

CITY OF WASHINGTON, MISSOURI
PLANNING & ZONING COMMISSION MEETING MINUTES
Monday, December 13, 2021 7:00 p.m.

The regular meeting of the Planning & Zoning Commission was held on the aforementioned date and time in the Council Chambers of City Hall, located at 405 Jefferson Street in Washington, MO.

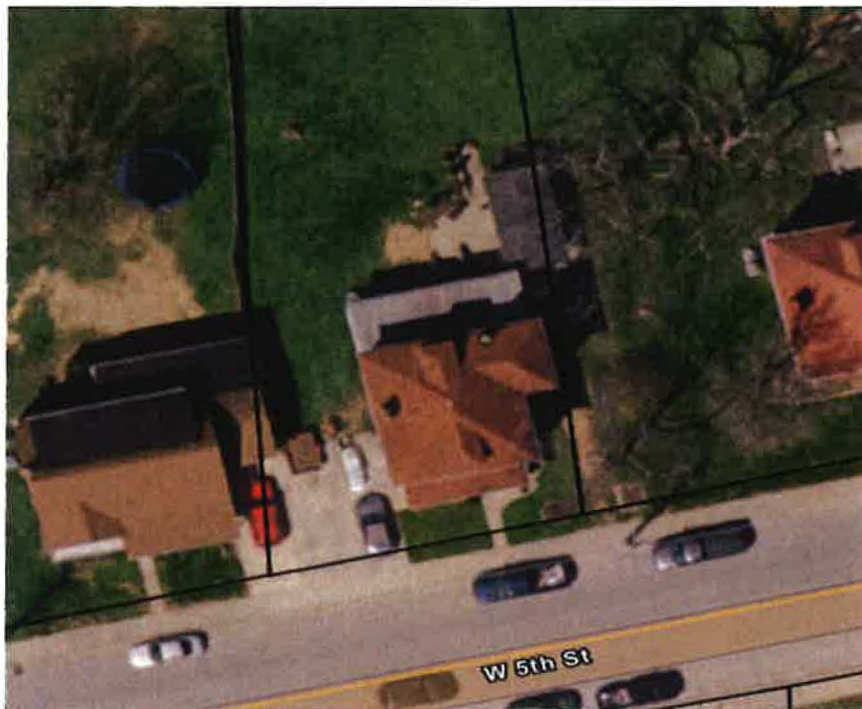
1) The meeting was called to order, Pledge of Allegiance, and the following roll call was taken:

Present: Carolyn Witt, Mark Piontek, Mark Kluesner, Mark Hidritch, Tom Holdmeier, Sandy Lucy, John Borgmann, Chuck Watson, Mike Wood, Sal Maniaci

Absent: Samantha C. Wacker

2) **Approval of Minutes from November 8, 2021**-Motion made to approve by John Borgmann, seconded by Mark Kluesner and passed without dissent.

3) **File No. 21-1201**-Joe & Karen Faust-Special Use Permit for 921 W. Fifth Street-Short Term Lodging



Sal Maniaci-So yes, thank you. So this is yet another request for short term lodging. As you all are all aware our city code requires anyone requesting to do any lodging rentals less than 30 days outside of the downtown district or commercial overlay to receive a special use permit. And this particular property is located just west of High and Fifth Street here. You can see it. Fair street actually the cul-de-sac street terminates is directly to the rear. It is zoned R-1B, Single Family Residential. This area of Fifth Street does have a variety of uses as you go up and down but there's about two blocks span here that is single family. And then you get into the two family and then the overlay as you get closer to downtown. As you can see on here this property does have street parking and driveway access. It does not have any alley access as some of the other properties we've looked at recently. And then there are if you look at

this map this is just a map of our existing short term lodging, not all of them but just kind of in the span I did from our GIS. The closest one is about a block and a half to the northwest here off of Horn Street. So I think this would be our 32nd registered. That does not mean they're all active but that's how many we have registered. So staff recommends approval of the request. These are typically you know they're incidental to the use still residential in nature. They are required to get an annual inspection, a business license and register for the bed tax. Just like all the other short term lodging. So we'll be happy to answer any questions you have.

John Borgmann- Is that house two family now because I looked at the pictures online with the realtor and it looks like there's an apartment going in upstairs or something.

Sal Maniaci-The occupancy permit on, it has single family currently.

John Borgmann-Okay, because there's like two kitchens.

Sal Maniaci- Okay, We can ask the applicant if they're planning on doing dual and that would allow the special use permit would allow for that.

John Borgmann-That's what I thought.

Tom Holdmeier-Any other comments questions by board?

Chuck Watson-The parking, those I mean they have off street parking is it shared by neighbor there?

Sal Maniaci-Correct. That's what it looks like. I mean it looks like I don't have an official survey they submitted, but from our zoning maps. When you go by, it looks like it spans across the property line, cars on each side and then from our aerial, it seems that's the case.

Mark Kluesner-But it doesn't look like they're using it as one unit, correct for the occupancy ?

Sal Maniaci-The applicant will have to answer that. But we allow if they decide to do two units, they can just get two occupancy inspections done.

Mark Kluesner-Thank you

Tom Holdmeier-Any other questions, comments? Anyone in the audience that would like to come up, please introduce yourself and your address please.

Linda Munsert- 912 West 5th Street-So I'm kind of catty corner from that. I'm very concerned about the parking. We have no driveways across the street, the whole entire other side no driveways. So we have alley parking behind but like behind my house, Ameren has a pole right in the middle of my back yard. So all we have is street parking. I know that there was a five car accident a couple of years ago on the street. My son's car was totaled right in front of the house, very concerned about the parking. I'm also concerned about how they're going to qualify the people that stay there. There's up to 17 to 20 young children in that block. Those are my two main concerns safety and parking. Okay, thank you.

Tom Holdmeier-Thank you. Anyone else? Okay if there's no other comments from the audience, will any other comments by board?

John Borgmann-So Sal if they are going to do two family it won't make any difference with this special use.

Sal Maniaci-No. So that even allows it in the special use permit.

Chuck Watson-But each they'll basically, if they have two separate units one up one and down, each one has to have its own inspection.

Sal Maniaci-correct. So it can be one business license but the business license expires every June and all of our short-term lodging, they have to have that inspection reapplied for when their business license expires.

Sandy Lucy-So to get a business license, you have to have an occupancy.

