

EDGERTON PLANNING COMMISSION AGENDA
REGULAR SESSION
Edgerton City Hall
July 14, 2015
7:00 PM

1. Call meeting to order
2. Pledge of Allegiance
3. Roll Call

A. Members:

Chuck Davis, Chair	Present / Absent
Ron Conus, Vice-Chair	Present / Absent
Maria O'Neill, Secretary	Present / Absent
Missy Drinkard	Present / Absent
Bob O'Neill	Present/ Absent
Andrea Lucero	Present/ Absent
Cliff Withrow	Present/ Absent
Randal Gifford	Present/ Absent
Bill Braun	Present/ Absent

4. Approval of Minutes
A. June 9, 2015
5. Guests Present
A.
B.
6. Communications from Staff
7. New Business

FINAL PLAT – LOGISTICS PARK KANSAS CITY – SOUTHEAST, THIRD PLAT

- A. Consideration of Final Plat, FP2015-05, requesting approval of a final plat for Logistics Park Kansas City – Southeast, Third Plat (Inland Port XV), located approximately 1700 feet south of 191st Street and Montrose Road, on a tract of land consisting of two (2) lots, containing approximately 36.638 acres. Applicant: John A. Thomas, ELHC XV, LLC. Engineer: Mick Slutter, R-I-C.

Action requested: Consider motion to recommend approval, denial, or table.

FINAL SITE PLAN – LOGISTICS PARK KANSAS CITY – SOUTHEAST, THIRD PLAT

- B. Consideration of a Final Site Plan, FS2015-04, requesting approval for a final site plan for Logistics Park Kansas City – Southeast – Third Plat (Inland Port XV), located 1700' south of 191st Street and Montrose Road, on a tract of land consisting of two (2) lots, containing approximately 36.638 acres. Applicant: John A. Thomas, ELHC XV, LLC. Engineer: Mark Slutter, R-I-C.

Action requested: Consider motion to approve, deny, or table.

FINAL SITE PLAN AMENDMENTS – C Y EDGERTON, L.L.C.

- C. Final Site Plan, FS2015-003, requesting consideration of an amendment request to the final site plan for C Y Edgerton, L.L.C. located at 32355 W 191st, a tract of land containing one (1) lot, consisting of 31.86 acres more or less, in regards to parking surfacing materials. Applicant: Rusty Williams, Arrowhead Intermodal. Engineer: Roger Cassity, R-I-C

Action requested: Consider motion to approve, deny, or table.

8. Old Business

PUBLIC HEARING - UNIFIED DEVELOPMENT CODE AMENDMENTS

- A. Consideration of opening the tabled public hearing in regards to receiving input from the public on the proposed adoption of a new Unified Development Code (UDC). Applicant: City of Edgerton, Kenneth A. Cook, Community Development Director.

Action requested: Re-open the public hearing, receive comments, and consider motion to close or table the hearing. Consider motion to recommend approval or denial.

9. Future Meeting – Regular meeting – August 11, 2015

10. Commissioners Comments

11. Adjournment:

EDGERTON COMMUNITY BUILDING
PLANNING COMMISSION MEETING

4-A

Regular Session

June 9, 2015

Minutes

The Edgerton Planning Commission met in regular session with Vice-Chair Conus calling the meeting to order at 7:00 p.m.

All present participated in the Pledge of Allegiance.

The Roll Call was answered, indicating those present were: Commissioners Ron Conus, Bob O'Neill, Maria O'Neill, Randal Gifford, and Bill Braun. Absent were: Commissioners Missy Drinkard, Andrea Lucero, and Cliff Withrow. Also present were Community Development Director Kenneth Cook and Recording Officer Debra Gragg.

The Recording Officer announced a quorum was present.

MINUTES

Minutes of May 12, 2015 were considered.

Motion by B. O'Neill, seconded by Braun, to approve the minutes as presented. Motion was approved, 5-0.

GUESTS:

Guests were attending, but none identified themselves.

COMMUNICATIONS FROM STAFF

The Community Development Director informed the Commissioners that Commissioner Drinkard is resigning from the Commission due to personal commitments, but indicated she would remain until replaced.

FINAL SITE PLAN AMENDMENTS – C Y EDGERTON, L.L.C.

Final Site Plan, FS2015-003, requesting approval for an amendment to the final site plan for C Y Edgerton, L.L.C. located at 32355 W 191st, a tract of land containing one (1) lot, consisting of 31.86 acres more or less, in regards to landscaping, parking surfacing, building and fencing materials was considered. Applicant: Rusty Williams, Arrowhead Intermodal. Engineer: Roger Cassity, R-I-C.

The Community Development Director discussed the actions of last month.

Mr. Cook noted the applicant submitted updates for an 8' berm along the front property line. He noted this will add more screening to the site. He stated the applicant is questioning if there is a need to completely reface the three sides since the berming will add concealment.

The Commissioners were informed the applicant is also requesting consideration of a black vinyl coated chain link fencing in the public view, which would be similar to Flexsteel. Mr. Cook also indicated they are requesting regular chain link fencing along the back, which is out of the sight of public view.

Mr. Cook spoke about the sewer extension and noted it is being reviewed by staff, city engineer, and applicant to determine the best way to connect to either the existing line or build new.

Also discussed were the requirements for asphalt paving and request for extension of time, perhaps to September.

Mr. Conus questioned if the City is giving up on improvements to the current buildings in exchange for higher berming. Mr. Cook overviewed the Unified Development Code pertaining to building materials within the Logistics Park zoning. He reviewed the requirements of exterior improvements facing a public street, residential use or public open space. It was also noted exceptions may be allowed on a case by case basis.

Mr. Braun questioned the stipulations of the conditional use.

Mr. Josh Cooley, ITW/owner, stated the reason for the change, indicating his company took over the site in December, 2014. He stated the company is making the best out of the situation. He stated the four (4) items requested mirror sites at the company's other facilities across the nation. He spoke about the hard surface, adding the asphalt millings used at other locations have had acceptance. Mr. Cooley stated the building exterior will not be seen due to stacking of containers/landscaping. He noted the organization wants to spend "smart dollars." The Commissioners were informed the extension request is due to the constraints from the previous owner. He noted they are ready to start when approvals are issued. Staff of the organization displayed landscape depictions of the site. They also overviewed comments from neighboring property owners, which were supportive.

The Community Development Director spoke about the storage of motorized machinery by addressing UDC 5.2 H3 in regards to storage, visibility, landscaping, and surfacing.

The project owner spoke about expansion to a larger facility; and use of pre-cast materials. It was noted renovation to the interior would meet code and the exterior would be freshened.

The applicant displayed a sample of the hard surfacing material, which use is requested with the amendment.

Mr. Conus asked if the City Engineer has reviewed. Mr. Cook stated there was a cursory review, but he has some questions and will complete further review. He added that if this is approved/allowed, it would probably be requested at similar container yards.

Mr. O'Neill stated he had no problem with the request for the building part which is out of the public view, but does have an issue with the requested paving material. He added if it is cost effective and the material design is acceptable, he would be okay (with a professional opinion). He stated this needs to be addressed soon.

Mr. Cook indicated staff would review the parking material. He overviewed the highlights from tonight's discussion: alternative landscape plan; fencing (vinyl coated, regular 3-strand barbed wire); allow building to remain as is with increased screening; and increase of time due to change of ownership which caused a delay.

Mr. Conus asked about staff's recommendation. Mr. Cook overviewed and indicated the company has been diligent in dealing with matters, but questioned if paving could be completed by October 1, 2015.

Other discussion involved inspections, J.B. Hunt, etc. Mr. Braun stated he was not in favor with the proposed surface material.

Motion by B. O'Neill, seconded by Gifford, to approve the alternative landscape plan in lieu of building improvements, extend the time frame to December 1, allow fencing as proposed, and table surfacing materials request until review by staff and city engineer. Motion was approved, 5-0.

FINAL SITE PLANS – LANDSCAPE AND PHOTOMETRICS

Previously approved Final Site Plans FS-08-021-2014 (Inland Port XI), FS-11-06-2014 (Inland Port XII), and FS2015-01 (Inland Port XIV), in regards to submitted landscape and photometrics plans and further requesting approval of same for property identified, located in the vicinity of the southeast corner of 191st Street and Waverly Road was considered. Applicant: John A. Thomas, ELHC V, LLC Engineer: Chip Corcoran, R-I-C.

The Community Development Director addressed this topic as closure to several projects and overviewed the UDC section regarding alternative landscape plan. He indicated the letter received from the applicant outlined the primary needs and identified features to incorporate, focusing on the full development, rather than individual lots.

Patrick Robinson, ELHC/applicant, addressed the request pertaining to completion of this phase. He provided the background of the project and the UDC codes. He stated more storage container lots will be coming due to changes with Burlington Northern Santa Fe.

Commissioner Braun asked the applicant if they will be doing more landscaping along I-35. Mr. Robinson indicated they will be doing some monument/landscaping in the area, which is under process of planning.

Motion by Braun, seconded by B. O'Neill, to approve as submitted with the following stipulations: 1.) Compliance with all conditions for the original Final Site Plans for Inland Ports XI, XII and XIV; and 2.) Compliance with any requested changes by the City Engineer in regards to the Photometric Plans. Motion was approved, 5-0.

FINAL SITE PLAN – INLAND PORT V

Final Site Plan, FS2015-002, requesting approval for a final site plan for Inland Port V located in the northwest corner of 191st and Waverly Road, a tract of land consisting of two (2) lots, containing approximately 43.076 acres, more or less, was considered. Applicant: John Thomas, ELHC V, LLC. Engineer: Chip Corcoran, R-I-C.

The Community Development Director reviewed key points. He indicated the preliminary plan needs to be addressed in regards to a standard numbering/phasing for consistency. He also noted the photometric plan was submitted, adding the city engineer indicates it meets criteria.

Mr. Cook highlighted items from the Site Plan:

- Notation that acreages identified on the front page for Lot 4 do not match information on the final plat – requested site data table be updated.
- Under district regulations, the need for Planning Commission to review the alternative landscape plan due to unique characteristics of this site in regards to all operations and storage of motorized machinery; integration of this site's landscaping with nearby facilities and focus landscaping at the entrances/intersections; and horizontal and vertical articulation exceptions to allow property to match existing structures in this phase to maintain consistent appearance.
- With Parking and Loading – it was noted applicant is looking at shifting the building to the back property line, this would closely comply. Staff noted it is better to waiver on the back side, rather than on the front. Applicant's letter requested a variance to reduced set back due to additional right-of-way provided for Waverly Road. Also noted were the number of required parking spaces – proposed structure would require 327 spaces, while final site plan shows 201 regular and 9 ADA spaces; with future 110 parking spaces for a total of 311 spaces.
- Photometrics - with any adjustments to the building, not expected to impact the plan.

Patrick Robinson, ELHC/applicant, addressed the stipulation of shifting the building to the west, which was positive.

Motion by M. O'Neill, seconded by Braun, to approve the final site plan with the following stipulations: 1.) All Site Plan requirements of the City shall be met as noted, particularly including: a.) Construction plans for future public infrastructure be submitted and approved by the City. Any necessary permits obtained. b.) Resubmittal of revised landscaping plans including screening for adjacent public roads and trash enclosures. All landscaping shall be maintained in good condition and plants shall be replaced when dead; 2.) All infrastructure requirements of the City shall be met; 3.) The building permit and sign permit requirements of the City shall be met; 4.) The City will not require at time of site plan approval the construction of sidewalks along 191st Street adjacent to the subject property. Prior to obtaining a building permit, the property owner will execute the necessary agreement to waive and relinquish any right he/she may have under K.S.A. 12-6a06 to protest the formation of a benefit district to pay for the construction of those sidewalks and street improvements adjacent to the above described property for a period of thirty (30) years, and that such agreement is intended to be a covenant running with the land for said period of time; 5.) Applicant/Owner Obligation. The site plan, a scale map of proposed buildings, structures, parking areas, easements, roads and other city requirements (landscaping/berm plan, lighting plan) used in physical development, when approved by the Planning Commission shall create an enforceable obligation to build and develop in accordance with all specifications and notations contained in the site plan instrument. The applicant prior to the issuance of any development permit shall sign all site plans. A final site plan filed for record shall indicate that the applicant shall perform all obligations and requirements contained therein; and 6.) Provide for modification to meet set back requirements by shifting the building to the west. Motion was approved, 5-0.

FINAL SITE PLAN – AMENDMENTS

Amendment to previously approved Final Site Plan, FS-09-16-13, (TransSpec Leasing) in regards to ingress/egress changes and requesting approval of same for property located at the southwest corner of 191st Street and Waverly Road was considered. Applicant: Tom Hastings, TSL Companies. Engineer: Chip Corcoran, R-I-C.

Mr. Cook overviewed the final site plan and briefly addressed the following items on the final site plan:

Items reviewed include, but not limited to: need to update final site plan to indicate location of future fueling station; update pedestrian access needs, parking and ADA spaces, revise or remove legend for designations; review access drive (second) with applicant's request to widening to 60' – to be updated with recommendation of city engineer. He noted that most of these type of businesses place the storage containers to the back of the property. He indicated this case and J.B. Hunt, are placing the parking/stacking toward the front, closer to the roadway. He also stated the plan indicates a higher berm, but complies with the height restrictions of the federal electrical line regulations.

The Community Development Director informed the Commissioners the applicant requested a waiver from the requirement of incorporating a landscape buffer along the southern property line. He noted the property to the south is currently owned by the Hastings Family Holdings (Tom Hastings), with zoning use potentially changing to be consistent with City's master plan. Modification of fencing materials was also discussed.

Mr. Cook indicated the applicant submitted the photometric plans, which were sent to the city attorney for review.

Mr. Corcoran discussed the reason for the wider entrance. He indicated they could work currently with the 36' driveway, but may be requested to widen in the future due to truck traffic/turning maneuvers.

The applicant shared pictures of a proposed check-in building (proposed at about 300' back) at the entrance. It was noted the structure will be constructed to code.

Mr. O'Neill asked if the alternative landscape plan would match the North Point scheme. It was noted, yes with a thicker tree plan.

Conversation ensued regarding the proposed hard surface parking material proposed by C Y Edgerton (Arrowhead Intermodal).

