

**CITY OF WASHINGTON, MISSOURI
PLANNING & ZONING COMMISSION MEETING
405 JEFFERSON STREET, WASHINGTON, MISSOURI
COUNCIL CHAMBERS -- GROUND LEVEL
Monday, June 13, 2016 @ 7:00 P.M.**

- 1) Announcement of Meeting / Call to Order/ Roll Call / Pledge of Allegiance.
- 2) Approval of the Minutes from May 9, 2016.
- 3) **File No. 16-0501 – Special Use Permit** – Applicant is requesting approval of a Special Use Permit located at 309 Market Street to allow a Single Family Residence on a property zoned R-3 – Multi Family Residential.
- 4) **File No. 16-0502 – Rezoning** - Applicant is requesting approval of a new zoning designation on a property located at the northeast corner of the Highway 47 and Highway 100 intersection.
- 5) **File No. 16-0503 – Preliminary Plat** – Applicant is requesting approval of a preliminary plat located at 6325 Avantha Drive.
- 6) **File No. 16-0504 – Special Use Permit** – Applicant is requesting approval of a Special Use Permit located at 2475 E. 5th Street to operate a Tow Lot, Trucking, and Auto Repair Facility on a property zoned C-2 General Commercial.
- 7) **File No. 16-0505 - Washington 353 Redevelopment Corporation-** Redevelopment Plan for the Sale of Lot 16 in the Heidman Industrial Park

Public Hearings

- 1) City staff is seeking approval of proposed amendments to Chapters 400 – 490 of the City Code. The revisions include a reorganization of the above chapters as well as amendments to various chapters including but not limited to zoning, subdivision and development regulations.

NOTE: ATTENDANCE AT THIS PLANNING AND ZONING COMMISSION MEETING BY A KNOWLEDGEABLE REPRESENTATIVE OF YOUR INTERESTS IS RECOMMENDED. ANY QUESTIONS CONCERNING YOUR REQUESTS THAT ARE NOT ANSWERED AT THIS MEETING MAY RESULT IN YOUR REQUEST BEING TABLED OR DENIED.

CITY OF WASHINGTON, MISSOURI
PLANNING & ZONING COMMISSION MEETING MINUTES
Monday, May 16th, 2016 @ 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, Missouri.

- 1) The meeting was called to order, Pledge of Allegiance, and the following roll call was taken:
Present: Greg Skornia, Kevin Cundiff, Mark Piontek, Tom Holdmeier, John Borgmann, Samantha Cerutti Wacker, Carolyn Witt, Tony Gokenbach
Absent: Sandy Lucy
Also Present: Sal Maniaci, John Nilges, Ed Pruneau,

- 2) Approval of the Minutes from April 11th, 2016.-
Motion to approve the minutes, motion made and seconded, passed without dissent.

- 4) **File No. 16-0401-Rezoning-**Applicant is requesting approval to rezone 1107 & 1111 Bieker Road from R-2 Two Family Residential to R-1C Single Family Attached.
File No. 16-0402-Preliminary Plat-Applicant is requesting approval of a Preliminary Plat for Hilltop Homes Plat 6.

Sal Maniaci-I will be handling these as one but we will need two motions to approve. Applicant lives at 1100 Bieker Road which is a duplex which was zoned R-2 Two Family Residential and put under a condo plat so they were never separated. They are looking to rezone and sub-divide. It will be rezoned to R-1C which allows for a zero lot line. Staff recommends approval of both requests.

Rezoning-Motion made and seconded-passed without dissent.
Preliminary Plat-Motion made and seconded-passed without dissent.

- 5) **Discussion of Code Revisions**
Sal Maniaci-We had another workshop, received good feedback. We have decided not to have another workshop. We are going to move forward with the public hearing in June.
Letter to refer to regarding discussion of codes:

May 2, 2016

Planning and Zoning Commission
405 Jefferson Street
Washington, Mo 63090

Re: Zoning Code Reorganization / Revisions
Cul-de-sac Radii / Street Width Cost Estimate

Dear Commission,

At our previous Zoning Code Workshop there was discussion about the cost to developers if the following street design standards were continued / implemented:

1. Local Access Street Width: 35' measured from back of curb to back of curb
 - a. This is our current standard.
2. Minimum Cul-de-sac diameter: 96'
 - a. Our current standard is 60' diameter.

In an effort to provide the commission with cost information, we have completed cost estimates for the following *cul-de-sac street designs*:

1. Option 1: (35' wide street, 60' diameter Cul-de-sac) *Current Standard*
2. Option 2: (30' wide street, 96' diameter Cul-de-sac)
3. Option 3: (35' wide street, 96' diameter Cul-de-sac) *Proposed Standard*

Cost Summary*

	Option 1	Option 2	Option 3
Infrastructure Cost	\$108,469.42	\$109,549.10	\$122,013.14
Land Cost	\$83,332.00	\$85,352.00	\$92,522.00
TOTAL	\$191,801.42	\$194,549.10	\$214,535.14

*This estimate only applies to cul-de-sac streets with the maximum length, 770', as per City Code.
 Street Cost Comparison - Widths and Cul-de-Sac Diameters

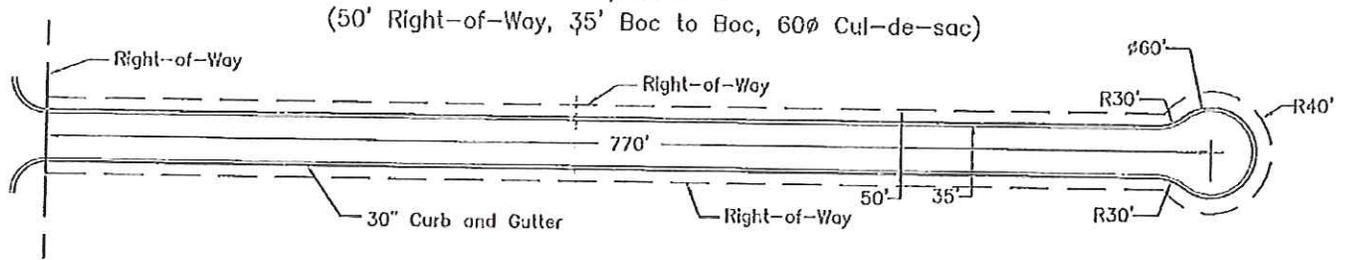
OPTION 1 - 35' BOC-BOC, 60' Ø CUL-DE-SAC					
Item	Description	Quantity	Unit	Unit Cost	Total
1	Curb and Gutter, 30"	1,639.8	Ln. Ft.	\$12.00	\$19,677.60
2	Asphalt - 4.5" Bit base, 2" BP-1	2,748.1	Sq. Yd.	\$24.15	\$66,366.62
4	Fabric	3,203.6	Sq. Yd.	\$2.00	\$6,407.20
5	Rock	3,203.6	Sq. Yd.	\$5.00	\$16,018.00
SUBTOTAL					\$108,469.42
6	Land, 50' Right-of-Way	41,666.0	Sq. Ft.	\$2.00	\$83,332.00
OPTION 1 TOTAL					\$191,801.42

OPTION 2 - 30' BOC-BOC, 96' Ø CUL-DE-SAC					
Item	Description	Quantity	Unit	Unit Cost	Total
1	Curb and Gutter, 30"	1,713.0	Ln. Ft.	\$12.00	\$20,556.00
2	Asphalt - 4.5" Bit base, 2" BP-1	2,750.0	Sq. Yd.	\$24.15	\$66,412.50
4	Fabric	3,225.8	Sq. Yd.	\$2.00	\$6,451.60
5	Rock	3,225.8	Sq. Yd.	\$5.00	\$16,129.00
SUBTOTAL					\$109,549.10
6	Land, 45' Right-of-Way	42,676.0	Sq. Ft.	\$2.00	\$85,352.00
OPTION 2 TOTAL					\$194,901.10

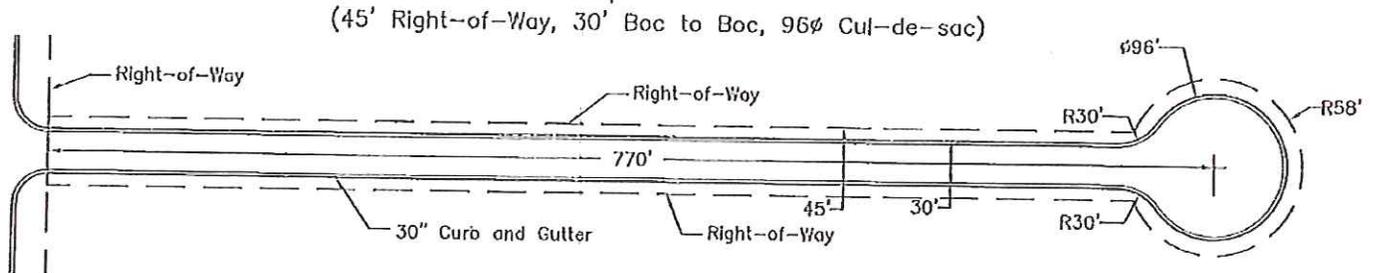
OPTION 3 - 35' BOC-BOC, 96' Ø CUL-DE-SAC					
Item	Description	Quantity	Unit	Unit Cost	Total
1	Curb and Gutter, 30"	1,710.0	Ln. Ft.	\$12.00	\$20,520.00
2	Asphalt - 4.5" Bit base, 2" BP-1	3,151.6	Sq. Yd.	\$24.15	\$76,111.14
4	Fabric	3,626.0	Sq. Yd.	\$2.00	\$7,252.00
5	Rock	3,626.0	Sq. Yd.	\$5.00	\$18,130.00
SUBTOTAL					\$122,013.14
6	Land, 50' Right-of-Way	46,261.0	Sq. Ft.	\$2.00	\$92,522.00
OPTION 3 TOTAL					\$214,535.14

05/02/2016

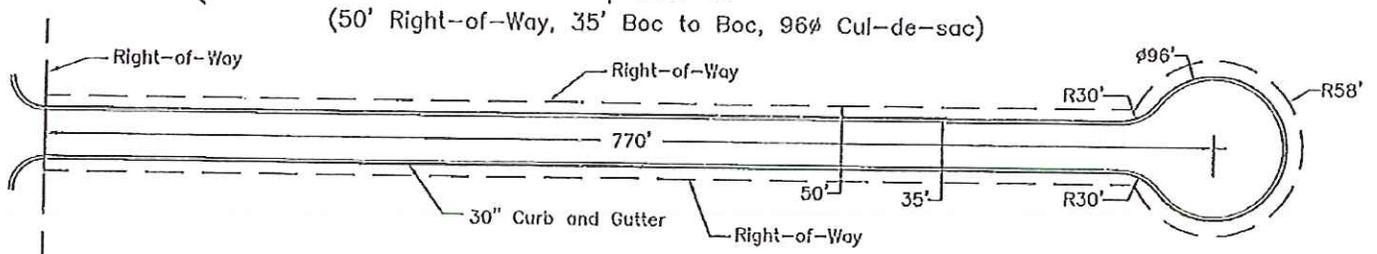
Option 1



Option 2



Option 3



Chuck Watson-Option #1-How many houses could fit on that?

