

CENTERVILLE PLANNING COMMISSION
REGULAR MEETING
Tuesday, May 30, 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. James Durham; Mr. Jack Kostak; Mr. Stanley Swartz.
Absent: Mr. Patrick Hansford. Also present: Mr. Alan Schwab, City Planner; Mr. Steve Feverston, Assistant City Planner; Mr. Robert Farquhar, City Attorney; Mr. Norbert Hoffman, City Engineer.

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

Approval of minutes:

MOTION: Mr. Foland moved to approve the Planning Commission minutes of May 9, 1995, as written. Mr. McMahon seconded the motion. The motion was approved unanimously 5-0-1 with Mr. Swartz abstaining.

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 3.815 acres of land which exists currently a single-family home 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.

It was, therefore, the staff recommendation to approve the rezoning application.

Mr. Schwab presented the application for a Major Use Special Approval submitted by Hills Construction Services, No. 3. He stated the Major Use Special Approval is a new applications which combines the rear portion of the 3.815 acre parcel, subject of

this rezoning hearing to the approximately 33 acres that was recommended by the Planning Commission to be rezoned to R-PD to Council. He reviewed the Major Use application submitted for the entire 35.75 acres stating that the number of units for the complex would increase from 180 to 214 units based on the acquisition of the additional property. The development of this site will require 1.5916 acres of parkland to be deeded to the City of Kettering in order to expand existing Pondview Park which abuts this project to the east.

Staff recommended approval of 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, all parcels of land on which the proposed development is located must be rezoned to Residential Planned Development, R-PD. 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 1.5916 acres of land to the City of Kettering on the eastern end of the site adjacent to 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 parkland. 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 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. The detached garages for building numbers 1 and 10 shall be adjusted in location to provide a 20 foot in length asphalt apron area in front of each garage space exclusive of the two-way street in front of the garage to allow better visibility for a car exiting the garage space.
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. Screening is also required to the existing single-family residence along Bigger Road south of the funeral home along Bigger Road even if this residence is rezoned to a multi-family residential zone. 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. Existing driveway curb cuts along Bigger Road shall be removed and restored subject to the approval of the City Engineer.
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 or Brookbank Drive.
9. All sidewalks shall be set back a minimum of 4 feet from the curb on the private streets.
10. A sidewalk, 4 feet wide, shall be constructed on the south side of the main private street interconnecting with the walkway through the addition to Pondview Park. The sidewalk shall be set back a minimum of 4 feet 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.
19. The vehicular pavement turnaround located between building numbers 9 and 10 shall be increased to 95 feet in diameter with a minimum of 20 feet of pavement width around the turnaround.
20. The City Engineer shall approve the detailed location and design of the internal intersections of the building driveways and the main road within the project.

Mr. Stone opened the public hearing.

Mr. Glenn Brehm, Hills Developers, stated that this new plan represents the agreement between Christ church and Hills Developers to acquire additional property to be incorporated into the previous application reviewed by the Planning Commission for Piper Landing. This additional land will allow shifting of the buildings to preserve many trees along the north property line. The setback of the buildings along the north property line will be approximately 100 feet. The proposed Major Use application submitted increases the original 180-unit project to 214 units. Some of these two-story buildings will be 12-unit buildings and others will be 14-unit buildings. If all 86 detached garages are constructed, the parking ratio would be 2.4 parking spaces per unit. If those garage spaces are not constructed, those areas will be replaced in parking area to maintain that 2.4 ratio. Even though the Zoning Ordinance does not recognize driveway aprons as parking spaces, those areas will supply an additional 214 spaces to the project which would provide slightly over 3 parking spaces per unit. Mr. Brehm stated that they felt that the setback of the garages in front of buildings 1 and 10 to an additional 20 ft. apron is excessive and may in fact look somewhat awkward in the design configuration. He suggested that perhaps that figure could be reduced to 8 ft. so that when backing from the garage areas, that area would allow proper sight distance to see approaching traffic. Mr. Brehm stated that the buildings were intentionally placed at right angles to the north property line to maintain as much as the wooded area as possible and provide separation between the proposed project and the single-family residences. He also felt that a 6 ft. mound along I-675 would be excessive and there are areas tapering should be done where significant trees exist.

Mr. Durham asked what percentage of brick would be used on the rear and side elevations.

Mr. Brehm stated that the rear of the building would be of a percentage as approved on the previous application which would have the same combination as the front elevations. He stated that he was unsure of the side elevations and how the brick could be incorporated into the design. He asked if the use of brick on the sides would only apply to those buildings along the north line.

