

CENTERVILLE PLANNING COMMISSION
REGULAR MEETING
Tuesday, October 25, 1983

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

Attendance: Mr. Elmer C. Tate, Jr.; Mr. David Hall; Mrs. Marian Simmons; Mr. Robert Chappell. Absent: Mr. Brian Bergsten. Also present: Mr. Alan C. Schwab, City Planner; Mr. Karl M. Schab, City Engineer; Mr. Steve Feverston, Planner; Mr. Jon Bormet, Administrative Assistant.

SETTING OF PUBLIC HEARINGS

The following item was set for public hearing for Tuesday, November 29, 1983, at 7:30 P.M., in the City Building:

An Ordinance Amending Ordinances 15-61 And 41-77 Relating To Sidewalk Sales In Business Districts.

COMMUNICATIONS

Mr. Schwab suggested that the regular December meeting of the Planning Commission be rescheduled to an earlier date due to a conflict with the holidays.

MOTION: Mr. Hall moved to schedule the regular meeting of the Planning Commission for Tuesday, December 13, 1983, at 7:30 P.M. Mr. Chappell seconded the motion. The motion was approved unanimously 4-0.

UNFINISHED BUSINESS

Centerville Mill - Site Plan Amendment

Mr. Tate asked if the site plan had come into compliance with the zoning, fire, and building codes, as directed by the Planning Commission at their last meeting.

Mr. Schab stated that Centerville Mill was notified on October 5, 1983, that certain changes would have to be made within a 30-day period as directed by the Planning Commission. These changes included the termination of storage at the back of the building or a different site plan would have to be approved showing this as storage area; striping and raised curbs should be installed as required on the approved site plan; and the northernmost entrance to the site is to be a right-in only. The owner has currently blocked this entrance since it is his desire to make it a two-way curb cut. Mr. Schab stated that a new site plan was submitted, however, all of these points have not been addressed.

Mr. Farquhar has informed staff that the City cannot pursue the existing violations with an amendment to the site plan on the table. The City Attorney has suggested that to pursue this situation in court, an action to deny the application would be appropriate.

Mr. Will Wilson, owner of Centerville Mill, was present to discuss the situation. He stated that the storage at the rear of the building has been in place as long as he could remember. He stated some of the parking spaces have been deleted because the angle required to provide that number of spaces

was too severe. Many of the customers were having problems negotiating the angle of the parking spaces and it was, therefore, becoming a hazard. Mr. Wilson stated that the raised curbing was tried on a temporary basis with the use of railroad ties. He stated that this temporary raised curbing did not work, so it was removed. He stated that he is basically requesting the site plan be approved with two or three less parking spaces in front of the building, not require the raised curbing, and allow the northernmost curb cut work with full movement. He stated that the storage area at the rear of the building has been included on the proposed site plan amendment.

Mr. Schwab stated that the original approved site plan allowed a variance in the number of parking spaces. He stated that the loss of three additional parking spaces may not be vital, but it is a less number than was approved by Council.

Mr. Wilson disagreed with the number of parking spaces that should be required. He stated that staff computed the number of required spaces by using a formula for business zoned property and his property is zoned industrial.

Mr. Schwab explained that the mill itself is located within the industrial district, however, a retail use required that the parking requirement be based on the retail use and not the zoning.

Mrs. Simmons asked if outside storage is permitted in the industrial zone.

Mr. Schwab stated that industrial zoning generally allows outside storage, however, in 1973, the Zoning Ordinance no longer permitted retail uses in the industrial district if they did not conform to the retail requirements in the Ordinance.

Mr. Hall asked if staff had an opinion as to whether the raised curbs are necessary.

Mr. Schwab stated that it really comes down to judgment. He stated that this site plan will go forward to Council regardless of the decision of the Planning Commission and the raised curbs were required by them originally.

MOTION: Mr. Hall moved to recommend approval of the site plan amendment for Centerville Mill to Council with the condition that a revised, accurate site plan be submitted for Council's review. Mr. Chappell seconded the motion. The motion was approved unanimously 4-0.