Motion by B. O'Neill, seconded by Gifford, to approve the final site plan amendments with the following stipulations: 1.) All Site Plan requirements of the City shall be met as noted, particularly including: a.) Submittal of a plan for pedestrian access to and within the development; b.) Updated drawings of all building elevations showing compliance with building material standards.; c.) Submittal of landscaping plans including screening for adjacent public roads, trash enclosures and the adjacent residential property. All landscaping shall be maintained in good condition and plants shall be replaced when dead; d.) Submittal of a

Photometric Plan in compliance with the standards listed in the L-P District; 2.) All construction plans for any public infrastructure shall be prepared to City standards and approved by the City; 3.) All building permit and sign permit requirements of the City shall be met; 4.) The City will not require at time of site plan approval the construction of sidewalks along 191st Street adjacent to the subject property. Prior to obtaining a building permit, the property owner will execute the necessary agreement to waive and relinquish any right he/she may have under K.S.A. 12-6a06 to protest the formation of a benefit district to pay for the construction of sidewalk improvements adjacent to the above described property for a period of thirty (30) years, and that such agreement is intended to be a covenant running with the land for said period of time; 5.) Applicant/Owner Obligation. The site plan, a scale map of proposed buildings, structures, parking areas, easements, roads and other city requirements (landscaping/berm plan, lighting plan) used in physical development, when approved by the Planning Commission shall create an enforceable obligation to build and develop in accordance withal specifications and notations contained in the site plan instrument. The applicant prior to the issuance of any development permit shall sign all site plans. A final site plan filed for record shall indicate that the applicant shall perform all obligations and requirements contained therein; and 6.) Allow vinyl chain link fencing along 191st, chain link after the gate, with the entrance fencing to code. Motion was approved, 5-0.

TEMPORARY CONSTRUCTION ACTIVITIES – HARTMAN EXCAVATING

Amendment of Temporary Construction Activities located in the southeast corner of 191st and Homestead Lane, located in Section 3, Range 22, Township 15, for loading and removing construction materials for off-site construction purposes to add rock crushing of existing materials activities. Applicant – Omar and India Holtgraver/Hartman Excavating.

The Community Development Director overviewed this request for the rock crushing activities.

Mr. Hartman appeared to address his request.

Motion by Braun, seconded by B. O'Neill, to approve the temporary construction activities with the following stipulations: 1.) Temporary living quarters are not permitted on-site unless prior authorization has been provided by the Planning Commission; 2.) All occupied buildings shall have access to potable water from an approved water source; 3.) All signage shall be placed pursuant to applicable sign regulations in Chapter 1, Article 12 of the Unified Development Code of the City of Edgerton; 4.) All buildings, outdoor storage, machinery yards, and similar uses shall be able to be fully secured when not in use; 5.) All vertical structures shall require a building permit pursuant to the Code of Regulations for Buildings and Construction, 2010 Edition of the City of Edgerton prior to being occupied; 6.) Contractors shall obtain all required permits pursuant to the Code of Regulations for Buildings and Construction, 2010 Edition or other applicable chapter of City Code; 7.) Off-site impacts from on-site construction-related activities shall be minimized to the extent possible; 8.) On-site Stormwater Management Plan shall be approved by City prior to the disturbance of land; 9.) Land disturbance activities shall be done pursuant to Article 12 of the Code of Regulations for Buildings and Construction, 2010 Edition of the City of Edgerton; 10.) Contractors agree to address any issues that affect off-site properties or public rights-of-way or easements in a reasonable time period; 11.) All blasting shall be done according to Article 13 of the Code of Regulations for Buildings and Construction, 2010 Edition of the City of Edgerton; 12.) Hours of operation shall be limited to from 7:00 am to 7:00 pm unless otherwise approved by staff; 13.) Holding tanks shall be used in lieu of sanitary sewer service, and shall be permitted and inspected pursuant to the Johnson County Environmental

Sanitary Code; 14.) Portable concrete and asphalt plants shall be approved by staff prior to use on-site, and staff shall have the ability to establish reasonable requirements for their operation; 15.) Property owner and/or general contractors shall provide City and emergency response agencies a copy of a site-specific Safety Action Plan; 16.) Property owner and/or general contractors shall provide a Construction Management Plan to the City; 17.) Maintain a valid City of Edgerton Business License; and 18.) Permission for temporary construction activities is granted for a period of one (1) year from date of approval by Edgerton Planning Commission, with continuation of operation considered with a new request. Motion was approved, 5-0.

PUBLIC HEARING – UNIFIED DEVELOPMENT CODE

A public hearing in regards to receiving input from the public on the proposed adoption of a new Unified Development Code was considered. Applicant: City of Edgerton, Kenneth A. Cook, Community Development Director.

Vice-Chair Conus opened the meeting. No one appeared

Motion by M. O'Neill, seconded by B. O'Neill, to table the public hearing until July 14, 2015. Motion was approved, 5-0.

FUTURE MEETING

The next scheduled meeting is July 14, 2015.

Mr. Conus questioned if maps and owners could be included in future cases. Mr. Cook indicated he would look into it and try to comply.

ADJOURNMENT

Motion by B. O'Neill, seconded by M. O'Neill, to adjourn. Motion was approved, 5-0.

The meeting adjourned at 10:55 p.m.

Submitted by:

Debra S. Gragg
Recording Officer

STAFF REPORT**7-A**

June 25, 2015

To: Edgerton Planning Commission
Fr: Kenneth Cook, AICP, CFM, Community Development Director
Re: FP2015-05 Final Plat for Logistics Park Kansas City – Southeast, Third Plat

APPLICATION INFORMATION

Applicant/Property Owner: Edgerton Land Holding Company

Requested Action: Final Plat – Logistics Park Kansas City – Southeast, Third Plat

Legal Description: See Final Plat attached

Site Address/Location: East side of Montrose Road and South of 191st Street

Existing Zoning and Land Uses: City of Edgerton L-P Logistics Park on vacant land

Existing Improvements: None

Site Size: 36.638 Acres

PROJECT DESCRIPTION

This is additional development of the Logistics Park Kansas City by Edgerton Land Holding Company (ELHC), a subsidiary of NorthPoint Development. The property will serve the BNSF intermodal facility to the northwest of the subject site. The intermodal facility's purpose is to transfer loaded cargo containers from trains to trucks. LPKC is a 1500 acre master planned development. ELHC, the applicant for this project, is BNSF's partner for developing warehousing which is planned to eventually surround the intermodal facility.

The subject property is located to the South of 191st Street on the East side of Montrose Road and is zoned L-P, Logistics Park. The property is located to the South of Inland Port XII and East of Inland Port XIV. The City's Unified Development Code (UDC) defines this district as a limited multimodal industrial zone created to support activities related to truck, rail and other transport services. The property is located within the second phase of development and has an approved preliminary plat and preliminary site plan. The Planning Commission also approved an Alternative Landscape Plan for Phase II at the June 9, 2015 Planning Commission Meeting. The applicants have also submitted a Final Site Plan which will also be considered for this site. The proposed subdivision includes one lot-33.623 acres and one tract-3.015 acres (stormwater detention, wetland). The adjacent street ROW for Montrose Road was dedicated as part of previous requests. The Site Plan that has been submitted for this Lot 5 shows a proposed 548,388 square foot warehouse.

INFRASTRUCTURE AND SERVICES

Infrastructure was reviewed previously per the rezoning and preliminary plat. Some conditions continue to exist as noted below.

- a. While Waverly Road is currently graveled, it is planned for future improvement to support intermodal and logistics park traffic. The City of Edgerton is currently in the process of working with a design/build firm for the construction of improvements of Waverly Road. Construction is currently underway and is expected to be completed by the end of 2015. Montrose Road is currently constructed to the Northwest corner of the site and is expected to be constructed as part of the Inland Port XIV project.
- b. The property is located within the Big Bull Creek watershed, which flows south from 167th Street to the southern edge of the county at Homestead Lane.
- c. A small area located in the Eastern portion of this plat is shown as located within a Special Flood Hazard Area (X - 1% annual chance – Future Conditions).
- d. The property does not currently have sanitary sewer service.
- e. The property is located within the service area of Rural Water District No. 7. A 12-inch water main is located along Waverly Road and has also been extended East along 191st Street. A new water line is currently under construction along Montrose Road and is proposed to be looped back to connect with the water main located along Waverly Road.
- f. Police protection is provided by the Johnson County Sheriff's Department under contract with the City of Edgerton. Fire protection is provided by Johnson County Fire District No. 1. A fire station is located in the City of Edgerton, approximately 4.5 miles to the west and in the City of Gardner, approximately 2.5 miles North and East.

FINAL PLAT REVIEW

Staff has reviewed the Final Plat submittal for compliance with the Approved Preliminary Plat and requirements in Section 13.3 of Article 13 of the Edgerton UDC. Review comments are listed below.

1. Scale, the same used for the preliminary plat; North point; vicinity map. *A different scale is being used for the Final Plat as the Final Plat only includes a portion of the area shown in the Preliminary Plat. The change in scale allows for the Final Plat to show improved detail and staff considers the change acceptable. **Final Plat complies.***
2. The words "FINAL PLAT" followed by the name of the subdivision at the top of the sheet, and then followed by a metes and bounds description of the tract. **Final Plat complies.**
3. The instrument of survey which shows the point of beginning, corners, bearings, courses, distances, exterior boundaries, interior lot boundaries, abandoned lot lines, pins, monuments found or set. All P.I.'s corners, boundaries must be monumented with a 2" x 24" metal bar. **Update Final Plat**
 - *The plat currently shows all monuments being ½" x 24" Rebar while the regulations require 2" x 24" metal bar. Staff believes that the 2" measurement is a typographical error and that it should be ½".*
 - *No monument is currently shown at the Southeast Corner of Lot 2, and which point is located along the North Line of this subdivision.*
 - *The legend does not include the symbol for found monuments and the majority*

of these monuments are not labeled and do not contain a description of the monument.

- *A monument is shown as a 'set' monument on the South line of the tract. This monument was shown on the Second Plat and should be shown as a found monument (unless the monument had been destroyed since it was originally installed).*
4. A boundary survey of third order surveying accuracy (maximum closure error one in five thousand (1' in 5,000), with bearings and distances referenced to section or fractional section corners or other base line shown on the plat and readily reproducible on the ground. ***Final Plat complies.***
 5. Individual notations and a TABLE showing: lot area, setbacks, and building envelopes. *The lot number for the plat should be updated to be Lot 5. **Update Final Plat.***
 6. A number for each lot, starting (if practical) in the northwest corner. ***Update Final Plat.***
 - *The Plat needs to be updated for the lot to be shown as Lot 5 in order to match the numbering as shown on the Preliminary Plat.*
 - *The Tract shown on the Plat also needs to be updated to Tract D.*
 - *The descriptions for the Lot and Tract located within LPKC – SE, Second Plat need to be updated to match the description of these properties as they have been platted (Lot 4 & Tract E).*
 7. All easements with widths, and roads with curve data. ***Update Final Plat.***
 - *The Legend includes a "WL/E Waterline Easement" while no such easement is shown on the Plat. This item should be removed from the plat unless such an easement is shown on the plat.*
 - *The Building Setback Line shown along Interstate 35 should be 50 feet as the reduction to 25 feet is only permitted adjacent to two-lane collectors or thoroughfares.*
 - *The text in the Restriction for the tract located in this plat needs to be updated to show the tract as Tract D. An extra space also needs to be removed following the word 'Association'.*
 8. Ingress/egress limitations if required. ***Final Plat complies.***
 9. The location of existing utility easements. ***Final Plat complies.***
 10. A written legal description from the survey. ***Update Final Plat.***
 - *The dimension of the Southeast boundary line of the tract (Interstate 35 ROW line) does not match the dimension in the written legal description. It appears that the dimension on the drawing is correct based upon the calculation using the other dimensions provided along this line.*
 - *The written legal description contains the duplicated word of 'with' for the call along the North side of Tract C.*
 11. An instrument of dedication for all roads and easements. ***Final Plat complies.***
 12. Special notations required as a condition of platting by the Planning Commission. ***Final Plat complies.***
 13. Approved phases – clearly delineated. *Not proposed to be developed in phases. **Final Plat complies.***
 14. Private travel easements. ***Final Plat complies.***
 15. The Owner's Certificate with Notary Seal. *The second owner's certificate and notary have descriptions that appear to be incorrect. The wording of "Owner Lot 3" should be removed. The title of "ELHC XI" in the notary certificate appears to be incorrect and*

- should be changed to "ELHC XV". Update Final Plat.*
16. Certificate of the Governing Body with City Clerk's attest and Seal. ***Final Plat Complies.***
 17. Edgerton City Planning Commission chair and secretary approval. ***Final Plat Complies.***
 18. Certificate of the Register of Deeds. ***Register of Deeds uses their own stamp and requires space to be reserved in the top left corner. No certificate required. Final Plat Complies***
 19. Surveyor's Certificate and Seal and certificate for survey review by the County Surveyor or designated Land Surveyor. ***County Surveyor uses their own stamp. No certificate required. Final Plat Complies***
 20. Certificate of the Zoning Administrator. ***Final Plat Complies.***

RECOMMENDATION

City staff recommends approval of the Final Plat for Logistics Park Kansas City, Southeast, Third Plat, subject to compliance with the following stipulations:

1. All Final Plat requirements of the City listed above shall be met or addressed prior to recording of the Plat.
2. The commencement of any improvements shall not occur prior to the approval and endorsement of the final plat and the submittal to and approval of construction plans for all streets, sidewalks, storm water sewers, sanitary sewers, and water mains contained within the final plat by the Governing Body. Sanitary sewer drawings and specifications must be submitted to and approved by the City of Edgerton and Kansas Department of Health and Environment prior to the commencement of any improvements.
3. A Public Improvement Inspection Fee, established by the Fee Schedule for the Unified Development Code, shall be submitted with the document of financial assurance as defined in Section 13.7 prior to the commencement of any improvements.
4. The applicant shall meet all requirements of Recording a Final Plat as defined in Section 13.5 of the Edgerton Unified Development Code, including payment of excise tax.
5. The applicant shall meet all requirements of Financial Assurances as defined in Section 13.7 of the Edgerton Unified Development Code.

ATTACHMENTS

Application FP2015-05

Final Plat for Logistics Park Kansas City – Southeast, Third Plat

NAME OF PROPOSED SUBDIVISION: Logistics Park Kansas City - Southeast, Third Plat
LOCATION OR ADDRESS OF SUBJECT PROPERTY: Approx. 1700 ft south of 191st St. and Monrose Rd.
LEGAL DESCRIPTION: See attached
CURRENT ZONING ON SUBJECT PROPERTY: L-P CURRENT LAND USE: Under Construction
TOTAL AREA: 36.638 Acres NUMBER OF LOTS: 2 AVG. LOT SIZE: N/A Sq. Ft.
DEVELOPER'S NAME(S): John Thomas PHONE: 816.888.7640
COMPANY: Edgerton Land Holding Company^{XX}, LLC FAX: _____
MAILING ADDRESS: 5015 NW Canal St., Ste 200, Riverside, MO 64150
Street City State Zip
PROPERTY OWNER'S NAME(S): Same as above PHONE: _____
COMPANY: _____ FAX: _____
MAILING ADDRESS: _____
Street City State Zip
ENGINEER'S NAME(S): Mick Slutter, PE PHONE: 913.317.9500
COMPANY: Renaissance Infrastructure Consulting FAX: _____
MAILING ADDRESS: 5015 NW Canal St., Ste 100, Riverside, MO 64150
Street City State Zip
SIGNATURE OF OWNER OR AGENT: John A. Sluff
If not signed by owner, authorization of agent must accompany this application.

