PLANNING COMMISSION AGENDA
CITY OF PIQUA, OHIO
6:00 P.M. - TUESDAY, OCTOBER 14, 2014
MUNICIPAL GOVERNMENT COMPLEX
COMMISSION CHAMBERS - 201 W. WATER STREET

CALL TO ORDER
1. Chair Comments            Opening Remarks
2. Roll Call                  Clerk Calls the Roll

OLD BUSINESS
3. Meeting Minutes            August 12, 2014 Meeting Minutes

NEW BUSINESS
4. Resolution PC-10-14       A proposed replat of lots located in
                              Indian Ridge Subdivision Sections 5 and
                              6

OTHER BUSINESS
5. College Street and High Street

ADJOURNMENT
PLANNING COMMISSION MINUTES
CITY OF PIQUA, OHIO
6:00 P.M. – TUESDAY, AUGUST 12, 2014
MUNICIPAL GOVERNMENT COMPLEX
COMMISSION CHAMBERS – 201 W. WATER STREET

CALL TO ORDER

1. Chair Comments Opening Remarks

Chairman Koenig outlined the meeting procedures that will be followed by the Planning Commission.

2. Roll Call Clerk Calls the Roll

Present: Mr. Oda, Mr. Spoltman, Mr. Koenig, Mr. Taylor, Ms. Pearson
Absent: None

3. Meeting Minutes May 13, 2014 Meeting Minutes

The minutes were approved by a unanimous vote.

Motion: Mr. Oda
Second: Mr. Spoltman
Voice Vote: 5-0

NEW BUSINESS


Mr. Schmiesing provided the staff report for the request to consider an amendment to section 154.141 of the Zoning Code provisions.

Mr. Schmiesing stated currently it is a three month process to have a piece of property annexed into the City of Piqua. The City Commission would like to shorten the process and expedite it in a reasonable timeframe.

Mr. Schmiesing provided and reviewed two separate alternative changes in the language, one for the Planning Commission and one for the City Commission.

Section B is where most of the language changes are noted on both of the alternatives. Mr. Schmiesing read and explained the language changes and the effects they would have in both of the alternatives amendments.
Mr. Spoltman left the meeting at 6:31, but stated he was in favor of Alternative 1.

Timing is the real issue, the City Commission feels the process for annexation is too lengthy and turns off potential annexations, stated Mr. Schmiesing.

**Public Comment**

No one came forward to speak for or against PC 9-14.

**Board Comments**

There was discussion on the various aspects of both of the alternatives, including making word changes in the sections as needed, along with the pros and cons of each were discussed. Mr. Schmiesing answered and explained all of the questions that were raised.

Various questions were brought up regarding the length of time that it took the City Commission to review and give the Ordinance three readings before approving the annexation.

A motion to approve Alternative 1 "Planning Commission Approves Zoning Designation by Resolution as presented was approved.

Motion: Mr. Oda
Second: Ms. Pearson

Roll Call Vote: 4-0

PC Resolution No. 9-14 was approved by a 4-0 vote.

Nay - None
ADJOURNMENT

The meeting was adjourned at 6:45 p.m.
RESOLUTION No. PC 10-14

WHEREAS, Teeters Real Estate Investments, LLC owner of the subject parcels located in the City of Piqua, being in Sections 5 and 6 of the Indian Ridge Subdivision, has submitted a request to replat certain platted lots, and,

WHEREAS, Section 151.34 of the Piqua Code of Ordinance provides the procedure for considering a request to plat lots; and,

WHEREAS, the Planning Commission has studied the request, conducted a public hearing on the matter, and has established as fact that the proposed replat of the subject lots satisfy the standards of Chapter 151 Subdivision Regulations;

NOW THEREFORE BE IT RESOLVED, board member _____________ hereby moves to _____________ the request, as described by this resolution, the testimony provided, and the documents attached hereto, the motion is seconded by board member _____________, and the voting record on this motion is hereby recorded as follows.

