

CENTERVILLE PLANNING COMMISSION

REGULAR MEETING

Tuesday, November 24, 1998

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

Attendance: Mr. James Durham, Chairman; Mr. Patrick Hansford; Mr. Richard Tompkins; Mr. Rand Oliver; Mr. Richard Pluckebaum; Mr. Jack Kostak; Mr. Douglas Cline. Also present: Mr. Steve Feverston, City Planner; Mr. Ryan Shrimplin, Planner; Mr. Robert N. Farquhar, City Attorney; Mr. Norbert Hoffman, City Engineer.

Approval of minutes:

MOTION: Mr. Hansford moved to approve the Planning Commission Regular Meeting minutes of November 10, 1998, as written. Mr. Tompkins seconded the motion. The motion was approved 5-0-2 with Mr. Kostak and Mr. Cline abstaining.

MOTION: Mr. Pluckebaum moved to approve the Planning Commission Work Session minutes of November 10, 1998, as written. Mr. Hansford seconded the motion. The motion was approved 5-0-2 with Mr. Kostak and Mr. Cline abstaining.

COMMUNICATIONS

Mr. Feverston stated that a Special Approval application had been filed for the Bethany Commons development in Yankee Trace and will be an agenda item for December 8, 1998.

Representatives of Miller-Valentine have requested a work session for the purpose of discussing the preliminary master plan for St. Leonards. The members set a work session for December 8, 1998, to discuss the concept plan.

PUBLIC HEARINGS

Yankee Trace - Major Use Special Approval

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

Mr. Feverston reviewed the Major Use Special Approval application submitted by Yankee Trace Development, Inc., requesting approval as a Residential Lifestyle Community. The property is located along Yankee Street north of Social Row Road and south of Spring Valley Road. The zoning on the 547.4 acre property is R-1c, Single-Family Residential. There are 913 lots proposed for the entire development for an overall density of 1.67 dwelling units per acre.

Mr. Feverston stated that the application meets all of the basic requirements of a Lifestyle Community which was shown on the illustrative plan displaying the potential layout of the

entire project. The major change in the overall master plan is the additional acreage acquired to the north of Yankee Trace for possible development of a retirement community to include detached and attached units.

Staff recommended approval of the Major Use subject to the following conditions:

1. All plans for "skin improvements" including the gas street lights, hiker/biker paths, signs, decorative wall, horse park fence, and landscape mounding are approved as per the original residential cluster development plan approved by the Planning Commission on August 9, 1994, and the agreement between the City of Centerville and Great Traditions Development Group, Inc.
2. The hiker/biker path shall extend through parcel 12 from Yankee Trace Drive to the southwest corner of the parcel to provide access to the Yankee Trace clubhouse subject to approval by the City Planner.
3. A roadway(s) shall be constructed through parcels 14 and 15 to connect Yankee Trace Drive to Paragon Road and to Shawnee Trail. The final design of the roadway(s) shall be subject to approval by the Planning Commission.
4. The design and cross-section of all roadways are approved as per the original residential cluster development plan approved by the Planning Commission on August 9, 1994.
5. All building setbacks to the golf course shall be 40 feet unless specifically approved by the Planning Commission. 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, and the agreement between the City of Centerville and Great Traditions Development Group, Inc.

Mr. Durham opened the public hearing.

Mr. Jim Kiefer and Mr. Gary Menchhofer representing Great Traditions were present for the review of the Major Use application.

Mr. Kiefer stated that of the 330 acres of residential acreage, 167 acres were left for development under the Community Lifestyle Ordinance. He stated that the illustrative plan was an attempt to show the possible road layout for the entire project, although the last link of Yankee Trace Drive will depend on potential future land acquisitions.

Mr. Cliff Purdin, Yankee Trace resident, asked if any attached housing was being considered in Section 12.

Mr. Durham stated that Section 12 is proposed as detached housing and if attached housing is to be considered, that proposal would have to go back through approval process by the Planning Commission and City Council.