NOTE: Ten (10) copies of the proposed preliminary plat must accompany this application for staff review. One (1) reduced copy (8 1/2 x 11) must also be submitted with the application.

FOR OFFICE USE ONLY

Case No. FP- 2015-05 Amount of Fee Paid: \$ 320.00 Date Fee Paid: 5/26/15
Received By: Heera Bragg Date of Hearing: _____

FINAL PLAT INSTRUCTIONS

SUBMITTAL DEADLINE: The applicant shall submit an application at least forty-five (45) days prior to a scheduled meeting. If the final plat complies with the preliminary plat, Planning Commission and Governing Body may consider approval without notice or public hearing.

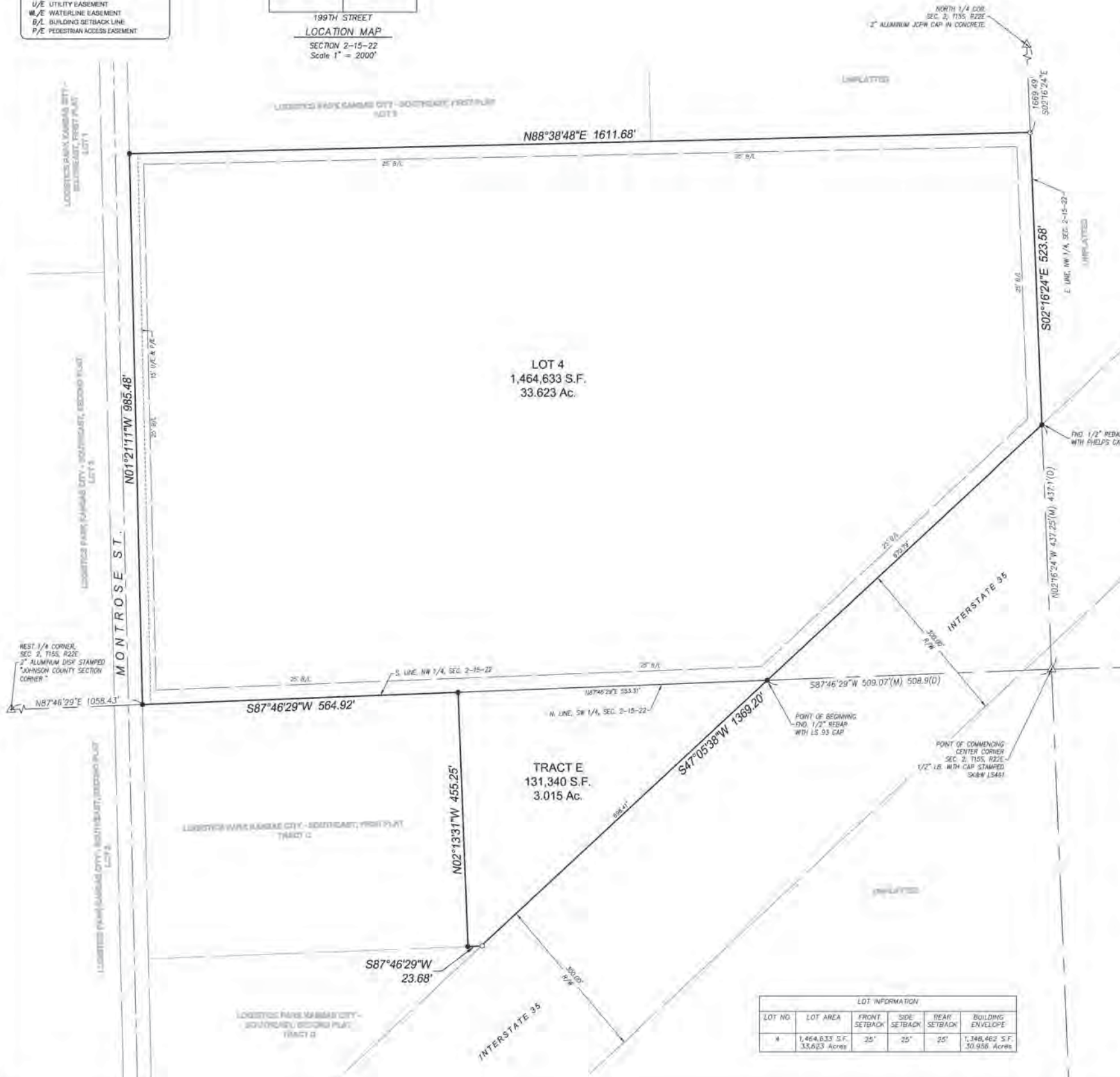
FINAL PLAT

LOGISTICS PARK KANSAS CITY - SOUTHEAST, THIRD PLAT

A PART OF THE S $\frac{1}{2}$ OF THE NW $\frac{1}{4}$ AND A PART OF THE NE $\frac{1}{4}$ OF THE SW $\frac{1}{4}$, SECTION 2, TOWNSHIP 15 SOUTH, RANGE 22 EAST
IN THE CITY OF EDGERTON, JOHNSON COUNTY, KANSAS

Legend:

- △ FOUND SECTION CORNER AS NOTED
- SET 12" X 24" REBAR WITH RIG KSCOLS 234 CAP
- U/E UTILITY EASEMENT
- W/E WATERLINE EASEMENT
- B/L BUILDING SETBACK LINE
- P/E PEDESTRIAN ACCESS EASEMENT



DESCRIPTION

That part of the South One-Half of the Northwest Quarter and the part of the Northeast Quarter of the Southwest Quarter of Section 2, Township 15 South, Range 22 East, in the City of Edgerton, Johnson County, Kansas, more particularly described as follows:

Commencing at the Southeast corner of said Northwest Quarter; thence coincident with the south line of said Northwest Quarter, South 87°46'29" West, 509.07 feet to the northerly right-of-way line of Interstate 35, as now established and the Point of Beginning; thence coincident with said northerly right-of-way line, South 47°05'38" West, 896.41 feet; thence departing said northerly line, South 87°46'29" West, 23.68 feet to the southeast corner of Tract C, KANSAS CITY LOGISTICS PARK - SOUTHEAST, FIRST PLAT; thence coincident with the east line of said Tract C, North 02°13'31" West, 455.25 feet to the northeast corner of said Tract C; thence coincident with the north line of said Tract C, South 87°46'29" West, 564.92 feet to the easterly right-of-way line of Montrose Street, as now established; thence coincident with said easterly right-of-way line and the easterly line of said KANSAS CITY LOGISTICS PARK - SOUTHEAST, FIRST PLAT, North 01°21'11" West, 965.48 feet to the southwest corner of Lot 2, said KANSAS CITY LOGISTICS PARK - SOUTHEAST, FIRST PLAT; thence departing said easterly right-of-way line coincident with the south line of said Lot 2 and its easterly extension, North 88°38'48" East, 1611.68 feet to the east line of said Northwest Quarter; thence coincident with said east line, South 02°16'24" East, 523.58 feet to the northerly right-of-way line of said Interstate 35; thence departing said east line coincident with said northerly right-of-way line, South 47°05'38" West, 670.79 feet to the Point of Beginning, containing 1,595,972 square feet, or 36.639 acres, more or less.

DEDICATION

The undersigned proprietors of the above described tract of land have caused the same to be subdivided in the manner as shown on the accompanying plat, which subdivision and plat shall hereafter be known as "LOGISTICS PARK KANSAS CITY - SOUTHEAST, THIRD PLAT".

The undersigned proprietors of said property shown on this plat do hereby dedicate for public use and public ways and thoroughfares, all parcels and parts of land indicated on said plat as streets, terraces, places, roads, drives, lanes, parkways, avenues and alleys not heretofore dedicated. Where prior easement rights have been granted to any person, utility or corporation on said parts of the land so dedicated, and any pipes, lines, poles and wires, conduits, ducts or cables heretofore installed thereupon and therein are required to be relocated, in accordance with proposed improvements as now set forth, the undersigned proprietor hereby absolves and agrees to indemnify the City of Edgerton, Kansas, from any expense incident to the relocation of any such existing utility installations within said prior easement.

An easement or license to enter upon, locate, construct, use and maintain or authorize the location, construction or maintenance and use of conduits, water, gas, sewer pipes, poles, wires, drainage facilities, irrigation systems, ducts and cables, and similar facilities, upon, over and under these areas outlined and designated on this plat as "Utility Easement" or "U/E" is hereby granted to the City of Edgerton, Kansas with subordinate use of the same by other governmental entities and public utilities as may be authorized by state law to use such easement for said purposes. Utility easements shall be kept clear of obstructions that impair the strength or interfere with the use and/or maintenance of public utilities located within the easement.

Areas designated on the accompanying plat as "pedestrian access easement" are hereby dedicated to the public for the purpose of pedestrian access (P/E). No fence, wall, planting, structure or other obstruction may be placed or maintained in said P/E without approval of said City Engineer of the City of Edgerton, Kansas.

RESTRICTIONS

Tract "E" is intended to be used for stormwater detention and open space and shall be owned and maintained by Logistics Park Kansas City Owners' Association, its successors and assigns.

CONSENT TO LEVY

The undersigned proprietors of the above described tracts of land hereby consent and agree that the Board of County Commissioners and the City of Edgerton, Johnson County, Kansas, shall have the power to release such land proposed to be dedicated for public use from the lien and effect of any special assessments, and that the amount of unpaid special assessments on such land dedicated, shall become and remain a lien on this land fronting and abutting on such dedicated public way or thoroughfare.

NOTES

1. Basis of Bearings: Kansas North Zone, U.S. State Plane, NAD 83 HARN
N 88°38'48" E, along the North line of the NW $\frac{1}{4}$ of Section 02-T15S-R22E.

CLOSURE CALCULATIONS:
Precision, 1 part in: 1,206,626.13
Error distance: 0.00'
Error direction: N29°36'04"W
Perimeter: 5633.79'

SURVEYORS CERTIFICATION

This is to certify on the 17th day of March, 2015 this field survey was completed on the ground by me or under my direct supervision and that said survey meets or exceeds the "Kansas Minimum Standards" for boundary surveys pursuant to K.S.A. 74-7037.

Roger B. Dill, Kansas LS-1408

EXECUTION

IN TESTIMONY WHEREOF, the undersigned proprietor has caused this instrument to be executed this ____ day of ____, 20__.

Edgerton Land Holding Company, LLC
By: NorthPoint Development, LLC
Its: Manager

Nathaniel Hagedorn, Manager

STATE OF MISSOURI)
COUNTY OF PLATTE) SS

BE IT REMEMBERED, that on this ____ day of ____, 20__, before me a Notary Public in and for said County and State, came Nathaniel Hagedorn, Manager of NorthPoint Development, LLC, the Manager of Edgerton Land Holding Company, LLC, who is personally known to me to be the same person who executed the foregoing instrument of writing on behalf of said limited liability company, and he duly acknowledged the execution of the same to be the act and deed of said limited liability company.

IN WITNESS WHEREOF, I have hereunto set my hand and seal on the day and year last written above.

My Appointment Expires: ____
Notary Public

IN TESTIMONY WHEREOF, the undersigned proprietor has caused this instrument to be executed this ____ day of ____, 20__.

ELHC XIV, LLC, Owner Lot 3
By: NorthPoint Development, LLC
Its: Manager

Nathaniel Hagedorn, Manager

STATE OF MISSOURI)
COUNTY OF PLATTE) SS

BE IT REMEMBERED, that on this ____ day of ____, 20__, before me a Notary Public in and for said County and State, came Nathaniel Hagedorn, Manager of NorthPoint Development, LLC, the Manager of ELHC XIV, LLC, who is personally known to me to be the same person who executed the foregoing instrument of writing on behalf of said limited liability company, and he duly acknowledged the execution of the same to be the act and deed of said limited liability company.

IN WITNESS WHEREOF, I have hereunto set my hand and seal on the day and year last written above.

My Appointment Expires: ____
Notary Public

APPROVALS

APPROVED by the Planning Commission of the City of Edgerton, Johnson County, Kansas, on this ____ day of ____, 20__.

Chuck Davis, Chairperson Maria O'Neill, Secretary

APPROVED by the Governing Body of the City of Edgerton, Johnson County, Kansas, on this ____ day of ____, 20__.

Donald Roberts, Mayor Attest: Janeice Rawles, City Clerk

APPROVED by the Zoning Administrator, on this ____ day of ____, 20__.

Kenneth A. Cook, Zoning Administrator

LOGISTICS PARK KANSAS CITY - SOUTHEAST, THIRD PLAT

Prepared For:
ELHC XIV, LLC
5015 NW Canal Street, Suite 200
Riverside, MO 64150
(816) 888-7380

Date of Preparation:
April 2, 2015

Renaissance
Infrastructure
Consulting

5150 NW Canal Street, Suite 100
Riverside, Missouri 64150
816.800.0950
www.ri-consult.com

STAFF REPORT

7-B

July 9, 2015

To: Edgerton Planning Commission
Fr: Kenneth A. Cook, Community Development Director
Re: Application FS2015-04 for the Final Site Plan for Logistics Park Kansas City – Southeast, Third Plat (IP XV)

APPLICATION INFORMATION

Applicant/Property Owner: Patrick Robinson, Edgerton Land Holding Company (ELHC)

Requested Action: Final Site Plan – Logistics Park Kansas City – Southeast, Third Plat (Inland Port XV)

Legal Description: Part of Section 2, Township 15, Range 22

Site Address/Location: East side of Montrose Road and South of 191st Street

Existing Zoning and Land Uses: City of Edgerton L-P Logistics Park on vacant land

Existing Improvements: None

Site Size: 33.64 Acres

PROJECT DESCRIPTION

The applicant has prepared a final site plan based on a preliminary site plan and L-P, Logistics Park District zoning requirements. This project is considered part of LPKC Phase II. The Preliminary Site Plan was approved August 12, 2014 and originally showed three warehouses being proposed as part of this phase. As this property has been developed, the size and number of proposed warehouses has changed. On April 14, 2015 the Planning Commission approved an amended Preliminary Plat, which expanded the size of the development and provided for four properties located in a slightly modified orientation from the original Preliminary Plat and Preliminary Site Plan. The applicant also provided an updated map that provides a better representation of how this area is being developed. The Planning Commission also considered and approved an Alternative Landscaped Plan (ALP) for this phase on May 12, 2015. This ALP allows for the landscaping for the entire phase to be considered together rather than requiring the Planning Commission to consider each property individually.

The Final Site Plan shows one (1) warehouse building on a 33.64 acre lot, with the building containing 548,333 square feet with associated parking, stormwater detention facilities, and landscaping. The landscaping plan for the subject property is the ALP that the Planning Commission approved at the May 12, 2015 meeting. A copy of this plan is being attached for reference.

