

EDGERTON PLANNING COMMISSION AGENDA
REGULAR SESSION
Edgerton City Hall
August 11, 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. July 14, 2015
5. Guests Present
A.
B.
6. Communications from Staff
7. Election of Officers for 2015-2016
8. Discussion

SITE PLAN – FENCING MATERIAL

- A. Discussion of request from Northpoint in regards to installation of fencing material for project site located at 191st Street & Waverly, 30901 W. 191st (IP XI – Kubota).

Action requested: Discuss request to determine consensus or options.

9. Old Business

SITE PLAN – EXTENSION REQUEST

- A. Consideration of a request for extension of surfacing for parking facility at the southwest corner of 191st Street and Waverly Road. Applicant: Tom Hastings, TranSpec Leasing, Inc

10. 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.

11. Future Meetings – Special meeting – August 11, 2015
Regular meeting – September 8, 2015

12. Commissioners Comments

13. Adjournment:

EDGERTON COMMUNITY BUILDING
PLANNING COMMISSION MEETING

Regular Session

July 17, 2015

Minutes

The Edgerton Planning Commission met in regular session with Chair Davis 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 Chuck Davis, Ron Conus, Randal Gifford, Andrea Lucero and Bill Braun. Absent were: Commissioners Missy Drinkard, Maria O'Neill, Bob O'Neill, 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 June 9, 2015 were considered.

Motion by Lucero, 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 the applicant for the first two items under new business requested the items be continued to next month. He reported the applicant intends to provide an updated plan.

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

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 was considered. Applicant: John A. Thomas, ELHC XV, LLC. Engineer: Mick Slutter, R-I-C.

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

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, was considered. Applicant: John A. Thomas, ELHC XV, LLC. Engineer: Mark Slutter, R-I-C.

Motion by Braun, seconded by Lucero, to table the final plat and final site plan until the August meeting. Motion was approved, 5-0.

Mr. Braun asked if the applicant would be updating based upon staff's recommendations. The

Community Services indicated he believed that is the intent.

FINAL SITE PLAN AMENDMENT – C Y EDGERTON, L.L.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 surface materials was considered. Applicant: Rusty Williams, Arrowhead Intermodal. Engineer: Roger Cassity, R-I-C.

Mr. Cook informed the Commissioners this applicant has been before the Commission several times. He overviewed the background for this case, which included an extension for the parking lot surface material installation. He stated this request is for a change in the material used for the surfacing.

The Community Development Director overviewed the history of the Uniform Development Code (UDC) changes which does not allow “millings” as an acceptable surfacing material. He indicated staff recommends denial based upon the regulation and policy of the UDC. He added the conditional use indicates adherence to the paving standards – to change would require an amendment to the conditional use.

David Hamby, City Engineer, overviewed the material suggested for the parking lot surface. He also overviewed the testing results and addressed photos of the mixture. Mr. Hamby also reviewed the applicant's letter. He stated there is a potential need for parking standards. He also indicated the City is not in favor of maintaining or coordinating improvements, adding a bond will not change the maintenance.

Joshua Cooley, addressed his company and spoke of the industry standards. He noted the asphalt surfaces also have problems, indicating concrete is best, but very expensive. He distributed a picture of another site owned by his company. He spoke about the on-going maintenance and methods to contain the dust. He asked the Planning Commission to consider change.

Ms. Lucero stated the applicant is asking the Planning Commission to save dollars for them, she noted the picture provided does not present enough information.

Mr. Braun stated there were several concessions made last month.

Motion by Braun to recommend denial based upon the recommendations of the City Engineer and staff and deny use of millings and only recommend use of concrete or asphalt was made.

Tom Hastings stated the applicant statements are true in regards to the standards, adding it is the same for his company. He stated his site is ready to accept pavement material, adding he would prefer to use millings, but wants assurances the requirements are set.

The City Engineer clarified his comments about the recommendation. He stated his comments are based upon the UDC requirements. He stated maintenance would be needed regardless of millings or asphalt as the surface material.

Mr. Cook stated the past decisions were made upon observation of other facilities and also for the aesthetics.

Discussion ensued regarding parking facilities, hard surfacing of entry ways, alley ways, and parking (areas for the trailers and chassis) standards. Staff and Commissioners reviewed the updated plans – looking at surfacing of storage lots with a combination of concrete/asphalt/millings.

Discussion was had in regards how to change the UDC regulations and timeframes.

Mr. Cook overviewed the process of amending the conditional use permit to allow consideration of a different type of paving material. It was noted that perhaps a special session could be called for August 18, 2015 provided an application for the amendment was submitted by July 17, 2015. Discussion between the applicant, Commissioners, and Tom Hastings, TSL, was had. Mr. Cooley indicated he would contact his engineer to initiate a process towards this goal.

Mr. Braun withdrew his motion.

Motion by Lucero, seconded by Braun, to table this matter until September 8, 2015. The 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.

Motion by Lucero, seconded by Gifford, to table the public hearing until August 8, 2015. Motion was approved, 5-0.

FUTURE MEETING

The next scheduled meeting is August 8, 2015.

ADJOURNMENT

Motion by Conus, seconded by Gifford, to adjourn. Motion was approved, 5-0.

The meeting adjourned at 9:55 p.m.

Submitted by:

Debra S. Gragg
Recording Officer



August 7, 2015

Kenneth Cook
Community Development Director
City of Edgerton, KS
404 East Nelson
Edgerton, KS 66021

Re: Inland Port XI
Kubota Tractor Corporation
C-TPAT Fence

Mr. Cook:

Thank you for considering the attached information regarding the Customs-Trade Partnership Against Terrorism (C-TPAT) fence request for Kubota Tractor Corporation (Kubota) located at Inland Port XI.

The C-TPAT program is intended to provide measures to the global trade industry companies from terrorists. The efforts implemented are to support additional security without impacting the ability to conduct international business. The C-TPAT program was created November 2001. Nearly 11,000 companies are certified C-TPAT, accounting for approximately 54 percent of US imports.

A C-TPAT fence system is required for Kubota's planned operations. Over the last several months, ELHC and Kubota management have worked through layout, flow operations, and security level requirements to serve the business needs for their Inland Port XI (IPXI) facility. The IP XI Kubota facility houses two independent business operations; Parts Distribution and Whole Goods Distribution. Each operation is seeking C-TPAT certification. Thus, requiring the entire facility to be surrounded by C-TPAT approved fencing and security gates.

ELHC and Kubota are proposing to use 1-in, black, vinyl-coated chain link fence, with a height of 8 feet. We anticipate this type and gate enclosures will be acceptable to the C-TPAT inspector. For reference, the C-TPAT approval is based on the inspector's recommendation versus a prescribed specification. A sample of the fence has been provided to the City. The requested placement to support the Kubota's operations of the fence is illustrated on the attached figure.

Noted on the illustration are the dimensions from 191st St. Evergreen trees will be located on each side of the north facing fence. Landscaping for the building and along 191st Street will be prepared in accordance with the Alternate Landscape Plan for LPKC SE, approved at the June Planning Commission hearing (attached for reference).

