

CENTERVILLE PLANNING COMMISSION  
REGULAR MEETING  
Tuesday, April 25, 1995

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

Attendance: Mr. Scot Stone, Chairman; Mr. Arthur Foland; Mr. Peter McMahon; Mr. Stanley Swartz; Mr. Jack Kostak. Absent: Mr. Jim Durham. There is currently one (1) vacancy on the Planning Commission. Also present: Mr. Alan Schwab, City Planner; Mr. Steve Feverston, Assistant City Planner; Mr. Norbert Hoffman, City Engineer; Mr. Steve Harrah, Legal Counsel.

MOTION: Mr. Foland moved to excuse Mr. Durham from the meeting as he gave prior notice to the Planning Department. Mr. McMahon seconded the motion. The motion was approved unanimously 5-0.

PUBLIC HEARINGS

Hills Building & Construction Services No. 3 - Rezoning from R-1c to R-PD/Major Use Special Approval (Piper Landing)

Mr. Schwab reviewed the Rezoning/Major Use applications submitted by Hills Building & Construction Services No. 3 for the development of a multi-family condominium project to be located north of Interstate 675 and east of Bigger Road. The applicant is requesting a change in the R-1c, Single-Family Residential zoning, to R-PD, Residential Planned Development, for the 30.9 acres of land which exists currently four single-family homes and vacant land. The surrounding land uses include single-family to the north; multi-family to the west; I-675 to the south; and, parkland to the east.

The proposed multi-family residential zoning complies with the City's Master Plan, is a more logical zoning classification adjacent to the I-675 roadway and the industrial zoning south of I-675, is consistent with the multi-family zoning (Carriage Trace Condominiums) west of Bigger Road, and is a good transition zone between the existing single-family neighborhood to the north and I-675 to the south.

Staff recommended, therefore to approve the rezoning application as requested.

Mr. Schwab stated that the Major Use application proposes to construct 180 condominium units which is a density of slightly less than 6 dwelling units per acre. The 2-story buildings will have 12

units per building some of which will have attached garages spaces. No road improvements are required as a part of this application since improvements have been made to Bigger Road. The dedication of 1.3388 acres of land is to be deeded to the City of Kettering to satisfy the parkland dedication requirement which will enlarge existing Pondview Park located in Kettering.

Staff recommended to approve the Major Use application subject to the following conditions:

1. Prior to the approval of this Major Use Special Approval Plan by the City Council, the 30.9 acre parcel of land on which the proposed development is located must be rezoned to R-PD, Residential Planned Development. This land is currently zoned R-1c, single-family residential and does not permit the construction of multi-family residential dwelling units.
2. A parkland dedication of 1.3388 acres of land to the City of Kettering on the eastern end of the site adjacent of Pondview Park shall be recorded prior to the issuance of any zoning or building permits for any residential units. The Centerville Planning Department shall approve the location and dimensions of the dedicated park land. The parkland dedicated shall be improved by the developer with a walkway of a design approved by the City of Centerville Engineering Department connecting Piper Landing with the sidewalk on the existing Pondview Drive.
3. A minimum of 2 parking spaces per dwelling unit shall be provided on the site. Apron areas in front of garages shall not be counted as an additional parking space to the garage unit.
4. The final grading plan shall be subject to approval by the City Engineering Department. To the extent practical a 6 foot high earthen mound shall be incorporated along I-675 to buffer this project from the interstate highway.
5. A revised landscaping plan shall be submitted to and approved by the City Planning Department. This plan shall preserve existing trees to the extent practical adjacent to the single-family residential houses north of the site and add evergreen landscaping to meet the screening requirements of the City Zoning Ordinance. Trees shall also be required along I-675 and the project.
6. The City Engineer must review and approve the detailed plans for the intersection of the new private street to this development and Bigger Road.
7. All private streets shall be constructed to City Standards, excepting width, subject to approval by the City Engineer.

8. No motorized vehicular traffic either during construction or after construction shall be permitted to Pondview Drive.
9. All sidewalks shall be setback a minimum of 4 ft. from the curb on the private streets.
10. A sidewalk, 4 ft. wide, shall be construction on the south side of the main private street interconnecting with the walkway through the addition to Pondview Park. The sidewalk shall be setback a minimum of 4 ft. from the curb on the private street.
11. 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.
12. Adequate covenants approved by the City Attorney shall be recorded to provide for the future private maintenance of the proposed stormwater detention/retention basins.
13. An easement shall be required to the retention basin to allow emergency access by the City.
14. All dumpsters shall be screened subject to approval by the City Planning Department.
15. Exterior lighting shall be approved by the City Planning Department.
16. All street names shall be approved by the City Planning Department.
17. No signs are being approved as part of this application.