Sal Maniaci-Depends on the zoning. R1-A is approximately 19 homes, R1D-approximately 25 homes.

Samantha Cerutti Wacker-So if you have the larger density development, you are looking at about \$1,000/acre.

Sal Maniaci-Off the purchase price of the home.

Samantha Cerutti Wacker-Based on this is the City going to be changing the code?

Sal Maniaci-Right now we are giving you the numbers for your information.

John Borgmann-We've been to the developers to give us some numbers to evaluate and I don't think we have gotten that information. We are needing those to look at as a group. How much does a fire truck actually take? From EMS standpoint, wide street widths are very important. Discussion of size of EMS vehicles to prove how we need the wider streets. So my point is that due to the size of the trucks it will require about 20 feet of street. At our committee meeting I showed information regarding parking and different street widths. So with the width of the needed space for EMS why would we change the width of the streets? So on cul-de-sacs maybe we could go down to 30 and leave the rest as is.

Tom Holdmeier-They say the costs of development are so high right now. So if we go with 96 ft. cul-de-sacs maybe we could give them something in return. If you look at narrower streets you can also look at the density and off street parking. Hanover Place is a good example of how close they are and they may have been a mistake. Off street parking is almost impossible there. And as far as no parking, the police have said that they will enforce the code as much as possible.

Samantha Cerutti Wacker-It would probably be on a complaint only basis.

John Borgmann-From the maintenance side of things, parking signs have been removed, the question is who maintains them?

Kevin Cundiff-Were the contractors asking for the 30 ft.?

Sal Maniaci-They were using examples 26 ft. to 28 ft. Thirty is what we came to because it is cleaner when you take off the parking on one side.

Tom Holdmeier-We still have a way for them to get smaller streets which would be a planned development. You can always look at the density. We did talk about gridding the streets and that would be better but we are not out there where we can plan to grid the street.

Samantha Cerutti Wacker-Is there some way to offer some incentive to the developers? Are there grant programs out there that would promote development?

Sal Maniaci-I am not aware of anything like that for residential. Maybe for workforce housing. I can check into it. There may be some cost sharing program. I guess the City could perhaps come up with a zoning incentive program. A developer could come back and say that if they want to lay out our streets to be connected better which would give them incentives. But with a gridded street system you are going to have higher traffic counts and that is a lot easier to get around but will have the traffic counts so you would need the wider streets.

John Nilges-I believe that the incentives are pretty high to have the cul-de-sacs.

Sal Maniaci-There possible could be a cost share program.

John Nilges-Our policy is not to go into a cost share program.

Samantha Cerutti Wacker-Perhaps there could be something done with the amount of the bond needs to be?

John Nilges-The bond is set from the lending agent that you have. It is directly correlated from the total cost.

Maybe you could lay the cul-de-sacs that you would have more lots. Then the value of those lots would go up. The is not really a City incentive it is more of the financial side.

Tony Gokenbach-If you start thinking of the grid system then you are talking a broader layout. The challenges would prevent almost all the development of the cul-de-sac area to be incorporated into a City street. When we consider the daily use the 96 ft. I feel like we should not give away the five foot on each side. Not just because of safety but also the costs and enforcement which is important because we will have no negotiating room. If there is any problem with the property that they have to build a street we won't have any negotiating.

Greg Skornia-Are you proposing that every cul-de-sac be the 30 foot width?

Sal Maniaci-We are just giving out numbers right now. If we were to adopt that rule, then a cul-de-sac will be a cul-de-sac and Whether it is 100 ft. long or 770 ft. long.

Greg Skornia-I think the 30 ft. width I would have to agree with. So you have a square tract of ground, and run a cul-de-sac right through the middle then fork off there with cul-de-sacs to the left and right. So the cul-de-sac down the center will be your collector street.

Sal Maniaci-I don't think that is something that we could get approved.

John Borgmann-The cul-de-sac length is 770 ft. max. Correct?

John Nilges-Discussion of sidewalks was where they actually going to be. Sidewalks were going to be on collector streets.

Kevin Cundiff-At one time we discussed work force housing. Where are we with that? It sounds like what we discussed that to change and now we are putting it back in as it was originally.

Tom Holdmeier-The builders suggest that we not increase the costs. If you have 96 ft. cul-de-sac they wanted a 26 ft. or 27 ft. street width. Give them the smaller street can save the cost by not increasing it.

John Borgmann-If we would allow a narrower street would that encourage the development of more cul-de-sacs streets versus interconnectibility. I do agree that we need to get less expensive housing.

Tom Holdmeier-I hope going forward they are hearing that we are willing to work with them if it works for the City.

Chuck Watson-On 770 ft. how many hydrants can you have.

Sal Maniaci-Maximum of two and have to be located at the intersections.

Kevin Cundiff-So how we move this forward is sidewalk and the cul-de-sac packaged together?

Sal Maniaci-No because we are only proposing sidewalks on major and collector streets.

Motion made to adjourn at 7:47 p.m., seconded and passed without dissent.

The next meeting of the Planning & Zoning Commission will be June 13, 2016 at 7:00 p.m.

To: Planning and Zoning Commission
From: Planning and Engineering Department Staff
Date: June 13, 2016
Re: File # 16-0501 – Joel and Laura Rickman
Synopsis: The applicant is requesting approval of a Special Use Permit for a Single Family Residence located at 309 Market St.

Adjacent Land Use /Zoning Matrix		
	Existing Land Use	Existing Zoning
North	Multi-Family	R-3
South	Office/Retail	C-1
East	Multi Family	R-3
West	Office	C-3

Analysis:

According to Section 420.030 (A) – Single Family Dwellings are permitted in the R-3 zone district with a Special Use Permit. The subject property is zoned R-3 Multi-Family Residential and has historically been utilized as a two family dwelling. The applicant is requesting a special use permit in order to combine the two units and occupy the home as a single family residence. Granting approval of the special use permit should in no way detriment the surrounding properties, and the applicant has been in contact with the City building official in order to correctly change the occupancy from two family to single family.

Recommendation:

Staff recommends approval of the Special Use Permit to occupy 309 Market Street as a single family residence.

CITY OF WASHINGTON, MISSOURI
Department of Planning and Engineering Services
405 Jefferson Street · Washington, MO 63090
636.390.1010 Phone · 636.239.4649 Fax

SPECIAL USE PERMIT APPLICATION

All applications for Special Use Permits must be submitted to the Engineering Department at least 15 working days prior to the second Monday of each month in order to be placed on the agenda for the Planning & Zoning Commission Meeting.

Please Print:

Location/Street Address: 309 Market St

Owner: Joel + Laura Rickman Phone: 636-283-5014

Owner's Address: 946 Prairie View Ct

Current Zoning of the Foregoing Property: R3

It is proposed that the property be put to the following use: Continue as a rental property but as 1 unit not 2

Lot Size: Frontage 47 (feet) Depth 164 (feet) Number of Stories 2

Number of Units: Going from 2 to 1 Number of Off-Street Parking Spaces: 2

Include with this Special Use Permit Application:

1. Application Fee of \$150.00 (make check payable to the 'City of Washington')
2. Completed Special Use Permit Application
3. Plot Plan
4. Legal Description of Property
5. Building Elevation Plan (for new construction only)

Joel T. Rickman
Signature of Applicant

Apr. 29, 2016
Date

Joel T. Rickman
Applicant Name Printed

SPECIAL USE PERMIT EVALUATION CRITERIA

The following criteria are used in evaluating a Special Use Permit Application. It is recommended these criteria be addressed as to their applicability to the proposed Special Use Permit request:

1. The compatibility of the proposal, in terms of both use and appearance, with the surrounding neighborhood.

Only exterior change was removal of back steps.
Moving from 2 family to single family residence

2. The comparative size, floor area, and mass of the proposed structure in relationship to adjacent structures and buildings in the surrounding properties and neighborhood.

No changes

3. The frequency and duration of various indoor and outdoor activities and special events, and the impact of these activities on the surrounding area.

Should be less with 1 less unit

4. The capacity of adjacent streets to handle increased traffic in terms of traffic volume, including hourly and daily levels.

Should be no impact, or reduction of traffic

5. The added noise level created by activities associated with the proposed use.

No change or less.

6. The requirements for public services where the demands of the proposed use are in excess of the individual demands of the adjacent land uses, in terms of police and fire protection, and the presence of any potential or real fire hazards created by the proposed use.

No change to external structure, except external stairs removed.

7. Whether the general appearance of the neighborhood will be adversely affected by the location of the proposed use on the parcel.

Improved - have done new landscaping &
removed overgrown brush

8. The impact of night lighting in terms of intensity, duration and frequency of use, as it impacts adjacent properties, and in terms of presence in the neighborhood.

No Change

9. The impact of the landscaping of the proposed use, in terms of maintained landscaped areas, versus areas to remain in a natural state, as well as the openness of landscape versus the use of buffers and screens.

No Change in size - updated w/ new
shrubs and guards

10. The impact of a significant amount of hard-surfaced areas for buildings, sidewalks, drives, parking areas and service areas, in terms of noise transfer, water run-off, and heat generation.

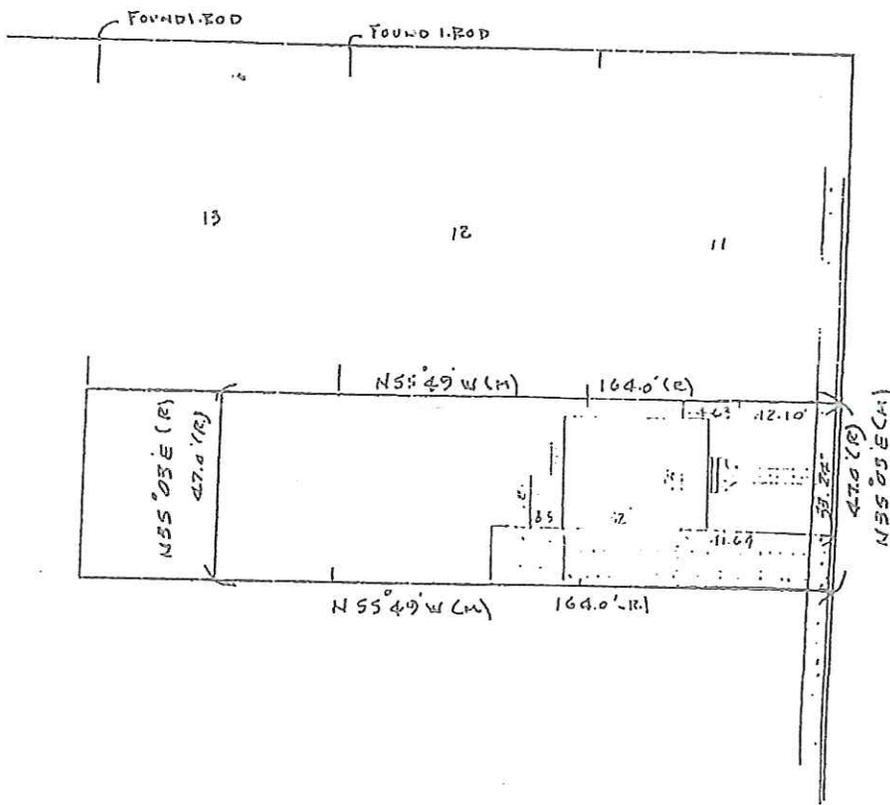
No Change

ORIGINAL TOWN OF WASHINGTON
CITY OF WASHINGTON MO

SCALE: 1" = 30'



THIRD ST.