Sal Maniaci-Just for our short term lodging. Our commercial ones don't do that typically, but for this use we do.

Tom Holdmeier-Off street. Is it two parking spots the way it looks?

Sal Maniaci-Yes unless you park people you know I guess guests could park each other in and get more.

Sandy Lucy-Do we have a like a qualifying number for parking at a long term?

Sal Maniaci-It is the same as typical residential or any residential requires two off street.

Mark Kluesner-So then there would be a limit on occupancy then as well.

Sal Maniaci-Well our building code requires that no matter what use or no matter if it's short term or long term. The International Building Code requires every like if a room has so many square foot that's how many people you can fit in that room. So this qualifies just like any other home would.

Tom Holdmeier-Any other questions or comments? If there's nothing else I'll entertain a motion

Mark Hidritch-I'll make a motion to approve

Mike Wood-Second.

Tom Holdmeier-First and second. All those in favor?

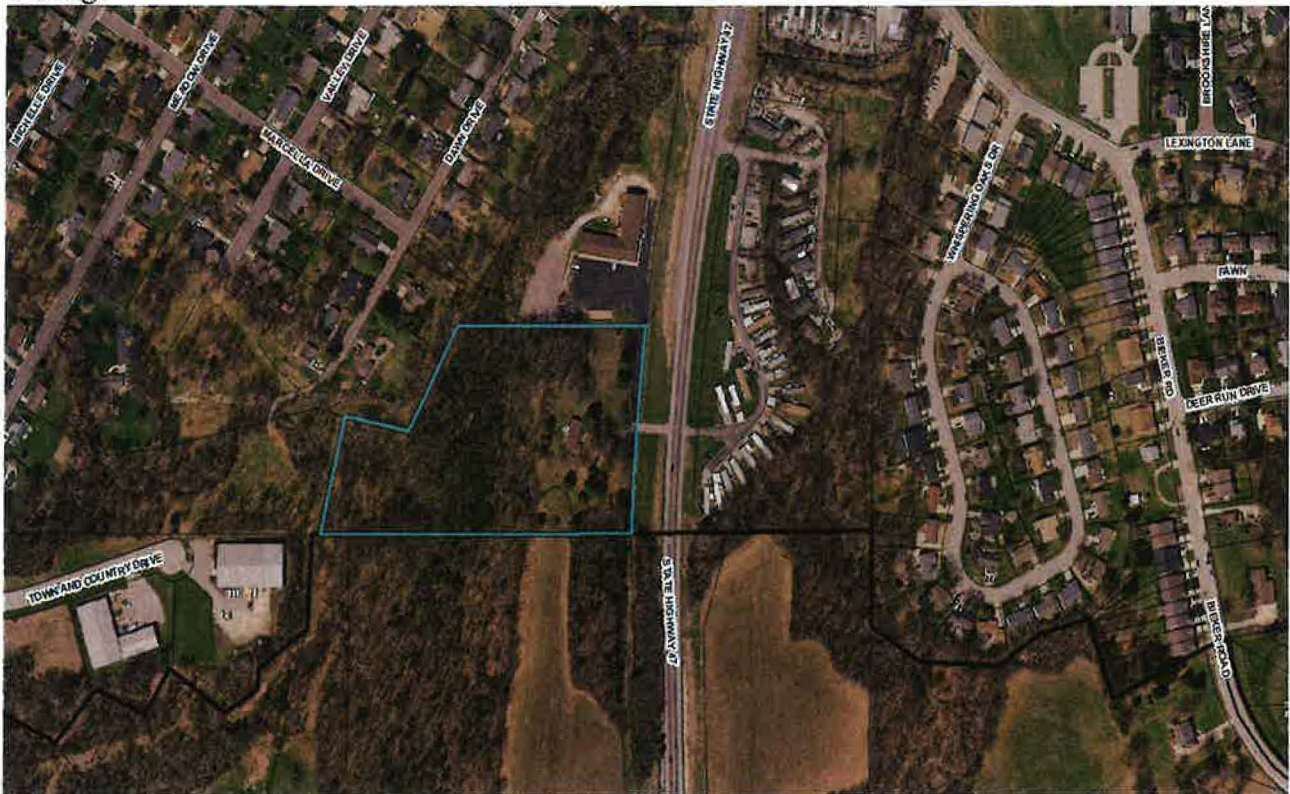
Tom Holdmeier-Any opposed?

Mark Kluesner-Aye.

Motion passed with a 7-1 in favor.

Sal Maniaci-This will go to City Council next Monday for a final vote.

- 4) **File No. 21-1202**-Best Box Washington, MO 47 LLC. is requesting to rezone 4255 Hwy 47 from R-1A, Single Family Residential to C-2, General Commercial.
- 5) **File No. 21-1203**-Best Box Washington, MO 47, LLC. is requesting a Special Use Permit for self-storage units.



Sal Maniaci-So it's this application the first I do have the presentation kind of for both here because the applications do go together. There are two separate requests. The first is to rezone 4255 Highway 47.

This is on the southern edge of our city limits here. Our city limits do border the south boundary here. And that's for the rezoning from R-1A, Single Family Residential to C-2, General Commercial. They're also asking for a special use permit for self-storage units. In our code self-storage units whether they're in C-1 or C-2 they require a special use permit to be submitted up front. I think the main intent there is for screening purposes and because it is more of a warehousing use than most commercial. To make sure that it doesn't affect the neighboring properties. As for the zoning again this property is just south what used to be a church there? I couldn't tell you the name of that church.

Carolyn Witt-First Christian.

Sal Maniaci-Now the school district has that for some of their meeting spaces and I think it continuing education building. So that property itself is zoned C-4. Well now it's C-4 its Planned Commercial when that originally went through, you can see here this is still zoned R-1A Single Family Residential. You have commercial zoning across the street but that is the mobile home park. They have access off 47 directly across from this current access as well as they have another access to the north. This property will have access off of 47. They will have to make some improvements to that from MoDOT's recommendation. But as for the zoning itself this is kind of blurry. We don't have this in our GIS. But we have a pdf in our Comp Plan. You can see in our comp plan right here. Our future zoning map of the city's Comprehensive Plan does have this property as commercial. That corridor up and down the highway there has been designated as future commercial uses as the city developed to the south. And so the first request to the C-2 is always kind of a no brainer. It falls in line with the intent of the comprehensive plan. And then the use is there in our zoning code protects surrounding properties just like any other commercial property. So we do recommend approval of the rezoning from R-1A to C-2 General Commercial.

