



Planning and Urban Design

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To: City Planning Commission

From: Planning and Urban Design Staff

Date: October 12, 2020

Re: **Change of Zone Petition #3236, Urban Outfitters FC Preliminary Plat and #MP-2020-7**

GENERAL INFORMATION

Applicant:

Greg Scovitch with Hillwood Enterprises, LP

Status of Applicant:

Representative
Brian Lavery with Continental Consulting Engineers
11006 Parallel Parkway
Kansas City, KS 66109

Requested Actions:

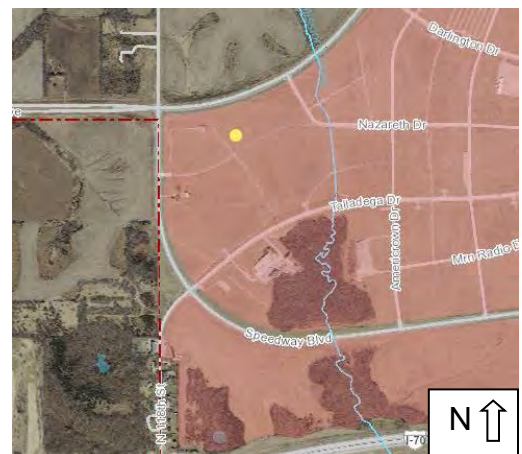
Change of Zone from
A-G Agriculture District to MP-2 Planned General Industrial District.

Preliminary Plat for Urban Outfitters FC.

A Master Plan Amendment from Entertainment (Prairie Delaware Piper Master Plan) to Business Park (Prairie Delaware Piper Master Plan).

Date of Application:

August 31, 2020



Purpose: To rezone one (1) industrial lot to build a 1,583,813 square foot warehouse and distribution center.

Property Location: 10901 State Avenue, Kansas City, KS 66109

Commission District: Commissioner At Large: Tom Burroughs
District Commissioner: James (Jim) Walters

Existing Zoning: A-G Agriculture District

Surrounding Zoning: **North:** A-G Agriculture and CP-2 Planned General Business Districts
South: A-G Agriculture District
East: A-G Agriculture District
West: City of Bonner Springs, Kansas

Existing Uses: **North:** Undeveloped, farmland (future site of the American Royal)
South: Grass fields for parking for Kansas Speedway events
East: Grass fields for parking for Kansas Speedway events
West: Undeveloped land (City of Bonner Springs, Kansas)

Total Tract Size: 90.20 Acres

Master Plan Designation: The Prairie Delaware Piper Master Plan designates this property as Entertainment.

Major Street Plan: The Major Street Plan classifies State Avenue and Speedway Boulevard as Class A Thoroughfares.

Required Parking: For buildings larger than 50,000 square feet, parking is determined by the Director of Planning. Where questions arise concerning increments over 50,000 square feet, the Unified Government Board of Commissioners shall make the final determination upon recommendation of the Planning Commission.

Advertisement: The Wyandotte Echo – Change of Zone - September 17, 2020
Letters to Property Owners – Change of Zone – September 16, 2020; Plat – September 16, 2020

Public Hearing: October 12, 2020

Public Support: None to date.

Public Opposition: None to date.

PROPOSAL

Detailed Outline of Requested Action: The applicant, Greg Scovitch with Hillwood Enterprises, LP applied for a change of zone from A-G Agriculture District to MP-2 Planned General Industrial District, preliminary plat one (1) industrial lot and amend the Prairie Delaware Piper Master Plan from Entertainment to Business Park to build one (1) industrial building for warehousing and distribution totaling 1,583,813 square foot on 90.20 acres at 10901 State Avenue with a future building expansion to the west and parking to the south.

City Ordinance Requirements: Article VIII Sections 27-340 – 27-765 and Article VII Sections 27-245 – 27-339

FACTORS TO BE CONSIDERED

1. Neighborhood character

The area is dominated by the undeveloped perimeter of the Kansas Speedway racetrack. Other prominent features include the future site of the American Royal to the north, the Kansas Speedway racetrack to the east and the City of Bonner Springs to the west.

2. The zoning and uses of properties nearby and the proposed use's expected compatibility with them.

The zoning and uses of properties nearby are set out above. The proposed industrial warehouse and distribution center is not compatible with the residential properties in the area. While the parcel is undeveloped around the Kansas Speedway, except for the Hollywood Casino, this area remains rural and undeveloped.

3. The suitability of the property for the uses to which it has been restricted. Will removal of the restrictions detrimentally affect nearby property?

The property is not suitable for the industrial uses that it has been restricted. The removal of the restrictions may affect nearby property. The racetrack has peak times during the evenings and weekends only three (3) times annually. This distribution center will be operating 24 hours a day, 7 days a week, 365 days a year.

4. The length of time the property has remained vacant as zoned.

The property has been zoned A-G Agriculture since the 1970s. The property is used for overflow parking during race events on weekends.

5. The extent to which the proposed use is reasonably necessary for the convenience and welfare of the public and will not substantially or permanently injure the appropriate use, visual quality or marketability of nearby property.

Distribution uses support the economy, but provide an increasingly smaller share of jobs due to automation. This type of use will induce development that will increase, but could significantly impact visual quality of the existing character of western fringe of The Legends and Village West area.

6. *The extent to which the proposed use would increase the traffic or parking demand in ways that would adversely affect road capacity, safety, or create parking problems.*

The proposed development will significantly increase passenger vehicles and over-the-road trucks in ways that could adversely affect the road capacity of both State Avenue and Speedway Boulevard. Public Works is reviewing the Traffic Impact Study and their comments were forwarded ahead of this report.

7. *The degree of conformance of the proposed use to the Master Plan.*

The proposed use does not conform to the Prairie Delaware Piper Master Plan. A Master Plan Amendment has been filed and is part of this application. The proposed Business Park designation will significantly change the Entertainment character adjacent to one of the region's most cherished entertainment assets. This site is center to the changes occurring all around. This character is further developed with the American Royal and Bonner Crossing.

8. *The extent to which the proposed use could cause environmental harm or enhance the environment.*

The proposed use should not cause environmental harm because the detention basins are proposed in the southwest and southeast corners of the site will capture runoff before it is discharged into the storm sewer. Greater truck volumes in the vicinity will increase exhaust emissions and there will be increased energy consumption of a larger warehouse building.

9. *The extent to which utilities and public services are available and adequate to serve the proposed use.*

a. *Water service*

Available

b. *Sanitary sewer service*

Not available

c. *Storm water control*

To be designed to meet City Code.

d. Police

Police service is provided by West Patrol, District #225.

e. Fire

Fire service is provided by Fire Station #6 located at 94th Street and State Avenue.

f. Transit

Kansas City ATA does not provide transit service to this property. The closest transit stop is approximately 1.5 miles on Village West Parkway, Route #101.

g. Schools

Public education is provided by Bonner Springs USD 204.

h. Streets

To be designed to meet Public Works standards.

10. The economic impact of the proposed use on the community.

The proposed use will have a beneficial economic impact on the community by turning a vacant property into a tax generating use. In the future, however, these distribution jobs will be automated, which has a diminishing return on investment.

