

CENTERVILLE PLANNING COMMISSION  
Minutes of March 14, 1978 Workshop

Mr. Tate called the meeting to order at 7:30 p.m.

Attendance: Mr. James P. Hickey, Mr. Roland McSherry, Mr. Dallas Horvath, Mr. Elmer C. Tate, Jr., Mr. George J. Schottmiller. Absent: Mr. Robert Hopperton and Mr. Francis G. Cash. Also present: Mr. Robert Farquhar, City Law Director; Mr. Garth L. Reynolds, City Planner; Mr. Karl M. Schab, City Engineer; Mr. Bill Johnson, Road Supt., Washington Township, Mrs. Evelyn List, Zoning Inspector, Washington Township.

UNFINISHED BUSINESS

1. Maralgate Farms - Preliminary Plan

Mr. Reynolds reviewed that this item was tabled at the last regular meeting because there was a question about access to the Rose Wood Park which is not contiguous with this plat but would serve it. This plan was originally submitted to the Commission as Beacon Hill, however, the land has changed ownership and is now called Maralgate Farms. A slide showed the major streets surrounding this plat to be Spring Valley to the north, Paragon Road to the west, Sheehan Road to the south and Route 48 to the east. There is a potential access from the development to the park along Lots 40 and 41 but consideration would have to be given to the development of the land to the south when it is brought in for review.

Mr. Bill Yeck pointed out the Centerville Master Plan called for a park in the northwest corner of the project when the first section was brought in for Beacon Hill. Because Beacon Hill had no preliminary plans for the rest of the land surrounding the first section and Mr. Turner indicated he no longer had control of the land along the proposed park area, the park in the northwest section was removed because it would not be in the center of the project. The park was relocated to the south, however, the section being reviewed today does not tie in, and the park district is requesting an access to the park.

Mr. Richard P. Creager, Earl D. Creager, Inc., representing the owner/developer, suggested the entrance to the park should be on Marsha Jeanne Way since it would permit children to travel along streets to the park and get to the lake. A walkway through the land to the south would not be practical since a 20-foot concrete ditch is being designed to run through that phase and the children would have to cross it.

Mr. Johnson asked who would be expected to maintain this ditch because the Township does not have the manpower or money to do so. Mr. Creager stated it would be a continuation of an already existing ditch.

Mr. McSherry asked about stubbing the street running south in Maralgate at the creek which borders the land to the south and then whoever develops the land to the south can put in a bridge across the creek and continue the road to the park. Mr. Tate said the city does not like to stub streets anymore.

Mr. A. J. Brumberg, Tri-City Engineering, engineer for the developer, said the ditch for the land to the south is proposed to be 20 feet wide, 4 feet deep. Mr. Reynolds asked what size pipe it would take to maintain the same flow of water but enclose the ditch. Mr. Brumberg said they have not worked that out.

Mr. Reynolds asked if a foot path could be put from Light Beam Trail to the proposed cul-de-sac with a small bridge crossing the creek. Mr. Creager suggested they might put two foot paths and eliminate the sidewalks on one side of the street. Mr. Hickey said that would not be possible.

Mr. Reynolds said if Mr. Yeck and Mr. Martens will agree to work out a foot path on the land to the south of the Maralgate plat he would recommend letting the plan go through, realizing Mr. Martens will be the one developing that land eventually.

Mr. Hickey asked who will maintain the path, and Mr. Reynolds said that is not a consideration at this time.

Mr. Schab said the ditch which exists on the lower portion of the land to the south of Maralgate should be cleaned out because it is flooding the lots adjacent to it. Mr. Turner, owner of the land to the south, said Rose Estates' section of the creek is higher than his but it has become dammed up around all the trees and they have not cleaned it out. He said he is not opposed to dredging the area but it will depend upon what demands the Planning Commission makes for crossing the creek since development costs must be considered. Mr. Reynolds asked if Mr. Turner had any ideas of how to cross the creek since the flooding also affects his land to be developed. Mr. Turner said Rose Estates did not clean up their construction debris and it diverted the water into his field. He said the creek area is full of willow trees which he does not want to remove and he would rather move the creek to save the trees.

Mr. Turner asked if motor vehicles would be allowed on the easement if they put in a sidewalk to the park. Mr. Tate said the sidewalk would be the Park District's responsibility and they do not allow motored vehicles in the parks. Mr. Yeck said an easement for a foot path would be maintained by the homeowners with the Park District having a right to use it.

## 2. Normandy Manor - Revised Preliminary Plan

Mr. Reynolds reviewed this plat located east of Normandy Lane and south of Alex-Bell Road which was tabled at the last regular meeting because the Commission wanted to review the citizens' complaints that a thru street in this plat would substantially increase traffic on Normandy Lane and it would become a hazard.