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<thead>
<tr>
<th>Board Member</th>
<th>AYE</th>
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<tr>
<td>Mr. Jim Oda</td>
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<td>Mr. Mark Spoltman</td>
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PROPOSED REPLAT
INDIAN RIDGE SECTIONS 5 & 6
INTO SINGLE FAMILY LOTS

TEETERS REAL ESTATE INVESTMENTS LLC

ALL LOTS AS ORIGINALLY PLATTED IN INDIAN RIDGE SECTION 5 & 6, WERE SINGLE FAMILY LOTS AND WERE SUBSEQUENTLY REPLATTED, TO PROVIDE FOR ZERO LOT LINE (DUPLEX) CONSTRUCTION. THE INTENT OF THIS REPLAY IS TO RETURN 24 OF THE DUPLEX LOTS OWNED BY TEETERS REAL ESTATE INVESTMENTS, LLC, BACK TO LARGER SINGLE FAMILY LOTS AS WAS THE ORIGINAL INTENT ON THE FIRST PLAT CREATED, THUS, THIS PLAT WILL CREATE 12 SINGLE FAMILY LOTS.

THOMAS R. ZECHMAN
CMO REGISTERED
PROFESSIONAL SURVEYOR #7777
1659 LAURA DRIVE
PIQUA, OHIO 45356
(937) 773-0476
RESIDENTIAL PLANNED UNIT DEVELOPMENT
REPLAT OF INLOTS 8516–8519, & 8493–8498
PART INDIAN RIDGE SECTION 6
CITY OF PIQUA, MIAMI COUNTY, OHIO

DESCRIPTION
BEING A REPLAT OF INLOTS 8516–8519, & 8493–8498 RECORDED IN VOLUME 19, PAGE 63, MIAMI COUNTY RECORDER OF PLATS, AS ACQUIRED FROM LAURA G. STERRETT IN VOLUME 714, PAGE 6, MIAMI COUNTY RECORDS.

PROTECTIVE COVENANTS SHALL BE THE SAME AS THOSE FOUND IN THE REPLAT OF INLOTS 8516–8519, & 8493–8498 RECORDED IN VOLUME 19, PAGE 83, MIAMI COUNTY RECORDER OF PLATS, AS ACQUIRED FROM LAURA G. STERRETT.

CONSENT TO REPLAT
I, the undersigned, being all the owners and lienholders of the lands shown herein replatted, do hereby voluntarily consent to the execution of said replat.

S & B BRIDGES CONSTRUCTION, INC.

CONSENT TO REPLAT
I, the undersigned, being all the owners and lienholders of the lands shown herein replatted, do hereby voluntarily consent to the execution of said replat.

Jenny Badinger

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Jenny Badinger

NOTE:
20% COMMON OPEN SPACE REQUIREMENT IS SHOWN FOR PL.U.D.S. IN SECTION 3 & 4 OF LOTS 8553–8564.

NOTE:
THIS RESIDENTIAL P.U.D. ALLOWS FOR A ZERO LOT LINE DISTANCE BETWEEN ADJOINING DUPLICES WITH THE OPTION OF BEING BUILT AS TOWNHOUSE UNITS.

NOTE:
UTILITY EASEMENTS SHOWN ARE SIX (6) FEET ALONG INTERIOR AND REAR LOT LINES AND TEN (10) FEET ALONG STREET LINES, EXCEPT WHERE SHOWN OTHERWISE.

NOTE:
THOUGH THESE LOTS ARE FOR DUPLICE LIVING UNITS, ALL EXTERIOR FEATURES AND REPLACEMENT WORK SHALL BE OF LIKE MATERIALS AND QUALITY AS CONSTRUCTION EXISTING TODAY OR REPLACEMENT WORK ALONG THIS GROUNDS TRAIL OR REPLACEMENT WORK ALONG THE DRIVE OF EACH HALF OF THE DUPLEX.

APPROVAL BY THE PIQUA CITY COMMISSION

APPROVAL BY THE PIQUA PLANNING COMMISSION
THIS PLAT REMAINED UNCHANGED AND APPROVED THE 20TH DAY OF JUNE, 2002.

MADISON SPECIALIZED COORDINATE SYSTEM

LEGEND
0 PON PIN SET = 0 PON PIN POINT

PHILIP P. BRUNNAUGH
PROJECT MANAGER

PYRAMID ENGINEERING
192 NORTH MAIN STREET
WEST MELTON, OHIO 45383
(937) 448-5699

REPLAT OF LOTS 8516–8519, & 8493–8498
FEBRUARY 25, 2002

PAGE 1 OF 1
October 7, 2014

*** MEETING NOTICE ***

Please be advised that the City of Piqua Planning Commission will conduct a meeting at the time and location stated below.