The second request is for the special use permit for storage units. They are requesting to have six buildings of storage. And then one kind of office warehousing here to the north. You can see a rendering in the bottom corner of what that would look like. They do show just the driveway coming off the property here. This plan doesn't necessarily doesn't show any improvements that they're planning to the driveway itself. They do have the adequate parking spaces. There's 15 required per that amount of warehousing space that they show on there. They do show the screening to the west because that's where the neighborhood the residential zoning is. There is a fence on the southern border. It does not have a note of what type of fence that is on the plan but we didn't make a recommendation to make that site proof or anything because our comprehensive plan has that property to the south as commercial. And our code does not require screening between commercial and commercial. So as of right now we have not made any recommendation on that. As for the use itself as for commercial property access to the highway there's a variety of uses up and down up and down 47. Actually when you get outside the city limits, some of those uses do get a little bit more industrial and this use is permitted industrial as a special use in commercial and so I don't think it's out of character for the area. They obviously have to make some improvements and grading and everything. So with this request, the use itself staff sees no issue with this. We recommend approval of the use. We all have in some conditions of approval on here There's going to probably have to be some clarification or changes to the site plan to meet these. But the reason we're conditionalizing the approval is because we actually city staff once a week sits down and looks at any permit that's submitted and we go through exactly what you see on here in house anyway on all of our other commercial properties. We make sure access is okay if it's on the highway. Fire Department approval in this case the distances aren't showing off all shown on here in the radius so we want to make sure every building here has to be within 150 ft. of a fire lane. And so if they can make a

radius around here, they may have it, but they'll need to designate that. And then also stormwater detention isn't shown on this plan. Again, from staff point of view, the use is permissible on the site plan over the first phase is permissible. We recommend approval of this. We're recommending a condition that they'll have to submit a letter from MoDOT that they either have to upgrade that to commercial status or get a letter from MoDOT that it is fine as is. And then the Fire Department approvals specifically for the fire hydrants and the fire lanes. And then they'll have to submit plans to the engineering department that stormwater will be handled and we'll be running off site. So I know that can kind of seem like a lot that it may be missing from the site plan but again, we reviewed this actually at two site plan meetings and determine, you know, we actually look at those in the house on a weekly basis and are able to hold off on building permits until the minimum requirements of the code are submitted anyway. And so we felt comfortable recommending approval of the special use permit to still go forward with council and then before they get a building permit, they can submit a plan that shows these three requirements.

Chuck Watson-Has anybody from the Fire Department even looked at like the road and stuff?

Sal Maniaci-So they're on our site plan committee, Mike Holtmeier and Chief Frankenberg both reviewed this. They said the comment was, we need more information on the fire lane, the fire hydrant and then this driveway into it to make sure it meets grade and everything. But again, we didn't see there was a need to postpone this given that we review.

Carolyn Witt-I understand that there was a problem with the access to the church building because they couldn't get school busses out there. So that's why they didn't use it for what it was originally planned for. So they're going to have to, well...

Chuck Watson-They're going to have to redo it, we do it to get MoDOT. So I imagine they would have..

Sal Maniaci-I would assume MoDOT would require some type of improvement to that entrance that's a residential entrance. And so when those improvements are made, they can do what they need to, the driveway, widen it, whatever is required. But again, we've done this on a number of commercial uses up and down the Highway 100 & 47 where they submit a site plan, we just hold off on the building permit until we have all the appropriate documentation.

Chuck Watson-So is the drive to the school property, I mean, is that their drive specifically for them?

Sal Maniaci-Yeah, you can see in the area that pretty much it's hard here, it comes straight up into the property and there's a 90° turn to the north.

Chuck Watson-So basically they've just gotten an easement from them to be able to use that and stuff in the meantime and stuff.

Sal Maniaci-I would assume that it's still going to be cross access that agreement.

Chuck Watson-That would be between the parties there?

Sal Maniaci-Correct.

John Borgmann-What about lighting, flood lighting and all that? Is that something that's addressed in the code too?

Sal Maniaci-Yes, so they'll have to submit that when they do their actual construction plans, they have to submit the lighting, the lighting height and then a note typically that verifies that it's directed away from any residential. And then that's typically complaint based where you know, we don't do inspections at night, but if a neighbor calls and says, hey those are pointed at us, we can say, hey, you said in your plans that you're going to have these pointed the correct direction and we have the authority to call that as a zoning violation. And those typical for any commercial property, we have lumens and they put up a spotlight or something.

Tom Holdmeier-Any other questions, comments by board? Okay. If not I see the applicants here, would you like to come forward to introduce yourself.

Beau Reinberg-We are the applicant for this project. Again, we're really excited about, we develop self-storage across the country. So we have 26 sites currently under development in different states across the country and we developed one out on Highway 100 most recently in the area. Have another one planned on 47 between Union and St. Clair. And feel like this is a really a quality location for Washington as it continues to grow and require additional amenities for that growth. And, you know, what we've seen nationally is historically self-storage is always driven unfortunately by death, divorce and displacement. And what's happened now with Covid is there's this decluttering where you have a lot of individuals who are making room in their house for maybe a home office or something to that nature. And so use has really been very important for consumers and residents and municipalities all over as you can see by the, just the use of it if you try to get a storage unit somewhere around town, it's pretty difficult at times. And so, you know, we really feel like we offer a product that's really class A and even though it's single story and more traditional in nature, we also have a climate controlled option as you can tell from our elevation. We really pay a lot of attention to the detail that goes into the building itself to make it again, a unique, you know, brand and concept that the individuals in Washington, would like to use. I mean we really focus on safety, security, lighting as we touched on, but appropriate lighting and we listen to a neighbor who lives anywhere close to us is probably are low hanging fruit customer. So the last thing we want to do is upset them. And if, if a light gets knocked off center and it's shining somewhere, it shouldn't, we just, we get it fixed right away. I mean that's our, our business is about our neighbors. And so we have to take care of them. So like I said, we think this is an appropriate location for this type of facility in town and Sal and the staff have been phenomenal to work with. So we're looking forward to the process.

Tom Holdmeier-Questions, comments by board?

John Borgmann-Where's your facility on Hwy 100 now?

