

CENTERVILLE PLANNING COMMISSION
Wednesday, December 6, 1978
Work Session
Minutes

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

Attendance: Mr. Elmer C. Tate, Jr., Mr. Francis G. Cash, Mr. Brian Bergsten, Mrs. Marian Simmons, Mr. Bernard Samples. Also present: Mr. Karl M. Schab, City Engineer; Mr. Alan C. Schwab, Planner; Mr. James Smith, Assistant City Engineer.

Mr. Tate stressed that the meeting tonight is a work session only not a public hearing. He further stated that Mr. Schwab read a list of items to discuss tonight.

Mr. Schwab stated some of the general concerns:

1. Parking for the stadium.
2. Problems concerning access.
3. Drainage.
4. Internal layout.

Mr. Schwab stated that they had a meeting on Monday (December 4). This meeting included some people from the Conservation Service and also from the Stat Department of Natural Resources. Work has gone on between the school's engineers and the engineers representing the Soil Conversation Service. Considerable work has gone on between those parties deciding on what kind of parameters and drainage should be designed for this site. Quite a bit of work has gone into the subject of drainage.

Mr. Tate stated that because the problems have been made know, the engineers and School Board should make a presentation of their solutions.

Mr. Don Ernst, Woolpert Company, introduced Mr. Woody Cobble, the traffic engineer working with this project.

Mr. Cobble stated that he has looked at two things:

1. Internal circulation.
2. Access.

In addressing the internal ciruclation first he stated that the vehicular traffic should be separate from the pedestrian traffic. He suggested to take the existing road behind the gym and restrict it to pedestrian and bicycle traffic. The one road that runs deep into the side has been recommended to have a pedestrian walk only and be opened into Judson. As far as vehicular movement inside, they have left basically what is there now. A counter clockwise one-way system given good circulation.

Concerning access, Mr. Cobble suggested the following:

1. The entrances on Franklin have been maintained the same.

2. No vehicular access onto Judson or Eccles. On neither of those streets are any street lights or sidewalks. It would give access to points that we could not control.

He stated that with these access points like this it would be a tie up of 30-45 minutes. It is better to have this delay on a major thoroughfare than in the subdivision. The traffic can be manually controlled by police officers.

Much discussion on a pedestrian gate onto Judson followed. Mr. Cash stated he would oppose this because it would invite people to park in that subdivision.

Mr. Cobble stated it is extremely important to gain access to Clyo Road. What Mr. Cobble proposed is an access on Franklin Street, Clyo Road and a pedestrian onto Judson.

A question from the audience arose. Is the entrance a two-lane traffic flow? Mr. Cobble stated no--the entrance will remain as it is. It is not physically possible; however, the road all the way around will be a two-way road. The outer lane will for movement around and the internal will be for people moving into lots.

Chief Randall Staley asked about emergency vehicles.

Mr. Cobble stated that the one good thing is its a one-way circulation. He stated further that he did not know how more access could be given.

Mr. Tate asked if a subbase could be put on the pedestrian entrance in order to get an emergency vehicle into this area.

Mr. Cobble stated that to some extent this is a realistic alternative.

Chief Staley asked about access to the lower fields.

Mr. Cobble stated he would have to ask the architect.

Mr. Larry Anderson stated that the lower practice fields will be terraced and driving between the fields would be possible. In the case that the fields would be wet and soggy, the fields will probably not be in use anyway.

The parking plan is to have 1.160 paved parking spaces and 640 unpaved parking spaces.

Mr. James Smith, Assistant City Engineer, has made observations of the Franklin Street traffic flow. On Friday night, the traffic does not slow down--with this increase in traffic, Franklin Street will surpass its capacity. Mr. Smith also agreed that the Clyo Road access is mandatory as well as the emergency access at Judson.

The City has some concerns about access from the lower fields that was indicated on an older plan but is not indicated on the newer plan.

Mr. Smith was asked what the unloading time would be for an exit from Franklin Street only. He stated it would be over an hour. Mr. Smith stated that he timed out in the area today and he timed the free flow

traffic coming out of there and it was timed at 60 cars in two (2) minutes. Under free flow conditions, 1,800 cars would take about 60 minutes, and it obviously is not going to be free flowing conditions.

