

CENTERVILLE PLANNING COMMISSION
REGULAR MEETING
Tuesday, September 26, 1995

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

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

COMMUNICATIONS

Mr. Schwab stated that he had received an informal request from a property owner for input from the Planning Commission on a potential division of a lot in the industrial area on Westpark Drive. The property in question had five (5) buildings located on it, one (1) of which was approved for a split several years ago. This request is being made based on the desire of one (1) building occupant to purchase his building only. There are currently cross easements that exist to provide parking for the building occupants on the site. Different considerations have been discussed between the parties to accomplish this split and address the parking issue. Mr. Schwab pointed out that as this is not the first request of this type on this particular lot, the potential of the same situation could occur in the future.

Mr. Schwab stated that he suggested that the owner consider a commercial condominium agreement so that the City would not be required to be involved. The owner is willing to look into this option, however, he has not done so at this time.

Mr. Durham stated that approving this split would further complicate the situation with parking issues, potential building setback issues, signage issues, as well as making the properties to the rear of the lot less valuable. He stated that should this property be created into office condominiums, it would be served fairly with signage and overall maintenance of the property.

Mr. Stone stated that he did not feel that the value of the buildings would be affected as they are already existing and the change in the lot lines would not be visible.

Mr. Durham stated that if the identification sign were not on one property, signage would have to be off premise signage and only approved by variance should the property owner agree to its placement.

Mr. Stone suggested that Mr. Schwab advise the property owner that the members of the Planning Commission perceive a number of problems with a lot split.

NEW BUSINESS

Crystal Grove, Sec. 1 - Record Plan

Mr. Schwab reviewed the Record Plan for Crystal Grove, Sec. 1, located along the south side of SR 48 (South Main Street) and north of Hibberd Drive in Washington Township. The number of single-family lots proposed for Sec. 1 is 30 lots. The Washington Township PD-R zoning classification has now been approved by the Washington Township Trustees for the 13.6734 acre parcel.

Mr. Schwab stated that this Record Plan is in compliance with the preliminary plan previously reviewed and approved by the Planning Commission with minor adjustments to the lot lines.

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

1. On the proposed Homeowners' Association owned Lot 30, the 8 foot wide pedestrian access way situated between Lots 11 and 12, shall be dedicated as a public right-of-way for a public walkway. A covenant shall be added to the Record Plan which makes maintenance of the walkway the responsibility of the Crystal Grove Homeowners' Association.
2. The walk within the pedestrian access way shall have a minimum width of 4 feet with the design of the walkway to be approved by the City Engineer.
3. All street names shall be subject to approval by the Centerville Planning Department.
4. The sidewalks along Arn Drive shall be routed in a manner that avoids, to the greatest extent practical, the removal of any significant tree subject to approval by the Planning Department.
5. Detailed stormwater drainage calculations and plans incorporating retention and/or detention and erosion control during construction shall be approved by the City Engineer.
6. In lieu of completion of the required improvements prior to recording of the plat, a performance bond in an amount of \$328,380.50 of which \$30,345 is for sidewalks shall be posted by the developer with the City of Centerville and a subdivider's agreement entered into with the City.

7. An inspection fee in the amount of \$6240 shall be paid to the City of Centerville.

Mr. Frank Wright, representing the developer, was present for the review of the project. He stated that they had no objections to the staff recommendations and could work with staff to address each issue.

Mr. McMahon asked the need for sidewalks on both sides of the street since that consideration would require the removal of some major trees.

Mr. Wright stated that they presented the plan to the Township with sidewalks on both sides of the street to speed the approval process. He stated that once the roadway is staked in the field, they may shift some roadway and request eliminating sidewalk should it be necessary to save the significant trees.

Mr. Durham stated if a requirement by the City for sidewalks on the west side of the street is met and sidewalk is required by the Township, that would be a matter strictly between the developer and the Township.

MOTION: Mr. Foland moved to approve the Record Plan for Crystal Grove, Sec. 1, subject to the following conditions:

1. On the proposed Homeowners' Association owned Lot 30, the 10 foot wide pedestrian access way situated between Lots 11 and 12, shall be dedicated as a public right-of-way for a public walkway. A covenant shall be added to the Record Plan which makes maintenance of the walkway the responsibility of the Crystal Grove Homeowners' Association.
2. The walk within the pedestrian access way shall have a minimum width of 4 feet with the design of the walkway to be approved by the City Engineer.
3. All street names shall be subject to approval by the Centerville Planning Department.
4. The sidewalks along the west side of Arn Drive shall be routed in a manner that avoids, to the greatest extent practical, the removal of any significant tree subject to approval by the Planning Department. The sidewalk on the east side of Arn Drive is optional and the routing and alignment shall be determined by the developer and Washington Township.
5. Detailed stormwater drainage calculations and plans incorporating retention and/or detention and erosion control during construction shall be approved by the City Engineer.

