

CENTERVILLE CITY COUNCIL
WORK SESSION MEETING
JUNE 10, 1991

TIME: 7:30 P.M.
PLACE: Centerville Municipal Building, Law Library

PRESENT: Mayor Shirley Heintz
Deputy-Mayor Brooks Compton
Councilmembers C. Mark Kingseed
Sally Beals
Mark Beasley
James Singer
Clerk of Council Marilyn McLaughlin
Assistant City Manager Michael Haverland
Administrative Assistant to the City Manager Judith Gilleland
City Planner Alan Schwab
City Engineer Norbert Hoffman

Mr. Schwab reviewed for Council the Record Plan for Nestle Creek, Section Three, the development of 5.4 acres of land, zoned R-1c, Single-Family Residential, into sixteen lots, property located east of Bigger Road and north of Alexandersville-Bellbrook Road. Streets within this Section will be public with sidewalks on both sides. The Planning Commission, by unanimous vote, recommended approval of this Record Plan to City Council, subject to the following conditions:

1. Detailed stormwater drainage calculations and plans incorporating retention and/or detention and erosion control during construction shall be approved by the City Engineer.
2. 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.

Upon question of Mr. Beasley, Mr. Frank Wright, Reinke & Associates, identified the detention area for this Plat.

Mr. Schwab explained the Record Plans for Section Six and Section Seven of Cheltenham, property located west of Wilmington Pike and north of Alexandersville-Bellbrook Road. The zoning of the entire acreage is R-1c, Single-Family Residential. Section Six consists of 21.28 acres divided into 32 lots and Section Seven consists of 8.80 acres divided into 15 lots. The Planning Commission, by unanimous vote, recommended approval of these Record Plans to City Council, subject to the following conditions:

1. Detailed stormwater drainage calculations and plans incorporating retention and/or detention and erosion control during construction shall be approved by the City Engineer.
2. In lieu of completion of the required improvements prior to the recording of the plat, a Performance Bond and Inspection

Fee in an amount acceptable to the City Engineer shall be posted by the developer with the City of Centerville.

3. In lieu of adding one lane of pavement including curb, gutter, sidewalk, and stormwater drainage improvements across the entire frontage along Wilmington Pike, the developer shall pay an amount approved by the City Engineer to the City to be used for the future widening of Wilmington Pike. If the City Engineer determines that any improvements should be made to Wilmington Pike at the time of the construction of the plat, then the dollar amount of those improvements will be subtracted from the above amount.

Mrs. Beals expressed the desire for a bikeway along Wilmington Pike as well as one on the extension of Clyo Road to Wilmington Pike. Mr. Hoffman explained for Council design standards for sidewalks and bikeways. Council concurred that bikeway along Clyo Road extension and Wilmington Pike be further pursued at another Council Work Session Meeting.

Mr. Schwab reviewed a Major Use Special Approval Application submitted by Society Bank N.A., Trustee, for 98.8 acres of land located at the northwest corner of Wilmington Pike and Clyo Road. The majority of the property is zoned B-PD, Business Planned Development, with a small portion zoned I-PD, Industrial Planned Development. The request is primarily a street layout which includes improvements to Wilmington Pike and part of the construction of Clyo Road extension. The purpose of the Application is to provide professional office and commercial development on the site. The Planning Commission, by a vote of 4 in favor and 2 abstentions, recommended approval of this Application to City Council, subject to the following conditions:

1. The developer shall dedicate to the City 60 feet of road right-of-way from centerline along the west side of Wilmington Pike across the entire eastern portion of the property.

2. The applicant shall add an extra lane of pavement, curb, gutter, stormwater drainage, and sidewalk along the portion of the applicant's property to be developed along Wilmington Pike. In lieu of some or all of this improvement, the City Engineer may require an amount of money equivalent to the cost of any improvement not required by the City Engineer to be made at the time of the applicant's development to be placed in escrow by the applicant to go toward the future improvement of Wilmington Pike.