Beau Reinberg-Hwy 100 & M.

John Borgmann-I know somebody that lives right behind there and has no complaints. So that's good.

Beau Reinberg-Thank you.

Carolyn Witt-That's always good.

Beau Reinberg-Yes, I agree.

Mike Wood-Assuming we approve. It's going to be with those three conditions that they had listed. Do you have any concerns with those three or do you think you'll be able to meet those concerns?

Beau Reinberg-No, I mean it's a challenging site. I mean the grade and the topography. I mean we knew that going into it and knew that stormwater was an important aspect of the site of that size and also that topography. So, you know, it's not an easy solution, but there, it's a have to not a, you know, it's not something we could neglect. And obviously the fire department access and is really critical to our design. Then, as far as MoDOT again, we couldn't have something that steep anyways. I mean, if you think about our use with u haul trucks and trailers and different things, it is not a customer friendly experience to have to go up a grade when you're already probably not real happy about moving.

Sandy Lucy-Is Highway 47 a limited access highway?

Sal Maniaci-You know, I haven't been told by MoDOT that it specifically is. I would be surprised. I mean, I would think it is there until a little bit further south which since they already have access, I would say that the requirement to approval to widen. I know Hwy 100 pretty much in the city limits is limited. We can't make any more cuts. I would assume 47 is the same way in the city limits, but to be honest, we haven't had a request for highway cut on 47 since I've been here.

John Borgmann-So it will be interesting to see if they let that go as is or making a right in right out only because I can't tell you how many wrecks we've had there just traffic on the other side.

Beau Reinberg-Yeah. And I think with the school districts building on the other side where the church was, I mean, hopefully our plan is such that works out for them as well to make that entrance a better entrance for the school district. I mean, that's a good thing about this type of development is there's consequences around you that can be really positive instead of just negative. And hopefully that's one of the positive consequences that that improves because I agree. It's not, I mean, it's again from a customer standpoint, we don't want to be known as the storage facility that you got to cross your fingers to pull in or out of.

John Borgmann-So do you have an average number of cars that use the facility on a day's basis?

Beau Reinberg-So self-storage is the lowest commercial use for traffic. I mean, a busy self-storage facility is about 20 vehicles a day. Yeah, if you if you kind of look at the average.

John Borgmann-And how many units are you proposing there?

Beau Reinberg- This facility would have right around 400 units.

John Borgmann-400 units.

Beau Reinberg-Yeah, it's about 65,000 net rentable square feet. Well, 64,000 net rentable square feet. And so you look at your average unit size in a facility like this is about 150 square feet.

Sandy Lucy-So how many units do you have down there at Highway M?

Beau Reinberg-320.

Tom Holdmeier-Any other questions, comments by board?

Mark Kluesner-Yeah, Beau if you have fencing on the north and south ends of that property, do you think the buffer is going to be enough on the back side? On the west?

Beau Reinberg-Well on the backside the grade drops huge. I mean it drops, it goes down into that creek down in the bottoms there, so I wouldn't think that would be an issue.

Mark Kluesner-But for a long distance behind that property, correct? There's just Dawn Valley and that's on the other side of the creek and then.

Beau Reinberg-That's on the other side of the creek and then some.

Tom Holdmeier-Okay, thank you. Any other questions comments. Anyone else in the audience that would like to speak on? Yes, come on up.

Karl Huxel-325 Olive, Representing my dad 118 Dawn Drive-The biggest concern is how much of the hill are they going to take off and with the stuff that they take off the hill, are they going to push it down the creek because the last person that was up there before the city got in before the school district got in there they pushed everything over the hillside. You look out the back window of the dad's house that's all you see. I mean I understand the light issue and all that kind of stuff and I understand the growth of the community and stuff. How much of that hill is going to be taken down that's going to get all that stuff pushed down towards the creek?

Sal Maniaci-Beau may be able to answer the specific of elevations but as for the grading permit anything that's more than an acre of disturbance which obviously this will be, we require a DNR Permit which means they have to submit a plan up front not only to us but to the state as well which requires before and after elevation. And then if there is a blue line creek which I would assume a USGS calls a ditch a blue line creek typically. So I would be shocked if this is not a blue line creek. And then it basically is very clear that they have to stay out of a buffer from that waterway and can't disturb the banks including that. So I would say we have some pretty good protections in place not only with us but with the state to make sure that the bank of the creek is stabilized and not pushed into.

Karl Huxel-I mean that's the whole thing when it does flood. I mean it just it pushes everything down. And I mean the more stuff that gets pushed over that edge I mean it is very steep but at the same time it's

like the more crap you put in there the more it gets built up. So I just wanted to make sure that that's not going to get pushed down the hill.

Sal Maniaci-So they'll be able to balance the side as much as they can by moving dirt around but they won't be able to push anything into that buffer of the creek. They'll have to submit that on the plan. And our code actually requires a silt fence along there while the grading is going on so that even during if it rains during the construction period it's not washing all that silt and mud down.

Chuck Watson-So how long ago was it that you're talking about? All that other stuff was pushed over there. So my point is now the things there's a lot more like Sal says with the silt fences and things like that. It's like the DNR really controls a lot more of that now because just same concern is what you're you're just..

Karl Huxel-A lot of that debris is still hanging on the hillside so that's what they don't want them pushing it further down the hill.

Chuck Watson-And that's what DNR controls a lot more of that to prevent that. And again like Sal says they make them put silt fences up and stuff like that and if they get enough silt and the thing knocked back down they get them to put them back up and stuff like that. It's a lot different than what years ago.

Sal Maniaci-And we have a city inspector that goes around expects all active projects. So if there's ever a time during construction that you see that that is happening, you can always call us and we'll send somebody out there.

Karl Huxel-Because I mean it I grew up there and I mean you know how changes come about but at the same time it's just you don't want everything to be washed down the hill. Thank you.

Tom Holdmeier-Thank you. Anyone else in the audience that would like to speak? Come on up.

Mike Kleekamp-301 Richard Drive.-I'm on behalf of my family farm. Just curious on the south side. What kind of fencing is that going to be?

Beau Reinberg-Yeah, I mean on the south side here, usually what we've done is like a black vinyl chain link that's with the slats in it, you know that's kind of site proof. But I think quite frankly we would be happy to coordinate.