Ms. Marlene Pensky, Yankee Trace resident, asked how the developer could use public property to determine density for the Yankee Trace residential community.

Mr. Durham stated that calculating density is based on gross acreage which is typical. When subdivisions develop, all land including land to be dedicated as public parkland is counted towards density. The Yankee Trace golf course is the central focus of the community and is counted towards the project density in a similar manner. The only difference is the golf course was developed prior to the approval of this master plan.

Mr. Hansford stated that Great Traditions has met all standards in the Community Lifestyle Ordinance and the plan should be approved.

Mr. Kostak stated that when the Planning Commission reviewed the Community Lifestyle Ordinance, the standards adopted were discussed many times. He felt that the application Great Traditions submitted addressed all standards in the Ordinance.

MOTION: Mr. Hansford moved to recommend approval of the Major Use Special Approval application for Yankee Trace to Council with the following conditions:

1. All plans for "skin improvements" including the gas street lights, hiker/biker paths, signs, decorative wall, horse park fence, and landscape mounding are approved as per the original residential cluster development plan approved by the Planning Commission on August 9, 1994, and the agreement between the City of Centerville and Great Traditions Development Group, Inc.
2. The hiker/biker path shall extend through parcel 12 from Yankee Trace Drive to the southwest corner of the parcel to provide access to the Yankee Trace clubhouse subject to approval by the City Planner.
3. A roadway(s) shall be constructed through parcels 14 and 15 to connect Yankee Trace Drive to Paragon Road and to Shawnee Trail. The final design of the roadway(s) shall be subject to approval by the Planning Commission.
4. The design and cross-section of all roadways are approved as per the original residential cluster development plan approved by the Planning Commission on August 9, 1994.

5. All building setbacks to the golf course shall be 40 feet unless specifically approved by the Planning Commission. 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, and the agreement between the City of Centerville and Great Traditions Development Group, Inc.

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

Mr. Tompkins returned at this time.

NEW BUSINESS

Dimco-Gray Company - Planning Commission Special Approval

Mr. Feverston reviewed the Special Approval application submitted for the Dimco-Gray Company, 8200 South Suburban Road, requesting approval of building additions scheduled in three (3) phases. Phase 1 is proposed to be 6,000 sq. ft., Phase 2 will be 12,000 sq. ft., and Phase 3 will be an additional 6,000 sq. ft. The parking requirement for the site, zoned I-1, Light Industrial, is 120 spaces. The site currently has 121 parking spaces. As the phasing moves from west to east, removal of the existing temporary building will be done during construction of Phase 2.

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

1. The final grading plan shall be subject to approval by the City Engineering Department.
2. A stormwater drainage plan shall be approved by the City Engineer 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.
3. Any parking that is displaced by the expansion of the detention system shall be relocated on the site subject to approval by the City Engineer.
4. The Planning Commission shall specifically approve the use of concrete tilt-up panels as part of the architecture of the building.

Mr. Paul Striebel, architect for the project, was present for the review of the project. He stated that there were no objections to the conditions as outlined by staff. One change Mr. Striebel requested to be considered at this time, is

approval to paint the east building of Phase 1 to mimic the existing tilt-up panels. The purpose is to decrease the expense of the addition since the wall will become an interior wall when the next phase is constructed.

Mr. Durham stated that he would not object to paint being used in Phase 1, however, in Phase 2 he would prefer the full detail tilt-up panels. Phase 2 will be more visible from South Suburban Road and should Phase 3 not take place, the building elevations would not be consistent with the existing architecture.

Mr. Dave Scot, Dimco-Gray CEO, stated that they needed immediate approval for Phase 1. The time schedule for the additional phases would be determined for storage needs at the facility.

Mr. Hansford stated that projects with phasing issues can be approved and, in this case, building elevations for the other phases can come back to Planning Commission prior to construction.

