

**PLANNING & ZONING MEETING
109 E. BROADWAY
ASHLAND, MO 65010
TUESDAY, OCTOBER 13, 2015**

AGENDA

1. Call the Meeting to Order at 7:00 PM.
2. Approval of the Agenda October 13, 2015. Action_____
3. Approval of the Previous Minutes, September 8, 2015. Action _____
4. New Business:
5. Old Business: Complete Streets
6. Discussion: General Commercial property used for Residential, review of City Ordinances 9.230, 9.235 and 9.240
7. Mayor's Report:
8. Guest Comments:
9. Commissioners' Report:

If you are unable to attend, please call Ashland City Hall at 573-657-2091 or email policeclerk@ashlandmo.us

Megan Young
Administrative Assistant

**PLANNING AND ZONING MEETING
109 E. BROADWAY
ASHLAND, MO. 65010
TUESDAY, SEPTEMBER 8, 2015
DRAFT**

REGULAR MEETING:

1. Chairman Batson called the meeting to order Tuesday, September 8, 2015 at 7:02 p.m. at 109 E. Broadway, Ashland, Missouri. Commissioners in attendance were Brad Williamson, Fred Klippel, Paul Beuselinck, James Branson, Greg Batson, Jeffrey Sapp and Danny Clay. Commissioner absent was Nikki Courtney.

Also present were City Administrator Josh Hawkins and Administrative Assistant Megan Young.

2. Chairman Batson called for a motion to approve the September 8, 2015 agenda. Commissioner Sapp made a motion to approve the September 8, 2015 agenda. Seconded by Commissioner Branson. Motion carried unanimously.

3. Chairman Batson made a motion to approve the previous minutes dated August 11, 2015. Motion was made by Commissioner Beuselinck to approve the previous minutes dated August 11, 2015. Seconded by Commissioner Sapp. Motion carried unanimously.

4. NEW BUSINESS:

A). Parkside Subdivision. Present were property owner James Nichols, and Surveyor C. Stephen Heying. Mr. Heying and Mr. Nichols put forth a request for the approval of a Minor Plat for the lot on the corner of College St. and Ash St. This plat will separate one (1) lot into three (3) lots to be available for construction. There was discussion on where the residences would be placed considering the lot sizes do not meet the current city ordinances regarding lot sizes. Mr. Heying read the original surveyor's report of year 1898 which had lot sizes of 45' and 75', instead of the current city standard of 90'. There was some confusion on lot sizes, yard sizes and building sizes because Mr. Nichols and Mr. Heying did not have physical building plans yet.

Commissioner Sapp recommended the approval of the Minor Plat, provided the footprint of the planned structures meet all set back requirements to the satisfaction of the City Engineer, Steve Vogler of MECO Engineering. Seconded by Commissioner Beuselinck. Commissioner Williamson - aye, Commissioner Klippel - aye, Commissioner Beuselinck - nay, Commissioner Branson - aye, Commissioner Batson - aye, Commissioner Sapp - aye and Commissioner Clay - aye. Motion carried.

B). Complete Streets Policy. Commissioner Beuselinck stated that this is for discussion on the movement of traffic around town. This is an off-shoot of the Livable Streets grant. Motion was made by Commissioner Sapp to put this on the Agenda for the October 13th meeting

so Commissioners have time to consider this information. Seconded by Commissioner Beuselinck. Motion carried unanimously.

6. DISCUSSION:

A). Chapters 9 & 12 Revisions. Commissioners discussed changes to city code for Chapter 9 regarding fences facing “public right of ways”, fences and property lines, and mutual fencing. There was no discussion on changes for Chapter 12.

8. City Administrator’s Report:

City Administrator Josh Hawkins invited everyone to the Ash St. Sidewalk Project open house at the City Park tomorrow night from 6-8 p.m. at the Large Shelter. Liberty Landing will start moving dirt and building this winter. Commissioner Beuselinck asked how many lots? Mr. Hawkins stated there were 120 platted.

Guest Comments:

Surveyor C. Stephen Heying commented on how smaller lot sizes are more efficient, but it appears that we are trending towards large lot sizes. Mr. Heying also commented on Pyramid zoning has made a mess of Ashland and to fix it we should start here. Mr. Heying suggested the Planning & Zoning Commission consider zoning, lots and restrictions. All of these should meet federal mandates.

Commissioners’ Report:

Commissioner Sapp thanked everyone at the meeting, there was a lot to discuss, thanks to Scott Vogler for his input and welcome to new Commissioner Danny Clay.

Commissioner Beuselinck questioned lowering of the speed limit on Main St., but the school buses are not following the speed limit. Mr. Hawkins said he would mention it to Chief Woolford.

Chairman Batson called for a motion to adjourn, September 8, 2015, Planning and Zoning Meeting. Commissioner Klippel made a motion to adjourn, September 8, 2015, Planning and Zoning Meeting. Seconded by Commissioner Branson. Motion carried.

Minutes prepared by Megan Young

Complete Streets policy

(a) Purpose.

The purpose of this policy is to set forth guiding principles and practices for use in all transportation projects, where practicable, economically feasible, and otherwise in accordance with applicable law, so as to encourage walking, bicycling, and other non-motorized forms of transit, in addition to normal motorized transit, including personal, freight, and public transit vehicles. All uses must be designed to allow safe operations for all users regardless of age or ability. The ultimate goal of this policy is the creation of an interconnected network of Complete Streets that balances the needs of all users in pleasant and appealing ways in order to achieve maximum functionality and use.

(b) Application and scope.

