

**EDGERTON PLANNING COMMISSION
MEETING AGENDA
EDGERTON CITY HALL - 404 EAST NELSON STREET
March 10, 2026
7:00 P.M.**

The City of Edgerton encourages public participation in local governance issues. To facilitate an efficient and effective meeting, persons wishing to address the Planning Commission must sign-up before the meeting begins. During public hearings, comments must be limited to three (3) minutes per speaker. The maximum time limit for all speakers during each public hearing will be one (1) hour.

The chair may modify these provisions, as necessary. Speakers should state their name and address and then make comments that pertain to the public hearing item.

The chair may limit any unnecessary, off-topic, or redundant comments or presentations. Speakers should address their comments to Planning Commission members only and should not speak to fellow audience members. Commission members will not engage in a dialogue or debate with speakers. Speakers and audience members should conduct themselves in a civil and respectful manner. Disruptive conduct may result in removal from the meeting.

Call to Order

1. **Roll Call** _____ Draskovich _____ Mathos _____ Little _____ Mueller _____ Soemer
2. **Welcome**
3. **Pledge of Allegiance**

Consent Agenda (*Consent Agenda items will be acted upon by one motion unless a Planning Commissioner requests an item be removed for discussion and separate action.*)

4. Minutes from the February 10, 2026 Planning Commission Meeting.
5. Approval of FP2026-0001 Final Plat - Replat of JCCC CDL Training Facility

Regular Agenda

6. **Declaration.** At this time, Planning Commission members may declare any conflict or communication they have that might influence their ability to impartially consider the agenda items.

Business Requiring Action

New Business

7. **UDCA2026-0002: AMENDMENTS TO ARTICLE 5, INDUSTRIAL ZONING DISTRICTS, OF THE CITY OF EDGERTON UNIFIED DEVELOPMENT CODE**
 - a. Presentation from City Staff for Unified Development Code Amendment Application UDCA2026-0002

- b. Public Hearing for Unified Development Code Amendment Application UDCA2026-0002
- c. Discussion of Unified Development Code Amendment Application UDCA2026-0002
- d. Consideration of Unified Development Code Amendment Application UDCA2026-0002

8. Future Meeting Reminders

- April 14, 2026 at 7:00 PM – Regular Session
- May 12, 2026 at 7:00 PM – Regular Session
- June 9, 2026 at 7:00 PM – Regular Session

9. Announcements

10. Adjourn

**PLANNING COMMISSION
February 10, 2026 Minutes**

A regular session of the Edgerton Planning Commission (the Commission) was held in the Edgerton City Hall, 404 E. Nelson Street, Edgerton, Kansas on February 10, 2026. The meeting was convened when Chair Tina Mathos called the meeting to order at 7:00 PM.

1. ROLL CALL

Jeremy Little	present
Tina Mathos	present
Adam Draskovich	present
Ray Soemer	absent
Jordyn Mueller	absent

With a quorum present, the meeting commenced.

Staff in attendance: Zachary Moore, Development Services Director
Chris Clinton, Planning and Zoning Coordinator
Hailey Vaughn, Customer Service Representative II
Beth Linn, City Administrator

Elected Officials in attendance: Mayor Donald Roberts

2. **WELCOME** Chair Mathos welcomed all in attendance to the meeting.
3. **PLEDGE OF ALLEGIANCE** All present participated in the Pledge of Allegiance.

CONSENT AGENDA

4. Minutes from January 13, 2026, Planning Commission Meeting.

Commissioner Draskovich moved to approve the Consent Agenda. The motion was seconded by Commissioner Little. The Consent Agenda was approved, 3-0.

Regular Agenda

5. **Declaration.** There were no declarations made.

New Business

6. **UDCA2026-0001 AMENDMENTS TO ARTICLE 12, PLANNED UNIT DEVELOPMENT DISTRICT, OF THE CITY OF EDGERTON UNIFIED DEVELOPMENT CODE**

Mr. Zachary Moore, Development Services Director, proposed an update to Article 12 to the Unified Development Code (UDC). As a result of recent developments, there are a couple of

items that staff wanted to update before the overall re-write of that section. Mr. Moore has put together a presentation in addition to including a summary of the additions listed in the staff memo. Modifications include combining signs in commercial districts, monument signs in industrial districts (General Industrial (I-G) and Heavy Industrial (I-H) districts), external directional signs, Home Occupational Signs in residential districts, Interstate/Highway Monument signs, Planned Unit Development signs, and adjustments to language, as well as clarification about the correct enforcement officer depending on the project.

Commissioner Soemer entered the meeting.

The most substantial change is to the Monument Signs. Monument Signs in Edgerton's Commercial Districts have specific requirements for the sign base and the material it is made of. For this presentation staff is focused on maximum size and height of the signs. Current commercial zoning districts include C-1, which would be like business along 56 Highway; C-2, which is the Edgerton Crossing development, which is more auto-oriented; and C-3, which is Edgerton's Highway Service Commercial District, which includes larger developments.

Another item that is included in the update is the appropriate number of signs that a development is permitted. Currently, the code states that a development permits one (1) monument sign per street frontage. When collecting information for this update, staff conducted research about sign heights in our commercial zoning districts and neighboring jurisdictions. Staff also went on a tour to help determine what kind of signs would look best in Edgerton. When the sign code was originally updated, it inadvertently allows large signs for individual tenants instead of a large sign for the overall development. Staff is suggesting that for spaces like Edgerton Crossing, there would be one (1) large 25-foot tall sign in front of the entire development, then each tenant could get their own, smaller monument sign on out lots. Staff proposed that commercial sign standards be set at a maximum height of six (6) feet tall with a 25 square foot sign face for monument signs. The sign face would be where the messaging is, and the structure itself would apply to maximum height permitted. Staff proposed one sign per standalone building. For developments with multiple tenants, one (1) larger sign at the entry points and allowing each tenant to have their own smaller sign. This would draw people's attention to what is inside the shopping center, and once you are inside the shopping center, you would be able to see the individual tenant's monument sign, the size being six (6) feet high and the sign being a maximum 25 square feet. The reason that staff felt that six (6) feet height and 25 square foot size was the best was that when on the sign tour, staff liked the newer developments in Olathe. These developments have a similar sign code of 25 square feet maximum size and six (6) feet height for their standalone developments. Then they had different escalators as you increased in shopping complex size, the height and size of the sign increase.

Chairperson Mathos asked if this would be proposed for all commercial districts. Mr. Moore explained that each individual district would have its own outline, but they would all have the same standard. The overall goal would be to change it during the major sign update so that we do not have the same language repeated four (4) different times.

Multitenant Monument Signs in Commercial Districts will require their own specific standards. The current code allows for a lot of square-footage allows but it must set 30 feet from property line. This allows for a much larger monument sign than typical standard monument signs, but

it also sits back much two (2) to three (3) times further away from the property line than other jurisdictions allow. While Staff are creating the updates for this section they are keeping in consideration the specific standards for the Multitenant complexes and a way to escalate the height and sizes of a sign depending on the size of the development. Commissioner Draskovich recommended that the City could grant each tenant the same size sign but depending on the number of tenants per development would determine the overall size of the monument sign. Mr. Moore explained how Olathe is set up for their shopping centers. When they build their shopping centers they typically have plans for subdivision spaces. The example presented was the Alden Center at 135th Street and Alden Street. This development could have anywhere from 15 tenant spaces. Using the recommendation, you would have to multiply 15 tenants by the 25 square foot sign space to get the overall square footage of the sign. Something that could come up is if a tenant decides to acquire more than one lease space and how we would be able to adjust that overall signage. Mr. Moore agreed that escalation is a key factor in decision and finding the right size for it.

Commissioner Draskovich suggests that having each tenant, no matter the size, have a limit to one sign of certain set measurements. He explained that this would help limit big business from getting a larger sign space. Mr. Moore agreed that this could be a good option. Something that may want to be considered if going on that route would be to add a tier system. Allowing for a wall sign along the street with a small monument sign for the tenants who are along the outside, while providing spaces for the second-tier interior development spaces on a larger monument sign. Something to take into consideration when looking at the monument signs is the location, primarily using the hierarchy of streets. Johnson County adopted the Comprehensive Arterial Road Network Plan (CARNP), which identifies arterial streets. The City will adopt a version of a major streets plan at some point, if we tie the highest hierarchy of street with the amount of frontage a shopping center has on an arterial road could determine the number of monument signs.

Mr. Moore explained that in the 119th Street and Black Bob Road example, the two (2) arterial streets would be 119th Street and Black Bob Road, which is where the two (2) monument signs are located. Something to take into consideration with this example is that they have seven tenant spaces on the monument sign closest to Black Bob Road, and a different tenant space listed on the other monument sign closest to 119th Street. So, potentially breaking up tenant spaces if you have more than one (1) sign. City staff will reach out to Olathe staff to see if they have any different policies or procedures that they use to help determine monument signs in their shopping centers.

Commissioner Draskovich asked if address for the tenant's spaces were street-related or if they had individual suite numbers that they went by. Mr. Moore stated that he believed the interior tenants are suite-based, and the exterior businesses are addressed independently but he would have to do more research to say for certain. Commissioner Draskovich was curious because that could help determine which sign a tenant could be assigned to. He also mentions that this could help with the flow of traffic. Mr. Moore agreed that it could be a good idea, but he mentioned that City Staff would have to do more research since sign codes are very litigious. Planning and Zoning staff have set limits on what staff can and can't set regulations on. If that is something that we cannot add to our UDC, staff could investigate the possibility of adding some kind of verbiage to our purpose statement for the Article. Commissioner Draskovich states that if we limit each tenant to one sign each, it could allow a business to

choose which one of the 25 square foot sign they would like to use while limiting them from having multiple large signs. He also explains how this could potentially encourage business to choose a sign closest to the side of the street they are on. Commissioner Little added the idea of a possible development split, which could determine which sign a tenant would be assigned to depend on their location within the shopping center. Mr. Moore replied saying that Staff could look at different sign codes around the Metro area to see if that is a possibility.

Looking back at the shopping center at 135th Street and Alden Street in Olathe, the arterial street would be 135th Street, but the center does not have a second frontage on an arterial collector, therefore there is only one smaller monument sign in front of the multitenant building. Mr. Moore asked the Commissioners about their thoughts on using the street hierarchy as a determining factor for multitenant signs. Chairperson Mathos replied that it makes sense. She said in comparing the 135th Street shopping center to the 119th Street one, the 119th Street center would need more signage due to the amount of traffic in that area compared to the 135th Street location. Commissioner Draskovich mentioned another idea for the sign code is to set a separate sign code for the development, so that the overall development can stand out and would help ensure the overall sign would not be too large. Mr. Moore stated that, depending on the size of the monument sign, 25 square feet may be too large of a space for tenants. Commissioner Draskovich agreed. Chairperson Mathos asked if Staff has a size in mind for the monument sign. Mr. Moore said at this time Staff does not, but can reach out to other jurisdictions and planning staff to see if they could share public records to help get ideas.

Mr. Moore explained that the landscaping requirement will remain the same. He added that the current code requires a monument sign to have a base that is at least 50% of the width of the sign face. Staff believes that in order to be a true monument base, the base should be at least the width of the sign face itself. The Commission agreed.

Commissioner Draskovich suggested that staff structure the verbiage to help limit potential monument sign size issues. He recommended that each tenant on the monument sign have a certain percentage, and the amount of tenants per development would determine the size of the shopping center sign. Commissioner Soemer stated that every sign example given has related back to how commerce or square footage gets factored into the final decision of the tenant sign. Commissioner Draskovich stated that limiting the size of the sign prior to knowing who the tenant is can help eliminate having multiple sign sizes. Mr. Moore shares another factor to consider, if going the per tenant direction could potentially limit the property owner from letting the market speak for itself. Commissioner Soemer stated that market-dictating makes sense. He said that for every shopping center, there is typically an anchor tenant that draws people in. There are going to be people who are in support and people who are not of each development, but once it is developed, the City wants it to succeed while making sure the development is still within the Comprehensive Plan purview. Chairperson Mathos agrees, stating that she would rather see one smaller sign spot empty compared to seeing 15 open spots of the same size on a multitenant monument sign. Mr. Moore added that these multitenant monument signs typically have less sign spaces than there are tenants in the shopping center.

Commissioner Draskovich stated that there still needs to be a stipulation in place to help dictate the size of the sign to the size of the development. Mr. Moore expands on that,

explaining that a one (1) acre development may not require an escalator larger than the one (1) sign proposed earlier. City Staff are still discussing the right mechanisms to determine what warrants the larger monument signs. Commissioner Draskovich stated that it may be best to decide the sign sizes during the Final Site Plan stage of development since each development would be different. Mr. Moore explained that the Commission does not review signage at the Final Site Plan stage and is reviewed by staff and all of the signage must meet the UDC. Since a development may not know exactly what tenants will occupy the available spaces, the developers will typically put a dashed box on the plans that states this is the location where their general signage will be once the sign permit has been approved. This is when the UDC becomes very important because those are the standards that the signage will follow. Commissioner Draskovich stated that the developer should have an idea of how much square footage the development should have, which then could help determine the size of the sign. Commissioner Soemer asked how this affects the blue advertisements on the interstates. Mr. Moore answered that he believed this is handled by the Department of Transportation.

Commissioner Soemer requested clarification as to what Staff is requesting. Mr. Moore stated Staff is requesting the Commission direct them on how to proceed with amending the sign code. He explained that after reviewing examples of Olathe's sign code, does the City of Edgerton think this kind of escalation would be appropriate for the City, and would the Commission approve City staff of updating the sign code to mirror Olathe's standards with the City of Edgerton's language. Chairperson Mathos asked if the Olathe Pointe development was developed under a previous or current sign code. Mr. Moore answered that the development went before the Olathe Planning Commission around 2004, so it was under a previous sign code. Commissioner Soemer stated that signage is meant to help direct the public to these businesses and that the philosophy should be to help businesses succeed. Mr. Moore stated that based on the discussion today, the Commission likes the size of sign escalation based off the size of the development parcel. With that feedback Staff will do more research into places with similar sign codes to find the right size of escalation for the City of Edgerton and then work on updating Article 12.

Mr. Moore stated that Staff is also proposing amendments to monument signs in the General Industrial (I-G) and Heavy Industrial (I-H) Districts. The current code has standards that allow for very large monument signs. Staff is recommending updating the standards for those districts to align with what has already been approved in the Logistic Parks (L-P) District. Staff have found that the I-G and I-H are more similar to the L-P District than to any of the commercial districts.

For directional signs Staff is recommending that every district be allowed to have directional signs that must be put on a solid base. Currently, home occupations are allowed to have a small monument sign in the front yard and a sign next to the door, though this can seem like it is commercializing people's properties. Staff is recommending the removal of that sign from the allowable signs list. Current code for Interstate and Highway Adjacent Monument Signs states that if you are a certain distance from the Interstate or Highway, then you are permitted up to a 30-foot tall monument sign with 200 square feet in size. Concerns about this code is that it not only applies to Interstate 35 but to 56 Highway as well, allowing a large sign to be put up on property along that Highway. Staff recommends taking out the 'highway' portion of this definition to help protect the residential feel while keeping the Interstate section the

same. Then, in the Business Park (B-P) District, the non-monument sign code says refer to the commercial district. Staff is recommending this be updated to align with the Logistics Park (L-P) District.

Mr. Moore informed the Commission that Staff will be taking the Planned Unit Development (PUD) updates from the previous meeting to the Governing Body at this week's City Council meeting, with hopes that it will be adopted at the second meeting in February. Staff will get feedback from the Governing Body about what to do with signs in the PUD district. In the last Planning Commission meeting, there was discussion about not deviating from the sign code in the PUD District. If that is the case, when a development comes in, the applicant will need to specify that all signs are to follow the standards listed in the UDC instead of creating a Unified Sign Package. The final amendment is to have the Zoning Administrator as the sign violation enforcement, rather than the Building Official. The Zoning Administrator should be the one to initiate violations when there are issues with sign codes, making it so that it is an executive administrative official's responsibility.

Mr. Moore summarized the timeline of the overall Code update. Next month, Staff will be doing a quick update for Article 5, I-G and I-H Districts. Following that, staff will move onto "Bucket Two", which will include Zoning Districts, Uses, Use definitions, and Bulk regulations. "Bucket Three" consists of development standards. Then "Bucket Four" will include procedures, agencies, enforcement, bylaws, and everything else.

Commissioner Little asked about home occupations, specifically in-home daycares, like near his home, if the wall sign that is currently up would be allowed. Mr. Moore responded by saying this update would allow her to operate her business in her home, but she would not be able to have a sign on her house. Commissioner Little stated that when someone is new to the area, it could be beneficial to see the advertisement for this local business. Mr. Moore corrected himself and stated that there is a different allowance for an in-home daycare since there is the expectation of being able to drop off and pick up people. Commissioner Little stated that an in-home daycare has different regulations than if he wanted to start a tax accountant business out of his home. Mr. Moore stated that is correct.

Chairperson Mathos opened the Public Hearing. There were no public comments made. Commissioner Little moved to close the public hearing. Commissioner Draskovich seconded the motion. The public hearing was closed, 4-0.

Commissioner Draskovich moved to direct staff to evaluate neighboring jurisdictions code and multitenant signs for the proposed amendments. Commissioner Mr. Soemer seconded the motion. Motion carried, 4-0.

7. Future Meeting Reminders

Chairperson Mathos stated that the next regular sessions are scheduled for March 10, 2026, at 7:00 PM; April 14, 2026, at 7:00 PM; and May 12, 2026, at 7:00 PM.

8. ANNOUNCEMENTS

Mr. Moore announced that the Streets and Storm Water Dedicated Sales Tax, which Ms. Linn had mentioned in the last meeting, ballots will be in the mail next Tuesday, February 17, 2026. They will need to be submitted by March 3, 2026. Ms. Linn will share a few more slides regarding this topic in the work session to follow.

Secondly, the animal vaccine clinic will be held at City Hall on March 21, 2026, starting at 8:00 AM. There are appointments that you can make online to get your pet vaccinated.

9. **ADJOURN**

Commissioner Mr. Little moved to adjourn the meeting. Commissioner Mr. Soemer seconded the motion. The meeting was adjourned at 7:59 PM, 4-0

Submitted by Hailey Vaughn, Customer Service Representative II

UDCA2026-0001

UNIFIED DEVELOPMENT CODE UPDATES

ARTICLE 12 – SIGNS

PUBLIC HEARING

FEBRUARY 10, 2026

Monument Signs (Commercial Districts)

Current standards:

Zoning District	Max. Size*	Max. Height	Max. Amount	Min. Setback
C-1	120 sq. ft.	10 feet	1 per street frontage	12 feet
C-2	250 sq. ft.	25 feet	1 per street frontage	30 feet
C-3	250 sq. ft.	25 feet	1 per street frontage	30 feet

* $\frac{1}{2}$ square foot per linear foot of street frontage

Proposed Standards:

Zoning District	Max. Size	Max. Height	Max. Amount	Min. Setback
Commercial	25 sq. ft.	6 feet	1 per standalone building	TBD

Multitenant Monument Signs (Commercial Districts)

- Specific standards for multi-tenant complexes
- Escalating size and height allowances as developments with multiple buildings increase in size
- Intended for multi-tenant shopping centers (not just multi-tenant building)

Example: Olathe Pointe at 119th and Black Bob Road (appx. 42 acres)



Additional Changes

- Monument signs in IG and IH – update standards to align with L-P District.
- External Directional Signs – require to be built on solid base, no posts.
- Home Occupation – removing sign allowance.
- Interstate/Highway Monument Sign – removing “Highway” from allowance.
- Non-monument sign types in B-P District – update standards to align with L-P District.
- Signs in PUDs – follow direction provided by Governing Body when presented.
- Sign violation enforcement – Zoning Administrator rather than Building Official.