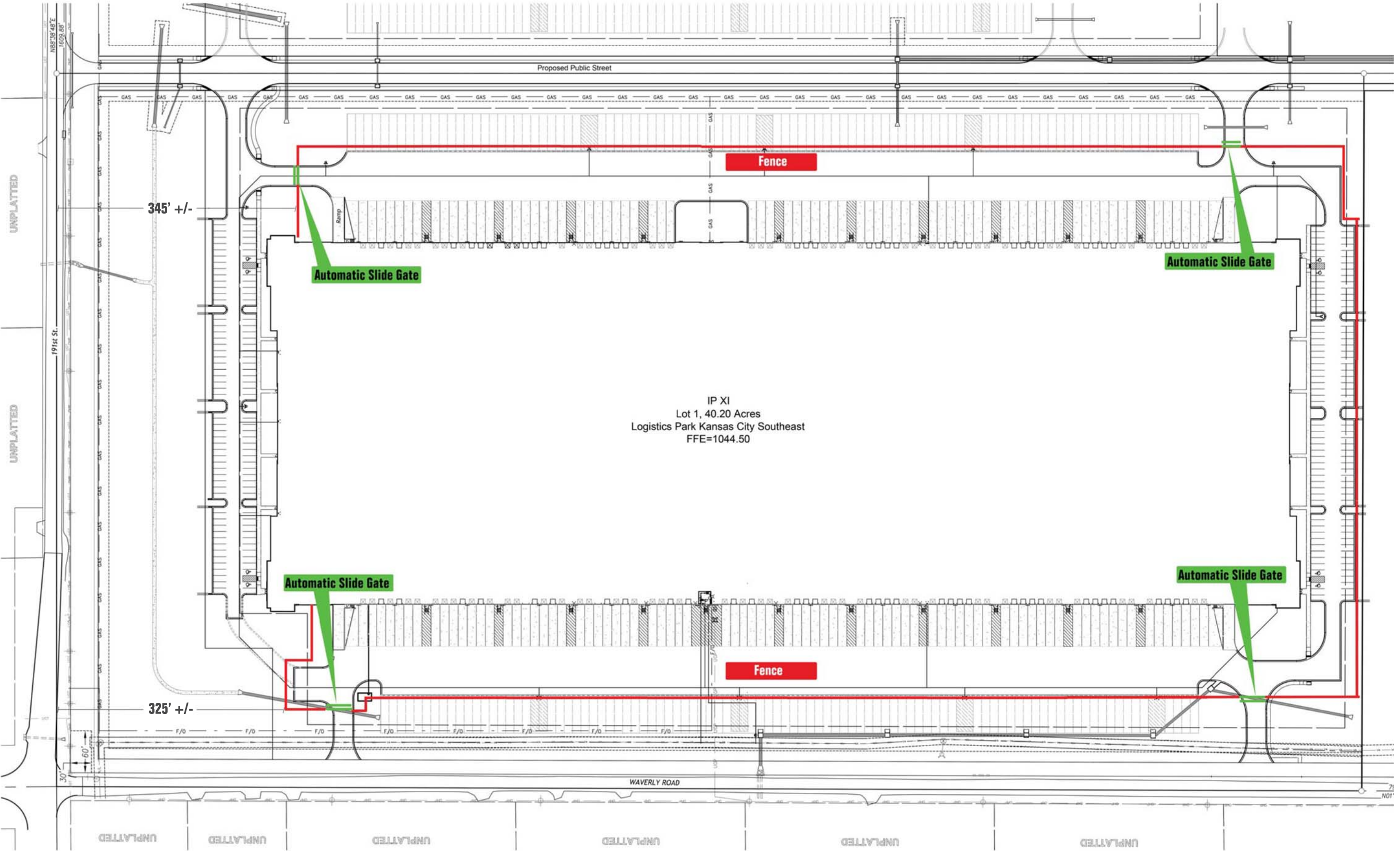
ELHC is requesting consideration for a variance for the LP District Code; Section O.9.Fencing. The code references fencing visible from a public right-of-way shall be masonry, material complementary to the building, wrought iron, decorative metal, living material or a combination of these. Along Waverly Road and Montrose Street, which has or will have similar uses as IP XI, ELHC is requesting the use of the specified fence, coupled with the previously approved landscaping and drainage buffers. The north fence elevation, which varies from 325 to 345 feet from 191st Street, is requested to consist of the fence, covered by screen fabric, and placed behind evergreen trees. It is our opinion, based on other LPKC customer experience, our knowledge of the C-TPAT inspection process, and other facilities of similar nature, the fence options that would be in strict accordance with the LP District code are not economically viable for the project. These options include masonry or concrete. We anticipate wrought iron and living material would not be certified by C-TPAT. Therefore, we are proposing the system outline above.

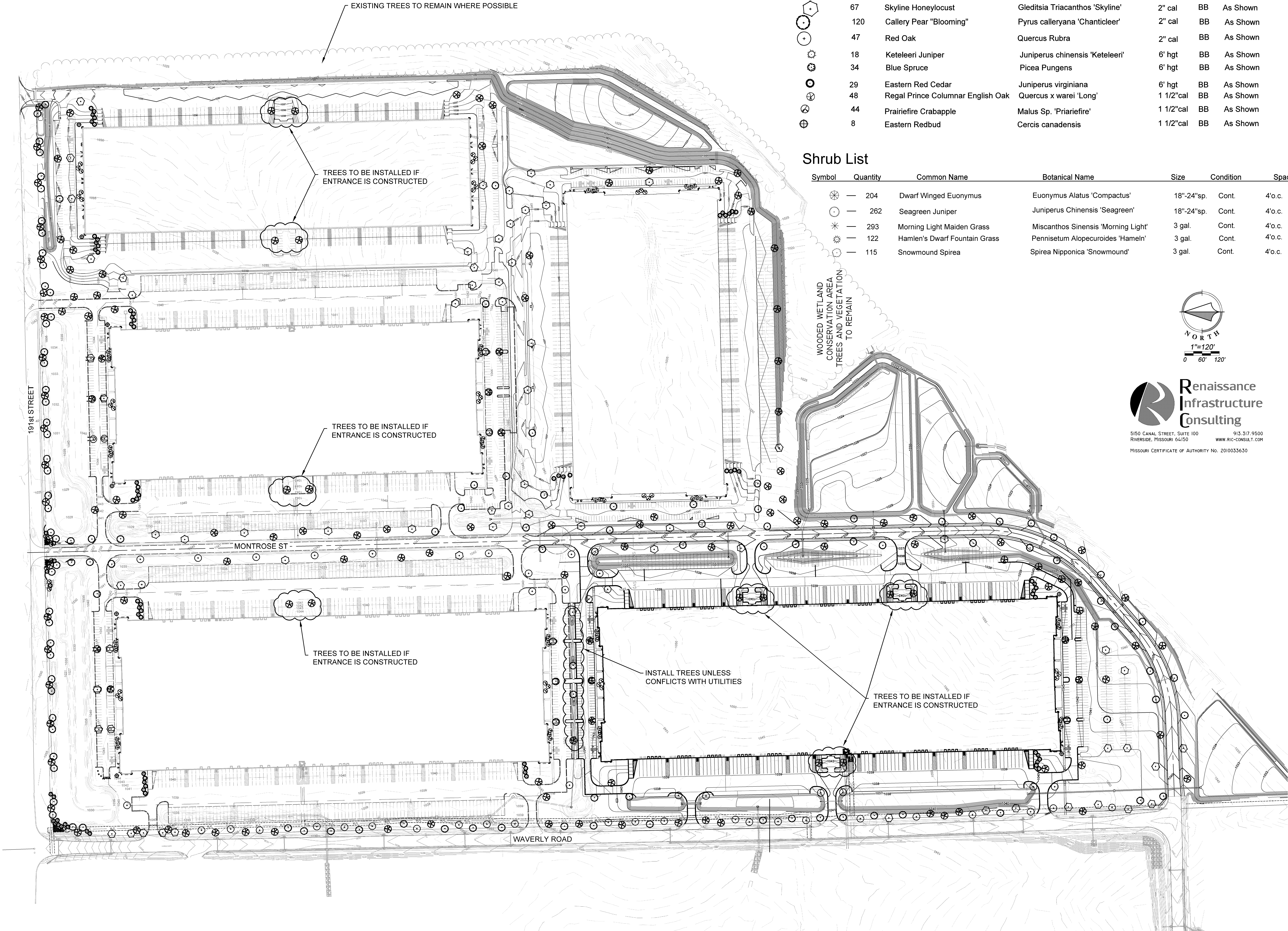
ELHC shares the City's passion and commitment for a beautiful, functioning park that meets the needs of the customers. Please consider the attached information for the approval of Kubota's C-TPAT fence at Inland Port XI.

Sincerely,

John Thomas
Vice President of Development
NorthPoint Development

Kubota CTPAT Fence - Option 2





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	Callery 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. 'Priariefire'	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	Hamlen'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.