Mike Kleekamp-Well I go by the one out there on Hwy M so I was just wondering.

Beau Reinberg-I mean just, we don't, do you know we generally speaking won't do like barbed wire, you know, we wanted to look really for, I mean we, we spend a lot on these sites. We want them to look really good but we'd be happy to coordinate, you know, talk about that.

Tom Holdmeier-I'm glad we could work that out. Anyone else in the audience that would like to speak? Any other comments, questions on the board? If there's nothing else, no other comments I'll entertain a motion.

Carolyn Witt-I would move we approve.

Mark Hidritch-Second.

Tom Holdmeier-Let's specify we're doing number four the rezoning. All those in favor.

All-Aye

Tom Holdmeier-Any opposed. So moved.

Mike Wood-I'll move we approve the special use permit.

John Borgmann-Second

Tom Holdmeier-All those in favor?

All-Aye.

Tom Holdmeier-Any opposed? So moved.

Sal Maniaci-This goes to council a week from today. Right and thank you very much for being here and coming in.

6) File No. 21-1204-Annexation-Vic Hoerstkamp-Koch Farm



Sal Maniaci-Alright, I think this is pretty straightforward. This is the Scheib property. It was one of the three parcels that was up for auction on November 10th of the Kampschroeder farm. Vic Horstkamp did purchase these 10 acres here. It looks like two parcels but that's an old section line on the county map. So this is one parcel here and it backs up to both of his subdivisions. He started Malvern Hill and then he also finished Weber Estates or The Overlooks at Weber Farm. And so he is requesting this is just an annexation no preliminary plat to bring in this property as R-1D, Single Family Residential. You can see here that is all of what this zoning is. That is the zoning we introduced in 2013 to allow for single-family homes down to 7500 square foot lots. So I think that's a natural progression that obviously has been the most popular market rated housing right now for new subdivisions. So I think that this is good for our development. It matches our comprehensive plan and it matches surrounding zoning. So we recommend approval.

John Borgmann-I have one question. How do we get access to this?

Sal Maniaci-So it'll come, I have seen a preliminary plat but it was not finalized enough for them to get it on the agenda. It will have access to Beaker Road. Utilities will come from the north off of Rabbit Trail and then there's water and sewer. They will have access off of Bieker and then there will be a stub street to our future. Now we have already sat down with the developer and the neighboring property to let them know that our comp plan has Rabbit Trail running through here. And so we're looking at options to maybe try and redesign that to maybe just have one street but we've had some variable layouts that would not disturb our, it would still allow for a comp plan connection here.

John Borgmann-I just don't want another Quail Run.

Sandy Lucy-One way in and one way out.

Sal Maniaci-Oh yes. Okay.

John Borgmann-Right now there is no connection shown there. We need to make sure that that connecting streets stub is somewhere there in the plan.

Sal Maniaci-Yes. So that that was the first one is they actually had a curved in lots on each side and then a stub coming to here.

Chuck Watson-Do you know who purchased the other twenties?

Sal Maniaci-This one didn't sell. This is still a Jeanne Hoelscher with Kampschroeder family.

John Borgmann-So that's going to be a while.

Sal Maniaci-So again this I'm assuming they'll be next month actually because they've been designing it from what we've seen what we have access off Bieker Road and they would actually have a temporary hammerhead and not even a cul-de-sac a temporary hammerhead here. That whenever this would connect that hammerhead would just get incorporated into those neighboring lots.

John Borgmann-And what if it doesn't connect? Let me ask you this. How long do they have until it has to connect? There is no timeframe is what I'm getting at. Right. That's what I thought. That's my only concern Sal with this is that the Rabbit Trail link has been a challenge for us for years.

Sal Maniaci-I can tell you that maybe this is some ammunition too, lobby for some, some movement, some movement to facilitate some.

John Borgmann-That's my point because we've always wanted to get interconnect ability and this is one of those that I think we need to.

Sal Maniaci- I have three connections specifically that are in the comp plan that I want to get done before we switch over to our new comp plan and this is one of them.

John Borgmann-So that's exactly right. That's when I saw this. That was my first and only concern.

Sal Maniaci-I will say there is a concern that if this is connected before we make an improvement to Rabbit Trail and 100 that's only going to make Rabbit Trail and 100 worse. But that doesn't mean we shouldn't do it. You would have to do simultaneous improvements.

John Borgmann-We can still get there. That's the important thing.

Sal Maniaci-So when the first thing Darren, John and I sat down with Vic when he submitted this just to say, you know, we show him the comp plan and we sat down with Cameron Lueken is his engineer and his surveyor and we said this is what we're wanting to make it look like eventually to get this connection. And so they are aware of designing that with that in mind. There was not a cul-de-sac. I can tell you that there was no cul-de-sac. I think that maybe 700 ft. anyway. I don't think you can have a cul-de-sac that long. If nothing else, I think if we need to make a temporary connection or something there so it's not a three year temporary hammerhead. But that'll be something we have to talk about.

John Borgmann-This isn't there a bridge?

Sal Maniaci-We have to build a culvert but we already have half of it under escrow from the Malvern development. There's a \$40,000 bridge culvert there that when Malvern came in, half of that was because you have to give the escrow down to the property line improvements to the property line. And so half of that's already been designed and budgeted.

Chuck Watson-So are the current owners willing to put any money into improvements for some of that too.

Sal Maniaci-I can be honest because I think that this is, this is what all the conversations we have. You know, these conversations that we're having with the preliminary plat. This is really just a figure of the zoning.

Chuck Watson-Except for a farm and those kind of things and stuff to in the past. It's like, you know, they hold out for whatever and then get themselves shoehorn into a situation that they can't get out of.

Sal Maniaci-And we've already even discussed the possibility of maybe just acquiring half the right away and hugging this property line and then redesigning Vic's piece too. But I mean, again, it's not our property. We're just trying to make sure that the connection is made and that'll all be discussed during

the preliminary planning process and they tried to get it in for this meeting and the whole point was, there's some changes that need to be made and we don't have time.

Sandy Lucy-So probably next month will see something.

Tom Holdmeier-This is only annexation. Any other questions or comments? Anyone in the audience that would like to speak on this?

Sal Maniaci-Vic told me today he was not going to be able to make it. I didn't think the zoning would be too contentious. So I told him that was not a big deal.

John Borgmann-From the zoning aspect it is from the plat aspect, which we'll see again anyway.