Linclay Corporation - Site Plan

Mr. Schwab reviewed the site plan proposed by the Linclay Corporation for a shopping center to be located as an extension of the Gold Circle facility at SR 48 (North Main Street) and SR 725 (Alex-Bell Road). This project was tabled at the previous meeting in order for the Linclay Corporation to provide more detailed information and address some concerns the Planning Commission reviewed in their last meeting. Mr. Schwab stated that the project is planned in different phases. The first phase would develop with two major tenants in the center and the second phase would develop the third major tenant. At a later time, some independent buildings are proposed to be constructed at the front and the rear of the shopping center.

The intersection of the major drive and the ring road has been redesigned to a 90 degree angle. The lighting to be used on the site is proposed to be

the standard fixtures that have been used throughout the City in other similar developments in order to keep it consistent. The height is proposed to be 30 feet and the fixtures will be a down-directed type.

The revised plan shows a division in the building, however, it is not designed for everyday vehicular traffic. It would provide for emergency equipment use only.

Staff recommends to approve the site plan subject to the following conditions:

1. Alex-Bell Road Improvements

- A. Right-of-Way Dedication - Sixty (60) feet of right-of-way from the centerline shall be dedicated to the City by the developer across the entire frontage of the developer's property abutting Alex-Bell Road.
- B. One Additional Lane - One additional lane of pavement shall be added by the developer to the north side of Alex-Bell Road along the continuous frontage of the developer's property abutting Alex-Bell Road.
- C. Right-Turn Lane at Driveways - A right-turn lane shall be added by the developer at each new driveway on Alex-Bell Road.
- D. Traffic Signal - A traffic signal shall be installed by the developer at the driveway opposite Cushwa Drive. This signal shall be interconnected with the traffic signal at SR 48 and Alex-Bell Road.
- E. Sidewalk - The developer shall install a sidewalk along the north side of Alex-Bell Road adjacent to their property.
- F. Restriping - The developer shall restripe Alex-Bell Road in consideration of the above improvements.
- G. I-675 Project - The City agrees to waive any of the above improvements which are constructed as part of the State of Ohio MOT-675-3.72 project.
- H. Detailed Plans - The City Engineer shall approve detailed plans incorporating all of the improvements listed above.

2. Driveway Location

- A. Southern Loop Road Driveway - The southernmost curb cut onto Loop Road be relocated to the north to accommodate an adequate right-turn radius on the south side of the driveway.
- B. Western Alex-Bell Road Driveway - The westernmost Alex-Bell Road be relocated or the site plan redesigned to provide an acceptable distance to the ring road intersection.

3. Internal Traffic Circulation

- A. Division of the Main Building - Vehicular access shall be provided approximately halfway between the proposed 2,175 foot long building.

- B. Adding Raised Medians - The site plan shall be modified to incorporate additional raised medians to channelize traffic, significantly reduce the number of intersections within the center along the ring road, and define separate parking areas,

4. Landscaping

- A. Location in the Right-of-Way - The landscaping plan be modified to eliminate landscaping in the public right-of-way which may be disturbed by future road improvement projects.
- B. Increase in Parking Lot Landscaping - The landscaping plan be modified to greatly increase the amount of landscaping in the parking area.
- C. Corner Visibility Conflicts - The landscaping plan be modified to provide adequate non-obstruction of sight distances at intersections on the site plan.

5. Signs

- A. The signs be permitted as proposed with the exception that the free-standing sign at the driveway opposite Cushwa Drive be relocated to the west side of the driveway and be setback to assure adequate intersection sight distance.

6. Grading, Stormwater Drainage, and Erosion Protection

- A. A detailed grading plan and stormwater drainage plan including stormwater runoff calculations, detention provisions, and erosion protection approved by the City Engineer be submitted.

7. Utilities

- A. Fire hydrant and waterline sizes and locations shall be approved by the Washington Township Fire Department.