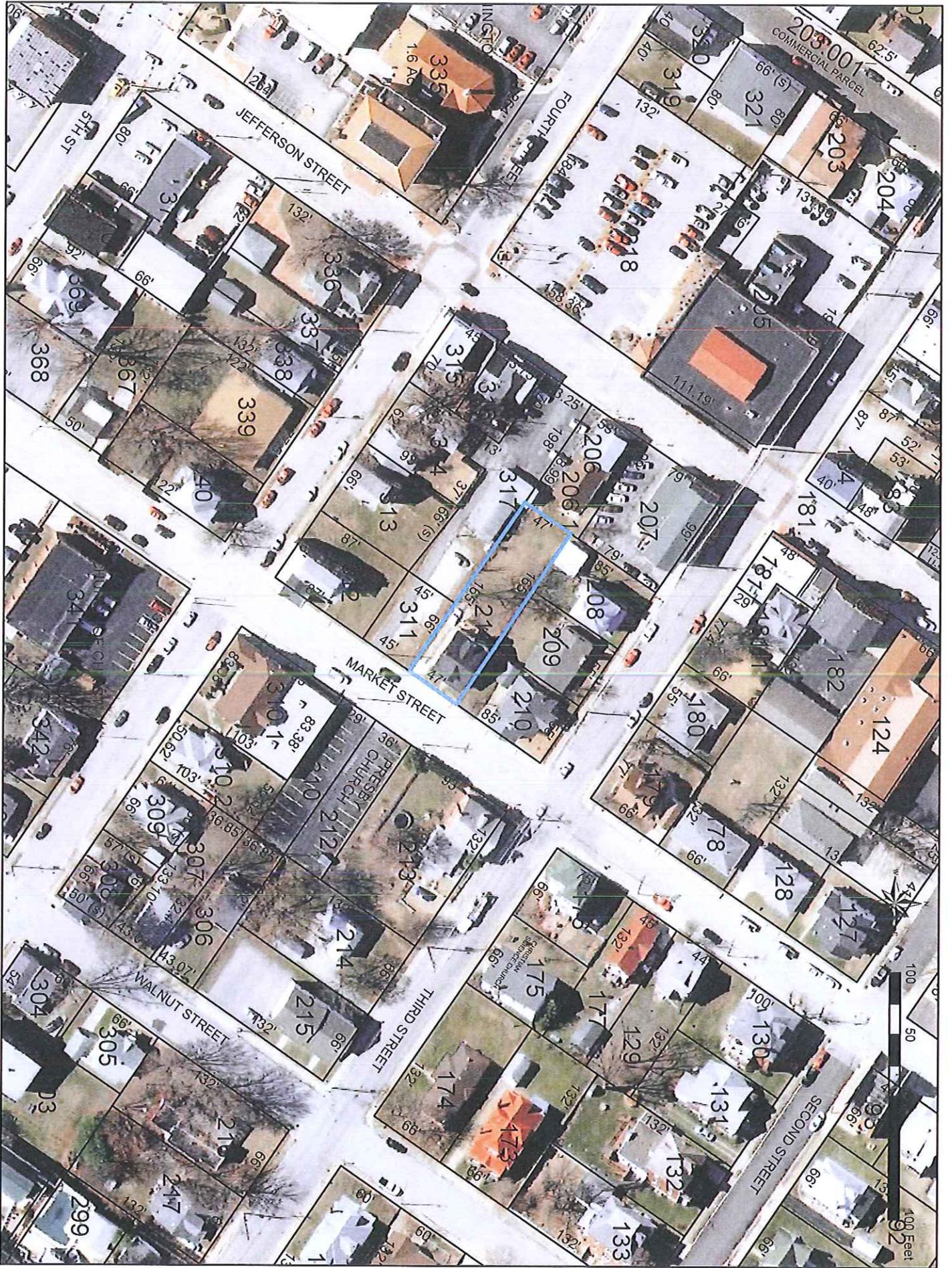
MARKET ST.

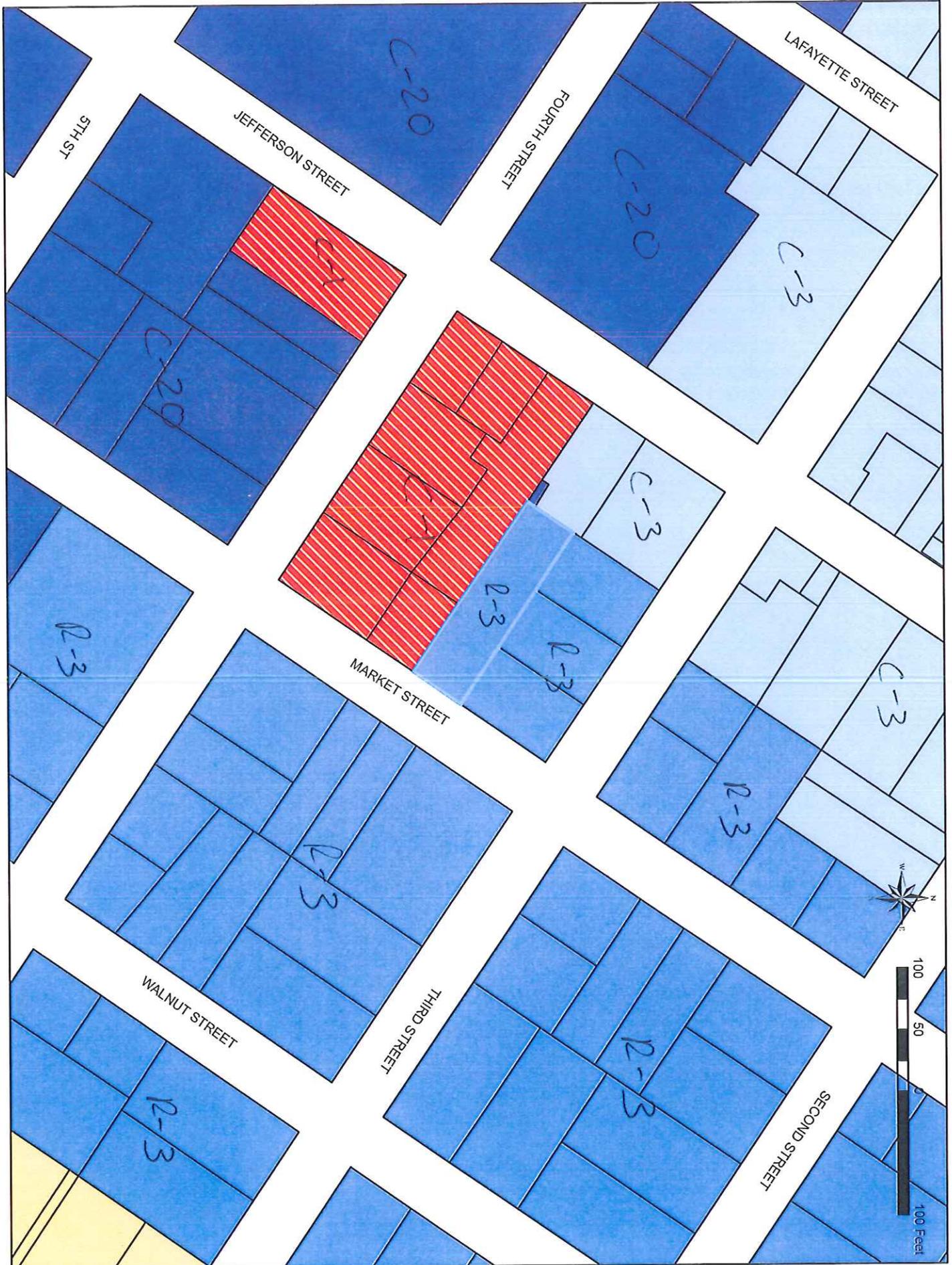
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to certify that the above surveyor's real property report was conducted
immediate supervision and is a representation of the conditions found at
the inspection and does not constitute a boundary survey and is subject
accuracy that a subsequent boundary survey may disclose. No property
line set and the information shown should not be used to establish any
type or other improvements. Linear or angular values shown are based on
field information and have not been verified. This report does not extend to
the present or future owners or occupants.

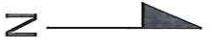
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L.S. 1852
Land Surveyor
Washington, Mo.
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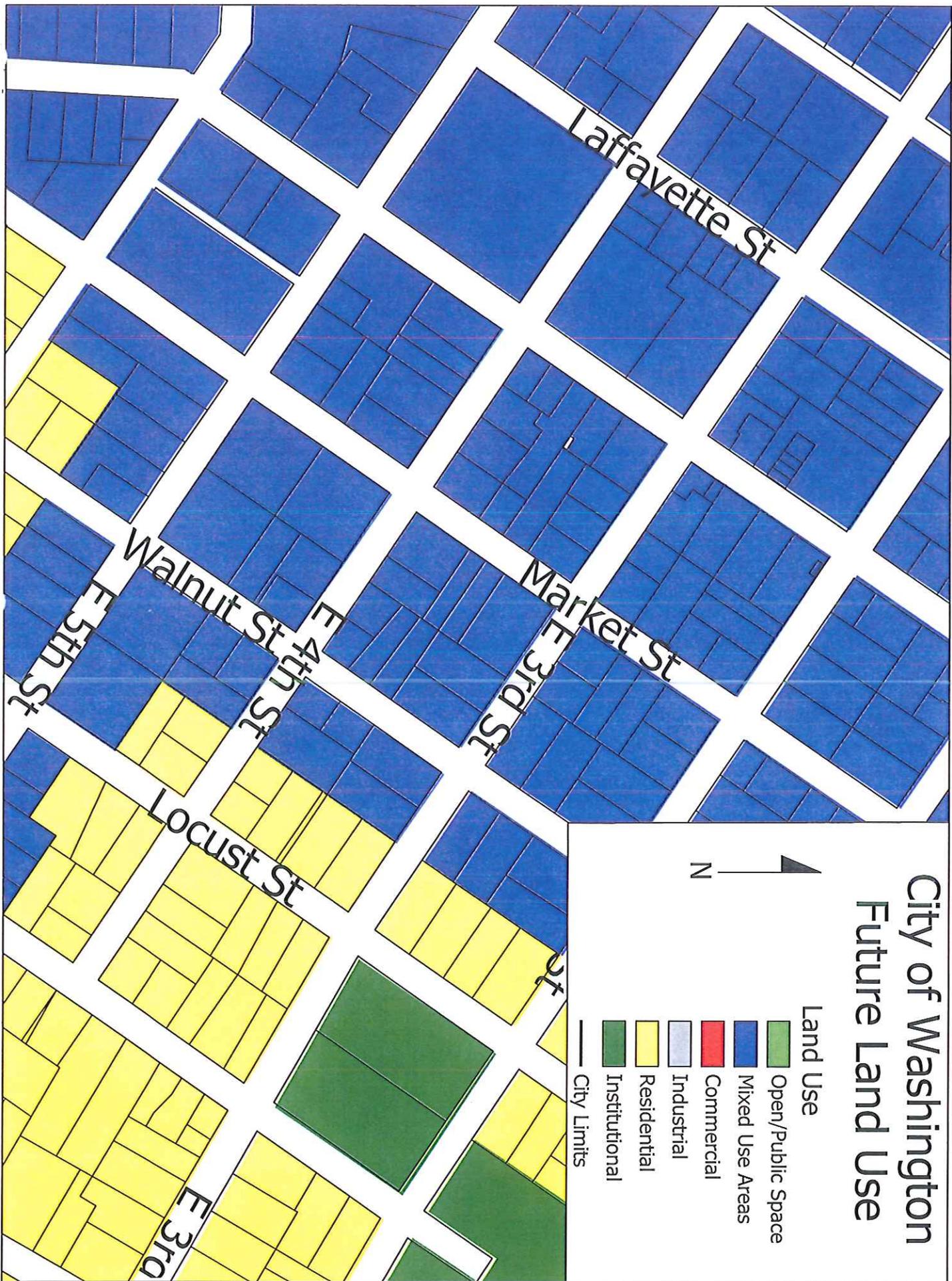