March 2026 – Article 5 Industrial Districts quick update



Bucket 2: Zoning Districts, Uses, Use Definitions, Bulk Regulations

Bucket 3: Development Standards (Architecture, Landscaping, Site Design, etc.)

Bucket 4: Procedures, Agencies, Enforcement, Bylaws, and everything else

What's Next
for Overall
Code
Update?



Questions?

FINAL PLAT - REPLAT OF JCCC CDL TRAINING FACILITY

Application FP2026-0001
30332 W. 191st Street

QUICK FACTS

PROJECT SUMMARY AND REQUESTED APPROVALS

The Applicant is requesting approval of a Replat located at 30332 W. 191st Street.

Owner and Applicant

Brett Edwards,
Johnson County
Community College
and Cam Hinton,
Hollis and Miller
Architects

Existing Zoning and Land Use

The property was rezoned to City of Edgerton L-P (Logistics Park) District on September 9, 2021 (Ord. 2095 and 2096). The property is currently used as a CDL School.

Parcel Size
10.05 acres

Staff Report Prepared by
Chris Clinton



BACKGROUND

1. Proposal

This Replat request is being made in preparation for the expansion of the Johnson County Community College (JCCC) Commercial Driver's License (CDL) training facility. The proposed replat will vacate approximately 16,255 square feet (0.34 acres) of the existing 1.80-acre Drainage Easement that was included on the original plat of the property (FP2023-0016). The remaining 1.43 acres of the Drainage Easement will remain unchanged. This vacation is being made to accommodate an additional three (3) training pads for the for the school to the north and southeast of the existing driving pad. There are no other proposed changes on the Replat.

2. Subject Site History

The 10.05-acre subject property was annexed on June 10, 2021 (Ordinance 2081) and was rezoned to the L-P (Logistics Park) District on September 9, 2021 (Ordinance 2095 and Ordinance 2096). The original Plat (FP2023-0016) for the subject property was recorded on March 12, 2024. The Final Site Plan (FSP2023-0100) for the CDL training facility was approved by the Planning Commission on December 12, 2023 and a Building Permit was later issued on February 21, 2024.

FINAL PLAT REVIEW

City staff has reviewed the Final Plat submittal for compliance with the requirements in Section 13.3.G and Section 13.8 of Article 13 of the Edgerton UDC. The document proposes vacating a small portion of the existing Drainage Easement. There are no other proposed changes to the plat. A stormwater study is being reviewed by the City Engineer to ensure that the remaining Drainage Easement will capture the runoff from the existing development, as well as the additional pads proposed. The Replat will need to meet the Johnson County Subdivision Plat requirements.

Existing platted easements from the original plat and the platted building line on the subject property will remain with this replat. These easements include utility easements (U/E), a waterline easement (W/E), and a drainage easement. The platted building lines established a 50-foot setback adjacent to the southern property line and 25-foot setbacks to the east, west, and north property lines.

NOTICE OF CITY CODES AND PERMITS

The Applicant is subject to all applicable City codes – whether specifically stated in this report or not – including, but not limited to, Zoning, Buildings and Construction, Subdivisions, and Sign Code. The Applicant is also subject to all applicable local, State, and Federal laws.

Various permits may be required in order to complete this project and the project may also be subject to obtaining permits and/or approvals from other local, County, State, or Federal agencies.

DOCUMENTS INCLUDED IN PACKET

Sheet #	Title	Date on Document
1	Final Plat	02/06/2026

STAFF RECOMMENDATION

City Staff recommends approval of Final Site Plan **Application FP2026-0001** *Replat of JCCC CDL Training Facility*, subject to the following stipulations:

1. The applicant must meet all requirements of Recording a Final Plat as defined in Section 13.5 of the Edgerton UDC, and all requirements of Financial Assurances as defined in Section 13.7 of the Edgerton UDC.
2. Prior to issuance of a building permit, the following must occur:
 - a. The Stormwater Management Plan must be approved by the City Engineer.

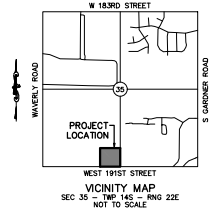
Note: For application FP2026-0001 the Planning Commission will be the approving authority for the application. However, the Governing Body must accept all dedication of land for public use, and the Final Plat will be presented to the Governing Body on March 26, 2026.

REPLAT OF JCCC CDL TRAINING FACILITY

A REPLAT OF LOT 1, JCCC CDL TRAINING FACILITY

A SUBDIVISION IN EDGERTON, JOHNSON COUNTY, KANSAS

PART OF SE 1/4, SW 1/4, SECTION 35, TOWNSHIP 14S, RANGE 22E



HORIZONTAL AND VERTICAL DATUM:
 UNLESS OTHERWISE NOTED THE COORDINATES SHOWN HEREON ARE GROUND COORDINATES BASED ON THE KANSAS STATE PLANE, NORTH ZONE (NAD 1983/HARN) (144 1988).
 CAP: 0.999946894
 1 METER = 3.28083333 U.S. SURVEY FEET
 GROUND COORDINATES X COMBINED ADJUSTMENT FACTOR (CAF) = GRID COORDINATES
 SCALED AROUND 0

NSD-BULL
 NORTHINGS: 183103.52 (GRID)(U.S. SURVEY FEET) 183113.281 (GROUND)(U.S. SURVEY FEET)
 EASTINGS: 2193585.91 (GRID)(U.S. SURVEY FEET) 2193502.831 (GROUND)(U.S. SURVEY FEET)
 ELEV.: 297.87 977.27

TITLE COMMITMENT:
 STEWART TITLE COMPANY
 FILE NO. 2021908
 EFFECTIVE DATE: JANUARY 2, 2026 AT 8:00AM

- SCHEDULE B ITEMS:**
 1-2. (NOT A SURVEY ITEM)
 3. EASEMENTS, ENCUMBRANCES AND RESTRICTIONS SHOWN ON THE PLAT OF JCCC CDL TRAINING FACILITY RECORDED 03/12/2024 AS DOCUMENT NO. 20240312-0001892 IN PLAT BOOK 202403 AT PAGE 001892. (AFFECTS SURVEYED PARCEL, AND IS PLOTTED AND SHOWN)
 4. EASEMENT GRANTED TO KANSAS CITY POWER AND LIGHT COMPANY, AS MORE FULLY SET FORTH IN THE INSTRUMENT RECORDED 12/15/1900 AS DOCUMENT NO. 899877 IN MISC. BOOK 228 AT PAGE 185. (AFFECTS SURVEYED PARCEL AND IS PLOTTED AND SHOWN. EASEMENT TO BLANKET ACROSS THE ENTIRE PARCEL, EXCEPT THE 5 FOOT WIDE STRIP OF LAND LYING NORTH OF AND ADJACENT TO THE NORTH RIGHT-OF-WAY LINE OF 191ST STREET.)
 5. AMENDED WAIVER OF RIGHT TO REFUND UNDER FUTURE RURAL WATER DISTRICT NO. 7 OF JOHNSON COUNTY, KANSAS, RESOLVE AGREEMENT OF WATER LINE EXTENSIONS, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS INSTRUMENT NO. 20240814-0003638 IN BOOK 202408 AT PAGE 000368. (DOES NOT AFFECT SURVEYED PARCEL.)
 6. EASEMENT GRANTED TO RURAL WATER DISTRICT NO. 7 OF JOHNSON COUNTY, KANSAS, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS INSTRUMENT NO. 20240724-0006320 IN BOOK 202407 AT PAGE 000630. (AFFECTS SURVEYED PARCEL AND IS PLOTTED AND SHOWN)

DESCRIPTION
 LOT 1, JCCC CDL TRAINING FACILITY, A SUBDIVISION IN EDGERTON, JOHNSON COUNTY, KANSAS. A TOTAL OF 398,145 SQUARE FEET OR 9.140 ACRES MORE OR LESS.

- SURVEYOR NOTES:**
 1. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY THE SURVEYOR. ALL INFORMATION REGARDING RECORD EASEMENTS, ADJOINERS AND OTHER DOCUMENTS THAT AFFECT THE QUALITY OF TITLE TO TRACT SHOWN HEREON WAS OBTAINED FROM STEWART TITLE COMPANY FILE NO. 2021908, EFFECTIVE DATE: JANUARY 2, 2026 AT 8:00 AM.
 2. THIS SURVEY IS BASED ON THE DESCRIPTION CONTAINED IN THE ABOVE STATED TITLE COMMITMENT.
 3. SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
 4. UNLESS OTHERWISE NOTED THE COORDINATES SHOWN HEREON ARE GROUND COORDINATES BASED ON THE KANSAS STATE PLANE, NORTH ZONE (NAD 1983/HARN) (144 1988).
 5. THIS PLAT IS BASED UPON THE FINAL PLAT OF JCCC CDL TRAINING FACILITY BY TALIAFERRO & BROWNE, AS FILED IN BOOK 202403, AT PAGE 001892.
 6. ACCURACY STANDARD: TYPE URBAN.

K.S.A. 12-512B VACATION OF PLATS AND OTHER PUBLIC RESERVATIONS: RECORDING PLAT OR REPLAT: REVISION IN ANY AREA WHERE THERE IS A PLANNING COMMISSION WHICH HAS ADOPTED SUBORDINATE REGULATIONS GOVERNING THE PLATING OR REPLATING OF LAND, AND THE REGULATIONS PROVIDE FOR THE GIVING OF APPROPRIATE NOTICE TO ALL PERSONS HAVING PROPER RIGHTS OR INTERESTS AFFECTED BY THE PLATING OR REPLATING, ANY PLAT OR PART THEREOF OR STREET, ALLEY OR OTHER PUBLIC RESERVATION, INCLUDING, WITHOUT LIMITATION, EASEMENTS, BUILDING SETBACK LINES, AND ACCESS CONTROL, WHETHER ESTABLISHED BY INSTRUMENT, CONDEMNATION OR EARLIER PLATS, SHALL BE VACATED BOTH AS TO USE AND AS TO TITLE WITHOUT ANY FURTHER PROCEEDINGS UPON THE FILING AND RECORDING IN ACCORDANCE WITH THE PROVISIONS OF K.S.A. 12-512, AND AMENDMENTS THEREOF, OF ANY PLAT OR REPLAT DAILY EXECUTED IN ACCORDANCE WITH LAW AND EMPLOYING THE SAME LINES AS THOSE THEREAFTER EMPLOYED BY THE EARLIER PLAT, OR PART THEREOF OR STREET, ALLEY OR OTHER PUBLIC RESERVATION. STREETS, ALLEYS OR OTHER PUBLIC RESERVATIONS WHICH MAY BE VACATED SHALL REVERT, AS PROVIDED IN K.S.A. 12-512, AND AMENDMENTS THEREOF.

FLOOD STATEMENT:
 THE SURVEYED PARCEL IS SHOWN TO BE LOCATED IN ZONE "Y" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEPICTED ON THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 2009010102 & 2009010206, WITH AN EFFECTIVE DATE OF AUGUST 3, 2009. LOCATION DETERMINED BY A SCALED GRAPHICAL PLOT OF THE FLOOD INSURANCE RATE MAP.

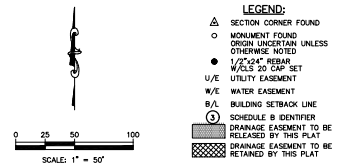
DEDICATION:
 THE UNDERSIGNED PROPRIETOR OF THE ABOVE DESCRIBED TRACT OF LAND HAS CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER AS SHOWN ON THE ACCOMPANYING PLAT, WHICH SUBDIVISION AND PLAT SHALL HEREAFTER BE KNOWN AS "REPLAT OF JCCC CDL TRAINING FACILITY".

AN EASEMENT OR LICENSE TO ENTER UPON, LOCATE, CONSTRUCT AND MAINTAIN OR AUTHORIZE THE LOCATION, CONSTRUCTION OR MAINTENANCE AND USE OF CONDUITS, PIPES, INLETS, MANHOLES, SURFACE DRAINAGE FACILITIES AND OTHER SIMILAR FACILITIES, SPUR, OVER AND UNDER THOSE AREAS OUTLINED AND DESIGNATED ON THIS PLAT AS "DRAINAGE EASEMENTS" OR "D/E" IS HEREBY GRANTED TO THE CITY OF EDGERTON, KANSAS. DRAINAGE EASEMENTS SHALL REMAIN FREE OF FENCES, SHRUBS, AND OTHER OBSTACLES THAT WOULD RESTRICT THE FLOW OF DRAINAGE. THE CITY OF EDGERTON IS UNDER NO DUTY OR OBLIGATION TO MAINTAIN OR REPAIR THE STORMWATER DRAINAGE FACILITIES PLACED WITHIN THE LIMITS OF THIS EASEMENT, AND IN NO EVENT SHALL THIS EASEMENT BE CONSTRUED TO IMPOSE ANY SUCH OBLIGATION OF THE CITY OF EDGERTON.

AN EASEMENT OR LICENSE TO ENTER UPON, LOCATE, CONSTRUCT AND MAINTAIN OR AUTHORIZE THE LOCATION, CONSTRUCTION OR MAINTENANCE AND USE OF STREETS, CURBS, SIDEWALKS, JOGGING TRAILS, CONDUITS, PIPES, MANHOLES, INLETS, MANHOLES, SURFACE DRAINAGE FACILITIES, UTILITIES, LANDSCAPING AND OTHER SIMILAR FACILITIES UPON, OVER AND UNDER THOSE AREAS OUTLINED AND DESIGNATED ON THIS PLAT AS "UTILITY EASEMENT" OR "U/E" IS HEREBY GRANTED TO THE CITY OF EDGERTON, JOHNSON COUNTY, KANSAS FOR ITS USE AND THAT OF ITS DESIGNEES OR DULY AUTHORIZED AGENTS.

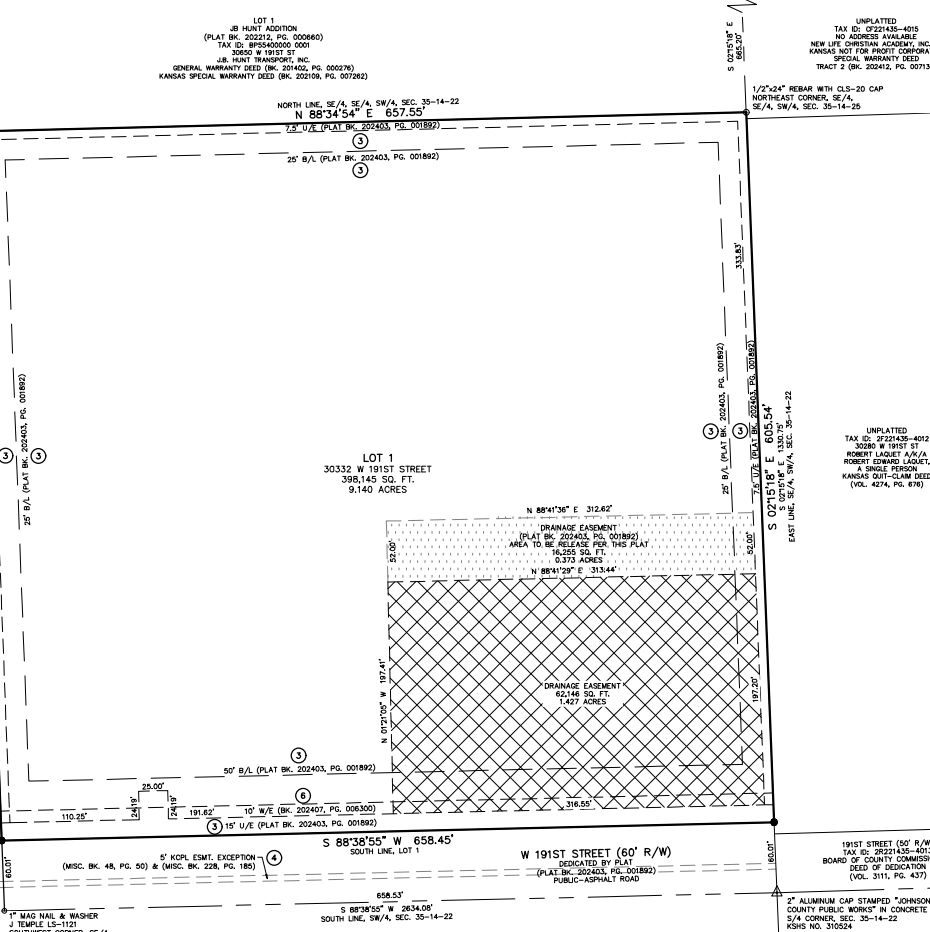
2" ALUMINUM DISK IN CONCRETE
 3/4" CORNER, SEC. 35-14-22
 KSHS NO. 311795

THIS DRAWING SHALL NOT BE UTILIZED BY ANY PERSON, FIRM, OR CORPORATION IN WHOLE OR IN PART WITHOUT THE SPECIFIC PERMISSION OF KAW VALLEY ENGINEERING, INC.



CLOSURE REPORT:
 PERIMETER: 2,026.30'
 AREA: 398,145 SQ. FT.
 CLOSURE ERROR DISTANCE: 0.0009'
 CLOSURE ERROR DIRECTION: N 80°48'54" W
 CLOSURE PERCENT: 1: 296,208

AREA TABLE:
 LOT 1 = 398,145 SQUARE FEET/9.140 ACRES
 DRAINAGE EASEMENT (D/E) = 62,146 SQUARE FEET/1.427 ACRES
 EXISTING DRAINAGE EASEMENT TO BE RELEASED = 16,255 SQ. FT./0.373 ACRES



PREPARED FOR:
 JOHNSON COUNTY COMMUNITY COLLEGE
 12345 COLLEGE BLVD.
 OVERLAND PARK, KS 66210

REFERENCE DEEDS:
 KANSAS WARRANTY DEED (BK. 201607, PG. 005821)
 JCCC CDL TRAINING FACILITY (BK. 202403, PG. 001892)
 J.B. HUNT ADDITION (BK. 202212, PG. 000660)

APPROVALS:
 APPROVED BY THE PLANNING COMMISSION OF THE CITY OF EDGERTON, JOHNSON COUNTY, KANSAS, ON THIS _____ DAY OF _____, 20____.