11. The capability of the proposed use to meet applicable ordinance requirements.

With revisions, the proposed use is capable of meeting applicable ordinance requirements.

12. The relative gain to the public health, safety, and welfare as compared to the hardship imposed on the individual landowner or landowners.

The relative gain to the public health, safety, and welfare as compared to the hardship imposed on the landowners is negligible due to the increase in truck traffic at this future intersection. If this application is denied, the owners will still have property that is able to be developed, or as currently used.

13. Development of such character that it can be used safely without danger to health, or peril from fire, flood, erosion, excessive noise or other adversity.

The development can be used safely without danger to health, flood, erosion or

fire if designed, constructed and maintained properly. Excessive noise, parking lot and building lighting, and headlights may be further mitigated by an increased berm, landscaping and lowering the building into the site. Pedestrian safety is of the utmost importance and there may be a conflict with large over-the-road trucks driving on and increased emissions along State Avenue and Speedway Boulevard, and this will have an effect on public health.

14. Streets are designed so as to provide a safe, convenient and functional system for vehicular traffic, and having such width, gradient, location and structural quality as to accommodate prospective traffic as determined by existing and probable future land and building uses.

The Major Street Plan classifies State Avenue and Speedway Boulevard as a Class A Thoroughfares. Internal streets will be designed so as to provide a safe, convenient and functional system for vehicular traffic, and having such width, gradient, location and structural quality as to accommodate prospective traffic as determined by existing and probable future land and building uses.

While staff cannot predict the future land and building uses, Bonner Crossing has proposed a large mixed-use development to the west, across Speedway Boulevard and if development and growth continues in the Village West area, the undeveloped land around the Kansas Speedway to the south and east will only reinforce the need for better pedestrian circulation and connectivity not only for recreation, but also to transit stops that will be necessary to move employees to their places of employment.

15. Assurance that buildings, lots, blocks, parcels and streets are so arranged as to afford adequate light, open space or air, to facilitate fire protection, and to provide for long-term sustained real estate values.

Buildings and streets will be arranged as to afford adequate light, and open space to facilitate fire protection and long-term sustained real estate values by further developing State Avenue as a transit corridor and for facilitating pedestrian access through the reintroduction of the street grid.

16. Development patterns are designed with due regard to topography, so that the natural features of the land and vegetation shall be protected and enhanced.

This building will be highly visible from all sides. Greater efforts are needed to screen the dock doors and trailers from State Avenue, Speedway Boulevard, and Talladega Drive. The site slopes from northwest to southeast towards the Kansas Speedway racetrack, so there are no natural features of the land that can be protected or enhanced.

To incorporate these natural features into the development, open fields that are illustrated on the landscape plan to be hydroseeded should be changed to a hybrid of wildflowers and other native grasses and vegetation.

17. Adequate sites are provided for schools, parks, playgrounds, and other community services so that residents of all neighborhoods shall have convenient access to such facilities.

There are no aforementioned amenities that are being provided for residents except that ten (10) foot sidewalks will be constructed along State Avenue and Speedway Boulevard and a five (5) foot sidewalk along Talladega Drive as well as pedestrian circulation, fitness trail, and new transit stop for employees.

PREVIOUS ACTIONS

None. This site is currently part of the Kansas Speedway.

NEIGHBORHOOD MEETING

The applicant held a virtual neighborhood meeting via Zoom on September 28, 2020. According to the applicant, no one appeared in opposition of the proposed development.

KEY ISSUES

Neighborhood Character
Compliance with the Prairie Delaware Piper Master Plan Business Park Guidelines
Landscaping and Screening
Sight Lines from State Avenue and Speedway Boulevard
Planning Engineering Comments
Traffic
Stormwater Runoff
Pedestrian/Transit Access

STAFF COMMENTS AND SUGGESTIONS

Planning and Urban Design Comments:

General Planning:

1. Per Business Licensing Department: Occupying business will need to file and maintain a current business occupation tax application with this office.

Applicant Response: Understood.

2. Subject to approval, a \$125.00 ordinance publication fee must be submitted to the Planning and Urban Design Department (check made payable to the Unified Treasurer) immediately following the Unified Government Board of Commissioners meeting. If a check is not submitted within 30 days, the petition becomes invalid. The approval will not go into effect until the ordinance is published in the newspaper.

Applicant Response: Understood.

3. Where are the pad sites that were supposed to be on State Avenue as previously discussed with Doug Bach, County Administrator, Gunnar Hand, Director of Planning and Urban Design and Rob Richardson, Director of Development Coordination and Customer Service Success?

Applicant Response: Upon further development of the plan, those initial pad sites have been removed.

4. A ten (10) foot sidewalk shall be constructed along State Avenue and Speedway Boulevard and a five (5) foot sidewalk along Talladega Drive to comply with the Sidewalk and Trails Master Plan. State Avenue and Speedway Boulevard are part of the Regional Trail.

The sidewalk along Talladega Drive shall span the entire length of the property line and shall connect to the proposed sidewalk west of the employee parking to the front entrance of the building from the south, in addition to State Avenue from the north and Speedway Boulevard from the west.

Applicant Response: The 10 (ten) foot sidewalk is currently shown on the plans along the property lines on Speedway and State Avenue. An internal sidewalk/trail system ½ mile in length has been added that loops in perimeter of the office side/employee parking side of the development. As a safety measure we would not want to encourage pedestrians to travel along Talladega Drive on a sidewalk that intersects the inbound and outbound truck route.

Staff Response: The Amazon Fulfillment Center has a sidewalk extending from Riverview Avenue from the public right-of-way to the entrance of the building. The construction of this distribution warehouse should not be treated differently due to its location. A five (5) foot sidewalk shall be constructed along Talladega Drive.

The approved distribution center at The Woodland and multiple buildings within Turner Logistics Center will have sidewalks adjacent to truck traffic, ultimately leading to the front doors of the buildings. These sidewalks will be adjacent to truck traffic entering and exiting the sites.

5. What is the proposed over-the-road route for trucks to and from the facility?

Applicant Response: The trucks will exit and enter through the guardhouse at the southwest corner of the site. The majority of truck traffic will enter and exit onto Talladega Drive and progress to I-70 at 110th Street.

6. The bus stop depicted on the site plan is located northeast of the main employee entrance. The transit stop shall be located on State Avenue.

Applicant Response: Per discussion with the KCATA, Justus Welker, Urban Outfitters and UG Staff, the transit stop will remain as currently shown The

purpose of this transit stop is to provide transit access for an express route from Indian Springs along I-70 to the site at times correlating the employee shifts. All parties agree that this express type stop is best served closet to the building for employee access and access for the bus driver during stops to have access to restroom facilities.

7. How many employees will be working during the largest shift?
 - a. How many shifts?

Applicant Response: Off peak time of year is 800 employees/shift.

- b. Is there overlapping?

Applicant Response: Not at this time, but there is flexibility in shifting to address traffic and transit factors.

- c. 24 hours, 7 days a week?

Applicant Response: Currently planned for 22 hours, 7 days per week.

8. What is the average decibel level for this day/night operation?

Applicant Response: The decibel level for this operation will be within the limits allowed by MP-2 zoning.

