

CENTERVILLE PLANNING COMMISSION  
REGULAR MEETING  
Tuesday, March 25, 1980

Mr. Tate called the meeting to order at 7:35 p.m.

Attendance: Mr. Elmer C. Tate, Jr., Mr. Dallas Horvath, Mr. Brian Bergsten, Mr. Bernard Samples, Col. Stanley Morrow, Mr. Robert Chappell. Absent: Mrs. Marian Simmons. Also present: Mr. Alan C. Schwab, City Planner; Mr. Karl M. Schab, City Engineer.

Approval of minutes of February 26, 1980, Planning Commission Meeting:

MOTION: Mr. Samples moved to approve the Planning Commission minutes of February 26, 1980 as written. Mr. Horvath seconded the motion. The motion was approved 4-0-1. Mr. Tate abstained.

SETTING OF PUBLIC HEARINGS

The following items were set for public hearings on Tuesday, April 29, 1980 at 7:30 p.m. in the City Building:

Perfect Real Investment Co., Beekman Manufacturing Corp., and Nelson Malloch - Rezoning

Location: North of SR 725 and east of Loop Road

Banc Ohio - Sign Variance

Location: 1015 South Main Street (Centerville Place Shopping Center)

COMMUNICATIONS

Mr. Schwab stated that the site plan for Third National Bank was approved by Council with some changes. The easternmost curb cut was limited to a right out only onto Spring Valley Road. A change was also made to the westernmost drive as it "T's" out of the driveway from the bank onto the access road. That curb cut has been moved south about 20 feet. This creates parallel and diagonal parking mixed together. On the easternmost curb cut, the throat width has been restricted to 12 feet. Basically, the site plan remained the same.

Mr. Schwab stated that the site plan for Huntington National Bank located on Loop Road was approved by Council with no changes from the recommendations of Planning Commission.

Ippisch, Martin - Lot Split

Mr. Schwab made a slide presentation of the requested lot split located at 7850 Normandy Lane. The zoning on the parcel is R-1. There are now existing two (2) parcels on Normandy Lane one being land-locked. In order to make the parcel to the rear usable, a flag lot is being proposed. The existing parcel has 165 feet of frontage on Normandy Lane. Parcel #2, being land-locked, has no frontage. The proposal is to have 120 feet of frontage on Normandy Lane on parcel #1 and 45 feet of frontage on Normandy Lane on parcel #2.

The existing acreage on parcel #1 is .87 acres. With the change in frontage, the proposed acreage would be .63 acres. The existing acreage on parcel #2 is .78 acres. With the addition of frontage, the proposed flag lot acreage would be 1.02 acres.

The required parcel size under a R-1 zoning is .46 acres with 120 feet of frontage. This lot split could not be approved by staff due to a lack of frontage to parcel #2.

Staff's recommendation would be to approve this as a minor lot split due to the similar situation that has occurred in the immediate area and that due to the size of the lot it is a reasonable request in order to make parcel #2 a buildable site.

Mr. Schwab stated that if this lot split is not approved by Planning Commission, there would be a reasonable chance that by finding an existing easement through a title search or by the owner giving an easement to a new owner of this parcel, there would be a chance of this becoming a buildable site through a complex set of circumstances. For this reason, the best way to handle this situation is to approve the lot split.

The Planning Commission members stated concern about the number of lots along Normandy Lane that are in the same situation. This will create many new curb cuts onto Normandy Lane. Planning Commission discussed the idea of placing one driveway between lots of this type to lessen the number of curb cuts which could result from splitting these similar lots.

Mr. Bergsten asked what would regulate the setback requirements.

Mr. Schwab stated that the setback requirements would be the same as they are for each building in the City.

Mr. Schab stated that it should be pointed out that two (2) parcels do exist at this location; however, one lot does not have access to Normandy Lane.

Mr. Horvath stated he would rather see a 20 foot easement granted at the property line and then when an adjacent property owner requests a lot split, he can add an additional 20 feet to form a common driveway and thus limits the curb cuts along Normandy Lane.

Mr. Martin Ippisch, owner of the property, stated that the parcel to the south has a house in the center of the parcel and would not be able to build on another part of it. The lots further north do have the option to split these lots and build on them because the placement of the house would allow it.

Mr. Tate stated that you can not deny access to the road.

Mr. Ippisch stated that the only property which might request a lot split in the future would be the parcel immediately to the north.