TINA MATOS, CHAIRPERSON
 JORDYN MUELLER, SECRETARY

APPROVED BY THE GOVERNING BODY OF THE CITY OF EDGERTON, JOHNSON COUNTY, KANSAS ON THIS _____ DAY OF _____, 20____.

DONALD ROBERTS, MAYOR
 DUSTY CALLAHAN, CITY CLERK

APPROVED BY THE ZONING ADMINISTRATOR ON THE _____ DAY OF _____, 20____.

ZACHARY MOORE, ZONING ADMINISTRATOR

EXECUTION:
 IN TESTIMONY WHEREOF, THE UNDERSIGNED PROPRIETOR HAS CAUSED THIS INSTRUMENT TO BE EXECUTED THIS _____ DAY OF _____, 20____.

JOHNSON COUNTY COMMUNITY COLLEGE, A COMMUNITY COLLEGE

RACHEL LIERZ, EXECUTIVE VICE PRESIDENT,
 JOHNSON COUNTY COMMUNITY COLLEGE

STATE OF KANSAS)
 COUNTY OF JOHNSON) SS

BE IT REMEMBERED, THAT ON THIS _____ DAY OF _____, 20____, BEFORE ME THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE OF KANSAS, CAME RACHEL LIERZ, TO ME KNOWN PERSONALLY, WHO BEING BY ME DULY SWORN, DID SAY THAT SHE IS THE EXECUTIVE VICE PRESIDENT OF JOHNSON COUNTY COMMUNITY COLLEGE, A COMMUNITY COLLEGE, AND THAT SAID INSTRUMENT WAS SIGNED IN BEHALF OF SAID JOHNSON COUNTY COMMUNITY COLLEGE, AND THAT THE SURVEY WAS COMPLETED IN THE FIELD AND ON THE GROUND AND BEING OF SAID COUNTY.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTARIAL SEAL AT MY OFFICE IN SAID JOHNSON COUNTY, KANSAS, ON THE DAY AND YEAR LAST WRITTEN ABOVE.

NOTARY PUBLIC
 MY APPOINTMENT EXPIRES: _____

SURVEYOR'S CERTIFICATION:
 I, KENNETH J. LEONARD, BEING A DULY REGISTERED AND LICENSED LAND SURVEYOR IN THE STATE OF KANSAS, HEREBY CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT WAS BASED WAS MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND MEETS OR EXCEEDS THE CURRENT KANSAS MINIMUM STANDARDS FOR BOUNDARY SURVEYS. THAT THE LINES OF POSSESSION ARE CERTIFIED HEREON, THE COURSES AND DISTANCES SHOWN HEREON ARE THOSE MEASURED ON THE DATE OF THE SURVEY AND THAT THE SURVEY WAS COMPLETED IN THE FIELD AND ON THE GROUND AND BEING OF SAID COUNTY.

DATE OF PLAT OR MAP: JANUARY 20, 2026

1	2/6/26	REVISED DEDICATION LANGUAGE AND NAMES PER COUNTY COMMENT	RAD	AWK
		14700 WEST 114TH TERRACE LENEXA, KANSAS 66215 PH: (913) 894-5150 lv@kvweng.com www.kvweng.com	2662486	
			CHECKED BY: JMK	
			DATE: 02/26/2026	
			OR: 2662486/PLAT	
			SHEET	1 OF 1

KAW VALLEY ENGINEERING
 PROJECT: JCCC CDL TRAINING PAVEMENT
 30332 WEST 191ST ST
 EDGERTON, KS 66201

PREPARED FOR:
 HOLLIS + MILLER ARCHITECTS INC
 1828 WALNUT STREET, SUITE 922
 KANSAS CITY, MO 64108

KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER SURVEYING SERVICES BY KANSAS STATE CERTIFICATE OF AUTHORIZATION NO. LS-20. EXPIRES 12/31/26



MEMORANDUM

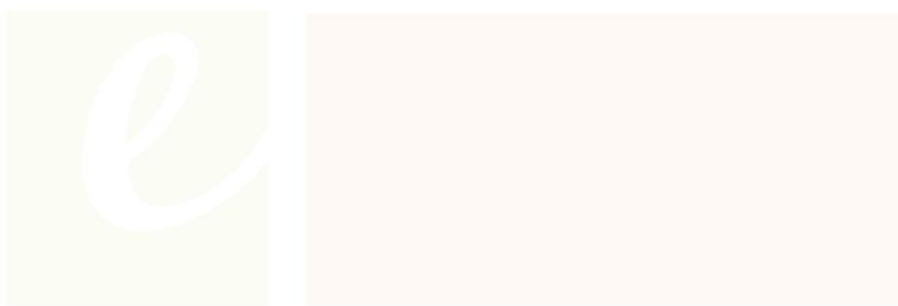
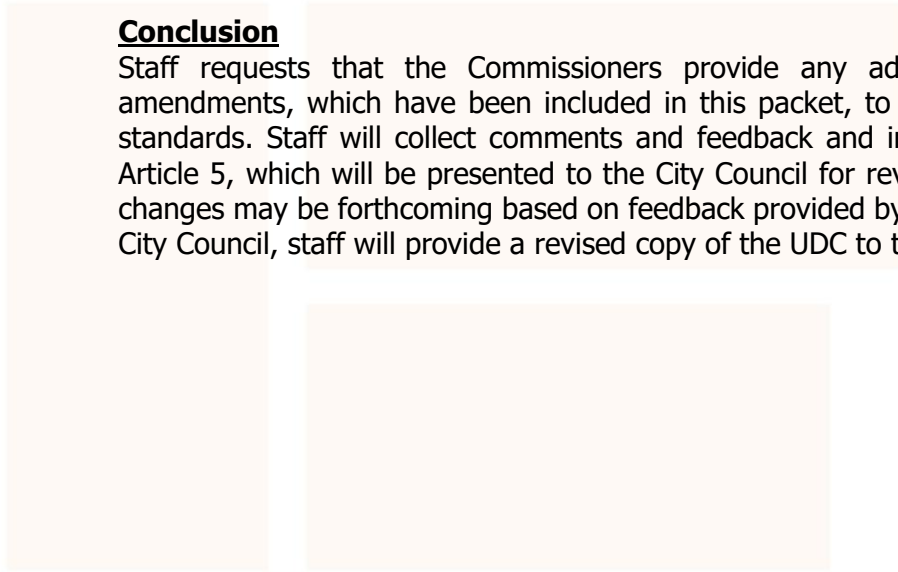
Date: March 10, 2026
To: City of Edgerton Planning Commission
From: Zachary Moore, Development Services Director
Re: Public Hearing for UDCA2026-0002 Regarding Amendments to Article 5 (Industrial Districts) of the Edgerton Unified Development Code (UDC)

As part of the overall rewrite of the City's Unified Development Code (UDC), staff identified several areas of Article 5 of the City's UDC, which pertains to the industrial zoning (B-P, L-P, I-G, I-H) districts and their development regulations within the City. As part of a standard Code audit in preparation for the holistic rewrite of the UDC, staff identified that the I-G (Industrial General) and I-H (Heavy Industry) Districts had only a limited amount of development regulation criteria, while that is not the intent of these districts. Staff recommends that both the I-G (Industrial General) and I-H (Heavy Industry) Districts be updated so that the development regulations for these two districts are in line with the requirements that are already established within the L-P (Logistics Park) District.

Other minor changes to these sections include formatting and cleaning up language where conflicting statements may exist in this section. Staff is continuing to evaluate lists of permitted uses within each district and will bring forward additional proposals regarding those at the Planning Commission meeting. Additionally, staff is evaluating permitted building materials in each of the districts and will seek discussion of permitted building materials and consideration of building materials that are not otherwise listed in Article 5. New language to a Section in Article 5 is included in the attached draft proposal in blue text, while recommended deletions are shown in red strikethrough.

Conclusion

Staff requests that the Commissioners provide any additional feedback regarding the proposed amendments, which have been included in this packet, to **Article 5 for Industrial Zoning Districts** standards. Staff will collect comments and feedback and incorporate them into an updated version of Article 5, which will be presented to the City Council for review, consideration, and adoption. Additional changes may be forthcoming based on feedback provided by the City Council. Prior to presentation to the City Council, staff will provide a revised copy of the UDC to the City Attorney for review.



Article 5

Industrial Zoning Districts

Section 5.1	B-P Business Park District
Section 5.2	L-P Logistics Park District
Section 5.3	I-G General Industrial District
Section 5.4	I-H Heavy Industrial District

5.1 B-P Business Park District

A. Purpose. This district is created to allow a mix of office, research, wholesaling, light industrial and limited ancillary retail and service uses in a designed business park setting. This district is designed to provide for high quality and master planned development with increased site amenities and open space. The district is intended for areas designated business park or industrial in the comprehensive plan, which is primarily located along the I-35 corridor, and provided adequate public infrastructure and services are available.

B. Use Restrictions. In District B-P, no building, structure, land or premises shall be used, and no building or structure shall be hereafter erected, constructed, reconstructed, moved, or altered, except for those listed as permitted or conditional and contained below.

C. Permitted Uses.

1. Auditoriums, convention centers, and conference facilities.
2. Building and construction contractor offices, including display areas.
3. Business and trade schools.
4. Colleges and universities.
5. Commercial pick-up and delivery services.
6. Display or catalog showrooms.
7. Laboratories and research facilities.
8. Manufacturing, processing, fabrication or assembly of commodity - limited.
9. Motion picture production stations.
10. Photographic processing facilities.
11. Printing and publishing.
12. Public or private golf courses, tennis or other courts, and swimming pools.
13. Public parks and recreation facilities.
14. Radio and television broadcasting stations.
15. Research establishments of industrial, medical or scientific nature.
16. Restaurants, not including drive-up or drive-thru services.
17. Warehousing.
18. Mailing, packaging, parcel service and storage.
19. Printing, communications, mail orders.
20. Sales outlets.
21. Retail sales in conjunction with a manufacturing or fabrication use.
22. Health and hospital supplies; office supplies.
23. Copy, printing and duplication services.
24. Internet service providers.
25. Sale, servicing, and repair of electrical and other electronic devices.

26. Government facilities.
27. Retail and wholesale of furniture and home furnishings, carpet, paint and wallpaper, and plumbing and lighting fixtures.
28. Sales and installation of cellular phones, stereos, radios and similar electronic equipment for vehicles.
29. Veterinary hospitals and clinics.
30. Accessory uses.

D. Uses Permitted by Condition (Conditional Uses). The following uses may be permitted with a conditional use permit obtained pursuant to the provisions of Article 7.

1. Churches and places of worship.
2. Communication transmission towers over sixty (60) feet, subject to the provisions in Article 7.

E. Setback, Yard and Area Regulations.

Table of Site Development Standards			
Use	Minimum District Size	Minimum Open Space	Maximum Building Height
Principal Buildings	10 acres	25%	45'

1. All buildings or structures shall be set back a minimum of 50 feet from any public right-of-way forming the peripheral property line of the business park.
2. All buildings or structures shall be set back a minimum of 30 feet from any internal street right-of-way.
3. All buildings or structures shall be set back a minimum of 45 feet from the property line of any residentially zoned property, where such property is already developed for residential use or is designated for residential on the comprehensive plan.
4. All buildings or structures shall be set back a minimum of 20 feet from any peripheral property line other than a street right-of-way line or residentially zoned property.
5. All buildings, structures or parking areas shall be set back a minimum of 15 feet from the lot line of any lot within the business park where such lot line does not abut a street right-of-way or the property line of another property other than the business park property.

F. District Regulations.

1. All buildings with a metal exterior shall provide a facia material composed or brick, stone, wood, or a combination of these materials that extends to three walls of the building unless modified by the Planning Commission.
2. All operations, other than limited storage of motorized machinery and equipment, materials, products or equipment, shall be conducted within a fully enclosed building.
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.

G. Design Guidelines.

1. When more than one (1) building is planned for business park district property, the development plan shall demonstrate integration and coordination of the architectural design for buildings, structures, and landscaping and open space.
2. Buildings should be oriented so that the front or side of the building faces the public street frontage of the property. The Planning Commission will consider an exception to orient a rear elevation towards a public street for unique situations due to the configuration of the lot.
3. The Planning Commission may require that loading and service areas are screened from public view with landscaping, berming, facade walls, or fencing.
4. The Planning Commission may require a solid or semi-solid fence, or wall at least six feet (6’), but not more than eight feet (8’) high, and having a density of not less than eighty percent (80%) per square foot be provided adjacent to an adjoining residential district unless the adjacent residential district and the office development are separated by a street right-of-way. The wall shall incorporate architectural elements similar to what the primary buildings are constructed with, such as stone or masonry. The fence design should vary in order to break up long expanses of single material in a straight line. For example, brick or rock walls may be varied in pattern or location, including offsets; wooded privacy fences may be varied through use of brick, rock, or wrought iron details. The owner or owners of the property in the B-P District shall maintain the fence or wall in good condition.
5. When development is proposed adjacent to any existing residential development, site plan approval, including building elevations, landscaping, and screening shall be approved by the Planning Commission.
6. Pedestrian access within a development and adjacent public and private property shall be considered as a component to the design of an employment center.

H. Parking and Loading.

1. Each establishment shall provide sufficient off-street parking spaces for all employees, customers, visitors and others who may spend time at the establishment during working hours. Such parking space shall be at least nine (9) feet by twenty (20) feet.
2. One (1) off-street parking space shall be provided for each 1,000 square feet storage area in warehousing
3. One (1) off-street parking space shall be provided for each two-hundred-fifty (250) square feet of service floor area in office and research buildings.
4. All parking areas shall be set back a minimum of thirty feet (30”) from any street right-of-way.
5. All parking areas shall be setback a minimum of 30 feet from the property line of any residentially owned property, where such property is already developed for residential use or is designated for residential on the Comprehensive Plan.
6. All parking areas shall be setback a minimum of 30 feet from the right-of-way of a public street.

7. All parking areas shall be set back a minimum of 10 feet from any peripheral property line other than a street right-of-way line or residentially zoned property line.
8. Each establishment shall provide adequate loading space within a building or in a side or rear yard, in such a way that all storage, standing and maneuvering of trucks shall be off the public right-of-way.
9. No portion of a parking or loading space, including maneuvering areas, except the necessary drives, shall be located closer than 30 feet from a public street right-of-way.
10. All parking shall be on a surface prepared from concrete or asphalt.
11. All commercial buildings shall provide a designated off-street space for the loading and unloading of goods and merchandise.
12. See Article 10 for additional parking requirements.

5.2 L-P Logistics Park District

A. Purpose. The purpose of the Logistics Park, L-P District is to create a limited multimodal industrial zone that provides for a modern type of industrial uses or industrial park created to support activities related to trade and rail and other transport service. Limitations are placed on the uses in this district to significantly restrict the outside activities and outside storage of materials, noise, vibration, smoke, pollution, fire and explosive hazard, glare and other potentially adverse influences.

This zone is intended for industrial parks and larger, cleaner types of industries. The manufacturing uses should be conducted within a totally enclosed building. Any activities conducted outside should be screened and buffered, and external effects such as excessive noise or odor should not extend beyond the property lines. Residential uses should be discouraged from locating near the L-P District to protect the industries from residential complaints.

Areas should not be zoned to the L-P District unless they are located adjacent or near to arterial thoroughfares capable of carrying commercial and truck traffic, as well as being located close to major truck routes. It is the general intent of this District to provide for a mutually beneficial, economically viable, well-planned development poised for long-term success including:

1. To provide for the distribution of and appropriate relationships between various land uses and to minimize conflict between land uses;
2. To describe desired future physical conditions within the L-P District;
3. To manage growth in an orderly manner; and
4. To serve as a basis for future development recommendations within the L-P District and set the precedent for sound planning and sustainable development practices throughout the L-P District area of influence.

B. Compliance with Code Required. All development of land within the boundaries of the L-P District herein shall conform to the requirements of the L-P District Code, and no person may use, occupy, sell or develop land, buildings or other structures, or authorize

or permit the use, occupancy, sale or development of land, buildings or other structures under his/her control, except in accordance with all applicable provisions of this Code.

C. Diagrams and Drawings. The L-P District contains diagrams and drawings. When diagrams and drawings appear in this Code, they are presented for explanation purposes only unless otherwise specified in the text of this Code. The text governs over any diagram or drawing when any discrepancy exists. The provisions of this Section do not extend to concept plans or site plans which are required and approved under this Code.

D. Use Restrictions. In L-P District, no building, structure, land or premises shall be used, and no building or structure shall be hereafter erected, constructed, reconstructed, moved, or altered, except for those listed as permitted or conditional and contained below.

E. Permitted Uses.

1. Building and construction contractor offices, including display areas.
2. Business and trade schools.
3. Commercial pick-up and delivery services.
4. Display or catalog showrooms.
5. Laboratories and research facilities.
6. Manufacturing, processing, fabrication or assembly of commodity - limited.
7. Motion picture production studios and stations.
8. Photographic processing facilities.
9. Printing and publishing.
10. Radio and television broadcasting stations.
11. Research establishments of industrial, medical or scientific nature.
12. Restaurants, including drive-up or drive-thru services.
13. Warehousing/Distribution centers, including trucking and courier services; public warehousing and storage; and motor freight transportation terminals and maintenance facilities.
14. Mailing, packaging, parcel service and storage.
15. Printing, communications, mail orders.
16. Sales outlets and wholesale trade.
17. Retail sales in conjunction with a manufacturing or fabrication use.
18. Health and hospital supplies; office supplies.
19. Copy, printing and duplication services.
20. Internet service providers.
21. Sale, servicing, and repair of electrical and other electronic devices.
22. Government facilities.
23. Retail and wholesale of furniture and home furnishings, carpet, paint and wallpaper, and plumbing and lighting fixtures.
24. Sales and installation of cellular phones, stereos, radios and similar electronic equipment for vehicles.
25. Veterinary hospitals and clinics.
Accessory uses.
26. Agricultural.
27. Auto and truck motor fuel facilities and repair.
28. Auto and truck washing.
29. Recreational vehicle sales and service.
30. Towing and impound yard.
31. Trailer or truck sales and rental.
32. Building materials yard and lumber yard.
33. Mini-Warehouse and self storage.

34. Recycling collection center.
35. Similar uses.

F. Uses Permitted by Condition (Conditional Uses). The following uses may be permitted with a conditional use permit obtained pursuant to the provisions of Article 7.

1. Churches and places of worship.
2. Communication transmission towers over sixty (60) feet, subject to the provisions in Article 7.
3. Truck stops with fuel and accessory services;
4. Private or public owned playgrounds, playfields, and recreational facilities (e.g. public or private golf courses, tennis or other courts, and swimming pools) open for public or commercial use;
5. Auditoriums, convention centers, and conference facilities
6. Colleges and universities.
7. Transportation storage and trucking yards.
8. Cargo container storage, repair or maintenance.

