

CENTERVILLE PLANNING COMMISSION
REGULAR MEETING
Tuesday, January 10, 1995

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

Attendance: Mr. Scot Stone, Chairman; Mr. Arthur Foland; Mr. James Durham; Mr. Jack Kostak; Mr. Peter McMahon. Absent: Mr. Stanley Swartz; Mr. Robert Hosfeld. Also present: Mr. Alan Schwab, City Planner; Mr. Steve Feverston, Assistant City Planner; Mr. Robert N. Farquhar, City Attorney; Mr. Norbert Hoffman, City Engineer; Mr. Greg Horn, City Manager.

Approval of minutes:

MOTION: Mr. Foland moved to approve the Planning Commission Regular Meeting minutes of November 29, 1994, as written. Mr. Kostak seconded the motion. The motion was approved 3-0-2 with Mr. Stone and Mr. McMahon abstaining.

COMMUNICATIONS

Mr. Schwab stated that the statement of impact of the condominium project, Spring Brooke, on the historic structure located immediately east had been received by the City. Although the final report by Landmark Architecture is not complete, a letter was forwarded to the City indicating that they have proceeded far enough that there is not an impact on the property created by the condominium project. The full report should be received in the near future. Mr. Schwab stated that based on the correspondence from Landmark Architecture, the developers should be permitted to go forward with their project with no consideration given to the historic house and property.

Further, the Tammaron Corporation which is the developer of the Spring Brooke development, has submitted details of the proposed fence to be considered along the property lines that adjoin single-family zoning. The fence will have the rail sides and post sides turned in toward the condominium development. Staff's recommendation is to have the Planning Commission adopt the letter as evidence that there is not historic impact and that the new fence detail be approved which would then become part of the plans for Spring Brooke.

Mr. Foland asked if the 7 ft. posts on the fence would comply with the zoning standards.

Mr. Schwab stated that a 7 ft. fence is permitted under the standards to accommodate the difference in land grades.

MOTION: Mr. Foland moved to accept both the letter from Landmark Architecture and the fence detail submitted by the Tammaron Corporation which were conditions placed on the approval for the Spring Brooke condominium project by the Planning Commission. Mr. McMahon seconded the motion. The motion was approved unanimously 5-0.

PUBLIC HEARINGSLaChapelle - Sign Variance

Mr. Schwab reviewed the sign variance for the LaChapelle subdivision located on the southwest corner of Pelbrook Farm Drive and Belleville Lane. The zoning on the property is R-1c, Single-Family Residential, and is currently being developed as a residential subdivision. The requested variance is to construct one (1) permanent ground sign on one (1) of the single-family lots that would identify this as a neighborhood of the Pelbrook Farm area. He stated that several of these requests have been submitted to identify single-family subdivisions. The standards in the Zoning Ordinance do not allow any permanent signage in single-family zoning districts.

Staff recommended to approve the sign variance subject to the following conditions:

1. One (1) ground sign shall be located on the residential lot at the southwest corner of Pelbrook Farm Drive and Belleville Lane.
2. The sign shall be a single-faced sign. The detailed design of the sign, landscaping and location shall be subject to approval by the Planning Department.
3. The sign face area of the sign shall not exceed eighteen (18) square feet.
4. The sign height shall not exceed six (6) feet.
5. Illumination of the sign shall be prohibited.

Mr. Stone opened the public hearing.

Mr. Larry Mesple', developer, was present for the review of the variance application. He stated that the proposed sign has been designed to be a intricate part of the subdivision enhancements which are almost completed. The other enhancements include undulating berms along Alex-Bell Road with landscaping, a rail fence, the landscape treatment at the "T" entry, uniform street trees within the subdivision, and uniform mailboxes and street light within the subdivision. The design of the sign was created with the overall enhancements in mind. The purpose of the sign is to help with a sense of place, but to remind home buyers and people in general that they are in Centerville. Also, with the development of the land to the east, this will help differentiate between the individual developments.

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

Mr. Foland and Mr. McMahon stated that there only concern is that people will not recognize the Pelbrook Farm as a subdivision.

