

CENTERVILLE PLANNING COMMISSION
REGULAR MEETING
Tuesday, August 29, 1995

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

Attendance: Mr. Scot Stone, Chairman; Mr. Peter McMahon; Mr. Patrick Hansford; Mr. Jack Kostak; Mr. James Durham; Mr. Arthur Foland; Mr. Stanley Swartz. Also present: Mr. Alan Schwab, City Planner; Mr. Steve Feverston, Assistant City Planner; Mr. Norbert Hoffman, City Engineer.

Approval of minutes:

MOTION: Mr. Kostak moved to approve the Planning Commission minutes of the July 25, 1995, Regular Meeting, as written. Mr. McMahon seconded the motion. The motion was approved unanimously 5-0-2 with Mr. Swartz and Mr. Foland abstaining.

COMMUNICATIONS

Mr. Schwab stated that with the consent of the Planning Commission, a Work Session would be scheduled for September 12, 1995, prior to the regular meeting to discuss the topic of tree preservation. A representative of the City Beautiful Commission will attend this Work Session to discuss their thought on what should be included in a tree preservation ordinance.

PUBLIC HEARINGS

Don M. Casto - Major Use Special Approval

Mr. Schwab reviewed the Major Use application submitted by Don M. Casto for a 17.3 acre parcel of land located on the southeast corner of South Main Street (SR 48) and Loganwood Drive. The request is to construct a 108 unit multi-family development on the site which is a permitted use on this parcel currently zoned Residential Planned Development, R-PD. The purpose of the Major Use application is to review the design and layout on the site. As a part of this application, two (2) variances are being requested to, 1) permit 108 dwelling units (6.24 dwelling units per acre); and 2) permit a 6 ft. high solid board privacy fence in a front yard. The standards in the Zoning Ordinance allow 6.0 dwelling units per acre in terms of density, and a front yard fence height of 4 ft. and constructed of picket, split rail or wrought iron materials.

Mr. Schwab stated that the apartment buildings will contain 12 units each with a mixture of a brick facade and vinyl siding. The entrances to the units are typically at the front of the buildings with the rear porches having decks and patios for the units. Two-bedroom units are in the center of the building, with one-bedroom siding on these units, and two townhouse units (for a total of four) on each end of the buildings. The main entrance to the project will be located across from Hunters Glen with a secondary access off of Loganwood Drive opposite the driveway that is east of the first row of buildings in adjoining Chevy Chase.

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

1. The requested variances for the increase in residential dwelling unit density and the variance to permit a privacy fence in the front yard do not meet all the standards in the City Zoning Ordinance required to be met in order to grant a variance. Specifically, the Planning Department finds that the only condition for granting a variance that is met by either proposed variance is that the requested variances are not use variances. Therefore, it is the recommendation of the Planning Department that these variances be denied. However, if more detailed survey descriptions determine that the acreage of the project is different from the stated application acreage, then the City Planning Department may approve a modification to the development plan that adjusts the number of residential dwelling units in the plan to the maximum number of 6.0 dwelling units per acre permitted in this zoning district.
2. A fee-in-lieu of parkland dedication shall be required in accordance with the provisions of the City Parkland Dedication Ordinance.
3. The applicant shall be required to dedicate at no cost to the City 60 feet of roadway right-of-way width from the deeded centerline of SR 48 across the entire frontage of the property.
4. The City Engineer must review and approve the detailed plans for the intersections of the new private streets to this development and SR 48 to Loganwood Drive.
5. All private streets shall be constructed to standards subject to approval by the City Engineer.
6. All street names shall be approved by the City Planning Department.

7. A concrete sidewalk 4 feet wide shall be constructed on the south side of Loganwood Drive. The City Engineer must approve the design of this required sidewalk. Additional right-of-way on the south side of Loganwood Drive be required to locate the sidewalk in the public right-of-way and keep existing trees to the extent practical subject to approval by the City Engineer.
8. The final grading plan shall be subject to approval by the City Engineering Department.
9. A detailed landscaping plan shall be submitted to and approved by the City Planning Department. The location and preservation of significant trees on the site shall be made a part of the landscaping plan. This plan shall preserve existing trees to the extent practical adjacent to the single-family residential houses east of the site and add evergreen landscaping to meet the screening requirements of the City Zoning Ordinance. Low mounding and/or low landscaping about 2.5 feet high shall be required where a parking lot is adjacent to a public roadway. A minimum of 5% of the interior area of the parking lot shall be landscaped with particular emphasis on the use of deciduous trees to shade the surface of the parking lot.
10. 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.
11. Adequate covenants approved by the City Attorney shall be recorded to provide for the future private maintenance of the proposed stormwater detention/retention basins(s) and an easement shall be required to the retention basin to allow emergency access by the City.
12. Detailed plans for each dumpster including location, design, materials and screening must be approved by the City Planning Department.
13. Detailed plans for the exterior of the buildings, including colors and materials, must be approved by the City Planning Department.
14. Exterior lighting shall be approved by the City Planning Department.