Mr. Stone stated that perhaps the same theme of architecture should be carried out through the entire project.

Mr. Durham and Mr. Foland felt that only the buildings facing the single-family neighborhood to the north and building #10 along the pond area should be required to have the brick ends and should be reviewed and approved by staff.

Mr. Foland stated that he would like Mr. Hoffman to address the issue of the additional length in the asphalt aprons on buildings #1 and #10.

Mr. Hoffman stated that staff could look at the issue as to if the entire 20 ft. length should be required to allow appropriate sight distance for vehicles backing from those garages units.

The members of Planning Commission felt that 20 ft. might be to excessive and invite vehicles to park along those areas. They suggested that staff determine the appropriate distance between 8 ft. and 20 ft. to address the sight distance concern.

Mr. Foland asked if there would be any areas provided for parking of recreational vehicles.

Mr. Brehm stated that the tract of land is not large enough to provide those types of areas and preserve the trees on the site.

Mr. Foland stated that preserving trees is important, however, it should be taken into account that some of the trees to be saved on the site will be lost due to those trees going into shock after the construction period. He stated that he did not like to see trees required to be preserved at the expense of condominium owners for tree removal after project completion.

Ms. Pat Higgins, Planning and Zoning Administrator for the City of Kettering, stated that they are pleased with the park dedication to expand existing Pondview Park. The City of Kettering would also like to see that Pondview Drive and Brookbank Drive be terminated with curb and gutter to give the streets a finished look. She asked Planning Commission to reconsider any type of walkway connection between the proposed project and Brookbank Drive.

Mr. Jack Paul, resident of Pondview Drive, asked if the Planning Commission would consider requiring the extension of the mounding and screening to the end of Pondview Drive based on the reconfiguration of buildings on the site with this new application.

The members of Planning Commission discussed that issue as to the right of the developers to enter property no longer owned by them to make any improvements since parkland dedication would precede the development of the site.

Mr. Brehm suggested that the mound be extended south along the new park lot between the lot line and the parking area and evergreen trees be added as the mounding tapers to the south, but not in the park area.

The members of Planning Commission felt that Mr. Brehm's suggestion would solve the concern.

Ms. Higgins stated that the curbs and gutters should be constructed to Kettering's specifications.

Mr. John Koverman, attorney for Hills Developers, stated that they do not want to be bound by requirements and bonding of another jurisdiction. He stated that they will do the improvements as required, however, they would like to work with Centerville and not have to have their project delayed due to problems with another jurisdiction.

Mr. Brehm stated that if curb is installed at the end of those streets, ponding of water will take place as the drainage in that area runs to the south. At that point, a catch basin will be required with piping. He stated that if the intent is to prevent vehicular traffic to go beyond the end of that street, that simple posts should be installed to secure it vehicles cannot go beyond the end of the pavement. This would also allow drainage to continue in a fashion as it currently flows.

Mr. Marian Meeks, 5745 Brookbank Drive, stated there is a tremendous amount of water feeding into the area in question and he would like to know how this project will affect this situation. He stated that he would like no pedestrian access to Brookbank Drive from the development.

The members of the Planning Commission determined that curbs or gutters should not be required at the end of Pondview Drive or Brookbank Drive as a part of this development.

Mr. Hoffman stated that the developers will be required to meet the standards of the stormwater retention/detention ordinance for the City and should there be any issues that are a result of the development, the applicants will be required to address and correct those issues.

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

MOTION: Mr. Durham moved to recommend approval to Council of the rezoning application submitted by Hills Developers for 3.815 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. Foland seconded the motion. The motion was approved unanimously 6-0.

MOTION: Mr. Durham 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, all parcels of land on which the proposed development is located must be rezoned to Residential Planned Development, R-PD. 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 1.5916 acres of land to the City of Kettering on the eastern end of the site adjacent to 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 parkland. 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 existing Pondview Drive. The walkway shown on the plan to Brookbank Drive shall be deleted.
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. The detached garages for building numbers 1 and 10 shall be adjusted in location to provide a dimension determined by staff of asphalt apron area in front of each garage space exclusive of the two-way street in front of the garage to allow better visibility for a car exiting the garage space.
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. The mound shall be tapered in areas where there are a significant number of trees.
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. Screening is also required to the existing single-family residence along Bigger Road south of the funeral home along Bigger Road even if this residence is rezoned to a multi-family residential zone. 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 and mounding shall be planted

where practical from the pond west to Bigger Road, as well as along the eastern edge of the new section of Pondview Park and the eastern line of the development.