MOTION: Mr. Hansford moved to approve the Special Approval application for the Dimco-Gray Company, 8200 South Suburban Road, subject to the following conditions:

1. The final grading plan shall be subject to approval by the City Engineering Department.
2. A stormwater drainage plan shall be approved by the City Engineer 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.
3. Any parking that is displaced by the expansion of the detention system shall be relocated on the site subject to approval by the City Engineer.
4. The Planning Commission shall specifically approve the use of concrete tilt-up panels as part of the architecture of the building.
5. All building plan approvals are for Phase 1 only and future building designs for Phases 2 and 3 must be approved by the Planning Commission.

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

CSZ Corporation, Inc. - Planning Commission Special Approval

Mr. Feverston reviewed the Special Approval application submitted by CSZ Corporation, Inc., proposing construction of a 8,280 sq. ft. retail building along East Whipp Road, one lot west of Wilmington Pike. The zoning on the 1.1 acre parcel is Business Planned Development, B-PD. There are 37 parking spaces required for the project and the applicant has proposed 38 spaces to be located to the east and north. The front of the building is proposed to be located on the east facade with the back wall facing the access drive to the west.

Staff has expressed concern regarding the orientation of the front of the building to Wilmington Pike. Mr. Feverston stated that when a building is constructed on the corner property, visibility of the front wall will be restricted and, therefore, leaving a blank wall to the access road. The citing of the building as proposed could create vehicle circulation and stacking problems to the drive-up window at the southern end of the building.

Staff recommended approval of the special Approval subject to the following conditions:

1. The proposed building and parking lot shall be rotated 180 degrees on the site to improve vehicular access, circulation, and increase the length of the stacking lanes on the site.
2. Access easements shall be provided for both the subject property and the adjacent corner property that guarantees shared access to Whipp Road from the full-movement drive located on the CSZ Corporation property and the restricted movement drive located on the corner property subject to approval by the City Attorney.
3. The restricted movement drive located on the corner property shall be redesigned subject to approval by the City Engineer that may eliminate the center island and reduce the approach radius.
4. The driveway at the northwest corner of the property shall be redesigned subject to approval by the City Engineer. The redesign may include the removal of the painted center island, narrowing the drive and/or shifting it to the south to maximize the separation from Whipp Road.
5. If the Planning Commission approves the building and parking lot as requested, traffic circulation on the south drive shall be limited to one-way circulating traffic in a counter-clockwise direction with the design subject to approval by the City Engineer.

6. The final grading plan shall be subject to approval by the City Engineering Department.
7. 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.
8. A final landscape plan shall be subject to approval by the Planning Department. If the Planning Commission approves the building and parking lot as requested, the landscape plan shall include evergreen rather than deciduous landscaping to be installed along the west edge of the site to screen the loading area.
9. 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.
10. The dumpster screening shall match the building in materials and color subject to approval by the City Planner.
11. A detailed exterior lighting plan shall be subject to approval by the Planning Department.
12. The Planning Commission must specifically approve the materials for the building body, the ground face, single-score masonry unit on the rear building elevation.

Mr. Robert Zvakos, CSZ Corporation, stated that all conditions for approval were acceptable with the exception of #1 which requires the building be turned 180 degrees. He stated that each potential tenant he has spoken with will not locate on this site unless the building frontage is to Wilmington Pike.

Mr. Jim Alt, architect for the project, stated that the cross-easements approved previously has determined the focus of property to Wilmington Pike. He stated that the building design and materials proposed are sensitive to the access road west of the site.

Mr. Larry King, CESO, stated that the blind corner on the south side of the building can be eliminated and the dumpster can be relocated. He stated that they want to retain the possibility

of getting delivery trucks through the site at the back of the building. Changing the trees, as suggested by staff, would block the view of the rear of the building which is being constructed at greater expense to make it more attractive. He stated that due to the change in grade on the site, a natural berm will be created to screen spillage of vehicle headlights to other properties. A detention basin was constructed to the south as a part of the master plan for development of the Jumbo Sports facility. Mr. King stated that he strongly felt the building should be orientated on the site as proposed.