15. No sign shown on the plans shall be approved as part of this application.
16. A maximum of 40 garage spaces be permitted on the site with no garage spaces backing up to SR 48, and these locations to be specifically approved by the Planning Department.

Mr. Stone indicated that he represented the homeowners association of an adjoining property to this project and, therefore, removed himself from the meeting due to a possible conflict of interest.

Mr. Foland opened the public hearing.

Mr. Bill Riatt, architect and representative of Don M. Casto, stated that the buildings are proposed to have white vinyl siding, dark gray trim and dark green shutters. The red brick used on the building will have a grapevine joint detail. He stated that in order to meet the 6.0 density, one (1) building would have to be redesigned to remove 4 units and sacrifice the proportions of the entire project. The variance for the fence is being requested to have the ability to have this project private and to eliminate cut-through pedestrian traffic. Mr. Riatt stated that the buildings will be approximately 40 ft. by 150 ft. and will have an extensive amount of landscaping on the entire site.

Mr. McMahon asked the range of rental cost per month.

Mr. Riatt stated that it will be between \$625 and \$775 per month based on the type of unit rented.

Mr. Durham asked what other types of fence could be considered for the project.

Mr. Riatt stated that other wood type fences could be submitted for consideration, however, they feel that the fence height would need to be a minimum of 5 ft.

Ms. Elaine Schmidt, Waterford Drive, stated that she was concerned with the increase in population in the Waterford Drive area. Traffic on Waterford Drive is horrendous and is a main entrance into the Concept East neighborhood. She stated that there is a speeding problem in that area which is well-documented by the Police Department. Ms. Schmidt stated that Cline School would serve this area and it is already overcrowded and adding 108 units will only increase this situation. She also stated that she is concerned with the quality of the complex.

Mr. Bill Arthur, 295 Waterford Drive, stated that the Don Casto company is a quality organization and the proposed units do have a nice appearance. He stated that his concern is the stormwater drainage and the increase in runoff this project will have on the surrounding area. He stated that the proposed plan seems to have the traffic generated onto South Main Street, however, the traffic situation on Waterford Drive is currently a problem.

Mr. Hoffman stated that the Stormwater Drainage Ordinance provides that any additional runoff for a project site is controlled by retention/detention basins on the site.

Mr. Riatt stated that the proposed plan was designed to have traffic accessing directly from South Main Street. The community itself will be basically an adult community as there will be no three-bedroom units. These types of complexes, in their experience, seems to generate approximately 110-150 people, and with the monthly rent in the ranges established, will probably only have about 4 children for the entire project. These rents will not be subsidized. He stated that he would be willing to work with the surrounding neighborhood to address any concerns they may have.

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

Mr. Kostak and Mr. McMahon stated that they felt that the 108 units are reasonable as the plan indicates that a lot of green space will remain on the site.

Mr. Durham stated that he disagreed and that the 6.0 dwelling unit standard as adopted by the Council should be maintained. He stated that he felt that the fence variance was reasonable to contain cut-through traffic.

Mr. Swartz stated that he has always felt 7 or 8 units per acre is a reasonable standard and was on other occasions reminded that Council could consider a variance for density. He stated that he felt that a total of 4 additional units for the entire project was a reasonable request and should be granted. Mr. Swartz stated a modified fence could be approved for height, but not of a solid wood fence material. He stated that with the length of the proposed buildings, some brick or a drastic change in color should be used on the back of the buildings to break up the massive appearance.

Mr. Riatt stated that the amount of decking, gables, etc., break up the building mass along with the intense amount of landscaping proposed.

Mr. Foland indicated that he had the same concern regarding the massive building appearance.

Mr. Hansford stated that the density does not bother him, however, the 6 ft. fence is not reasonable. He stated that cut-through traffic should not be an issue as this project should not be separated from the surrounding neighborhood with a tall privacy fence.

Mr. McMahon stated that the density is not a problem and the issue of fence height could be flexible depending on materials used in its construction.

Mr. Riatt, when asked by Mr. Foland, indicated that he agreed with the staff recommendations.

Mr. Durham questioned the need for the driveway onto Loganwood Drive.

Mr. Hoffman stated that it is his preference on all developments of this type to provide a second access to the project.

Mr. Riatt stated after reviewing the preliminary plans with staff, he agreed that a second access would be necessary.

MOTION: Mr. McMahon moved to approve the Variance to allow a density of 108 dwelling units (6.24 dwelling units per acre) as requested by Don M. Casto. Mr. Swartz seconded the motion. The motion was approved
4-2 with Mr. Durham and Mr. Foland voting no.