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. Existing driveway curb cuts along Bigger Road shall be removed and restored subject to the approval of the City Engineer.
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 or Brookbank Drive.
9. All sidewalks shall be set back a minimum of 4 feet from the curb on the private streets.
10. A sidewalk, 4 feet wide, shall be constructed on the south side of the main private street interconnecting with the walkway through the addition to Pondview Park. The sidewalk shall be set back a minimum of 4 feet 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 and on the north side elevation of those buildings facing the single-family residential, side

elevations of other buildings to be at the developer's discretion, subject to approval by the Planning Department.

19. The vehicular pavement turnaround located between building numbers 9 and 10 shall be increased to 95 feet in diameter with a minimum of 20 feet of pavement width around the turnaround.
20. The City Engineer shall approve the detailed location and design of the internal intersections of the building driveways and the main road within the project.

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

NEW BUSINESS

Archon Plaza - Record Plan

Mr. Schwab reviewed the Record Plan for Archon Plaza located on the southwest corner of Wilmington Pike and Whipp Road. He stated that the developers of Dayton Sports & Rec have determined that it would be a better situation for a record plan to be filed based on the number of easements and lots needed to be created for the development on that site. The zoning on the 21.449 acre parcel is Business Planned Development, B-PD. Four (4) lots are proposed for this site and would be consistent with the Major Use application which has been approved by the Planning Commission and Council.

There are no public improvements associated with this plat. Therefore, no performance bond or subdividers agreement is required to be posted with the City.

Staff recommended approval of the Record Plan subject to the following condition:

1. The City Attorney approve the covenants that provide for vehicular parking and access cross easements between the lots and maintenance of the detention pond located in the proposed reserve area shown on the plat.

MOTION: Mr. Foland moved to recommend approval of the Record Plan for Archon Plaza to Council subject to the following condition:

1. The City Attorney approve the covenants that provide for vehicular parking and access cross easements between the lots and maintenance of the detention pond located in the proposed reserve area shown on the plat.

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

Zebra Design - Planning Commission Special Approval

Mr. Schwab reviewed the Special Approval application submitted for Zebra Design to be located on Centerville Business Parkway north of Clyo Road. The zoning on the .7138 parcel of land is I-PD, Industrial Planned Development. The request is to construct a new office building as a part of the Centerville Business Park. Ten (10) parking spaces are required for the proposed site and the plan meets that requirement.

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

1. Detailed building elevations, including materials and color shall be subject to approval by the Planning Department.
2. A landscape plan shall be submitted, subject to approval by the Planning Department, that incorporates, where appropriate, preservation of the existing trees on the site.
3. Detailed plans for the dumpster screening shall be subject to approval by the City Planning Department. Brick used on the exterior facing for the dumpster enclosure shall match the building brick and a concrete pad and apron approved by the City Engineering Department shall be required under and in front of the dumpster enclosure.
4. Plans for all exterior lighting shall be approved by the Planning Department.
5. A stormwater drainage plan shall be approved by the City Engineer in accordance with the provisions of the Stormwater Drainage Control Ordinance.
6. A 20 ft. wide driveway extending from the street back to the parking lot area shall be provided, as requested by the Washington Township Fire Department.

Mr. Don Strenk, Wenzler Construction representing the applicant, stated that they have reviewed the staff recommendations and are in agreement with those conditions.

MOTION: Mr. Foland moved to approve the Special Approval application submitted for Zebra Design subject to the following conditions:

1. Detailed building elevations, including materials and color shall be subject to approval by the Planning Department.

2. A landscape plan shall be submitted, subject to approval by the Planning Department, that incorporates, where appropriate, preservation of the existing trees on the site.
3. Detailed plans for the dumpster screening shall be subject to approval by the City Planning Department. Brick used on the exterior facing for the dumpster enclosure shall match the building brick and a concrete pad and apron approved by the City Engineering Department shall be required under and in front of the dumpster enclosure.
4. Plans for all exterior lighting shall be approved by the Planning Department.
5. A stormwater drainage plan shall be approved by the City Engineer in accordance with the provisions of the Stormwater Drainage Control Ordinance.
6. A 20 ft. wide driveway extending from the street back to the parking lot area shall be provided, as requested by the Washington Township Fire Department.