City of Washington Future Land Use



- Land Use
- Open/Public Space
 - Mixed Use Areas
 - Commercial
 - Industrial
 - Residential
 - Institutional
 - City Limits



To: Planning and Zoning Commission

From: Planning and Engineering Department Staff

Date: June 13, 2016

Re: File # 16-0502– New Zoning Designation

Synopsis: The City of Washington is requesting approval to designate a parcel located at the intersection of Highway 100 and Highway 47 C-2 General Commercial.

Adjacent Land Use /Zoning Matrix		
	Existing Land Use	Existing Zoning
North	Insurance Office	C-4
South	General Retail	C-2
East	Medical Office	C-2
West	General Retail	C-2

Analysis:

There currently is a .95 acre lot located at the northeast corner of the Highway 100 and Highway 47 intersection. MODOT currently owns the property and they have done so since prior to when the land was annexed in 1972. Since it was owned by MODOT and located along two highways, the property was designated as part of state right-of-way and was never given a zoning designation.

MODOT has stated that they plan to sell the property, triggering the need for some sort of zoning designation. Given the property's location along two state highways and its proximity to a variety of commercial uses, staff believes the most appropriate zoning to be C-2 General Commercial. If the property were to be developed commercially it would not be out of character of the surrounding area. Any development on the property would be required to meet all development regulations minimizing any detriment to the neighboring properties.

Recommendation:

Staff recommends designating the .95 acres as C-2 General Commercial zoning.

CITY OF WASHINGTON, MISSOURI
Department of Planning and Engineering Services
405 JEFFERSON STREET • WASHINGTON, MO 63090
636.390.1010 phone • 636.239-4649 fax

Applicant Information for Rezoning Land

Please print:

Applicant Name City of Washington/MODOT Daytime phone _____

Address of Applicant _____

Name of Owner _____ Daytime phone _____

Address of Owner (if different from Applicant) _____

Site Information

Current Zoning N/A Lot Size 41,425 Sq. Ft. 951 Acre(s)

Existing Land Use: Currently part of MODOT right-of-way

Proposed Zoning and Intended Use of Property: The city is facilitating the zoning designation to C-2 General Commercial. MODOT owned the property prior to it being annexed and it is not included as part of our zoning map.

Surrounding Land Use

North C-1: Insurance Office South C-2: General Retail

East C-2: Medical Office West C-2: General Retail

To the best of my knowledge and belief, the data in this application and all attachments thereto are true and correct.

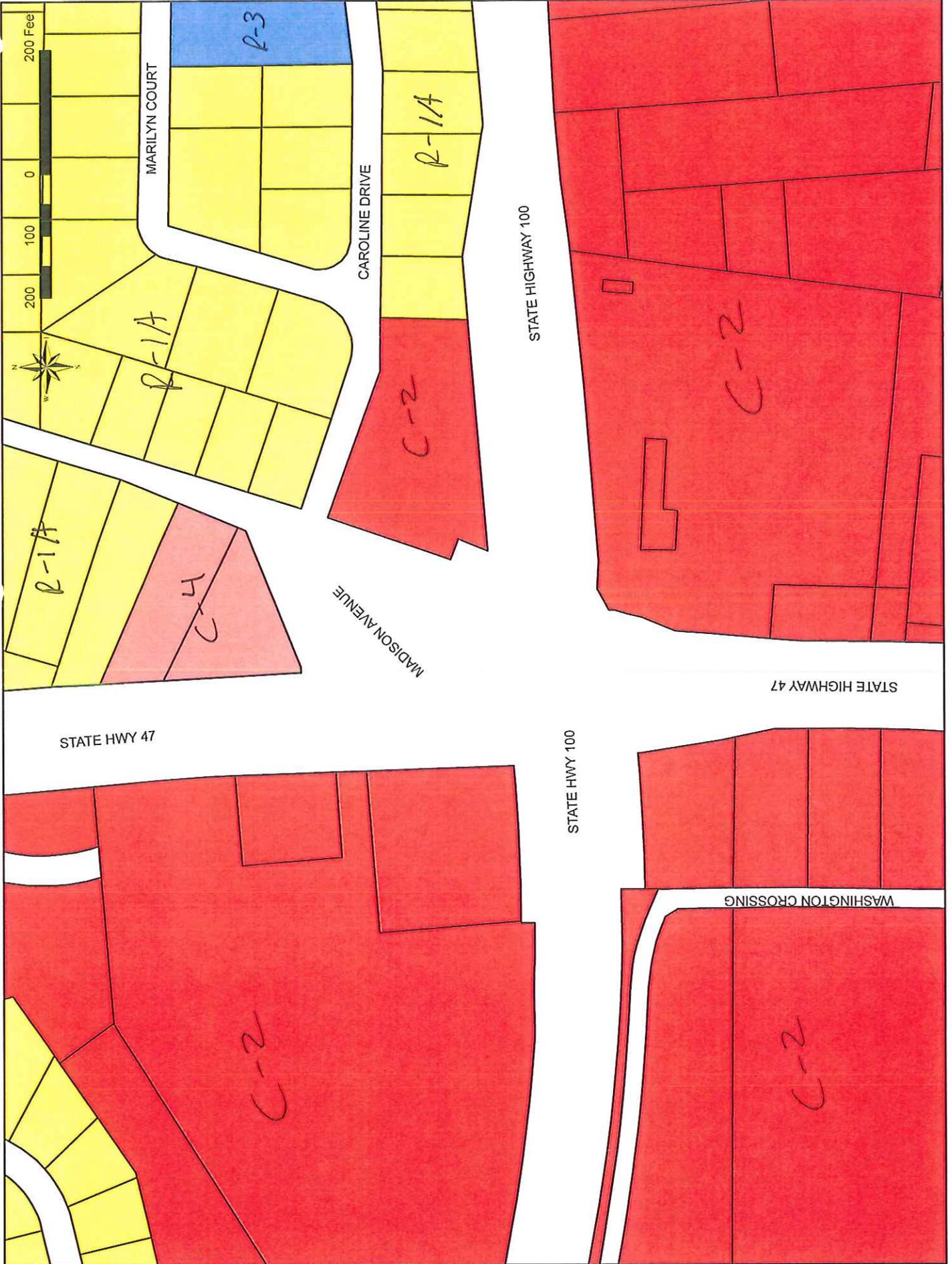
Sed Minner
Signature of Applicant

5/10/2016
Date

Judy Wagner
Signature of Landowner (if different)

5-13-2016
Date





200 Feet

0

100

200



MARILYN COURT

CAROLINE DRIVE

STATE HIGHWAY 100

STATE HIGHWAY 47

STATE HWY 47

STATE HWY 100

WASHINGTON CROSSING

R-3

R-1A

R-1A

C-2

C-2

R-1A

C-4

MADISON AVENUE

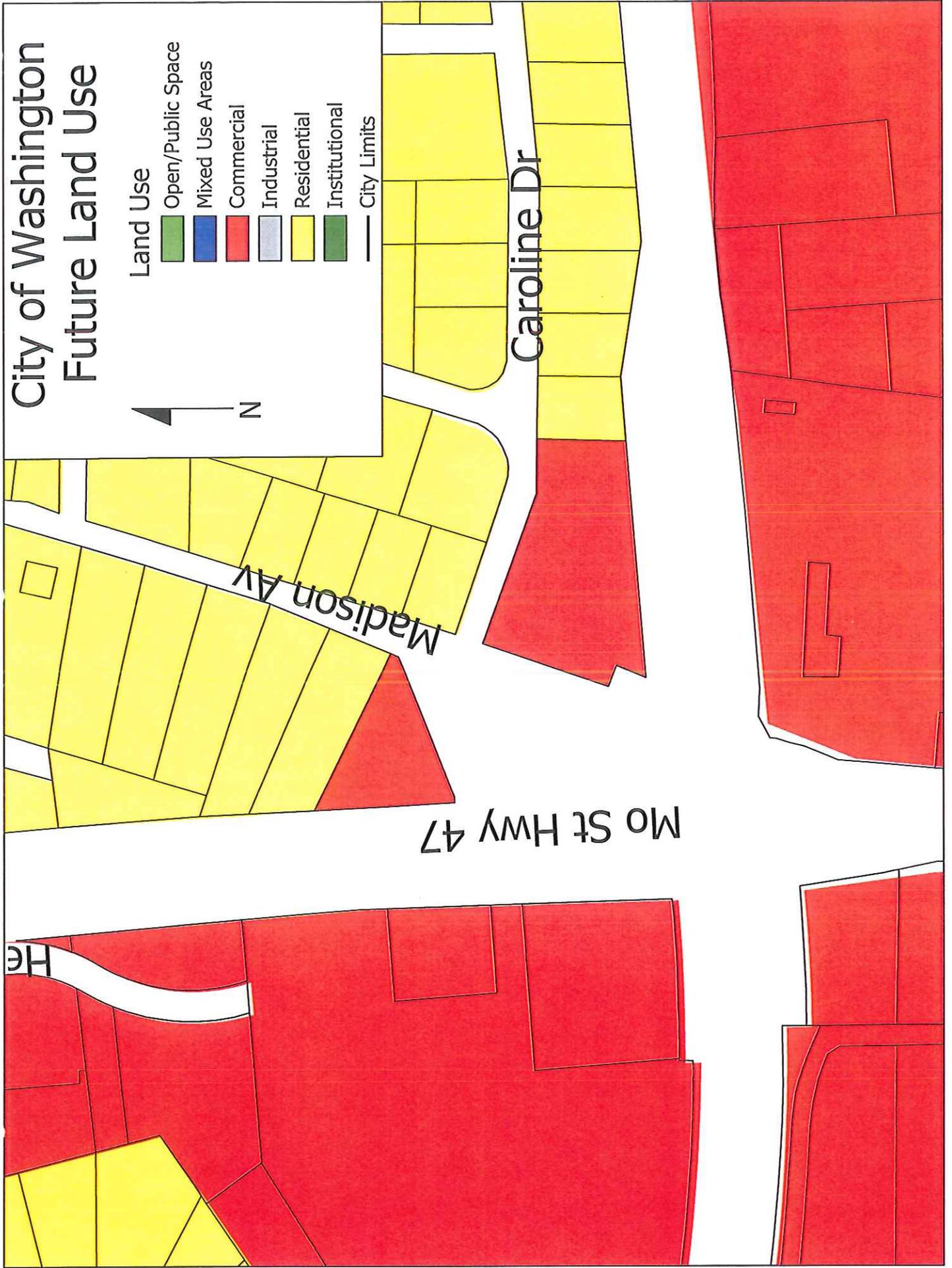
C-2

C-2

City of Washington Future Land Use

Land Use

- Open/Public Space
- Mixed Use Areas
- Commercial
- Industrial
- Residential
- Institutional
- City Limits