6. In lieu of completion of the required improvements prior to recording of the plat, a performance bond in an amount of \$328,380.50 of which \$30,345 is for sidewalks shall be posted by the developer with the City of Centerville and a subdivider's agreement entered into with the City.
7. An inspection fee in the amount of \$6240 shall be paid to the City of Centerville.

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

Stengers Ford - Planning Commission Special Approval

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

Mr. Schwab reviewed the Special Approval application submitted for Stengers Ford proposed to be located on the northwest corner of Alex-Bell Road (SR 725) and Whites Corner Road. The zoning on the 8.5 acre parcel is B-2, General Business, for which the applicant has requested to construct a new and used car dealership. He stated that the B-2 zoning classification has been in place on this property since approximately 1968 and this classification does allow the construction of a car dealership as a permitted use. The land surrounding the proposed site is all R-1c, single-family residential to the north and west, Whites Corner Road to the east, and Alex-Bell Road (SR 725) to the south. The building is proposed to be constructed of sandwiched metal panels, with dryvit and decorative concrete block on portions of the building as well.

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

1. The main entrance driveway onto Alex-Bell Road shall be moved to the west approximately 50 feet to provide a 400 feet spacing between this driveway and Whites Corner Road subject to approval by the City Engineer.
2. The right-of-way dedication along Alex-Bell Road shall be modified at the intersection of Whites corner Road to provide a 60 ft. right-of-way from an adjusted centerline using a 1,250 feet radius through the intersection, subject to approval by the City Engineer.

3. In lieu of requiring the developer to make an improvement of Alex-Bell Road across the entire frontage of their property which would include an additional lane of pavement, a sidewalk, curb and stormwater drainage, the developer shall be required to place an amount of money in escrow with the City approved by the City Engineer to be used for the future improvement of Alex-Bell Road. The City Engineer may require the developer to make temporary improvements to Alex-Bell Road which at this time is expected to include a temporary left-turn lane at the entrance driveway into the development and an 8 feet wide temporary sidewalk along the Alex-Bell Road frontage. The estimated cost of any temporary improvements required to Alex-Bell Road shall be subtracted from the required Alex-Bell Road escrow amount. The design of any temporary improvements shall be subject to approval by the City Engineering Department.
4. The side of Whites Corner Road across the entire frontage of the applicant's property shall be improved in accordance with the City Thoroughfare Plan which includes pavement widening, curb, gutter, sidewalk and stormwater drainage improvements in accordance with plans approved by the City Engineer.
5. The final grading plan shall be subject to approval by the City Engineering Department.
6. The Planning Commission must specifically approve the use of the exterior insulation and finish insulation system (dryvit), the smooth, scored-face CMU (concrete modular unit), and the laminated metal panel system on exterior building walls on the building.
7. The landscaping plan shall be modified to provide low mounding and/or low landscaping about 2.5 feet high where the parking lot is adjacent to a public roadway.
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.
9. No sign shown on the plans shall be approved as part of this application.
10. A detailed plan for the screening on the north and west sides of the property which are adjacent to residential zoned property must be approved by the City Planning Department.

11. The proposed exterior lighting plan must be modified to reduce the impact of the lighting on the adjacent residential areas subject to approval by the City Planning Department.
12. The location, design and screening of any dumpsters on the property is subject to the approval of the City Planning Department.
13. The future expansion shown on the north end of the building is not being approved at this time.
14. The detailed design of the vehicle display island and lighting in the proposed pond on the plan is subject to the approval of the City Planning Department.

Mr. John Bammerlin, PDT Architects representing Stengers Ford, was present for the review of the application. He stated that they do not anticipate any problems with the conditions that the staff had suggested. He stated there is some concern with Condition #7 that would require low mounding 2.5 feet high along the public roadways, as the business proposed is selling automobiles. The Ford Motor Company would rather not be required to install this mounding, but will abide by the decision of the Planning Commission. He stated that the lighting will be reduced as suggested in Condition #11. Mr. Bammerlin stated that there hope was to have Phase 2 approved as a part of this application to allow planning for the future. He indicated that the body shop will remain at the Kettering location at this time, however, the applicant would like some assurance that Phase 2 will be approved.

Mr. McMahon asked if Whites Corner Road should be widened to make it a more attractive cut-through street.

Mr. Hoffman stated that with the future commercial development on the east side of Whites Corner Road, an improvement will allow for a left-turn lane. It will be used for cut-through traffic, however, the improvement is to address it for the purpose of creating 3 lanes.

Mr. Hansford asked if the display areas were elevated.