8. Revised Plans to be Approved by City Staff

- A. The developer shall submit revised plans incorporating all of the above conditions and these plans must be approved by the City Engineer and/or the City Planner.

Mr. Jeff Tulloch, Linclay Corporation, stated that they agree with most of the staff recommendations. He stated many of these recommendations will be done by the State as a part of I-675. He stated that it will take a great deal of coordination between ODOT and themselves to accomplish the improvements along Alex-Bell Road. He stated that they do not feel that the sidewalks should be required on the north side of Alex-Bell Road because people will be driving to the shopping center and not walking. In regards to the split in the buildings to allow vehicular traffic, Mr. Tulloch stated it would give a visual effect of breaking the shopping pattern which is not desirable from a marketing standpoint. He stated that instead of a paved drive through that area, they would propose a pedestrian type walkway which would allow emergency equipment to also move through that area if necessary. He stated they have provided this feature because they realize the safety implications.

Mr. Tate asked if they had a problem with the ring road concept.

Mr. Tulloch stated that a ring road concept is based on a location where traffic will enter from all direction which this center does not offer. He stated that it is their feeling that this is not necessary. Staff has recommended that within the raised curb areas landscaping should be planted. He stated they prefer to locate all the landscaping to the front of the shopping center along Alex-Bell Road instead of throughout the entire site. Mr. Tulloch stated it is their feeling that the type of landscaping they propose is far more important in quality than that of quantity.

Mr. Schwab stated that staff feels very strongly that the division of the buildings should occur to allow vehicular traffic. He stated that this would encourage people to use Loop Road and, therefore, all traffic would not filter onto Alex-Bell Road. He stated it would also be difficult to use the type of proposed emergency access since many persons responding to the site would not know they were to use that area for emergency access. Mr. Schwab stated further that the raised curbing would prove to be very important in order to channel traffic through the center in a safe and orderly fashion. By placing landscaping in these areas, it would give the center a practical way to landscape as well as channel the traffic.

MOTION: Mr. Hall moved to recommend approval of the site plan for the shopping center submitted by the Linclay Corporation to Council with the following conditions:

1. Alex-Bell Improvements

- A. Right-of-Way Dedication - Sixty (60) feet of right-of-way from the centerline shall be dedicated to the City by the developer across the entire frontage of the developer's property abutting Alex-Bell Road.
- B. One Additional Lane - One additional land of pavement shall be added by the developer to the north side of Alex-Bell Road along the continuous frontage of the developer's property abutting Alex-Bell Road.
- C. Right-Turn Lane at Driveways - A right-turn lane shall be added by the developer at each new driveway on Alex-Bell Road.
- D. Traffic Signal - A traffic signal shall be installed by the developer at the driveway opposite Cushwa Drive. This signal shall be interconnected with the traffic signal at SR 48 and Alex-Bell Road.
- E. Restriping - The developer shall restripe Alex-Bell Road in consideration of the above improvements.
- F. I-675 Project - The City agrees to waive any of the above improvements which are constructed as part of the State of Ohio MOT-637-3.72 project.
- G. Detailed Plans - The City Engineer shall approve detailed plans incorporating all of the improvements listed above.

2. Driveway Location

- A. Southern Loop Road Driveway - The southernmost curb cut onto Loop Road be relocated to the north to accommodate an adequate right-turn radius on the south side of the driveway.
- B. Western Alex-Bell Road Driveway - The westernmost Alex-Bell Road be relocated or the site plan redesigned to provide an acceptable distance to the ring road intersection.

3. Internal Traffic Circulation

- A. Division of the Main Building - Emergency vehicular access shall be provided approximately halfway between the proposed 2,175 foot long building.
- B. Adding Raised Medians - The site plan shall be modified to incorporate additional raised medians to channelize traffic, significantly reduce the number of intersections within the center along the ring road, and define separate parking areas.