Mr. Stone and Mr. Kostak stated that they did not perceive it as a problem.

MOTION: Mr. Foland moved to approve the Variance application submitted for LaChapelle as requested subject the following conditions:

1. One (1) ground sign shall be located on the residential lot at the southwest corner of Pelbrook Farm Drive and Belleville Lane.
2. The sign shall be a single-faced sign. The detailed design of the sign, landscaping and location shall be subject to approval by the Planning Department.
3. The sign face area of the sign shall not exceed eighteen (18) square feet.
4. The sign height shall not exceed six (6) feet.
5. Illumination of the sign shall be prohibited.

Mr. McMahon seconded the motion. The motion was approved unanimously 5-0.

NEW BUSINESS

Sears Product Service Center - Planning Commission Special Approval

Mr. Schwab reviewed the Special Approval application submitted for the Sears Product Service located on the north side of Clyo Road midway between the Centerville Business Parkway loop street. The zoning on the 3.8 acre parcel is I-PD, Industrial Planned Development. The request is to construct a new 21,500 sq. ft. building on the land. The Major Use Special Approval application has been approved for this entire project area. The proposed center is a combination walk-in/carry-in repair of various Sears products and also includes dispersement of their service vehicles to customers' homes for repair of items. The parking requirement of 86 spaces will be satisfied with the proposed 137 spaces.

The proposed building is of brick construction with some colored or patterned split-faced block on the ground courses with standing seam roofs over the front portion of the building. The entrance to the facility will have full movement with a median break on Clyo Road. Parking will be provided in the front of the building as well as to the rear of the building for service vehicles and employees. The detention basin is in place. Extensive landscaping is proposed for the site and will keep whatever trees on the site as possible.

Staff recommended to approve the Special Approval application subject to the following conditions:

1. Future building expansion area shown on the site plan is not being approved at this time.
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 Stormwater Drainage Control Ordinance.
3. Plans for all exterior lighting shall be approved by the Planning Department.

Mr. Stone asked if there would be traffic problem with the driveway back to the rear parking area and the loading dock area.

Mr. Schwab stated that was reviewed by staff and the area of the driveway seems generous enough to accommodate the loading area as well as vehicles going back and forth between parking areas.

Mr. Ralph Amos, representing the developers, stated that the concrete pad for the loading dock is approximately 40 ft. by 35 ft. for the trucks to maneuver to the 40 ft. by 20 ft. loading dock. The width of the driveway including the width of the pad in that area is approximately 50 ft.

Mr. Kostak asked if the service vehicles would be placed in the back lot permanently overnight.

Mr. Bob Reardon, realtor for the developer, stated that overnight the service vans will be parked in the rear of the building and during the day will be on the road servicing customers.

MOTION: Mr. McMahon moved to approve the Special approval application for the Sears Product Service Center subject to the following conditions:

1. Future building expansion area shown on the site plan is not being approved at this time.
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 Stormwater Drainage Control Ordinance.
3. Plans for all exterior lighting shall be approved by the Planning Department.

Mr. Foland seconded the motion. The motion was approved unanimously 5-0.

PC's Plus - Planning Commission Special Approval

Mr. Schwab reviewed the Special Approval application submitted by the Wenco Corporation, for PC's Plus to be located in the South Metro Industrial Park on the northeast corner of Thomas Paine Parkway and Bigger Road south of I-675. The 1.713 acre site is zoned I-PD, Industrial Planned Development. The request is to construct a new 14,625 sq. ft. building. The parking requirement is 42 spaces based on the building being a 50% office use and 50% manufacturing use. The proposed parking spaces for the site is 47. The building will be a metal building with a brick facade facing west and brick peers and facing along the bottom with decorative trim. The east and north walls are all metal with the intent to construct additional space in both of those directions in the future.

Staff recommended to approve the Special Approval application subject to the following conditions:

1. Phase II and III are not being approved at this time.
2. The Planning Commission shall specifically approve the metal panels as exterior building materials.
3. A raised curb or bumper blocks shall be required for all parking stalls.
4. A raised concrete walkway that is 6 1/2 feet wide shall be required along the 10 parking spaces on the west side of the building.
5. 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 Stormwater Drainage Control Ordinance.
6. Plans for all exterior lighting shall be approved by the Planning Department. The wall pack parking lot lighting shown on the plans is not acceptable.