Tom Holdmeier-If there's no further comments or questions?

Chuck Watson-I'll make a motion to approve.

John Borgmann-Second.

Tom Holdmeier-All those in favor?

All-Aye

Tom Holdmeier-Any opposed? So moved.

7) File No. 21-1205-Annexation-Waterman Farms



Sal Maniaci-Alright. Another annexation. This one applicant is actually the city or 353 Redevelopment Corporation. I'm sure as you, if everyone is aware. And the first of November I guess, or the October 27, I think it was the closing date. We purchased 115 acres for our next industrial park. It's the Waterman Farm. It is not the complete Waterman Farm. They are keeping their farm and homestead here 25 acres and then here is the remainder of it that we purchased. Obviously as you guys all know, we were out, we only have one lot left. Not accounted for or not called under contract in Heidmann. And so we needed some land to be able to advertise to growing businesses and so we've closed on it. Now the next step is to bring it in to the city limits. We are requesting to zone it M2 heavy industrial, which is what all of our industrial parks are our comprehensive plan. I put in the package. I didn't put on the slides. I apologize, does show actually this piece as industrial and this is about as far southwest as our

comp plan went at that point, but this is shown in the comprehensive plan as M2 and so we're just requesting that to meet the stipulations of the comp plan and for our the Richard Oldenburg Industrial Park.

John Borgmann-In the comments our drawing in our package is different than that.

Sal Maniaci-So I'm sorry. So in the packet it the county map highlighted the whole thing. So this is I drew this as best I could with my mouse. The survey in your packet is excluding the 25 acres.

John Borgmann-Yes then that's the case. Where is access?

Sal Maniaci-The access will hug this, the property line, they'll come in right here. We have already started discussions with MoDOT on that. We're actually turning in an application to their Highway Improvement Department on a 50/50 grant for those in April. And so we've already started the discussions that will require turn lane and widening of 100 from Vossbrink Drive down to this. So you'll see some major improvements there. That's kind of what we're waiting on the ribbon cutting and everything for the park until we start those improvements because it's hard to advertise an industrial lot for sale if it doesn't have access. So that's the first thing we're trying to get done. It requires a traffic light it will require a study. I will tell you will probably give us a traffic count when it would officially trigger it so I would assume eventually they're going to say yes. If you look at the size of a lot to the number of employees, you know, you could have, you can have quite a few employees in there. So I would assume that MoDOT would give us a triggering event that would say you need to put a traffic light in there just like the Vossbrink Drive. I bet they'll have us put the infrastructure in early so it'll be an easily upgrade to do that. And we are looking at how to best plan Hwy 100 and this intersection for long term improvements on 100, you know, I mean the four lane stops at High Street now our plan has always been to go out to Vossbrink Drive and so at some point and so probably not for 10 years, but we'd like to get the improvements ready to make that four lanes happen out west.

John Borgmann-So will that study also include KK or not? I'm going to go that far east.

Sal Maniaci-You know, I don't know if MoDOT will require that. I couldn't tell you.

John Borgmann-The traffic count would definitely increase at that intersection. That's why I was asking.

Sal Maniaci-Yes, it definitely could be. So we've already had meetings with Stephen O'Connor , our area engineer and then when we went to, actually just last week, MoDOT had their regional meeting, we went to talk to them about all the projects and brought this up as kind of the next area of unfunded projects improvements that they need to add that was our comment that, you know, we submitted. So, we've actually already got a cost estimate of kind of what we think the minimum would be. It's about \$750,000 to make improvements there. So it's substantial turn lane, new shoulders and the good news is since we bought this across the street as well, we don't have to acquire any right-of-way. We'll make our improvements to the north and kind of straighten that curve out and then this is the fire department pond here. So you know, I think we know who to work with there. We need to straighten that curve out and get an extra lane.

Tom Holdmeier-Questions comments by board? Anyone in the audience that would like to speak on this. If not I'll entertain a motion.

John Borgmann-Motion to approve.

Mark Hidritch-Second.

Tom Holdmeier-All those in favor?

All-Aye

Tom Holdmeier-Any opposed? So moved.

8) File No. 21-1206-Walter Winters-Preliminary Plat – 5 lot subdivision between 2nd and 3rd Streets



Sal

Maniaci-Yes. So this is a vacant lot in town and I'm sure everyone is aware of. I think a lot of people have been speculating on what would go here as developments continued downtown. I know we looked at some town homes here at one point that were then pulled, they didn't have all their information. But this is again a property that is in between Second and Third Street, just west of Olive. It does have access to both blocks there. You can see on the zoning this whole area is zoned R-2 Overlay, which does allow for single family and two family residential. Now, that is not necessarily traditional duplex style like you see across the street, this darker yellow is actually R-1C Single Family Attached. That's where you have a property line down through the building where you have a shared wall and it's two different parcels. This does allow for two family. And you could build what it looks like a traditional duplex, but you wouldn't have a property line down the middle, it would have to be rented out on each side or condo. The bank or the owner could figure that out. You do see this here. Across the street is traditional duplex, it's actually R-2 Overlay that was built before we had our new zoning when the market crash in '08 banks stopped lending to properties if they had a shared wall without an individual tax id. So this does allow for two family here. Our code requires if you are going to put a two family home for 12,000 square foot lots and then 6,000 square foot for single family. So I wanted to point out the floodplain here as well because that's always a question here with the water there's a creek that runs right through here, this is the floodplain. So anything that's built over that line would have to get a floodplain development permit just like anything else in town that's required. As for the plat you can see here there's five lots. Two of them will access Third Street. Three of them will access Second The two on Third are under 12,000 square feet. So those I'm assuming we will be single family, traditional single family homes. The properties to the north on Second Street are over 12,000 square feet. So per our zoning code they could have two family. I don't know if they're wide enough for traditional duplex but just like anywhere through that neighborhood you could have a an apartment up or an apartment down kind of housing unit, that's what the zoning district is for. And obviously they're not asking for any rezoning. They're just asking to subdivide the land. So we are recommending approval of this. It does meet the minimum requirements of our subdivision development code, it has access to right-of-way, it has access to water and sewer. There's utilities listed on the property lines. The setbacks are actually already called out on the plat that meet our R-2 Overlay District. So we'll recommend approval like I said And they actually can get a final plat next week because there is no public

improvements that need to be done and there's no escrow that needs to be put up which would be water, sewer and road. That means they can move forward with the final plat next week. Obviously there's some stormwater improvements need to be done but that's not a public infrastructure that we take over. They just have to get those plans submitted before they get building permits approved but they are able to get this recorded if it goes through Planning and Zoning and City Council next week.