Mr. John Geiger of T.C.C. showed a map of the area with the types of usage for major thoroughfares, feeder streets, and local usage streets. He pointed out this thoroughfare plan was updated in 1975 to show the flow of traffic expected with the development of I-675. Normandy Lane is one of the few streets which has showed a decrease in traffic in the last 10 years and is considered to be a minor collector in the future. Present flow is 3500-4000 cars per day and 10 years ago was 4500-5000 per day. Future volume is expected to run 3000 cars per day with I-675 completed. The master plan shows Normandy Lane feeding into Paragon

Road in the future and an offset when Normandy Lane is continued to the south which would deter it from being a through street of any size.

Mr. Geiger explained the T.C.C. divides the area into 800 traffic zones and feeds into a computer the types of trips made, a profile of the residents, and the zoning for the area. The computer then prints out a traffic network which determines the long term traffic volume in each traffic area.

Member of audience: This proposed thru street would not have been fed into the computer and would affect the traffic flow on Normandy Lane. With two interchanges within five miles of each other being added to the area when I-675 is built, truck traffic will increase along Paragon and St. Rt. 725.

Mr. Tom Achor from the Fire Department said they reviewed the plan for Normandy Manor and would want to have a thru street to serve the property as well as those properties to the north and south on Normandy Lane. There are currently two accesses to Normandy Lane, Alex-Bell Road and Franklin Street. A new street would help on response time and distance.

Mr. Don Muckerheide, 7425 Cheshire, showed a chart he had prepared with distances from the nearest fire station to the proposed Rossmore Court by way of Normandy Lane from Alex-Bell and Franklin Street compared to the proposed access and said the distance saved would be only 1,000 feet. He said Ridgeway is only 16-18 feet wide and is very difficult to get through, which would be similar to the proposed street.

Mr. Gene Houck, 7552 Normandy Lane, said every house along the area in question had been contacted and the people did not want the Fire Department to have the cut-through and they would be the ones benefitting by it.

Mr. John Garrott, 24 Williamsburg, presented the Commission with a letter from the residents in the area and a list of 10 questions they would want answered by the Commission. They also presented a letter from the Montgomery County Sheriff which opposed the cut-through. He also presented a petition of 303 signatures which opposed the proposed street.

Mr. Reynolds said he did not see the proposed street as any sort of cut-through since there would be several stop signs and Normandy Lane will end at Paragon Road so it would not provide a shortcut. Mr. Reynolds said he has a letter from the Centerville School Board which expresses concern about serving the property since they would not enter the site if all the streets were cul-de-sacs and the children would have to walk to a bus stop approximately 1200 feet away.

Ms. Barbara Cleary, Centerville School Board, said the letter was from Mrs. O'Donnell and she had spoken to her and learned Mrs. O'Donnell was speaking for herself and not representing the School Board. Mr. Reynolds said it is standard procedure to ask the Director of Transportation for the school for an opinion on a plan submitted to the Commission.

Mr. Talbee, 170 Tranquil Trail, asked if any other possibilities have been considered for connecting St. Rt. 48 and Normandy Lane. Mr. Tate said none had been presented to the Commission for consideration.

Mr. Baker, Tranquil Trail, asked how many calls the Fire Department gets in a month to the Grants Trail, Normandy Lane area. Mr. Achor said he had been called just today and he had trouble getting his truck down Tranquil Trail to respond.

Mr. Archdeacon, Woolpert Engineering, representing the developer, said the new owner wanted to eliminate the horse barns proposed on the original plan because of the economics involved. He is only requesting an alteration of a previously approved plan to add four lots and a cul-de-sac. The original plan was approved by the Zoning Board and Trustees for Washington Township. The Trustees recognized Centerville had the right to approve the preliminary plan according to the 3-mile jurisdiction so they recommended to Centerville the plan be approved with either cul-de-sacs or thru streets, but they would recommend cul-de-sacs. Mr. Archdeacon said he told the Trustees he would prefer a through street, but if Centerville approved cul-de-sacs, he would go along with that decision. He said all governmental bodies have requested thru streets with the exception of the Sheriff's office, and since it is approaching the construction season he would appreciate a decision from the Commission and will abide by either design.

Mr. Archdeacon added the construction of Paragon Road to Normandy Lane will have no bearing on I-675's construction since it will be built by private developers and there are already plans in the works for a large portion of Paragon Road. He said it is conceivable a large portion would be under construction by the time Normandy Manor is completed.

Member of audience: What do you gain by running the street through? No one has told us any advantages and the safety of children should be considered. Mr. Tate said every plan submitted to the Planning Commission involves the safety of children.