Mr. Doug Harnish, representing the applicant, stated that they are happy to be bringing this project to Centerville with the anticipation that the first phase expansion of the facility of approximately 4,800+ sq. ft. will occur in the near future and the overall completed development to be twice the size of the original building within 5 years. Mr. Harnish indicated that they had no difficulty with the conditions for approval as recommended by staff.

MOTION: Mr. Kostak moved to approve the Special Approval application submitted for PC's Plus subject to the following conditions:

1. Phase II and III are not being approved at this time.
2. The Planning Commission shall specifically approve the metal panels as exterior building materials.
3. A raised curb or bumper blocks shall be required for all parking stalls.
4. A raised concrete walkway that is 6 1/2 feet wide shall be required along the 10 parking spaces on the west side of the building.
5. 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 Stormwater Drainage Control Ordinance.
6. Plans for all exterior lighting shall be approved by the Planning Department. The wall pack parking lot lighting shown on the plans is not acceptable.

Mr. McMahon seconded the motion. The motion was approved unanimously 5-0.

Miller's Farm - Preliminary Plan

Mr. Kostak removed himself from the meeting at this time due to a possible conflict of interest.

Mr. Schwab reviewed the Preliminary Plan submitted by Hills Developers for Miller's Farm located south of SR 725 and west of Gershwin Drive in Washington Township. He explained that this is the first plat reviewed by the City under the new 3-mile subdivision review process which was adopted by the City. This plan comes to the Planning Commission for approval of street layout, etc. The developers have proposed 104 single-family lots on the 56 acre tract of land which is zoned WT Planned Development Single-Family Residential. The plat is accessed from SR 725 south on the existing South Normandy Lane stub street located immediately west of the SuperAmerica store and from the section of South Normandy Lane north of Spring Valley Road. Freyn Drive stubs into this property along the east property line.

Mr. Schwab stated that the site is the eastern portion of the vacant area which is the subject of this particular review. The western portion is zoned for multi-family development of up to 360 units in the future and contains one of the oldest stand of hardwood trees within the Centerville-Washington Township area according to the Park District. Therefore, there is a great interest by the Park District concerning this project. He stated that the vacant land for the multi-family development will have no other access, as proposed, other than from the single-family residential areas.

Mr. Schwab stated that there is the issue of Normandy Lane and how it will tie into the existing sections of that roadway. He stated that the City adopted the current Thoroughfare Plan with a 70 ft. right-of-way as was previously adopted with discussion as to what the ultimate design of that roadway would be.

Staff recommended to revise the Preliminary Plan to incorporate the following changes:

1. Freyn Drive must be extended and interconnected with the streets in the proposed plan.
2. Any public street that stubs to the vacant multi-family residential zoned land to the west must have a public dedicated cul-de-sac.
3. The vehicular access between the vacant multi-family residential zoned land west of the subject property and Normandy Lane must be relocated to the perimeter of the proposed single-family residential development and not through the central portion of the single-family development.
4. It is the recommendation of the City Planning Department that the developer pursue any other viable opportunity for vehicular access between the vacant multi-family residential zoned land west of the subject property and a major street.
5. The street name conflict evidenced by the proposed "K" and "L" streets within the proposed plan and the existing named Normandy Lane streets north and south of the proposed plan must be resolved.
6. At the request of Washington Township, the paved width of the cul-de-sac streets must be 27 ft. measured back-of-curb to back-of-curb and the other streets in the plat be 29 ft. in width.
7. The tapered right-of-way width and the tapered width of pavement and sidewalk designs that connect to existing Normandy Lane both north and south of the proposed plan must be approved by the City Engineer.