STAFF ANALYSIS

Staff has reviewed the Final Site Plan submittal. The Final Site Plan is reviewed for compliance with Section 10.1 of Article 10 for Site Plan requirements. It is also reviewed for compliance with Section 5.2 Logistics Park (L-P) District regulations. The combined details of that review are listed below.

Section 10.1 of Article 10 for Site Plan requirements

1. Front or cover sheet.

- a) A scale vicinity map showing the relationship of the site to surrounding neighborhoods, roads and other physical features. *The location map has a label for Lot 1 where Lot 2 is located and does not show the area which has been platted as Montrose Road or 196th Street. Staff would suggest that the roads should be added and the reference (including lot lines) to specific lots be removed. **Update Final Site Plan.***
- b) A project title, zoning designation and project sponsor. A street, lot or tract address of the project. *The title is incorrect as it specifies that the property is part of a Fourth Plat while it is actually being proposed as the Third Plat. Staff also suggests that the general description of 191st & Waverly should be updated to more particularly describe this property, as it is not adjacent to either of these streets. **Update Final Site Plan.***
- c) An index to contents, and a data table which, at a minimum, includes: Acreage of the site and number of units per acre (if applicable); gross square feet of the building(s) area; the proposed use of each building; number of employees and the BOCA or Uniform Building Code or NEPA 101 Life Safety Code Occupancy Design Load and, the total number of parking places. *The Index to Contents does not include building floor plans or building elevations. Some information in the data table is incorrect and needs to be updated. The acreages listed for the Third Plat Acreage and also for Lot 5 do not match the information included on the Final Plat or on other pages in the Final Development Plan. The numbers for the number of employee parking spaces appears to be incorrect. **Update Site Data Table***

The floodplain note is partially incorrect as it specifies only that the property is located in Zone X and should possibly further specify that portions are also within Zone X, 1% Future Conditions.

- d) The name of the architect, engineer, surveyor or draftsman. **Final Site Plan complies.**
 - e) The specified certificates and signature blocks. *The name and title of the individual signing should be included under the signature line. **Update signature blocks.***
2. Sheet #2 ***The Planning Commission has already approved and Alternative Landscape Plan. A copy of this plan, preferably zoomed into the site, will need to be included as part of the Final Site Plan and should include information such as a timetable for planting.***

- a) A landscape plan drawn to scale, showing the site, building location, planting and seeding schedules, refuse and outdoor storage screening and boundary screening. All landscape features shall be shown in relation to sidewalks, paths, lawns, parking areas and drives. *The Applicant has already received approval of an Alternative Landscape Plan for this site. Staff would suggest that the Landscape Plan for this site be included in this document. The existing plans currently submitted as part of the Final Development Plan only show the sidewalks to the Western portion of the building as being extended to connect with the Public Sidewalk. Additional Sidewalk may also need to be shown, especially if the building is split into multiple tenants. A sidewalk along the proposed private drive could also provide pedestrian access to the Southeast corner of Lot 2 and also to the South Side of the future Lot 3 buildings.*
- b) A table entitled "Planting Schedule" which lists the common name, size and condition of all planting materials, together with a timetable for planting.

3. Sheet #3

- a) A site map with the following features.
 - i) Topography at reasonable intervals. *Contours are included in the grading plan. **Final Site Plan complies.***
 - ii) Exterior lot lines with any survey pins. *Final Site Plan does not show any survey pins and some exterior lot lines are also missing. **Update Final Site Plan***
 - iii) Location of buildings. ***Final Site Plan complies.***
 - iv) Parking areas, paths, walks with sizes and surfaces material specifications. *The parking areas which are shown as serving Inland Port XII encroach onto this property. These properties will need to be replatted in order to adjust where the property line will be located. The Planning Commission will need to discuss the issue of the possible location of this parking area and also the private drive within the 10 foot required setback for parking areas. Will the parking areas on the North & South side of building be constructed as part of the original building construction? If not, please include note that these will not be constructed at this time but will be developed as needed. Additional pedestrian access may need to be provided from the building out to future sidewalks to be constructed along Montrose if the building is divided for multiple tenants. Additional sidewalk could be placed along the private road located North of the building. This sidewalk could also provide additional access to the South side of Inland Port XII, when it is developed. **Update Final Site Plan***
 - v) Exterior lighting specifications. ***Details, locations and photometric plan have not been provided at this time. Staff suggests that a photometric plan be approved prior to the installation of lighting.***
 - vi) Site entrance and connections to streets. *The applicant has already met with staff to discuss the issue of entrances and connections to streets. The proposed site will have two access points onto Montrose Road. The North entrance will include a private road that will be shared with Inland Ports XII & XIII. **Final Site Plan Complies.***
 - vii) The location of easements. ***Final Site Plan Complies.***
 - viii) Connection point for utilities. *Plan currently shows Temporary Sanitary Holding Tank. Label for holding tank appears to be pointed to the wrong location. **Provide a plan for sanitary sewer service for the property.***
- b) A sketch of the entry sign, and all other free-standing, façade, and building signs to be

used on the premises. ***No signage was submitted with the application. Signage proposed later shall receive separate approval according to the provisions of the UDC.***

- c) Features to facilitate handicapped access. *Additional ADA spaces may be required if the building is divided into multiple tenants and the parking in the middle of the building is used for primary entrances. **The accessible parking spaces and access areas should not exceed 2% slope in any direction.***
- d) Profile and detail for roads (if required). *Montrose Road is the only public road adjacent to the site and the extension of this road will be constructed as part of the construction of Inland Port XIV. **Final Site Plan Complies.***

4. Sheet #4

- a) Scale drawing of building floor plans. *The overall floor plan of the building has been submitted and the plans have been designed to match the other buildings which have previously been developed, approved and constructed as part of Phase II. These structures did not fully comply with the vertical and horizontal articulation requirements when they were approved. Staff is recommending that the Planning Commission allow modifications to these requirements to allow for a consistent design of the buildings located in this phase. These plans do not include interior improvements as the building is being constructed speculatively. **Will be reviewed at Building Permit Review.***
- b) Dimensions and use of rooms and areas. ***Will be reviewed at Building Permit Review.***
- c) Dimensions of entrances/exits and corridors. ***Will be reviewed at Building Permit Review.***
- d) Interior specifications for handicapped accessibility as required by ANSI 117.1 and this ordinance. ***Will be reviewed at Building Permit Review.***

5. Sheet #5

- a) Scale drawings of all building elevations. ***Final Site Plan complies.***
- b) Roof pitch and materials. ***Final Site Plan complies.***
- c) Siding type and materials, including fascia. ***Final Site Plan complies***

Section 5.2 Logistics Park (L-P) District regulations

SETBACK, YARD, AND AREA REGULATIONS:

- 1. Building Coverage: The maximum building coverage in the L-P District is 50%. With a site size of 1,464,633 square feet and a building containing 548,388 square feet, building coverage is within the maximum at 37.4%. ***Final Site Plan complies.***
- 2. Setbacks from the street right-of-way or property line: ***Update Final Site Plan to include property lines and building setback lines.***
 - a. Front. *The building setback lines have not been included on the site plans. The subject property does have frontage onto two public roads (Montrose & Interstate 35) and onto one private drive (North side of property). The frontage along Montrose is considered to be the front property line by the regulations. In any case, the requirements for front and side at street setbacks both require the same setbacks which are dependent upon the size of the adjacent street. The proposed building front is located more than 100 feet*

from the Montrose Street right-of-way where a 25-foot setback has typically been shown for the other projects along this ROW.

- b. Side (Typical). *The North and South property lines are considered the side property lines. As the adjoining property is also zoned L-P District, the minimum Side Yard Setback is 25 feet. The proposed structure appears to be located approximately 220 feet from these property lines. An exact measurement cannot be made as the property lines are not currently shown on the plans.*
- c. Side at Street (Typical). *Staff is considering the frontage along Interstate 35 as being a side at street. The requirements for the Side at Street and Front Setback are the same within this district. The standard setback for this yard adjacent to a road with more than two lanes is 50 feet. The building appears to be setback approximately 120 feet from this property line.*
- d. Rear. *The East property line is considered to be the rear and appears to be located approximately 360 feet from the building. While no property line is shown on the plans and so an exact dimension is difficult to determine.*
3. Maximum Building Height. *The Maximum building height is shown as 47'-0" and is under the maximum height of 110 feet. **Final Site Plan complies.***
4. Building Separation. *A minimum building separation of twenty (20) feet is required. There is only a single building proposed with this final site plan. Future building separations will need to be evaluated when adjacent final site plans are submitted. **Final Site Plan complies.***
5. Accessory Building and Structure Regulations. *No accessory buildings are proposed with this application. **Final Site Plan complies.***

DISTRICT REGULATIONS:

1. A minimum of three exterior walls shall be of materials other than metal. *All exterior walls of the proposed warehouse are tilt-up concrete, meeting this requirement. **Final Site Plan complies.***
2. All operations other than limited storage of motorized machinery and equipment, materials, products or equipment, shall be conducted within a fully enclosed building. *An Alternative Landscape Plan has been approved for this phase and which some consideration has been made for the future trailer parking areas shown on the North and South side of the site. While the regulations only allow for "limited storage", the Planning Commission has allowed for the location of trailer parking areas on previous requests with consideration being given for requiring additional screening along major roads and the orientation of buildings so that loading areas face other similar uses or local roads. **An Alternative Landscape Plan has been approved and only future trailer spaces are shown. The outside storage of other items would require approval of an amended Final Site Plan. Final Site Plan Complies***
3. All storage of motorized machinery and equipment, materials, products or equipment shall be within a fully enclosed building, or in a storage area or yard. Said storage shall be limited to twenty percent (20%) of the ground floor area of the building or tenant space. All storage materials shall be one hundred (100) percent screened from public view, except when adjacent to another storage area, which is one hundred (100) percent screened from public view. For the purposes of this section, the phrase "screened from public view" means not visible at eye level from adjoining properties or any street right-of-way. Use of landscaping materials is encouraged in lieu of privacy fencing. All storage

areas shall be paved or surfaced. ***An Alternative Landscape Plan has been approved. Final Site Plan Complies.***

DESIGN GUIDELINES:

1. When more than one (1) building is planned for L-P district property, the development plan shall demonstrate integration and coordination of the architectural design for buildings, structures, and landscaping and open space. *The proposed building, landscaping, and open space design is generally consistent with previously approved projects in the Logistics Park, especially in regards to the other buildings developed as part of Phase II. Final Site Plan Complies.*
2. Buildings should be oriented so that the front or side of the building faces the public street frontage of the property. The City may consider an exception to orient a rear elevation towards a public street for unique situations due to the configuration of the lot. *To interpret this regulation, criteria must be provided that allow a building wall to be evaluated as front, side or rear. Typically, the side of a building with the greatest architectural interest such as windows, ornamentation, and design elements helps determine the building front. The rear side would typically be where activities such as loading (dock doors) and storage activities take place, and where building facades have few or no interesting elements.*

*All sides of the proposed building have tilt-up concrete walls, adding to architectural interest. The parts of the building with the most prominent architectural features are the office/entrance areas located at the four corners of the proposed building, but especially the West and East ends of the structure. The West side of the building faces Montrose Street and has architectural interest with the entrances at the North and South corners of the façade and vertical articulation between to break up the façade between the corners. The East side is proposed to match the look of the West side and will prominently face Interstate 35. While dock doors are typically features associated with the rear of a building the South side will somewhat face the interstate, while being separated by some existing trees and a drainage area. The dock doors on the North side of the property will be adjacent to areas considered to be the rear of properties located to the North. **Thus, if the City approves the current application, it will thereby approve an exception to orient a side elevation (including dock doors) toward a public street (Interstate 35) due to the configuration of a lot with public streets on two sides of the proposed building.***

3. The City may require that loading and service areas are screened from public view with landscaping, berming, facade walls, or fencing. *The orientation of the building exposes the South side containing dock doors and future trailer parking to visibility from a public right-of-way (I-35). Existing trees, drainage area and some proposed trees are shown along this area and provide some screening of this area. These items were shown in the Alternative Landscape Plan and will provide some screening from I-35. The orientation of the building, at a skew to I-35, does provide some additional screening to South bound traffic and Inland Port XIV will also provide some screening from North bound traffic. The preferred location for the future trailer parking would be on the North Side of the structure as this would screen this use from the interstate. Staff anticipates that the relocation of the parking would create difficulties with the development of the site. As the applicant has not typically built the future trailer parking as part of the construction of the building, staff would suggest that the applicant agree to consider screening in the future, once this parking is constructed and it is determined that additional screening is needed. Also, staff*

*recommends that additional screening may be needed in the future if the area which is currently shown wooded wetland does not provide sufficient screening or to replace existing material if it is removed, damaged or dies. **The Planning Commission has approved an Alternative Landscape Plan for the property but staff suggests that a condition be placed on the approval which allows for staff to review if additional screening is needed once the facility or future trailer parking spaces are constructed and which also requires for the replacement of material or new screening if areas currently shown as wooded wetland do not provide sufficient screening.***

4. When development is proposed adjacent to any existing residential development, site plan approval, including building elevations, landscaping, and screening shall be approved by the City. *The property is located across the interstate from property zoned County RUR and Agriculture and property located to the East is located within the City of Gardner and is shown as still being zoned Agriculture adjacent to the site. No dwellings are located adjacent to the site. **Final Site Plan Complies.***
5. Pedestrian access within a development and adjacent public and private property shall be considered as a component to the design of an employment center. *A sidewalk should also be provided along the private road located along the Northern portion of the property. This would provide pedestrian access to the Eastern side of the building, especially if the building is divided for multiple tenants. This sidewalk would also provide pedestrian access to the South side of Inland Port XIII, when developed. **Update Final Site Plan.***

ARCHITECTURAL DESIGN STANDARDS

1. Building Massing and Scale. A building's massing is defined as its exterior volume. The height, width and depth of a structure create the overall massing of a building. A building's scale is the relationship of its overall size and its component parts with its adjoining spaces and buildings. **Final Site Plan complies.**
2. Large expanses of blank walls of any material or metal siding are not allowed. Building facades over one hundred feet (100') long facing public right of way or residential property shall break up massing of buildings by dividing building façade into smaller components with a minimum of three (3) of the following elements:
 - a. articulating details around doors, windows, balconies, plate lines, providing details such as "belly-bands," recessed design elements, interesting cornice treatment details, exposed expansion joints, reveals, change in texture, or other such methods of visual relief;
 - b. Avoiding long, repetitive, monotonous facades – particularly those that repeat the same design element several times along the same elevation
 - c. Use of darker building color and varied wall treatments
 - d. Varying roof lines (see Vertical Articulation section)
 - e. Change of wall plane (see Horizontal Articulation section)

The proposed elevations have been designed to be consistent with the other buildings approved and constructed as part of Phase II. When these structures were approved and constructed the plans did not fully comply with the standards specified in the regulations for horizontal and vertical articulation. The applicant has continued the same design with this structure in order for this building to match the other buildings that have been constructed as part of this phase. The West side directly faces Montrose Street with the East and South sides facing I-35, at an angle. The West and East elevations use vertical

