

CENTERVILLE PLANNING COMMISSION
REGULAR MEETING
Tuesday, July 29, 1997

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

Attendance: Mr. Arthur Foland, Acting Chairman; Mr. James Durham; Mr. Patrick Hansford; Mr. Richard Tompkins; Mr. Jack Kostak; Mr. Richard Pluckebaum. Absent: Mr. Scot Stone. Also present: Mr. Steve Feverston, City Planner; Mr. Ryan Shrimplin, Planner; Mr. Robert N. Farquhar, City Attorney; Mr. Mr. Norbert Hoffman, City Engineer.

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

Approval of minutes:

MOTION: Mr. Tompkins moved to approve the Planning Commission minutes of June 24, 1997, Regular Meeting, as written. Mr. Hansford seconded the motion. The motion was approved 4-0-2 with Mr. Kostak and Mr. Pluckebaum abstaining.

MOTION: Mr. Kostak moved to approve the Planning Commission minutes of July 8, 1997, Work Session, with the following addition:

Mr. Durham gave prior notice to the Planning Department of his absence.

Mr. Pluckebaum seconded the motion. The motion was approved 6-0-1 with Mr. Durham abstaining.

COMMUNICATIONS

Springbrooke Condominiums - Minor Amendment

Mr. Feverston reviewed the Minor Amendment for Springbrooke Condominiums, Sections 3 and 4, located south of East Alex-Bell Road (SR 725) and east of Pelbrook Farm Drive. The units located on the northeast side of the main drive through the project were originally approved as 3 and 4 unit buildings and are requested to be changed to 2 unit buildings. The number of units would be reduced from 81 to 79 units and the number of guest parking spaces was increased.

Staff recommended approval of the Minor Amendment as requested.

Mr. Foland asked where the new guest parking spaces would be located.

Mr. Feverston stated the parking spaces would be located in the center islands in each pod of units.

Mr. Durham stated that the project satisfied the parking requirement previously and felt the additional parking spaces made the appearance of too much asphalt. He stated that perhaps those areas should be landscaped rather than occupied by asphalt.

Mr. Jim Hickey, developer of the project, stated that if the extra spaces are not required, he would rather replace those areas with landscaping.

Mr. Durham stated he would prefer the asphalt areas be reduced in the two (2) northern pods.

Mr. Hansford asked how many spaces would be deleted if the Planning Commission were to approve the plan with a reduction in parking spaces.

Mr. Feverston stated the parking could be reduced by 10 spaces.

Mr. Hickey stated the two (2) pods have a total of 23 spaces and he indicated he would be happy to reduce those areas to a total of 10 spaces. Mr. Hickey stated his architect had suggested that if the measurement from the tip of the driveway to the tip of the curbing on both sides could be maintained at 24 feet, parallel parking could be constructed for 6 or 7 spaces and have a landscaped area of 12 feet as well.

MOTION: Mr. Hansford moved to approve the Minor Amendment for Springbrooke Condominiums, Sections 3 and 4, directing the applicant to work with staff for final approval of the parking layout for the two (2) northern pods. Mr. Kostak seconded the motion. The motion was approved unanimously 6-0.

PUBLIC HEARINGS

An Ordinance Amending Ordinance Number 11-86, The Zoning Ordinance Of The City Of Centerville, Ohio To Establish Regulations And Procedures For The Creation Of Landscape, Screening And Bufferyard Requirements Within The City Of Centerville, Ohio.

Mr. Feverston reviewed the proposed ordinance which would replace the existing landscaping standards and bufferyard standards in the Zoning Ordinance and create a new set landscaping and bufferyard design guidelines for all commercial and residential properties within the City. Most all the existing setbacks or bufferyards in the current Zoning Ordinance are maintained with the exception of residential

cluster developments which establishes specifically a bufferyard in the front and multi-family residential which is expanded to 25 feet to create consistency and unity throughout the City with regards to properties that abut shopping centers. More specifically, bufferyard and screening standards are also created for commercial property, whether it be a planned development property, office-service, or any non-commercial zoning property where it abuts a commercial or residential use or zoning district by establishing the number of trees, types of trees, as well as mounding, berming and fencing requirements. The landscaping requirement for a parking lot has been increased from 5% to 8% of the total surface area.

Mr. Foland opened the public hearing. There being no speakers, Mr. Foland closed the public hearing.

