

CENTERVILLE PLANNING COMMISSION
SPECIAL MEETING
Tuesday, January 6, 1998

Mr. Stone called the meeting to order at 8:30 P.M.

Attendance: Mr. Scot Stone; Chairman; Mr. Arthur Foland; Mr. James Durham; Mr. Richard Pluckebaum; Mr. Patrick Hansford; Mr. Richard Tompkins. Absent: Mr. Jack Kostak. Also present: Mr. Steve Feverston, City Planner; Mr. Ryan Shrimplin, Planner; Mr. Greg Horn, City Manager; Mr. William Stamper, Economic Development Coordinator.

MOTION: Mr. Durham moved to excuse Mr. Kostak from the meeting as he gave prior notice to the Planning Department. Mr. Foland seconded the motion. The motion was approved unanimously 6-0.

KCPD, Ltd. - Major Use Special Approval

MOTION: Mr. Durham moved to remove the Major Use Special Approval application submitted by KCPD, Ltd., from the table. Mr. Tompkins seconded the motion. The motion was approved unanimously 6-0.

Mr. Feverston presented the revised major use special approval request for KCPD, Ltd. The revised plan includes the detailed site plan and architectural design of the proposed medical building. The Planning Department recommended approval subject to the following conditions:

1. The areas designated as future buildings and future parking/access are approved in concept. The final design of these improvements shall be subject to approval by the Planning Commission.
2. Stormwater Drainage, Erosion Control
 - A. 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 Ordinance.
 - B. Prior to any construction, grading or adding fill material on this property, a silt fence shall be installed by the developer at the construction limits, be maintained in a workmanlike condition at all times, and shall remain in place until all construction is complete, the slopes are established, seeded and mulched. Wire fencing and either No. 2 stone or type "c" rip-rap shall be installed with the straw bails for reinforcement and to further protect the site from wash-out. A rock check dam shall be installed in-lieu-of the straw bale dyke located at the discharge points shown on the plan subject to approval by the City Engineer.

- C. A second silt fence shall be installed along the western edge of the detention basin after the basin is constructed to further control site erosion and prevent sedimentation of the detention basin.
 - D. An easement, approved by the City Attorney, shall be recorded to specifically permit emergency maintenance and access by the City. The property owner shall be responsible for the maintenance of the detention basin.
3. Landscape, Screening and Bufferyard
- A. All required landscaping, mounding, fencing for this development, including the 100 foot bufferyard, shall be in accordance to the requirements of the Zoning Ordinance.
 - B. The required 100 foot bufferyard shall be maintained in its natural state and left undisturbed except to allow the stormwater detention basin to be partially located only in those areas where the bufferyard is void of trees subject to approval by the City Planner. The bufferyard shall be more intensively screened with trees and provide additional mounding on the west side of the detention basin to mitigate this impact subject to approval by the City Planner.
 - C. The grading limit for the detention basin shall be at the drip line of all existing trees in the bufferyard.
 - D. A performance bond or other construction guarantee shall be posted by the developer for all landscape, screening or bufferyard 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.
4. The final grading plan shall be subject to approval by the City Engineering Department. The City Engineer is requesting that a landscape island replace the top two parking stalls directly below the southeast corner of the building to aid in the grade transition at that location.
5. In lieu of requiring the developer to make an improvement of Alex-Bell Road across the entire frontage of their property which would include an additional lane of pavement, a sidewalk, curb and stormwater drainage, the developer shall be required to place an amount of money in escrow with the City approved by the City Engineer to be used for the future improvement of Alex-Bell Road. The

City Engineer may require the developer to make temporary improvements to Alex-Bell Road which at this time is expected to include a temporary left-turn lane at the entrance driveway into the development. The estimated cost of any temporary improvements required to Alex-Bell Road shall be subtracted from the required Alex-Bell Road escrow amount. The Design of any required improvements shall be subject to approval by the City Engineering Department.

6. The final design and alignment of the driveway to Alex-Bell Road shall be subject to approval by the City Engineer. The driveway is proposed to be restricted to a left-turn in and a right-turn in movement only because of sight distance limitations. At such time after improvements are made to Alex-Bell Road and if the applicant can demonstrate to the satisfaction of the City Engineer that the sight distance limitations have been improved or eliminated, the City Engineer may permit additional turning movements for this driveway.
7. A sidewalk, 5 feet in width, shall be constructed along the entire frontage of Loop Road subject to approval by the City Engineer.
8. A raised curb shall be constructed around the perimeter of the parking area, around all landscape islands within the parking lot, and around the proposed building.
9. Walkways along the proposed building shall have a minimum width of 6.5 feet.
10. Single-loaded two-way parking aisles shall have a minimum total width of 42 feet. Double-loaded two-way parking aisles shall have a minimum total width of 60 feet.
11. The final design and location of all lighting fixtures shall be subject to approval by the City Planner.
12. The final design, location and screening of the dumpster shall be subject to approval by the City Planning Department.
13. 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 shall be visually compatible with the surrounding buildings. Specifically, the Planning Commission must approve the skylight, the standing seam metal roof and the use of EIFS (Dryvit) as an exterior siding material.