To: Planning and Zoning Commission
From: Planning and Engineering Department Staff
Date: April 11, 2016
Re: File # 16-0503 – Heidmann Industrial Park, Subdivision of Lot 20
Synopsis: The applicant is requesting approval of the preliminary plat to subdivide Lot 20 of the Heidmann Industrial Park

Adjacent Land Use /Zoning Matrix		
	Existing Land Use	Existing Zoning
North	Industrial Property	M-2
South	CG Powers	M-2
East	Industrial Property	M-2
West	Sisters of Mercy	M-2

Analysis:

LMI Aerospace is planning a 35,000 square foot expansion onto their existing facility in the Heidmann Industrial Park. In order to receive their Chapter 100 Tax abatement on this specific expansion, they are required to subdivide lot 20 to create a new taxable parcel. The proposed subdivision shows Lot 20A at 4.91 acres and Lot 20B at 6.94 acres with the building proposed to sit over the property line. The Board of Appeals approved a request to allow the building be built across the property line without the normal fire separation on May 23, 2016. The plat meets all zoning requirements and prior to recording a final copy must be submitted showing the appropriate easements and cross parking agreements.

Recommendation:

Staff recommends approval of the preliminary plat for Lot 20 of the Heidmann Industrial Park.



110 Feet

ENDURO DR

VOSSBINK DRIVE

AVANTHA DR

SITE 001

CITY OF WASHINGTON, MISSOURI

Department of Planning and Engineering Services
405 JEFFERSON STREET • WASHINGTON, MO 63090
636.390.1010 phone • 636.239.4649 fax

PRELIMINARY PLAT APPLICATION

Date: 5/25/14

Applicant Information:

Name City of Washington Phone 636-390-1016

Address 405 Jefferson St. Washington, MO

Do you own the subject property? Yes No

If not, please provide ownership information here:

Name _____ Phone _____

Address 6325 Avantha Dr

Name of Proposed Subdivision _____

Number of Lots Proposed 2 Zoning District(s) M-2

Two copies of a detailed plat of the subject property must accompany this request.

Fee: Seventy-five dollars (\$75.00) for the first two lots, plus seven dollars (\$7.00) for each lot in excess of two. This fee must be paid to the City of Washington at the time this application is filed.

APPLICANT'S SIGNATURE:

Sal Maniaci, City Planner

APPLICANT/COMPANY NAME (Printed):

Sal Maniaci City Planner

LANDOWNER SIGNATURE(s):

LANDOWNER NAME (Printed):

To: Planning and Zoning Commission

From: Planning and Engineering Department Staff

Date: June 13, 2016

Re: File # 16-0504 – Kevin McMullin

Synopsis: The applicant is requesting approval of a Special Use Permit for a Tow Lot/Trucking/Auto Repair Facility located at 2475 E. 5th St.

Adjacent Land Use /Zoning Matrix		
	Existing Land Use	Existing Zoning
North	Assisted Living Facility, Construction Company	C-1 and C-2
South	Vacant Property	R-1A
East	Vacant Property	C-2
West	Single Family Residence	C-2

Analysis:

According to Section 435.020 (K)(1) and Section 435.040 (P), any proposed auto repair facility, garages, or any use substantially similar on a property zoned C-2 within 50 feet of a property zoned residentially must obtain a Special Use Permit prior to occupancy. The application is proposing to operate a Tow Lot/Trucking Company/ Auto Repair Shop out of a property zoned C-2 located at the intersection of Old Highway 100 and E. Fifth Street. The site plan that was submitted to staff shows 2 points of access off of Old 100, one off of E. Fifth Street, and an existing fence surrounding the property. The site plan also shows the current structures to be utilized. It does not propose any new construction however it does designate the specific areas for customer parking, employee parking, fleet truck parking, and towed vehicle parking. The towed vehicle area is proposed to be enclosed on its own to meet all state requirements.

The proposed use would not be out of character of the area. The property has been used industrially in the past and has sat vacant for a number of years. There are also a number of industrial and intensive agricultural uses west down Old Highway 100. The property has appropriate access to two major City streets and is within proximity to new Highway 100. The operation should not

significantly detriment the neighboring properties. The closest residentially zoned property is vacant to the rear and sits across Busch Creek.

Recommendation:

Staff recommends approval of the Special Use Permit to operate 2475 E. Fifth Street as a Tow Lot/Trucking Company/Auto Repair Garage.

CITY OF WASHINGTON, MISSOURI
Department of Planning and Engineering Services
405 Jefferson Street · Washington, MO 63090
636.390.1010 Phone · 636.239.4649 Fax

SPECIAL USE PERMIT APPLICATION

All applications for Special Use Permits must be submitted to the Engineering Department at least 15 working days prior to the second Monday of each month in order to be placed on the agenda for the Planning & Zoning Commission Meeting.

Please Print:

Location/Street Address: 2475 East Fifth Street Washington, MO 63090

Owner: BW REAL ESTATE Phone: 636-239-7831

Owner's Address: 200 W MAIN ST P.O. Box 377 WASHINGTON, MO

Current Zoning of the Foregoing Property: C2

It is proposed that the property be put to the following use: Ten lot, Auto Repair

Lot Size: Frontage _____ (feet) Depth _____ (feet) Number of Stories _____

Number of Units: _____ Number of Off-Street Parking Spaces: _____

Include with this Special Use Permit Application:

1. Application Fee of \$150.00 (make check payable to the 'City of Washington')
2. Completed Special Use Permit Application
3. Plot Plan
4. Legal Description of Property
5. Building Elevation Plan (for new construction only)

[Signature]
Signature of Applicant

5/27/16
Date

Kevin McMullin
Applicant Name Printed

636-744-4990
- Kevin@titantransport5.com

[Signature] BW REAL ESTATE
Jay Nowak

SPECIAL USE PERMIT EVALUATION CRITERIA

The following criteria are used in evaluating a Special Use Permit Application. It is recommended these criteria be addressed as to their applicability to the proposed Special Use Permit request:

1. The compatibility of the proposal, in terms of both use and appearance, with the surrounding neighborhood.

The property will be improved upon and maintained, and use of property will be comparable to that of neighboring commercial activity.

2. The comparative size, floor area, and mass of the proposed structure in relationship to adjacent structures and buildings in the surrounding properties and neighborhood.

No additional structures are planned.

3. The frequency and duration of various indoor and outdoor activities and special events, and the impact of these activities on the surrounding area.

Much of the property's planned usage is for temporary parking for fleet. Outdoor activity will be limited.

4. The capacity of adjacent streets to handle increased traffic in terms of traffic volume, including hourly and daily levels.

There will be little to no traffic increase.

5. The added noise level created by activities associated with the proposed use.

Activities will not exceed that of current daily traffic noise levels.

6. The requirements for public services where the demands of the proposed use are in excess of the individual demands of the adjacent land uses, in terms of police and fire protection, and the presence of any potential or real fire hazards created by the proposed use.

The proposed use of this property will not create any additional public service demands.

7. Whether the general appearance of the neighborhood will be adversely affected by the location of the proposed use on the parcel.

The aesthetics of the currently vacant property will only be improved upon with maintenance upkeep of building & grounds.

8. The impact of night lighting in terms of intensity, duration and frequency of use, as it impacts adjacent properties, and in terms of presence in the neighborhood.

While there will be some limited after hours use, the lighting will not be more intense or frequent than that of current neighborhood use.

9. The impact of the landscaping of the proposed use, in terms of maintained landscaped areas, versus areas to remain in a natural state, as well as the openness of landscape versus the use of buffers and screens.

All current natural areas will be kept trimmed. All other portions will remain gravel, and will be maintained.

10. The impact of a significant amount of hard-surfaced areas for buildings, sidewalks, drives, parking areas and service areas, in terms of noise transfer, water run-off, and heat generation.

No additional hardscapes are planned.

1.) Requested Variances

- Gravel Parking
- Vehicles to be stored longer than 15 days

Kevin McMullen
 6/1/16

Exhibit A

Legal Description

TRACT 1:

ALL THAT PART OF THE SOUTH FIFTY-EIGHT (58) FEET OF LOT NINE (9), LOT TEN (10), ELEVEN (11) THAT LIES WEST OF U. S. HIGHWAY NO. 66 IN BLOCK TEN (10) OF CEDAR CREST ADDITION TO THE CITY OF ST. CLAIR, AS PER PLAT OF RECORD IN PLAT BOOK C, PAGE 40 IN THE OFFICE OF THE RECORDER OF DEEDS AND THE NORTH HALF (1/2) OF VACATED ALLEY AS PER ORDINANCE NO. 1290 AS RECORDED IN DOCUMENT NO. 2004-02870 IN THE OFFICE OF THE RECORDER OF DEEDS.

TRACT 2:

ALL THAT PART OF LOT EIGHT (8) THAT LIES WEST OF U. S. HIGHWAY NO. 66 IN BLOCK TEN (10) OF CEDAR CREST ADDITION TO THE CITY OF ST. CLAIR, AS PER PLAT OF RECORD IN PLAT BOOK C, PAGE 40 IN THE OFFICE OF THE RECORDER OF DEEDS AND THE NORTH HALF (1/2) OF VACATED ALLEY AS PER ORDINANCE NO. 1290 AS RECORDED IN DOCUMENT NO. 2004-02870 IN THE OFFICE OF THE RECORDER OF DEEDS.

TRACT 3:

THE NORTH 92 FEET OF LOT NINE (9), BLOCK TEN (10) OF CEDAR CREST ADDITION TO THE CITY OF ST. CLAIR, AS PER PLAT OF RECORD IN PLAT BOOK C, PAGE 40 IN THE OFFICE OF THE RECORDER OF DEEDS.