MOTION: Mr. Durham moved to approve the Variance to allow a front yard fence height not to exceed five (5) feet with materials, color and design type to be approved by the Planning Department. Mr. Hansford seconded the motion. The motion was approved unanimously
6-0.

MOTION: Mr. Hansford moved to recommend approval of the Major Use Special Approval application submitted by Don M. Casto to City Council subject to the following conditions:

1. A fee-in-lieu of parkland dedication shall be required in accordance with the provisions of the City Parkland Dedication Ordinance.
2. The applicant shall be required to dedicate at no cost to the City 60 feet of roadway right-of-way width from the deeded centerline of SR 48 across the entire frontage of the property.

3. The City Engineer must review and approve the detailed plans for the intersections of the new private streets to this development and SR 48 to Loganwood Drive.
4. All private streets shall be constructed to standards subject to approval by the City Engineer.
5. All street names shall be approved by the City Planning Department.
6. A concrete sidewalk 4 feet wide shall be constructed on the south side of Loganwood Drive. The City Engineer must approve the design of this required sidewalk. Additional right-of-way on the south side of Loganwood Drive be required to locate the sidewalk in the public right-of-way and keep existing trees to the extent practical subject to approval by the City Engineer.
7. The final grading plan shall be subject to approval by the City Engineering Department.
8. A detailed landscaping plan shall be submitted to and approved by the City Planning Department. The location and preservation of significant trees on the site shall be made a part of the landscaping plan. This plan shall preserve existing trees to the extent practical adjacent to the single-family residential houses east of the site and add evergreen landscaping to meet the screening requirements of the City Zoning Ordinance. Low mounding and/or low landscaping about 2.5 feet high shall be required where a parking lot is adjacent to a public roadway. A minimum of 5% of the interior area of the parking lot shall be landscaped with particular emphasis on the use of deciduous trees to shade the surface of the parking lot.
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.
10. Adequate covenants approved by the City Attorney shall be recorded to provide for the future private maintenance of the proposed stormwater detention/retention basins(s) and an easement shall be required to the retention basin to allow emergency access by the City.

11. Detailed plans for each dumpster including location, design, materials and screening must be approved by the City Planning Department.
12. Detailed plans for the exterior of the buildings, including colors and materials, must be approved by the City Planning Department.
13. Exterior lighting shall be approved by the City Planning Department.
14. No sign shown on the plans shall be approved as part of this application.
16. The developer may construct a maximum of 40 garage spaces within the development with the locations of all garage spaces to be specifically approved by the Planning Department, with no garage permitted to back up to SR 48.

Mr. Kostak seconded the motion. The motion was approved 5-1 with Mr. Swartz voting no.

NEW BUSINESS

Yankee Trace, Parcels 16 and 18 - Planning Commission Special Approval

Mr. Stone returned to the meeting as this time.

Mr. Schwab reviewed the Planning Commission Special Approval application submitted for Yankee Trace, Parcels 16 and 18, located north of Social Row Road and east of Yankee Street. The request is to approve a residential cluster plan for detailed lot layout for Parcel 16 being 8.739 acres and Parcel 18 being 5.688 acres. The zoning on each parcel is R-1c, Single-Family Residential, which will allow the proposed 20 lots for Parcel 16 and 13 lots for Parcel 18.

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

1. Detailed design of the stormwater drainage system for this plan including grading shall be approved by the City Engineer.
2. A covenant shall be placed in the record plat per the note on this plan that no lot shall have direct vehicular access to Yankee Trace Drive.

3. Vehicular sight distance easement(s) approved by the City Engineer shall be added to the record plan that provide adequate vehicular sight distance for the design speed of the curves on Yankee Trace Drive.

Mr. Schwab stated that in the original overall plan approved back in August, 1994, there was a conditions that related to the width of Yankee Trace Drive. That conditions basically stated that Yankee Trace Drive was to be 21 ft. wide where there were no lots having direct access to Yankee Trace Drive and to be 24 ft. wide where lots did have access to that street. In this case, only 2 lots have frontage to Yankee Trace Drive, but no access, even though the proposed street width is 24 ft. in those areas.

The Planning Commission members noted that there is a concern as to the layout of the land-locked lot on the east end of Parcel 18, and how it will fit in with the surrounding area.

MOTION: Mr. Foland moved to approve the Special Approval application for Yankee Trace, Parcels 16 and 18, subject to the following conditions:

1. Detailed design of the stormwater drainage system for this plan including grading shall be approved by the City Engineer.
2. A covenant shall be placed in the record plat per the note on this plan that no lot shall have direct vehicular access to Yankee Trace Drive.
3. Vehicular sight distance easement(s) approved by the City Engineer shall be added to the record plan that provide adequate vehicular sight distance for the design speed of the curves on Yankee Trace Drive.

