

CENTERVILLE PLANNING COMMISSION
Special Meeting Minutes
Tuesday, July 11, 1978

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

Attendance: Mr. Elmer C. Tate, Jr.; Mr. Francis G. Cash; Mr. Dallas Horvath; Mr. M. Brian Bergstein; Mr. Roland McSherry; Ms. Marian Simmons as noted. Absent: Mr. James P. Hickey. Also present: Mr. Garth L. Reynolds, City Planner; Mr. Karl Schab, City Engineer; Mr. Joe S. Minner, Administrative Assistant; Mr. Jim Schneider, Centerville-Washington Park District.

PUBLIC HEARINGS

Ole Spanish Village - Sign Variance

Mr. Reynolds reviewed a request by this shopping center located at North Main Street (SR 48) and Fireside Drive for a sign variance on size and height. Under the Entrance Corridor zoning they are limited to one freestanding sign of 50 square feet with a height of 6 feet. The applicant requests two signs, for a total of 174 sq. feet on one and 31.8 sq. feet on the other. The first sign would be located along SR 48 where the present sign is and would be an upward extension of that sign. The existing brick columns on either side of the sign would be extended to a height of 16 feet and would add the sign area making it 174 sq. feet. The present sign already has a 25' setback. Mr. Reynolds showed a slide of the existing area indicating the existing sign is barely visible because of the slope of the road.

The second sign requested would be along Fireside Drive and would be used to identify the parking in the rear. It would be higher and larger than the existing sign but located in the same place. Mr. Reynolds pointed out because of the trees and screening between the shopping center and the residential units he did not feel the 12-foot height requested would be a problem.

Ms. Simmons arrived.

Speakers for or against: None.

Mr. Horvath asked if listing the tenants on the sign may be setting a precedent and Mr. Reynolds said past experience has indicated this is not effective since cars going by at any rate of speed cannot read the small print, and he has advised the applicants of this. Mr. Reynolds added the new portion of the sign on SR 48 and the second sign on Fireside Drive would be internally lit, the bottom of the SR 48 sign would remain externally lit.

Ms. Simmons suggested the applicant put the addresses of the center on the SR 48 sign since they are not visible from the road and are hard to find when at the shopping center.

Mr. Reynolds said he did not know the colors to be used on the signs, and Mr. Honeycutt, one of the store occupants, said he would work with staff on that.

Mr. Horvath moved to approve Ole Spanish Village's sign variance as requested, eliminating the tenants' names and adding the address of the center on the SR 48 sign, subject to staff's approval of color and design, and including in its approval the requested size, height and setback variances on the Fireside Drive sign. Seconded by Mr. Cash. Approved unanimously.

UNFINISHED BUSINESS

Connemara, Sections 1, 2 and 3 - Record Plan

This plat is located south of Rahn Road, east of Alex-Bell Road, in Washington Township and being developed by Park Lake Development Company.

Mr. Reynolds reviewed this item had been tabled at the request of the county engineer until he had time to study the plan. Mr. Cash moved to remove the item from table for discussion. Seconded by Mr. McSherry. Approved unanimously.

Mr. Reynolds read a letter received from Fred Frecker, County Engineer, which listed the points they want considered. They are:

1. Alex-Bell should be widened 12' along the northeast side from the boundary of Section 2 to Rahn Road.
2. Four feet (4') of the 5' indicated on the typical section should be a berm constructed of 6" of 304 Aggregate Base and a 409 Seal Coat. The typical section for the Alexandersville-Bellbrook Road widening should also be modified to provide two 1-1/2" courses of 403 Asphalt Concrete in lieu of 1-2" course.
3. Rahn Road should be widened so that the total pavement width is a minimum of 24' as recommended by Mike Johnson.
4. In addition Rahn Road should be widened 12' for a distance of 100' from the proposed edge of pavement of Alex-Bell Road and there should be a 1 to 35 taper from this width back as recommended above.
5. Rahn Road should also have a 4' berm with the typical section as specified for Alex-Bell Road.
6. The additional right-of-way which Washington Township obtained along Rahn Road was in the form of an easement for highway purposes. Therefore the plat boundary should extend to the center of Rahn Road with the full 45' shown as a dedication. If this is not done, there will always be another owner in control of the fee simple title to tract.
7. We would also like to see 45' of right-of-way along Alex-Bell Road in accordance with the Montgomery County Thoroughfare Plan if this can be accommodated in any way.
8. The typical section and plan-profile for Alex-Bell Road should have notes added indicating that the pavement cross-slope for the new construction will match the existing pavement cross-slope.

Mr. Lapsin of Judge Engineering, representing the developer, said they

have no major objections except to Item 1 since they had already agreed to add a right turn lane at Rahn Road and at Crestwell and feel adding a full lane would be a hazard since it would lead to the end of the bridge.

Mr. Lapsin said they agree with Item 2, and on Item 3 Mike Johnson has just had Rahn Road repaved last week and doesn't want the blacktop extended now but wants a 6' berm, and the developer agrees to that.

Mr. Lapsin said widening Rahn Road is not necessary since he took a survey of left turns from Rahn onto Alex-Bell and there were only 4 in an hour and in that same hour there were 105 right turns onto Alex-Bell. In the same time there were 105 right turns there were 151 left turns onto Rahn Road and 932 went straight on Alex-Bell. Mr. Reynolds said the widening of Rahn Road will help the flow of the right turns onto Alex-Bell. Mr. Lapsin said from 7:05 a.m. to 8:25 a.m. there were 522 cars in the area and none turned right onto Rahn Road and only two turned left onto Alex-Bell from Rahn.