**TIME:** 6:00PM

**DATE:** Tuesday, October 14, 2014

**LOCATION:** Commission Chambers – 2nd Floor

Municipal Government Complex

201 W. Water Street

This letter serves to notify those persons who may have an interest in an agenda item to be discussed at this meeting. View the Planning Commission packet in its entirety online at http://www.piquaoh.org/agenda_plan_comm.htm or by visiting the Development Office.

This is your opportunity to speak in favor of, or object to, an item to be considered. If you desire to state your opinion concerning this matter and will be unable to attend the meeting, please submit your statement in writing to this office prior to 5pm on the date of the meeting.

Please contact this office if you have any questions pertaining to this notice.

Christopher W. Schmiesing
City Planner
Enc.
<table>
<thead>
<tr>
<th>RESOLUTION</th>
<th>NAME</th>
<th>MAILING ADDRESS</th>
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<tr>
<td>PC-10-14</td>
<td>TEETERS REAL ESTATE INVESTMENTS LLC</td>
<td>7925 UNION SHLEBY ROAD</td>
<td>PIQUA, OH 45356</td>
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<tr>
<td>PC-10-14</td>
<td>DORIS CHAPPELL</td>
<td>2901 CHINOOK</td>
<td>PIQUA, OH 45356</td>
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<tr>
<td>PC-10-14</td>
<td>JAY B AND THERSA A MCKINNEY</td>
<td>2944 SEMINOLE WAY</td>
<td>PIQUA, OH 45356</td>
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<td>PC-10-14</td>
<td>DEBORAH CASSITY</td>
<td>2213 NAVAJO TRAIL</td>
<td>PIQUA, OH 45356</td>
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<td>PC-10-14</td>
<td>PATRICIA WALTERS</td>
<td>2220 NAVAJO TRAIL</td>
<td>PIQUA, OH 45356</td>
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<td>PC-10-14</td>
<td>BARBARA BRUMBAUGH</td>
<td>2305 NAVAJO TRAIL</td>
<td>PIQUA, OH 45356</td>
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ENTIRE PACKET TO: CHRISSCHMIESING E-GOV
                     PLANNING COMMISSION E-GOV

E-MEETING NOTICE TO: AMY WELKER E-GOV
                        CHRIS BOEKE E-GOV
                        CITYCOMMISSION E-GOV
                        DEAN BURCH E-GOV
                        DEBBIE STEIN E-GOV
                        GARY HUFF E-GOV
                        JUSTN SOMMER E-GOV
                        LORNA SWISHER E-GOV
                        STACY WALL E-GOV
                        MARTIN KIM E-GOV
                        AMY HAVENAR E-GOV
                        BRUCE JAMISON E-GOV
                        PIQUA DAILY CALL E-GOV
                        DAYTON DAILY NEWS E-GOV
                        WPTW E-GOV
Complete Streets Policy

January 15, 2012
VISION

Provide a safe and accessible, well-connected and visually attractive surface transportation network, that balances the needs of all users, including motorist, pedestrians, bicyclist, freight carriers, emergency responders, transit providers and adjacent lands uses, and promote a more livable community for citizens of all ages and abilities, including children to senior citizens, and individuals with disabilities.

PURPOSE

This policy is intended to ensure that all planning, design, construction, reconstruction, and maintenance activities produce safe and accessible surface transportation network improvements that allow all users of the public right of way to safely and conveniently reach their destination regardless of their chosen mode of transportation. This policy is also intended to encourage walking and biking, produce the health benefits that result from these types of activities, help reduce the demand for fossil fuels, to ease traffic congestion, reduce wear on roadways, improve air quality and make streets and public and private spaces more attractive for businesses and customers and increased economic activity. The application of this policy is further intended to ensure city projects conform to the Miami Valley Regional Planning Commission Complete Street Policy, thereby, enabling city projects to remain competitive when seeking certain federal and state funding administered through this agency.