Mr. John Geiger, T.C.C., stated that he is concerned about the 8,000 seat capacity and provisions for only 1,800 cars. At stadiums such as Welcome Stadium, the ratio is about 1 to 2 for parking. With the number of spaces that are being provided, one half or 4,000 people will be parking on the side streets whether we like it or not. T.C.C. staff feels that it is necessary to bring an extension to Clyo Road. They also feel that a ring road which ties in Eccles, Judson, and Clyo with parking areas is mandatory. The plan needs to have better outlets for internal circulation. During a main event, the traffic will have to be manually operated. At regular times, the Main and Franklin intersection has 600 to 1,000 vehicles an hour. At the time of an event, the number will multiplied 2 to 2½ times. That's 3,000 we have to deal with.

The solution is two-fold:

1. We have to look towards busing.
2. Completion of the widening program on Franklin Street.
3. Clyo Road must be opened.
4. Possible opening of Eccles and Judson.

None of these programs will eliminate the problem, only reduce the delays of over an hour to something more manageable.

Mr. Larry Roberts, a resident on Slagle Road, stated that having this volume of traffic on these streets is a hazard to the homeowners. These streets are not equipped to handle this type of traffic volume.

Mr. Jack Pogue, 313 East Franklin Street, suggested cutting streets through from Franklin to Alex-Bell Road.

Mr. Geiger stated that this was in a plan for Centerville several years ago; however, due to citizen concern the idea was dropped. Mr. Geiger stated that this is good from a traffic standpoint; however, from a social standpoint, he did not know.

Mr. Schwab stated that in regard to the interior parking, the parking bays should be turned in a north-south direction instead of an east-west direction.

Mr. Cobble stated that access was better with an east-west direction. He stated that in this situation it doesn't make much difference if people are walking across the parking bays as Mr. Schwab had pointed out.

Mr. Tate stated that in order to control the situation, it will have to be manually controlled with police officers.

Mr. Geiger was asked what was his experience with the busing aspect. He stated the program at the University of Dayton where the students park at the arena and are bused to the campus. Also students from Sinclair that live south of town are bused from the University of Dayton Arena to downtown. Both of those work well. He stated that using church parking lots as well as the lot at the junior high school would help alleviate some of the traffic problem.

Concerning the drainage, Mr. Don Ernst of the Ralph Woolpert Company, stated that they will provide retention basins on the site. We feel that we can adequately provide retention basins that will retain or keep the rate of runoff equal to what it is today and that we propose that we are going to do everything in our power to make the retention greater than what it is today. The area is going to be graded into gentle slopes. It is also going to be turfed which is a great improvement to what it is today. We feel that this will reduce the immediate flow in the southern part of the site. We do propose that drain construction and retention basins and detention basins be constructed in the Eccles Road area. We do propose that this main retention be provided in this turfed gravel-based parking area which is immediately south of the existing parking area. All the new paved parking areas will have retention basins. We feel that we can reduce runoff from what it is today.

Mr. Duane Snyder asked if it would help if the perimeter present open ditches were tiled and sent into the catch basin in the rear and sent under Eccles Road--would that help some of the surface runoff?

Mr. Ernst stated that this would only help in speeding the water down to the existing ditch.

Mr. Schab explained that the architect stated there would be a 1.6 feet retention. Also the water running to the south of the property would be a slower runoff due to the fact that the lower practice fields will be terraced and will provide a more gentle slope. There will be a catch basin at Eccles Road to provide for overflow.

A citizen asked if the retention basins will remain after construction.

Mr. Ernst stated that there will be permanent retention areas in conjunction with the parking areas and in conjunction with the last playing field. There will be a temporary construction sedimentation basin.

A citizen stated that he is concerned about the parking and traffic problem as well as the lighting of the stadium. He stated that these matters should be dealt with and the project not be rushed through the process. He suggested it be tabled.

Dr. Roach asked what steps need to be taken from this point.

Mr. Tate stated that Planning Commission will want to review the final plan. Mr. Tate also stated the variance will be needed for the parking area.

The Planning Commission members agreed that approval will be based on the access to Cloyo Road. Mr. Tate stated that the Planning Commission would be glad to assist the School in any way possible to gain to Cloyo Road.

Mr. Cash stated that he thinks the plan is inadequate without the access to Cloyo Road.

There being no further discussion, the meeting was adjourned.