NORTH

1"=120'

0 60' 120'

Renaissance
Infrastructure
Consulting

5150 CANAL STREET, SUITE 100
RIVERSIDE, MISSOURI 64150

913.317.9500
WWW.RIC-CONSULT.COM

MISSOURI CERTIFICATE OF AUTHORITY NO. 2010033630



Inland Port XI
191st & Waverly Road
Edgerton, Kansas



Project No:14-0244
Date: 3-12-15
Issued For: FINAL DEVELOPMENT PLAN

REVISIONS		
No.	Date	Description

REGISTRATION

SHEET TITLE

MASTER
LANDSCAPE PLAN

PROJECT TEAM	
ARCHITECT	FINKLEWILLIAMS ARCHITECTURE
CIVIL	RENAISSANCE INFRASTRUCTURE CONSULTING
LANDSCAPE	RENAISSANCE INFRASTRUCTURE CONSULTING
FOUNDATIONS	ALPER AUDI
STRUCTURAL	ALPER AUDI
PLUMBING	CENTRAL PLUMBING
MECHANICAL	NATIONAL DESIGN BUILD
ELECTRICAL	HERITAGE ELECTRIC
FIRE PROTECTION	FE MORAN
CONTRACTOR	CLAYCO

SHEET NUMBER
L01
Landscape Plan

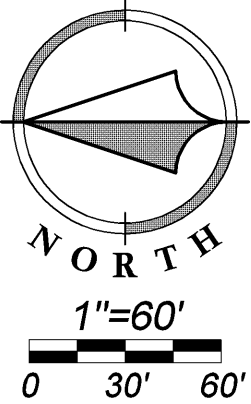
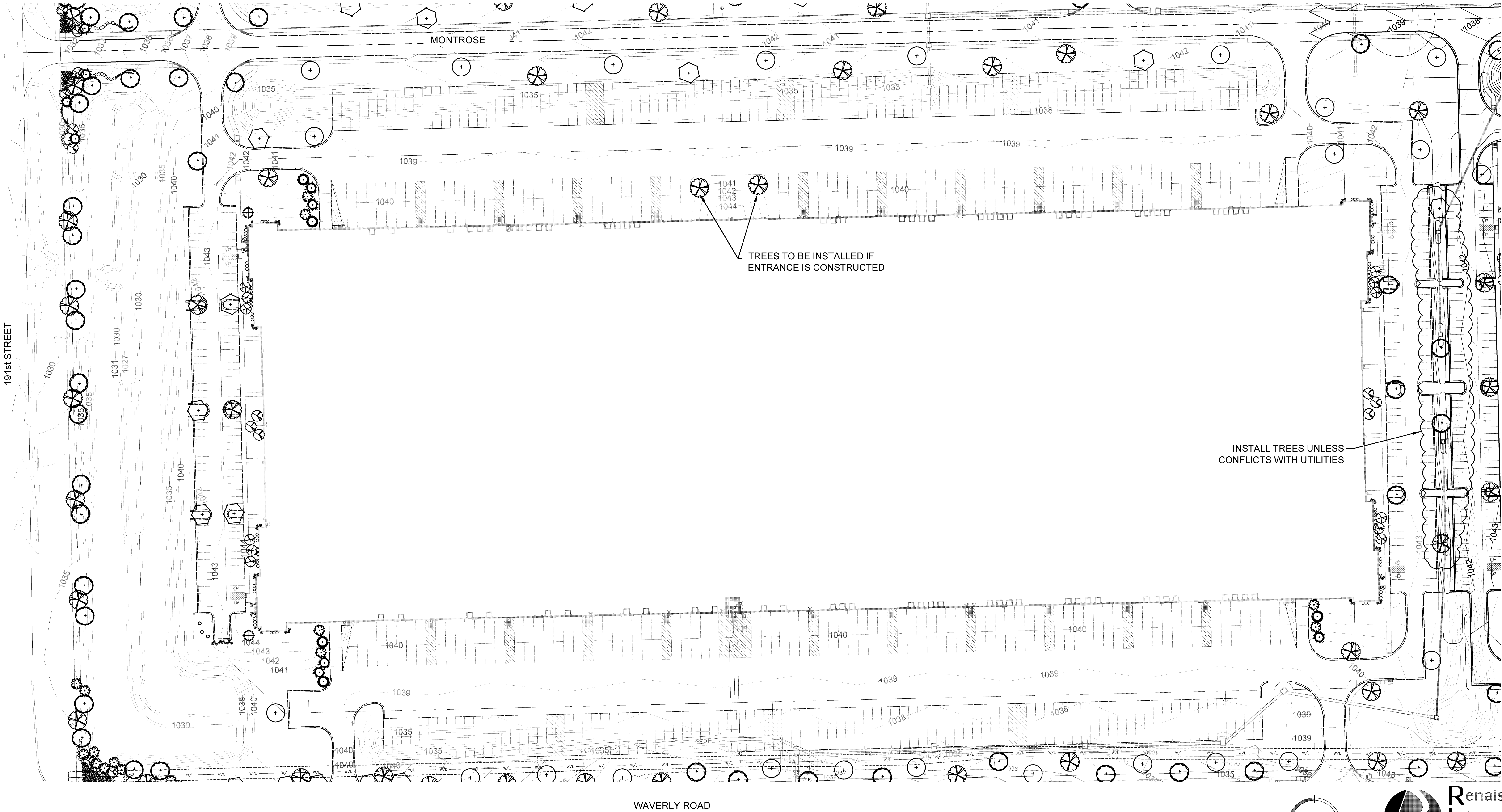
Tree List

Symbol	Quantity	Common Name	Botanical Name	Size	Condition	Spacing
	10	Red Sunset Maple	Acer fremanii	2" cal	BB	As Shown
	6	Skyline Honeylocust	Gleditsia Triacanthos 'Skyline'	2" cal	BB	As Shown
	6	Callery Pear "Blooming"	Pyrus calleryana 'Chanticleer'	2" cal	BB	As Shown
	6	Red Oak	Quercus Rubra	2" cal	BB	As Shown
	5	Keteleeri Juniper	Juniperus chinensis 'Keteleeri'	6' hgt	BB	As Shown
	6	Blue Spruce	Picea Pungens	6' hgt	BB	As Shown
	5	Eastern Red Cedar	Juniperus virginiana	6' hgt	BB	As Shown
	12	Regal Prince Columnar English Oak	Quercus x warei 'Long'	1 1/2" cal	BB	As Shown
	6	Prairiefire Crabapple	Malus Sp. 'Priariefire'	1 1/2" cal	BB	As Shown
	2	Eastern Redbud	Cercis canadensis	1 1/2" cal	BB	As Shown

Shrub List

Symbol	Quantity	Common Name	Botanical Name	Size	Condition	Spacing
	54	Dwarf Winged Euonymus	Euonymus Alatus 'Compactus'	18"-24"sp.	Cont.	4'o.c.
	48	Seagreen Juniper	Juniperus Chinensis 'Seagreen'	18"-24"sp.	Cont.	4'o.c.
	47	Morning Light Maiden Grass	Miscanthos Sinensis 'Morning Light'	3 gal.	Cont.	4'o.c.
	0	Hamlen's Dwarf Fountain Grass	Pennisetum Alopecuroides 'Hamein'	3 gal.	Cont.	4'o.c.
	18	Snowmound Spirea	Spirea Nipponica 'Snowmound'	3 gal.	Cont.	4'o.c.

NOTE:
QUANTITIES ARE FOR ONLY AROUND IMPORT 11
AND DO NOT INCLUDE MONTROSE, 191st, AND
WAVERLY PLANTINGS





Renaissance
Infrastructure
Consulting

5150 CANAL STREET, SUITE 100
RIVERSIDE, MISSOURI 64150
MISSOURI CERTIFICATE OF AUTHORITY No. 2010033630

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Inland Port XI
191st & Waverly Road
Edgerton, Kansas



Project No.:14-0244
Date: 3-12-15
Issued For: FINAL DEVELOPMENT PLAN

REVISIONS		
No.	Date	Description

REGISTRATION

SHEET TITLE

IMPORT II
LANDSCAPE PLAN

PROJECT TEAM	
ARCHITECT	FINKLEWILLIAMS ARCHITECTURE
CIVIL	RENAISSANCE INFRASTRUCTURE CONSULTING
LANDSCAPE	RENAISSANCE INFRASTRUCTURE CONSULTING
FOUNDATIONS	ALPER AUDI
STRUCTURAL	ALPER AUDI
PLUMBING	CENTRAL PLUMBING
MECHANICAL	NATIONAL DESIGN BUILD
ELECTRICAL	HERITAGE ELECTRIC
FIRE PROTECTION	FE MORAN
CONTRACTOR	CLAYCO

SHEET NUMBER
L08
Landscape Plan

TSL COMPANIES
10001 S 152nd Street, Omaha, NE 68138
Phone: 402-895-6692 Fax: 402-895-2473
Toll-Free: 1-800-373-2146

August 5, 2015

City of Edgerton
 Attn: Mr. Kenneth Cook, Community Development Director
 404 E Nelson St.
 Edgerton, KS 66021

RE: TSL Parking Facility SW Corner of 191st and Waverly

Dear Mr. Cook,

TSL is developing a trans-load trailer, container storage, and maintenance facility at the southwest corner of 191st street and Waverly at Logistics Park Kansas City. As you are aware, on November 4, 2014, the City Planning Commission granted TSL an extension to August 15, 2015 to construct a hard surface on our site. On June 9, 2015 the City Planning Commission approved our site plan and plat with several stipulations.