4. Landscaping

- A. Location in the Right-of-Way - The landscaping plan be modified to eliminate landscaping in the public right-of-way which may be disturbed by future road improvement projects.
- B. Increase in Parking Lot Landscaping - The landscaping plan be modified to greatly increase the amount of landscaping in the parking area. If the raised medians are landscaped, that can be used to fulfill this increase in parking lot landscaping.
- C. Corner Visibility Conflicts - The landscaping plan be modified to provide adequate non-obstruction of sight distance at intersections on the site plan.

5. Signs

- A. The signs be permitted as proposed with the exception that the free-standing sign at the driveway opposite Cushwa Drive be relocated to the west side of the driveway and be setback to assure adequate intersection sight distance.

6. Grading, Stormwater Drainage, and Erosion Protection

- A. A detailed grading plan and stormwater drainage plan including stormwater runoff calculations, detention provisions, and erosion protection approved by the City Engineer be submitted.

7. Utilities

- A. Fire hydrant and waterline sizes and locations shall be approved by the Washington Township Fire Department.

8. Revised Plans to be Approved by City Staff

- A. The developer shall submit revised plans incorporating all of the above conditions and these plans must be approved by the City Engineer and/or the City Planner.

Mr. Chappell seconded the motion. The motion was approved unanimously 4-0.

NEW BUSINESS

Wellington Park - Concept Plan

Mr. Schwab reviewed the concept plan for Wellington Park to be located north of Alex-Bell Road and east of Loop Road. The zoning on the 47-acre tract is R-4. He stated that the reason the concept plan was submitted for approval was because the developer does not want to go to the expense of submitting detailed engineering layouts for the entire 47 acres which is to include 250 units. The project is to develop over a long period of time in five phases.

A private street is being proposed to serve the entire area. A lake is proposed which is to cover an area of approximately five acres. The State commented in their review that this lake will back up the stream that crosses the property and will cause problems with their culvert.

Staff recommends approval with the following conditions:

1. All vehicular access should be from Loop Road.
2. The public street intersection with Loop Road should be directly opposite the proposed shopping center access drive west of Loop Road.
3. The lake design will require much more detailed design information before the City Engineer can comment on the impact of the lake on stormwater drainage in this area.

Mr. Bob Archdeacon, Woolpert Consultants, was present to represent the owner of the property. He stated that this concept plan is being presented in order to receive reaction from staff, Planning Commission, and Council. He stated in the past, an overall preliminary plan has been approved by the City and it is only effective through the first phase. Once the first phase is under construction, changes have been desired and amendments to the plan have to be approved. He stated by approving a concept plan, it will allow flexibility in the development of the site. Mr. Archdeacon pointed out that each section of the development will still require a preliminary plan and record plan to be reviewed and approved by the City. Mr. Archdeacon stated that when zoning on the property was granted, limited access was also granted at two points--one on Loop Road and the other on Alex-Bell Road. He stated that access on Alex-Bell Road is essential to market the project. In all the layouts that have ever been presented to the City, an access on Alex-Bell has been indicated. He stated that this violates no standards of the City and is necessary for good circulation. By not allowing access to Alex-Bell Road would create a long cul-de-sac which would not be conformance with the subdivision regulations.

MOTION: Mr. Chappell moved to recommend approval of the concept plan for Wellington Park to Council with the following comments:

1. While traffic is a concern on Alex-Bell Road, at the same time, it is hard to deny access to Alex-Bell Road.
2. If the first phase were being reviewed before the Planning Commission, it is the feeling that it would be approved with some specific alterations to Alex-Bell Road and other aspects of the plan.

Mrs. Simmons seconded the motion. The motion was approved unanimously 4-0.

Group Home Ordinance Review Committee

A special meeting of the Planning Commission was scheduled for Tuesday, November 15, 1983, at 7:30 P.M., in order to review the proposed recommendations of the Group Home Ordinance Review Committee. Staff was instructed to prepare a report of the proceedings of the Committee. Mrs. Simmons will also prepare a report and both reports are to be reviewed at the special meeting.

There being no further business, the meeting was adjourned.

11/29/83

Elmer Tate