

**Planning Commission Work Session
Minutes**

Council Chambers 1:00pm

Monday, May 5, 2019

CALL TO ORDER

The meeting was called to order at 1:03 P.M.

ROLL CALL

Planning Commission members present were Frank Doden, Chair, Council Representative Marianne MacQueen, AJ Williams, Susan Stiles, Alternate Dino Pallotta, and Ted Donnell. Also present was Denise Swinger, Zoning Administrator. Public Works Director Johnnie Burns joined the meeting at 1:30.

PROJECT PARTICIPANTS

- Jonathan Brown, Developer (314 Dayton St.)
- Alex Melamed (Kinney Farm)
- Andrew Kline (Kinney Farm)
- Annisa Kline (Kinney Farm)

Megan Bachman, YS News, was also present as an observer.

MIAMI TOWNSHIP FIRE RESCUE

Fire Chief Colin Altman

WORK SESSION

Discussion with property owner regarding development project at 314 Dayton Street: Swinger introduced the developer, Jonathan Brown, who described his plans for the property.

Brown acknowledged the restrictive covenants on the property, which presumes two fronts to the property: Dayton Street and Union St., with Dayton Street being the legal “front”. Brown noted that the lot is currently R-C, and as such, can accommodate a density of up to 28 units.

Brown spent time discussing his proposal to match the current front façade in order to satisfy the deed restriction that the façade not be changed.

Brown noted the need for on-site parking to accommodate the units, and described underground parking with “mini school buildings” built over the parking areas, and all buildings connected by a series of tunnels.

Brown acknowledged the need for a three-hour fire wall between the parking and housing areas.

Brown stated that his plan has two objectives, those being historical preservation of the existing structure and upscale living space—condos--designed for seniors. He stated that he would like to build 28 units, but would sacrifice that number for higher quality if needed, saying that he could go as low as 16 units.

Johnnie Burns joined the group at 1:30.

The group discussed how easement restrictions could be reversed, and discussed the fact that the building is in an Historic District, but is not listed as an historical structure, which would more severely curtail renovation options.

Williams stated that the grantor (the Village) can release the easement restrictions.

MacQueen expressed approval of the concept, stating that if Brown could “pull it off” she would be supportive.

Donnell suggested that Council could write an addendum to the deed restriction allowing a partial release of the initial restrictions.

Donnell opined that storm water management will be a problem, and noted the need to detain storm water on the property.

Brown suggested that the southeast corner of the property would work well for this, and that he does not see this as prohibitive.

Swinger stated that to begin moving forward, Brown will need a site plan review from PC.

Stiles stated that she likes the proposal.

Altman commented that he is unable to review the proposal for fire safety until Greene County issues drawings.

Donnell then RECUSED HIMSELF FROM THE PLANNING COMMISSION to act as a presenter for the subsequent discussion.

Discussion with developers regarding subdivision of Kinney property: Donnell recused from the Planning Commission work session to present as the architect for Common Ground, who are developing the Kinney property.

After reviewing the concept for the property, Donnell described the challenge at hand in attempting to create value. Density is key, he noted in making this project work.

The concept plan at present meets the desire to achieve density with all of the amenities and the mix desired.

Kline noted that the northeast corner would hold the greatest density, and would provide a mix of housing options, including rentals.

Donnell asked that the property be rezoned from R-B to R-C to accommodate this density. The path of least resistance is to go with R-C, especially given proximity to Stancliff and XX. The product should fit the lower cost range, Donnell said, particularly if 40-foot lots can be achieved, lowering the price point. Donnell noted that the developers would like to ask for accommodation with regard to setbacks to the side and front, which would be achieved with a change to R-C zoning.

Kline stated that they would like to be able to adjust to changing market forces, and are therefore seeking approval for a designated range of lot sizes.

Doden asked about the timeframe for the project as a whole.

Klein speculated that a five-year timeframe would be “ambitious” but would be nice.

Donnell noted that there is a strategy to building out one phase at a time, allowing for completion of the first phase. This will drive interest in the next phases, as opposed to laying the infrastructure out at the outset and “creating a ghost town” he commented.

Donnell noted emphasis on green swales with narrow streets, wide sidewalks, and with the rear of each home backing up to an alley.

Donnell stated that the design is meant to improve traffic calming and to encourage communication from front porch to front porch.

Electric, telecom and gas would be accessed through alleys, while water and sewer would be accessed from the front road.

Kline asked that PC give the group a set of parameters that would allow them to plot out lots as they go, with ongoing staff approval to streamline the process. He acknowledged that anything outside of the bounds of the zoning code would need to come back for permission.

Street parameters would be 18-26 feet, with curb and gutter, Klein said, with some latitude to allow developers to determine where to create additional parking. Klein asked for the option for landscape medians which might contain some drainage features.

Donnell noted that stormwater collection in this area is challenging and will require multiple solutions and some flexibility.

Klein noted that they would like to have onsite filtration.

Donnell noted that adding to the waterway of the wetland would be addressed in later phases.

Kline noted that the southwest corner of the Kinney property is where they would like to begin, by extending the roadway to create 10-12 lots. A detention point would need to be created for this phase, he stated.

Swinger asked about the site plan as a whole.

Kline stated that the roads and infrastructure would be presented at the outset, but that the site plans would be brought in phases.

At the end of each phase, emergency services will be accommodated with a turn-around and/or fire hydrant/s, etc.

Donnell noted that the only accessible utilities currently are off of Kenneth Hamilton Way.