9. What is the purpose of the 2,400 square foot out-building west of the trailer parking, northeast of the guard shack?

Applicant Response: This is a proposed maintenance garage for trucks that operate on the property.

Staff Response: If vehicles are being repaired (i.e. oil changes, tire rotations, engine/transmission repair), a special use permit is required for that specific use per Sec. 27-593(b)(20).

10. Please clarify the rationale for two (2) ingress/egress drive aisles on Talladega Drive.

Applicant Response: Talladega Drive is a private drive as are the two (2) ingress/egress drives into the parking lot. Two drives will allow for the parking lot to load and unload during shift changes. The outer road provides a route for the buses as discussed with KCATA. The outer road also provides a route for a tractor-trailer to loop around if the turn at the guardhouse is missed. Finally, the outer road provides additional access for the Kansas Speedway during events.

11. There shall be an internal walking trail for employees that loops around the perimeter of the development.

Applicant Response: An internal sidewalk/trail system has been added that loops the perimeter of the office side/employee parking side of the development that is ½ mile in length. As a safety measure we would not want to encourage pedestrians to travel along Talladega Drive on a sidewalk that intersects the inbound and outbound truck route.

Building Architecture:

1. A comprehensive Design Criteria Manual may be submitted to set the standard for design (architectural features, fenestration, building materials and color, etc.) landscaping, screening, on-site amenities, lighting, signages for all future tenants and/or development within the business park.

Applicant Response: Understood.

2. Downspouts shall be internalized. Scuppers shall be recessed into the corners of the building as not to be in plain view of the public.

Applicant Response: Internal roof drains and penetrations that bring water into the building envelope will create a risk to the robotic material handling equipment and to the inventory. We would propose that the downspouts be integrated to the extent possible into building articulations and be painted to match the building. The vertical variation in exterior follow will be continued where the downspouts are to blend with the building façade. Internal roof drains will be provided on the office (east) side of the building.

3. To break of the façade of the building, do you intend to add artwork or murals to the building? How will you screen the existing pump?

Applicant Response: No murals or artwork are proposed on the building; however, the building is painted with a variation in color from bottom to top intended to minimize the vertically of the structure. In addition, the north, west and south walls of the building have exterior stair towers with panels that break up the wall.

The Unified Government sanitary sewer pump station is existing and will be screened by the berm. The proposed fire pump has been removed from the plans.

4. Relocate the 350,000-gallon water tank elsewhere on the property as it will be prominently visible from State Avenue or add artwork to it. This could be part of the pump station screening by making it look like an old farm silo.

Applicant Response: After further analysis, the tank is no longer needed and has been removed from the plan, the fire pump facility will remain as shown.

Landscaping and Screening:

1. The berm does not effectively screen the truck docks and trailer parking from public view. Increasing the height of the berm will not only reduce the visual impact of the distribution center, but also reduce the cost of construction of additional fencing or installing and maintaining excessive landscaping.

What position and height are the sight lines taken from? A passenger in an SUV or truck will be able to look east from Speedway Boulevard or south from State Avenue down into the development and see trailers parked in their docks or in the parking lot.

The landscape plan must be revised to increase the berm height and new sight line cross sections be resubmitted to illustrate that accordingly.

Applicant Response: The sight lines have been re-drawn with an eye height along the adjacent roadways of 5'-6". As illustrated by the sight lines, the trucks and dock doors are all screened along these views by the berm, only the upper portions of the building is visible.

2. The chain-link fence that is proposed around the perimeter of the site will detract from the high-class business park that is proposed and relatively rural nature of the area. When the Kansas Speedway built permanent parking along State Avenue, closer to Sporting Park, they constructed a wrought-iron fence with masonry columns every thirty-two (32) feet on center. Fencing for non-privacy and screening purposes, wrought iron shall be installed.

Applicant Response: The chain link fence is not visible along the public rights-of-way; it sits down at the perimeter of the truck dock area and out of view from State Avenue and Speedway Boulevard on the north and west. There is no proposed fence along State Avenue like the Kansas Speedway parking new Sporting Park.

Staff Response: The applicant states that the fence will not be visible due to the berm, however in the event that the fence is in view of the public, chain link does detract from the overall appearance, powder coated or vinyl. Staff recommends that wrought iron fencing is constructed.

3. The Prairie Delaware Piper Master Plan Light Industry/Business Park designation requires landscape buffers, trails, and outdoor sitting areas. Additionally, 25% of the site must be maintained as open space.

To increase connectivity and promote walkability for employees, an internal sidewalk/pathway shall wrap around the perimeter of the site.

Applicant Response: An internal sidewalk/trail system has been added that loops the perimeter of the office side/employee parking side of the development. A connection to the trail system on State Avenue has been added via a sidewalk from the front door to the State Avenue trail. A ten (10) foot trail has been added along the property lines on Speedway Boulevard and State Avenue/ over 9,000 square feet of shaded outdoor dining area has been added to the northeast and

southeast corners of the building to provide the opportunity for employees to spend time outdoors. Over thirty-two (32) acres of the 90.4 acre site (35%) will be grassed or pond open area. This does not include right-of-way, parking lot islands or future building or parking expansion area.

An internal sidewalk/trail system has been added that loops the perimeter of the office side/employee parking side of the development.

4. Replace hydroseeded areas in the northeast and southeast areas of the site with wildflowers and native grasses.

Applicant Response: The area at the northeast of the site indicated in hydroseed is on Kansas Speedway property and is used and maintained by the Speedway. The intent would be to restore this to its current state as maintained by the Speedway. The area to the southeast shown as hydroseeded is future parking. We can add native grass seed of one variety for the areas around the extended detention basins. The intent of the one variety would be to promote survivability and to decrease the appearance of a 'weedy' look.

5. Sec. 27-469(g) Trees are required at not less than one (1) per 10,000 square feet of site area. Six (6) foot high architectural screening in combination with a buffer area is to be provided alongside and rear property lines common to or across an alley from residentially zoned property. The architectural screen can either be fencing or landscaping.

The site for the proposed distribution center requires 393 trees exclusive of the street tree and parking lot island tree requirements.

One (1) tree is required for every thirty (30) linear feet of frontage along a major street. This requirement extends to State Avenue, Speedway Boulevard and Talladega Drive.

Twenty (20) consecutive parking spaces (or groups of forty (40) for double loaded aisles) shall have a curbed and landscaped parking lot island. The ends of each row of parking shall have curbed and landscape islands as well. One (1) tree shall be planted in each island.

Applicant Response: Per MP-2 zoning, 393 trees are required (one (1) per 10,000 square feet of site area). As a compromise, considering that the east portion of the site is parking for office use, 64 additional trees have been added at the rate of one (1) tree per twenty (20) stalls. These trees are beyond the requirement for MP-2, but have been included to supplement the office parking area. Since a berm is being provided along Speedway Boulevard and State Avenue, trees have been added to the top of the six (6) foot tall berm instead of at street level as the berm is unique to the area.

6. All overstory trees shall be at least two (2) inch caliper when planted. All ornamental trees shall be at least two (2) inch caliper when planted. All

evergreens shall be at least six (6) feet when planted. All shrubs shall be five (5) gallons when planted.