G. Setback, Yard and Area Regulations.

Table of Site Development Standards

Table of Site Development Standards			
Use	Minimum District Size	Minimum Open Space	Maximum Building Height
Principal Buildings	No minimum lot area, depth, or width	50% lot coverage by structures and parking garages over one story	110'

1. **Lot Dimensions.** There shall be no minimum lot area, lot width or lot depth for the LP Sub-district.
2. **Floor Area Ratio (FAR).** The maximum FAR, as defined by the City of Edgerton, shall be 3:1.
3. **Building Coverage.** The maximum building coverage shall be 50%. Parking structures under one story shall be excluded from building coverage calculations.
4. **Setbacks**
 - a. **Front.** The minimum front building setback shall be fifty (50) feet with an allowed reduction to twenty-five (25) feet only adjacent to two-lane collectors or thoroughfares.
 - b. **Side (Typical).** The minimum side setback shall be twenty-five (25) feet. The minimum side building setback for buildings adjacent to any single-family residential use shall be fifty (50) feet for buildings in excess of twenty (20) feet in height; one hundred (100) feet for buildings in excess of forty-five (45) feet in height. Setback distances are measured from the finished grade. There shall be no minimum side setback requirement for buildings adjacent to a rail line or a rail spur.
 - c. **Side at Street (Typical).** The minimum side building setback adjacent to a roadway shall be fifty (50) feet, with an allowed reduction to twenty-five (25) feet only adjacent to two-lane collectors or thoroughfares any internal street right-of-

way.

- d. **Rear.** The minimum rear setback shall be twenty-five (25) feet. The minimum rear setback for buildings adjacent to any single-family residential use shall be fifty (50) feet for buildings in excess of twenty (20) feet in height; one hundred (100) feet for buildings in excess of forty-five (45) feet in height. Setback distances are measured from the finished grade. There shall be no minimum rear setback requirement for buildings adjacent to a rail or a rail spur.
5. **Maximum Building Height.** The maximum height of any building within the L-P ~~Sub~~-District shall be one hundred ten (110) feet, as measured from the average elevation of the finished grade along the front of the building to the highest point of the roof of the building if it is a flat, mansard or shed roof; or to the midpoint of the roof if it is gable, hip or gambrel roof.
 - a. Height Exceptions. The following structures shall be exempt from the height limitations set forth in this Section.
 - Container cranes;
 - Church spires, religious domes, and religious ornamentation attached to a place of worship;
 - Water towers;
 - Ornamental towers and spires;
 - Chimneys;
 - Elevator bulkheads;
 - Smoke stacks;
 - Conveyors;
 - Flag poles;
 - Aircraft control towers;
 - Aircraft navigation aids;
 - Accessory radio towers;
 - Amateur Radio and Television Antennas;
 - Communication Towers; and
 - Parapet screening of mechanical equipment.
 6. **Building Separation.** A minimum building separation of twenty (20) feet shall be provided between structures, or as required by fire code, if greater.
 7. **Architectural Design Guidelines.** All provisions pertaining to Architectural Design Guidelines are contained in Section 5, Design Guidelines for Logistics Park Special District Section I, below, Design Guidelines.
 8. **Accessory Building and Structure Regulations.** Accessory uses shall only be permitted in accordance with the Use Regulations set forth in Exhibit 1, Use Matrix, for the LP Sub-district. Any accessory building shall have a façade similar in character with the façade of the main building, including the utilization of similar fenestration and materials. In no case shall the façade of an accessory building consist of metal where the accessory building directly faces a public street, residential use or public open space.

H. District Regulations.

1. All buildings with a metal exterior shall provide a façade material composed of brick, glass, stone, wood, or a combination of these materials that extends to three walls of the building unless modified by the City.

2. All operations, other than limited storage of motorized machinery and equipment, materials, products or equipment, shall be conducted within a fully enclosed building.
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.
4. Any exterior fuel tank(s) must be located below ground. All below ground fuel tanks must meet, at a minimum, International Building Code (IBC), International Fire Code (IFC), and Kansas Department of Health and Environment (KDHE) requirements. Below ground fuel tanks must be shown on Final Site Plans and must meet the appropriate code requisite building line and property line setbacks. Below ground tanks may only be installed once Final Site Plan approval has been received and a building permit has been issued. This section applies to all fuel tanks installed after January 1, 2021. Any above ground fuel tanks installed prior January 1, 2021 which are moved, repaired or replaced, must be located underground and must comply with this section.

I. Design Guidelines.

1. **Introduction.** The purpose of these guidelines is to encourage development that will contribute to the overall aesthetics of the L-P District as a unique place by enhancing the built environment. These guidelines are intended to ensure that new development and redevelopment will be compatible and will enhance the overall appearance of the L-P District.
2. **Exemptions.** Government or public Facility Buildings shall not be required to conform to the requirements set forth in this Section.
3. **General**
 - a. 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.
 - b. Buildings should be oriented so that the front or side of the building faces the public street frontage of the property. The City will consider an exception to orient a rear elevation towards a public street for unique situations due to the configuration of the lot.
 - c. The City may require that loading and service areas are screened from public view with landscaping, berming, facade walls, or fencing.
 - d. The City may require a solid or semi-solid fence, or wall at least six feet (6'), but not more than eight feet (8') high, and having a density of not less than eighty percent (80%) per square foot be provided adjacent to an adjoining residential district unless the adjacent residential district and the office development are separated by a street right-of-way. The wall shall incorporate architectural elements similar to what the primary buildings are constructed with, such as stone or masonry. The fence design should vary in order to break up long expanses of single material in a straight line. For example, brick or rock walls may be varied in pattern or location, including offsets; wooded privacy fences may be varied through use of brick, rock, or wrought iron details. The owner or

owners of the property in the L-P District shall maintain the fence or wall in good condition.

- e. 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.
- f. Pedestrian access within a development and adjacent public and private property shall be considered as a component to the design of an employment center.

J. 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.
2. **Large Expanses.** 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); and
 - e. Change of wall plane (see Horizontal Articulation section).
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.

The use of other cementitious products (e.g. stucco, Hardy Plank, or other similar materials) shall be limited to fifty percent (50%) of the buildings' exterior finishes where it is deemed important as a design feature and where it will be applied under the highest standards for quality and durability. However, stucco may not be located in the first eight feet (8') above grade on a façade visible from a public right-of-way or a public area.

Exceptions to this requirement may be allowed on a case by case basis by the City upon submission and approval of elevation drawings of the subject structure, and material samples.

4. Façade Guidelines

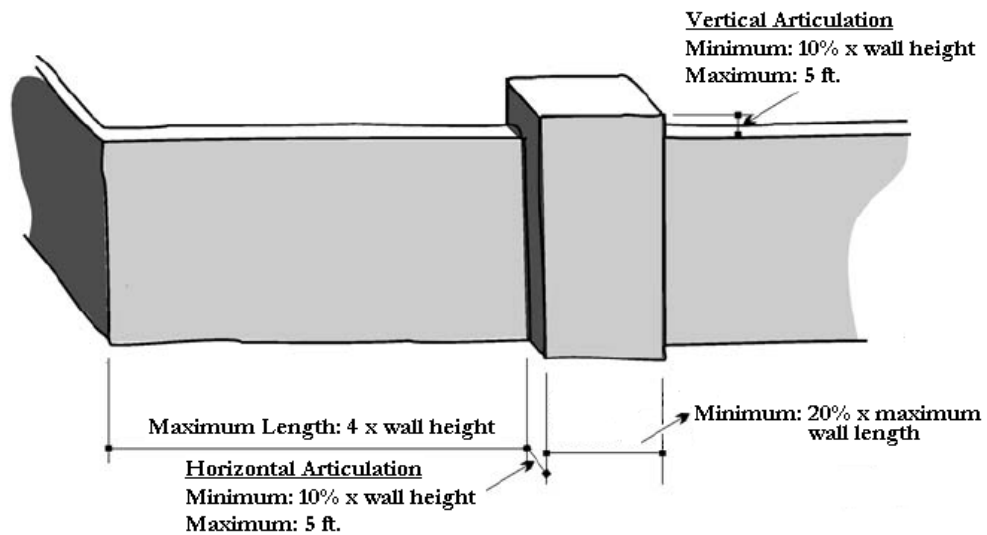
- a. **Horizontal Articulation.** Walls facing a public right-of-way or a residentially zoned property shall not extend for a distance greater than four (4) times the wall's height without having an off-set of ten percent (10%) of the wall's height (maximum of five (5) feet); the new plane shall extend 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 loading dock doors are exempt from the horizontal articulation requirement.

- 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.

Walls not facing a public right-of-way or residentially zoned properties are exempt from the vertical articulation requirement.

Figure 3. Horizontal and Vertical Articulation



- 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.
- 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.

Accent colors should be applied using the following guidelines:

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

*Percentage calculations shall utilize the entire façade area.

K. Parking and Loading.

1. **General.** The purpose of this Section is to ensure the provision of functionally adequate, aesthetically pleasing and safe off-street parking, on-site circulation, driveways, loading, and access.
2. **Specific Requirements.**
 - a. Each establishment shall provide sufficient off-street parking spaces for all employees, customers, visitors and others who may spend time at the establishment during working hours. Such parking space shall be at least nine (9) feet by twenty (20) feet.
 - b. One (1) off-street parking space shall be provided for each 1,000 square feet storage area in non-warehousing uses.
 - c. One (1) off-street parking space shall be provided for each two-hundred-fifty (250) square feet of service floor area in office and research buildings.
 - d. All parking areas shall be set back a minimum of thirty feet (30') from any street right-of-way.
 - e. All parking areas shall be set back a minimum of 30 feet from the property line of any residentially zoned property, where such property is already developed for residential use or is designated for residential on the Comprehensive Plan.
 - f. All parking areas shall be set back a minimum of 10 feet from any peripheral property line other than a street right-of-way line or residentially zoned property line.
 - g. Each establishment shall provide adequate loading space within a building or in a side or rear yard, in such a way that all storage, standing and maneuvering of trucks shall be off the public right-of-way.
 - h. No portion of a parking or loading space, including maneuvering areas, except the necessary drives, shall be located closer than 30 feet from a public street right-of-way.
 - i. All parking shall be on a surface prepared from concrete or asphalt.
 - j. All commercial buildings shall provide a designated off-street space for the loading and unloading of goods and merchandise.
 - k. See Article 10 for additional parking requirements.
3. **Exception for Warehouse/Distribution Center and Large Building Parking Space Requirements.** 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.

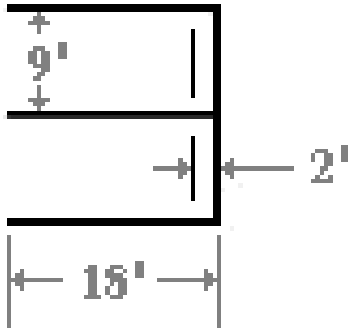
L. Off-Street Parking Standards.

1. **Maneuvering**
 - a. All maneuvering of vehicles shall take place on site or within a mutual access easement. No public right-of-way shall be used for backing or maneuvering into or from a parking space, or for circulation within the parking lot.
 - b. When off-street parking facilities are located adjacent to a public alley, the width of said alley may be assumed to be a portion of the maneuvering space requirement.
2. **Parking Spaces and Aisle Surfaces.** All parking spaces, aisles and maneuvering areas shall have an all-weather surface, whether enclosed or unenclosed, and shall

be connected by an all-weather surfaced driveway to a street or alley.

3. **Parking Space and Aisle Dimensions.** All parking spaces and aisle dimensions shall conform to Article 10.2, Parking and Loading Standards, unless specifically approved by the City.
4. **Wheel Stops.** All passenger vehicle parking spaces on private property shall have a vehicle stopping device installed so as to prevent parking of motor vehicles in any required landscaped areas and to prevent any parked vehicle from overhanging a public right-of-way line or public sidewalk. The requirement shall apply only where spaces are adjacent to walks, rights-of-way, and required landscaping. Wheel stops shall be installed a minimum of two (2) feet from the end of the parking space.

Figure 5. Typical Parking Stall with Wheel Stop



5. Typical Off-Street Parking Modules

Figure 6. 60° Layout with One-Way Traffic

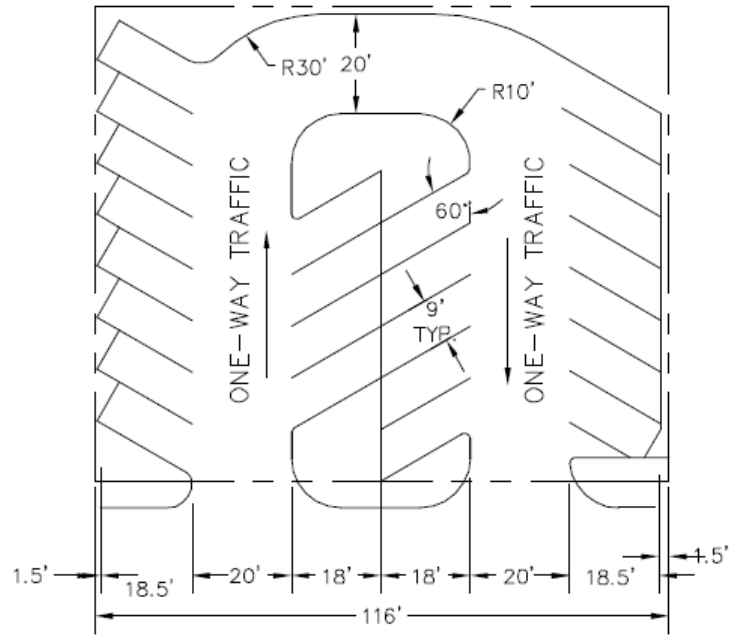


Figure 7. 60° Layout with Two-Way Traffic

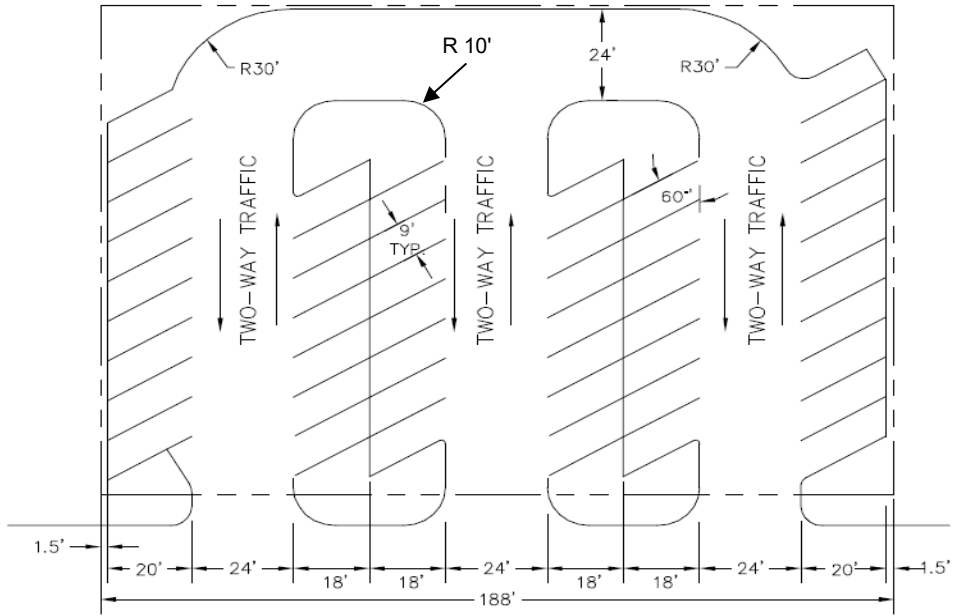
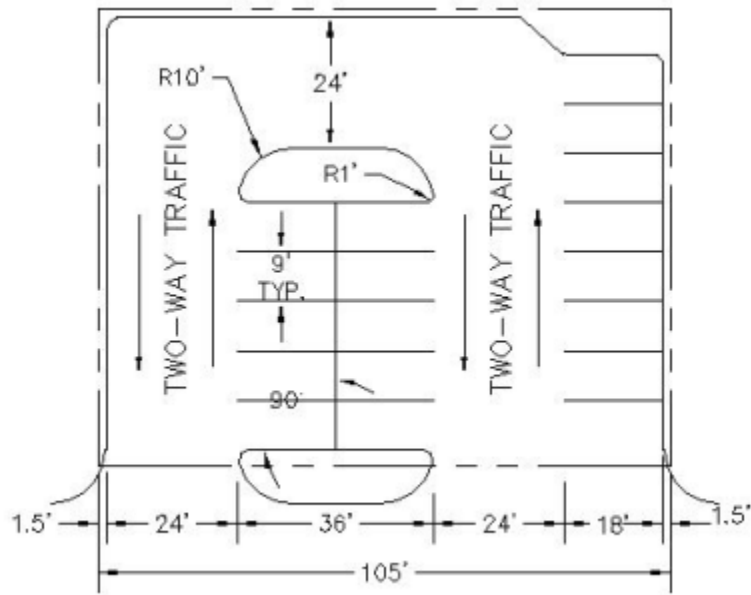


Figure 8. 90° Layout with Two-Way Traffic



M. Off-Street Loading Standards

- 1. Applicability.** Loading standards shall apply to all uses within the L-P District that contain a gross floor area of 10,000 square feet or more. Each such use shall provide and maintain off-street loading facilities adjacent to the building being served and shall be located on the same lot.

The requirement for loading spaces shall not be construed to include office uses.

2. Definitions:

- a. **Loading Space.** A loading space shall be defined as a location adjacent to a building where a vehicle is temporarily parked to perform loading and unloading operations. Loading doors are typically at grade in a standard loading space.
- b. **Loading Dock.** A loading dock shall be defined as any location where three (3) or more loading spaces are adjacent to one another and oriented perpendicular to the building being serviced such as the case in a typical warehousing/distribution use. Loading doors are typically elevated from finished grade (or finished grade is depressed below) in a standard loading dock. Please refer to Figure 2, Typical Loading Dock, for an example.

Figure 2. Typical Loading Dock



- c. **Access.** Off-street loading facilities shall be located adjacent to a public access-way or private service drive, in accordance with the following requirements:
 - 1. Any loading dock or loading space must provide a maneuvering area located entirely on private property, shall not utilize any public right-of-way, and shall not block any drive, aisle or fire lane.
 - 2. Loading docks that are within three-hundred (300) feet of any residential use shall be screened from those residential lots.
- d. **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) feet in height except as may otherwise be approved by the City.
- e. **Use of Loading Spaces.** Off-street loading 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.

- f. **Number of Loading Spaces Required.** Any use that receives or distributes material, supplies or merchandise by motor vehicle shall provide off-street loading in accordance with Table 4, Off-Street Loading Requirements, unless otherwise approved by the City based on the anticipated size and type of use.

Table 4. Off-Street Loading Requirements

Gross Floor Area (square feet)	Minimum Loading Spaces Required
0 – 9,999	None
10,000 - 50,000	1
50,001 - 100,000	2
100,001 +	1 additional space per 100,000 sq ft

- g. **Temporary Outdoor Storage Regulations for Cargo Containers, Operational Trailers, and Tractors.** The temporary storage of cargo containers, operational trailers and tractors shall be allowed in the L-P District for a period of up to 30 days. Outdoor parking or storage spaces for cargo containers, operational trailers and tractors shall 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 shall 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 shall be provided on the exterior face of the wall. These spaces shall be clearly demarcated solely for tractor and trailer storage. The storage or display of boats, trailers, campers, motor vehicles or other goods, materials or products for sale is prohibited in these spaces.