(1) This policy requires the city administrator to include complete street elements in the design, construction and maintenance of public transportation projects, improvements and facilities. The city administrator or board of aldermen may exempt a project from this policy provided one or more of the following conditions are met:

(i) Non-motorized use of the roadway under consideration is prohibited by law. In this case a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.

(ii) The cost of inclusion would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.

(iii) The street has severe topographic or natural resource constraints.

In all cases where an exemption has been granted, the city administrator or other appropriate official shall document the decision and the invoked exemption condition(s) in the project plan.

(2) This policy requires consideration of complete streets elements by the Planning and Zoning Commission, in appropriate circumstances. Accordingly, the city strongly

encourages all developers and builders to obtain and comply with, as appropriate, these standards.

(3) This policy is intended to cover all development and redevelopment in the public domain within Ashland. This includes all public transportation projects such as, but not limited to, new road construction, reconstruction retrofits, upgrades, resurfacing, and rehabilitation. This also includes privately built roads intended for public use. As such, compliance with these principles may be factored into decisions related to the city's participation in private projects and whether the city will accept possession of privately built roads constructed after the passage of this ordinance. The city administrator, on a case-by-case basis, may exclude routine maintenance from these requirements.

(4) The city understands that special considerations and designs are necessary to accommodate older adults and disabled citizens. Accordingly, the city will ensure that those needs are met in all complete streets designs. All public compliant transportation projects involving complete streets elements, where practicable, shall be compliant with the Americans with Disabilities Act (ADA) to help meet those special considerations.

(c) Guiding principles and practices.

(1) "Complete street" defined. A complete street is designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists. Complete streets are designed and operated to enable safe continuous travel networks for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move from destination to destination along and across a network of complete streets. Transportation improvements, facilities and amenities that may contribute to complete streets and that are considered as elements of a "complete street" include: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements, including compliance with the ADA; public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities.

(2) The city will strive, where practicable and economically feasible, to incorporate "complete streets" elements into all public transportation projects in order to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all

abilities, while promoting safe operation for all users, in comprehensive and connected networks in a manner consistent with, and supportive of, the surrounding community.

(3) The city will incorporate complete streets principles into all public strategic plans, upon subsequent updates. The principles, where practicable, shall be incorporated into other public works plans, manuals, rules, regulations, operational standards, and programs as appropriate and directed by the city administrator. The principles shall be incorporated into appropriate materials and resources no later than two years after the adoption of this ordinance.

(4) It shall be a goal of the city to foster partnerships with the State of Missouri, Boone County and neighboring communities in consideration of functional facilities and accommodations in furtherance of the city's complete streets policy and the continuation of such facilities and accommodations beyond the city's borders.

(5) The city recognizes that complete streets may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. The city will attempt to draw upon all possible funding sources to plan and implement this policy and shall investigate grants that may be available to make complete streets elements more economically feasible.

(6) The city recognizes that the elements comprising a complete street are only effective when appealing and pleasant to use and will ensure improvements meet those standards.

(d) Study/analysis to be undertaken as part of public transportation project.

During the planning phase of any public transportation improvement project, a designee of the city administrator (which may be the street superintendent, the city's design engineer, or other person or firm deemed appropriate by the city administrator) shall conduct a study and analysis relating to the addition and incorporation of complete streets elements into the project.

The study and analysis shall include cost estimates, whether the elements could be incorporated in a safe and legal manner, the degree that such improvements or facilities may be utilized, the benefit of such improvements or facilities to other public

transportation improvements, whether additional property is required, physical or area requirements or limitations and any other factors deemed relevant.

Such study and analysis shall be submitted to the city administrator for consideration in the design and planning of the public transportation project. The city administrator shall incorporate complete streets elements in each public transportation project to the extent that such is economically and physically feasible.

(e) Administration.

(1) The city administrator shall be responsible for the overall implementation and execution of the complete streets principles and practices.

(2) The city administrator shall collaborate with appropriate staff to adopt a complete streets checklist for use on all public transportation projects. The city encourages all developers and builders to obtain and use this checklist.

(3) When available, appropriate, and monetarily feasible, the city shall support staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.

Megan Young

From: Paul Beuselinck <prbeuselinck@gmail.com>
Sent: Saturday, October 03, 2015 3:45 PM
To: 'Greg Batson'
Cc: Megan Young
Subject: General Commercial discussion

Hi Greg; I was approached by an individual owning a GC lot on Henry Clay that is considering a commercial building project that would include a couple of single family dwellings (apartments) below the commercial portion of the building. He requested clarity before proceeding. Therefore I seek your permission to add this item to the agenda of our next meeting (Oct 13).

Currently, we have loft apartments over commercial retail space on Broadway (and I suspect they were permitted as a conditional use), but I cannot think of a permitted dwelling below a commercial space in Ashland. It appears that generally CG is not permitted for residential use, but single and two family dwellings can be permitted as conditional uses.

If you will allow this addition to the agenda I ask you advise Megan to proceed. Many Thanks, Paul

9.230. General Commercial District

The general commercial district is broadly permissive of a wide array of light and medium intensity retail and service uses, appropriate to its role as a focal point for community shopping, trade, employment, entertainment and government. It is not regarded as a residential district, though some residential uses may be conditionally established in adjunctive roles. Some large institutions, and a number of heavy commercial or potentially intrusive uses may be conditionally permitted, as needed, but are not uses of right. For area, height and yard requirements in this district see Sections 9.295. and 9.300. of this ordinance.

9.235. Permitted Uses

5) Dwelling, for proprietor, within a structure housing a permitted business activity; caretaker or watchman dwelling, on the premises of a commercial, industrial or recreational facility

9.240. Conditional Uses

- 1) Single family dwelling
- 2) Two family dwelling

Paul Beuselinck
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