TRACT 4:

LOTS THIRTEEN (13), FOURTEEN (14), FIFTEEN (15) AND SIXTEEN (16) OF JAMES O'HARA'S SECOND ADDITION TO THE TOWN OF SOUTH POINT AS PER PLAT OF RECORD IN PLAT BOOK B, PAGE 8 IN THE OFFICE OF THE RECORDER OF DEEDS, EXCEPTING THEREFROM THAT PORTION OF LOT 16 CONVEYED TO THE CITY OF WASHINGTON, MISSOURI FILED IN BOOK 350, PAGE 761.

TRACT 5:

PART OF THE NORTHWEST QR. OF THE NORTHWEST QR. IN SECTION TWENTY-FIVE (25), TOWNSHIP FORTY-TWO (42) NORTH, RANGE ONE (1) WEST OF THE 5TH P.M., MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 25, THENCE SOUTH 2 DEGREES 42 MINUTES 22 SECONDS EAST 1,021.12 FEET TO A PROPERTY CORNER, THENCE WITH A PROPERTY LINE, NORTH 84 DEGREES 45 MINUTES 15 SECONDS EAST 266.63 FEET TO A PROPERTY CORNER, THENCE NORTH 15 DEGREES 45 MINUTES 00 SECONDS EAST 64.50 FEET TO A PROPERTY CORNER, THENCE NORTH 83 DEGREES 14 MINUTES 15 SECONDS EAST 271.00 FEET TO A PROPERTY CORNER FOR THE

POINT OF BEGINNING OF THE PARCEL HEREIN DESCRIBED, THENCE CONTINUE NORTH 83 DEGREES 14 MINUTES 15 SECONDS EAST 85.40 FEET TO AN OLD IRON PIPE, THENCE WITH A PROPERTY LINE, NORTH 74 DEGREES 27 MINUTES 44 SECONDS EAST 278.10 FEET TO AN IRON ROD, THENCE NORTH 24 DEGREES 06 MINUTES 46 SECONDS WEST 368.77 FEET TO AN IRON ROD ON THE SOUTH RIGHT OF WAY LINE OF MILLER DRIVE, THENCE WITH THE SOUTH RIGHT OF WAY LINE OF SAID MILLER DRIVE, SOUTH 56 DEGREES 06 MINUTES 53 SECONDS WEST 68.80 FEET AND SOUTH 88 DEGREES 37 MINUTES 14 SECONDS WEST 106.20 FEET TO A PROPERTY CORNER, THENCE LEAVING SAID RIGHT OF WAY LINE AND WITH A PROPERTY LINE, SOUTH 5 DEGREES 49 MINUTES 46 SECONDS WEST 382.22 FEET TO THE POINT OF BEGINNING, AS PER PLAT OF SURVEY BY JIM L. ADAMS, REGISTERED LAND SURVEYOR, IN JULY 2000.

- East Fifth Street -

214 FT Road Frontage

100'

28' Gate

86'

70'

Customer Parking
46'

Current Building
39'

Employee Parking Area

20' Gate

169'

375' Total Road Frontage

40' Gate

12'
20'
Current Storage Shed

Fleet Truck Parking Area

30' Gate
Fenced Towed Vehicle Parking

76'

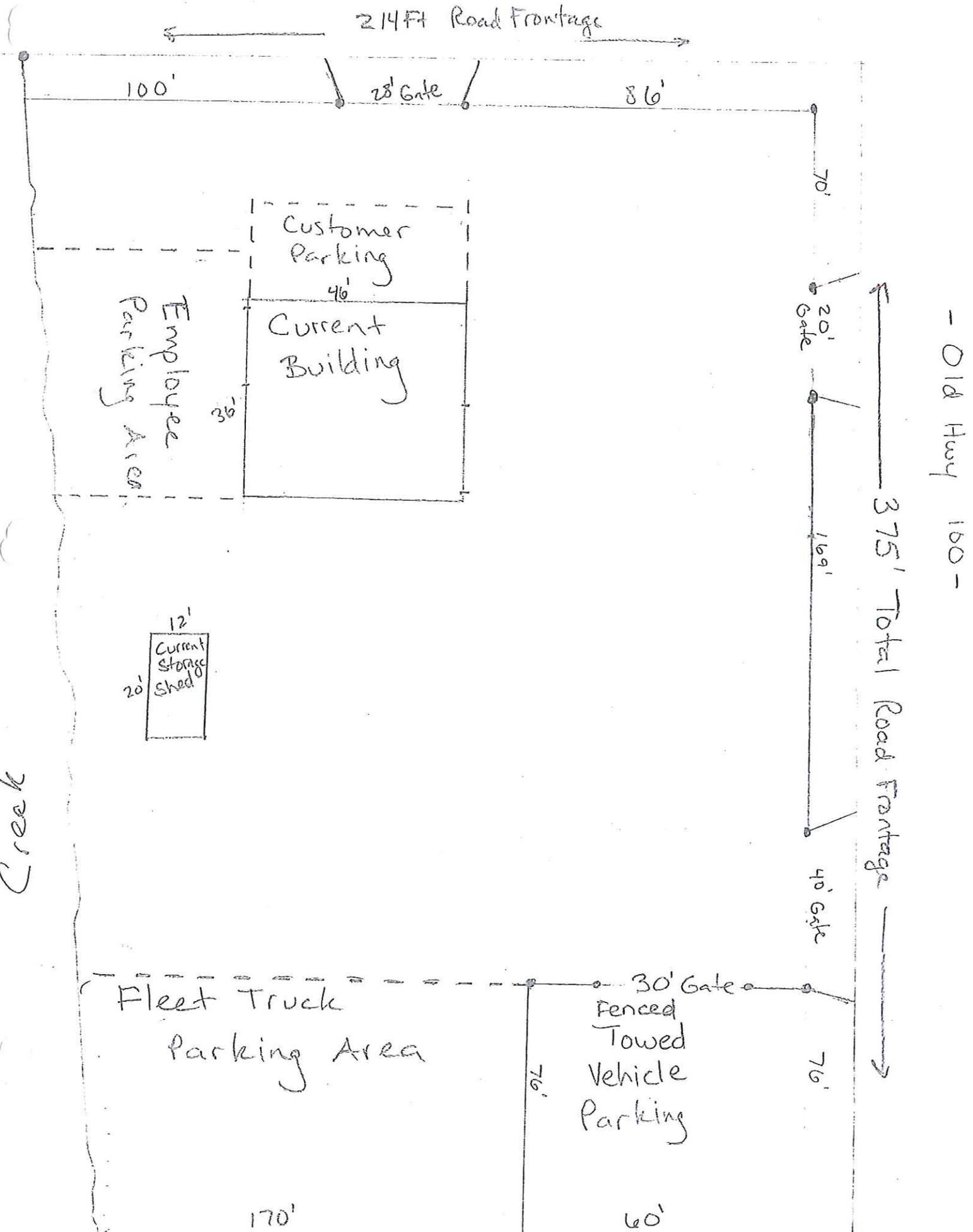
76'

170'

60'

- Old Hwy 150 -

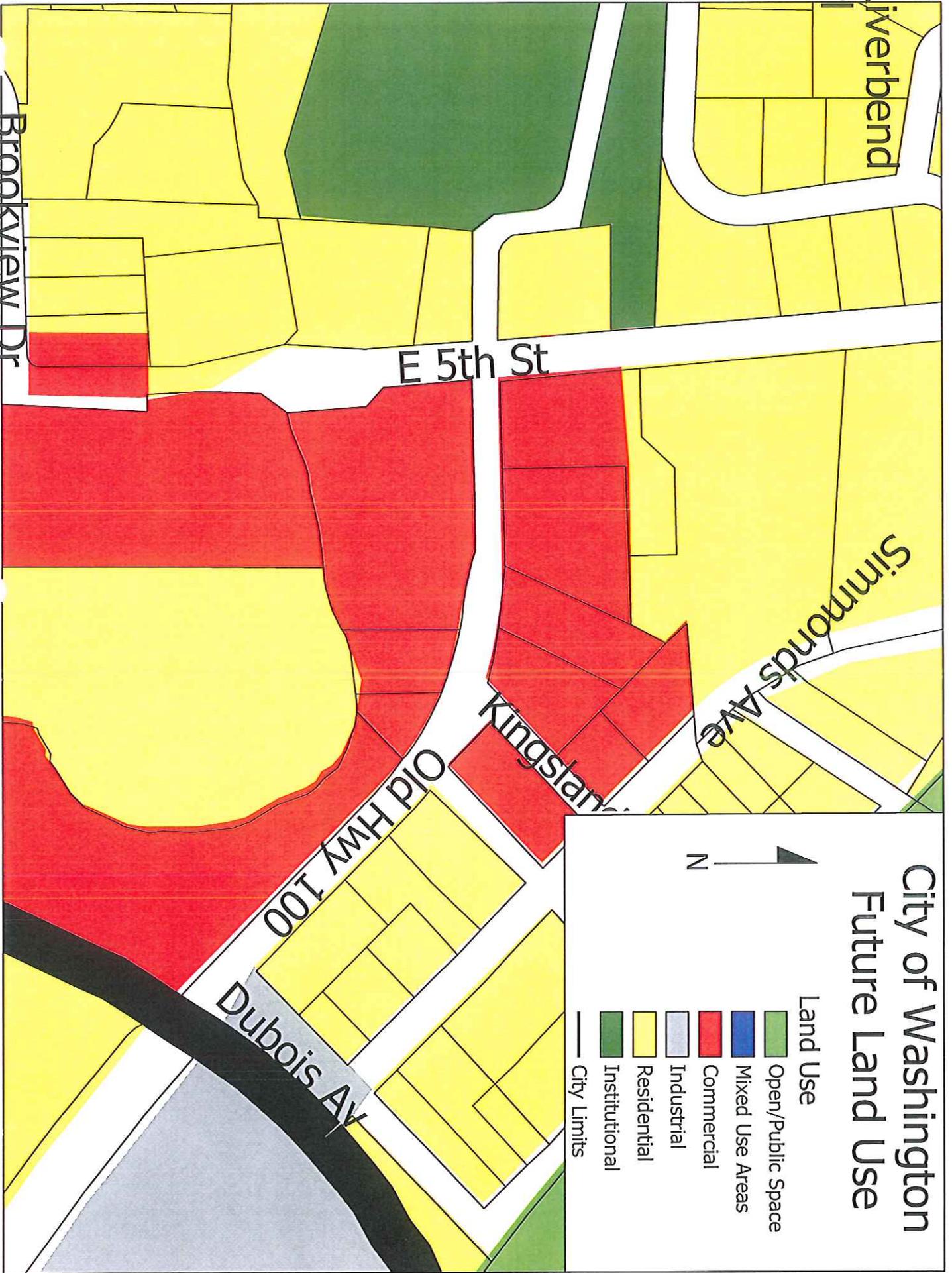
Creek



City of Washington Future Land Use



- Land Use
- Open/Public Space
 - Mixed Use Areas
 - Commercial
 - Industrial
 - Residential
 - Institutional
 - City Limits





STERIGER AVE.