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

Yankee Trace, Sec. 4 - Record Plan

Mr. Schwab reviewed the Record Plan submitted for Yankee Trace, Sec. 4, to be located north of Social Row Road and east of Yankee Street. The zoning on the 5.2878 acre parcel is R-1c, Single-Family Residential. Eleven (11) lots have been proposed for this particular section. There is a private street that extends in front of each of these proposed lots with an entrance to this private street from Yankee Street. This plan shows future lots that would be created by extending the private street in two directions--to the north and northeast--and terminating those with the construction of a cul-de-sac design. The 21 ft. private street is the same dimensions as the public streets in other areas of the development. The southern end of the proposed private street simply stubs as it will remain an access easement with no cul-de-sac or turnaround provided. Mr. Schwab stated that with an access easement extending to the Yankee Street right-of-way, there can be individual water line taps without a main line extension in concert with a public or private road.

Staff recommended approval of the Record Plan subject to the following conditions:

1. The City shall receive from the developer and approve a detailed plan for the skin improvements (mounding, white horse park fencing, entranceways, limestone walls, landscaping, etc.) along the east side of Yankee Street adjacent to this plat.

2. If required by the City Engineer, the developer shall submit plans approved by the City Engineer and construct a temporary left turn lane and/or walkway(s) along Yankee Street at the entrance road to this plat.
3. The design of the intersection of the entrance road to this plat and Yankee Street must be approved by the City Engineer.
4. The City Engineer must approve a revised plan that maximizes the separation of the private roadway to the future widened Yankee Street.
5. The future cul-de-sac shown on the north end of this development shall be extended to provide access to the designated archeological site north of this development. The City Attorney shall approve the private road access easements to assure the City that the archeological site to the north will have guaranteed access to Yankee Street through this proposed plat.
6. Protective covenants that pertain to the ownership and maintenance of the reserve areas shall be listed or referenced on the record plat subject to approval by the City Attorney.
7. Detailed design of the stormwater drainage system for this plat including grading shall be approved by the City Engineer.
8. In lieu of completion of the required improvements prior to the recording of the plat, a performance bond in an amount acceptable to the City Engineer shall be posted by the developer with the City of Centerville and a subdivider's agreement entered into with the City by the developer. The private streets within this plat shall be required to be part of the performance bond and subdivider's agreement because of the individual platted lots incorporated with the plat.
9. Street names for the private streets must be approved by the City Planning Department.

Mr. Durham stated that this plan is a radical departure from anything that was proposed from the overall master plan for this development. The way that the street runs through the lots, the issues concerning maintenance, are not issues that can be approved quickly. This is a major policy question for the entire Yankee Trace development. He stated that these lots are pushed out onto Yankee Street which will be a major divided 5-lane boulevard and it is not a minor issue.

Mr. Bob Garlock, Bayer Becker Engineers representing Great Traditions, stated that Great Traditions feels that the market for this site would be towards patio homes, empty nest type clusters which were in the original theme as what was targeted--this is just a little different home type. To develop small, detached single-family lots with detached single-family homes with small lots requiring less maintenance, this design was hitting the overall concept of Yankee Trace even though it is a deviation of what was approved for this site. This change was proposed to hit the market in a timely fashion. Mr. Garlock stated that a private road is done fairly consistently with these types of projects. He stated that the requirements of the Sanitary Department should this be a public street would be a waste of dollars and resources since existing lines are in place along Yankee Street.

Mr. Durham stated that he has not seen a private street proposed in a plan that would dissect a lot. The other issue is that of no cul-de-sac at the end of the southern portion of the private street. Mr. Durham asked how many total lots could be developed from the private street.

Mr. Garlock stated that the total would be 27 lots.

Mr. Foland stated that he is concerned about setting a precedent by not requiring a cul-de-sac at the end of this proposed street. He also stated that in other locations, the Planning Commission has required developers to construct temporary turnarounds in areas that would extend in the future.

Mr. Garlock suggested that a second emergency access be provided out to Yankee Street which could be done various ways.

Mr. Durham questioned the advisability of Lot #98 due to the increase in traffic volume in the future.

Mr. Garlock stated that Great Traditions will provide intense mounding and screening to make that lot a viable lot.

Mr. Stone stated that the issues of the cul-de-sac, maintenance questions, etc., need to be addressed and suggested that the project be tabled for a work session.

Mr. Schwab stated that it would be beneficial to provide a drawing that shows the widened Yankee Street profile; show where the private street is on that drawing and how it intersects with the future widened Yankee Street; and super-impose on top of that where lot lines would be as well as emergency gates, building pad areas for each lot; and how the driveways might extend off of the private street.

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MOTION: Mr. Foland moved to table the Record Plan for Yankee Trace, Sec. 4, to be discussed during a Work Session scheduled for June 6, 1995. Mr. Durham seconded the motion. The motion was approved unanimously 6-0.

There being no further business, the meeting was adjourned.

John A. Steen
Chairman 6/13/95