N. 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 ~~Special~~ District. All lighting facilities shall provide proper site lighting as well as being designed with cutoff illumination to reflect the illumination away from any adjacent property. Additional design provisions and considerations are presented below.
2. **Submittal Process and Review.** Photometric plans shall graphically depict illumination layout and foot candle values within area being lighted as well as along all adjacent property lines. In lieu of the requirements set forth in this Section, an alternative photometric plan may be submitted to the City for its approval. An alternative photometric plan shall include innovative design techniques in response to the unique characteristics of a particular site.
3. **Types of Lighting Systems**
 - a. Street Lighting. Lighting designed in accordance with IESNA Standards to provide illumination of that portion of the street used by vehicular traffic.
 - b. Pedestrian Lighting. Lower level lighting intended to illuminate the pedestrian walkway that generally runs parallel to that portion of the street parallel to

vehicular traffic or traverses a parking lot along a clearly demarcated walkway.

- c. Parking Lot. Lighting designed in accordance with IESNA Standards to provide illumination for both vehicular parking areas and vehicular access tracts.
 - d. Loading Space/Loading Dock. Lighting designed to provide illumination for loading operations typically associated with warehouse/distribution operations.
 - e. Industrial Uses. Lighting designed in accordance with IESNA Standards to provide illumination for industrial uses/operations.
 - f. Commercial Uses. Lighting designed in accordance with IESNA Standards to provide illumination for commercial uses/operations.
 - g. Security. Lighting designed to provide to illuminate portions of a site at minimum levels to aid in surveillance during non-operational business hours.
 - h. Signage. Lighting designed solely to illuminate signage.
 - i. Street Lighting. Street Lighting shall conform at a minimum to the Kansas Department of Transportation Highway Illumination Manual in addition to requirements set forth by the City.
 - j. Parking Lot Lighting Facilities. Parking Lot lighting facilities shall provide illumination within parking areas not to exceed a maintained average of one and one half (1.5) foot candles at ground level, and shall not distribute more than one half (0.5) foot candles of light at the property line and two tenths of one (0.2) foot candle of light upon any adjacent single family residential property. For uses with 24 hour operations or uses that operate during the evening and night, a maximum maintained average of two and one half (2.5) foot candles at ground level shall be allowed; such uses shall distribute not more than one half (0.5) foot candles of light at the property line and two tenths of one (0.2) foot candle of light upon any adjacent single family residential property. A minimum average of the greater of either one (1) foot candle (maintained) or that required by applicable IESNA practice shall be required to be maintained.
4. **Sign Lighting**. All sign lighting shall be designed to minimize uplight. The use of floodlights to illuminate signage shall be done in a manner that eliminates glare along adjacent roadways and properties.
5. **Maximum Height of Lighting Facilities**. The maximum height of lighting facilities shall be 180 feet measured from ground level to the top of the structure.
6. **Light Trespass Control Measures**
- a. **Luminaire Design and Location**. Any luminaire whose distance from a lot line is less than three (3) times its height shall be shielded so that all direct light cast in the direction of streets or abutting residential lots is cut off at an angle no more than seventy (70) degrees measured from a vertical line directly below the luminaire. This requirement shall apply to all sides of the luminaire that emit light toward a lot line that is less than three (3) times the height away from the luminaire. The cut-off may be accomplished either by the luminaire photometric properties or by a supplementary external shield.
 - b. **Lighting Shield Design**. Additional shields that are installed to control light

trespass and glare as required herein shall be designed so that the parts of the shields that are exposed to the direct light of the luminaire and visible from streets or abutting residential lots shall have a flat-black, low reflectivity finish.

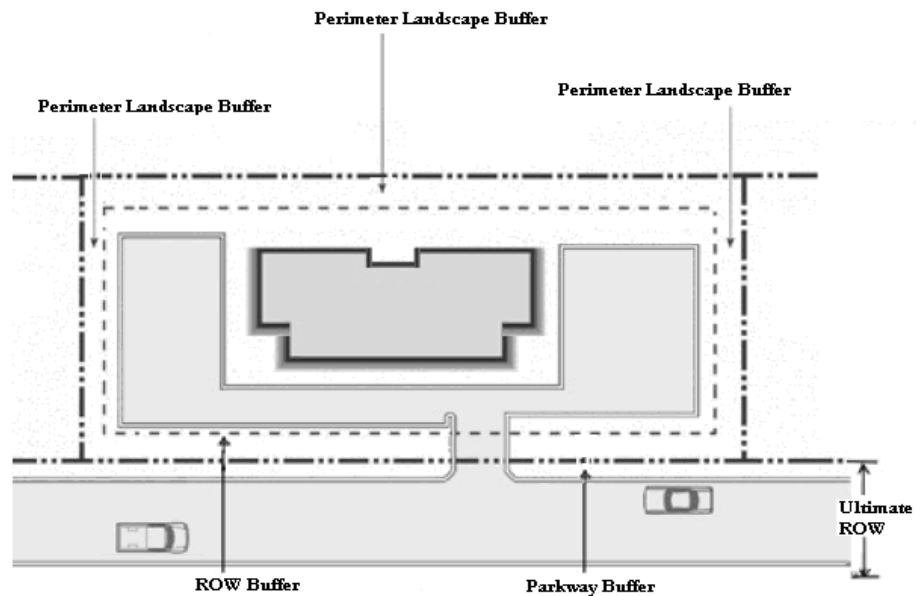
- c. **Electrical Design.** All electrical systems shall be designed in accordance with the National Electrical Code (NEC).

O. Landscape Standards.

1. Definitions

- a. **Parkway Buffer.** A continuous area of land that is generally defined as that portion of the right-of way spanning from the property line adjacent to the right-of-way to the back of the curb adjacent to the road pavement. There shall be no minimum width requirement for a parkway buffer.
- b. **Perimeter Buffer.** A landscape buffer that is wholly contained within private property, is adjacent to internal property lines, and does not abut a public right-of-way.
- c. **Right-of-Way Buffer.** A landscape buffer that is wholly contained within private property with the purpose of providing a buffer between a land use and the adjacent street or thoroughfare and is adjacent to public Right-of-Way.

Figure 1. Landscape Buffer Types



- 2. **Maintenance.** All landscaping shall be planted and perpetually maintained by the property owner, except where maintained by another entity such as a Property Owner's Association (POA).
- 3. **Parkway Buffer Planting Requirements.** Planting other than sod or another equivalent groundcover shall not be required within the parkway buffer.
- 4. **Right-of-Way Buffer Width Requirements.** The total width of the right-of-way buffer shall depend on the width of the adjacent right-of-way, as indicated in Table 1, Right-of-Way Buffer Requirements. Additionally, required trees within the Right-of-Way buffer shall be provided in accordance with the guidelines in Table 1, Right-of-

Way Buffer Requirements. (See Table 3, Buffer Planting Standards, for minimum planting requirements.)

Table 1. Right-of-Way Buffer Requirements

Street Type	Buffer Width	No. of Trees Required 1
2 Lane / 4 Lane Undivided	10 feet	1 tree per 50 LF of ROW frontage Minimum Spacing: 12 feet Maximum Spacing 50 feet
4 Lane Divided	15 feet	
6 Lane Divided	20 feet	

The clustering of trees shall be allowed and encouraged to create a more natural appearing environment.

- 5. **Perimeter Landscape Buffer Requirements.** Perimeter landscape buffers shall be determined based upon adjacent land uses. Table 2, Perimeter Landscape Buffer Requirements, defines the required buffer to be provided. (See Table 3, Buffer Planting Standards, for minimum planting requirements.)

Table 2. Perimeter Landscape Buffer Requirements

Adjacent Use	Required Buffer ¹	Width	Minimum Screen Height ²
Industrial	Type 1	5 feet	3 feet
Utilities/Transportation	Type 1	5 feet	3 feet
Agricultural	Type 2	10 feet	3 feet
Public/Civic	Type 3	15 feet	4 feet
Commercial/Retail	Type 3	15 feet	4 feet
Residential	Type 4	20 feet	6 feet

- a. Type 1 and Type 2 Buffers shall not be required along rear property lines or along interior side (not abutting public right-of-way) property lines behind the front face of the building.
- b. In cases where landscape material is used to provide screening, the material used must provide a continuous opaque screen within one (1) growing season. Minimum screen height may be achieved solely through planting material or a combination of berming and plant material. (and/or decorative fencing and walls comprised of stone and painted metals).

- 6. **Buffer Composition Requirements.** Required plant material within each type of landscape buffer shall be in accordance with the provisions set forth in Table 3, Buffer Planting Standards.

Table 3. Buffer Planting Standards

Buffer Type	Plant Type	Maximum Spacing at Installation	Minimum Height/Caliper Inches at Installation	Minimum Percentage of Landscaping within Buffer Area	Minimum Height at Maturity ¹
Type 1 Perimeter Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	25%	36 inches
Type 2 Perimeter Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	35%	36 inches
Type 3 Perimeter Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	75%	36 inches
Type 4 Perimeter Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	100%	36 inches
ROW Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	25%	36 inches

- a. Hedges/Shrubs must achieve their minimum height within three (3) growing seasons.
 - b. No single species of tree or plant material shall comprise more than 30% of the cumulative total of plantings on a site.
 - c. The clustering of trees and shrubs shall be allowed and encouraged to create a more natural appearing environment.
7. **Screening from Residential Uses.** Property adjacent to or across from residential uses shall be landscaped in accordance the standards set forth in this Section.
 8. **Dumpster and Compactor Screening.** All dumpsters and compactors visible from public right-of-way and/or abutting residential, commercial, public, or civic property shall be screened with a consistent six (6) foot opaque screening wall with a solid metal gate. Chain link fences or wooden fences are not acceptable. Dumpsters shall be set back a minimum of twenty-five (25) feet from adjacent residential uses.
 9. **Fencing.** All fencing visible from a public right-of-way shall be either masonry 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. Fencing containing barbed wire, razor wire, or an equivalent shall be prohibited where adjacent to a residential use or visible from a public right-of-way. No fencing visible from a public right-of-way shall be located within a Parkway Buffer or a Right-of-Way Buffer as described in this Section.
 10. **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.

11. **Xeriscaping Credit.** Landscape Plans developed with sound xeriscaping principles as outlined in Kansas Smartscape® or other published materials shall be eligible for a reduction of landscaping up to 20% of the overall requirements. Applicants wishing to request credit must prepare an ALP, clearly outlining the xeriscaping principles being utilized. The final determination of credit granted shall be discretionary and based upon the final determination made by the City Administrator or designee.

P. Diesel Emission Requirements The following diesel emission requirements shall apply to warehouse/distribution, manufacturing including heavy duty diesel trucking and courier services, warehousing and storage, and motor freight transportation terminals, truck stops, and maintenance facilities located within the L-P (Logistics Park Zoning) District:

1. Except for loading/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/unloading operations, idling shall be restricted to no more than 30 minutes in any 60 minute period. The following exceptions shall apply to this section:
 - a. Emergency vehicles performing their emergency duties;
 - b. Vehicles that must idle to operate auxiliary equipment to accomplish the intended use of the vehicles such as mixing, refrigerating, or operating a hydraulic lift. The exemption does not apply when the vehicle idling is solely for cabin comfort or to operate non-essential equipment such as air conditioning, heating, microwave ovens, or televisions except in the case of a safety or health emergency;
 - c. Vehicles in extreme hot or cold weather;
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;
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;
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. Where feasible, on-site services should 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.
8. Where feasible, any motorized equipment used within the proposed development should utilize clean technology propulsion and/or alternative fuels such as electricity or propane.
9. Where feasible and, if fuel dispensing facilities are provided on-site, alternative clean fuels should be provided at these dispensing facilities. (Ord. 888, 2010)

5.3 I-G General Industrial District

- A. Purpose.** This district is intended primarily for basic industry; warehousing, distributing, processing, and assembly of goods and products. The activities found in this district are typically conducted so that noise, odor, dust, and glare are confined within the district. The size and volume of the materials, finished products, and freight generated by the uses of this district are such that they can be located adjacent to non-industrial uses.
- B. Compliance with Code Required.** All development of land within the boundaries of the I-G District herein shall conform to the requirements of the I-G District Code, and no person may use, occupy, sell or develop land, buildings or other structures, or authorize or permit the use, occupancy, sale or development of land, buildings or other structures under his/her control, except in accordance with all applicable provisions of this Code.
- C. Diagrams and Drawings.** The I-G District contains diagrams and drawings. When diagrams and drawings appear in this Code, they are presented for explanation purposes only unless otherwise specified in the text of this Code. The text governs over any diagram or drawing when any discrepancy exists. The provisions of this Section do not extend to concept plans or site plans which are required and approved under this Code.
- D. Use Restrictions.** In District I-G, no building, structure, land or premises shall be used, and no building or structure shall be erected, constructed, reconstructed, moved, or altered, except for uses listed as permitted, conditional, or special.
- E. Permitted Uses.** The following uses shall be permitted within I-G-General Industrial District.

1. Automotive repair and service.
2. Auction yards and auction houses.
3. Bottling works; food and beverage packaging.
4. Bus storage buildings or lots.
5. Building construction trades.
6. Churches and places of worship
7. Fabrication and assembly, building materials.
8. Distribution center; freight.
9. Manufacturing, limited.
10. Warehouse and processing, limited.
11. Laundry, cleaning and dyeing works.
12. Sign shops and service.
13. Printing and publishing; paper products.
14. Research facility.
15. Any other industries or businesses that are in keeping with the intent of the district and are compatible with the permitted uses.
16. Accessory Uses

F. Uses Permitted by Condition (Conditional Uses). The following uses may be permitted with a conditional use permit obtained pursuant to the provisions of Article 7.

1. Communication towers greater than 60 feet in height (exclusive of antenna).
2. Transportation storage and trucking yards
3. Recycling center
4. Construction equipment storage
5. Chemical and allied products – manufacturing and storage
6. Solid waste transfer stations.
7. Mining or quarrying
8. Oil and gas extraction.
9. Salvage yards.

G. ~~Property Development Regulations~~ Setback, Yard and Area Regulations.

The following regulations shall apply to each site in the I-G, General industrial District.

Table of Setbacks, Yards, and Area for I-G District					
Use	Front Yard Setback	Side Yard Setback	Rear Yard Setback	Maximum Building Height	Minimum Open Space
Principal Buildings	30 feet.	No side yard shall be less than 10', except when adjacent to a residential district then 20' shall be required.	No rear yard shall be less than 15', except when adjacent to a residential district then 20' shall be required.	35 feet.	25%

H. District Regulations Appearance Codes. All new industrial uses established after the effective date of this ordinance shall comply with the following requirements:

1. All buildings with a metal exterior shall provide a façade material composed of brick, glass, stone, wood, or a combination of these materials that extends to three walls of the building unless modified by the City.
 2. All operations, other than limited storage of motorized machinery and equipment, materials, products or equipment, shall be conducted within a fully enclosed building.
 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.
 4. Any exterior fuel tank(s) must be located below ground. All below ground fuel tanks must meet, at a minimum, International Building Code (IBC), International Fire Code (IFC), and Kansas Department of Health and Environment (KDHE) requirements. Below ground fuel tanks must be shown on Final Site Plans and must meet the appropriate code requisite building line and property line setbacks. Below ground tanks may only be installed once Final Site Plan approval has been received and a building permit has been issued. This section applies to all fuel tanks installed after January 1, 2021. Any above ground fuel tanks installed prior January 1, 2021 which are moved, repaired or replaced, must be located underground and must comply with this section.
 - ~~5. Scrap materials, non-operative motor vehicles or machinery, dis-assembled machinery, debris, solid waste containers, construction materials or equipment, and used machinery parts must be stored within a defined area behind a screening fence. At a minimum, the screen must be a solid six-foot wood or slat filled metal fence; the Zoning Administrator is authorized to substitute shrubbery, trees, or earth berms, or a combination of these methods. The Board of Zoning Appeals is authorized to grant waivers when unusual conditions prevent storage and screening.~~
 - ~~6. All parking, drives, and entrances shall be surfaced with asphalt, or concrete except that parking lots located in the rear yard of the principal building used exclusively for the storage of vehicles, or for remote, reserve parking may use recycled asphalt or gravel on compacted earth.~~
- ~~Reserved for future change.~~
- ~~7.5.~~ All entrances to the public right-of-way shall maintain a clear vision triangle calculated 45° either direction measured twenty (20) feet from the point of intersection to the delineated stop line.
 - ~~8.6.~~ All outdoor lighting must be shielded and focused to direct light onto the premises and away from adjoining residential properties.
 - ~~9.7.~~ Multiple businesses in one structure are permitted provided that adequate parking and circulation are maintained.

I. Design Guidelines

1. **Introduction.** The purpose of these guidelines is to encourage development that will contribute to the overall aesthetics of the I-G District as a unique place by

enhancing the built environment. These guidelines are intended to ensure that new development and redevelopment will be compatible and will enhance the overall appearance of the I-G District.

2. **Exemptions.** Government or public Facility Buildings shall not be required to conform to the requirements set forth in this Section.
3. **General**
 - a. When more than one (1) building is planned for I-G district property, the development plan shall demonstrate integration and coordination of the architectural design for buildings, structures, and landscaping and open space.
 - b. Buildings should be oriented so that the front or side of the building faces the public street frontage of the property. The City will consider an exception to orient a rear elevation towards a public street for unique situations due to the configuration of the lot.
 - c. The City may require that loading and service areas are screened from public view with landscaping, berming, facade walls, or fencing.
 - d. The City may require a solid or semi-solid fence, or wall at least six feet (6'), but not more than eight feet (8') high, and having a density of not less than eighty percent (80%) per square foot be provided adjacent to an adjoining residential district unless the adjacent residential district and the office development are separated by a street right-of-way. The wall shall incorporate architectural elements similar to what the primary buildings are constructed with, such as stone or masonry. The fence design should vary in order to break up long expanses of single material in a straight line. For example, brick or rock walls may be varied in pattern or location, including offsets; wooded privacy fences may be varied through use of brick, rock, or wrought iron details. The owner or owners of the property in the I-G District shall maintain the fence or wall in good condition.
 - e. 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.
 - f. Pedestrian access within a development and adjacent public and private property shall be considered as a component to the design of an employment center.

J. 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.
2. **Large Expanses.** 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); and
 - e. Change of wall plane (see Horizontal Articulation section).

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.

The use of other cementitious products (e.g. stucco, Hardy Plank, or other similar materials) shall be limited to fifty percent (50%) of the buildings' exterior finishes where it is deemed important as a design feature and where it will be applied under the highest standards for quality and durability. However, stucco may not be located in the first eight feet (8') above grade on a façade visible from a public right-of-way or a public area.