Mr. Muckerheide showed a poster of the proposed playground for Incarnation School which would add to the traffic congestion along Williamsburg.

Member of audience: If Washington Township is recommending cul-de-sacs, why would Centerville consider a different plan? Mr. Reynolds said the developer's plan was approved with thru streets two years ago and they are just ruling on a change in that plan to add four lots and a cul-de-sac. He said the original plan was submitted to the Commission by the developer. The Township does not ordinarily submit a project plan for approval--it is the developer's responsibility. The layout approved by the Trustees was never officially submitted to the Commission for consideration. The Commission reviewed a plan showing thru streets and approved it two years ago. Since the last meeting all three plans which were drawn on this property have been sent to all the governmental bodies and the recommendation from them was for thru streets. He said the subdivision regulations are considered by the Centerville Planning staff and they recommend cul-de-sacs not be over 600 feet in length.

Mr. Archdeacon said he submitted the original plan to the Trustees with thru streets, and the Trustees asked to make cul-de-sacs so he did and made Plan A. He submitted Plan A to the Centerville Planning staff and they asked him to make thru streets so he designed Plan B as requested by the Centerville City Engineer suggesting the corners be squared more at the intersections of the proposed streets.

Mr. Don Ernst, Woolpert Engineering, said he would appreciate Planning Commission consider all three and let them know which they could use so they could go ahead with construction.

Member of audience: Suggested cul-de-sac at the end of the industrial park which has a sewer line be turned into a thoroughfare and leave this project with cul-de-sacs. He said all proposed means of transportation are in the future and this project is now, so let the developer put in cul-de-sacs now and when the other roads are put thru then make his street a thru street.

Mr. Farquhar said in cases such as this where there is overlapping jurisdiction, the city prevails.

Mr. Tate called a five minute break.

### 3. Beerman Realty Company - Development of Shopping Center

Mr. Reynolds said Beerman Realty asked for a work session to discuss the concept, site plan and model for the proposed shopping center.

Mr. Tim Logan, Beerman Realty, said this shopping center would be on 13 acres, located just north of the present Elder-Beerman Store on St. Rt. 48 in Centerville. The plan calls for a large Kroger store and approximately 20 shops.

Mr. Stan Mitchell showed slides of the existing store and the proposed design for the new shops, with mansard roof and wall finish similar to the present store.

Mr. Granzow, architect for Citizens Federal, showed their proposed building, Colonial style in white brick with a dark brown roof to be located in front of the row of stores.

Mr. Bodenstein, Tri-City Engineers, said the current sanitary sewer lines and ditch will be relocated around the buildings and the cruising lane in front of the stores will continue north to Spring Valley Road to draw traffic away from St. Rt. 48. They also plan to mound the back of the property (west end) for sound and sight barriers and put an 8-foot gravel path from Joy Elizabeth Drive to the end of the paved area for walking shoppers.

Mr. McSherry said he felt the cruising lane was too long and would be a hazard for people going from the parking area to the stores.

Mr. Schab said he felt there should be a turn lane off St. Rt. 48 from the north and possibly a left-turn lane from the south. Mr. Bodenstein said a traffic count taken at Elder-Beerman's on Thursday, Friday and Sunday showed 85% of the traffic came from the north.

Mr. Reynolds said there is also a problem for cars getting out of the shopping center to turn north on St. Rt. 48 which should be considered.

Mr. Logan said they would propose a traffic light at the access road, and Mr. Schab said one is already planned for Sheehan Road.

Mr. Bodenstein said they plan to pipe through the property and although Mr. Schab has expressed concern at the increased run-off with all the blacktop, their projections show only a 10% increase. He said there has been a problem of drainage there all along and they will not make it any worse. He said they plan to have a 42" pipe running east/west and a 48" squash pipe along the road running north/south.

Mr. Maspin, architect for Kroger, showed the plans for the Kroger Store, which would be similar to the one at Whipp and Bigger Roads. They would also like to have a free standing sign with a temporary sign announcing the future site. Mr. Logan added they would like a temporary sign to advertise the whole shopping center's development.

Mr. Logan said the parking space lighting would be metal halide with a downward case rather than a glare type and they have a choice of three styles.

Mr. Granzow asked where the signs would go, and Mr. Reynolds said he would have to check the ordinances since they are different for leased property as opposed to owned. Mr. Logan said they are imposing their own restrictions on the signs to go on the stores with separate letters being required as opposed to a box sign.

Mr. Reynolds said he would work with the developers on signage, lighting, drainage and access roads.

Mr. McSherry moved the meeting be adjourned. Seconded by Mr. Schottmiller. Approved.

*Elmer Tate*