek Neighborhood. Additionally, the landscape requirements for each individual lot that is outlined in the Yankee Trace Design Review Guidelines needs to be modified for Section 21. Since the typical lot is 45 feet wide, the proposed number of front yard trees (minimum of three trees) should be reduced subject to approval by the City Council.
17. A stormwater drainage plan shall be approved by the City Engineering Department showing stormwater drainage calculations and incorporating retention and/or detention and erosions control during construction in accordance with the provisions of the City Stormwater Drainage Control Ordinance.
18. The Park District and the developer work together on the establishment of the neighborhood park.
19. A minimum building setback off of the alley shall be subject to approval of the City Engineer.

Ms. Williams seconded the motion. The motion was approved unanimously 4-0.

Yankee Trace, Section 23 - Planning Commission Special Approval

Mr. Shrimplin reviewed the Special Approval application submitted for Yankee Trace, Section 23 located east of Yankee Street south of Wedgestone Court and east of the Golf Course Clubhouse. The zoning on the 30.5172 acre parcel is R-1c, Single-Family Residential. The density approved on the Lifestyle Community Master Plan by Council is 2.6 dwelling units per

acre and the applicant is proposing 2.46 dwelling units per acre. Section 23 proposes 75 lots which is a reduction of the 83 approved on the Lifestyle Community Master Plan.

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

1. Vintage Green Court shall be extended to intersect with Clubview Drive to create a looped street, subject to approval by the City.
2. A hiker/biker path shall be constructed along Clubview Drive, Gallery Court and between Lots 585 and 586, subject to approval by the City. A reserve area shall be created between Lots 585 and 586 to accommodate the hiker/biker path.
3. Reserve Area R-BK shall be deleted and Lots 589, 590 and 591 widened to achieve a variation in lot widths along the southern side of Clubview Drive, subject to approval by the City.
4. A stormwater drainage plan shall be approved by the City Engineering Department showing stormwater drainage calculations and incorporating retention and/or detention and erosion control during construction in accordance with the provisions of the City Stormwater Drainage Control Ordinance.
5. All street names shall be approved by the City Planning Department.

Mr. Jim Kiefer, Great Traditions, stated the recommended conditions were acceptable.

Mr. Pluckebaum stated he did not like the private drive at the end of Clubview Drive, however, there seems to be no alternative with the proximity of the gas line easements.

MOTION: Ms. Williams moved to approve the Special Approval application for Yankee Trace, Section 23, subject to the following conditions:

1. Vintage Green Court shall be extended to intersect with Clubview Drive to create a looped street, subject to approval by the City.
2. A hiker/biker path shall be constructed along Clubview Drive, Gallery Court and between Lots 585 and 586, subject to approval by the City. A reserve area shall be created between Lots 585 and 586 to accommodate the hiker/biker path.
3. Reserve Area R-BK shall be deleted and Lots 589, 590 and 591 widened to achieve a variation in lot widths along the southern side of Clubview Drive, subject to approval by the City.
4. A stormwater drainage plan shall be approved by the City Engineering Department showing stormwater drainage calculations and incorporating retention and/or detention and erosion control during construction in accordance with the provisions of the City Stormwater Drainage Control Ordinance.

5. All street names shall be approved by the City Planning Department.

Mr. Pluckebaum seconded the motion. The motion was approved unanimously 4-0.

There being no further business, the meeting was adjourned.

A handwritten signature in cursive script, appearing to read "J. S. Doherty".