

CENTERVILLE PLANNING COMMISSION  
SPECIAL MEETING  
Tuesday, April 8, 1986

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

Attendance: Mr. Elmer C. Tate, Jr.; Mr. Robert Looper; Mrs. Marian Simmons; Mr. Robert Hosfeld; Mr. Dave Hall; Mr. Stanley Swartz. Absent: Mr. Robert Chappell. Also present: Mr. Alan C. Schwab, City Planner; Mr. Karl Schab, City Engineer; Chief Randall Staley, Washington Township Fire Department.

Approval of the minutes of the March 25, 1986, Regular Meeting:

MOTION: Mrs. Simmons moved to approve the Planning Commission minutes of March 25, 1986, with the following change:

1. In the sentence, "Mr. Tate called the meeting to order at 7:30 P.M.", "Mr. Tate" should read "Mr. Hall".

Mr. Looper seconded the motion. The motion was approved 5-0-1 with Mr. Tate abstaining.

UNFINISHED BUSINESS

Center-Med Office Co. - Site Plan

MOTION: Mr. Hall moved to remove the site plan for Center-Med Office Co. from the table. Mr. Looper seconded the motion. The motion was approved unanimously 6-0.

Mr. Schwab reviewed the proposal for a medical office building to be located on a vacant one (1) acre parcel along the west side of SR 48 at Bradstreet Road in the Architectural Preservation District (APD). Mr. Schwab stated that the site plan was tabled at the last meeting in order to resolve the following concerns:

1. A joint curb cut access with the property to the south of the site and how it would be designed.
2. What kind of signal changes would be required to accommodate either a separate driveway or a joint use of the driveway.
3. If a fire hydrant could be required as a part of the proposal.

Mr. Schwab stated that it was his understanding that there is some interest on the part of the property owners to construct the site with a common access. This was shown on a plan as Option 1. Option 2 shows a two-way driveway with a mounded grass area on the applicant's property which would restrict vehicles crossing the area.

Mr. Schwab stated that in talking to Wagner-Smith who maintains the traffic signals, the signal is set up so that it requires the

loops to cycle the signal head.

Mr. Tate and Mr. Looper agreed that placing the two (2) curb cuts side-by-side was not acceptable due to the safety factor involved with the SR 48 and Bradstreet Road intersection.

Mr. Schwab stated if a common curb cut is used, the design should be done at right angles so that persons entering the site do not "slip" through one curb cut and go immediately into the property to the south of the site. This would also allow four (4) stacking spaces before the entrance of Marian's would be blocked.

Mr. Robert Booher, contractor, stated that the developers strongly oppose the common access, however, Marian Glass does not oppose it even though he does not want to spend a lot of money on it. Mr. Booher stated that the problem with the existing northernmost curb cut at Marian's is that it is not signed properly. That curb cut was not intended to be used for anything other than entering and if it were properly signed, this could control the problem. He stated that they are not opposed to the fire hydrant if it is required by code.

Chief Randall Staley, WTFD, stated that the fire hydrant is required under Ordinance 26-82, passed September, 1982,. He stated that at the planning stage, they point out that a hydrant is required so that they are aware of it from the beginning of the review process. Section 410.3 of the Unified Fire Code as adopted in Ordinance 26-82, so states that fire hydrants shall not be placed over 300 feet apart, as measured along the main, in multi-family, residential, commercial and industrial areas. The Fire Code makes this spacing requirement itself and it is really not an issue. Only the City Manager or the Board of Appeals of the Fire Code have a right to waive the hydrant requirement.

Mr. Schwab stated there are three (3) hydrants in the area, however, none of them are within 300 feet of the site.

Mr. Booher stated they are willing to comply with the Ordinance that applies to them, however, they are not sure if the Ordinance does apply to the. He required that the City Attorney look into this requirement.

Mr. Tate asked what would be involved in having DP&L move the existing power pole at the curb cut location.

Mr. Schab stated that there would be a great amount of cost and it probably could not move far enough to alleviate the problem.

Mr. James Hawthorn, architect, stated that one of the doctors' concerns is that Marian's customers will use their parking area during hours when there is no one there to control it.

Mr. Tate stated there would be no one there to control it during the day either.