FIFTH STREET

E FIFTH ST (FKA SOUTH POINT RD)

OLD HWY 100 (FKA E FIFTH ST)

E 5000 E

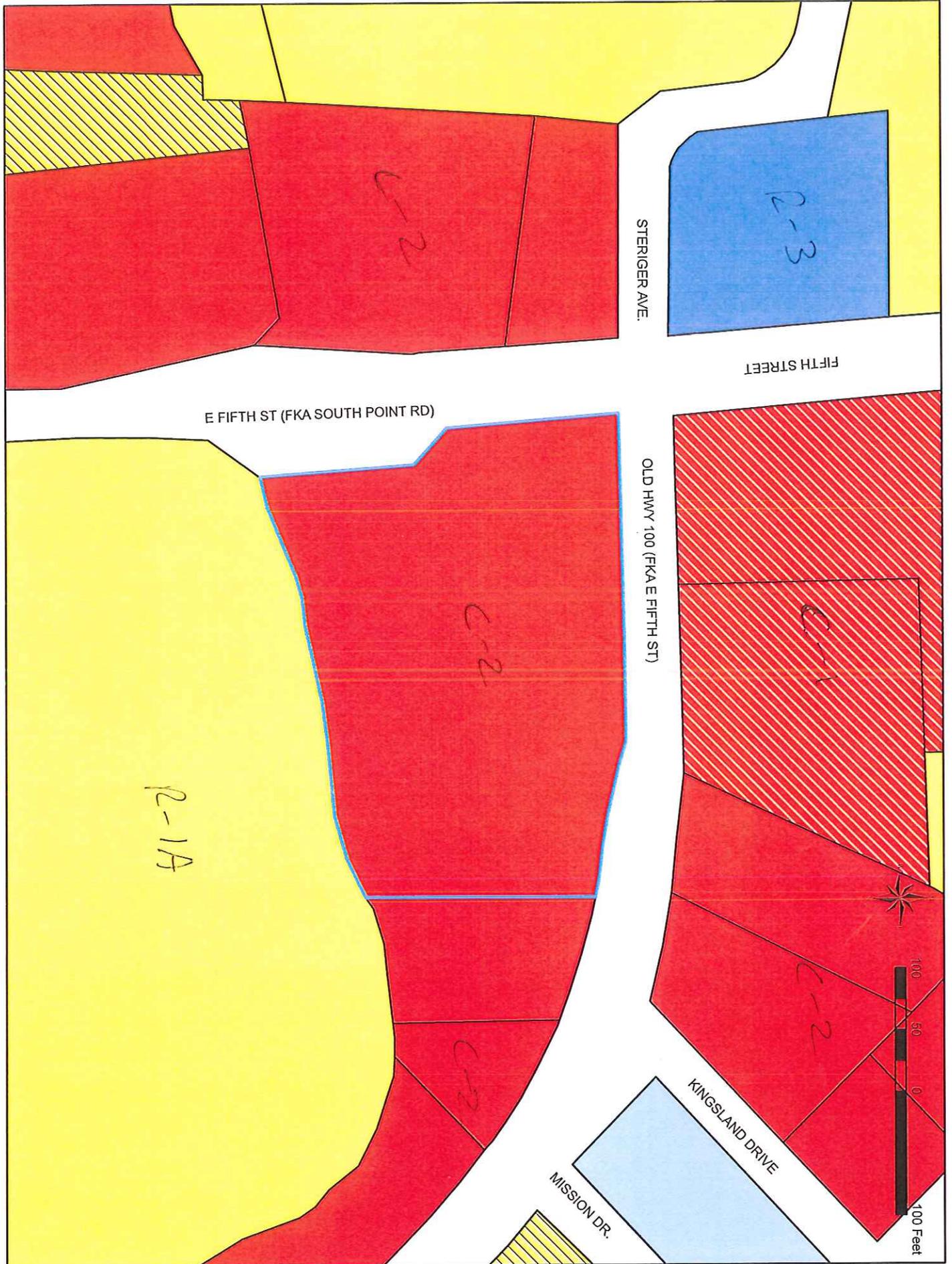
E 5000 E

E 5000 E

KINGSLAND DRIVE

MISSION DR.





STERIGER AVE.

FIFTH STREET

E FIFTH ST (FKA SOUTH POINT RD)

OLD HWY 100 (FKA E FIFTH ST)

KINGSLAND DRIVE

MISSION DR.

R-3

R-2

C-2

C-1

R-1A

C-2

C-2



WASHINGTON, MISSOURI REDEVELOPMENT CORPORATION

c/o Darren Lamb
405 Jefferson Street
Washington, Missouri 63090

May 27, 2016

VIA HAND DELIVERY

Ms. Mary Trentmann, City Clerk
Washington City Hall
405 Jefferson Street
Washington, Missouri 63090

Re: The Sale of Lot 16 of the Heidmann Industrial Park to Clover M. R.E.
Investments, LLC (Riechers Truck Body & Equipment Co. transaction);
Amendment No. 18 to the Redevelopment Plan

Dear Mary:

Enclosed please find the original of the redevelopment plan described above, for filing in your office. Copies of the plan have been forwarded, as required, to the persons named on the attached distribution list.

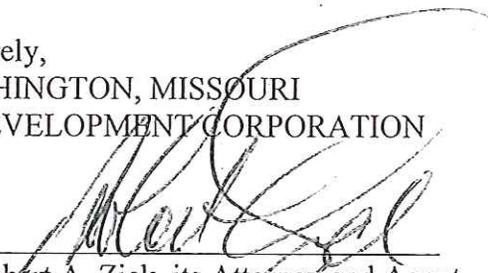
Also enclosed is a copy of the Notice of Public Hearing which appeared in the *Washington Missourian* with respect to the amendment to the redevelopment plan.

I would appreciate it if Rita Faltemier, who is receiving a copy of this letter, will insure that this is included within the planning and zoning packet for the June 13, 2016, meeting of the Planning & Zoning Commission.

Finally, enclosed is the original of the Ordinance for the approval of Amendment No. 18 of Heidmann Industrial Park for inclusion within the council packet for the June 20, 2016, meeting.

Thank you for your cooperation.

Sincerely,
WASHINGTON, MISSOURI
REDEVELOPMENT CORPORATION

By: 
Robert A. Zick, its Attorney and Agent

RAZ:kmm
Enclosures

cc: To all persons on attached Distribution List

WASHINGTON, MISSOURI REDEVELOPMENT CORPORATION

**AMENDMENT NO. 18 TO THE DEVELOPMENT PLAN FOR ACQUISITION OF
AN INDUSTRIAL PARK COMMONLY KNOWN AS THE ELMER C. HEIDMANN
INDUSTRIAL PARK, PROVIDING FOR THE SALE OF LOT 16 TO
CLOVER M. R.E. INVESTMENTS, LLC
(RIECHERS TRUCK BODY & EQUIPMENT CO. TRANSACTION)**

WHEREAS, the Washington, Missouri Redevelopment Corporation has previously submitted a development plan for the acquisition of an industrial tract commonly known as the Elmer C. Heidmann Industrial Park; and

WHEREAS, said development plan has been approved by the City of Washington, Missouri, by its Ordinance Number 98-8404, dated June 15, 1998; and

WHEREAS, said development plan has also been amended by Amendment No. 1 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 99-8681, dated October 18, 1999, authorizing the sale of property to Collier Properties, Inc., which transaction has since fallen through; and

WHEREAS, said development plan has also been amended by Amendment No. 2 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 00-8793, dated April 17, 2000, authorizing the sale of property to Stork Fabricators, Inc.; and

WHEREAS, said development plan has also been amended by Amendment No. 3 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 00-8903 dated September 18, 2000, authorizing the sale of property to ACS Enterprise Solutions, Inc., d/b/a Enduro Binders; and

WHEREAS, said development plan has also been amended by Amendment No. 4 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 01-8990 dated March 19, 2001, authorizing the sale of property to the Washington Civic Industrial Corporation for subsequent lease to Bobbie and Loree Black; and

WHEREAS, said development plan has also been amended by Amendment No. 5 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 01-9056 dated September 4, 2001, authorizing the sale of property to the City of Washington, Missouri, for water tower and well sites and further authorizing the establishment of a line of credit loan; and

WHEREAS, said development plan has also been amended by Amendment No. 6 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 04-9511 dated January 20, 2004, authorizing the sale of property to the City of Washington, Missouri, for use as a fire department burn center and training facility; and

WHEREAS, said development plan has also been amended by Amendment No. 7 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 04-9595 dated May 17, 2004, authorizing the sale of lots in the Elmer C. Heidmann Industrial Park to the Washington Civic Industrial Corporation; and

WHEREAS, said development plan has also been amended by Amendment No. 8 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 05-9756 dated March 21, 2005, authorizing the sale of a lot in the Elmer C. Heidmann Industrial Park to HBAS Manufacturing, Inc.; and

WHEREAS, said development plan has also been amended by Amendment No. 9 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 07-10181 dated February 20, 2007, authorizing the sale of a lot in the Elmer C. Heidmann Industrial Park to Creekside Land & Development, L.L.C. (Patients First transaction – now Riechers Truck Body & Equipment Co.); and

WHEREAS, said development plan has also been amended by Amendment No. 10 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 07-10182 dated February 20, 2007, providing for the sale of a lot in the Elmer C. Heidmann Industrial Park to PZ Industrial, L.L.C., and also involving the relocation of the Franklin County Recycling Center; and

WHEREAS, said development plan has also been amended by Amendment No. 11 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 07-10183 dated February 20, 2007, authorizing the sale of a lot in the Elmer C. Heidmann Industrial Park to A & J Team, LLC; and

WHEREAS, said development plan has also been amended by Amendment No. 12 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 07-10323 dated October 15, 2007, authorizing the sale of a lot in the Elmer C. Heidmann Industrial Park to Foxcreek Properties, Inc. (Trilogy transaction); and

WHEREAS, said development plan has also been amended by Amendment No. 13 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 08-10400 dated April 21, 2008, authorizing the sale of a lot in the Elmer C. Heidmann Industrial Park to Sisters of Mercy Health System; and

WHEREAS, said development plan has also been amended by Amendment No. 14 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 08-10481 dated October 20, 2008, authorizing the sale of a lot in the Elmer C. Heidmann Industrial Park to Pauwels Transformers, Inc.; and

WHEREAS, said development plan has also been amended by Amendment No. 15 to the development plan approved by the City of Washington, Missouri, authorizing the sale of a lot in the Elmer C. Heidmann Industrial Park to the Washington Volunteer Fire Company; and

WHEREAS, said development plan has also been amended by Amendment No. 16 to the development plan approved by the City of Washington, Missouri, by its Ordinance No. 10-10747, authorizing the sale of a lot in the Elmer C. Heidmann Industrial Park to the Washington Volunteer Fire Company; and

WHEREAS, said development plan has also been amended by Amendment No. 17 to the development plan approved by the City of Washington, Missouri, authorizing the sale of a lot in the Elmer C. Heidmann Industrial Park to Vossbrink, L.L.C. (the Hodges Badge Company Transaction); and

WHEREAS, the Washington, Missouri Redevelopment Corporation is now desirous of amending the plan approved by the ordinances described above, by adding thereto certain provisions to allow for the sale of, or granting of options to purchase, certain lots or tracts.