*and horizontal articulation, windows, and color blocking to effectively break up building massing. The North and South façades again use vertical articulation, color blocking, and windows effectively, though the great lengths on these sides provide more opportunities for varying techniques than are taken advantage of in the design. Additional horizontal articulation at the entrances located in the middle of these sides could help to further break up the expanse of these extremely long walls but could also reduce parking provided in these areas. **Final Site Plan complies.***

3. Building Materials. One hundred percent (100%) of the surface of each exterior wall (excluding doors and windows) facing a public street, residential use or public open space shall consist of materials including but not limited to stone, brick, glass block, tile, cast metal, cast or cultured stone, concrete (tilt-up walls), glass, or a combination of these materials. *All walls are concrete tilt-up, which meets this requirement. **Final Site Plan complies.***

4. Façade Guidelines

- a. Horizontal Articulation. Walls facing a public right-of-way or a residentially zoned property shall not extend for a distance greater than four (4) times the wall's height without having an off-set of ten percent (10%) of the wall's height (maximum of five (5) feet); the new plane shall extend for a distance equal to a minimum of twenty percent (20%) of the maximum length of the first plane. The City may allow exceptions to this requirement upon review and approval of a typical façade elevation. Walls not facing a public right-of-way or a residentially zoned property and walls with loading dock doors are exempt from the horizontal articulation requirement. *The middle sections of the East and West walls measure approximately 265 feet. With the height of these walls ranging between 43 feet and 47 feet the maximum length of this wall without additional horizontal articulation should be 188 feet. The required horizontal off-set along this wall is between 4.3 and 4.7 feet. The off-sets that are provided are 5 and 10 feet, respectively. As has been stated above, while the structure does not specifically meet this standard, it has been designed to match the buildings which have already been constructed and approved for this phase. The South elevation does technically comply with this requirement due to the exemption provided for walls with loading docks. **While the plan does not fully comply with the specified standards staff recommends that the Planning Commission approve exceptions to allow the property to match the existing structures located in this phase in order to maintain a consistent appearance.***
- b. Vertical Articulation. Walls facing a public right-of-way or a residentially zoned property shall not extend for a distance greater than four (4) times the height of the wall without changing height by a minimum of ten percent (10%) of the wall's height (maximum of five (5) feet). The City may allow exceptions to this requirement upon review and approval of a typical façade elevation. *Like the horizontal articulation requirement, walls not facing a public right-of-way or a residentially zoned property are exempt from this requirement. However, walls with loading dock doors are still required to meet this standard. The minimum height change required is 4.7 feet. The maximum change in height shown on the West elevation (across the entire length of the building) is 4' (47' to 43'). This articulation occurs near the middle of the building and is slightly less than what is required. However, more (while smaller) articulation is provided along the elevations. The vertical articulation being provided appears to be the similar as*

that shown on previous projects and matches the design of other buildings located within Phase II. While the plan does not fully comply with the specified standards staff recommends that the Planning Commission approve exceptions to allow the property to match the existing structures located in this phase in order to maintain a consistent appearance.

- c. Screening of Rooftop Equipment. For buildings within the L-P District, all rooftop mounted mechanical, air conditioning, electrical, and satellite dish equipment shall not be visible. Rooftop equipment shall be screened from ground and street level view with parapets or other architectural design features constructed of the same materials used on the exterior walls. ***Rooftop equipment is not shown on the proposed building elevations. If rooftop equipment visible from the ground and street level is planned, parapets to conceal it from the ground and the streets shall be required prior to building permit approval.***
- d. Color Palette. Earth tones, muted hues, and natural tones are permitted as structures' basic colors. Brighter hues are permitted only as an accent color on building elements such as awnings, doors, and trim. A mixed color palette on a single building should be carefully selected so all colors harmonize with each other. ***Color blocking is used effectively in the elevations provided. Though staff has not done percentage calculations to evaluate strict compliance with the above chart, staff believes the uses of color on the building follow the pattern of previously approved buildings and are otherwise consistent with the identity of LPKC.***

Accent colors should be applied using the following guidelines:

	Required	Allowed
1 st Accent Color	10%	20%
2 nd Accent Color	0%	10%
3 rd Accent Color	0%	10%

*Percentage calculations shall utilize the entire façade area.

PARKING AND LOADING

1. General. The plan addresses the general parking and loading requirements as follows:
 - a. Parking space dimensions of at least 9 by 20 feet per space are required. *The Final Site Plan shows 209 regular car parking (195 on title page) spaces with 7 ADA spaces. Staff anticipates that the applicant is not planning to build the parking areas at the middle of the North and South sides of the building. If this is correct, they should be labeled as future spaces, not to be constructed at this time on the plans and in the data table.*
 - b. Adequate loading spaces off the public right-of-way are shown.
 - c. Parking is all on asphalt or concrete.
 - d. Off-street space for loading and unloading of goods is provided. *94 truck spaces and 65 future truck stalls. The future trailer spaces located to the South of the building would preferably be located to the North of the structure in order for this area to be screened from Interstate 35.*
 - e. Shipping, loading, maneuvering, and parking areas meet the setback requirements. *All parking/loading spaces and areas are required to be setback a minimum of 30 feet from any street ROW line or residential zoned property and*

10 feet from other property lines. The parking area shown as serving the South side of Inland Port XII (to the North) extends across the existing property line and onto the subject property. This creates a number of issues as parking is typically supposed to be provided on the property for which it serves and the issue that the parking area does not comply with the standard setback requirement. A further issue could be created if one of these properties is actually sold to a future property owner and is no longer held by Edgerton Land Holding Company. Staff would suggest that this parking area be shown as future parking as it is our understanding that it is not being constructed at this time. Staff would further suggest that these two properties may need to be replatted in the future in order to adjust where this property line is located prior to the construction of this additional parking. **Update Final Site Plan to show parking areas South of Inland Port XII, and which extend onto this property, as future parking.**

2. Warehouse/Distribution Center and Large Building Parking Space Exceptions. Parking shall be required per City standard based upon individual land use, except Warehouse or Distribution Center land uses, which shall require one (1) space per two thousand (2,000) square feet of building area. Buildings in excess of one hundred thousand (100,000) square feet or users with specific parking needs may provide an independent parking study to the City for approval. *The proposed structure is 548,388 square feet which would calculate to a minimum of 275 spaces. The Final Site Plan shows 209 regular car parking spaces with 7 ADA spaces. It is assumed that 16 of the spaces will not be constructed at this time and would reduce the total number of spaces to 200. As stated, additional parking is located on this property even though it is shown as serving Inland Port XII. These parking spaces are not included in these calculations. The number of these future parking spaces may need to be reduced in order to provide for additional ADA spaces if the building is split into multiple tenants. In past requests, the Planning Commission has allowed some of the extra off-street loading spaces to be considered as part of the spaces required for parking as some of these areas could be converted to allow for additional parking if needed. The Planning Commission will need to decide if the property needs to meet the full requirement or if the spaces provided are sufficient.*

OFF-STREET PARKING STANDARDS

1. Maneuvering. It appears that adequate space is provided on the plan for vehicle maneuvering off the public right of way. **Final Site Plan complies.**
2. Parking Spaces and Aisle Surfaces. All parking spaces, aisles and maneuvering areas are all-weather surfaced and are connected by all-weather surfaced driveways to the street, as required. **Final Site Plan complies.**
3. Parking Space and Aisle Dimensions. Parking space dimensions of at least 9 by 20 feet per space are required. **Final Site Plan complies.**
4. Wheel Stops. Wheel stops or curbs are required for parking spaces around the perimeter of the parking lot and adjacent to sidewalks. *Parking spaces are not adjacent to required landscaped areas, public ROW or public sidewalks and Curbs are also indicated on the site plan around parking areas.* **Final Site Plan complies.**
5. Parking layout with 90 degree spaces and two-way traffic. The parking area proposed conforms to the requirements shown in Figure 8 of the L-P District parking requirements. *Staff does suggest that the future parking areas on the North and South side of the*

*building be shown as to be developed in the future if they will not be constructed at this time. **Final Site Plan complies.***

OFF-STREET LOADING STANDARDS

1. Access. Loading facilities shall be located adjacent to a public access-way or private service drive. **Final Site Plan complies.**
2. Minimum Loading Space Dimensions. Loading spaces shall be a minimum of twelve (12) feet in width, sixty-five (65) feet in length, and fourteen (14) in height except as may otherwise be approved by the City. *The loading spaces shown on the site plan are dimensioned as 13 feet by 60 feet. These spaces all front onto a 70 foot wide driveway area. Staff understands that the normal minimum design turning radius for semi-trucks is 45 feet and the space provided will allow for circulation of trucks on the site. The future trailer parking spaces are dimensioned as 12 feet by 53 feet. **Final Site Plan complies.***
3. Use of Loading Spaces. Off-street loadings spaces shall be used only for temporary loading/unloading operations and shall not be used for storage or display of boats, trailers, campers, motor vehicles or other goods, materials or products. *The main loading spaces appear to be designed to operate as loading docks for the facility and not for the storage of other goods, materials and products. The future trailer parking spaces will provide space for the storage of trailers but the storage of other items will not be permitted. **Final Site Plan complies***
4. Number of Loading Spaces Required. A use which receives or distributes material, supplies or merchandise by motor vehicle is required to provide spaces based upon the following requirement: (a) 0-9,999 square feet – None; (b) 10,000-50,000 square feet – 1 space; 50,001-100,000 – 2 spaces; and, 100,001+ - 1 additional space per 100,000 square feet. *Based upon this standard the property is required to provide 7 loading spaces. **Final Site Plan complies***
5. Temporary Outdoor Storage Regulations for Cargo Containers, Operational Trailers, and Tractors. The L-P District requires that outdoor parking or storage spaces for cargo containers, operational trailers and tractors must be screened from view by either a masonry wall of a type and style complementary to the primary materials of the building, wrought iron, decorative metal, living plant material or a combination of these. The height of the screening must be sufficient to block view of the equipment or vehicles from a public right-of-way. Where a masonry wall is used to satisfy this requirement, foundation planting must be provided on the exterior face of the wall. These spaces must be clearly demarcated solely for tractor and trailer storage. *The site plan shows a total of 65 "Future Trailer Parking" along the Southern portion of the property. These spaces are located approximately 47 feet from the South property line and as close as 100 feet from the North edge of the I-35 ROW. If/when these spaces are developed, additional screening may be needed to make sure they are screened as much as possible from the I-35 ROW. The elevation change from the property down to the I-35 may help in reducing the visibility of these spaces or allow for a small berm to provide sufficient screening. Staff does suggest that additional screening may be needed when these spaces are developed and that additional screening may be needed in the future if the wooded area is damaged or removed. **The applicant has been approved for an alternative landscape plan to deal with unique conditions of the site. Staff does suggest a condition on the approval of the final site plan include that screening must be maintained even if the existing wooded area is damaged or removed and that additional screening may also be needed when the Future Trailer Parking spaces are developed.***

PHOTOMETRICS –

1. General. All lighting shall be designed in accordance with applicable Illuminating Engineering Society of North America (IESNA) practices as applied to specified applications within the L-P District. Cut-off design is specified within the development. *A photometric plan has not been developed at this time and has typically been developed following the project being bid out for construction. The biggest struggle with the photometric plan is that this building is being constructed speculatively. Final construction plans, including exterior lighting, are not typically fully known until the building has been leased. While staff feels that photometric plans are important to continue to consider, these items might be better considered as part of an administrative review. Staff suggests that the applicant provide a photometric plan prior to the installation of any exterior lighting.*

LANDSCAPE STANDARDS

1. Alternative Landscape Plan. In lieu of the requirements set forth in Section 1.1., Landscaping Standards, an Alternative Landscape Plan (ALP) may be submitted to the Planning Commission for approval. An ALP shall utilize an innovative use of plant materials and design techniques in response to the unique characteristics of a particular site. At a minimum, an ALP shall contain equivalent landscaping as is required by these regulations. *An Alternative Landscape Plan has previously been approved by the Planning Commission. Staff suggest that the plan be included as part of the Final Site Plan. The Plan should include the requirement that the existing material being used for screening must be maintained and replaced if necessary. Staff would also suggest that plan also provide for additional screening to be constructed when the future trailer parking is constructed if it is determined to be needed by staff.*

SIGNAGE

No signage plan has been made available for review. *The applicant shall provide a signage plan according to the requirements in Article 5(K) prior to the issuance of a building permit.*

DIESEL EMISSION REQUIREMENTS

The following diesel emission requirements shall apply:

1. Except for loading and unloading operations, heavy duty diesel vehicles with a gross vehicle weight of over 14,001 pounds shall be restricted from idling on-site for no more than 5 minutes in any 60 minute period. For loading and unloading operations, idling shall be restricted to no more than 30 minutes in any 60 minute period.
2. One electrical hook-up shall be provided for “trucker plug-ins” equal to a minimum of one-third (1/3) of the total number of truck bays at the facility to eliminate excessive idling by heavy duty diesel vehicles with a gross vehicle weight of over 14,001 pounds. Approval to use alternative technologies to eliminate excessive idling may be requested, but shall not be approved unless the applicant demonstrates that they are at least as effective as electrical hook-ups. *Will be reviewed at Building Permit.*

3. Signs shall be posted by owner(s) of the facility at each vehicle entrance to the facility notifying drivers of heavy duty diesel vehicles with a gross vehicle weight of over 14,001 pounds to turn off engines when not in use. ***Will be reviewed at Building Permit.***
4. The operation and idling of heavy duty diesel vehicles with a gross vehicle weight of over 14,001 pounds, including circulation, shall be restricted within 300 feet of any property zoned for or committed to residential use, or the owner/developer shall provide alternative measures including the possible installation of a wall or other mitigating measures to assure buffering of residences from heavy-duty truck operations, unless the owners of property located adjacent to said heavy duty diesel truck operations consent and agree, in writing to:
 - a. Allow the location of heavy-duty diesel truck operations within 300 feet of their property zoned for and committed to residential use, and
 - b. Restrict areas of their property located within 300 feet of adjacent trucking operations to only non-residential uses;
5. Warehouse managers and employees shall be trained by the employer(s) or operator(s) of the facility to use efficient scheduling and load management to eliminate unnecessary operation, queuing, or idling of heavy duty diesel vehicles with a gross vehicle weight of over 14,001 pounds.
6. Warehouse managers and employees shall be provided by the employer(s) or operator(s) of the facility with information about the possible effects of diesel emissions on their own health and the importance of being a good neighbor by minimizing idling and avoiding other potentially adverse impacts on adjacent or nearby residences;
7. On-site services shall be made available to vehicle drivers to reduce idling. These services may include restroom facilities, seating for drivers waiting for their cargo to be loaded or unloaded, and/or food/beverage vending machines. ***Will be reviewed at Building Permit.***
8. Any motorized equipment used within the proposed development should utilize clean technology propulsion and/or alternative fuels such as biodiesel, electricity, or propane;
9. If fuel dispensing facilities are provided on-site, alternative clean fuels such as (but not limited to) bio-diesel blended fuel should be provided at these dispensing facilities.