Applicant Response: Understood.

7. All landscaping shall be irrigated.

Applicant Response: Understood.

8. Landscaping is required to screen all parking areas and service entries. This includes perimeter parking and the trash enclosure.
 - a. All trash receptacles shall be enclosed with a screening wall or fence constructed of the same materials as the primary structure. The screen must be a minimum of six (6) feet in height on all sides and designed with the gate facing away from streets or adjacent land uses. All screening materials must be well maintained at all times.

Applicant Response: All service entries are currently screened by the berms at the street. The perimeter parking is not adjacent to public street right-of-way or residential zoning, so it is not currently screened although trees have been added to the parking area beyond the code requirements.

The trash compactors and dumpster areas are screened from the public street by the perimeter berm on the site.

Staff Response: The trash dumpsters shall be enclosed.

9. BPU transformer pad shall be completely screened on three (3) sides with 6-foot junipers setback (3) feet from the pad and ten (10) feet from the door opening. Additionally, if the transformer doors open towards the parking lot, the 10-foot setback is established in the parking lot, therefore the gate/enclosure shall be constructed in front of the transformer.

Applicant Response: The transformer pads are only on the south side of the building, not adjacent to public right-of-way. As the final plan develops, methods of screening will be provided so the transformers are not visible from the public street. These methods will be coordinated with BPU as to provide required access and clearances.

Staff Response: This is BPU's standards for screening their transformer and shall be done so accordingly.

10. All utility connections, this includes green electrical boxes and free-standing electrical meters must be screened with landscaping or an architecturally designed screen wall. All utilities mounted on the wall must be painted to match the building. Rooftop mechanical equipment shall be screened from public view by an architectural screen.

Applicant Response: Understood, these are currently screened.

11. Mechanical equipment or other utilities whether on the ground or mounted on the building shall be screened from public view. The screening shall either be dense landscaping with a minimum of six-foot (6') evergreens or an architectural wall constructed from the same materials as the main building.

Applicant Response: Understood, these are currently screened.

12. Sec. 27-699(b)(9) Any lighting used to illuminate an off-street parking area, sign or other structure shall be arranged as to deflect light away from any adjoining residentially zoned property or from public streets. Direct or sky-reflected glare, from floodlights or commercial operations, shall not be directed into any adjoining property. The source of lights shall be hooded or controlled. Bare incandescent light bulbs shall not be permitted in view of adjacent property or public right-of-way.

Applicant Response: All lighting is full cut off with zero (0) footcandles at the lot line, see the lighting details and photometric plans.

13. All lighting whether mounted on the building or installed in the parking lot shall have 90-degree cutoff fixtures. A Temporary Certificate of Occupancy to occupy the building will not be issued by Planning staff until this is accomplished.

Applicant Response: All lighting is full cut off with zero footcandles at the lot line, see the lighting details and photometric plans.

Signage:

1. Shall comply with the sign ordinance.

Planning Engineering Comments:

- A) Items that require plan revision or additional documentation before engineering can recommend approval:
 - 1) None.
- B) Items that are conditions of approval:
 - 1) Based on the meeting with UG staff on 09/23/2020 and the Traffic Engineering comments issued on 09/22/2020, please address the following:
 - I. Provide evaluation that the proposed traffic signal at Nazareth Drive and State Avenue meets signal warrants without Bonner Crossing or American Royal developments;
 - II. Provide evaluation of the impact of left turn-in at Nazareth Drive with the Bonner Crossing and American Royal developments at full build-out;
 - III. Provide evaluation of only Right In/ Right Out at Nazareth Dr. with Bonner Crossing and American Royal developments at full build-out;

- IV. Provide evaluation of street improvement's that are needed at Talladega Dr, North 118th Street, State Avenue, Nazareth Drive, Darlington Drive and the surrounding street network, as applicable, with full build-out scenario of Urban Outfitters, American Royal and Bonner Crossing's developments;
 - V. Explain what mechanism will be put in place to ensure that the needed improvements will be done and provide details of the responsible party for the required street improvements. Further discussion with staff is needed;
 - VI. Provide plans and necessary agreements for the future road that will be the primary entrance to the development connecting at Darlington Drive;
 - VII. Provide an evaluation of southbound left turn traffic i.e. trucks exiting the development onto Speedway Boulevard at full build-out scenario of Urban Outfitters, American Royal and Bonner Crossing. This is required to address if there is adequate gaps, queues or delays between trucks entering Speedway boulevard and traffic already on Speedway Boulevard Further discussion with staff may be required.
- 2) With final development plans, if this project includes public street and storm sewer improvements; The public street and storm sewer improvement plans shall meet UG standards and criteria and shall be a separate plan set with a separate cover sheet with applicable information, i.e., vicinity map, sheet index, benchmark, utility contacts, floodplain note, etc. The public sanitary sewer improvement plans shall include erosion control. This set of plans is required and shall be reviewed and approved by UG staff prior to construction permit acquisition; and,
 - 3) Construction plans shall meet UG standards and criteria, and shall be reviewed and approved by UG prior to construction permit acquisition.
- C) Comments that are not critical to engineering's recommendations for this specific submittal, but may be helpful in preparing future documents:
- 1) None.

STAFF RECOMMENDATION

Staff recommends that the City Planning Commission make the findings contained within the staff report related to *Factors to be Considered*, and *Key Issues* and recommend **APPROVAL** of Petition **#3236, Urban Outfitters FC Preliminary Plat, and #MP-2020-6** subject to all comments and suggestions outlined in this staff report summarized by the following conditions:

- 1. Subject to approval, a \$125.00 ordinance publication fee must be submitted to the Planning and Urban Design Department (check made payable to the Unified Treasurer) immediately following the Unified Government Board of Commissioners meeting. If a check is not submitted within 30 days, the petition becomes invalid. The approval will not go into effect until the ordinance is published in the newspaper;**
- 2. Per Business Licensing Department: Occupying business will need to file and maintain a current business occupation tax application with this office;**

3. A ten (10) foot sidewalk shall be constructed along State Avenue and Speedway Boulevard. A five (5) foot sidewalk shall be constructed the length of Talladega Drive;
4. The Kansas City ATA transit stop shall be constructed prior to the completion of the warehouse building/distribution center and a request for a Temporary Certificate of Occupancy (TCO);
5. The decibel level shall not exceed the performance standards for MP-2 Planned General Business District;
6. If vehicles are being repaired (i.e. oil changes, tire rotations, engine/transmission repair, etc.), a Special Use Permit is required for that specific use per Sec. 27-593(b)(20);
7. Downspouts shall be integrated to the extent possible into building articulations and be painted to match the building. Downspouts shall be internalized on the east side of the building (office);
8. The 350,000-gallon water tank has been removed and shall not be included in this project;
9. The applicant states that the fence will not be visible due to the berm, however, chain link does detract from the overall appearance, powder coated or vinyl;
10. The applicant will raise the berm to screen views and this will be confirmed at DRC before grading permit is approved;
11. The internal sidewalk/trail system shall be constructed during the initial phase of development, prior to TCO request and inspection;
12. Native grass seed shall be added to areas around the extended detention basins and continuously maintained;
13. Plant and maintain native grasses and wildflowers in the future expansion footprints of building, trailer storage and employee parking lots;
14. The site for the proposed distribution center requires 393 trees exclusive of the street tree and parking lot island tree requirements.