Exceptions to this requirement may be allowed on a case by case basis by the City upon submission and approval of elevation drawings of the subject structure, and material samples.

4. **Façade Guidelines**

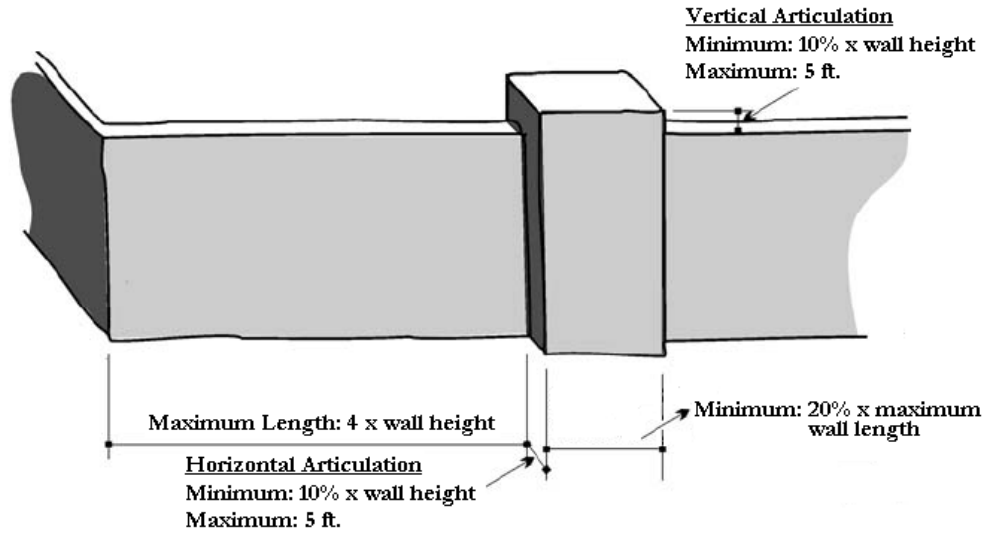
- a. **Horizontal Articulation.** Walls facing a public right-of-way or a residentially zoned property shall not extend for a distance greater than four (4) times the wall's height without having an off-set of ten percent (10%) of the wall's height (maximum of five (5) feet); the new plane shall extend 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 loading dock doors are exempt from the horizontal articulation requirement.

- 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.

Walls not facing a public right-of-way or residentially zoned properties are exempt from the vertical articulation requirement.

Figure 3. Horizontal and Vertical Articulation



- c. **Screening of Rooftop Equipment.** For buildings within the I-G 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.
- 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.

Accent colors should be applied using the following guidelines:

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

*Percentage calculations shall utilize the entire façade area.

K. Parking and Loading.

- 1. **General.** The purpose of this Section is to ensure the provision of functionally adequate, aesthetically pleasing and safe off-street parking, on-site circulation, driveways, loading, and access.
- 2. **Specific Requirements.**
 - a. Each establishment shall provide sufficient off-street parking spaces for all employees, customers, visitors and others who may spend time at the establishment during working hours. Such parking space shall be at least nine (9) feet by twenty (20) feet.
 - b. One (1) off-street parking space shall be provided for each 1,000 square feet storage area in non-warehousing uses.

- c. One (1) off-street parking space shall be provided for each two-hundred-fifty (250) square feet of service floor area in office and research buildings.
- d. All parking areas shall be set back a minimum of thirty feet (30') from any street right-of-way.
- e. All parking areas shall be set back a minimum of 30 feet from the property line of any residentially zoned property, where such property is already developed for residential use or is designated for residential on the Comprehensive Plan.
- f. All parking areas shall be set back a minimum of 10 feet from any peripheral property line other than a street right-of-way line or residentially zoned property line.
- g. Each establishment shall provide adequate loading space within a building or in a side or rear yard, in such a way that all storage, standing and maneuvering of trucks shall be off the public right-of-way.
- h. No portion of a parking or loading space, including maneuvering areas, except the necessary drives, shall be located closer than 30 feet from a public street right-of-way.
- i. All parking shall be on a surface prepared from paved concrete or asphalt.
- j. All commercial buildings shall provide a designated off-street space for the loading and unloading of goods and merchandise.
- k. See Articles 10 and 16 for additional parking requirements.

3. Exception for Warehouse/Distribution Center and Large Building Parking Space Requirements. 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.

L. Off-Street Parking Standards.

1. Maneuvering

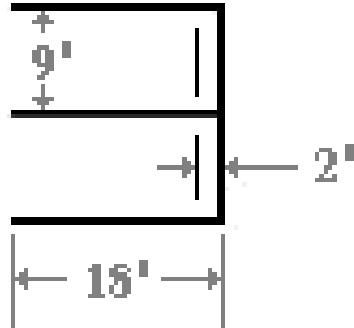
- a. All maneuvering of vehicles shall take place on site or within a mutual access easement. No public right-of-way shall be used for backing or maneuvering into or from a parking space, or for circulation within the parking lot.
- b. When off-street parking facilities are located adjacent to a public alley, the width of said alley may be assumed to be a portion of the maneuvering space requirement.

2. Parking Spaces and Aisle Surfaces. All parking spaces, aisles and maneuvering areas shall have an all-weather surface, whether enclosed or unenclosed, and shall be connected by an all-weather surfaced driveway to a street or alley.

3. Parking Space and Aisle Dimensions. All parking spaces and aisle dimensions shall conform to Article 10.2, Parking and Loading Standards, unless specifically approved by the City.

4. Wheel Stops. All passenger vehicle parking spaces on private property shall have a vehicle stopping device installed so as to prevent parking of motor vehicles in any required landscaped areas and to prevent any parked vehicle from overhanging a public right-of-way line or public sidewalk. The requirement shall apply only where spaces are adjacent to walks, rights-of-way, and required landscaping. Wheel stops shall be installed a minimum of two (2) feet from the end of the parking space.

Figure 5. Typical Parking Stall with Wheel Stop



5. Typical Off-Street Parking Modules

Figure 6. 60° Layout with One-Way Traffic

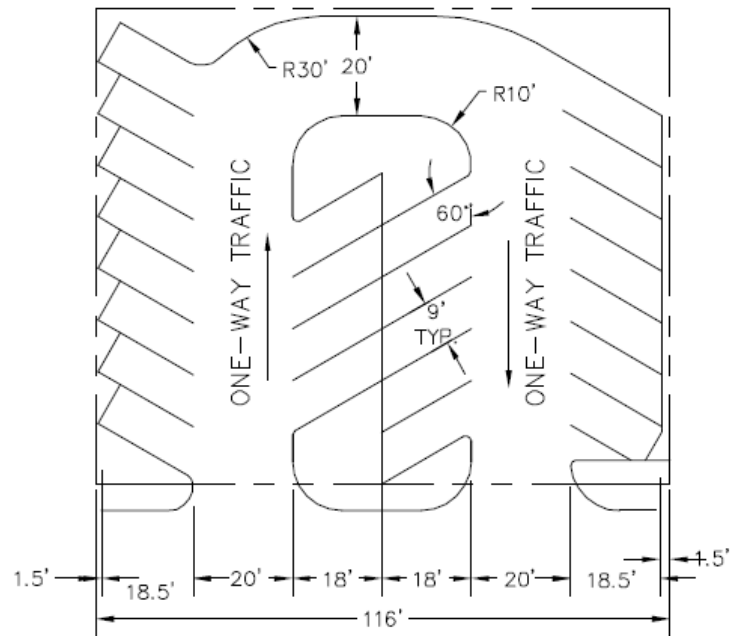


Figure 7. 60° Layout with Two-Way Traffic

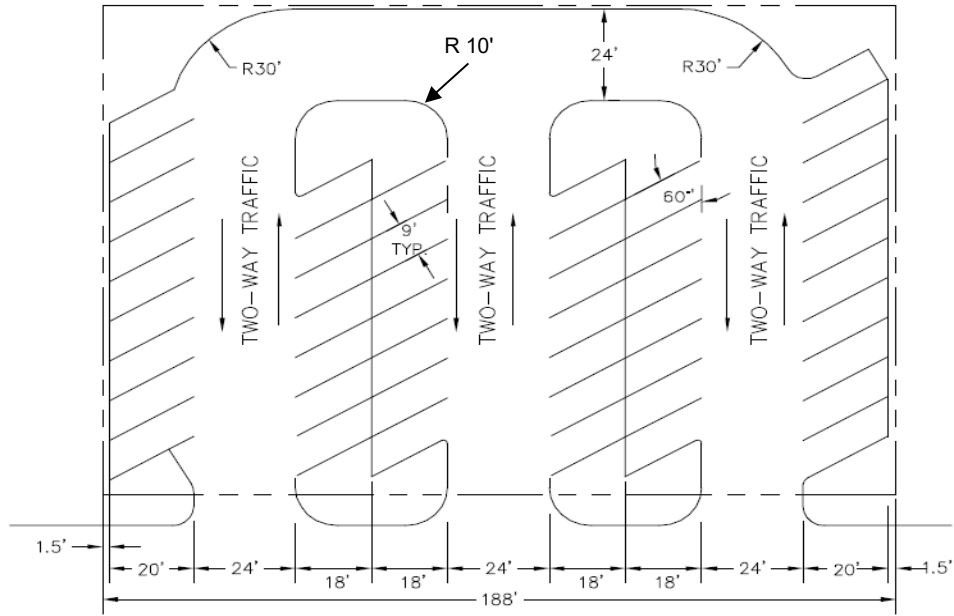
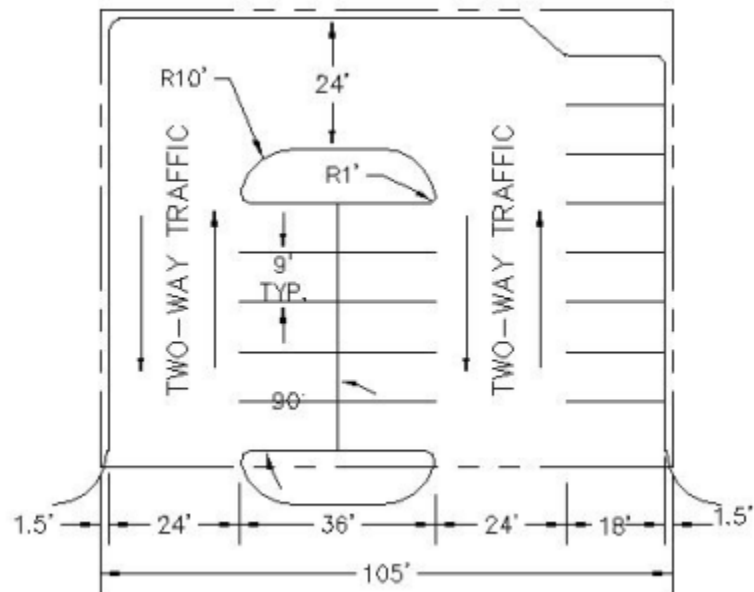


Figure 8. 90° Layout with Two-Way Traffic



M. Off-Street Loading Standards.

- 1. Applicability.** Loading standards shall apply to all uses within the I-G District that contain a gross floor area of 10,000 square feet or more. Each such use shall provide and maintain off-street loading facilities adjacent to the building being served and shall be located on the same lot.

The requirement for loading spaces shall not be construed to include office uses.

2. Definitions:

- a. **Loading Space.** A loading space shall be defined as a location adjacent to a building where a vehicle is temporarily parked to perform loading and unloading operations. Loading doors are typically at grade in a standard loading space.
- b. **Loading Dock.** A loading dock shall be defined as any location where three (3) or more loading spaces are adjacent to one another and oriented perpendicular to the building being serviced such as the case in a typical warehousing/distribution use. Loading doors are typically elevated from finished grade (or finished grade is depressed below) in a standard loading dock. Please refer to Figure 2, Typical Loading Dock, for an example.

Figure 2. Typical Loading Dock



- c. **Access.** Off-street loading facilities shall be located adjacent to a public access-way or private service drive, in accordance with the following requirements:
 3. Any loading dock or loading space must provide a maneuvering area located entirely on private property, shall not utilize any public right-of-way, and shall not block any drive, aisle or fire lane.
 4. Loading docks that are within three-hundred (300) feet of any residential use shall be screened from those residential lots.
- d. **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) feet in height except as may otherwise be approved by the City.
- e. **Use of Loading Spaces.** Off-street loading 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.

- f. **Number of Loading Spaces Required.** Any use that receives or distributes material, supplies or merchandise by motor vehicle shall provide off-street loading in accordance with Table 4, Off-Street Loading Requirements, unless otherwise approved by the City based on the anticipated size and type of use.

Table 4. Off-Street Loading Requirements

Gross Floor Area (square feet)	Minimum Loading Spaces Required
0 – 9,999	None
10,000 - 50,000	1
50,001 - 100,000	2
100,001 +	1 additional space per 100,000 sq ft

- g. **Temporary Outdoor Storage Regulations for Cargo Containers, Operational Trailers, and Tractors.** The temporary storage of cargo containers, operational trailers and tractors shall be allowed in the I-G District for a period of up to 30 days. Outdoor parking or storage spaces for cargo containers, operational trailers and tractors shall 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 shall 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 shall be provided on the exterior face of the wall. These spaces shall be clearly demarcated solely for tractor and trailer storage. The storage or display of boats, trailers, campers, motor vehicles or other goods, materials or products for sale is prohibited in these spaces.

N. 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 I-G District. All lighting facilities shall provide proper site lighting as well as being designed with cutoff illumination to reflect the illumination away from any adjacent property. Additional design provisions and considerations are presented below.
2. **Submittal Process and Review.** Photometric plans shall graphically depict illumination layout and foot candle values within area being lighted as well as along all adjacent property lines. In lieu of the requirements set forth in this Section, an alternative photometric plan may be submitted to the City for its approval. An alternative photometric plan shall include innovative design techniques in response to the unique characteristics of a particular site.
3. **Types of Lighting Systems**
 - a. Street Lighting. Lighting designed in accordance with IESNA Standards to provide illumination of that portion of the street used by vehicular traffic.
 - b. Pedestrian Lighting. Lower level lighting intended to illuminate the pedestrian walkway that generally runs parallel to that portion of the street parallel to vehicular traffic or traverses a parking lot along a clearly demarcated walkway.
 - c. Parking Lot. Lighting designed in accordance with IESNA Standards to provide illumination for both vehicular parking areas and vehicular access tracts.

- d. Loading Space/Loading Dock. Lighting designed to provide illumination for loading operations typically associated with warehouse/distribution operations.
 - e. Industrial Uses. Lighting designed in accordance with IESNA Standards to provide illumination for industrial uses/operations.
 - f. Commercial Uses. Lighting designed in accordance with IESNA Standards to provide illumination for commercial uses/operations.
 - g. Security. Lighting designed to provide to illuminate portions of a site at minimum levels to aid in surveillance during non-operational business hours.
 - h. Signage. Lighting designed solely to illuminate signage.
 - i. Street Lighting. Street Lighting shall conform at a minimum to the Kansas Department of Transportation Highway Illumination Manual in addition to requirements set forth by the City.
 - j. Parking Lot Lighting Facilities. Parking Lot lighting facilities shall provide illumination within parking areas not to exceed a maintained average of one and one half (1.5) foot candles at ground level, and shall not distribute more than one half (0.5) foot candles of light at the property line and two tenths of one (0.2) foot candle of light upon any adjacent single family residential property. For uses with 24 hour operations or uses that operate during the evening and night, a maximum maintained average of two and one half (2.5) foot candles at ground level shall be allowed; such uses shall distribute not more than one half (0.5) foot candles of light at the property line and two tenths of one (0.2) foot candle of light upon any adjacent single family residential property. A minimum average of the greater of either one (1) foot candle (maintained) or that required by applicable IESNA practice shall be required to be maintained.
4. **Sign Lighting.** All sign lighting shall be designed to minimize uplight. The use of floodlights to illuminate signage shall be done in a manner that eliminates glare along adjacent roadways and properties.
5. **Maximum Height of Lighting Facilities.** The maximum height of lighting facilities shall be 180 feet measured from ground level to the top of the structure.
6. **Light Trespass Control Measures**
- a. **Luminaire Design and Location.** Any luminaire whose distance from a lot line is less than three (3) times its height shall be shielded so that all direct light cast in the direction of streets or abutting residential lots is cut off at an angle no more than seventy (70) degrees measured from a vertical line directly below the luminaire. This requirement shall apply to all sides of the luminaire that emit light toward a lot line that is less than three (3) times the height away from the luminaire. The cut-off may be accomplished either by the luminaire photometric properties or by a supplementary external shield.
 - b. **Lighting Shield Design.** Additional shields that are installed to control light trespass and glare as required herein shall be designed so that the parts of the shields that are exposed to the direct light of the luminaire and visible from streets or abutting residential lots shall have a flat-black, low reflectivity finish.
 - c. **Electrical Design.** All electrical systems shall be designed in accordance with

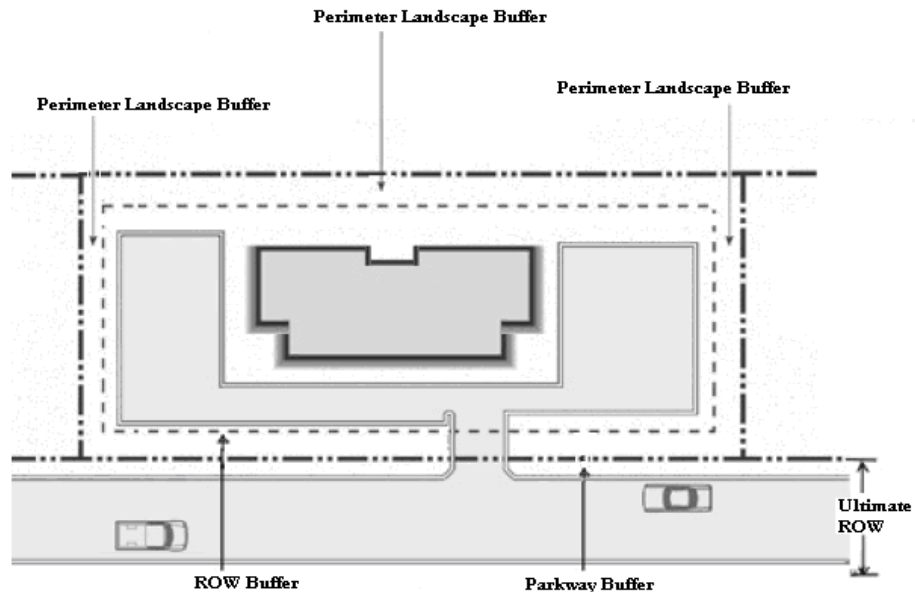
the National Electrical Code (NEC).

O. Landscape Standards.

1. Definitions

- a. Parkway Buffer. A continuous area of land that is generally defined as that portion of the right-of way spanning from the property line adjacent to the right-of-way to the back of the curb adjacent to the road pavement. There shall be no minimum width requirement for a parkway buffer.
- b. Perimeter Buffer. A landscape buffer that is wholly contained within private property, is adjacent to internal property lines, and does not abut a public right-of-way.
- c. Right-of-Way Buffer. A landscape buffer that is wholly contained within private property with the purpose of providing a buffer between a land use and the adjacent street or thoroughfare and is adjacent to public Right-of-Way.