8. Sidewalks on the cul-de-sac streets must be 4 ft. wide on one side of the street terminating at the bulb of the cul-de-sac, except that sidewalks on the cul-de-sacs 300 ft. or less in length shall not be required. The width of sidewalks along streets that extend, transition or taper and connect to existing Normandy Lane must be approved by the City Engineer. Sidewalks on all other proposed streets must be 4 ft. wide and located along both sides of the street.
9. 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.

Mr. Glenn Brehm, Hills Developers, stated that the zoning districts were accomplished by the surrounding zoning in place to the west as well as concessions made to the property owners on Gershwin Drive that the eastern portion of the site would be developed as single-family. That was the basis for the zoning configuration on the entire property. The street design was made in an effort to not encourage through traffic from SR 725 to Spring Valley Road. He stated further that they did not propose to connect the new subdivision to Freyn Drive in the existing subdivision to the east on the basis they were trying to impact the surrounding neighborhoods as minimally as possible. He stated that the section of Normandy Lane that will access the multi-family development will be constructed as a greenway, with landscaping and mounding. The street name conflict would probably best be resolved by renaming Normandy Lane south of SR 725. Mr. Brehm stated that the remainder of the recommendations by staff, conditions 6-9, will require more meetings with staff to address them properly.

Mr. Stone asked if alternative plans had been considered with the layout of Normandy Lane being perhaps a bend in the roadway design. This would preserve the street name and avoid a street name change to residents that would not be very happy.

Mr. Brehm stated that no other plans had been considered.

Mr. Stone stated that even with the road configuration as proposed, people will use that area for a cut-through regardless of whether the roadway is bent or if they have to make turns.

Mr. John Koverman, attorney for the developer, stated that the County wanted to see turning movements in the Normandy Lane design rather than bends to avoid obvious cut-through traffic. He stated that with the exception of five (5) lots, none of the driveway accesses will be on Normandy Lane and they would be agreeable to a plat restriction so stating that issue.

Mr. Durham stated that he preferred the turns in Normandy Lane rather than the bending of the roadway. He stated that he realized the street name conflict, but that would have to be resolved.

Mr. Gary Huff, Director of Zoning and Development for Washington Township, stated that Shadycreek Drive will be connected to the multi-family development on the western portion of this site. This will allow traffic to continue down to Peachcreek Drive which is being extended to McEwen Road.

Mr. Durham suggested that a pedestrian/bicycle access should be provided at Freyn Drive and that would eliminate the vehicular access between this project and the existing subdivision to the east.

Captain Lee Heironymus, Washington Township Fire Department, stated that the Fire Department had no objection to the plan as proposed with the exception of the street name. He stated that South Normandy Lane is not recognized by the County and can create a problem in emergency situations.

MOTION: Mr. Durham moved to approve the Preliminary Plan for Miller's Farm subject to the following conditions:

1. A hard surface pedestrian/bicycle access be constructed between the development and Freyn Drive subject to approval by the Planning Department.
2. Any public street that stubs to the vacant multi-family residential zoned land to the west must have a public dedicated cul-de-sac.
3. It is the recommendation of the City Planning Department that the developer pursue any other viable opportunity for vehicular access between the vacant multi-family residential zoned land west of the subject property and a major street.
4. The street name conflict evidenced by the proposed "K" and "L" streets within the proposed plan and the existing named Normandy Lane streets north and south of the proposed plan must be resolved.
5. At the request of Washington Township, the paved width of the cul-de-sac streets must be 27 ft. measured back-of-curb to back-of-curb and the other streets in the plat be 29 ft. in width.
6. The tapered right-of-way width and the tapered width of pavement and sidewalk designs that connect to existing Normandy Lane both north and south of the proposed plan must be approved by the City Engineer.

7. Sidewalks on the cul-de-sac streets must be 4 ft. wide on one side of the street terminating at the bulb of the cul-de-sac, except that sidewalks on the cul-de-sacs 300 ft. or less in length shall not be required. The width of sidewalks along streets that extend, transition or taper and connect to existing Normandy Lane must be approved by the City Engineer. Sidewalks on all other proposed streets must be 4 ft. wide and located along both sides of the street.

8. 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.

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

There being no further business, the meeting was adjourned.

S. J. A. Tuttle
Chairman 1/31/95