One (1) tree is required for every thirty (30) linear feet of frontage along a major street. This requirement extends to State Avenue, Speedway Boulevard and Talladega Drive.

Twenty (20) consecutive parking spaces (or groups of forty (40) for double loaded aisles) shall have a curbed and landscaped parking lot island. The ends of each row of parking shall have curbed and landscape islands as well. One (1) tree shall be planted in each island.

Office ratios shall meet the Commercial Design Guidelines standards;

15. All overstory trees shall be at least two (2) inch caliper when planted. All ornamental trees shall be at least two (2) inch caliper when planted. All evergreens shall be at least six (6) feet when planted. All shrubs shall be five (5) gallons when planted;
16. All landscaping shall be irrigated;
17. Landscaping is required to screen all parking areas and service entries. This includes perimeter parking and the trash enclosure.
 - a. All trash receptacles shall be enclosed with a screening wall or fence constructed of the same materials as the primary structure.

The screen must be a minimum of six (6) feet in height on all sides and designed with the gate facing away from streets or adjacent land uses. All screening materials must be well maintained at all times;

18. BPU transformer pad shall be completely screened on three (3) sides with 6-foot junipers setback (3) feet from the pad and ten (10) feet from the door opening. Additionally, if the transformer doors open towards the parking lot, the 10-foot setback is established in the parking lot, therefore the gate/enclosure shall be constructed in front of the transformer;
19. All utility connections, this includes green electrical boxes and free-standing electrical meters must be screened with landscaping or an architecturally designed screen wall. All utilities mounted on the wall must be painted to match the building. Rooftop mechanical equipment shall be screened from public view by an architectural screen;
20. Mechanical equipment or other utilities whether on the ground or mounted on the building shall be screened from public view. The screening shall either be dense landscaping with a minimum of six-foot (6') evergreens or an architectural wall constructed from the same materials as the main building;
21. Sec. 27-699(b)(9) Any lighting used to illuminate an off-street parking area, sign or other structure shall be arranged as to deflect light away from any adjoining residentially zoned property or from public streets. Direct or sky-reflected glare, from floodlights or commercial operations, shall not be directed into any adjoining property. The source of lights shall be hooded or controlled. Bare incandescent light bulbs shall not be permitted in view of adjacent property or public right-of-way;
22. All lighting whether mounted on the building or installed in the parking lot shall have 90-degree cutoff fixtures. A Temporary Certificate of Occupancy to occupy the building will not be issued by Planning staff until this is accomplished; and,
23. Shall comply with the sign ordinance.
24. Shall comply with Planning Engineering comments.

ATTACHMENTS

Aerial Map/Zoning Map
GeoSpatial Services Department Comment Letter
Applicant Response Letter
Neighborhood Meeting Minutes
Preliminary Plat
Site Plan
Grading Plan
Landscape Plan
Photometric Plan
Building Elevations
Site Photographs taken by Planning Staff on September 16, 2020
Planning Engineering Comments

REVIEW OF INFORMATION AND SCHEDULE

<u>Action</u>	<u>Planning Commission</u>	<u>Board of Commissioners</u>
Public Hearing Rezoning	October 12, 2020	October 29, 2020
Public Hearing Preliminary Plat	October 12, 2020	TBD
Public Hearing Master Plan Amendment	October 12, 2020	October 29, 2020

STAFF CONTACT: **Byron Toy, AICP**

MOTIONS

Change of Zone Petition

I move the Kansas City, Kansas City Planning Commission **RECOMMEND APPROVAL** of Petition #3236 to the Unified Government Board of Commissioners as meeting all the requirements of the City code and being in the interest of the public health, safety and welfare subject to such modifications as are necessary to resolve to the satisfaction of City Staff all comments contained in the Staff Report; and the following additional requirements of the Kansas City, Kansas City Planning Commission:

1. _____;
2. _____; And
3. _____.

OR

I move the Kansas City, Kansas City Planning Commission **RECOMMEND DENIAL** of Petition #3236 to the Unified Government Board of Commissioners as it is not in compliance with the City Ordinances and as it will not promote the public health, safety and welfare of the City of Kansas City, Kansas; and other such reasons that have been mentioned.

Plat

I move the Kansas City, Kansas City Planning Commission **APPROVE** Urban Outfitters FC Preliminary Plat, as meeting all the requirements of the City code and being in the interest of the public health, safety and welfare subject to such modifications as are necessary to resolve to the satisfaction of City Staff all comments contained in the Staff Report; and the following additional requirements of the Kansas City, Kansas City Planning Commission:

1. _____;

2. _____; And

3. _____.

OR

I move the Kansas City, Kansas City Planning Commission **DENY** Urban Outfitters FC Preliminary Plat, as it is not in compliance with the City Ordinances and as it will not promote the public health, safety and welfare of the City of Kansas City, Kansas; and other such reasons that have been mentioned.

Master Plan Amendment

I move the Kansas City, Kansas City Planning Commission recommend **APPROVAL** of Petition **#MP-2020-7**, to the Unified Government Board of Commissioners as meeting all the requirements of the City code and being in the interest of the public health, safety and welfare subject to such modifications as are necessary to resolve to the satisfaction of City Staff all comments contained in the Staff Report; and the following additional requirements of the Kansas City, Kansas City Planning Commission:

1. _____;

2. _____; And

3. _____.

OR

I move the Kansas City, Kansas City Planning Commission recommend **DENIAL** of Petition **#MP-2020-7**, to the Unified Government Board of Commissioners as it is not in compliance with the City Ordinances and as it will not promote the public health, safety and welfare of the City of Kansas City, Kansas; and other such reasons that have been mentioned.





GeoSpatial Services
A Division of the Knowledge Office

710 North 7th Street Suite 200
Kansas City, Kansas 66101

Phone: (913) 573-2941
Fax: (913) 573-4106

To: Gunnar Hand, Urban Planning and Land Use
Janet Parker, Urban Planning and Land Use
From: Robert Ringel, GIS Analyst, Unified Government GSS
Date: September 14, 2020
RE: **URBAN OUTFITTERS FC**

We have researched the official county records for the above plat as submitted to Urban Planning and Land Use by:
Continental Consulting Engineers, Inc.

And we have determined the following:

Takes part of CIC-TAS Parcel:
258600

Owner-of-Record:
Kansas International Speedway Corp.

Jurat Signature:
Hillwood – Gregory Scovitch

We find that the plat is: **Presently unacceptable for posting.**

Please note the following comment.

1) Preliminary
The plat is preliminary.