Mr. Bammerlin indicated that those display ponds were not elevated, however, there is a change in paving material to either brick or a scored concrete which will be determined by expense.

Mr. Hansford had some concern with the east elevation housing the service area which will have more of an industrial look facing Wilmington Pike.

Mr. Bammerlin stated that visibility of this elevation will be difficult from Wilmington Pike due to the development in the area.

Mr. Schwab stated that future development will further screen the east elevation of the building.

Mr. Durham asked if other building materials had been considered since this development will be adjacent to single-family residential areas.

Mr. Bammerlin stated that he has worked within the guidelines that the Ford Motor Company had given him. He indicated that he did not know if they would be willing to change their colors.

Mr. Durham stated that he would be inclined to not approve the building materials which do require specific approval from the Planning Commission in order to protect the residential neighborhood as much as possible. He stated that he would suggest red brick and earthtones for contrasting wall materials.

Mr. Stone concurred with that suggestion of building materials.

Mr. Kostak stated that the metal panels proposed are not suitable, however, the use of dryvit in those would be acceptable as that building material is used in the construction of some homes in Cheltenham.

In reference to the pond at the entrance with the display area, Mr. Durham stated that he understood the design is to soften the impact of the commercial zoning between the residential zoning; however, he felt that the display area in the pond defeated the purpose.

Mr. Kostak stated that he felt that the pond was a great idea and the display area is a tradeoff for something that is not required.

Mr. Schwab stated that it had not been discussed with the applicant, however, the issue of an exterior sound system has been a problem with other automobile dealerships in the City.

Mr. Bammerlin indicated that although he would have to discuss the matter with the Ford Motor Company, options such as pagers, etc., may be an alternative.

Mr. Stone stated that the hours of delivery should be limited as in the case of Dayton Sports & Rec.

MOTION: Mr. Durham moved to approve the Special Approval application for Stengers Ford subject to the following conditions:

1. The main entrance driveway onto Alex-Bell Road shall be moved to the west to provide spacing between this driveway and Whites Corner Road subject to approval by the City Engineer.
2. The right-of-way dedication along Alex-Bell Road shall be modified at the intersection of Whites corner Road to provide a 60 ft. right-of-way from an adjusted centerline using a 1,250 feet radius through the intersection, subject to approval by the City Engineer.
3. In lieu of requiring the developer to make an improvement of Alex-Bell Road across the entire frontage of their property which would include an additional lane of pavement, a sidewalk, curb and stormwater drainage, the developer shall be required to place an amount of money in escrow with the City approved by the City Engineer to be used for the future improvement of Alex-Bell Road. The City Engineer may require the developer to make temporary improvements to Alex-Bell Road which at this time is expected to include a temporary left-turn lane at the entrance driveway into the development and an 8 feet wide temporary sidewalk along the Alex-Bell Road frontage. The estimated cost of any temporary improvements required to Alex-Bell Road shall be subtracted from the required Alex-Bell Road escrow amount. The design of any temporary improvements shall be subject to approval by the City Engineering Department.
4. The side of Whites Corner Road across the entire frontage of the applicant's property shall be improved in accordance with the City Thoroughfare Plan which includes pavement widening, curb, gutter, sidewalk and stormwater drainage improvements in accordance with plans approved by the City Engineer.
5. The final grading plan shall be subject to approval by the City Engineering Department.
6. The building elevations are approved pending submission by the applicant of revised building materials to be approved by the Planning Commission.
7. The landscaping plan shall be modified to provide low mounding and/or low landscaping about 2.5 feet high where the parking lot is adjacent to a public roadway, subject to approval by the Planning Department.

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.
9. No sign shown on the plans shall be approved as part of this application.
10. A detailed plan for the screening on the north and west sides of the property which are adjacent to residential zoned property must be approved by the City Planning Department.
11. The proposed exterior lighting plan must be modified to reduce the impact of the lighting on the adjacent residential areas subject to approval by the City Planning Department.
12. The location, design and screening of any dumpsters on the property is subject to the approval of the City Planning Department.
13. The concept of future expansion shown of the building to the north to include a body shop is approved, however, final detailed plans shall be submitted to and approved by the Planning Commission.
14. The detailed design of the vehicle display island and lighting in the proposed pond on the plan is subject to the approval of the City Planning Department. The display area is to be a shorter peninsula jutting out alongside the pond rather than out to the pond as shown on the submitted plans. The Planning Commission requested that the car island located in the middle of the pond be relocated a minimum of 50 feet from the west property line abutting the residential zoning district.
15. Any exterior sound system must be approved by the City Planning Department.
16. Deliveries shall be restricted to the hours between 8:00 AM and 7:00 PM.

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

There being no further business, the meeting was adjourned.

S. A. Stott
Chairman 10/31/95