GOALS

1. Advance the land use principles and the goals and objectives and strategies of the elements outlined in the City of Piqua 2007 Comprehensive Plan Update.
2. Ensure the needs of all users are recognized and accommodated throughout the surface transportation network to the greatest extent possible.
3. Incorporate context sensitive improvements into all aspects of surface transportation network projects.
4. Establish a comprehensive, integrated, fully connected, functional, and visually attractive multi-modal surface transportation network.
5. Promote the use of complete street principles, best practices and design standards for all surface transportation network new construction, reconstruction, and maintenance projects.
DIRECTIVES

1. Provide pedestrian and bicycle connections between the public right of way and the “front door” of private development, providing a convenient and safe connection for pedestrians that is separated from parking lots and drive aisles.

2. Provide pedestrian and bicycle facilities separated from motor vehicle traffic where practical, with a separation that affords pedestrians and bicyclist a high level of comfort and safety.

3. Locate curb ramps and crosswalks in accordance with the American with Disabilities Act, minimize walk distances, and provide the safest crossing in terms of site distance and visibility.

4. Provide shoulder lanes for bicyclist on uncurbed roadways where no other facilities for bicyclist exist.

5. Improve maintenance of paved asphalt surfaces to provide smooth and safe surface conditions.

6. Reduce width of pedestrian crossings in areas of particular concern by using horizontal intersection treatments or raised medians.

7. Install landscape treatment, street furniture, bicycle parking, and buffers between vehicle lanes and sidewalks or multi-use paths, where appropriate, to provide more pleasant and accommodating street side environment.

8. Provide pedestrian and bicycle connections between private properties, particularly complementary uses (housing/retail, retail/retail, office/retail, housing/schools, etc...)

9. Encourage businesses to provide bicycle parking near the “front coor” of the business for staff and patrons.

10. Encourage shared parking facilities between adjacent businesses to reduce cub cuts and points of conflicts between motorist routes and pedestrian and bicycle facilities.

11. Use the latest and best design guidance, either from national resources such as AASHTO and NACTO, or model design guides such as Complete Streets Complete Networks or the Model Design Guide for Living Streets.

APPLICABILITY

This policy applies to all project identification, planning and scoping, and the design and construction of all new construction, reconstruction, resurfacing, rehabilitation, repair, and maintenance of surface transportation network facilities located within the public right of way or on public or private land. Existing improvements, until they are altered or modified, are exempt from this policy. Only to extent necessary, when circumstances make it impractical to conform to the guidance provided herein, projects with design or construction commencing...
prior to the adoption date of this policy, are exempt from the policy. All other projects are subject to this policy.

Conformance Review

All surface transportation projects within public right of way or on publicly owned land shall be reviewed for conformity with this policy and shall approved by the Planning Commission when found to be in accordance with the content stated herein. The Planning Commission review and approval process shall be as follows:

1. Preliminary Plans - The Planning Commission shall receive and review preliminary plans for all surface transportation projects within public right of way or on publicly owned land and provide recommendations for plan modifications to ensure conformance with this policy. Preliminary plans shall present conceptual design alternatives and details in an illustrative format and also include preliminary cost estimates specific to the conceptual design alternatives presented.

2. Final Plans - The Planning Commission shall receive and review final plans and cost estimates and approve only those plans conforming to this policy. The Planning Commission may exempt a specific portion or portions of a project from conforming to any portion or portions of this policy when it is determined by the Planning Commission that it is not necessary for that specific portion or portions of the project to be constructed in accordance with this policy to advance the goals and directives outlined herein. Said exceptions will be documented in the form of a resolution properly acted upon in accordance with the procedures rule and regulations governing the conduct of business by the Planning Commission.

IMPLEMENTATION

1. Update land use codes.
2. Develop complete streets multi-modal transportation plan.
3. Implement Recommendations of Safe Routes to School Travel Plan, update document as necessary, and maintain local Safe Routes to Schools program.
4. Implement recommendations of Intersection Improvement Study, continue to evaluate traffic control devices and modify traffic control devices when necessary.
5. Adjust Capital Improvement Plan to reflect a higher prioritization given to those projects that advance the vision and goals of the Complete Streets Policy.
6. Establish Bike-Run-Ped Advisory Council to advocate on behalf of, and inform the
decision making process pertaining to, the implementation of the goals and directives
included in this policy.
7. Provide training and education for staff, elected and appointed officials, and citizens and
project developers to continue to learn about Complete Streets and to promote the
goals and directives included in this policy.

RESOURCES

The most current version of the following resources and other complete street resources not
listed herein should be utilized when developing projects subject to this policy.