We have been working diligently on updating our site plan and plat per the Planning Commission's directives on June 9th. In addition to the plan and plat updates, we were required by the City to perform a flood study to analyze the impacts of stormwater run-off from our site on the adjacent creek system. This effort required several weeks to obtain the current effective flood model for Bull Creek from the County. Once we acquired the model, we then needed to update it to reflect current topography and conditions in the creek tributary adjacent to our property for the analysis.

Our consultants have completed the required site plan update, plat revisions and flood study. We have also completed a building permit submittal package for the City's approval. These documents will be submitted to your office on or before close of business Friday, August 7th.

While our best intentions were to accomplish the surfacing of our site by the Planning Commission's August 15th deadline, we have found that it has taken longer to complete the required steps for a building permit. Specifically, the flood analysis added more than 45 days to our completion schedule. At this point we do feel like we are in a position to obtain the building permit within the next 30 days and begin construction immediately thereafter. Once construction has started, we believe the hard surfacing can be completed within 45-60 days.

Given our current schedule, we respectfully request that the City Planning Commission extend our hard surfacing deadline to December 1, 2015.

Thank you for your assistance in this matter.

Best Regards,

 Pres.

Tom Hastings, President & CEO
 TranSpec Leasing, Inc.

CC: David Hastings – TSL
 Chip Corcoran – RIC

August 3, 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
Revised Plans Submitted 07-24-2015

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 1/2" 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 1/2".~~
 - ~~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).~~
 - Check to make sure that Plat is printed to scale. A number of the measurements appear to not match physical measurements on the most recent copy of the plat.
- 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.~~ **Final Plat Complies.**
- 6. A number for each lot, starting (if practical) in the northwest corner. **Final Plat Complies.**
 - ~~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'.~~
 - Additional wording needs to be added in the dedication which describes the access easement, who has a right to use it (all public or just the adjoining lots) and who is responsible for maintenance of the private drive. It may also be beneficial to have some type of agreement filed that describes who is responsible for maintenance and use the drive.
 - The previous plan had shown a possibility that a parking area may extend onto the Northern portion of this tract adjacent to Lot 2. Kansas Gas made comments about the need to add a utility easement in this area, and the applicant has made this change. The current plan shows a utility easement being located in the area that was originally shown as possible parking. Should the location of this easement be adjusted so that it would run through a green space in case the parking is ever needed in the future for this area?
- 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. **Final Plat complies.**
 - ~~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".~~ *Final Plat complies.*
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

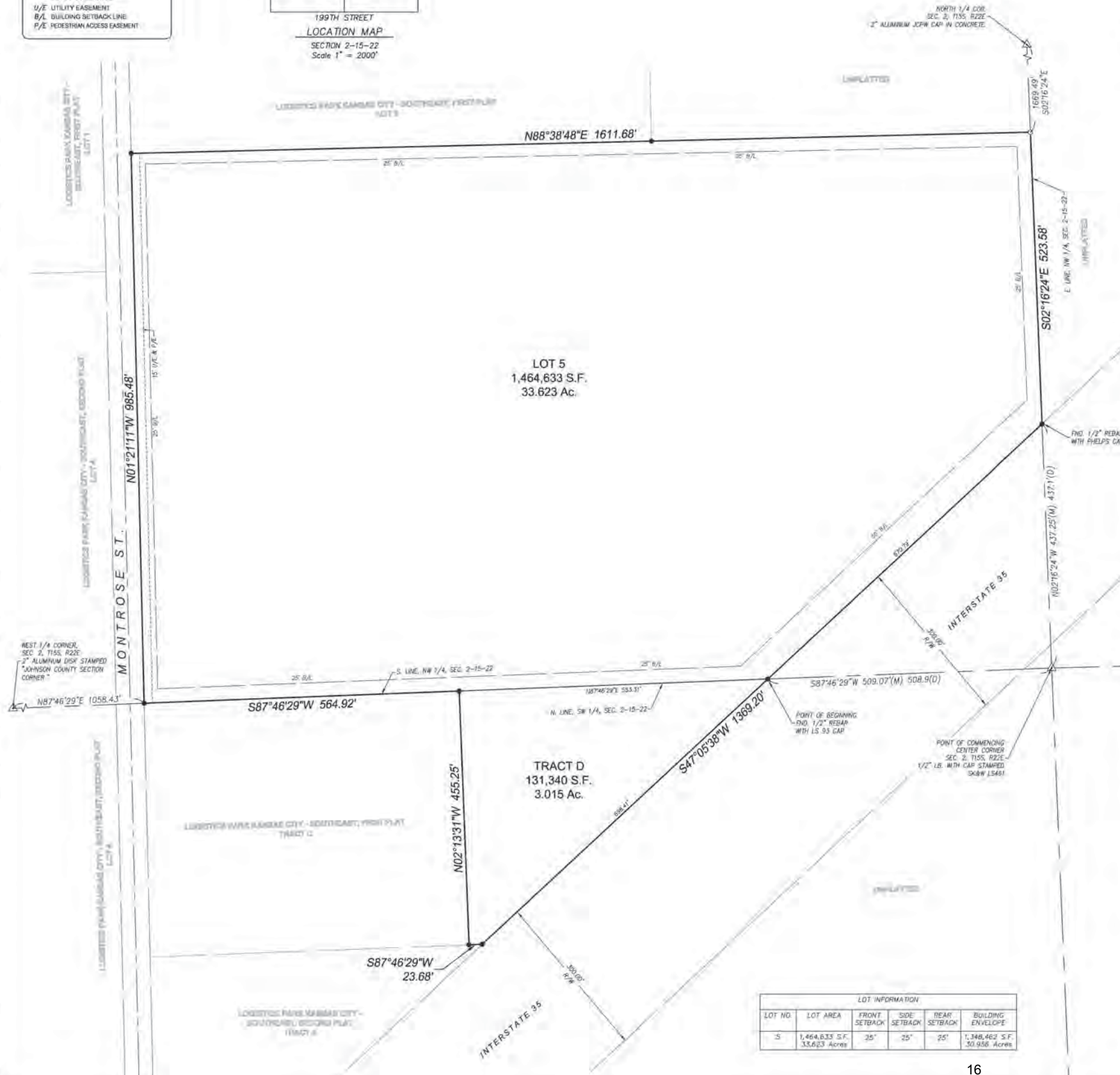
FINAL PLAT

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 1/2" X 24" REBAR WITH RIC KSOLS 234 CAP
- FOUND 1/2" X 24" REBAR WITH RIC KSOLS 234 CAP UNLESS NOTED OTHERWISE
- U/E UTILITY 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, 898.41 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 "D" 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 XV, 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 ELHC XV, 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 XV, 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

August 5, 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) – Revised Plans Submitted 07-24-2015

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 194th & Waverly should be updated to more particularly describe this property, as it is not adjacent to either of these streets. Final Site Plan Complies.*
- 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 and need to be added. 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, including the applicant (i.e. Kenneth A. Cook, Zoning Administrator). 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. While these parking areas have been removed, staff would like to verify if this parking may come back in the future. If so, should the utility easement be adjusted so that it is located in an area where the parking will not encroach into?*
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. Staff suggests that a note be included on the final site plan which specifies that a sidewalk will be provided from Montrose to the East side if/when the property is divided into multiple tenants/owners. 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.** **The Grading Plan refers to Brome Street instead of Montrose. Update Final Site Plan.**

vii) The location of easements. **Should the location of the Utility Easement along the North Property line be adjusted so that it does not conflict with possible future parking, which is no longer being shown? The easement located to the East of Montrose and which is shown on the Plat as a Utility and Pedestrian Easement is only listed as a Utility Easement on the Final Site Plan drawings. 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 on utility plan. 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 City Engineer has made the comment that the ADA spaces on the West side appear to be located in the middle of the building and are not located adjacent to the entrances at the corner. The accessible parking spaces and access areas should not exceed 2% slope in any direction. Update Final Site Plan.*

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 548,333 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: ***While property lines were added to the General Layout Sheet, they were not included on other sheets. 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. Staff recommends that wording be added to the landscape plan which specifies that this additional screening will be placed if these trailer parking spaces are developed.*
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. **Add wording that a sidewalk will be provided if structure is split into multiple tenants/owners. 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. Is parking in this area still a possibility? If so, should the utility easement which is now being shown be adjusted to not impact the parking areas? 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 **and that a note of this requirement be place on the landscape plan.***

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. Approval of exceptions to the Horizontal and Vertical Articulation Requirements as has been submitted in the typical façade elevation.
2. A photometric plan must be approved by the Zoning Administrator for compliance with the Standards specified in the Logistics Park District prior to the installation of any exterior lighting.
3. 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 the Zoning Administrator.
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: 1700' South of 191st + Maritime 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: ELWC, LLC FAX: _____

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

PROPERTY OWNER'S NAME(S): ELAC, LLC PHONE: 316-888-7640

COMPANY: ELAG INC FAX: _____

MAILING ADDRESS: 5015 NW Coral St. Suite 200 Panama Mo 64150
Street City State Zip

ENGINEER'S NAME(S): Mark S. Hiler, 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: Ricardo S. Bragg 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.

vs. 9-9-11

Inland Port XV

Final Development Plan

Logistics Park Kansas City - Southeast, Third 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°18'24" 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."