Figure 1. Landscape Buffer Types



2. **Maintenance.** All landscaping shall be planted and perpetually maintained by the property owner, except where maintained by another entity such as a Property Owner's Association (POA).
3. **Parkway Buffer Planting Requirements.** Planting other than sod or another equivalent groundcover shall not be required within the parkway buffer.
4. **Right-of-Way Buffer Width Requirements.** The total width of the right-of-way buffer shall depend on the width of the adjacent right-of-way, as indicated in Table 1, Right-of-Way Buffer Requirements. Additionally, required trees within the Right-of-Way buffer shall be provided in accordance with the guidelines in Table 1, Right-of-Way Buffer Requirements. (See Table 3, Buffer Planting Standards, for minimum planting requirements.)

Table 1. Right-of-Way Buffer Requirements

Street Type	Buffer Width	No. of Trees Required 1
2 Lane / 4 Lane Undivided	10 feet	1 tree per 50 LF of ROW frontage Minimum Spacing: 12 feet Maximum Spacing 50 feet
4 Lane Divided	15 feet	
6 Lane Divided	20 feet	

The clustering of trees shall be allowed and encouraged to create a more natural appearing environment.

5. **Perimeter Landscape Buffer Requirements.** Perimeter landscape buffers shall be determined based upon adjacent land uses. Table 2, Perimeter Landscape Buffer Requirements, defines the required buffer to be provided. (See Table 3, Buffer Planting Standards, for minimum planting requirements.)

Table 2. Perimeter Landscape Buffer Requirements

Adjacent Use	Required Buffer ¹	Width	Minimum Screen Height ²
Industrial	Type 1	5 feet	3 feet
Utilities/Transportation	Type 1	5 feet	3 feet
Agricultural	Type 2	10 feet	3 feet
Public/Civic	Type 3	15 feet	4 feet
Commercial/Retail	Type 3	15 feet	4 feet
Residential	Type 4	20 feet	6 feet

- a. Type 1 and Type 2 Buffers shall not be required along rear property lines or along interior side (not abutting public right-of-way) property lines behind the front face of the building.
 - b. In cases where landscape material is used to provide screening, the material used must provide a continuous opaque screen within one (1) growing season. Minimum screen height may be achieved solely through planting material or a combination of berming and plant material. (and/or decorative fencing and walls comprised of stone and painted metals).
5. **Buffer Composition Requirements.** Required plant material within each type of landscape buffer shall be in accordance with the provisions set forth in Table 3, Buffer Planting Standards.

Table 3. Buffer Planting Standards

Buffer Type	Plant Type	Maximum Spacing at Installation	Minimum Height/Caliper Inches at Installation	Minimum Percentage of landscaping within Buffer Area	Minimum Height at Maturity ¹
Type 1 Perimeter Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	25%	36 inches
Type 2 Perimeter Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	35%	36 inches
Type 3 Perimeter Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	75%	36 inches
Type 4 Perimeter Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	100%	36 inches
ROW Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	25%	36 inches

- a. Hedges/Shrubs must achieve their minimum height within three (3) growing seasons.
 - b. No single species of tree or plant material shall comprise more than 30% of the cumulative total of plantings on a site.
 - c. The clustering of trees and shrubs shall be allowed and encouraged to create a more natural appearing environment.
7. **Screening from Residential Uses.** Property adjacent to or across from residential uses shall be landscaped in accordance the standards set forth in this Section.
 8. **Dumpster and Compactor Screening.** All dumpsters and compactors visible from public right-of-way and/or abutting residential, commercial, public, or civic property shall be screened with a consistent six (6) foot opaque screening wall with a solid metal gate. Chain link fences or wooden fences are not acceptable. Dumpsters shall be set back a minimum of twenty-five (25) feet from adjacent residential uses.
 9. **Fencing.** All fencing visible from a public right-of-way shall be either masonry 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. Fencing containing barbed wire, razor wire, or an equivalent shall be prohibited where adjacent to a residential use or visible from a public right-of-way. No fencing visible from a public right-of-way shall be located within a Parkway Buffer or a Right-of-Way Buffer as described in this Section.
 10. **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.

11. **Xeriscaping Credit.** Landscape Plans developed with sound xeriscaping principles as outlined in Kansas Smartscape® or other published materials shall be eligible for a reduction of landscaping up to 20% of the overall requirements. Applicants wishing to request credit must prepare an ALP, clearly outlining the xeriscaping principles being utilized. The final determination of credit granted shall be discretionary and based upon the final determination made by the City Administrator or designee.

P. Diesel Emission Requirements. The following diesel emission requirements shall apply to warehouse/distribution, manufacturing including heavy duty diesel trucking and courier services, warehousing and storage, and motor freight transportation terminals, truck stops, and maintenance facilities located within the I-G (General Industrial) District:

1. Except for loading/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/unloading operations, idling shall be restricted to no more than 30 minutes in any 60 minute period. The following exceptions shall apply to this section:
 - a. Emergency vehicles performing their emergency duties;
 - b. Vehicles that must idle to operate auxiliary equipment to accomplish the intended use of the vehicles such as mixing, refrigerating, or operating a hydraulic lift. The exemption does not apply when the vehicle idling is solely for cabin comfort or to operate non-essential equipment such as air conditioning, heating, microwave ovens, or televisions except in the case of a safety or health emergency;
 - c. Vehicles in extreme hot or cold weather;
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;
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;
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. Where feasible, on-site services should 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.
8. Where feasible, any motorized equipment used within the proposed development should utilize clean technology propulsion and/or alternative fuels such as electricity or propane.
9. Where feasible and, if fuel dispensing facilities are provided on-site, alternative clean fuels should be provided at these dispensing facilities. (Ord. 888, 2010)

5.4 I-H Heavy Industrial District.

A. Purpose and Intent. This district is designed to accommodate heavy industrial uses not otherwise provided for in the I-G General Industrial district. The intensity of uses permitted in this district requires separation from residential and commercial uses.

A.B. Compliance with Code Required. All development of land within the boundaries of the I-H District herein shall conform to the requirements of the I-H District Code, and no person may use, occupy, sell or develop land, buildings or other structures, or authorize or permit the use, occupancy, sale or development of land, buildings or other structures under his/her control, except in accordance with all applicable provisions of this Code.

B.C. Diagrams and Drawings. The I-H District contains diagrams and drawings. When diagrams and drawings appear in this Code, they are presented for explanation purposes only unless otherwise specified in the text of this Code. The text governs over any diagram or drawing when any discrepancy exists. The provisions of this Section do not extend to concept plans or site plans which are required and approved under this Code.

C.D. Use Restrictions. In the I-H District, no building, structure, land or premises shall be used, and no building or structure shall be erected, constructed, reconstructed, moved, or altered, except for uses listed as permitted, conditional, or special.

D.E. Uses Permitted. The following uses shall be permitted in the I-H, Heavy Industrial District:

1. Agricultural storage and processing facilities, including elevators and dehydrators.
2. Churches and places of worship.
3. Sale and bulk storage of agricultural fuels, feed, fertilizers, and pesticides.
4. Asphalt, cement plants.
5. Heavy construction trades.

6. Manufacture and processing of chemicals.
7. Pottery and porcelain products (bulk manufacturing).
8. Public safety services.
9. Public utilities or facilities.
10. Scrap metal storage yard.
11. Stone products.
12. Transfer station, solid waste.
13. Wire rope and cable.
14. Any manufacture, processing, or fabrication activity that involves substantial heat, light, and glare from welding, pressing, stamping, food preparation, assembly lines, or excessive noise from moving, machinery, or assembly.
15. Any other use similar in character to the above as approved by the Planning Commission.

E.F. Uses Permitted by Condition (Conditional Use). The following uses may be permitted with a conditional use permit obtained pursuant to the provisions of Article 7.

1. Acid manufacture or reclamation.
2. Pesticide or herbicide manufacture.
3. Explosives manufacture or storage.
4. Slaughtering, rendering, packing operations
5. Fertilizer manufacture.
6. Petroleum refinery.
7. Smelting of base metals.
8. Adhesive manufacture.
9. Incineration.
10. Stockyards.
11. Wholesale/storage (bulk) of gasoline and other petroleum products.

F.G. Setback, Yard and Area Regulations.

Table of Setbacks, Yards, and Area for I-H District				
Use	Front Yard Setback	Side Yard Setback	Rear Yard Setback	Maximum Building Height
Principal Buildings	35'	20 feet, except that a 40-foot setback shall be established on all parcels adjacent to a residential zone or use.	25-foot setback shall be established for structures with access or service from the rear. Within this setback an alley, service court or drive is allowed.	4110'

G.H. District Regulations. All new industrial uses established after the effective date of this ordinance shall comply with the following requirements:

1. All buildings with a metal exterior shall provide a façade material composed or brick, glass, stone, wood, or a combination of these materials that extends to three walls of the building unless modified by the City.
2. All operations, other than limited storage of motorized machinery and equipment, materials, products or equipment, shall be conducted within a fully enclosed building.

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.
4. Any exterior fuel tank(s) must be located below ground. All below ground fuel tanks must meet, at a minimum, International Building Code (IBC), International Fire Code (IFC), and Kansas Department of Health and Environment (KDHE) requirements. Below ground fuel tanks must be shown on Final Site Plans and must meet the appropriate code requisite building line and property line setbacks. Below ground tanks may only be installed once Final Site Plan approval has been received and a building permit has been issued. This section applies to all fuel tanks installed after January 1, 2021. Any above ground fuel tanks installed prior January 1, 2021 which are moved, repaired or replaced, must be located underground and must comply with this section.

H.I. Design Guidelines.

1. **Introduction.** The purpose of these guidelines is to encourage development that will contribute to the overall aesthetics of the I-H District as a unique place by enhancing the built environment. These guidelines are intended to ensure that new development and redevelopment will be compatible and will enhance the overall appearance of the I-H District.
2. **Exemptions.** Government of public facility buildings shall not be required to conform to the requirements set forth in this Section.
3. **General.**
 - a. When more than one (1) building is planned for I-H district property, the development plan shall demonstrate integration and coordination of the architectural design for buildings, structures, and landscaping and open space.
 - b. Buildings should be oriented so that the front or side of the building faces the public street frontage of the property. The City will consider an exception to orient a rear elevation towards a public street for unique situations due to the configuration of the lot.
 - c. The City may require that loading and service areas are screened from public view with landscaping, berming, façade walls, or fencing.
 - d. The City may require a solid or semi-solid fence, or wall at least six feet (6'), but not more than eight feet (8') high, and having a density of not less than eighty percent (80%) per square foot be provided adjacent to an adjoining residential district unless the adjacent residential district and the office development are separated by a street right-of-way. The wall shall incorporate architectural elements similar to what the primary buildings are constructed with, such as stone or masonry. The fence design should vary in order to break up long expanses of single material in a straight line. For example, brick or rock walls may be varied in pattern or location, including offsets; wooded privacy fences may be varied through use of brick, rock, or wrought iron details. The owner or owners of the property in the I-H District shall maintain the fence or wall in good condition.
 - e. 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.

- f. Pedestrian access within a development and adjacent public and private property shall be considered as a component to the design of an employment center.

I.J. 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.
2. **Large Expanses.** 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); and
 - e. Change of wall plane (see Horizontal Articulation section).
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.

The use of other cementitious products (e.g. stucco, Hardy Plank, or other similar materials) shall be limited to fifty percent (50%) of the buildings' exterior finishes where it is deemed important as a design feature and where it will be applied under the highest standards for quality and durability. However, stucco may not be located in the first eight feet (8') above grade on a façade visible from a public right-of-way or a public area.

Exceptions to this requirement may be allowed on a case by case basis by the City upon submission and approval of elevation drawings of the subject structure, and material samples.

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.

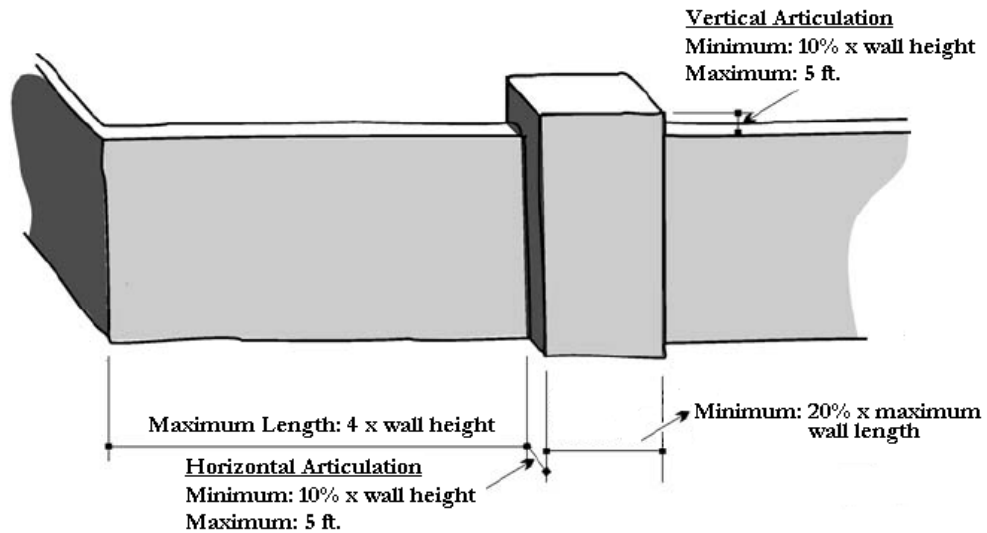
Walls not facing a public right-of-way or a residentially zoned property and loading dock doors are exempt from the horizontal articulation requirement.

- 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.

Walls not facing a public right-of-way or residentially zoned properties are exempt from the vertical articulation requirement.

Figure 3. Horizontal and Vertical Articulation



- c. **Screening of Rooftop Equipment.** For buildings within the I-H 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.
- 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.

Accent colors should be applied using the following guidelines:

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

*Percentage calculations shall utilize the entire façade area.

J.K. Parking and Loading.

- 1. **General.** The purpose of this Section is to ensure the provision of functionally adequate, aesthetically pleasing and safe off-street parking, on-site circulation, driveways, loading, and access.

2. Specific Requirements.

- a. Each establishment shall provide sufficient off-street parking spaces for all employees, customers, visitors and others who may spend time at the establishment during working hours. Such parking space shall be at least nine (9) feet by twenty (20) feet.
- b. One (1) off-street parking space shall be provided for each 1,000 square feet storage area in non-warehousing uses.
- c. One (1) off-street parking space shall be provided for each two-hundred-fifty (250) square feet of service floor area in office and research buildings.
- d. All parking areas shall be set back a minimum of thirty feet (30') from any street right-of-way.
- e. All parking areas shall be set back a minimum of 30 feet from the property line of any residentially zoned property, where such property is already developed for residential use or is designated for residential on the Comprehensive Plan.
- f. All parking areas shall be set back a minimum of 10 feet from any peripheral property line other than a street right-of-way line or residentially zoned property line.
- g. Each establishment shall provide adequate loading space within a building or in a side or rear yard, in such a way that all storage, standing and maneuvering of trucks shall be off the public right-of-way.
- h. No portion of a parking or loading space, including maneuvering areas, except the necessary drives, shall be located closer than 30 feet from a public street right-of-way.
- i. All parking shall be on a surface prepared from paved concrete or asphalt.
- j. All commercial buildings shall provide a designated off-street space for the loading and unloading of goods and merchandise.
- k. See Articles 10 and 16 for additional parking requirements.

- 3. Exception for Warehouse/Distribution Center and Large Building Parking Space Requirements.** 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.

K.L. Off-Street Parking Standards.

1. Maneuvering

- a. All maneuvering of vehicles shall take place on site or within a mutual access easement. No public right-of-way shall be used for backing or maneuvering into or from a parking space, or for circulation within the parking lot.
- b. When off-street parking facilities are located adjacent to a public alley, the width of said alley may be assumed to be a portion of the maneuvering space requirement.

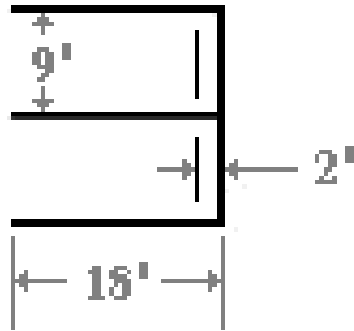
2. Parking Spaces and Aisle Surfaces. All parking spaces, aisles and maneuvering areas shall have an all-weather surface, whether enclosed or unenclosed, and shall be connected by an all-weather surfaced driveway to a street or alley.

3. Parking Space and Aisle Dimensions. All parking spaces and aisle dimensions shall conform to Article 10.2, Parking and Loading Standards, unless specifically approved by the City.

4. Wheel Stops. All passenger vehicle parking spaces on private property shall have a vehicle stopping device installed so as to prevent parking of motor vehicles in any

required landscaped areas and to prevent any parked vehicle from overhanging a public right-of-way line or public sidewalk. The requirement shall apply only where spaces are adjacent to walks, rights-of-way, and required landscaping. Wheel stops shall be installed a minimum of two (2) feet from the end of the parking space.