General Policy Guidance and Resources
AASHTO Design Publications listed at:
https://bookstore.transportation.org/category_item.aspx?id=DS
American Planning Association Publication: “Complete Streets: Best Policy and
Implementation Practices” (www.planning.org)
Designing Walkable Urban Thoroughfares: (http://www.ite.org/css/)
Mutimodal Level of Service for Urban Streets
(http://www.trb.org/Main/Blurbs/Multimodal_Level_of_Service_Analysis_for_Urban_Street_160228.aspx)
National Complete Streets Coalition (http://www.completestreets.org)
ODOT Multi-modal Design Guidance
(http://www.dot.state.oh.us/Divisions/TransSysDev/MultimodalPlanning/Bicycle/Pages/PlanningandDesignResources.aspx)
TRB 2010 Highway Capacity Manual (soon to be available)
Travel: A Recommended Approach”
(http://www.fhwa.dot.gov/environment/bikeped/design.htm)
Wisconsin Department of Transportation

Accessibility
Public Right-of-Way Accessibility Guidelines http://www.access-board.gov/prowac/

Pedestrian and Bike Information
Ohio Department of Transportation Bike and Pedestrian Plan
(http://www.dot.state.oh.us/Divisions/TransSysDev/MultiModalPlanning/bicycle/Pages/Default.aspx)
The Pedestrian and Bicycle Information Center (PBIC) (http://www.walkinginfo.org)
Planning for Active Transportation in the Miami Valley
http://www.mvрс.org/tr/bikePed.php
Safe Routes to School
National Center for Safe Routes to School (http://www.saferoutesinfo.org/)

Basics
American Planning Association and American Institute of Certified Planners. 2007.
Complete Streets. Audio/web conference.

No. 5. www.planning.org/pas/quicknotes/pdf/QN5text.pdf

Association 71 (3): 283-300.
www.informaworld.com/smpp/content~content=a787370026~db=all~order=page

Ewing, Reid, Keith Bartholomew, Steve Winkelman, Jerry Walters, and Don Chen, 2008.
Growing Cooler: The Evidence on Urban Development and Climate Change, Urban Land
Institute, Smart Growth America, Washington, D.C.

Handy, Susan, Robert Paterson, and Kent Butler. 2003. Planning for Street Connectivity:
Getting from Here to There. Planning Advisory Service Report no. 515, Chicago:
American Planning Association.


www.planning.org/planning/2005/may/completestreets.htm

McCann, Barbara. 2007. "Complete the Streets for Smart Growth." On Common Ground,
$FILE/summer07_streets.pdf

McCann, Barbara and John LaPlante. 2008. "Complete Streets: We Can Get There From
may08.pdf


Guidelines


- 2005 draft guidelines www.access-board.gov/prowac/draft.htm
- Public Rights-of-Way www.access-board.gov/prowac/
- Sidewalk Accessibility videos www.access-board.gov/prowac/


Design Considerations


Bicycle/Pedestrian Considerations


www.railstotrails.org/resources/documents/whatwedo/atfa/ATFA_20081020.pdf

http://safety.fhwa.dot.gov/ped_bike/ped/ped_walkguide/

Aging Populations


Complete Streets Policy Inventory and Evaluation (Appendix A)
http://assets.aarp.org/rgcenter/il/2009_02_streets_5.pdf

Children


Accessibility


Public Transit


Health Aspects
www.informaworld.com/smpp/content~content=a787384888~db=all~order=page


www.futureofchildren.org/information2826/information_show.htm?doc_id=355433

Examples and Implementation

www.mhd.state.ma.us/default.asp?pgid=content/designGuide&sid=about

www.charmeck.org/departments/transportation/urban+street+design+guidelines.htm

Metropolitan Transportation Commission. 2006. *Routine Accommodation of Pedestrians and Bicyclists in the Bay Area: Results from Interviews with Transportation Professionals and Recommendations to Encourage Routine Accommodation*. Oakland, Cal.: Metropolitan Transportation Commission.
http://apps.mtc.ca.gov/meeting_packet_documents/agenda_668/Routine_Accommodation_Ped_Bike_Study_6-06.pdf

Recently Introduced Legislation

www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf


Web Links to Project Partners

American Planning Association: www.planning.org
National Complete Streets Coalition: www.completestreets.org

- National Policy and Legal Analysis Network to Prevent Childhood Obesity (NPLAN): www.nplanonline