MOTION: Mr. Tompkins moved to recommend approval of the Ordinance for Landscape, Screening and Bufferyard Requirements to Council. Mr. Pluckebaum seconded the motion. The motion was approved unanimously 6-0.

An Ordinance Amending Ordinance Number 11-86, The Zoning Ordinance Of The City Of Centerville, Ohio (Commercial Entertainment/Commercial Recreation)

Mr. Feverston reviewed the proposed ordinance which defines commercial recreation from commercial entertainment. Commercial recreation is considered uses such as pool, darts and billiards which would be permitted in a B-2 zoning district. Commercial entertainment uses would include a concert hall, indoor theater, cinema, banquet hall, nightclub, game room, arcade or any use with live entertainment which would be permitted in a B-PD zoning district.

Mr. Foland opened the public hearing. There being no speakers, Mr. Foland closed the public hearing.

MOTION: Mr. Hansford moved to recommend approval of the Ordinance for Commercial Entertainment/Commercial Recreation to Council. Mr. Kostak seconded the motion. The motion was approved unanimously 6-0.

UNFINISHED BUSINESS

Revco - Planning Commission Special Approval

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

Mr. Feverston stated at the last regular Council meeting, the applicant for Hills Developers had submitted a letter of withdrawal for a rezoning request which would be required to construct the Revco and medical offices proposed. The zoning currently in place on the site would not permit the Revco facility to be constructed. He stated that the Special Approval application needed to be dispensed with and recommended the Planning Commission take action on the project.

Mr. Durham asked if the applicant was asked if they were going to withdraw the Special Approval application.

Mr. Feverston stated that he spoke with the applicant and it was his intent with the letter of withdrawal for the rezoning to consider the Special Approval application withdrawn as well, however, the letter did not specifically mention the Special Approval.

MOTION: Mr. Hansford moved to remove the Special Approval application for Revco from the table. Mr. Pluckebaum seconded the motion. The motion was approved unanimously 5-0.

MOTION: Mr. Hansford moved to deny the Special Approval application for Revco as submitted by Hills Developers. Mr. Kostak seconded the motion. The motion was approved unanimously 5-0.

NEW BUSINESS

Community National Bank - Planning Commission Special Approval

Mr. Feverston reviewed the Special Approval application submitted for Community National Bank requesting approval for their facility to be located on West Spring Valley Road immediately east of the City Building. The zoning on the .885 acre parcel is B-2, General Business. The request is to construct a new 3,900 square foot bank facility. The parking spaces required for this site would be 21 spaces and the applicant has proposed 23 spaces. The building would be constructed of a brick material with a asphalt-shingled roof. Three (3) teller windows would be located on the east side of the building with an ATM on the south building wall. The main entrance to the bank would be on the west elevation facing the access road. The applicant has proposed access to the bank with a right-in, right-out only on Spring Valley Road with the principal access from the access road for ingress and egress. Mr. Feverston stated that the right in, right out only on Spring Valley Road typically does not work well and felt it should be limited to right-out only.

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

1. The driveway to Spring Valley Road shall be limited to a right-out only with the final design subject to approval by the City Engineer.
2. Forty (40) feet of right-of-way shall be dedicated along the western portion of this parcel.
3. The access road traversing through the western edge of the applicant's property shall be redesigned and improved to include a reconfiguration of the existing pavement, pavement widening, curb gutter, sidewalk, and storm drainage improvements. Additional pavement shall also be added to the western edge of the access road to maintain two (2) through lanes of traffic. All improvements shall be constructed in accordance with plans approved by the City Engineer.
4. A raised curb shall be installed at the perimeter of the parking area and surrounding all landscape islands to approval by the City Planner.
5. The parking spaces numbered as 1 and 21 shall be eliminated and replaced with landscape islands to aid in the internal traffic circulation and reduce the number of conflict points within the site, subject to approval by the City Engineer.
6. A minimum of 5% of the interior of the parking and paving areas shown on the site plan shall be landscaped subject to approval by the City Engineer.
7. The asphalt parking lot for the bowling alley shall be removed from this property and replaced with landscaping.
8. The landscaping plan shall be subject to approval by the City Planner. The landscape plan shall also provide low mounding, about 2.5 feet in height and low landscaping, where the parking lot is adjacent to Spring Valley Road.
9. A detailed, exterior lighting plan shall be submitted and subject to the approval of the City Planning Department.
10. The location, design and screening of the dumpster shall be subject to the approval of the City Planning Department.
11. The walkway located on the north side of the building shall have a minimum width of 6.5 feet.