3. The alignment of the two streets intersecting Wilmington Pike shall be directly opposite the existing driveways on the east side of Wilmington Pike with the opposing lanes aligned in accordance with Plans approved by the City Engineering Department.

4. In lieu of the applicant constructing the portion of proposed Clyo Road adjacent to the applicant's property, the applicant must petition the City to be assessed for a portion of the cost of the construction of Clyo Road (this petition is already on file with the City).

5. The alignment of the new easternmost street along proposed Clyo Road must be directly opposite the approved driveway to the B.P. Oil parcel in the south side of proposed

Clyo Road with the opposing lanes aligned in accordance with plans approved by the City Engineering Department.

6. All new streets shown within the applicant's development are to be 60 foot wide public streets built to City Subdivision Regulations standards, including a minimum curve radius on centerline of 225 feet and sidewalks on both sides of each street.

7. Either one of the two alignments shown on the plan to connect the loop street within this development with the South Metro Parkway (Woodley Development) to the west is acceptable.

8. The interior lot lines shown on this plan are to be considered conceptual and the applicant with the approval of the Planning Department may adjust these lines to fit the needs of a potential purchaser of the lot.

9. The required 100 foot buffer strip adjacent to the Thomas Paine Condominium Residential Development shall remain in its natural condition. Removal or clearing of any existing vegetation (other than normal maintenance of the vegetation) or grading or regrading of any land within the required buffer strip shall be prohibited. The Planning Department may require the installation of screening or other improvements within the buffer strip which increase the effectiveness of the buffer strip in protecting adjacent from potentially adverse impacts. Vehicular access across the buffer strip shall be prohibited.

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.

Mr. Dale Chandler, Agent for the Applicant, advised that they have no development plans at the present time. Approval of this Major Use Special Approval Application merely establishes roadway layout, curb cuts, and access points for consideration when development takes place.

Mr. Haverland identified for Council a problem with adequate sight distance at the proposed entrance into the Centerville Golf Course Community off Social Row Road. Mr. Schwab suggested the purchase of the five acre parcel immediately east of this proposed entrance to adequately accommodate the entrance as proposed. Following discussion, Council concurred that City Staff pursue the following four alternatives:

1. David Jensen & Associates prepare a revised plan locating an entrance with adequate sight distance.
 2. A potential purchase price be obtained from the property owner.
 3. Convince Montgomery County to alter the proposed roadway design for Social Row Road.
 4. The property owner involved grant an easement to the City of Centerville in order to provide adequate sight distance.
- City Staff will pursue all alternatives and report to City Council at a future Council Work Session Meeting.

In consideration of correspondence received from Virginia

Ridinger, 545 East Whipp Road, and Mr. David Stepp, 303 East Whipp Road, Mr. Hoffman outlined for Council the history of Whipp Road improvements and how sidewalk along the north side of East Whipp Road became incorporated into the final plan. Mr. Hoffman explained the fact that Washington Township is in control of the decision, whether sidewalk should or should not be installed along the north side of East Whipp Road. Council concurred that a letter be sent by City Staff to residents along the north side of East Whipp Road explaining the issue and directing their comments to the right contact person.

Mr. Compton, speaking on behalf of the Governmental Issues Committee, recommended that a coordinator be hired to assist Mr. Victor Green with annexation issues. Mr. Haverland will investigate the status of annexation with Mr. Kenning and Mr. Green. Council concurred that annexation be pursued.

Mr. Haverland reviewed the Bids received for the City's purchase of two unmarked police vehicles. Chief of Police William Lickert recommends acceptance of the Bid received from Perkins Buick-Pontiac in the amount of \$28,472.00 which includes \$1,500.00 trade in.

Mrs. McLaughlin announced term expiration of the following Commission and Committee Members:

Sister City Committee - Sandra Baver
Norman Ilsley

Property Review Commission - Gary Huff
Historical Commission, Chairman - James Teske

Council concurred that contact be made with these Members to ascertain their intent relative to continuation.


Marilyn J. McLaughlin
Clerk of Council

Approved:


Mayor