Mr. Joel Snyder, project architect, Mr. Alan Shaw Project Engineer, and Mr. Brandan Daly were present representing the applicant.

MOTION: Mr. Durham moved to recommend approval of the Major Use Special Approval application submitted by KCPD, Ltd., to Council subject to the following conditions:

1. The areas designated as future buildings and future parking/access are approved in concept. The final design of these improvements shall be subject to approval by the Planning Commission.
2. Stormwater Drainage, Erosion Control
 - A. 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 Ordinance.
 - B. Prior to any construction, grading or adding fill material on this property, a silt fence shall be installed by the developer at the construction limits, be maintained in a workmanlike condition at all times, and shall remain in place until all construction is complete, the slopes are established, seeded and mulched. Wire fencing and either No. 2 stone or type "c" rip-rap shall be installed with the straw bales for reinforcement and to further protect the site from wash-out. A rock check dam shall be installed in-lieu-of the straw bale dyke located at the discharge points shown on the plan subject to approval by the City Engineer.
 - C. A second silt fence shall be installed along the western edge of the detention basin after the basin is constructed to further control site erosion and prevent sedimentation of the detention basin.
 - D. An easement, approved by the City Attorney, shall be recorded to specifically permit emergency maintenance and access by the City. The property owner shall be responsible for the maintenance of the detention basin.
3. Landscape, Screening and Bufferyard
 - A. All required landscaping, mounding, fencing for this development, including the 100 foot bufferyard, shall be in accordance to the requirements of the Zoning Ordinance.

- B. The required 100 foot bufferyard shall be maintained in its natural state and left undisturbed except to allow the stormwater detention basin to be partially located only in those areas where the bufferyard is void of trees subject to approval by the City Planner. The bufferyard shall be more intensively screened with trees and provide additional mounding on the west side of the detention basin to mitigate this impact subject to approval by the City Planner.
 - C. The grading limit for the detention basin shall be at the drip line of all existing trees in the bufferyard.
 - D. A performance bond or other construction guarantee shall be posted by the developer for all landscape, screening or bufferyard 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.
4. The final grading plan shall be subject to approval by the City Engineering Department. The City Engineer is requesting that a landscape island replace the top two parking stalls directly below the southeast corner of the building to aid in the grade transition at that location.
 5. In lieu of requiring the developer to make an improvement of Alex-Bell Road across the entire frontage of their property which would include an additional lane of pavement, a sidewalk, curb and stormwater drainage, the developer shall be required to place an amount of money in escrow with the City approved by the City Engineer to be used for the future improvement of Alex-Bell Road. The City engineer may require the developer to make temporary improvements to Alex-Bell Road which at this time is expected to include a temporary left-turn lane at the entrance driveway into the development. The estimated cost of any temporary improvements required to Alex-Bell Road shall be subtracted from the required Alex-Bell Road escrow amount. The Design of any required improvements shall be subject to approval by the City Engineering Department.

6. The final design and alignment of the driveway to Alex-Bell Road shall be subject to approval by the City Engineer. The driveway is proposed to be restricted to a left-turn in and a right-turn in movement only because of sight distance limitations. At such time after improvements are made to Alex-Bell Road and if the applicant can demonstrate to the satisfaction of the City Engineer that the sight distance limitations have been improved or eliminated, the City Engineer may permit additional turning movements for this driveway.
7. A sidewalk, 5 feet in width, shall be constructed along the entire frontage of Loop Road subject to approval by the City Engineer.
8. A raised curb shall be constructed around the perimeter of the parking area, around all landscape islands within the parking lot, and around the proposed building.
9. Walkways along the proposed building shall have a minimum width of 6.5 feet.
10. Single-loaded two-way parking aisles shall have a minimum total width of 42 feet. Double-loaded two-way parking aisles shall have a minimum total width of 60 feet.
11. The final design and location of all lighting fixtures shall be subject to approval by the City Planner.
12. The final design, location and screening of the dumpster shall be subject to approval by the City Planning Department.
13. The rear parking lot shall be redesigned in the area adjacent to the historic limestone house to create a curbed, one-lane wide drive in front of the house. A continuous landscape island shall replace the northernmost parking stalls, approximately two parking spaces wide. The final design is subject to approval by the City Planner.
14. Landscape islands shall be constructed at the southern end of the parking aisles in front of the proposed medical building subject to approval by City Planner.
15. The applicant shall work with the City Planner to modify the parking lot layout to incorporate the 371 parking spaces desired by the applicant.

Further, the Planning Commission approved the architectural design of the proposed building assuring the materials, shape, massing and architectural features create a unified design on the premises and shall be visually compatible with the surrounding buildings. Specifically, approved were the skylight, the standing seam metal roof and the use of EIFS (Dryvit) as an exterior siding material.

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

There being no further business, the meeting was adjourned.


Chairman 1/13/98.