UTILITIES	
ELECTRIC	Sewer
Kansas City Power & Light	City of Edgerton
Phone: 816.471.5275	404 East Nelson
	P.O. Box 255
	Edgerton, Kansas
GAS	
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
634 West Main	Mediacom Cable
P.O. Box 7	Phone: 800.234.2157
Gardner, Kansas	
Phone: 913.856.7173	



PROJECT BENCHMARKS

JCVN BM1181
Bernstein 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

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
---	Existing Sanitary Sewer	---	Proposed Sanitary Sewer
⊗	Existing Sanitary Manhole	s	Proposed Sanitary Manhole
---	Existing Contour Major	---	Proposed Contour Major
---	Existing Contour Minor	---	Proposed Contour Minor
---		---	Future Curb and Gutter

Zoning

The project is currently zoned L-P.

SITE DATA TABLE

Site Acreage:	33.62 Acres
Building Area:	548,333 SF
Proposed Building Use:	Industrial
Total Number of Stalls:	368 Stalls
Truck Parking:	91 Stalls
Future Trailer Parking:	F61 Stalls
Employee:	209 Stalls
Total Number ADA Stalls:	7 Stalls

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

CERTIFICATE:

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

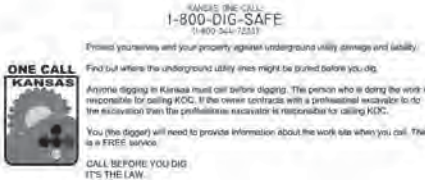
(Zoning Administrator)

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

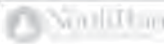
(Chair of Planning Commission)

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 _____



Inland Port XV
191st & Waverly Road
Edgerton, Kansas



Project No.: 1345.10
Date: 05.20.15
Issued For: FINAL DEVELOPMENT PLAN

REVISIONS		
No.	Date	Description
1	05/20/15	Per City Comments

REGISTRATION

SHEET TITLE

TITLE SHEET



PROJECT TEAM

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

ARCHITECTURAL

F|W

FINKLE | WILLIAMS
7007 College Boulevard, Suite 415
Overland Park, Kansas 66211
PH 913.498.1350 F 913.498.1042

SHEET NUMBER
C01
Title Sheet



Inland Port XV
191st & Waverly Road
Edgerton, Kansas



Project No. 100001
Order: 100001
Issued For: Final Construction

REVISIONS
No. Date Description
1. 10/10/19 Per City Comments

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

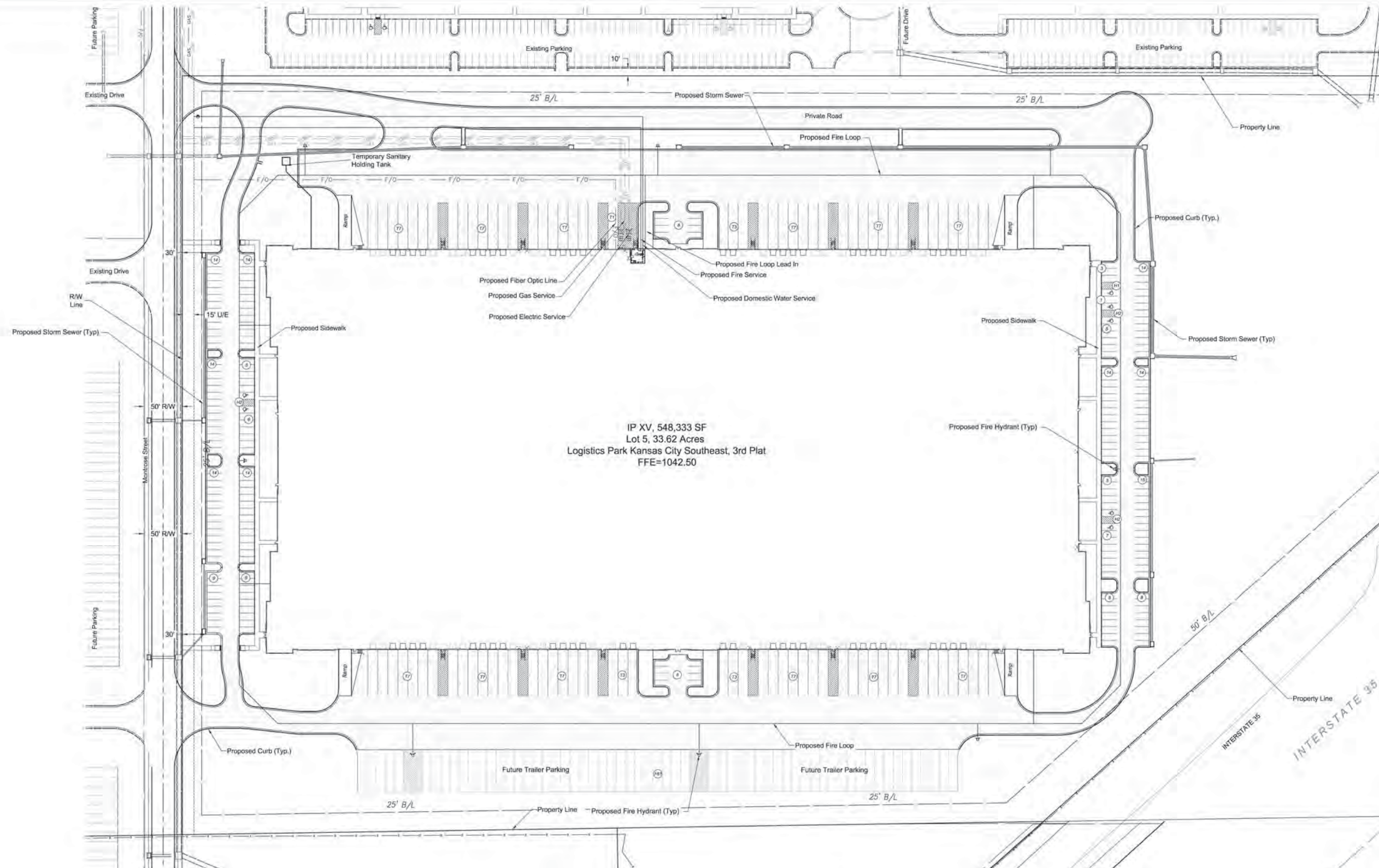
ARCHITECTURAL



FINKLE WILLIAMS
7007 College Boulevard, Suite 415
Overland Park, Kansas 66211
PH 913.498.1350 F 913.498.1042

SHEET NUMBER

C02
General Layout



IP XV, 548,333 SF
Lot 5, 33.62 Acres
Logistics Park Kansas City Southeast, 3rd Plat
FFE=1042.50