Mr. Horvath stated that in order to eliminate placing another curb cut in the area at a later date, it is his suggestion to have a common drive between these two (2) lots.

After more discussion by the members of the Planning Commission, it was decided that the request should be tabled in order to consult the City Attorney.

MOTION: Mr. Horvath moved to table the request for a lot split at 7850 Normandy Lane until the City Attorney can be consulted and more data can be obtained. Mr. Bergsten seconded the motion. The motion was approved unanimously.

Mr. Horvath asked Mr. Schwab to find out if the Planning Commission can require the access road to be placed on the property line.

#### Clyo Road Improvement Project

Mr. Schab made a brief report on the improvements to Clyo Road. The bids for the project were received today (March 25, 1980) and range from 1.4 to 1.8 million dollars. The improvement will widen the road to four (4) lanes between Alex-Bell Road and Franklin Street. A center island will be built and will provide left turn lanes. This project will be funded by the monies obtained from a bond levy approved in 1977. The proposed completion date will be at the end of 1980.

#### RTA Countywide Transit Proposal

Mr. Ryan Cotton, Planning Intern in the Planning Department, made a presentation on the proposed 1/2% increase in sales tax for Countywide RTA services. The issue will be decided at a special election on Friday, April 18, 1980. Should the issue pass, within ninety (90) days a route will be established from the Elder-Beerman store in Centerville to downtown Dayton. The transit time will be about thirty-eight (38) to forty (40) minutes. An express route will also be established in the area of Whipp and Bigger Roads. Within nine (9) months of passage, RTA estimates ninety (90) percent of the County will be within one half (1/2) mile of a major bus line.

#### PUBLIC HEARINGS

An Ordinance Amending Exhibits "B" And "C" Of The Subdivision Regulations Of The City Of Centerville, Ohio As Adopted By Ordinance 10-1958 And Subsequently Amended And Amending Section 1121.01(a)(10) Of The Centerville Municipal Code.

Mr. Schwab stated that this Ordinance will change McEwen Road on the Thoroughfare Plan from 70 feet right-of-way width to 82 feet right-of-way width. This is in conjunction with the question of right-of-way along the Lyons-McEwen Plat recently reviewed. This Ordinance provides for a consistency of right-of-way in the area along McEwen Road.

Mr. Tate opened the public hearing. There were no speakers for or against the issue. Mr. Tate closed the public hearing.

MOTION: Mr. Horvath moved to recommend approval of the ordinance to City Council. Col. Morrow seconded the motion. The motion was approved unanimously.

Bonded Oil Company - Sign Variance

Mr. Schwab reviewed the sign variance application for the Bonded Oil Company for the station located on the southwest corner of Spring Valley Road and SR 48. The zoning on the parcel is B-2. The request is for identification sign increase on the property, permitted under the Zoning Ordinance based on  $1\frac{1}{2}$  square feet of sign area per linear foot of building frontage. The canopies would classify as building frontage. The permitted sign area for the Bonded Oil station would be 177 square feet. The existing identification signage is 306 square feet. The proposed variance would allow an additional 136 square feet of signage. This additional 136 square feet of signage would consist of blue and red chevrons and "Self Serve" letters on the canopy. The "Self Serve" signs that are affixed to the poles are considered directional signs and are permitted as required with 2 square feet maximum sign area per sign.

Mr. Tate opened the public hearing.

Mr. Bill Stump, representing Bonded Oil Company, stated that he does not think the chevrons should be considered as signs. The letters stating "Self Serve" to be located on the canopy are considered as directional signs and not identification signs. It is the feeling of the Bonded Oil Company that the letters affixed to the canopies would add some attractiveness. The proposed letters are not internally lighted.

There being no other speakers, Mr. Tate closed the public hearing.

Mr. Horvath stated that the station is already way over the sign area as allowed in the existing sign ordinance. He stated he prefers the black canopies as they do not look cluttered. Without this clutter, the Bonded Oil signs are easier to see. He stated at one time the station had placed a "Self Serve" panel block where the existing cigarette panel is located.

MOTION: Mr. Horvath moved to deny the sign variance for the Bonded Oil Company. Mr. Samples seconded the motion. The motion was approved unanimously.

UNFINISHED BUSINESS

Mr. Tate stated that the two projects tabled at the previous meeting should remain on the table. (Ordinance and Shadybrook).

There being no further business, the meeting was adjourned.

*Clara Tate*

*4/29/80*