Mr. Schwab stated that since these applications were filed, an agreement between the applicant and property owner north of the project have established an purchase agreement. Should this take place and the applicant incorporates this land into the Piper Landing project, another rezoning application will be filed and a review of an amended major use plan will be required.

Mr. Stone opened the public hearing.

Mr. John Koverman, attorney for the developer, stated that they have a verbal agreement to acquire the property north of the proposed development, however, it is not official at this time. Since there is no formal assurance of this issue, the developers would like to go forward with the application as submitted.

Mr. Glenn Brehm, Hills Developers, felt that with the proximity of the existing multi-family and the interstate the proposed R-PD zoning is appropriate for this particular site. He stated there are several considerations in the planning of this site one of which is the impact of I-675 and the other is what does the entrance along Bigger Road present to the community. The roadway within the complex will be private. The layout of the buildings on the site are placed at right angles to minimize the exposure of those units to both the visual and acoustical impact of the roadway. On the north side of the site, the buildings were set in fashion which respected the existing tree cover and the single-family houses. The closest building to any single-family property along the north property line is approximately 150 ft. The first 3 buildings in the complex will front Bigger Road, however, they will be set back approximately 160 ft. from the road to allow the creation of a front door image to the development as well as preserve existing large trees on the site. Mr. Brehm stated that the access to the property has been determined in meetings with the City Engineer and will be constructed approximately midway between the two access points to Carriage Trace Condominiums. The clubhouse facilities are located on the center of the site. Drainage will be handled through retention/detention ponds on the site. Mr. Brehm stated that no vehicle access will be provided to the existing residential neighborhood to the north. He stated that the development has the capability of providing garage spaces to each unit, two-thirds of which will be attached units. He indicated that detached units will be constructed depending on what the market demands.

Mr. Kostak asked for more detail as to what type of screening would be provided along the north property line.

Mr. Brehm stated that the existing vegetation will be augmented by plantings of white pine or norway spruce, whatever the appropriate landscape material would be in that location on the site.

Mr. Swartz stated that he is more sensitive to the screening to be provided along the north property line and suggested that mounding be done in that area with plantings made on that mound.

Mr. Jack Paul, resident of Pondview Drive, stated that he is not opposed to the project. He stated that the residents in that area have a main concern which is that of access to Piper Landing. He stated further that an additional buffer with mounding and evergreen plantings would be welcomed to the existing honeysuckle growth that provides screening only in the spring and summer months. He stated that the addition of parkland will be an asset to the existing park with the walkway proposed as part of the development. Mr. Paul asked if the price of the units had been established.

Mr. Brehm stated that the prices will range between \$80,000 and \$110,000 per unit.

Mr. Paul asked if the water supply to Pondview Park would be affected by the development as was the case during the construction of I-675.

Mr. Hoffman stated that there should be no affect to Pondview Park.

Mr. Bob Podiak, 5651 Pondview Drive, asked what the height of buildings and plantings.

Mr. Brehm stated that the maximum height of the buildings will be 32 ft.

Mr. Schwab stated that single-family zoning allows a building height of 35 ft. so the proposed buildings will less than what could potentially develop if this property were to remain under its current zoning classification. The planting heights must be a minimum of 6 ft. at the time of planting.

Mr. Podiak asked what type of building materials are proposed.

Mr. Brehm stated that the front elevation will be brick and siding with the sides and rear of the building done in siding. He stated that should Hills Developers acquire the additional land to the north, the buildings in that location will be turned 90 degrees to reduce the mass that will be viewed from the north.

Mr. Stone asked if brick could be used on the back of the buildings.

Mr. Brehm stated that condition could be accomplished.

Mr. Bill Davis, manager of Carriage Trace, welcomed the project as a visual improvement to the area. He suggested that a traffic signal be placed in this area with the additional traffic that will be created by the project.

Mr. Hoffman stated that the entrance drive to the project has been located to split the 2 existing access points to Carriage Trace, therefore, creating 3 "T" intersections to negotiate in and out of for easier movements. He stated that minimum traffic volume standards to warrant a traffic signal are 150 vehicle per hour for 8 hours of the day on a side street and 650 vehicles per hour on a main street.