Mr. Alex Luque, architect, stated that the natural flow of the traffic during the daylight hours will control the traffic, however; during the evening, they do not want it to become a parking lot.

Mr. Booher stated that the uses are so fundamentally different, that it would be hard to combine both of them.

Mr. Hall stated he felt that was the advantage of combining them since they were complimentary uses.

Mr. Luque stated that they would be giving access to the delivery trucks which service the property to the south. He stated this situation would saddle the doctors with the expense of the maintenance of the driveway for those heavy delivery trucks.

Mr. Schwab stated that there are two (2) options with a common driveway plan. One is for the owners to enter into an agreement for creating easements, determine maintenance sharing, etc., in terms of the value that each sees in that driveway as it serves the properties. The other option is for the City to get involved to see the curb cut situation is resolved.

Mr. Tate stated that perhaps it should be a dedicated street back so far in order to address the critical access which is compounded by the intersection of SR 48 and Bradstreet Road.

Mr. Swartz suggested that a street could be constructed at City expense and then assessed back to the property owners.

Mr. Schab stated there would have to be enough justification for Council to resolve the situation in this manner.

Mr. Booher stated that they are willing to do whatever it takes to get the project approved, however, they felt a need for a separate driveway entrance as City legal counsel has told them they have a right to.

Mr. Hall stated that he understood the position of Mr. Booher, however, he could not approved curb cuts side-by-side to compound an existing hazardous situation.

Mr. Tate asked Mr. Booher if they would want to speak with Marian Glass again to try to work out the situation.

Mr. Booher stated that he did not feel that would serve any interest.

MOTION: Mrs. Simmons moved to deny the request for site plan approval by Center-Med Office Co. Mr. Hosfeld seconded the April

motion. The motion was approved unanimously 6-0.

Mr. Booher asked if the only opposition was to the driveway access.

Mr. Tate stated that the driveway access being side-by-side with an existing curb cut is the problem, compounded by the fact that it is located at an intersection.

#### NEW BUSINESS

##### K-Mart - Temporary Garden Center

Mr. Schwab reviewed the request by K-Mart for a temporary garden center to be located along the southeast corner of their building from May 1 through September 30, 1986. He stated that the garden center would be the same layout as used in previous years with the shelving and small signage.

Staff recommend to approve the request as submitted in accordance with the drawings that were submitted.

Mr. Bayne, store manager for K-Mart, was present for the discussion.

MOTION: Mrs. Simmons moved to approve the request by K-Mart for a Temporary Garden Center from May 1, through September 30, 1986. Mr. Looper seconded the motion. The motion was approved unanimously 6-0.

##### Steeple Chase - Record Plan

Mr. Schwab reviewed the record plan for Steeple Chase which is an apartment complex to be located north of Alex-Bell Road at the Clio Road extension. She explained that the conditional use for the apartment complex has already been approved; however, this record plan would create the lot and easements within that lot for water and sewer, and also construct part of the public street and dedicate the right-of-way for the public street.

Staff recommended to approve the record plan with the following conditions:

1. The Washington Township Fire Department shall approve the layout of fire hydrants within the plat.
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.

MOTION: Mr. Hall moved to approve the Record Plan for Steeple Chase with the following conditions:

1. The Washington Township Fire Department shall approve the layout of fire hydrants within the plat.
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.

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

Julie's Bridal Shoppe - Site Plan

Mr. Swartz excused himself from the meeting for this project due to a conflict of interest.

Mr. Schwab explained that this project is a Procedure 3 project and will require review and approval from the Planning Commission as well as the Board of Architectural Review (BAR). The parking lot changes and screening alterations are to be reviewed by the Planning Commission.

The proposed parking more than satisfies the minimum parking requirements. The screening along the west side of the parking area will be altered slightly.

MOTION: Mr. Looper moved to approve the site plan changes regarding the parking and screening for Julie's Bridal Shoppe. Mr. Hall seconded the motion. The motion was approved unanimously 5-0.

Mr. Swartz returned to the meeting at this time.

There being no further business, the meeting was adjourned. The next regularly scheduled meeting of the Planning Commission will be Tuesday, April 29, 1986, at 7:30 P.M., to be held in Council Chambers.

*Clara Tate 4/28/86*

