

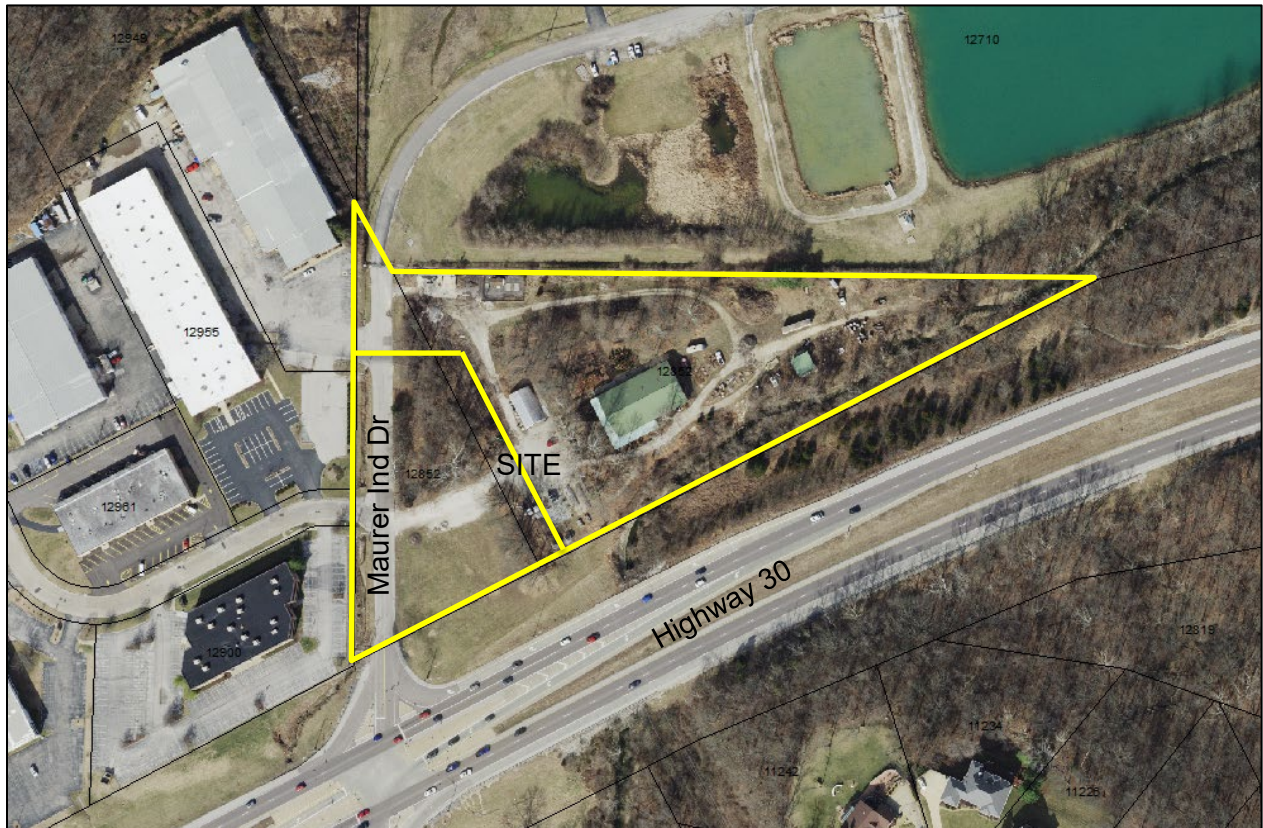
# P-20-22

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**Title:** Petition for an Amended Development Plan, submitted by Innovated Companies, for new construction at 12852 Maurer Industrial Drive.

<b>Owner:</b>	Thomas & Toni Batsch	<b>Petitioner:</b>	Innovated Companies
	8710 Pardee Lane		1860 Larkin Williams Road
	St Louis, Missouri 63127		St Louis, Missouri 63026

**Date:** September 2022



\*Maps are for informational use only; not a representation of the project.

**Summary:**

This petition is for an Amended Development Plan for the properties at 12852 Maurer Industrial Drive. The properties are located on the northeast corner of Highway 30 and Maurer Industrial Drive. The properties are currently zoned PD-LI Planned Development – Light Industrial. The properties to the west are also zoned PD-LI. The properties to the north, east and south are zoned R-1 Single Family Residential – 7,000 square foot minimum lot size.

**Project overview:**

- Site area: The project area consists of 6.357 acres;
- Existing zoning PD-LI Planned Development – Light Industrial;
- Proposal: Amended Development Plan.