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

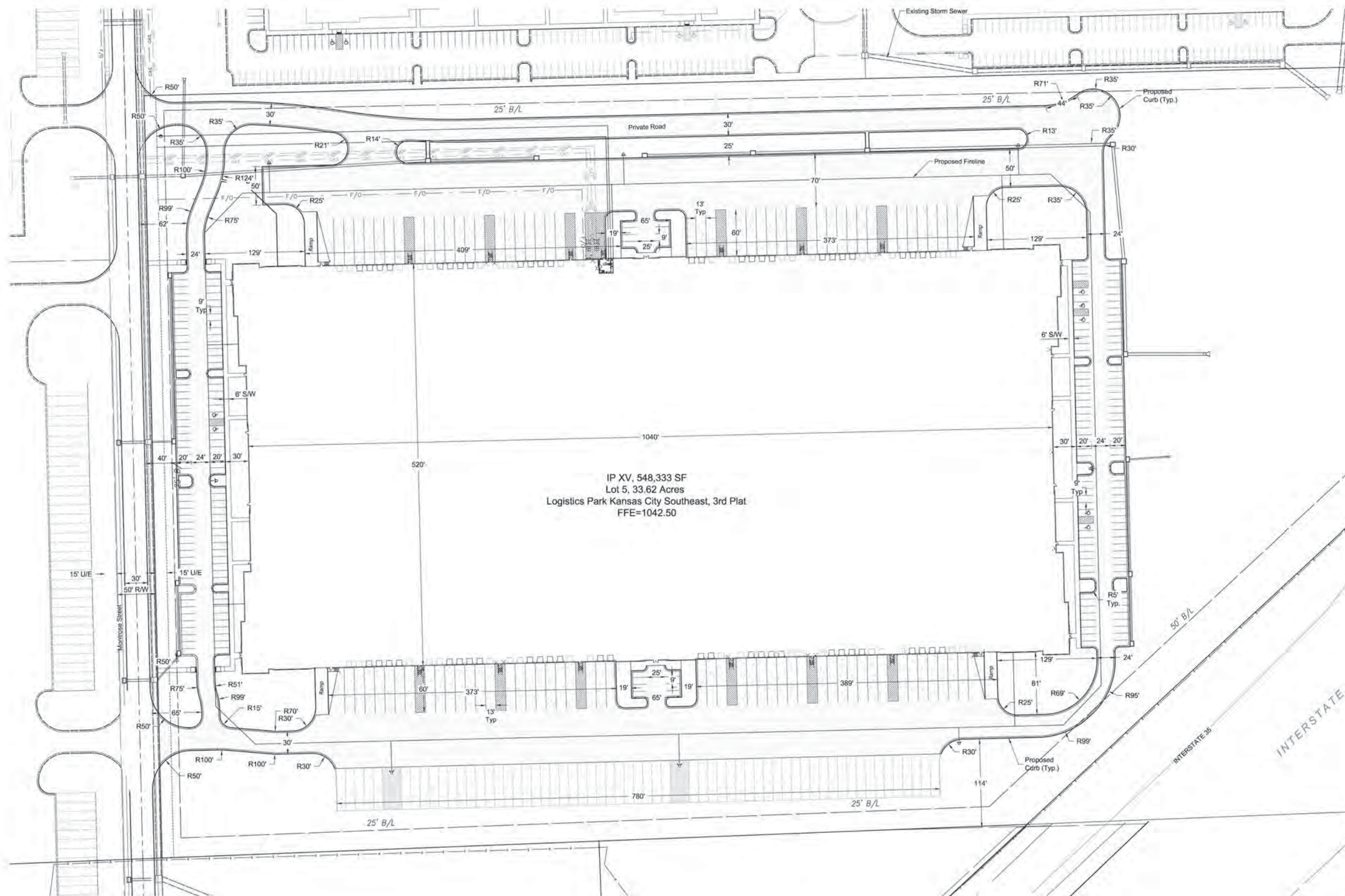
- Parking stall marking stripes shall be four inch (4") wide white stripes. Handicap stall marking shall be furnished at locations shown on plans.
- Traffic control devices and pavement markings shall conform to the requirements of the "Manual of Uniform Traffic Control Devices."
- Traffic control and pavement markings shall be painted with a white Sherwin Williams S-W traffic marking series b-29/2 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