NOW, THEREFORE, the initial development plan described above is hereby amended, as required by Chapter 10 of the Washington City Code, Urban Redevelopment, Section 6, with respect to those amended sections itemized as follows, to wit:

(a) Legal description:

The property to be conveyed to Clover M. R.E. Investments, LLC (Riechers Truck Body & Equipment Co. transaction) is Lot 16 in the Heidmann Industrial Park, per plat of record at Reference No. 0706392, recorded on March 23, 2007, consisting of 2.341 acres, more or less.

The Washington, Missouri Redevelopment Corporation is authorized to make minor changes or adjustments in the preliminary descriptions set out in this Section (a).

- (b) Stages of project: (No change)
- (c) Property to be demolished: (No change)
- (d) Building renovation: (No change)
- (e) New construction: (No change)
- (f) Amenities: (No change)
- (g) Property for public agencies: (No change)
- (h) Zoning changes: (No change)
- (i) Street changes: (No change)
- (j) Dwelling accommodations: (No change)
- (k) Housing and business relocation: (No change)
- (l) Proposed housing: (No change)
- (m) Financing: Amend by adding thereto the following provisions which will pertain to the described tract:

With respect to the transfer of the lot to Clover M. R.E. Investments, LLC (Riechers Truck Body & Equipment Co. transaction), the sale price for the lot is the sum of \$50,000.00.

The Washington, Missouri Redevelopment Corporation is authorized to make minor changes to the purchase prices for the tract to take into account minor adjustment to the survey of the tract described in preliminary fashion in Section (a) above, as well as to take into account other minor changes to the contractual arrangements with buyer, provided that any such changes are approved by the Washington, Missouri Redevelopment Corporation.

- (n) Management: Same except add thereto the following:

The Washington, Missouri Redevelopment Corporation's involvement in the sale of the described tract will be simply to convey said property to the named purchaser. In all other respects, management provisions of the prior plan remain unchanged.

- (o) Eminent domain: (No change)
- (p) Eminent domain on behalf of proponents of plan: (No change)
- (q) Assignment of plan: (No change)

- (r) Certificate of incorporation: (No change)
- (s) Other information:
 - (i) (No change)
 - (ii) Written notice of the filing of this plan is not applicable, since the property which is subject to the plan is now owned by the Washington, Missouri Redevelopment Corporation.
 - (iii) For informational purposes, the hearing to be conducted by the Planning and Zoning Commission of the City of Washington will occur at 7:30 p.m., or as soon thereafter as the matter can be reached on the agenda, on the 13th day of June, 2016, in the City Council meeting room located at City Hall, 405 Jefferson, Washington, Missouri 63090.

W:\Q-R-S-T-U\353\AMENDS\HEIDMANN#18 - Riechers Truck Body\Plan - Amendment #18.doc

Exhibit A

(Property to be conveyed to Clover M. R.E. Investments, LLC
Riechers Truck Body & Equipment Co. transaction)

Lot 16 in the Heidmann Industrial Park, per plat of record at Reference No.
0706392, recorded on March 23, 2007, consisting of 2.341 acres, more or less.

Background

The City adopted what is now known as the Zoning Code in July of 1988. Although it has seen a handful of amendments, it has not been comprehensively updated in almost 30 years. In April of 2013 the City adopted a new Comprehensive Plan. In preparing the plan, a large amount of citizen input was gathered and analyzed to gauge how the public preferred/anticipated the City's growth. The Comprehensive Plan included a number of objectives for the City to achieve as it grows based on the citizen input. Although Washington had adopted a new comprehensive plan, the development codes had not been updated/modernized to accommodate the plan. In July of 2014, Washington retained PGAV to help revise the code. This included primarily a reorganization of the layout but also included revising individual sections as well.

Reorganization of the existing code

What was previously referred to as the Zoning Code will now be known as the Development Code. The change is to clarify that the reorganized code includes regulations that pertain to items that are not specifically zoning related. The new chapter layout will be as follows:

- Chapter 400 – Zoning
- Chapter 405 – Sign Regulations
- Chapter 410 – Subdivision Regulations
- Chapter 415 – Flood Damage Prevention
- Chapter 420 – Stormwater Management Standards
- Chapter 425 – Fire Hydrants and Connections
- Chapter 430 – Urban Redevelopment

The original code consisted of 28 chapters that all were designated under the “Zoning” umbrella. Previously, for example, each zone district was its own chapter. Now Chapter 400 will consist of articles that define each zone district. Also, stormwater guidelines and fire hydrant requirements were part of the Subdivision regulations previously. Now they will be freestanding chapters as they should have been originally since regulations on stormwater retention and fire hydrant locations were enforced whether a subdivision was being done or not.

A parking diagram has also been added displaying the requirements for parking drive isles, stall widths, etc. for different parking lot layouts. We were previously using St. Louis County standards for parking lot design because our code does not specify parking lot layout. The new code will incorporate uniform parking lot design standards.

We will be implementing a formal Site Plan application and review process for commercial and industrial development. The requirements have not changed, but there will now be an application with a checklist of items that need to be noted on a site plan to reduce the chance of staff rejecting plans based on missing info. This application will be required for all non-residential development that isn't a special use permit or part of a planned district. Small non-residential expansions of existing facilities will be exempt from this process as well.

Other items in Chapter 400 Article IV have been updated to add clarity as well. For example, we have specified setbacks for decks in residential areas, language has been added defining a certified solar panel installer, performance standards have been added regarding order/noise/heat/lighting in commercial and industrial areas as well as other miscellaneous language clean ups.

Changes to Chapter 410 – Subdivision Regulations

There have been some changes to the subdivision regulations. They are as follows:

1. Update minimum cul-de-sac width to 96 ft. of pavement within 100 ft. of ROW. Our current code was contradicting the International Fire Code and staff felt it was important to be consistent with the fire code that has already been adopted by the City.
2. Sidewalks required on one side of newly constructed major and collector streets. The Comprehensive Plan lists "expanding the City's pedestrian and bike network" as an important objective. Incorporating sidewalks into these new streets will help the City achieve this objective.
3. The revised code allows a developer to ask for a private street as part of a Planned Development only.

Our review process for subdivisions will not change, however we will be updating our applications to include comprehensive checklists of what needs to be submitted with each application. We will also be adding a new application for the Final Plat Process. This will help us separate the preliminary and final platting processes as they are in the current code.

WASHINGTON MAJOR STREETS PLAN

BOUNDARY

MAJOR STREETS

**EXISTING MAJOR STREETS
/CONSTRUCTED/IMPROVED**

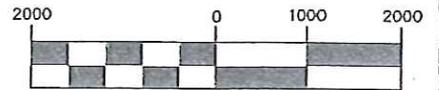
COLLECTOR STREETS

**EXISTING COLLECTOR STREETS
/CONSTRUCTED/IMPROVED**

BOUNDARY LIMITS



GRAPHIC SCALE



FEBRUARY 2003

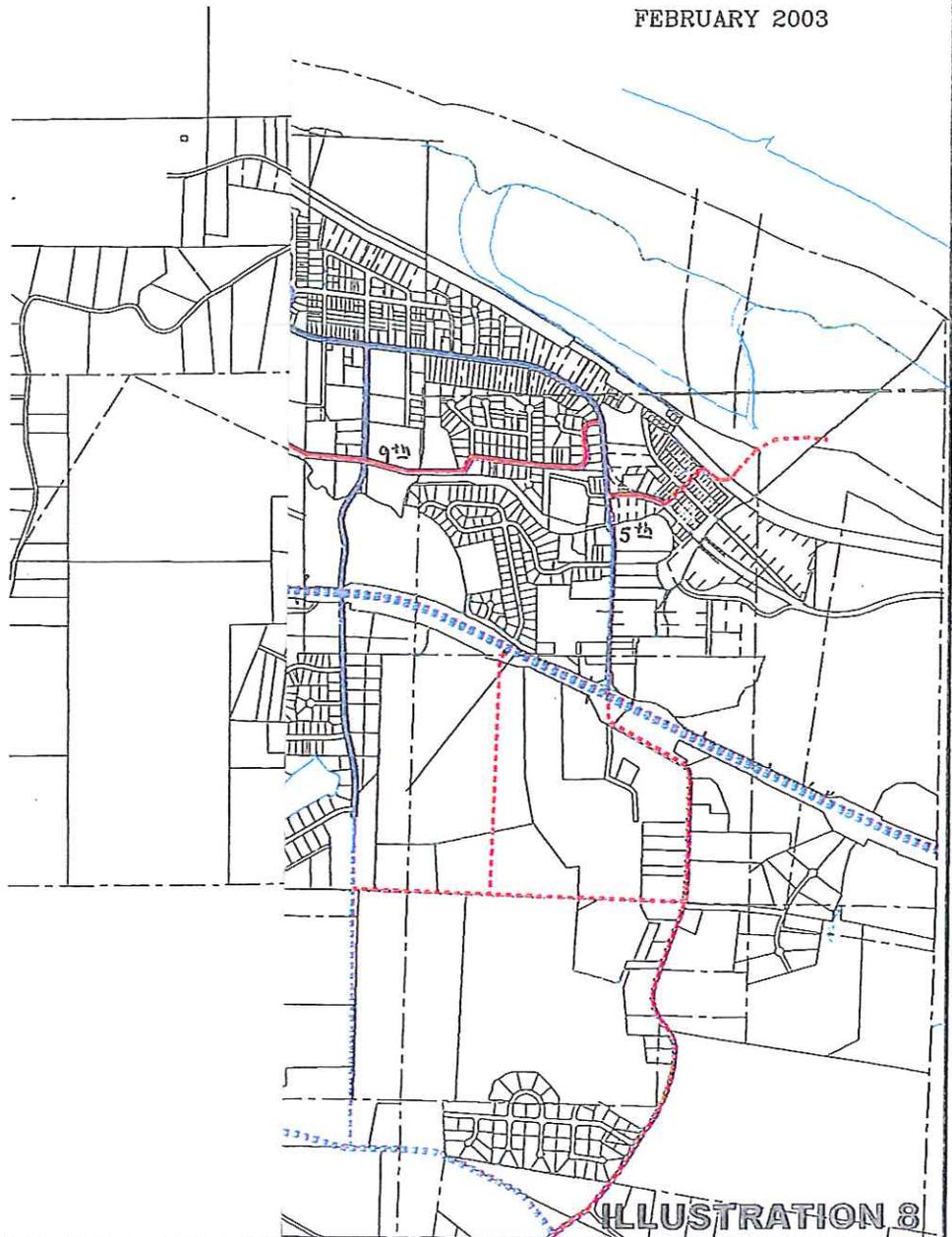


ILLUSTRATION 8