Other Comments

1. A storm water study has been provided and is being reviewed by the City Engineer.

RECOMMENDATION

City staff recommends **approval** of FS2015-04 for the Final Site Plan Logistics Park Kansas City, Third Plat Lot 5 (Inland Port XV) subject to the suggested stipulations, below.

1. All Site Plan requirements of the City shall be met as listed above, particularly including:
 - a. Construction plans for future public infrastructure be submitted and approved by the City. Any necessary permits obtained.
 - b. Resubmittal of the Alternative Landscape Plan for the property as part of the Final Site Plan for the property. All landscaping shall be maintained in good condition and plants shall be replaced when dead. When the project is complete, new trees shall be added to fill any gaps in the existing trees to fulfill the screening requirements. When the future trailer parking spaces are constructed, the applicant will provide the necessary screening (berms, fencing, landscaping) to screen this use from I-35, as approved by staff.

2. All infrastructure requirements of the City shall be met.
3. All building permit and sign permit requirements of the City shall be met.
4. Applicant/Owner Obligation. The site plan, a scale map of proposed buildings, structures, parking areas, easements, roads and other city requirements (landscaping/berm plan, lighting plan) used in physical development, when approved by the Planning Commission shall create an enforceable obligation to build and develop in accordance with all specifications and notations contained in the site plan instrument. The applicant prior to the issuance of any development permit shall sign all site plans. A final site plan filed for record shall indicate that the applicant shall perform all obligations and requirements contained therein.

ATTACHMENT

Final Site Plan Application No. FS2015-04

Final Site Plans Logistics Park Kansas City, Third Plat Lot 5 (Inland Port XV)

☐ PRELIMINARY SITE PLAN

☒ FINAL SITE PLAN

NAME OF PROPOSED SUBDIVISION: Logistics Park Kansas City - Southwest, Third Plat

LOCATION OR ADDRESS OF SUBJECT PROPERTY: 1700th South of 191st & Mantara Rd.

LEGAL DESCRIPTION: See Attached

CURRENT ZONING ON SUBJECT PROPERTY: L-P CURRENT LAND USE: Under Construction

TOTAL AREA: 36.638 Acres NUMBER OF LOTS: 2 AVG. LOT SIZE: N/A Sq. Ft.

DEVELOPER'S NAME(S): John Thomas PHONE: 916-888-7640

COMPANY: ELAC, LLC FAX: _____

MAILING ADDRESS: 5015 NW Canal St., Suite 200 Hiverside Mo 64150
Street City State Zip

PROPERTY OWNER'S NAME(S): ELAC, LLC PHONE: 516-888-7640

COMPANY: ELWA INC FAX: _____

MAILING ADDRESS: 5015 NW Canal St. Suite 200 Anneville Mo 64150
Street City State Zip

ENGINEER'S NAME(S): Mark Siller, PE PHONE: 913-317-9500

COMPANY: ABC FAX: _____

MAILING ADDRESS: 5015 NW Canal St., Suite 100 Riverside Mo 64150
Street City State Zip

SIGNATURE OF OWNER OR AGENT: *John A. Long*
If not signed by owner, authorization of agent must accompany this application.

NOTE: Ten (10) copies of the proposed preliminary plat must accompany this application for staff review. One (1) reduced copy (8 ½ x 11) must also be submitted with the application.

FOR OFFICE USE ONLY

Case No. FS- 2015-04 Amount of Fee Paid: \$ 560.00 Date Fee Paid: 5/26/15

Received By: Alura Skragg Date of Hearing: _____

SITE PLAN INSTRUCTIONS

SUBMITTAL DEADLINE: The applicant shall submit an application at least thirty (30) working days prior to a scheduled meeting.

NOTICE REQUIREMENTS: The City shall publish notice of the public hearing at least twenty (20) days prior to the hearing in the official City newspaper. The City shall make one copy available for public inspection at least fourteen (14) days in advance of the public hearing.

Inland Port XV

Final Development Plan

Logistics Park Kansas City - Southeast, Fourth Plat, Lot 5

191st Street and Waverly Road
City of Edgerton, Johnson County, Kansas

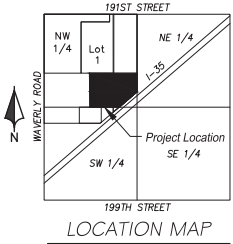
Legal

That part of the South One-Half of the Northwest Quarter and the part of the Northeast Quarter of the Southwest Quarter of Section 2, Township 15 South, Range 22 East, in the City of Edgerton, Johnson County, Kansas, more particularly described as follows:

Commencing at the Southeast corner of said Northwest Quarter; thence coincident with the south line of said Northwest Quarter, South 87°46'29" West, 509.07 feet to the northerly right-of-way line of Interstate 35, as now established and the Point of Beginning; thence coincident with said northerly right-of-way line, South 47°05'38" West, 696.41 feet; thence departing said northerly line, South 87°46'29" West, 23.68 feet to the southeast corner of Tract C, KANSAS CITY LOGISTICS PARK - SOUTHEAST, FIRST PLAT; thence coincident with the east line of said Tract C, North 02°13'31" West, 455.25 feet to the northeast corner of said Tract C; thence coincident with the north line of said Tract C, South 87°46'29" West, 564.92 feet to the easterly right-of-way line of Montrose Street, as now established; thence coincident with said easterly right-of-way line and the easterly line of said KANSAS CITY LOGISTICS PARK - SOUTHEAST, FIRST PLAT, North 01°21'11" West, 985.48 feet to the southwest corner of Lot 2, said KANSAS CITY LOGISTICS PARK - SOUTHEAST, FIRST PLAT; thence departing said easterly right-of-way line coincident with the south line of said Lot 2 and its easterly extension, North 88°38'48" East, 1611.68 feet to the east line of said Northwest Quarter; thence coincident with said east line, South 02°16'24" East, 523.58 feet to the northerly right-of-way line of said Interstate 35; thence departing said east line coincident with said northerly right-of-way line, South 47°05'38" West, 670.79 feet to the Point of Beginning, containing 1,595,972 square feet, or 36.638 acres, more or less.

FLOOD PLAIN NOTE

We have reviewed the "Flood Insurance Rate Map", Community Panel Number 20091C0119G, dated August 3, 2009, and 20091C0134G, dated August 3, 2009, as published by the Federal Emergency Management Agency. The above rate map places the property in Zone "X" for insurance purposes. Zone "X" is defined as Areas determined to be outside the 500-year flood elevation. No Base Flood Elevations have been determined."



PROJECT BENCHMARKS
JVCN BM1181
Bernsten Aluminum Disk Stamped BM 1181, Located on center west end of the North headwall RCB. From the intersection of Waverly Road and 191st Street, go West 0.10 Miles to the RCB.
Elev: 1010.97

INDEX OF SHEETS

C01	Title Sheet
C02	General Layout
C03	Site Dimension Plan
C04	Grading Plan
C05	Storm Drainage Map
C06	Storm Drainage Calcs
C07	Utility Plan

REVISIONS

No.	Date	Description

REGISTRATION

SHEET TITLE

TITLE SHEET

LEGEND

— — —	Existing Section Line	— — — — —	Proposed Right-of-Way
-----	Existing Right-of-Way Line	=====	Proposed Property Line
=====	Existing Lot Line	=====	Proposed Lot Line
-----	Existing Easement Line	-----	Proposed Easement
=====	Existing Curb & Gutter	=====	Proposed Curb & Gutter
=====	Existing Sidewalk	=====	Proposed Sidewalk
=====	Existing Storm Sewer	=====	Proposed Storm Sewer
□	Existing Storm Structure	□	Proposed Storm Structure
-----	Existing Waterline	A	Proposed Fire Hydrant
-----	Existing Gas Main	-----	Proposed Waterline
— SAN —	Existing Sanitary Sewer	-----	Proposed Sanitary Sewer
⊙	Existing Sanitary Manhole	⊙	Proposed Sanitary Manhole
— — —	Existing Contour Major	=====	Proposed Contour Major
— — —	Existing Contour Minor	=====	Proposed Contour Minor
		*****	Future Curb and Gutter

CERTIFICATE:

Received and placed on record this _____ day of _____, 20____ by

_____(Zoning Administrator).

Approved by the Edgerton City Planning Commission this _____ day of _____, 20____ by

_____(Chair of Planning Commission).

I certify that I have reviewed this SITE PLAN and will comply with all specifications, changes, and amendments herein, and that this instrument creates a legally enforceable obligation to build and develop in accordance with all final agreements.

Applicant signature _____ Date _____

Zoning

The project is currently zoned L-P.

SITE DATA TABLE

Site Acreage:	33.64 Acres
Building Area:	548,333 SF
Proposed Building Use:	Industrial
Total Number of Stalls:	361 Stalls
Truck Parking:	94 Stalls
Future Trailer Parking:	F65 Stalls
Employee:	195 Stalls
Total Number ADA Stalls:	7 Stalls

UTILITIES	
ELECTRIC	Sewer
Kansas City Power & Light	City of Edgerton
Phone: 816.471.5275	404 East Nelson
	P.O. Box 255
GAS	Edgerton, Kansas
Kansas Gas Service	Phone: 913.893.6231
11401 West 89th Street	
Overland Park, Kansas	TELEPHONE
Phone: 913.599.8981	Century Link
	Phone: 800.788.3500
WATER	
Johnson Rural Water District 7	CABLE
534 West Main	Mediacom Cable
P.O. Box 7	Phone: 800.234.2157
Gardner, Kansas	
Phone: 913.856.7173	

KANSAS ONE-CALL:
1-800-DIG-SAFE
(1-800-344-7233)

Protect yourselves and your property against underground utility damage and liability.
Find out where the underground utility lines might be buried before you dig.

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You (the digger) will need to provide information about the work site when you call. This is a FREE service.

CALL BEFORE YOU DIG
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Renaissance Infrastructure Consulting

5015 NW CANAL STREET, SUITE 100
RIVERSIDE, MISSOURI 64150

816.800.0950
WWW.RIC-CONSULT.COM



Inland Port XV
191st & Waverly Road
Edgerton, Kansas



Project No.:1345.10
Date: 05.22.15
Issued For: FINAL DEVELOPMENT PLAN



PROJECT TEAM	
ARCHITECT	FINKLEWILLIAMS ARCHITECTURE
CIVIL	RENAISSANCE INFRASTRUCTURE CONSULTING
LANDSCAPE	RENAISSANCE INFRASTRUCTURE CONSULTING
FOUNDATIONS	
STRUCTURAL	
PLUMBING	
MECHANICAL	
ELECTRICAL	
FIRE PROTECTION	
CONTRACTOR	CLAYCO

ARCHITECTURE

FINKLE | WILLIAMS
7007 College Boulevard, Suite 415
Overland Park, Kansas 66211
PH: 913.498.1550 F: 913.498.1042

SHEET NUMBER

C01
Title Sheet



Inland Port XV
191st & Waverly Road
Edgerton, Kansas



Project No.: 1345.10
Date: 05.22.15
Issued For: FINAL DEVELOPMENT PLAN

REVISIONS		
No.	Date	Description
REGISTRATION		

SHEET TITLE

GENERAL LAYOUT



PROJECT TEAM	
ARCHITECT	FINKLE WILLIAMS ARCHITECTURE
CIVIL	RENAISSANCE INFRASTRUCTURE CONSULTING
LANDSCAPE	RENAISSANCE INFRASTRUCTURE CONSULTING
FOUNDATIONS	
STRUCTURAL	
PLUMBING	
MECHANICAL	
ELECTRICAL	
FIRE PROTECTION	
CONTRACTOR	CLAYCO

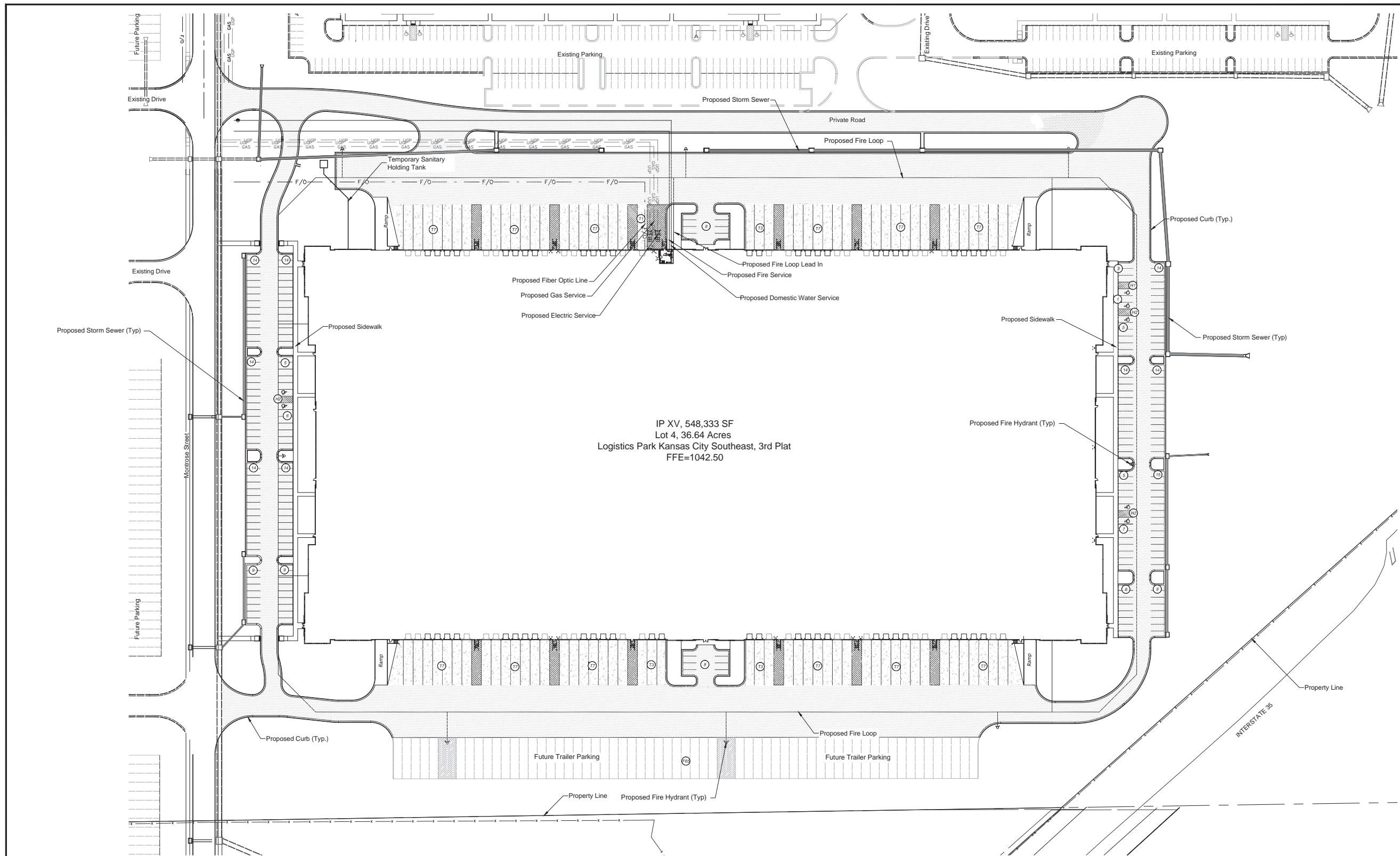
ARCHITECTURE



FINKLE | WILLIAMS
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Overland Park, Kansas 66211
PH: 913.498.1550 F: 913.498.1042