12. The Planning Commission shall approve the design of the proposed building 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 use of Dryvit as an exterior siding material.
13. The ATM machine shall be moved away from the southeast corner of the building with the final location subject to approval by the City Planner.
14. The final grading plan shall be subject to approval by the City Engineering Department.
15. 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.

Mr. Chuck Dickerson, Lemcon Carpentry, stated that the Community National Bank originally located to the Franklin area in 1982 on a site with similar limitations. He stated they have a strong desire to have the right-in, right-out access on the northeast corner of the site. He stated although it will be a congested area, they do not feel it would be hazardous to their customers or they would not consider it. Mr. Dickerson stated that there were a few of the conditions that they did not feel were acceptable. Concerning condition #5, he stated that the bank was designed with 2 front facades and space #21 was a prime parking space to their primary entrance. They would, however, be willing to eliminate space #1 and landscape it as suggested by staff. Concerning condition #10, Mr. Dickerson stated that the bank would not require a dumpster and, therefore, providing a location on the site plan was not necessary. Concerning condition #12, he stated that the design as proposed was only preliminary at this time. He indicated if the dryvit material was not approved by the City, another building material could be used. Concerning #13, Mr. Dickerson stated that the bank favored the location for the ATM as proposed and they felt that adequate stacking had been provided. He stated that typically, the next customer would go to the teller window rather than waiting in line. If after banking hours, stacking would not create a problem to the traffic circulation on the site.

Mr. Hansford stated that the concern of the ATM location was not necessarily that of stacking, but of accessing the bypass lane through stacking cars in the teller lanes.

Mr. Durham stated that it was his feeling that the ATM should be relocated on the site. He stated that if the applicant could agree to that condition, the location could be determined with staff. He stated further that condition #5, eliminating space #1 and #21, could be deleted, and to reiterate the 5% interior parking area landscape with a requirement that it be a landscaped island where space #1 is located on the site plan. The staff's safety concern was there be some buffer between the cars parked on the north side of the building and traffic coming out of the teller lanes on the east side of the building. He stated a condition should be included to provide a break between the parking at the northeast corner of the building and that staff and the applicant work on a new circulation and parking plan that would allow for the 5% interior landscaping and address any safety concerns.

Mr. Hoffman stated when right-of-way was obtained from the Beerman Realty Company for the road improvement, an agreement for a right-in, right-out only access to that property on Spring Valley Road was approved by the City, layout subject to a specific site plan. He stated that staff felt that the proposal did not work well and should possibly be separated on the north side of the property.

Mr. Hansford stated the condition #1 should be modified to read the driveway shall be designed to provide a right-in, right-out only with the final design subject to the approval of the City Engineer.

Mr. Hansford stated that he felt the roof pitch as shown was too high and should be more of a 7 to 8 pitch to blend with the surrounding buildings.

MOTION: Mr. Durham moved to approve the Special Approval application for Community National Bank subject to the following conditions:

1. The access to Spring Valley Road is subject to approval by the City Engineer.
2. Forty (40) feet of right-of-way shall be dedicated along the western portion of this parcel.

3. The access road traversing through the western edge of the applicant's property shall be redesigned and improved to include a reconfiguration of the existing pavement, pavement widening, curb gutter, sidewalk, and storm drainage improvements. Additional pavement shall also be added to the western edge of the access road to maintain two (2) through lanes of traffic. All improvements shall be constructed in accordance with plans approved by the City Engineer.
4. A raised curb shall be installed at the perimeter of the parking area and surrounding all landscape islands to approval by the City Planner.
5. A landscape island be added to the northeast corner of the building to bend the parking from traffic moving along the east side of the building.
6. A minimum of 5% of the interior of the parking and paving areas shown on the site plan shall be landscaped subject to approval by the City Engineer.
7. The asphalt parking lot for the bowling alley shall be removed from this property and replaced with landscaping.
8. The landscaping plan shall be subject to approval by the City Planner. The landscape plan shall also provide low mounding, about 2.5 feet in height and low landscaping, where the parking lot is adjacent to Spring Valley Road.
9. A detailed, exterior lighting plan shall be submitted and subject to the approval of the City Planning Department.
10. The location, design and screening of the dumpster shall be subject to the approval of the City Planning Department.
11. The walkway located on the north side of the building shall have a minimum width of 6.5 feet.
12. The architectural design of the building shall be subject to approval by the Planning Commission.
13. The ATM machine shall be moved away from the southeast corner of the building with the final location subject to approval by the City Planner.
14. The final grading plan shall be subject to approval by the City Engineering Department.

