

## CENTERVILLE PLANNING COMMISSION

Workshop Session

July 13, 1976

The meeting was called to order by Mr. Elmer C. Tate, Chairman, at 7:30 p.m.

Attendance: Mr. George J. Schottmiller, Mr. Dennis Donnallan, Mr. Jeffrey T. Siler, Mr. Roland McSherry, Mr. Elmer C. Tate. Absent: Mr. James P. Hickey, Mr. Michael V. Thill. Also present: Mr. Garth Reynolds, City Planner, and Mr. Karl M. Schab, City Engineer.

Mr. Schab presented a paper explaining the two types of curbing presently under consideration by the Commission: Barrier curb, with 6" vertical edge prevents vehicles from running up over curb and tends to bump them back into the street; the mountable curb has curved lip which would allow cars to go up over it more easily, however, it would not tend to chip away like the barrier type nor would it cost as much to cut into when future developments are made along a road with this type of curbing.

Mr. Reynolds presented to the Commission the fact there is no clear cut regulation of the type of curbing to be used in the community. Three years ago the City Council stated there should be curbing provided on new streets, however, there was no stipulation of the type. The purpose of this workshop was to determine what type of curbing policy the Commission would recommend to the City Council.

Mr. Tate asked how durable each type of curbing would be, and Mr. Schab responded that the barrier type would chip and the mountable type would crack with heavy usage so there would be virtually no difference in wearability.

Mr. Schottmiller stated from the safety standpoint he would like to see barrier type curbing wherever people might be walking on a sidewalk adjacent to the street.

Mr. Lapsin of Judge Engineering pointed out the surface material of the road can affect the curbing. Each time a blacktop road is resurfaced the drainage along the curbing is changed. Mr. Schab stated this was correct, however, the height of the mountable curb is the same as the barrier type, so it would be a factor using either type.

Mr. Reynolds stated that all residential curbing has been of the mountable type. The developers along Paragon Road have proposed an alternate type curbing which is a rounded barrier curb, which would be used in a residential area. To change to this type of curbing in a residential area would mean a change in policy.

Mr. Tate stated the Commission would recommend to Council that barrier type curbing be used in all business and non-residential areas and mountable curbs be used in residential areas and that any other type of curbing would require a variance.

Mr. Reynolds read a series of letters between the City Planner and the developers of Sagamore Estates concerning the right-of-way along Alex-Bell Road in front of the proposed project. Mr. Reynolds stated he had been meeting with various agencies such as Montgomery County Planning Commission, TCC, and Kettering Planning Commission concerning improvements needed along various thoroughfares throughout the County and of particular concern is the Alex-Bell Road situation along the section near Rahn Road. The overall plans call for straightening out some of the curves in that area, and since Sagamore Estates is developing along that particular section they would be required to pay for an extra lane which would allow cars to turn into the property without interfering with the general flow of traffic.

Mr. Makarius, owner of the land and a resident on the land, showed on an aerial map that the natural straightening of the road would affect the land across Alex-Bell Road from him and would not be near his land, and he did not feel he should be assessed for this straightening or widening of the road. He stated to widen the road would be meaningless since a new bridge just installed is only two lanes wide. Mr. Markarius stated his project could not go forward if he were going to be assessed for this road improvement since the cost to his 30 lots would increase \$1,000 each and they would not be competitive anymore.

Mr. John Judge of Judge Engineering, representing Mr. Makarius, stated whatever the Commission decided to do about Alex-Bell Road would directly affect what they were going to do about development of the land and requested a decision.

Mr. Tate stated the Commission members would have to view the site to become more familiar with it and would do so before the next public meeting, July 27, 1976. At that meeting the Commission will make a decision regarding Alex-Bell Road.

The motion to adjourn was made by Mr. Siler, seconded by Mr. Donnellan. Motion approved, unanimously.