Mr. Herbert Hoover, 6020 Bigger Road, stated that as Pastor of the church located directly north of the project, the church had a verbal agreement to sell their property Hills Developers. He questioned whether the inclusion of the church property is being considered in a serious manner.

Mr. Stone stated although that is a private matter, should the sale of the property be accomplished, the developers would return to the City with additional applications to include that property in the overall project. He stated it would make sense for the property to included in the project should the sale or property be made.

Mr. Paul asked when the project would begin.

Mr. Brehm stated that construction should begin in the fall of 1995.

Ms. Rose Adams, 5763 Pondview Drive, stated that traffic signal needs to be installed at Andrew Road.

Mr. Stone stated that would be in Kettering's jurisdiction.

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

Mr. Foland asked if the islands in the street areas will be common areas in the condominium bylaws.

Mr. Koverman indicated it would be common ground.

Mr. Foland asked if the detached garage units were not constructed, would parking spaces be created in those areas.

Mr. Koverman indicated that would by the case.

MOTION: Mr. Foland moved to recommend approval to Council of the rezoning application submitted by Hills Developers for 30.9 acres of land north of I-675 and east of Bigger Road from R-1c, single-family residential to R-PD, Residential Planned Development. Mr. McMahon seconded the motion. The motion was approved unanimously 5-0.

MOTION: Mr. Foland moved to recommend approval of the Major Use Special Approval application submitted by Hills Developers to Council subject to the following conditions:

1. Prior to the approval of this Major Use Special Approval Plan by the City Council, the 30.9 acre parcel of land on which the proposed development is located must be rezoned to R-PD, Residential Planned Development. This land is currently zoned R-1c, single-family residential and does not permit the construction of multi-family residential dwelling units.

2. A parkland dedication of 1.3388 acres of land to the City of Kettering on the eastern end of the site adjacent of Pondview Park shall be recorded prior to the issuance of any zoning or building permits for any residential units. The city Planning Department shall approve the location and dimensions of the dedicated park land. The parkland dedicated shall be improved by the developer with a walkway of a design approved by the City of Centerville Engineering Department connecting Piper Landing with the sidewalk on the existing Pondview Drive.
3. A minimum of 2 parking spaces per dwelling unit shall be provided on the site. Apron areas in front of garages shall not be counted as an additional parking space to the garage unit.
4. The final grading plan shall be subject to approval by the City Engineering Department. To the extent practical a 6 foot high earthen mound shall be incorporated along I-675 to buffer this project from the interstate highway.
5. A revised landscaping plan shall be submitted to and approved by the City Planning Department. This plan shall preserve existing trees to the extent practical adjacent to the single-family residential houses north of the site and add evergreen landscaping to meet the screening requirements of the City Zoning Ordinance. Trees and mounding shall also be required along I-675 and the project. The indexing of significant trees on the site shall be made a part of the landscaping plan. Mounding and screening along the north property line between the retention/detention pond and Pondview Park as shown on the plan shall create an instant screen. Additional screening shall be planted where practical from the pond west to Bigger Road, as well as along the edge of the new section of Pondview Park.
6. The City Engineer must review and approve the detailed plans for the intersection of the new private street to this development and Bigger Road.
7. All private streets shall be constructed to City Standards, excepting width, subject to approval by the City Engineer.
8. No motorized vehicular traffic either during construction or after construction shall be permitted to Pondview Drive.
9. All sidewalks shall be setback a minimum of 4 ft. from the curb on the private streets.

10. A sidewalk, 4 ft. wide, shall be construction on the south side of the main private street interconnecting with the walkway through the addition to Pondview Park. The sidewalk shall be setback a minimum of 4 ft. from the curb on the private street.
11. 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.
12. Adequate covenants approved by the City Attorney shall be recorded to provide for the future private maintenance of the proposed stormwater detention/retention basins.
13. An easement shall be required to the retention basin to allow emergency access by the City.
14. All dumpsters shall be screened subject to approval by the City Planning Department.
15. Exterior lighting shall be approved by the City Planning Department.
16. All street names shall be approved by the City Planning Department.
17. No signs are being approved as part of this application.
18. The same percentage of brick shall be used on the rear elevation as is shown on the plan for the front elevation of each building.

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

There being no further business, the meeting was adjourned.

  
Chairman 5/1/95