Inland Port XV
191st & Waverly Road
Edgerton, Kansas



Project No. 15-001
Order: 15-001
Issued For: Final Construction

REVISIONS	
No.	Description
1	NOPTS Per City Comments

REGISTRATION

SHEET TITLE

OVERALL GRADING PLAN



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

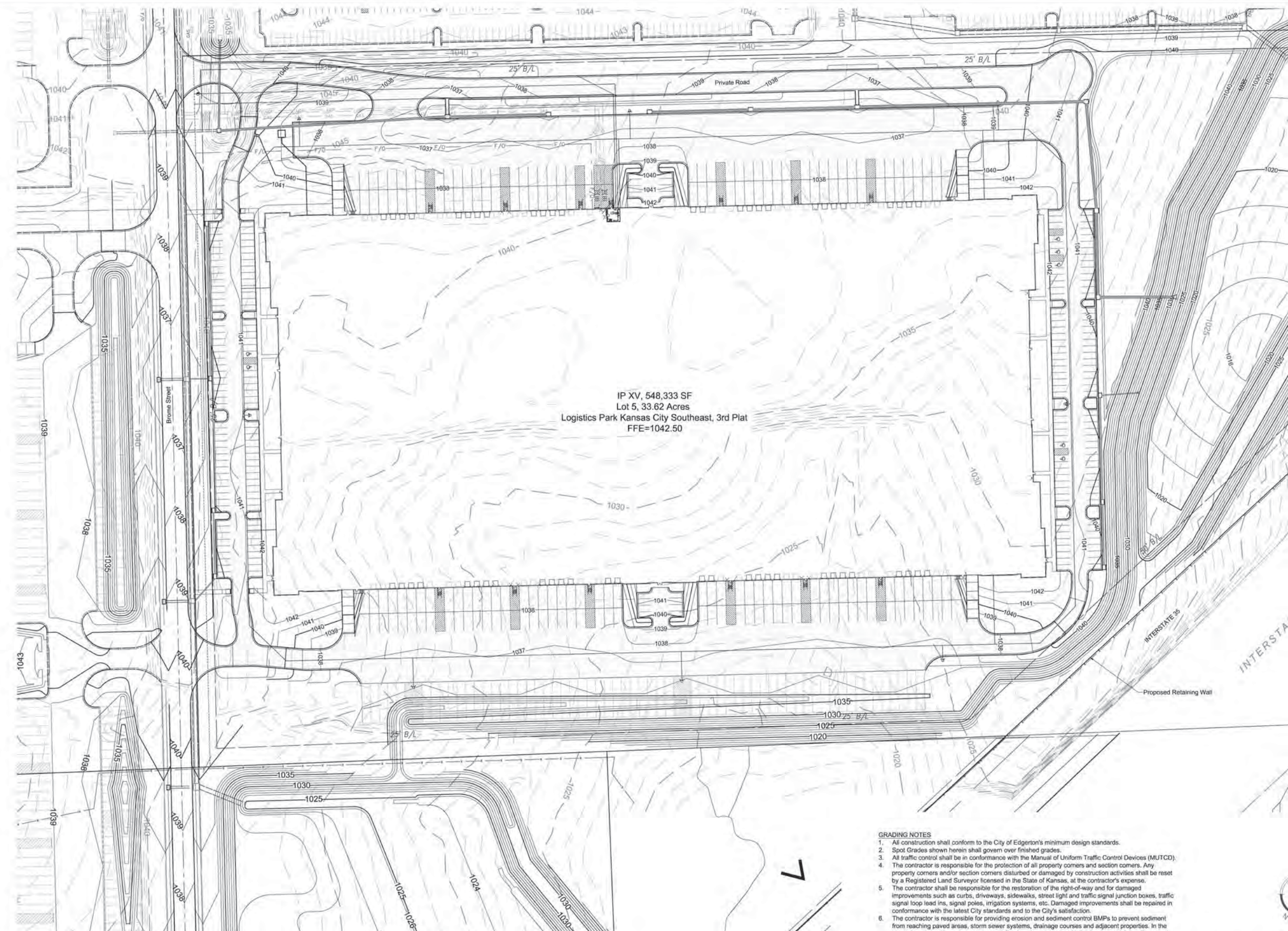
ARCHITECTURAL



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SHEET NUMBER

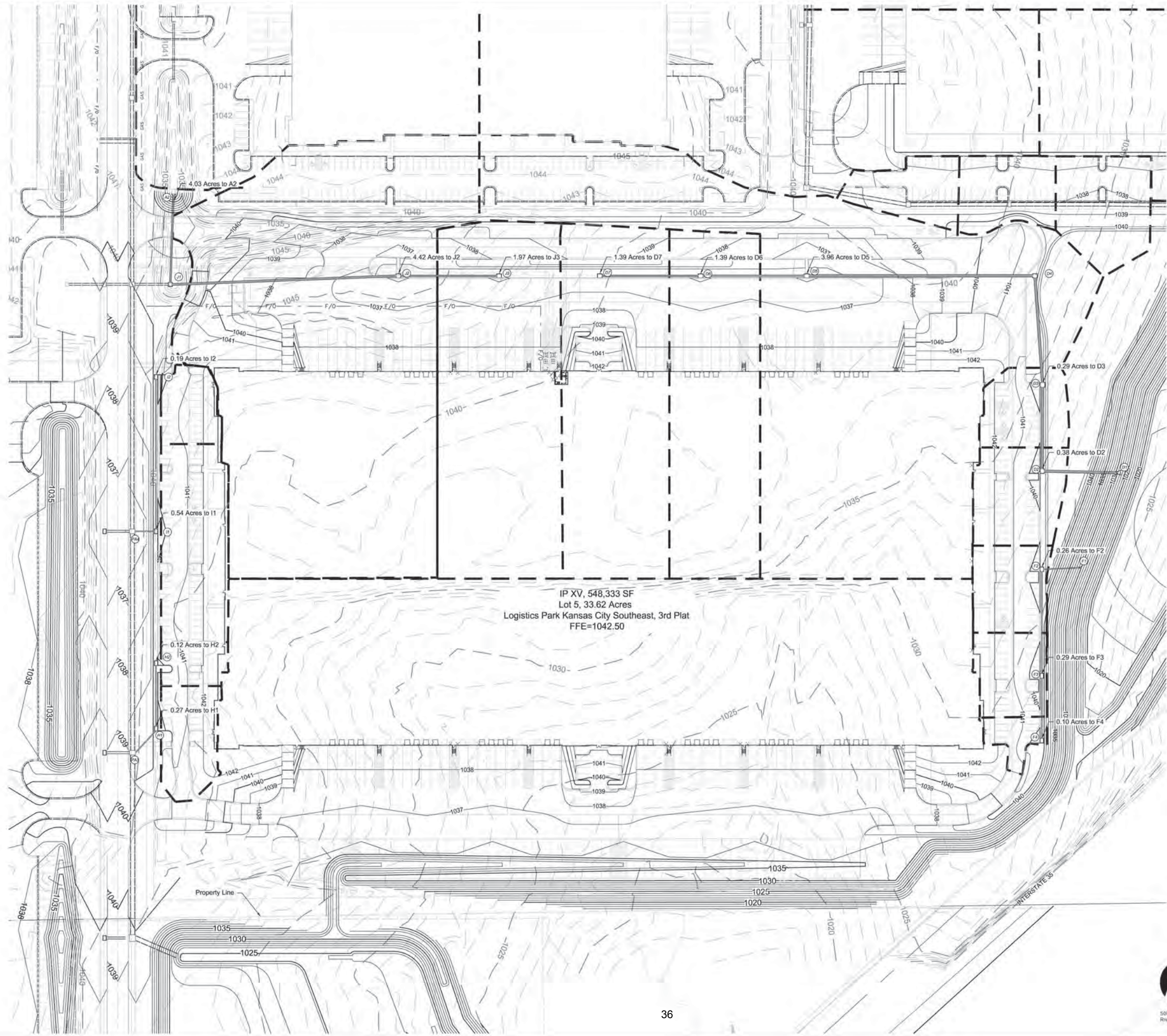
C04
Overall Grading



IP XV, 548,333 SF
Lot 5, 33.62 Acres
Logistics Park Kansas City Southeast, 3rd Plat
FFE=1042.50

- GRADING NOTES**
- All construction shall conform to the City of Edgerton's minimum design standards.
 - Spot Grades shown herein shall govern over finished grades.
 - All traffic control shall be in conformance with the Manual of Uniform Traffic Control Devices (MUTCD).
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - All work shall be confined within easements and/or construction limits as shown on the plans.
 - 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.
 - All National Pollution Discharge Elimination System (NPDES) standards shall be met.
 - 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.





Inland Port XV
191st & Waverly Road
Edgerton, Kansas



Project No.:
Date:
Issued For:

REVISIONS
No. Date Description
1 11/15/15 Per City Comments

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

ARCHITECTURAL



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SHEET NUMBER

C05
Storm Drng. Map



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



Inland Port XV
1941 & Waverly Road
Edgemoor, Kansas



Project No. 150101
Date: 10/2/17
Issued For: Final Submission

REVISIONS
No. Date Description
1. 10/15/17 Per City Comments

REGISTRATION

SHEET TITLE

STORM DRAINAGE CALCS



PROJECT TEAM

ARCHITECT FINKLE WILLIAMS ARCHITECTURE
CIVIL RENAISSANCE INFRASTRUCTURE CONSULTING
LANDSCAPE RENAISSANCE INFRASTRUCTURE CONSULTING

FOUNDATIONS
STRUCTURAL
PLUMBING
MECHANICAL
ELECTRICAL
FIRE PROTECTION
CONTRACTOR: CLAYCO

1501010101

FW

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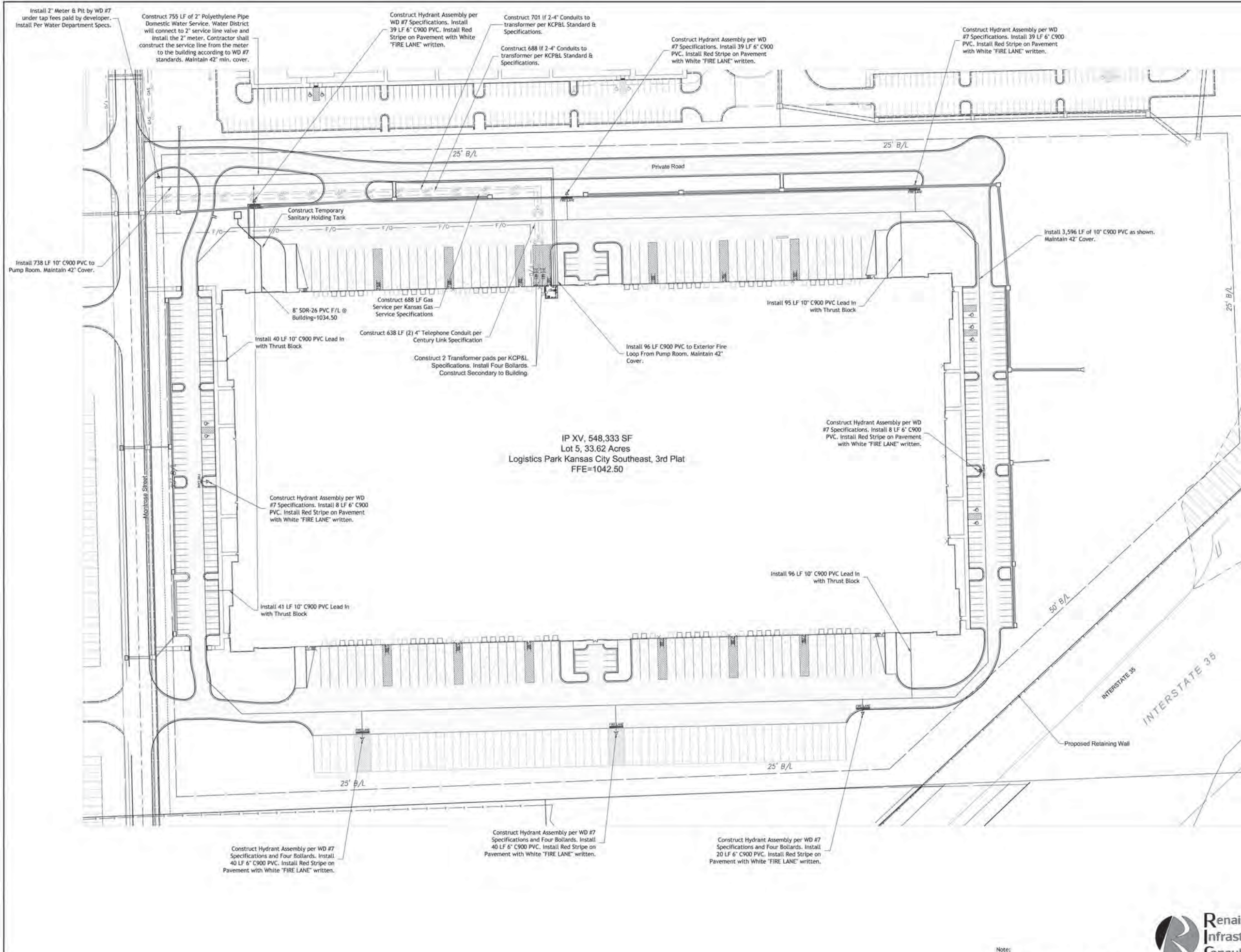