Mr. Hansford stated that the architecture proposed is not objectionable, however, he did not understand the orientation of the building to Wilmington Pike. He stated he did not feel the applicant was considering how the area will be viewed when complete. The cross-easements established were anticipating the high volume of vehicles from a gas station which would need another access.

Mr. Kostak stated that Wilmington Pike visibility would be a tremendous offering for a business in terms of marketability of the property.

Mr. Oliver stated that when the vacant properties are completely developed, the proposed building would be sandwiched between two developments that do not work together.

Mr. Pluckebaum stated that he agreed that Wilmington Pike is the key to marketability of the site.

Mr. Cline stated that from a long-term planning standpoint, it makes sense to construct the front of the building on the west facade.

Mr. Durham stated that when the original master plan was approved by the City, it was anticipated that a gas station would develop on the corner and a single-use rather than a multiple use would develop on the property in question. He stated that the architecture proposed was excellent, however, the location of a multiple use on the site should be west of the access road.

Mr. Tasi Zavakos, CSZ Corporation, stated that with the desire of tenants to have frontage to Wilmington Pike and the City's strict signage and landscaping regulations, it creates a situation where a development will not work.

MOTION: Mr. Kostak moved to approve the Special Approval application for CSZ Corporation subject to the following conditions:

2. Access easements shall be provided for both the subject property and the adjacent corner property that guarantees shared access to Whipp Road from the full-movement drive located on the CSZ Corporation property and the restricted movement drive located on the corner property subject to approval by the City Attorney.
3. The restricted movement drive located on the corner property shall be redesigned subject to approval by the City Engineer that may eliminate the center island and reduce the approach radius.
4. The driveway at the northwest corner of the property shall be redesigned subject to approval by the City Engineer. The redesign may include the removal of the painted center island, narrowing the drive and/or shifting it to the south to maximize the separation from Whipp Road.
5. If the Planning Commission approves the building and parking lot as requested, traffic circulation on the south drive shall be limited to one-way circulating traffic in a counter-clockwise direction with the design subject to approval by the City Engineer.
6. The final grading plan shall be subject to approval by the City Engineering Department.
7. 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.
8. A final landscape plan shall be subject to approval by the Planning Department. If the Planning Commission approves the building and parking lot as requested, the landscape plan shall include evergreen rather than deciduous landscaping to be installed along the west edge of the site to screen the loading area.
9. 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.

10. The dumpster screening shall match the building in materials and color subject to approval by the City Planner.
11. A detailed exterior lighting plan shall be subject to approval by the Planning Department.
12. The Planning Commission must specifically approve the materials for the building body, the ground face, single-score masonry unit on the rear building elevation.

Mr. Pluckebaum seconded the motion. The motion was denied 3-4 with Mr. Cline, Mr. Hansford, Mr. Oliver and Mr. Durham voting no.

Miller Farm, Sec. 1 - Release of Performance Bond/Letter of Credit and Reduction of Sidewalk Bond

Mr. Feverston reviewed the recommendation of the City Engineer to release the performance bond/letter of credit of \$20,000 for Miller Far, Sec. 1, as the Washington Township Trustees have accepted the public street. A one (1) year maintenance bond in the amount of \$5,000 is recommended for Section 1.

All public walks have been completed except for Lot 10 (80 linear feet). Recognizing the developer is requiring the walk be installed by the builder/property owner as the house is constructed, it is recommended the letter of credit for the public sidewalk be released conditioned upon receipt of a letter from the builder, Inverness Homes, acknowledging commitment to install sidewalk.

MOTION: Mr. Pluckebaum moved to Release the Performance Bond/Letter of Credit and Reduce the Sidewalk Bond for Miller Farm, Sec. 1, subject the following conditions:

1. Receipt of a one (1) year Maintenance Bond in the amount of \$5,000.
2. Receipt of a letter from the builder, Inverness Homes, acknowledging commitment to install sidewalk on Lot 10.

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

There being no further business, the meeting was adjourned.