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

All-Seal Home Improvement - Planning Commission Special Approval

Mr. Kostak and Mr. McMahon removed themselves from the meeting due to a conflict of interest.

Mr. Schwab reviewed the Planning Commission Special Approval application submitted for All-Seal to be located on the southwest corner of West Franklin Street and Gershwin Drive. The request is to construct a 4,054 sq. ft. building on the .55 acre parcel zoned O-S, Office-Service. The project would require 16 parking spaces and the proposal is to meet that parking requirement. The proposed building will be a 2-story building with a walk out to the rear.

The building will have large plate glass windows on the front with a dryvit-type material between each window. Limestone is proposed as a base material in the front and being a more predominant material on the back of the building where there is a grade change to the south. The proposed roof is a standing seam metal roof that is shown in the submitted sketches as dark green in color and a creme color siding material. Access to the property would be from Gershwin Drive where there is a requirement for a 25 ft. parking and paving setback from the residential zoned area to the south.

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

1. A concrete sidewalk 4 feet wide shall be constructed on the west side of Gershwin Drive across the entire frontage of this project on Gershwin Drive. The City Engineer must approve the design of this required sidewalk.
2. The final grading plan shall be subject to approval by the City Engineering Department.
3. A detailed landscaping plan shall be submitted to and approved by the City Planning Department. The location and preservation of significant trees on the site shall be made a part of the landscaping plan. This plan shall preserve existing trees to the extent practical adjacent to the single-family residential house south of the site and add evergreen landscaping to meet the screening requirements of the City Zoning Ordinance. Low mounding and/or low landscaping about 2.5 feet high shall be required where a parking lot is adjacent to a public roadway.
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. Detailed plans for the dumpster including location, design, materials and screening must be approved by the City Planning Department.
6. Detailed plans for the exterior of the buildings, including colors and materials, must be approved by the City Planning Department. The Planning Commission must specifically approve the use of the exterior finish insulation system (dryvit) on exterior building walls and the use of a standing seam metal roof on the building.

7. Exterior lighting shall be approved by the City Planning Department.
8. No sign shown on the plans shall be approved as part of this application.

Mr. William Stacy, Vice-President of All-Seal, and Mr. Ken Seidl, architect for the project, were present for the review of the Special Approval application.

Mr. Seidl stated that the main challenges in laying out the site were the slope on the site from north to south and the access driving from Gershwin Drive between West Franklin Street and the existing curve on Gershwin Drive. The parking area on the north side of the building would be for customer parking and the parking on the south side of the building would be employee parking. Mr. Seidel stated that since the O-S zoning is a transition between commercial to the west and the Architectural Preservation District to the east, they tried to use building materials that would compliment the surrounding zoning districts. He stated that the plate glass panels were necessary as the building will serve as a showroom.

Mr. Durham stated that in looking at the site, he was concerned with splitting the parking into two areas. He asked Mr. Seidl if the building were moved closer to West Franklin Street by virtue of a variance and placing all the parking area on the south side of the building.

Mr. Seidl stated that because of the north-south slope on the site, if the building were pushed to the front of the site, the building would have to be elevated and that would defeat the purpose of placing the showroom along West Franklin Street as it would not be visible.

Mr. Durham stated that he felt that a lot of asphalt on the site would be created by maintaining the building setbacks. He stated that the large display windows and the metal roof, instead of shingles, do not seem to fit into the residential character of Centerville and is more of the commercial development along SR 725 in the Township.

Mr. Swartz stated that he was not concerned with the proposal as submitted and felt that it should be approved.

Mr. Durham stated that he did not like the use of plate glass windows and with the transition in the speed zoned, traffic speeds will not allow visibility to the showroom. He stated that the windows have the distinct modern commercial look that does not fit into the residential character of the area. He also felt that the front yard parking was not appropriate on this site.

Mr. Stacy stated that he did not agree with Mr. Durham. He indicated that they have found that their other location doubled its showroom traffic with the addition of plate glass windows. He stated that they need the full glass windows to display their products.

Mr. Stone suggested the use of muttons.

Mr. Stacy stated they were trying to achieve the clearest view of their products as possible.

Mr. Stone suggested a Work Session be scheduled to discuss changes in site layout, building materials, windows, etc.

A Work Session was scheduled for Wednesday, September 6, 1995 at 7:30 P.M. to discuss and review revisions made in the proposal which should incorporate the concerns of the Planning Commission.

MOTION: Mr. Foland moved to table the Special Approval application for All-Seal Home Improvement. Mr. Durham seconded the motion. The motion was approved unanimously 5-0.

There being no further business, the meeting was adjourned.

S. A. Sturt
9/12/95