9000 State Line Road
Leawood, Kansas 66206

11006 Parallel Parkway, Suite 1
Kansas City, Kansas 66109

Tel: (913) 642-6642

Fax: (913) 642-6941

September 28, 2020

Mr. Tony Sabljak
Development Review Coordinator
Department of Urban Planning and Land Use
Neighborhood Resource Center
Unified Government of Wyandotte County / Kansas City, Kansas
4953 State Avenue
Kansas City, Kansas 66102

**RE: Preliminary Development Plan and Plat, Master Plan Amendment, COZ Application
Urban Outfitters Kansas Development Center**

Mr. Sabljak,

Attached please find the following responses for the review comments for the Urban Outfitters Kansas Fulfillment Center proposed on the south side of State Avenue, east of Speedway Boulevard. Unified Government comments in italics, responses in red.

FACTORS TO BE CONSIDERED:

1. Neighborhood character *The area is dominated by the undeveloped perimeter of the Kansas Speedway racetrack. Other prominent features include the future site of the American Royal to the north, the Kansas Speedway racetrack to the east and the City of Bonner Springs to the west.*

Applicant Response: The U.G.'s Prairie Delaware Piper Master Plan published in 2004, anticipated this area could become an employment area. On page 30 of the plan, it specifically mentions this area and proposed type of use, "**Employment Areas** – Locations adjacent to the interstate highway system have been identified as existing or potential employment areas. The Kansas Speedway and Village West development are one center and should continue to develop. Another is along K-7 and Donahoo Road. This potential center is reserved based on the desire to improve K-7 to a limited access highway, planned improvements to Donahoo Road and the planned interchange of Donahoo Road with I435. In addition to speedway-related industrial development, the location near the junction of two major interstates makes it attractive for wholesaling, warehousing and distribution facilities. These employment uses also support retail and commercial establishments that will be located nearby."

2. The zoning and uses of properties nearby and the proposed use's expected compatibility with them. *The zoning and uses of properties nearby are set out above. The proposed industrial warehouse and distribution center is not compatible with the residential properties in the area. While the parcel is undeveloped around the Kansas Speedway, except for the Hollywood Casino, this area remains rural and undeveloped.*

Applicant Response: The U.G.'s Prairie Delaware Piper Master Plan published in 2004, anticipated this area could become an employment area. On page 30 of the plan, it specifically mentions this area and proposed type of use, "**Employment Areas** – Locations adjacent to the interstate highway system have been identified as existing or potential employment areas. The Kansas Speedway and Village West development are one center and should continue to develop. Another is along K-7 and Donahoo Road. This potential center is reserved based on the desire to improve K-7 to a limited access highway, planned improvements to Donahoo Road and the planned interchange of Donahoo Road with I435. In addition to speedway-related industrial development, the location near the junction of two major interstates makes it attractive for wholesaling, warehousing and distribution facilities. These employment uses also support retail and commercial establishments that will be located nearby." The American Royal project is approved for development to the North of this project with both Commercial and Agricultural zoning and Special uses. The Bonner Crossing development is approved for development to the West in Bonner Springs, which is a commercial and mixed use development that will be supported by this development. The nearest residential area is a row of homes along 118th Street and are approximately 1/3 mile from the proposed facility.

3. The suitability of the property for the uses to which it has been restricted. Will removal of the restrictions detrimentally affect nearby property?

The property is not suitable for the industrial uses that it has been restricted. The removal of the restrictions may affect nearby property. The racetrack has peak times during the evenings and weekends only three (3) times annually. This distribution center will be operating 24 hours a day, 7 days a week, 365 days a year.

Applicant Response: The U.G.'s Prairie Delaware Piper Master Plan published in 2004, anticipated this area could become an employment area. On page 30 of the plan, it specifically mentions this area and proposed type of use, "**Employment Areas** – Locations adjacent to the interstate highway system have been identified as existing or potential employment areas. The Kansas Speedway and Village West development are one center and should continue to develop. Another is along K-7 and Donahoo Road. This potential center is reserved based on the desire to improve K-7 to a limited access highway, planned improvements to Donahoo Road and the planned interchange of Donahoo Road with I435. In addition to speedway-related industrial development, the location near the junction of two major interstates makes it attractive for wholesaling, warehousing and distribution facilities. These employment uses also support retail and commercial establishments that will be located nearby." The American Royal project is approved for development to the North of this project with both Commercial and Agricultural zoning and Special uses. The Bonner Crossing development is approved for development to the West in Bonner Springs, which is a commercial and mixed use development that will be supported by this development.

4. The length of time the property has remained vacant as zoned.

The property has been zoned A-G Agriculture since the 1970s. The property is used for overflow parking during race events on weekends.

Applicant Response: The U.G.'s Prairie Delaware Piper Master Plan published in 2004, anticipated this area could become an employment area. On page 30 of the plan, it specifically mentions this area and proposed type of use, "**Employment Areas** – Locations adjacent to the interstate highway system have been identified as existing or potential employment areas. The Kansas Speedway and Village West development are one center and should continue to develop. Another is along K-7 and Donahoo Road. This potential center is reserved based on the desire to improve K-7 to a limited access highway, planned improvements to Donahoo Road and the planned interchange of Donahoo Road with I435. In addition to speedway-related industrial development, the location near the junction of two major

interstates makes it attractive for wholesaling, warehousing and distribution facilities. These employment uses also support retail and commercial establishments that will be located nearby.”

5. The extent to which the proposed use is reasonably necessary for the convenience and welfare of the public and will not substantially or permanently injure the appropriate use, visual quality or marketability of nearby property.

Distribution uses support the economy, but provide an increasingly smaller share of jobs due to automation. This type of use will induce development that will increase, but could significantly impact visual quality of the existing character of western fringe of The Legends and Village West area.

Applicant Response: This project will be a substantial job creator and the owner has committed to making a significant effort to hire Wyandotte County residents to fill the jobs. Automation creates more efficiency in the facility, which also leads to more training of employees for the necessary jobs. The training leads to raising human capital, greater opportunities and higher wages for the employees. This facility is a thoughtfully designed project that is very much consistent with the scale and character of businesses in the Village West/Kansas Speedway area.

6. The extent to which the proposed use would increase the traffic or parking demand in ways that would adversely affect road capacity, safety, or create parking problems.

The proposed development will significantly increase passenger vehicles and over-the-road trucks in ways that could adversely affect the road capacity of both State Avenue and Speedway Boulevard. Public Works is reviewing the Traffic Impact Study and their comments were forwarded ahead of this report.

Applicant Response: The project’s orientation and layout have been thoughtfully designed to orient the truck entrance of the facility nearest to the interstate 70 access point anticipated to be the primary truck route. The professionally prepared traffic impact analysis outlines the project’s overall traffic and recommends improvements to address any impacts. This project also plans for an onsite Transit Stop location for the convenience of employees and to encourage mass transit use. Ongoing discussions with the U.G.’s Justus Welker and KCATA will continue as the project progresses.

7. The degree of conformance of the proposed use to the Master Plan.

The proposed use does not conform to the Prairie Delaware Piper Master Plan. A Master Plan Amendment has been filed and is part of this application. The proposed Business Park designation will significantly change the Entertainment character adjacent to one of the region’s most cherished entertainment assets. This site is center to the changes occurring all around. This character is further developed with the American Royal and Bonner Crossing.