15. 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.

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

Yankee Trace, Parcels 16 and 19 - Planning Commission Special Approval

Mr. Feverston reviewed the Special Approval applications for Yankee Trace, Parcels 16 and 19, requesting approval to construct two (2) residential cluster developments. Parcel 16 is located on Yankee Trace Drive along Hole #18 and Parcel 19 is located on Yankee Trace Drive bordering Holes #15 and #16. The zoning on the parcels is R-1c, single-family residential. Parcel 16 proposes 20 lots on the 8.69 acre site and Parcel 19 proposes 18 lots on a 5.7 acre site. Both of these sites are along the southern portion of the golf course community. Parcel 16 is proposed to be developed as the larger single-family units on a loop street. Parcel 19 will develop with a product similar to the Villas along Yankee Street.

Staff recommended approval of the Special Approval for Parcel 16 with the following conditions:

1. An access easement shall be established on the record plat for the three (3) lots that are situated in the southwestern corner of this development subject to approval by the City Planner.
2. A covenant shall be placed on the record plan that provides one (1) access point for the three (3) lots situated in the southwest corner of the site with the language of this covenant subject to approval by the City Attorney.
3. A covenant shall be placed on the record plan that prohibits direct vehicular access from any individual lot to Yankee Trace with the language of this covenant subject to approval by the City Attorney.
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.

Staff recommended approval of the Special Approval application for Parcel 19 subject to the following conditions:

1. The proposed cul-de-sac street shall be modified into a loop street having two (2) access points to Yankee Trace Drive with the final design subject to approval by the City Engineer.
2. The residual tract of land west of this proposed development shall be included in the record plat as a reserve area. This land shall include mounding and landscaping to serve as a buffer to the westernmost houses with the final landscape plan subject to approval by the City Planner.
3. The land-locked lot that is situated in the southeastern corner of this development shall be reconfigured to have direct access to the proposed public street.
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, representing Yankee Trace Development, agreed with all conditions recommended by staff.

MOTION: Mr. Tompkins moved to approve the Special Approval application for Yankee Trace, Parcel 16, subject to the following conditions:

1. An access easement shall be established on the record plat for the three (3) lots that are situated in the southwestern corner of this development subject to approval by the City Planner.
2. A covenant shall be placed on the record plan that provides one (1) access point for the three (3) lots situated in the southwest corner of the site with the language of this covenant subject to approval by the City Attorney.

3. A covenant shall be placed on the record plan that prohibits direct vehicular access from any individual lot to Yankee Trace with the language of this covenant subject to approval by the City Attorney.
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.

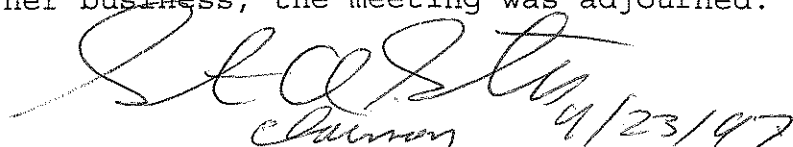
Mr. Hansford seconded the motion. The motion was approved unanimously 6-0.

MOTION: Mr. Pluckebaum moved to approve the Special Approval application for Yankee Trace, Parcel 19, subject to the following conditions:

1. The proposed cul-de-sac street shall be modified into a loop street having two (2) access points to Yankee Trace Drive with the final design subject to approval by the City Engineer.
2. The residual tract of land west of this proposed development shall be included in the record plat as a reserve area. This land shall include mounding and landscaping to serve as a buffer to the westernmost houses with the final landscape plan subject to approval by the City Planner.
3. The land-locked lot that is situated in the southeastern corner of this development shall be reconfigured to have direct access to the proposed public street.
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. Tompkins seconded the motion. The motion was approved unanimously 6-0.

There being no further business, the meeting was adjourned.


4/23/97