**History & Staff analysis:**

These properties are part of a development that is known as Sunset Plantland. This amended development plan is being proposed to accommodate a new development on the western “adjusted lot”. No new development is proposed on the eastern “adjusted lot”.

Per Appendix B Zoning Regulations, Section 4.10-25 Changes and amendments to final development plan:

- A) Minor changes: Minor changes in the location, siting and height of buildings and structures may be authorized by the zoning enforcement officer if required by engineering or other circumstances not foreseen at the time the final plan was approved. No change authorized by this section shall cause any of the following:
1. A change in the use or architectural character of the development, including changes in any exterior finish material approved by the board;
  2. An increase in building or site coverage;
  3. An increase in the intensity of use (e.g., number of dwelling units);
  4. An increase in vehicular traffic generation or significant changes in traffic access and circulation;
  5. A reduction in approved open space or required buffer areas; or
  6. A change in the record plat.
- B) Plan amendments: All proposed changes in use, or rearrangement of lots, blocks and building tracts, changes in the provision of common open spaces, and changes which would cause any of the situations listed under

paragraph (A) above shall be subject to approval by the board. In such event, the applicant shall file a revised development plan and be subject to the requirements of this section as if it were an entirely new application.

Since both lots are involved in the boundary adjustment, which is considered a “rearrangement of lots”, they both must be part of the amended development plan process and meet current zoning requirements. No changes are proposed to the eastern lot but it must be recorded on the amended development plan. Revised plans, which include both lots, must be submitted prior to a vote by the Board of Aldermen.

Per Appendix B Zoning Regulations, Section 4.10-5 General development standards:

A) The approval of planned development may provide for such exceptions from the regulations associated with traditional zoning districts as may be necessary or desirable to achieve the objectives of the proposed planned development. No planned development shall be allowed which would result in:

1. Inadequate or unsafe vehicular access to the development;

Per information submitted by the Petitioner, access to the development meets all requirements of Appendix B.

2. Traffic volumes exceeding the capacity of the adjoining or nearby streets. Capacity shall be based on a street providing "level of service D" as defined in the latest publication of Transportation and Traffic Engineers Handbook, Institute of Transportation Engineers;

Per the attached traffic study prepared by CBB Transportation Engineers & Planners, the intersection of Highway 30 and Maurer Industrial Drive currently operates at a level of service (LOS) D or higher. However, the southbound approach currently operates at a LOS E during peak PM time. This proposed development would cause the LOS to degrade to E during a.m. peak hours and the southbound approach to degrade to a LOS F during both a.m. and p.m. peak hours.

The traffic study included two (2) recommendations:

- Addition of a right turn lane on Maurer Industrial Drive, extending from the south driveway to Highway 30.
- Addition of stop signs at both exits from the development and east bound Maurer Industrial Drive.

3. An undue burden on public parks, recreation areas, schools, fire and police protection and other public facilities or utilities which serve or are proposed to serve the planned development;

Based on information provided by the petitioner, there should not be an undue burden placed on the items listed above.

4. A failure to comply with the performance standards referenced in Section 5.17; Section 5.17 refers to St Louis County Ordinances. All required permits from St Louis County must be approved prior to issuance of a City Occupancy Permit

5. Other detrimental impacts on the surrounding area including, but not limited to, visual pollution.

Based on information provided by the Petitioner, the proposed development should not have detrimental impacts on the surrounding area.

B) In addition to the above requirements, all planned developments shall be subject to the review criteria established in Section 7.3 of this ordinance. It shall be the responsibility of the applicant to clearly establish that the above requirements are met.

Section 7.3 applies to conditional use permit requirements and is addressed in Petition P-19-22.

**Staff recommendation:**

Based on information provided by the Petitioner, staff has traffic concerns about the project. The traffic study states: "Even with the provision of a southbound right-turn lane on Maurer Industrial Drive, the 95<sup>th</sup> percentile queue for the southbound approach is still expected to occasionally block the proposed south site drive/existing Drive A during the AM peak hour." Staff recommends designating the south driveway as an entrance into and the north driveway as an exit out of the development to alleviate some of the anticipated blockage.

Also, the level of service overall at the intersection remains a LOS D, even with the implementation of the recommendations in the traffic study. The southbound approach, even with the construction of a right turn lane, would degrade from a LOS D to a LOS F during the AM peak hour.

If this petition is approved, staff recommends the following conditions:

1. Recommendations called out in the traffic study are implemented;
2. The amended development plan is revised to include both properties prior to a vote by the Board of Aldermen.
3. Related Petitions P-18-22 and P-19-22 are approved.