MacQueen asked about affordable housing, stating that she is asking for a “voluntary inclusionary zoning policy” which would offer incentives to including this type of housing. She asked that 15% of the housing be affordable, and asked whether the group would be willing to do this. This would mean setting aside the 15% of the land to be developed in this manner, she said.

Kline stated that there is a lot of market research to complete before they are able to make any such commitments. It is “high on our list”, Klein stated, to provide affordable housing in some fashion.

Melamed stated that the best thing for affordable housing in the Village is to achieve the density they are requesting, allowing them to construct affordable units.

MacQueen acknowledged that there are several types of affordable housing.

Donnell noted that they will be building in a modular approach, so that one can start with a smaller more affordable home and then add to the home or remain in the neighborhood. That concept for building “is not out there” Donnell stated--we are all locals—we are here for the long term, so this is different as a model. How to achieve this at the outset is difficult to know at this point, given the need for more information.

Stiles stated that “you are asking for a lot, and 15% is a bare minimum.

Donnell stated that we have to ask for concessions because the infrastructure just is not there, and having to put that in place creates additional cost.

Doden commented that the group is local, which is a positive, but that there is a concern that “they might not be here in five years” given the financial output required.

MacQueen asked what connections would be made to the Glass Farm if any.

Kline stated that the cost of laying in the infrastructure is extremely high and the number of lots needs to be maximized to make the effort affordable. We don’t have a way to run additional road into the Glass Farm, and if that is something the village wants to pursue, that is another matter, he said.

Donnell stated that the roads could be taken into the Glass Farm and the Clem Farm.

Melamed responded that “the philosophical response is that more connectivity is better and to be desired.”

Stiles asked why the connection could not be made off of Wright Street.

Kline responded that there is not the infrastructure there to do so, but there is off of Stancliff.

Burns commented that affordability goes both ways, and asked if they were willing to cut their development costs to increase affordability, which might affect affordability on the other end.

Kline responded that a certain amount of uniformity will increase affordability, and that the group will not build to top of the line green standards. The hurdle is infrastructure costs, he stated.

Kline commented that cost of construction has increased significantly across the country in recent years.

Kline asked for guidance from Burns as to how to reduce infrastructure costs.

Melamed commented that they would like to keep standards as high as possible. He noted that homeowners buying along Wright Street would have to pay for the entire street, while those on the interior would not. Those Wright Street units would not be considered affordable housing, he noted.

Donnell commented that there would be an educational component to construction so that every unit owner understands what they can add to increase energy efficiency.

Swinger commented that the group is willing to come with the preliminary and final for the undergrounding and main streets, but that they wish to phase in the other portions of the subdivisions.

Swinger noted that they would need to have the sites recorded ahead of time.

Williams stated that as long as the roads are drawn, they can proceed in phases.

Swinger stated that at this point the issue is what staff is willing to accept with regard to infrastructure.

Swinger noted some concern with surface material and street width, as well as the surfacing for the alleys, depending upon how they are to be used.

Burns stated that less than 20 feet is not workable for construction or emergency vehicles.

Burns commented that he likes having the transformers located in the alley, but that there is not enough room to work if the alley is only fifteen feet. This will have to be planned out just right, he stated.

Donnell noted that there will be some amount of trade off.

Burns objected to the gravel alley as inconvenient for heavy trucks, for plowing, etc., and stated that it's his job to stop this problem before it happens.

Burns suggested a good base with chip seal and regular micro-surfacing. He noted that the Village would be responsible for maintaining these if they are dedicated.

MacQueen followed up with an affordable home question, stating that the homes will not be permanently affordable given market forces in the village. "What if you built one or two affordable houses in the first phase—that affordable housing developer, such as Home, Inc, would find the funding and make the sale for, etc.?" She asked.

Donnell commented that there is not available stock overall, which inflates the market. Filling in these gaps as this project will do will help to alleviate this issue overall.

Annisa Kline identified that they are aware of the desire for permanently affordable housing.

Andrew Kline noted that infrastructure costs are heavily driving the cost for these homes.

Donnell asked whether the group would still design and build the home if the affordable housing broker were involved.

MacQueen stated that normally, yes, they would.

Kline stated that he has been attempting to try to get in touch with Home, Inc. to discuss these matters.

Donnell commented that all options are on the table, and that they acknowledge the need for mixed income housing.

Malamed commented upon the heavy cost for any developer to put in alleys and driveways, so that alleys tend to be phased out as too expensive, and then transformers and trash collection are brought to the street.

Burns commented that most developers do not live in the towns they build in, and that makes an enormous difference.

No one expressed any concern regarding the proposed change in zoning to R-C.

Kline responded to a question from Burns, stating that the development will use natural gas, which would run to in the front of the properties in the utility trenches.

Kline asked for a set of parameters for infrastructure.

Swinger suggested the group work with Burns and Altman to come up with what they all agree upon, and this would then come to PC for approval.

Stiles expressed concern for narrow roads, given the propensity for on-road parking.

Swinger stated that the developers now need to submit an application for rezoning so that Swinger can then request the rezoning to Planning Commission.

ADJOURNMENT

At 3:14pm, Doden MOVED and Williams SECONDED a MOTION TO ADJOURN. The MOTION PASSED 4-0 ON A VOICE VOTE.

Frank Doden, Chair

Attest: Judy Kintner, Clerk

Please note: These minutes are not verbatim. A DVD copy of the meeting is available at the Yellow Springs Library during regular Library hours, and in the Clerk of Council's office between 9 and 3 Monday through Friday.