Applicant Response: The project seeks a master plan amendment to the Business Park designation. The current Speedway area is shown as Entertainment on the Future Land Use Map 11; however, the property immediately across State Avenue to the North shows both Business Park and Planned Commercial. Thus, the Business Park use is anticipated for this area in the U.G.’s Prairie Delaware Piper Master Plan published in 2004. The overall area was projected to become an employment area. On page 30 of the plan, it specifically mentions this area and proposed type of use, “**Employment Areas** – Locations adjacent to the interstate highway system have been identified as existing or potential employment areas. The Kansas Speedway and Village West development are one center and should continue to develop. Another is along K-7 and Donahoo Road. This potential center is reserved based on the desire to improve K-7 to a limited access highway, planned improvements to Donahoo Road and the planned interchange of Donahoo Road with I435. In addition to speedway-related industrial

development, the location near the junction of two major interstates makes it attractive for wholesaling, warehousing and distribution facilities. These employment uses also support retail and commercial establishments that will be located nearby.” The American Royal project is approved for development to the North of this project with both Commercial and Agricultural zoning and Special uses. The Bonner Crossing development is approved for development to the West in Bonner Springs, which is a commercial and mixed use development that will be supported by this development.

8. The extent to which the proposed use could cause environmental harm or enhance the environment.

The proposed use should not cause environmental harm because the detention basins are proposed in the southwest and southeast corners of the site will capture runoff before it is discharged into the storm sewer. Greater truck volumes in the vicinity will increase exhaust emissions and there will be increased energy consumption of a larger warehouse building.

Applicant Response: Understood

9. The extent to which utilities and public services are available and adequate to serve the proposed use.

a. Water service Available Applicant Response: Communication with BPU Water has begun to ensure adequate domestic and fire capacity is available for the facility.

b. Sanitary sewer service Not available Applicant Response: The U.G. has a sanitary pumping station on the property that will be the service location for the facility. Communication with U.G. Water Pollution Control representatives related to the details of the service connection and reconfiguration of the access drive to the existing U.G. facility upon development of this project.

c. Storm water control To be designed to meet City Code. Applicant Response: Extended wet detention facilities are proposed as part of the project to provide both stormwater and water quality controls for this project, per U.G. codes.

d. Police Police service is provided by West Patrol, District #225 Applicant Response: Understood

e. Fire Fire service is provided by Fire Station #6 located at 94th Street and State Avenue. Applicant Response: A new Fire Station on Hutton Road is also just over 2 road miles away from the site. Ongoing discussions with the Fire Department will continue as the project design progresses.

f. Transit Kansas City ATA does not provide transit service to this property. The closest transit stop is approximately 1.5 miles on Village West Parkway, Route #101 Applicant Response: Discussions with the U.G.'s Justus Welker as well as KCATA have been ongoing. An onsite Transit Stop has been negotiated whereby the bus will have a place to end this likely express route and return the route back to the transit center located at the former Indian Springs Mall location.

g. Schools Public education is provided by Bonner Springs USD 204. Applicant Response: Understood

h. Streets To be designed to meet Public Works standards. Applicant Response: Understood

10. The economic impact of the proposed use on the community. *The proposed use will have a beneficial economic impact on the community by turning a vacant property into a tax generating use, however in the future these jobs will be automated leaving large warehouse buildings empty in its entirety or the scale of the operation is significantly reduced.*

Applicant Response: This project will be a substantial job creator and the owner has committed to making a significant effort to hire Wyandotte County residents to fill the jobs. Automation creates more efficiency in the facility, which also leads to more training of employees for the necessary jobs. The training leads to raising human capital, greater opportunities and higher wages for the employees. This project application shows room allocated for future expansion on the West side of the facility.

11. The capability of the proposed use to meet applicable ordinance requirements. *With revisions, the proposed use is capable of meeting applicable ordinance requirements.*

Applicant Response: Acknowledged

12. The relative gain to the public health, safety, and welfare as compared to the hardship imposed on the individual landowner or landowners. *The relative gain to the public health, safety, and welfare as compared to the hardship imposed on the landowners is negligible due to the increase in truck traffic at this future intersection. If this application is denied, the owners will still have property that is able to be developed, however, not in the form they originally intended.*

Applicant Response: The project's orientation and layout have been thoughtfully designed to orient the truck entrance of the facility nearest to the interstate 70 access point anticipated to be the primary truck route. The professionally prepared traffic impact analysis outlines the project's overall traffic and recommends improvements to address any impacts. This project also plans for an onsite Transit Stop location for the convenience of employees and to encourage mass transit use. Ongoing discussions with the U.G.'s Justus Welker and KCATA will continue as the project progresses. This project will be a substantial job creator and the owner has committed to making a significant effort to hire Wyandotte County residents to fill the jobs. Automation creates more efficiency in the facility, which also leads to more training of employees for the necessary jobs. The training leads to raising human capital, greater opportunities and higher wages for the employees. This project application shows room allocated for future expansion on the West side of the facility.

13. Development of such character that it can be used safely without danger to health, or peril from fire, flood, erosion, excessive noise or other adversity. *The development can be used safely without danger to health, flood, erosion or fire if designed, constructed and maintained properly. Excessive noise, parking lot and building lighting, and headlights may be further mitigated by an increased berm, landscaping and lowering the building into the site. Pedestrian safety is of the utmost importance and there may be a conflict with large over-the-road trucks driving on and increased emissions along State Avenue and Speedway Boulevard and the effect this will have on public health.*

Applicant Response: This project will meet the zoning ordinance for noise and light trespass at the facility. All site lighting have full cut off fixtures with a zero footcandle lighting level at the property line, see the lighting details and photometric plans. The nearest residence is approximately 1/3 mile from the proposed building and topographically beyond the ridge where the existing WaterOne water surge tank is located. The applicant strongly agrees that pedestrian safety and any conflicts with truck traffic routes should be minimized. For this very reason, the applicant does not want to promote any pedestrian traffic along Talladega Drive, a private street and primary truck entrance/exit for the facility.

14. Streets are designed so as to provide a safe, convenient and functional system for vehicular traffic, and having such width, gradient, location and structural quality as to accommodate prospective traffic as determined by existing and probable future land and building uses. *The Major Street Plan classifies State Avenue and Speedway Boulevard as a Class A Thoroughfares. Internal streets will be designed so as*

to provide a safe, convenient and functional system for vehicular traffic, and having such width, gradient, location and structural quality as to accommodate prospective traffic as determined by existing and probable future land and building uses. While staff cannot predict the future land and building uses, but Bonner Crossing has proposed a large mixed-use development to the west, across Speedway Boulevard and if development and growth continues in the Village West area, the undeveloped land around the Kansas Speedway to the south and east will only reinforce the need for pedestrian circulation and connectivity not only for recreation, but also transit stops that will be necessary to transport employees to their places of employment.

Applicant Response: The applicant agrees that pedestrian connectivity is important, but believes it is imperative to keep pedestrians away from truck traffic on Talladega Drive, a private roadway. We believe that the submitted design which constructs a 10 foot trail/walk in the right-of-way of Speedway Boulevard and State Avenue along the public perimeter of this project is the safest place to promote area pedestrian use. Proposed sidewalk from State Avenue extends to the sidewalk along the front of the building and connects to the onsite transit and ride share drop-off areas. The applicant has also included with this resubmission a loop (approximately ½ mile in length) of sidewalk around the perimeter of the employee parking lot for the use of employees for exercise during work breaks.

