

CENTERVILLE PLANNING COMMISSION

Workshop Session

June 8, 1976

The meeting was called to order by Mr. Elmer C. Tate, Jr.

Members of the Planning Commission in attendance: Mr. Roland McSherry, Mr. Jeffrey T. Siler, Mr. James P. Hickey, and Mr. Michael V. Thill. Also present was Mr. Garth Reynolds, City Planner.

Unfinished Business

Mr. Robert Archdeacon, representing the developer, Ralph Woodley, presented a status report on the Olympic Industrial Park. He presented a drawing showing the location of a temporary construction roadway located east of, and running roughly parallel to, Bigger Road, north of the Thomas Paine Parkway.

Mr. Archdeacon pointed out the State's concern if the road is not dedicated the land could be closed off. The State would be willing to build the construction road on a permanent basis as long as the total cost does not exceed the present estimate. To allow long trucks sufficient turning radius and so they won't block two roadways at one time, the State proposes moving the construction road approximately 350 feet from Bigger Road, which would divide the property owners' lot, however, they would then have frontage on both sides of the roadway.

The State has allowed the 120-day response period to lapse, however, Mr. Archdeacon was not sure if it even applied in this case. His main concern, which he wanted to present to the Planning Commission, was if Huber Management Company, the owner of the land, does not go along with the plan, what will be done to gain access to the industrial park land.

Mr. Reynolds pointed out there would have to be some type of access to the land but the present location of the construction road is too close to Bigger Road.

Mr. Archdeacon is to meet with Mrs. Huber's attorney, Charles Hager, June 9 to see what Huber Management will be willing to do. Mr. Archdeacon would like to get the matter resolved at the next Planning Commission meeting. No decision is required at this time.

New Business

1. The Woods of Centerville Ms. Connie Moncada, representing the management, requested a sign variance to relocate their present sign and increase its size. Mr. Michael Stoff, of Cotter Signs, described the present sign, located approximately parallel to Bigger Road, is 3' x 7' and is blocked from view by large stands of trees along Bigger Road. Proposed sign would be 8' x 8', stand approximately 2' off the ground, be double-faced, perpendicular to Bigger Road, with ground lighting. The

location of the new sign would be approximately 90' from the center line of Bigger Road. Mr. Stoff presented drawings of the proposed sign, which would be made of carved wood with painted raised design. The present sign would be razed.

Mr. Reynolds pointed out the code presently reads signs must be 160' back from the road, however, the grading at the site and the trees do block the visibility of the present sign. He stated there is no sign calculation for apartment complexes. Other projects have approximately 50 square feet and the main purpose is for identification.

Mr. Tate recommended The Woods of Centerville reduce the sign size and move it closer to the road, with the understanding when the road is widened in the future they will have to remove or relocate the sign. He suggested they make application for variance on set back and sign area and indicate that it is a temporary sign. He further recommended the size be approximately 50 square feet and be set at right angles to Bigger Road.

Mr. Stoff questioned if the planter would be considered in the overall size of the sign, and the general consensus of the Commission was it would not as long as no writing were placed on the planter.

2. Sambo's Restaurant Mr. Reynolds presented the Site Plan showing the proposed building to be located on the southeast corner of North Main Street and Loop Road. The zoning, B-2, is proper for this type of business, the building is 3950 square feet, parking spaces for 65 cars, and the restaurant seats 108. The applicant requested the workshop because of the number of problems involved in the Site Plan.

In referring to the drawings: the "left side" would be facing north; the "west elevation" would be facing Main Street; the "right side" faces south; and the rear of the building is on the east side.

Mr. Reynolds pointed out the following problems: (1) Access to the property on the west side presents a potential traffic problem and with the widening of North Main Street the center line will move 60' and the curb cut would be too close to the intersection. (2) Sign does not fulfill code requirements by being 25' from roads. (3) If the curb cut on the west end of the property is eliminated, then the curb cut on the east side should be enlarged, presenting a potential problem with the adjacent property. (4) The proposed lighting for Sambo's is located on the building but should be located around the perimeter and shine into the center of the property. (5) The LP tanks, located on the southwest corner of the property present a potential danger should a car lose control and hit them, since they are located near the roadway. Tanks should be moved elsewhere or put underground. (6) Trash compound could present a nuisance problem if not constructed properly. (7) The location is hilly and by covering the area with blacktop could present a drainage problem to the surrounding terrain. Applicant should consider dishing in the parking lot to allow for slower run-off. (8) The proposed sign exceeds the City Ordinance, which provides

1.5 times the frontage of the building (60'), for an allowance of 90'. The proposed sign uses 100' per side. Also the height of the sign cannot exceed 16' and in 1978 all free standing signs are to be removed.