Figure 5. Typical Parking Stall with Wheel Stop



5. Typical Off-Street Parking Modules

Figure 6. 60° Layout with One-Way Traffic

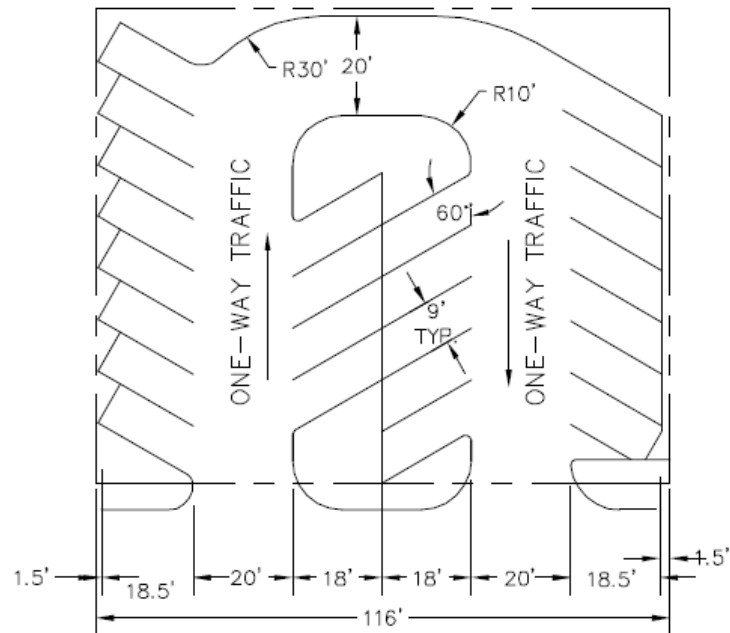


Figure 7. 60° Layout with Two-Way Traffic

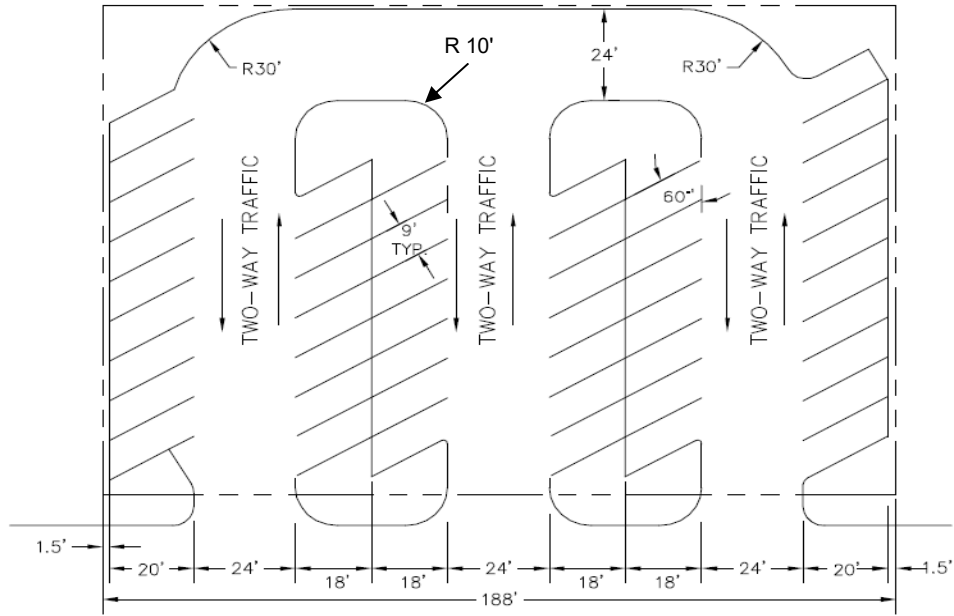
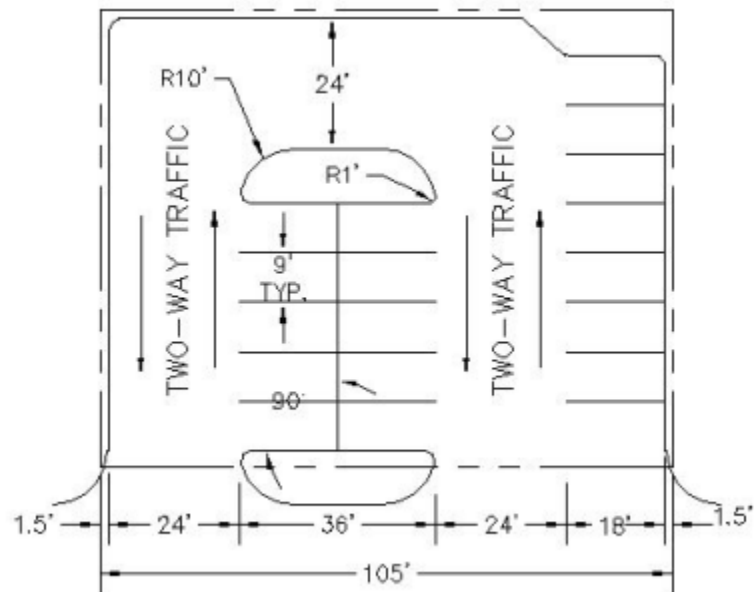


Figure 8. 90° Layout with Two-Way Traffic



L.M. Off-Street Loading Standards.

1. **Applicability.** Loading standards shall apply to all uses within the I-H District that contain a gross floor area of 10,000 square feet or more. Each such use shall provide and maintain off-street loading facilities adjacent to the building being served and shall be located on the same lot.

The requirement for loading spaces shall not be construed to include office uses.

2. Definitions:

- g. **Loading Space.** A loading space shall be defined as a location adjacent to a building where a vehicle is temporarily parked to perform loading and unloading operations. Loading doors are typically at grade in a standard loading space.
- h. **Loading Dock.** A loading dock shall be defined as any location where three (3) or more loading spaces are adjacent to one another and oriented perpendicular to the building being serviced such as the case in a typical warehousing/distribution use. Loading doors are typically elevated from finished grade (or finished grade is depressed below) in a standard loading dock. Please refer to Figure 2, Typical Loading Dock, for an example.

Figure 2. Typical Loading Dock



- i. **Access.** Off-street loading facilities shall be located adjacent to a public access-way or private service drive, in accordance with the following requirements:
 - 6. Any loading dock or loading space must provide a maneuvering area located entirely on private property, shall not utilize any public right-of-way, and shall not block any drive, aisle or fire lane.
 - 7. Loading docks that are within three-hundred (300) feet of any residential use shall be screened from those residential lots.
- j. **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) feet in height except as may otherwise be approved by the City.
- k. **Use of Loading Spaces.** Off-street loading 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.
- l. **Number of Loading Spaces Required.** Any use that receives or distributes

material, supplies or merchandise by motor vehicle shall provide off-street loading in accordance with Table 4, Off-Street Loading Requirements, unless otherwise approved by the City based on the anticipated size and type of use.

Table 4. Off-Street Loading Requirements

Gross Floor Area (square feet)	Minimum Loading Spaces Required
0 – 9,999	None
10,000 - 50,000	1
50,001 - 100,000	2
100,001 +	1 additional space per 100,000 sq ft

- g. Temporary Outdoor Storage Regulations for Cargo Containers, Operational Trailers, and Tractors.** The temporary storage of cargo containers, operational trailers and tractors shall be allowed in the I-H District for a period of up to 30 days. Outdoor parking or storage spaces for cargo containers, operational trailers and tractors shall 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 shall 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 shall be provided on the exterior face of the wall. These spaces shall be clearly demarcated solely for tractor and trailer storage. The storage or display of boats, trailers, campers, motor vehicles or other goods, materials or products for sale is prohibited in these spaces.

M.N. 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 I-H District. All lighting facilities shall provide proper site lighting as well as being designed with cutoff illumination to reflect the illumination away from any adjacent property. Additional design provisions and considerations are presented below.
2. **Submittal Process and Review.** Photometric plans shall graphically depict illumination layout and foot candle values within area being lighted as well as along all adjacent property lines. In lieu of the requirements set forth in this Section, an alternative photometric plan may be submitted to the City for its approval. An alternative photometric plan shall include innovative design techniques in response to the unique characteristics of a particular site.
3. **Types of Lighting Systems**
 - a. Street Lighting. Lighting designed in accordance with IESNA Standards to provide illumination of that portion of the street used by vehicular traffic.
 - b. Pedestrian Lighting. Lower level lighting intended to illuminate the pedestrian walkway that generally runs parallel to that portion of the street parallel to vehicular traffic or traverses a parking lot along a clearly demarcated walkway.
 - c. Parking Lot. Lighting designed in accordance with IESNA Standards to provide illumination for both vehicular parking areas and vehicular access tracts.

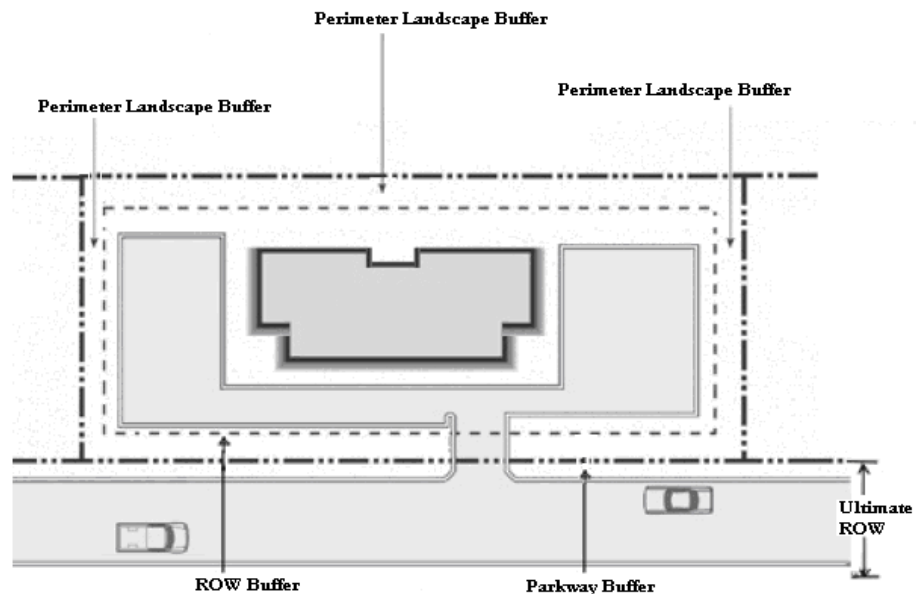
- d. Loading Space/Loading Dock. Lighting designed to provide illumination for loading operations typically associated with warehouse/distribution operations.
 - e. Industrial Uses. Lighting designed in accordance with IESNA Standards to provide illumination for industrial uses/operations.
 - f. Commercial Uses. Lighting designed in accordance with IESNA Standards to provide illumination for commercial uses/operations.
 - g. Security. Lighting designed to provide to illuminate portions of a site at minimum levels to aid in surveillance during non-operational business hours.
 - h. Signage. Lighting designed solely to illuminate signage.
 - i. Street Lighting. Street Lighting shall conform at a minimum to the Kansas Department of Transportation Highway Illumination Manual in addition to requirements set forth by the City.
 - j. Parking Lot Lighting Facilities. Parking Lot lighting facilities shall provide illumination within parking areas not to exceed a maintained average of one and one half (1.5) foot candles at ground level, and shall not distribute more than one half (0.5) foot candles of light at the property line and two tenths of one (0.2) foot candle of light upon any adjacent single family residential property. For uses with 24 hour operations or uses that operate during the evening and night, a maximum maintained average of two and one half (2.5) foot candles at ground level shall be allowed; such uses shall distribute not more than one half (0.5) foot candles of light at the property line and two tenths of one (0.2) foot candle of light upon any adjacent single family residential property. A minimum average of the greater of either one (1) foot candle (maintained) or that required by applicable IESNA practice shall be required to be maintained.
4. **Sign Lighting.** All sign lighting shall be designed to minimize uplight. The use of floodlights to illuminate signage shall be done in a manner that eliminates glare along adjacent roadways and properties.
5. **Maximum Height of Lighting Facilities.** The maximum height of lighting facilities shall be 180 feet measured from ground level to the top of the structure.
6. **Light Trespass Control Measures**
- a. **Luminaire Design and Location.** Any luminaire whose distance from a lot line is less than three (3) times its height shall be shielded so that all direct light cast in the direction of streets or abutting residential lots is cut off at an angle no more than seventy (70) degrees measured from a vertical line directly below the luminaire. This requirement shall apply to all sides of the luminaire that emit light toward a lot line that is less than three (3) times the height away from the luminaire. The cut-off may be accomplished either by the luminaire photometric properties or by a supplementary external shield.
 - b. **Lighting Shield Design.** Additional shields that are installed to control light trespass and glare as required herein shall be designed so that the parts of the shields that are exposed to the direct light of the luminaire and visible from streets or abutting residential lots shall have a flat-black, low reflectivity finish.
 - c. **Electrical Design.** All electrical systems shall be designed in accordance with the National Electrical Code (NEC).

N.O. Landscape Standards.

1. Definitions

- a. Parkway Buffer. A continuous area of land that is generally defined as that portion of the right-of way spanning from the property line adjacent to the right-of-way to the back of the curb adjacent to the road pavement. There shall be no minimum width requirement for a parkway buffer.
- b. Perimeter Buffer. A landscape buffer that is wholly contained within private property, is adjacent to internal property lines, and does not abut a public right-of-way.
- c. Right-of-Way Buffer. A landscape buffer that is wholly contained within private property with the purpose of providing a buffer between a land use and the adjacent street or thoroughfare and is adjacent to public Right-of-Way.

Figure 1. Landscape Buffer Types



2. **Maintenance.** All landscaping shall be planted and perpetually maintained by the property owner, except where maintained by another entity such as a Property Owner's Association (POA).
3. **Parkway Buffer Planting Requirements.** Planting other than sod or another equivalent groundcover shall not be required within the parkway buffer.
4. **Right-of-Way Buffer Width Requirements.** The total width of the right-of-way buffer shall depend on the width of the adjacent right-of-way, as indicated in Table 1, Right-of-Way Buffer Requirements. Additionally, required trees within the Right-of-Way buffer shall be provided in accordance with the guidelines in Table 1, Right-of-Way Buffer Requirements. (See Table 3, Buffer Planting Standards, for minimum planting requirements.)

Table 1. Right-of-Way Buffer Requirements

Street Type	Buffer Width	No. of Trees Required 1
2 Lane / 4 Lane Undivided	10 feet	1 tree per 50 LF of ROW frontage Minimum Spacing: 12 feet Maximum Spacing 50 feet
4 Lane Divided	15 feet	
6 Lane Divided	20 feet	

The clustering of trees shall be allowed and encouraged to create a more natural appearing environment.

5. **Perimeter Landscape Buffer Requirements.** Perimeter landscape buffers shall be determined based upon adjacent land uses. Table 2, Perimeter Landscape Buffer Requirements, defines the required buffer to be provided. (See Table 3, Buffer Planting Standards, for minimum planting requirements.)

Table 2. Perimeter Landscape Buffer Requirements

Adjacent Use	Required Buffer ¹	Width	Minimum Screen Height ²
Industrial	Type 1	5 feet	3 feet
Utilities/Transportation	Type 1	5 feet	3 feet
Agricultural	Type 2	10 feet	3 feet
Public/Civic	Type 3	15 feet	4 feet
Commercial/Retail	Type 3	15 feet	4 feet
Residential	Type 4	20 feet	6 feet

- a. Type 1 and Type 2 Buffers shall not be required along rear property lines or along interior side (not abutting public right-of-way) property lines behind the front face of the building.
 - b. In cases where landscape material is used to provide screening, the material used must provide a continuous opaque screen within one (1) growing season. Minimum screen height may be achieved solely through planting material or a combination of berming and plant material. (and/or decorative fencing and walls comprised of stone and painted metals).
6. **Buffer Composition Requirements.** Required plant material within each type of landscape buffer shall be in accordance with the provisions set forth in Table 3, Buffer Planting Standards.

Table 3. Buffer Planting Standards

Buffer Type	Plant Type	Maximum Spacing at Installation	Minimum Height/Caliper Inches at Installation	Minimum Percentage of Landscaping within Buffer Area	Minimum Height at Maturity ¹

Type 1 Perimeter Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	25%	36 inches
Type 2 Perimeter Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	35%	36 inches
Type 3 Perimeter Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	75%	36 inches
Type 4 Perimeter Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	100%	36 inches
ROW Buffer	Canopy Tree Evergreen	50 feet	12 feet/ 2.5" caliper	100%	25 feet
	Hedge/Shrub Evergreen	48 inches	24 inches	25%	36 inches

- a. Hedges/Shrubs must achieve their minimum height within three (3) growing seasons.
 - b. No single species of tree or plant material shall comprise more than 30% of the cumulative total of plantings on a site.
 - c. The clustering of trees and shrubs shall be allowed and encouraged to create a more natural appearing environment.
7. **Screening from Residential Uses.** Property adjacent to or across from residential uses shall be landscaped in accordance the standards set forth in this Section.
 8. **Dumpster and Compactor Screening.** All dumpsters and compactors visible from public right-of-way and/or abutting residential, commercial, public, or civic property shall be screened with a consistent six (6) foot opaque screening wall with a solid metal gate. Chain link fences or wooden fences are not acceptable. Dumpsters shall be set back a minimum of twenty-five (25) feet from adjacent residential uses.
 9. **Fencing.** All fencing visible from a public right-of-way shall be either masonry 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. Fencing containing barbed wire, razor wire, or an equivalent shall be prohibited where adjacent to a residential use or visible from a public right-of-way. No fencing visible from a public right-of-way shall be located within a Parkway Buffer or a Right-of-Way Buffer as described in this Section.
 10. **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.
 11. **Xeriscaping Credit.** Landscape Plans developed with sound xeriscaping principles as outlined in Kansas Smartscape® or other published materials shall be eligible for a reduction of landscaping up to 20% of the overall requirements. Applicants wishing to request credit must prepare an ALP, clearly outlining the xeriscaping principles

being utilized. The final determination of credit granted shall be discretionary and based upon the final determination made by the City Administrator or designee.

Q. Diesel Emission Requirements. The following diesel emission requirements shall apply to warehouse/distribution, manufacturing including heavy duty diesel trucking and courier services, warehousing and storage, and motor freight transportation terminals, truck stops, and maintenance facilities located within the I-G (General Industrial) District:

1. Except for loading/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/unloading operations, idling shall be restricted to no more than 30 minutes in any 60 minute period. The following exceptions shall apply to this section:
 - a. Emergency vehicles performing their emergency duties;
 - b. Vehicles that must idle to operate auxiliary equipment to accomplish the intended use of the vehicles such as mixing, refrigerating, or operating a hydraulic lift. The exemption does not apply when the vehicle idling is solely for cabin comfort or to operate non-essential equipment such as air conditioning, heating, microwave ovens, or televisions except in the case of a safety or health emergency;
 - c. Vehicles in extreme hot or cold weather;
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;
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;
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. Where feasible, on-site services should 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.
8. Where feasible, any motorized equipment used within the proposed development should utilize clean technology propulsion and/or alternative fuels such as electricity or propane.
9. Where feasible and, if fuel dispensing facilities are provided on-site, alternative clean fuels should be provided at these dispensing facilities. (Ord. 888, 2010)

~~E. Special Regulations.~~ ~~The use of all property and buildings in the I H district shall be conducted in a manner such that all operations, display or storage of material shall be screened by ornamental fences, walls and/or permanent tree plantings in accordance with Section 6-9.~~

~~F. Parking and Loading.~~

- ~~1. Each establishment shall provide sufficient off street parking spaces for all employees, customers, visitors, and others who may spend time at the establishment during working hours. Such parking spaces shall be at least nine (9) feet by twenty (20) feet.~~
- ~~2. Light manufacturing shall provide one parking stall per one hundred (100) sq. ft.; general manufacturing shall provide one park stall per one hundred fifty (150) sq. ft.; and, heavy manufacturing shall provide one parking stall per 200 sq. ft.~~
- ~~3. Minimum parking standards may be adjusted to greater or lesser capacities to account for location, expected circulation flows, and conversion probabilities by the Planning Commission or Zoning Administrator. Each establishment shall provide adequate loading space within a building or in a side or rear yard, in such a way that all storage, standing and maneuvering of trucks shall be off the public right of way.~~
- ~~4. No portion of a parking or loading space, including maneuvering areas, except the necessary drives, shall be located closer than 30 feet from a public street right of way.~~
- ~~5. All parking shall be on a surface prepared from concrete or asphalt.~~
- ~~6. All commercial buildings shall provide a designated off street space for the loading and unloading of goods and merchandise.~~
- ~~7. See Article 10 for additional parking requirements.~~