Mike Wood-If they decided to go multi-family, they won't have any requirements for parking?

Sal Maniaci-Multi-family and they can only go two units two family. They would have to come back for a rezoning if they wanted anything that's actual multi-family. The applicant is here. I don't, I mean they may have been able to shed some light. I didn't ask if they were planning two families units up here to be honest because the zoning already allows it. I was just looking at the platting of it to make sure that met the minimum requirements. So they may be planning single family all the way through. But it does allow these three could have two units a piece on there.

Walt Winters-Good evening my name is Walt Winters and actually this land has been in our family since 1840, so it goes back, my grandmother was a Stumpe and my dad was Winters, so we've had this a long, long time and it's never been developed and it was growing up in weeds and trees and all this sort of stuff. So I think it's time to develop it, especially since the downtown is doing really well. And so our plan is to put up really nice housing in these five lots. The first step and I worked with Mark is really to get the plat laid out and then afterwards, what we would do would be to determine, you know, the nicest looking housing to go there.

John Borgmann-So how do you propose to handle the creek?

Walt Winters-Well the creek over there actually it doesn't affect the one lot at all. The major lot where most all of the housing is. It's only in the one lot, lot five, lot five where there would be one and so there actually is a culvert through there. And so we're going to have to just work with Sal and we talked with them already, you know what's allowed and what isn't allowed for that culvert

John Borgmann-Because that catches all the water coming off of Roberts and Second and everything on that side of the street.

Sal Maniaci-Mr. Winters sat down with their engineering department already with John Nilges and I and I believe they talked about extending the culvert with a bigger pipe to hold more water. But again, that will all be plans that they can submit even after the final plat really. That's all subdivision development plans that can be submitted later.

John Borgmann-And I'm assuming you'll do quite a lot of earthwork to bring that hill down.

Walt Winters-Yes, I mean the good thing would be is if we didn't take it down, you can see the river then you can advertise it as Riverview, but it would look kind of strange if we didn't.

Tom Holdmeier-Any other questions or comments?

Sal Maniaci-Are you planning on, I'm just curious myself, zoning would allow either, but on Second Street, are those going to be two family or a single family?

Walt Winters-We haven't determined that yet, but we made the lots large enough for duplexes and if they would be duplexes, they would be really nice duplexes. Probably up and down because of the lot from two sides.

Sal Maniaci-That's kind of what I thought. I was just curious.

Tom Holdmeier-Any other questions? Thank you. Anyone else in the audience that would like to speak on this? If not I'll entertain a motion.

Carolyn Witt-Motion to approve.

Sandy Lucy-2nd

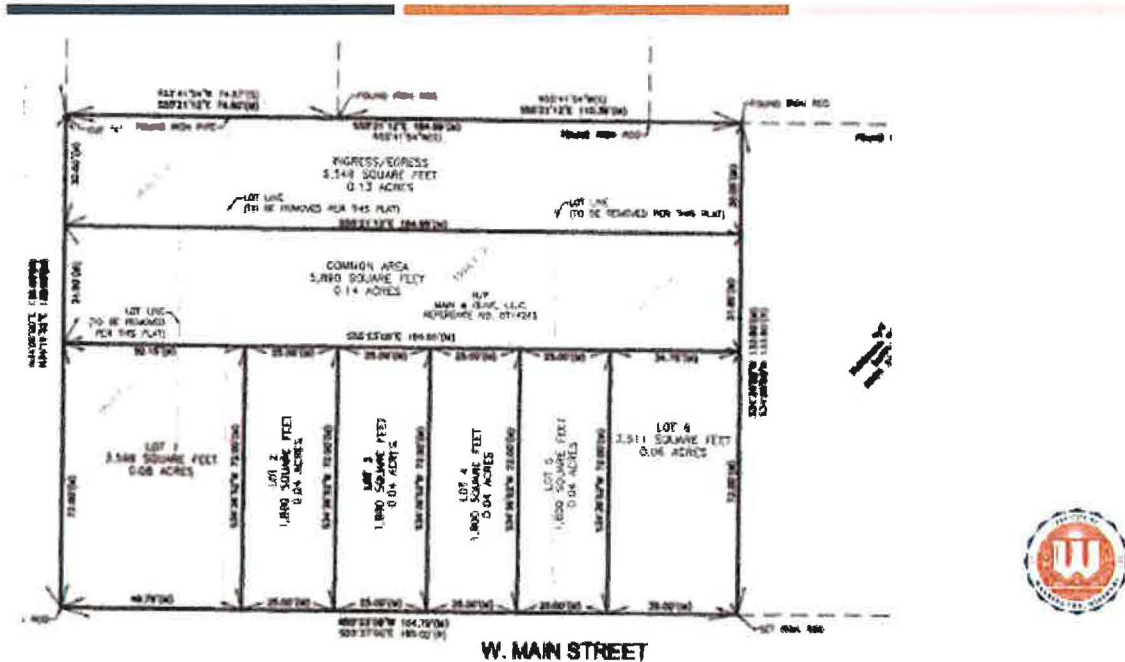
Tom Holdmeier-1st and 2nd, all those in favor?

All-Aye

Tom Holdmeier-Any opposed? So moved.

Sal Maniaci-Yes, this will go to council next week. And I'm assuming that the applicant won't have an issue with but we'll plan on doing the final plat with it.