Mr. Lapsin said they would agree to item 6.

Mr. Reynolds pointed out there are no sidewalks shown on the plans, and Mr. Tate said the council is very strong on having sidewalks in all plans. It was also noted that the Fire Department would like Alrahn Court street name changed. Mr. Lapsin said Brittany and Woodbourne in this area don't have sidewalks and are trying to maintain this country look.

Mr. McSherry said the sidewalks keep the kids off the streets and Mr. Judge, of Judge Engineering, said the topography does not lend itself to sidewalks since the walks would be higher than the lots and along Rahn Road would be 5' above the road. Mr. Schab said to put the sidewalks in according to standards would require quite a bit of regrading and perhaps the sidewalks on the cul-de-sac could be limited to one side. Mr. Tate said it seemed impractical to require sidewalks along Alex-Bell if they were just going to be torn out when the road is widened.

Mr. McSherry moved to approve the record plan for Connemara, Section 1, with addition of a 6' berm along Rahn Road and sidewalks as approved by the city engineer, subject to a bond of \$5,000 and inspection fee of \$53. Seconded by Mr. Bergstein. Approved unanimously.

Mr. McSherry moved to approve Connemara, Section 2, Record Plan, including the County Engineer's recommendations and sidewalks approved by the city engineer, except on the north side of Chartwell Drive and the south side of Alrahn Court, with inspection fee of \$361 and bond of \$71,000. Seconded by Mr. Bergstein. Approved unanimously.

Mr. McSherry moved to approve the record plan of Connemara, Section 3, with improvements to Rahn Road according to Washington Township's recommendation of a 6' berm and sidewalks to be provided except on the north side of Chartwell Drive, and subject to an inspection fee of \$50 and bond of \$4,000. Seconded by Mr. Bergstein. Approved unanimously.

Mr. Lapsin asked if city engineer is to determine if there are sidewalks. Mr. McSherry said the engineer would determine the grade on the sidewalks and if he feels putting one in is impractical then the developer can come back to the Commission to request it be eliminated.

Silvercreek Estates, Section 1 - Record Plan

This project is located south of Spring Valley Road and west of Yankee Street.

Mr. Reynolds read the County Engineer's recommendations for this plat:

- "1. We would like for all roads to have right-of-way dedications in accordance with the Montgomery County Thoroughfare Plan if the requirements exceed the Centerville Thoroughfare Plan Requirements.
2. Yankee Street should be widened with a 12' lane with a 4' berm and 1' additional bench for the entire length of the proposed development including the park property. Our reasons for this are that a considerable amount of additional plat development is likely to take place along this section of Yankee Street and we feel that this should be a requirement for all of these developments so that eventually a substantial portion of Yankee Street will be widened adequately; the park is likely to attract visitors who will want to park along Yankee Street if there are ever any recreational facilities of any type provided, and this requirement is still less than the full subdivision regulation requirements. The 12' lane and 4' berm should be built with a typical section satisfactory to the Montgomery County Engineer and the Centerville Engineer.
3. We recommend that when Spring Valley Pike is constructed with future sections it is built to the full subdivision regulation typical section, that it have left turn lanes provided at all median openings and at Washington Church Road, and that it be constructed with super elevation in the curves."

Mr. Reynolds added that he has requested the road in the plat be developed to Spring Valley at the time the first section is developed. Also the drawings show no sidewalks.

Mr. Lapsin, Judge Engineering, for the developer, said since the utilities come off Spring Valley Road they will be developing near there first and are willing to put in the dirt road requested by Mr. Reynolds. He added since the land along the Yankee Street is being dedicated to the Park District that any improvements should be the government agency's responsibility.

Mr. Reynolds pointed out if the park did not have the ground, then the developer would have to make the improvements, and Mr. Judge responded that the developer is willing to put in a turn lane into the project. Mr. Tate said developing the number of lots in this project is going to generate a lot of traffic and the cost of the road should be borne by the people directly benefitting by it.

Mr. Bower, owner of the land, stated he would not have taken a lot reduction and given the land to the Park if he had known he would have to improve Yankee Street. He would have retained ownership of the land and let it sit. He said he felt it was unfair to give land away and then

have to improve it. Mr. Tate said the cost of the improvement is spread over every lot.

Mr. Bower pointed out a factory went in just a few months ago and was not required to improve the street and they employ 200 people. Mr. Tate said that zoning does not include subdivision regulations as in this case.

Mr. Cash said from the first meeting on this plat the widening of Yankee Street was discussed. Mr. Lapsin said the dedication of 43' was talked about but not requiring improvements.

Mr. Cash moved to approve Section 1 of Silvercreek Estates, subject to the recommendations of the County Engineer and providing that a prorata share of the Yankee Street improvement costs be included in the bond with sidewalks being required on all streets except Yankee Street and subject to a deed being placed in escrow for the park area. Seconded by Mr. McSherry. Approved unanimously.

Mr. Tate announced the next meeting will be July 25, 1978 at 7:30 p.m.

Mr. McSherry moved to adjourn. Seconded by Ms. Simmons. Approved.

Chas Tate
7/25/78