SHEET NUMBER

C02
General Layout



- LAYOUT & PAVING NOTES
- All construction shall conform to the City of Edgerton's minimum design standards.
 - Contractor shall keep a full set of KC-APWA Standard Details onsite at all times.
 - The contractor shall check existing grades, dimensions, and inverts in the field and report any discrepancies to the architect/engineer prior to beginning work.
 - The contractor shall verify the exact location of all existing utilities, take care to protect utilities that are to remain, and repair contractor caused damage according to current local standards and at the contractor's expense. Coordinate all construction with the appropriate utility company.
 - The contractor shall comply with all local codes, obtain all permits, and pay all fees prior to beginning work.
 - Prior to installing, constructing, or performing any work in the public right of way or on the public storm sewer line (including concrete pavement or connecting private drainage systems to the storm sewer), contact City of Edgerton Public Works at 913.893.6801 for inspection of the work. Contact must be made at least 24 hours prior to start of the work.
 - Provide a smooth transition between existing pavement and new pavement. Field adjustment of final grades may be necessary. Adjust all utilities prior to installation of pavement.
 - The contractor shall protect all trees to remain, in accordance with the specifications. Do not operate or store heavy equipment, nor handle, nor store materials within the driplines of trees or outside the limit of grading.
 - Concrete walks and pads shall have a broom finish. All concrete shall be 4,000 p.s.i. unless otherwise noted. Curb ramps, sidewalk slopes, and driveway ramps shall be constructed in accordance with all current local requirements. If applicable, the contractor shall request inspection of sidewalk and ramp forms prior to placement of concrete.
 - All damage to existing asphalt pavement to remain which results from new construction shall be replaced with like materials at contractor's expense.
 - Dimensions are to the back of curb, or edge of concrete, unless otherwise noted.
 - Maintain one set of as-built drawings on the job site for distribution to the engineer upon completion.
 - Parking stripes shall be 4-inch white pavement paint.
 - For all asphalt pavement, the contractor shall have no more than 30% recycled material in the base course and no recycled material in the surface course.

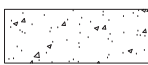
- PAVEMENT MARKING AND SIGNAGE NOTES
- Parking stall marking stripes shall be four inch (4") wide white stripes. Handicap stall marking shall be furnished at locations shown on plans.
 - Traffic control devices and pavement markings shall conform to the requirements of the "Manual of Uniform Traffic Control Devices."
 - Traffic control and pavement markings shall be painted with a white Sherwin Williams S-W traffic marking series b-29y2 or approved equal. The pavement marking shall be applied in accordance with manufacturers recommendations. Apply on a clean, dry surface and at a surface temperature of not less than 70°F and the ambient air temperature shall not be less than 60°F and rising. Two coats shall be applied.

Paving Schedule

7" Asphaltic Concrete Pavement



8" Portland Concrete Pavement

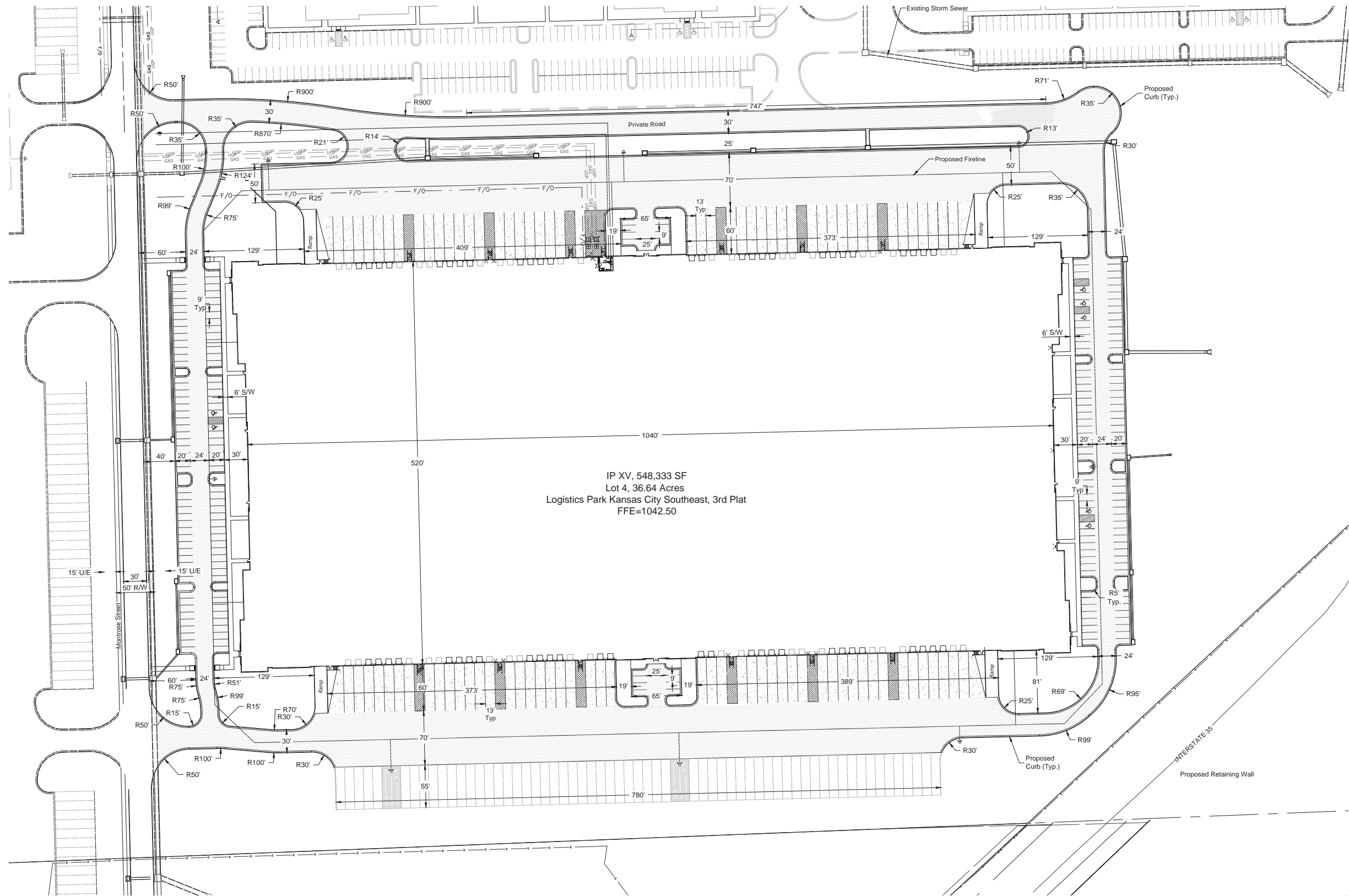




Renaissance
Infrastructure
Consulting

5015 NW CANAL STREET, SUITE 100
RIVERSIDE, MISSOURI 64150

816.800.0950
WWW.RIC-CONSULT.COM



IP XV, 548,333 SF
Lot 4, 36.64 Acres
Logistics Park Kansas City Southeast, 3rd Plat
FFE=1042.50



**Renaissance
Infrastructure
Consulting**
5015 NW CANAL STREET, SUITE 100
RIVERSIDE, MISSOURI 64150 816.800.0950
WWW.RIC-CONSULT.COM



Inland Port XV
191st & Waverly Road
Edgerton, Kansas



Project No.: 1345.10
Date: 05.22.15
Issued For: FINAL DEVELOPMENT PLAN

REVISIONS		
No.	Date	Description

REGISTRATION

SHEET TITLE

SITE DIMENSION PLAN



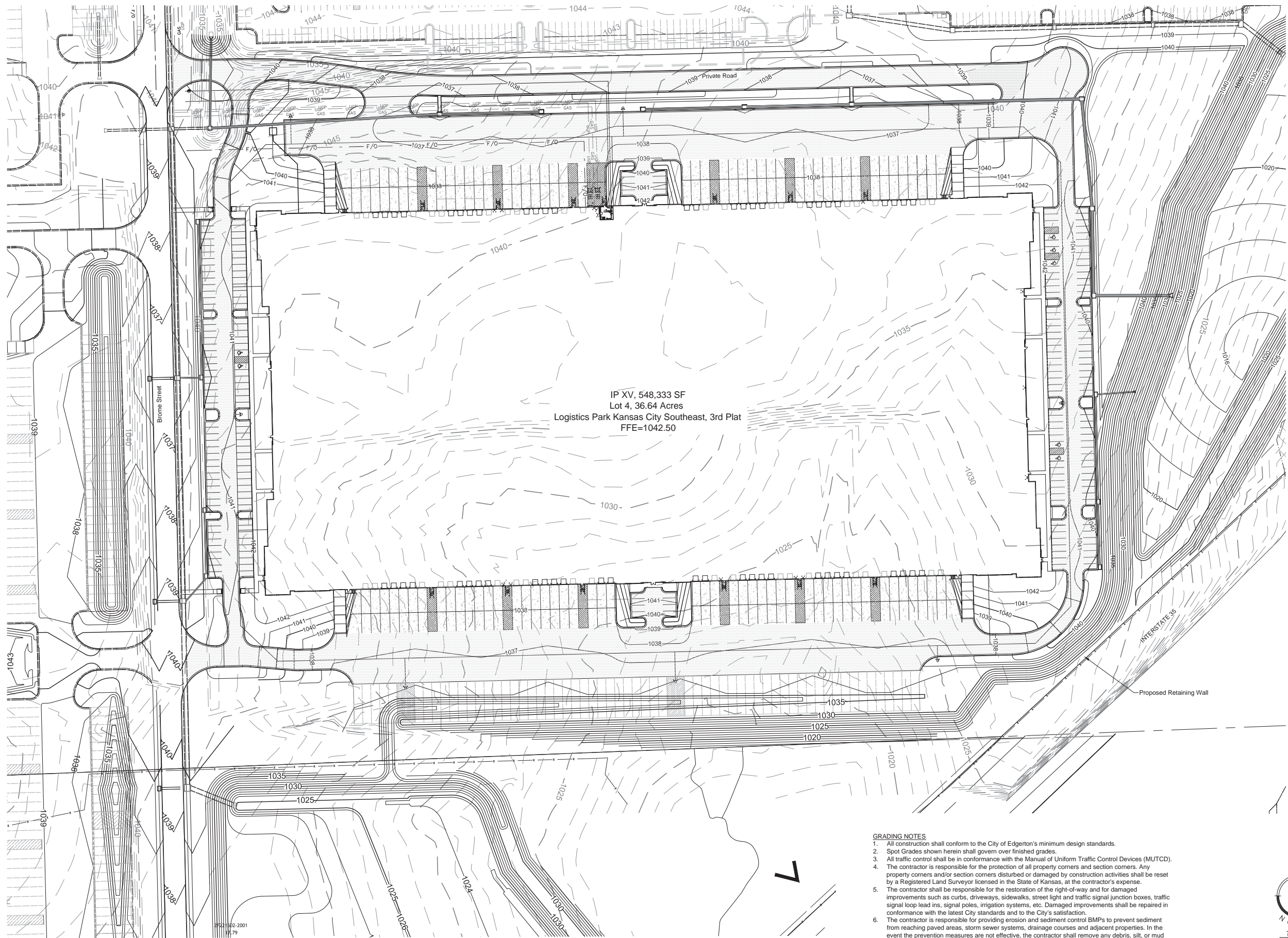
PROJECT TEAM	
ARCHITECT	FINKLEWILLIAMS ARCHITECTURE
CIVIL	RENAISSANCE INFRASTRUCTURE CONSULTING
LANDSCAPE	RENAISSANCE INFRASTRUCTURE CONSULTING
FOUNDATIONS	
STRUCTURAL	
PLUMBING	
MECHANICAL	
ELECTRICAL	
FIRE PROTECTION	
CONTRACTOR	CLAYCO

ARCHITECTURE



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Overland Park, Kansas 66211
PH: 913.498.1550 F: 913.498.1042

SHEET NUMBER
C03
Site Dimension



GRADING NOTES

1. All construction shall conform to the City of Edgerton's minimum design standards.
2. Spot Grades shown herein shall govern over finished grades.
3. All traffic control shall be in conformance with the Manual of Uniform Traffic Control Devices (MUTCD).
4. The contractor is responsible for the protection of all property corners and section corners. Any property corners and/or section corners disturbed or damaged by construction activities shall be reset by a Registered Land Surveyor licensed in the State of Kansas, at the contractor's expense.
5. The contractor shall be responsible for the restoration of the right-of-way and for damaged improvements such as curbs, driveways, sidewalks, street light and traffic signal junction boxes, traffic signal loop lead ins, signal poles, irrigation systems, etc. Damaged improvements shall be repaired in conformance with the latest City standards and to the City's satisfaction.
6. The contractor is responsible for providing erosion and sediment control BMPs to prevent sediment from reaching paved areas, storm sewer systems, drainage courses and adjacent properties. In the event the prevention measures are not effective, the contractor shall remove any debris, silt, or mud and restore the right-of-way, or adjacent properties to original or better condition.
7. The contractor shall sod all disturbed areas within the public street right-of-way unless otherwise noted on the plans or if specific written approval is granted by the City.
8. Excavation for utility work in public street right-of-way requires a Right-of-Way Work Permit from the Public Works Department, in addition to all other permits.
9. All work shall be confined within easements and/or construction limits as shown on the plans.
10. Curb stakes and hubs shall be provided at all high points, low points, ADA ramp openings, and on each side of all curb inlets when setting string line.
11. All National Pollution Discharge Elimination System(NPDES) standards shall be met.
12. Public and Private utility facilities shall be moved or adjusted as necessary by the owners to fit the new construction unless otherwise noted on the plans. The Contractor is responsible for the cost of utility relocations unless otherwise indicated on the plans.