- 9) **File No. 21-1207**-Andy Unerstall – Preliminary Plat – 6 Lot townhome subdivision on W Main to the rear of Zick, Voss, and Politte



Sal Maniaci-And yes, so this is about a stone's throw away from where we just were at the corner of West Main and Olive Street here. This is currently two parcels, the old recycle center to the back of the Zick, Voss & Politte. Andy Unerstall is the applicant purchasing that property from them. And actually the zoning, this was part of the rezoning that we did with our new district boundaries. This was originally heavy industrial, obviously would not allow for any residential uses so there's another developer be able to take advantage of our new district which is good to see so quickly. So C-3 that allows for zero lot lines, no minimum lot size requirements. As for the actual plan itself they are proposing six lots town home style, narrow kind of shotgun style off of Main street, you can see one on the western side here, right on the corner going up to six. Kind of uphill, they do have a common area to the rear. That will remain under ownership of the homeowner association, I assume it won't be public and then they'll have ingress/egress that actually will not be public either, but will be a separate lot and have cross access easements on there for the homeowners to get into the rear of the town homes. For the zoning code, it does meet the minim requirements. Again, there's not many since they can have zero lot line and then there's no minimums. But you can see the way they have this laid out here. The plat allows for proper fire access and turnarounds and garages. Obviously that is something that would have to be verified when they actually submit building plans. But when we're looking at the plat we want to make sure that they're not going to have to revise the plat in order to have that. So this does allow for that and then I just want to show they weren't actually required to submit this yet but he had a very simple rendering Not simple, I shouldn't say that, but just early sketch. You can see here that kind of shows what it would look like. So you can have the access to the rear, it is 26 ft. wide here minimum and then it's less than 150 ft. length so they don't have to worry about an approved turnaround and

obviously you have the driveways into the back in the common area. And the real reason I wanted to show this is in our zoning code when we made that change last week, anything in C-3 at a four way intersection has to get a Special Use Permit if they want to build up to the property line. So we actually were waiting to get building plans to let them know if they needed to do that. But they have already shown in this sketch that they're going to have this area open. This square actually is open. And you can see this trying this blue line is the site triangle. So they actually will not have to come back for a Special Use Permit because they do not have a zero lot line on the intersection. So that kind of solves that. But I wanted to point that out here that that's a new change that we actually won't be requiring that with this unless that's of course this plan changes and they come in with that. I'm not saying they can't, we just have to them review the site triangle and determine if it needs a stop sign at that point for a four-way stop. So we are recommending approval. There is some water and sewer extensions that will have to be made and actually isn't right in front of them on Main Street there. And so this will not have a final plat next week. They'll have to submit those plans, have engineer review that and then come back to council at a later date. But and this meets the zoning code of C-3. And we are recommending approval.

Tom Holdmeier-Questions or comments?

Carolyn Witt-Since it had been a recycling facility, is there any problem with remediation of anything in the dirt?

Sal Maniaci-Maybe a question for the application. That is not something that you know they have to submit to us. That's the DNR And the owners.

Tom Holdmeier-Any other questions or comments? Anyone in the audience that would like to speak?

Andy Unerstall-Unerstall Construction. Yes, we're proposing these six lots. And there's some grading issues there. That's why we're holding the lot to the east about 10 ft off the Bleckman property so we can grade into the buildings. That last unit also will not have a two car garage. That one would be on street parking but all the other ones will have a two car garage and a space for two cars behind. So each lot will have enough room for four cars basically. And then they'll be on the corner like you said we held that unit back because of the way the street turned there but we kind of must have fell right into the new. Yeah so it worked out actually. So because so but that less of that first unit that looks a little bigger it will have that one might end up with like a three car garage. You know our it could just be a master bedroom on the first floor. But they all will be town home style 2,200 to 2,400 square foot.

Sal Maniaci-I didn't mention Andy has had his preliminary meeting with the fire department in site plan as well. I was out of town but I did follow up and that they've confirmed the fire access and the length and all that to the rear. So because as we just didn't again that's something we review later but we didn't want it to require a plat revision later. So this is the way the plat looks. This is what you're actually improving here. This allows for proper fire access.

Mike Wood-Where do you have to go to get your water and sewer?

Andy Unerstall-The sewer last time we tapped over on Olive so that we have a manhole in Olive when we when we did Rhine River and the water line we also extended down from Second Street so there's a there's a new water line on the west side of Olive Street will have to you know cross Olive Street and come we'll come behind the buildings with the water and sewer. We'll come right up that that in that common ground.

Mike Wood-So I was just thinking it's not going to affect Bleckman because they have some access issues there I believe. Okay you can't come from Cedar.

Andy Unerstall-We thought there was a water line that runs up Main I think we might have just stubbed a line over there when we did that. I can't remember we're going to have to look into that. But either which way it would be a lot easier to come in the back of the unit so we can come into the basement with the water and the sewer. Thank you.

Mark Kluesner-Think stormwater will work out okay with going to have additional coming from between Second and Third Street.

Andy Unerstall-I don't know I guess we have to look into that. I mean a lot of that was this parking lot so there's a little bit of green space you can see there.

Sal Maniaci-This is the only area they'll have to account for. But stormwater, John said there already had the conversation they're going to look at it.

Andy Unerstall-So it will be obviously raising that building like you said. But that building never had any underground storage tanks or anything like that. Okay thank you.

Tom Holdmeier-Thanks. Anyone else? If not.

Mark Kluesner- I'll make a motion to approve.

Mark Hidritch-Second

Tom Holdmeier-All those in favor?

All-Aye

Tom Holdmeier-Any opposed? So moved.

Sal Maniaci-And so this preliminary plat will be at City Council Monday. It will not have a final plat until we finalize the water and sewer but we can move forward with that here.

Tom Holdmeier-Sal and I spoke about Hwy 47 we spoke about getting together with MoDOT to start looking at the future access and how we can handle future progress.

Sal Maniaci-That will be a topic for a Comprehensive Plan, discussions of an outer road needed down Hwy 47 obviously that's all zoned commercial. You know, we have property owners to the south that are concerned about that as well and access and vision. So that will be definitely an extension of our comp plan that wasn't really on their last time.

John Borgmann-So and we're still on track to do that and start that in January.

Sal Maniaci-Yes. So the bids will be out by then or the can't calm bids. The request for proposals will be out by then. And then we can, you know, it's typically a 6 to 8 months review with them. And so then we're still in January one of 2023 is hopefully the start date of that. I actually think we did September on the last one for some reason, but we did too might as well start on the new year.

Tom Holdmeier-Any other discussion items? I'll entertain one last motion.

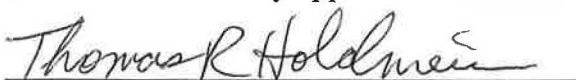
John Borgmann-Motion to adjourn.

Mark Hidritch-Second.

Tom Holdmeier-All those in favor?

All-Aye

Tom Holdmeier-Any opposed? So moved.



Thomas R. Holdmeier

Chairman

Planning & Zoning Commission