SHEET NUMBER

C08

Storm Drainage

Overland Flow						System Flow						Pipe Design														Structure Design			Comments											
Line	Point	Trib. Area (Ac.)	"C" Value	Design Storm	"K" Value	Time of Conc. (min.)	Intensity (in./hr.)	Trib. Runoff (cfs)	Bypass flow (cfs)	Total Runoff (cfs)	Total Area (Ac.)	Total (K"/°C)	Time of Conc. (min.)	Intensity (in./hr.)	System Discharge (cfs)	U/S Node	D/S Node	Pipe Type	Pipe Shape	Pipe Diameter (in.)	Pipe Length (ft.)	Manning's "n" value	Pipe Slope (%)	Depth of Flow (ft.)	Design Flow (cfs)	Pipe Capacity (cfs)	Design Flow Velocity (ft/s)	Full Flow Velocity (ft/s)		Flow Time (min.)	U/S Invert El.	U/S Crown El.	D/S Invert El.	D/S Crown El.	U/S Depth of Cover (ft.)	D/S Depth of Cover (ft.)	Headwater Inlet Elev. (EGL)	Headwater Outlet Elev. (EGL)	Inlet/Outlet Control	Top Elevation
15A	15A2	4.03	0.87	10	1	5.00	7.35	25.78	0.00	25.78	4.03	3.51	5.00	7.35	25.78	15A2	15J1	HDPE	Round	24	125.91	0.013	1.82	1.82	25.78	27.80	10.05	8.85	0.21	1032.81	1034.81	1033.90	1032.90	6.19	8.10	1034.43	1033.99	I	1041.00	
15A	15J1																																							1041.00
15D	15D7	1.38	0.87	10	1	5.00	7.35	8.89	0.00	8.89	1.39	1.21	5.00	7.35	8.89	15D7	15D6	HDPE	Round	24	147.78	0.013	0.34	1.20	8.89	13.13	4.50	4.18	0.55	1033.00	1035.00	1032.50	1034.50	1.99	2.40	1034.24	1034.01	I	1036.90	
15D	15D6	1.39	0.87	10	1	5.00	7.35	8.89	0.00	8.89	2.78	2.42	5.55	7.19	17.38	15D6	15D5	HDPE	Round	30	147.78	0.013	0.20	1.94	17.38	18.45	4.24	3.78	0.58	1032.20	1034.70	1031.80	1034.40	2.20	2.50	1034.17	1034.12	I	1036.90	
15D	15D5	3.96	0.87	10	1	5.00	7.35	25.33	0.00	25.33	6.74	5.96	6.13	7.62	41.16	15D5	15D4	HDPE	Round	36	313.89	0.013	0.38	2.46	41.16	41.20	0.62	5.83	0.79	1031.40	1034.40	1030.20	1033.20	2.50	7.80	1033.89	1033.34	I	1036.90	
15D	15D4	0.00	0.87	10	1	5.00	7.35	0.00	0.00	0.00	6.74	6.74	6.92	6.87	65.58	15D4	15D3	HDPE	Round	36	151.63	0.013	0.40	2.38	39.90	41.92	5.46	5.93	0.46	1029.90	1032.90	1029.30	1032.30	8.10	8.60	1032.31	1032.14	I	1041.00	
15D	15D3	0.29	0.87	10	1	5.00	7.35	1.86	0.00	1.86	7.03	6.12	7.38	6.68	40.88	15D3	15D2	HDPE	Round	36	129.00	0.013	0.42	2.20	40.88	43.01	6.11	8.09	0.33	1029.00	1032.00	1029.50	1031.50	8.90	9.40	1031.23	1031.28	O	1040.90	
15D	15D2	0.38	0.87	10	1	5.00	7.35	2.43	0.00	2.43	7.41	6.45	7.71	6.60	42.56	15D2	15D1	HDPE	Round	36	110.00	0.013	0.45	2.83	42.56	44.92	4.29	8.36	0.43	1028.20	1031.20	1027.70	1030.70	9.70	9.30	1031.06	1030.82	I	1040.90	
15D	15D1																																					1040.00		
15F	15F4	0.10	0.87	10	1	5.00	7.35	0.64	0.00	0.64	0.10	0.09	5.00	7.35	0.64	15F4	15F3	HDPE	Round	15	136.00	0.013	0.15	0.44	0.64	2.47	1.64	2.01	1.38	1036.50	1037.75	1036.30	1037.58	3.15	3.35	1036.96	1036.78	I	1040.90	
15F	15F3	0.29	0.87	10	1	5.00	7.35	1.86	0.00	1.86	0.39	0.34	6.38	6.95	2.36	15F3	15F2	HDPE	Round	15	141.50	0.013	0.14	1.07	2.36	2.42	2.22	1.97	1.06	1036.00	1037.25	1035.80	1037.05	3.89	3.85	1037.13	1036.90	I	1040.90	
15F	15F2	0.26	0.87	10	1	5.00	7.35	1.66	0.00	1.66	0.65	0.57	7.44	6.87	3.77	15F2	15F1	HDPE	Round	15	55.97	0.013	0.89	0.74	3.77	0.08	5.24	4.96	0.18	1035.50	1036.75	1035.00	1036.25	4.15	4.75	1036.34	1036.17	I	1040.90	
15F	15F1																																					1041.00		
15H	15H2	0.12	0.87	10	1	5.00	7.35	0.77	0.00	0.77	0.12	0.10	5.00	7.35	0.77	15H2	15H1	HDPE	Round	15	96.31	0.013	0.73	0.32	0.77	5.49	3.07	4.47	0.52	1032.00	1033.25	1031.90	1032.95	6.95	7.47	1032.34	1031.77	I	1040.20	
15H	15H1	0.27	0.87	10	1	5.00	7.35	1.73	0.00	1.73	0.53	0.48	5.52	7.19	3.32	15H1	PA3	HDPE	Round	15	37.99	0.013	1.32	0.56	3.32	7.38	3.82	8.02	0.11	1031.00	1032.25	1030.50	1031.75	7.77	7.76	1031.68	1031.62	I	1040.02	
15H	PA3																																					1039.53		
15I	15I2	0.19	0.87	10	1	5.00	7.35	1.22	0.00	1.22	0.19	0.17	5.00	7.35	1.22	15I2	15I1	HDPE	Round	15	186.43	0.013	0.11	0.98	1.22	2.11	1.79	1.72	1.74	1032.00	1033.25	1031.80	1033.05	8.77	8.97	1032.71	1032.53	I	1040.02	
15I	15I1	0.54	0.87	10	1	5.00	7.35	3.45	0.00	3.45	0.87	0.78	6.74	6.85	5.19	15I1	PA4	HDPE	Round	15	37.24	0.013	1.07	0.83	5.19	6.87	6.00	5.43	5.10	1031.50	1032.75	1031.10	1032.35	7.27	4.61	1032.47	1032.49	O	1040.02	
15I	PA4																																					1036.96		
15J	15J3	1.87	0.87	10	1	5.00	7.35	12.60	0.00	12.60	1.87	1.71	5.00	7.35	12.60	15J3	15J2	HDPE	Round	24	140.00	0.013	0.36	2.33	12.60	13.49	4.02	4.29	0.36	1032.40	1034.40	1031.80	1033.90	2.50	3.00	1034.78	1034.48	I	1036.90	
15J	15J2	4.42	0.87	10	1	5.00	7.35	33.29	0.00	33.29	8.39	5.58	5.58	7.18	39.90	15J2	15J1	HDPE	Round	30	312.66	0.013	0.22	2.65	39.90	65.69	6.04	13.38	0.86	1031.60	1034.10	1030.90	1033.40	2.80	9.35	1034.31	1034.12	I	1036.90	
15J	15J1																																					1041.75		



Inland Port XV
191st & Waverly Road
Edgerton, Kansas



Project No. 100001
Date: 06/15/17
Issued For: Final Submittal

REVISIONS	
No.	Description
1.	NOAHS Per City Comments

REGISTRATION	

SHEET TITLE

UTILITY PLAN



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

ARCHITECTURAL



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PH 913.498.1350 F 913.498.1042

SHEET NUMBER
C07
Utility Plan



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

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.