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Inland Port XV
191st & Waverly Road
Edgerton, Kansas



Project No.: 1345.10
Date: 05.22.15
Issued For: FINAL DEVELOPMENT PLAN

REVISIONS		
No.	Date	Description

REGISTRATION

SHEET TITLE

OVERALL GRADING PLAN



PROJECT TEAM

ARCHITECT	FINKLEWILLIAMS ARCHITECTURE
CIVIL	RENAISSANCE INFRASTRUCTURE CONSULTING
LANDSCAPE	RENAISSANCE INFRASTRUCTURE CONSULTING
FOUNDATIONS	
STRUCTURAL	
PLUMBING	
MECHANICAL	
ELECTRICAL	
FIRE PROTECTION	
CONTRACTOR	CLAYCO

ARCHITECTURE



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SHEET NUMBER

C04

Overall Grading



Inland Port XV
191st & Waverly Road
Edgerton, Kansas



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REGISTRATION

SHEET TITLE

STORM DRAINAGE MAP



PROJECT TEAM	
ARCHITECT	FINKLEWILLIAMS ARCHITECTURE
CIVIL	RENAISSANCE INFRASTRUCTURE CONSULTING
LANDSCAPE	RENAISSANCE INFRASTRUCTURE CONSULTING
FOUNDATIONS	
STRUCTURAL	
PLUMBING	
MECHANICAL	
ELECTRICAL	
FIRE PROTECTION	
CONTRACTOR	CLAYCO

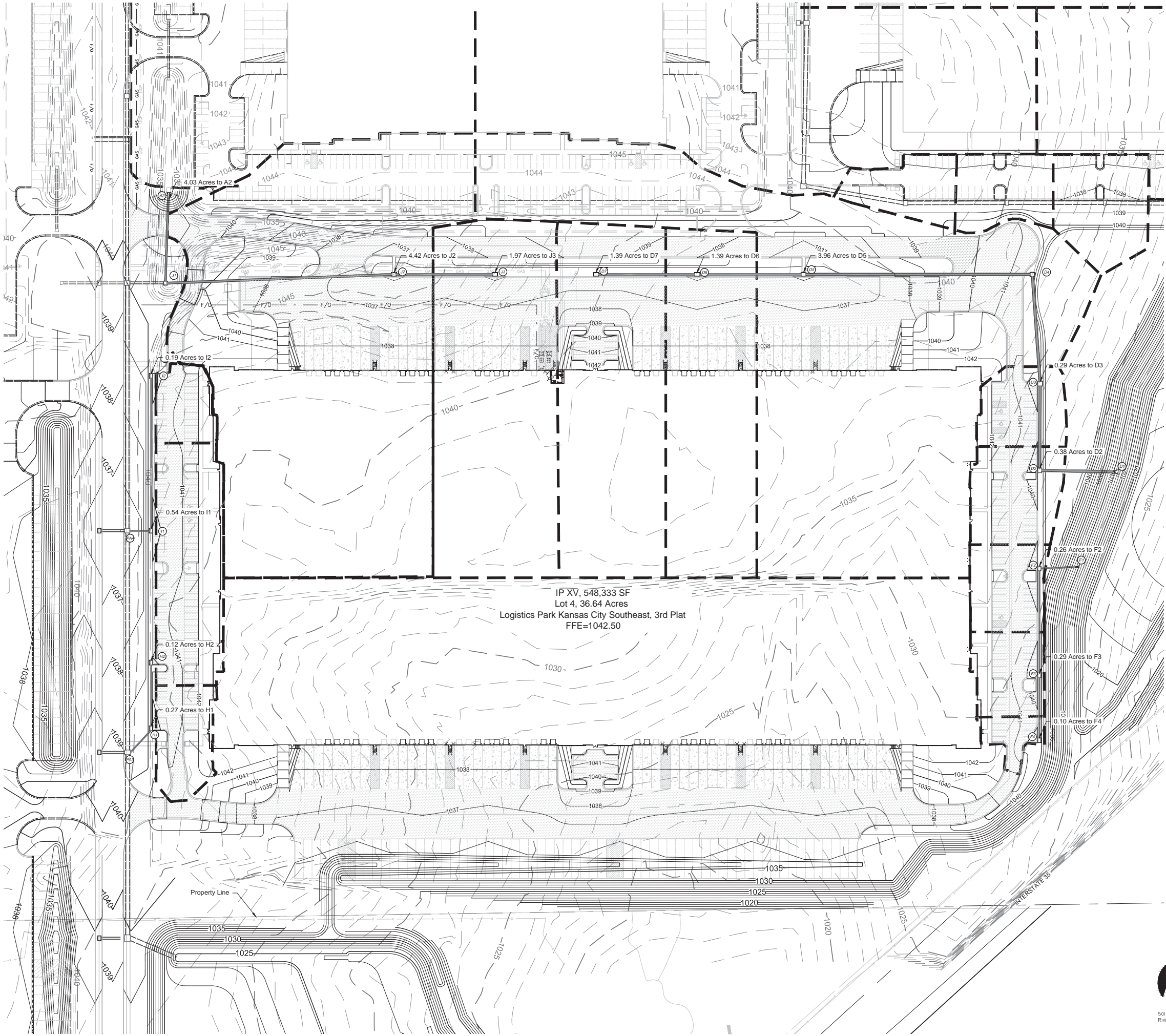
ARCHITECTURE



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SHEET NUMBER

C05
Storm Drng. Map





STORM DRAINAGE CALCS



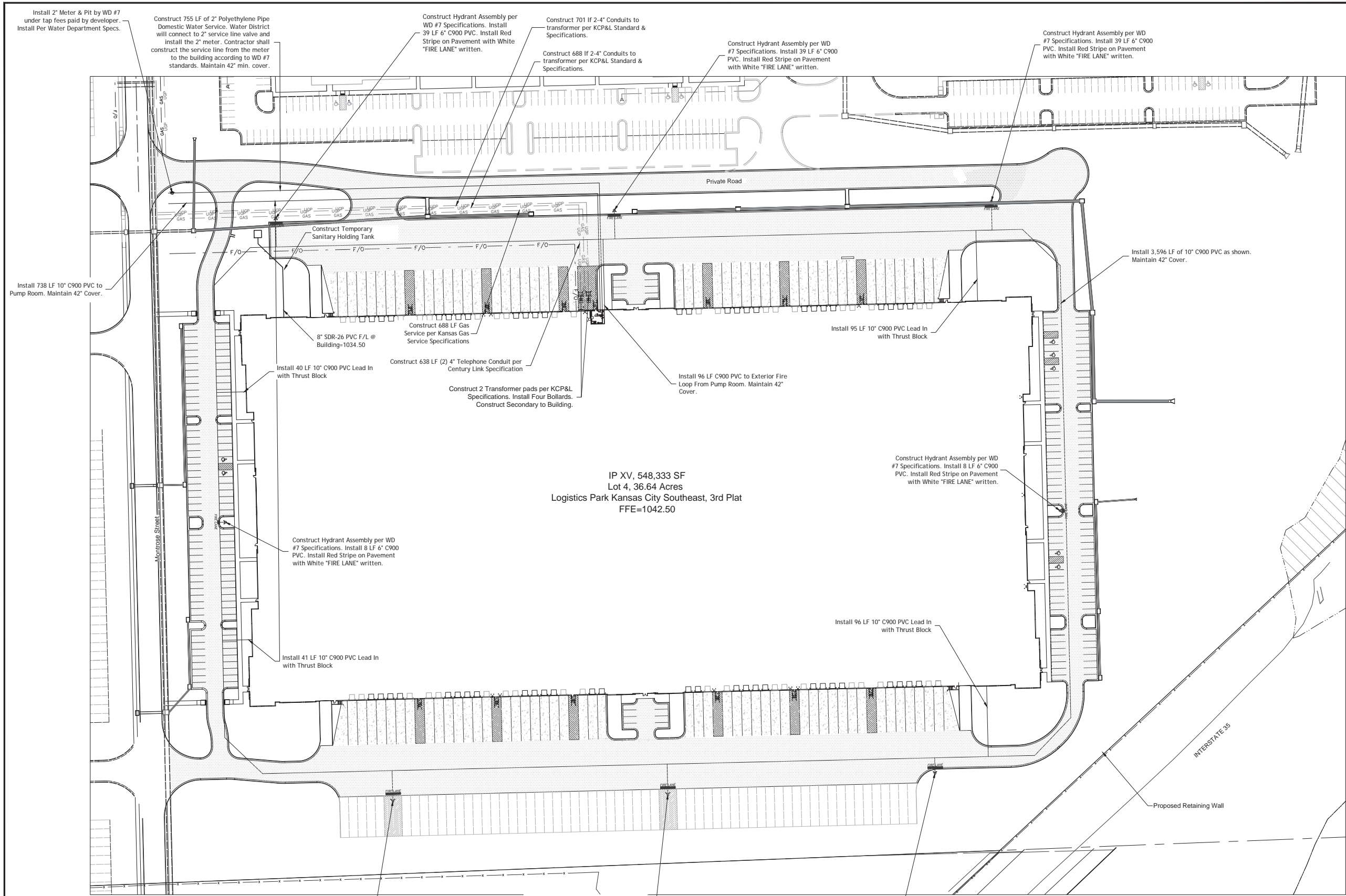
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**Renaissance
Infrastructure
Consulting**

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Install 2" Meter & Pit by WD #7 under tap fees paid by developer. Install Per Water Department Specs.

Construct 755 LF of 2" Polyethylene Pipe Domestic Water Service. Water District will connect to 2" service line valve and install the 2" meter. Contractor shall construct the service line from the meter to the building according to WD #7 standards. Maintain 42" min. cover.

Construct Hydrant Assembly per WD #7 Specifications. Install 39 LF 6" C900 PVC. Install Red Stripe on Pavement with White "FIRE LANE" written.

Construct 701 If 2-4" Conduits to transformer per KCP&L Standard & Specifications.

Construct 688 If 2-4" Conduits to transformer per KCP&L Standard & Specifications.

Construct Hydrant Assembly per WD #7 Specifications. Install 39 LF 6" C900 PVC. Install Red Stripe on Pavement with White "FIRE LANE" written.

Construct Hydrant Assembly per WD #7 Specifications. Install 39 LF 6" C900 PVC. Install Red Stripe on Pavement with White "FIRE LANE" written.

Install 738 LF 10" C900 PVC to Pump Room. Maintain 42" Cover.

Construct Temporary Sanitary Holding Tank

8" SDR-26 PVC F/L @ Building=1034.50

Construct 688 LF Gas Service per Kansas Gas Service Specifications

Construct 638 LF (2) 4" Telephone Conduit per Century Link Specification

Construct 2 Transformer pads per KCP&L Specifications. Install Four Bollards. Construct Secondary to Building.

Install 96 LF C900 PVC to Exterior Fire Loop From Pump Room. Maintain 42" Cover.

Install 95 LF 10" C900 PVC Lead In with Thrust Block

Install 3,596 LF of 10" C900 PVC as shown. Maintain 42" Cover.

IP XV, 548,333 SF
Lot 4, 36.64 Acres
Logistics Park Kansas City Southeast, 3rd Plat
FFE=1042.50

Construct Hydrant Assembly per WD #7 Specifications. Install 8 LF 6" C900 PVC. Install Red Stripe on Pavement with White "FIRE LANE" written.

Install 41 LF 10" C900 PVC Lead In with Thrust Block

Construct Hydrant Assembly per WD #7 Specifications. Install 8 LF 6" C900 PVC. Install Red Stripe on Pavement with White "FIRE LANE" written.

Install 96 LF 10" C900 PVC Lead In with Thrust Block

Construct Hydrant Assembly per WD #7 Specifications and Four Bollards. Install 40 LF 6" C900 PVC. Install Red Stripe on Pavement with White "FIRE LANE" written.

Construct Hydrant Assembly per WD #7 Specifications and Four Bollards. Install 40 LF 6" C900 PVC. Install Red Stripe on Pavement with White "FIRE LANE" written.

Construct Hydrant Assembly per WD #7 Specifications and Four Bollards. Install 20 LF 6" C900 PVC. Install Red Stripe on Pavement with White "FIRE LANE" written.

Note:
Developer Responsible for all Utility Crossings within R/W.

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Inland Port XV
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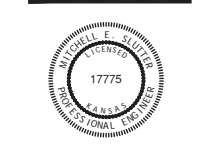
Project No.:1345.10
Date: 05.22.15
Issued For: FINAL DEVELOPMENT PLAN

REVISIONS		
No.	Date	Description

REGISTRATION

SHEET TITLE

UTILITY PLAN



PROJECT TEAM	
ARCHITECT	FINKLEWILLIAMS ARCHITECTURE
CIVIL	RENAISSANCE INFRASTRUCTURE CONSULTING
LANDSCAPE	RENAISSANCE INFRASTRUCTURE CONSULTING
FOUNDATIONS	
STRUCTURAL	
PLUMBING	
MECHANICAL	
ELECTRICAL	
FIRE PROTECTION	
CONTRACTOR	CLAYCO

ARCHITECTURE



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SHEET NUMBER
C07
Utility Plan

Tree List

Symbol	Quantity	Common Name	Botanical Name	Size	Condition	Spacing
	146	Red Sunset Maple	Acer fremanii	2" cal	BB	As Shown
	67	Skyline Honeylocust	Gleditsia Triacanthos 'Skyline'	2" cal	BB	As Shown
	120	Gallery Pear "Blooming"	Pyrus calleryana 'Chanticleer'	2" cal	BB	As Shown
	47	Red Oak	Quercus Rubra	2" cal	BB	As Shown
	18	Keteleeri Juniper	Juniperus chinensis 'Keteleeri'	6' hgt	BB	As Shown
	34	Blue Spruce	Picea Pungens	6' hgt	BB	As Shown
	29	Eastern Red Cedar	Juniperus virginiana	6' hgt	BB	As Shown
	48	Regal Prince Columnar English Oak	Quercus x warei 'Long'	1 1/2" cal	BB	As Shown
	44	Prairiefire Crabapple	Malus Sp. 'Prairiefire'	1 1/2" cal	BB	As Shown
	8	Eastern Redbud	Cercis canadensis	1 1/2" cal	BB	As Shown

Shrub List

Symbol	Quantity	Common Name	Botanical Name	Size	Condition	Spacing
	204	Dwarf Winged Euonymus	Euonymus Alatus 'Compactus'	18"-24"sp.	Cont.	4'o.c.
	262	Seagreen Juniper	Juniperus Chinensis 'Seagreen'	18"-24"sp.	Cont.	4'o.c.
	293	Morning Light Maiden Grass	Miscanthos Sinensis 'Morning Light'	3 gal.	Cont.	4'o.c.
	122	Hameln's Dwarf Fountain Grass	Pennisetum Alopecuroides 'Hameln'	3 gal.	Cont.	4'o.c.
	115	Snowmound Spirea	Spirea Nipponica 'Snowmound'	3 gal.	Cont.	4'o.c.



WOODED WETLAND
CONSERVATION AREA
TREES AND VEGETATION
TO REMAIN