Mr. Robert L. Lane, Regional Manager of Sambo's, responded they would be willing to go with a ground sign and not use one on the side of the building. The LP tanks cannot be buried because it is against the law but would put up some type of barrier to protect from possible accident. The trash compound will be constructed to coordinate with the finish materials on the main building to be as esthetically pleasing as possible. He said the main problem is the curb cut.

Mr. Reynolds recommended consideration of removing the west curb cut and widening the east cut from 30' to 40'. Mr. Hickey expressed concern that the east cut would be directly across from Bill Knapps curb cut, creating a traffic problem. Examination of an area map showed this would not be the case.

Mr. Douglas E. Davis of J. S. Davis Company, owner of the adjacent land, indicated no immediate plan for providing access to the land directly behind the applicant's. At the present time there is sufficient area between the lot line and the building housing Davis Buick for an access road.

Mr. Richard Rush, with Charles K. Schmandt, Architects for Sambo's; said he would work with Mr. Schab, City Engineer, to redesign the curb cut and also to work out a drainage plan satisfactory to the City Engineer.

Mr. Reynolds also pointed out the building was to be built using stone and brick on the exterior surface, but no tile, and the trash enclosure should match.

Also present for the applicant were Richard J. Holzer, Attorney, and Gary A. Ulrich, Realtor.

3. Carriage Trace Condominium Mr. Reynolds presented the Revised Preliminary Plan which showed changes in the streets, location of buildings, and types of buildings. The original medium rise buildings were replaced with townhouse and flats arranged in cluster groups, reducing the density of the area by 24 units. This phase would have carports with trash enclosures along one side. The proposed 26 units would be 1100-1300 square feet each and geared for adults.

Mr. Archdeacon, representing the developer, Paul Welch Enterprises, pointed out the northerly most building shown on this Site Plan had previously been approved by the Planning Commission and would not be changed in any way although it was shown on this Revised Plan.

Mr. McSherry left the meeting.

Planned Unit Development Ordinance

Mr. Reynolds presented Planning Commission with a rough draft of PUD regulations and to help in formulating a program showed a film on the history of PUD's across the nation. He also showed a film on Glen Eagle, a PUD located in Kettering, Ohio and recommended Commission members visit the location, along with members of Kettering's Planning Commission, to have a first hand exposure to a PUD.

Mr. Reynolds pointed out the rough draft gives an overall picture of PUD's and gives total control to the Planning Commission for development of PUD's.

Mr. Hickey questioned possibility of commercial property within a PUD, however, Mr. Reynolds indicated use in Centerville would be only residential, due to size of open land left for development.

Mr. Tate set a workshop session for June 15, 1976, at 7:30 p.m. in the City Building to discuss the rough draft of the PUD regulations.

Revision of Centerville Zoning Ordinance

Mr. Reynolds reported the zoning report was not ready because he still needed input from Commission members.

Mr. Tate indicated the City Council's concern regarding the Zoning Commission and consideration of traffic along the proposed Clyo Road. The Council hopes traffic will be a factor in determining the zoning along this section of Clyo Road.

Mr. Reynolds recommended a joint meeting of the Planning Commission and City Council for a better understanding of the direction to be taken by both committees regarding Clyo Road.

Clyo Road Extension

Mr. Archdeacon of Wollpert Engineering presented a drawing of the proposed road. He requested preliminary approval of the center line of the road.

Mr. Reynolds presented the thoroughfare code provides for an 86' right-of-way, the plan is in conformance with T.C.C.'s requirements, the road cuts have been considered and the curves are slightly banked for easier driving.

There will be a signal light at Bigger Road; curbing will be of the barrier type rather than rolled type; intersections will need modification for turning lanes; and development of where side streets will come in is a future consideration.

Mr. Archdeacon stated Clyo Road would be continued at the Greene County line and recommended the proposed widening be on one side only to preserve historical sites along new road.

Mr. Archdeacon pointed out the City Council wants sidewalks on both sides, however, the developer recommends putting the sidewalks in as the area is developed because of the cuts that will have to be taken every time something new is added.

Mr. Reynolds said the primary purpose of the area is for industrial facilities and the recommendation will be that no homes front on Clio Road. The proposed road is 25' wide with a 14' median, 8' between curb and sidewalk, approximately 9,000' in length, and he recommended acceptance of the engineering study.

Mr. Archdeacon said the proposed road is to be paid by private money and that a petition he circulated to adjacent land owners was signed by many, however, two property owners may present a problem.

Mr. Hickey questioned where I-675 would be located and Mr. Archdeacon indicated 2200' away, not including access roads.

Mr. Reynolds cited if 65% of the people agree to the improvement, the City can assess the rest of the people along the proposed road. His recommendation would be to discuss with Council the future zoning plan for the area and he would urge the Commission to keep the businesses located on Wilmington Pike and keep the south side of Clio Road for residential use.

Mr. Hickey moved the meeting be adjourned. Seconded by Mr. Thill. Motion carried.