15. Assurance that buildings, lots, blocks, parcels and streets are so arranged as to afford adequate light, open space or air, to facilitate fire protection, and to provide for long-term sustained real estate values. *Buildings and streets will be arranged as to afford adequate light, and open space to facilitate fire protection and long-term sustained real estate values by further development State Avenue as a transit corridor and for facilitating pedestrian access through the reintroduction of the street grid.*

Applicant Response: The facility layout with inclusion of onsite transit and ride share drop-off areas were strategically planned along with an area for future expansion and proper traffic and pedestrian movements in mind.

16. Development patterns are designed with due regard to topography, so that the natural features of the land and vegetation shall be protected and enhanced. *This building will be highly visible from all sides. Greater efforts are needed to screen the dock doors and trailers from State Avenue, Speedway Boulevard, and Talladega Drive. The site slopes from northwest to southeast towards the Kansas Speedway racetrack, so there are no natural features of the land that can be protected or enhanced. To incorporate these natural features into the development, open fields that are illustrated on the landscape plan is be hydroseeded should be changed to wildflowers and other native grasses and vegetation.*

Applicant Response: A six foot high berm along the perimeter of Speedway Boulevard and State Avenue are incorporated into the design to cutoff visual sightlines of the facility from the adjacent roadways. Reference the sight line exhibit in the plan submission which illustrates that substantially all dock doors and trailers are screened from view of the public roadways via the earth berms and landscaping. In response to the request to plant native grasses and wildflowers in the open fields, the applicant wanted to clarify that the identified open fields are actually a)an off-property area intended to be restored for Kansas Speedway grass parking in the northeast part of the project and b)the location of the employee parking lot expansion needed when the building expansion occurs in the southeast part of the site.

17. Adequate sites are provided for schools, parks, playgrounds, and other community services so that residents of all neighborhoods shall have convenient access to such facilities.

There are no aforementioned amenities that are being provided for residents except that ten (10) foot sidewalks will be constructed along State Avenue and Speedway Boulevard and a five (5) foot sidewalk along Talladega Drive as well as pedestrian circulation, fitness trail, and new transit stop on State Avenue.

***Applicant Response:** The applicant agrees that pedestrian connectivity is important, but believe it is imperative to keep pedestrians away from truck traffic on Talladega Drive, a private street and primary truck entrance/exit for the facility. We believe that the submitted design which constructs a 10 foot trail/walk in the right-of-way of Speedway Boulevard and State Avenue along the public perimeter of this project is the safest place to promote area pedestrian use. Due to safety concerns, the applicant does not agree to provide a five (5) foot sidewalk along Talladega Drive, a private street and primary truck entrance/exit for the facility. A proposed sidewalk from the State Avenue trail extends to the sidewalk along the front of the building and connects to the onsite transit and ride share drop-off areas. The applicant has also included with this resubmission a loop (approximately ½ mile in length) of sidewalk around the perimeter of the employee parking lot for the use of employees for exercise during work breaks.*

Erosion Control Review No. 1 Comments:

- 1) *As discussed with UG staff on 09.14.2020, please revise the plans to indicate construction entrance on Talladega Drive. Remove the construction entrance proposed on State Avenue. **The State Avenue construction entrance has been removed from the plans.***
- 2) *Proposed grading work outside the project boundary shall require construction easement(s). **Understood.***
- 3) *All items used in the erosion control plan that have a Standard UG Detail, shall be referred to by the standard UG Detail Number in the written erosion control plan and the construction sequence. (See UG checklists, standards and criteria) **Understood.***
- 4) *Final erosion control plan shall include all construction details and calculations as necessary in accordance with the UG standards and criteria, at an appropriate scale. Call out UG standard detail numbers (for example, UG 1400-A, 1400-C, 1400-E, and 1400-K) and provide details where the UG does not have any, e.g., APWA curb inlet protection. **Understood.***
- 5) *With final development plans, provide notes on the erosion control plans and stormwater quality BMP plans regarding cleaning sediment from the basins after use as ESC features and prior to final restoration as post construction stormwater quality BMPs. **Understood.***
- 6) *Applicant will need to identify and acquire all necessary permits including local, state and federal jurisdictions for all work including land disturbance. **Understood.***
- 7) *Final development plans / plat will have to be approved before going to planning commission with approval to obtain permits. These will need to include construction notes, separate drawings and references covering the phases of construction with leaders and notes that describe when EC BMPs are placed on site and removed. Only preliminary engineering drawings are required at this time. **Understood.***

General Engineering Review No. 1 Comments:

- 1) Civil plans shall be sealed, signed and dated by a Professional Engineer registered in the State of Kansas. **Understood.**
Based on the meeting with UG staff on 09.14.2020, provide a cover letter regarding the relocation of the drive entrance to pump station 64. A letter regarding the relocation of the drive entrance is included with this submittal. In addition, a private gated drive will be provided to the pump station with signs that indicate 'no trespassing'.
- 2) Please coordinate with Byron Toy, (913-573-5757), UG Planning and Zoning regarding sidewalk and parking spaces requirements. The plans have been submitted to Tony Sabljak, DRC Coordinator, for distribution to Planning and we have received comments, see further sections below.
- 3) Please coordinate with Harvey Fields (913-573-5947) regarding additional Fire Department requirements. e.g. fire lanes, hydrant locations, etc. In this regard, provide a truck turning template for the site. This shall be CAD prepared e.g. Auto Turn and for the largest truck maneuvering into/out of the site. The plans have been submitted to Tony Sabljak, DRC Coordinator, for distribution to Fire, no comments have been received.
- 4) Submit proposed Water lines to BPU Water for review. The plans have been submitted to Tony Sabljak, DRC Coordinator, for distribution to BPU Water, no comments have been received.
- 5) Engineered sloped shall not be steeper than 3:1 Also, verify retaining walls are not proposed with the development. **Understood.**
- 6) See Erosion Control review comments. See sections above.
- 7) See Storm Drainage review comments. See sections below.
- 8) See Sanitary Sewer review Comments. See sections below.
- 9) See Stormwater Quality review comments. See sections below.
- 10) See Public Street review comments. See sections below.
- 11) The preliminary plat shall incorporate County Surveyor comments. Typically, the County Surveyor makes separate technical review of the plat and will submit comments directly to the preparer of the plat. The correspondence from the County Surveyor, Brent Thompson indicated that there were no comments on the plat.
- 12) Final development plans / plat will have to be approved before going to planning commission with approval to obtain permits. This will include final engineering, calculations, and complete drawings with construction notes and details. The Final Development Plans / Plat must meet the requirements of UG standards and criteria. Only preliminary drawings and studies are required at this time. **Understood.**

Sanitary Sewer Review No. 1 Comments

- 1) With revised plans, please incorporate the changes on the sanitary service line per the meeting on 09.14.2020 with Kris Finger - UG Water Pollution Control i.e. private vs public sanitary sewer service line, location of valves, riser, T-connection etc. **Understood, these details will be provided at Final Development Plan.** A note has been added to these plans to indicate the connection. In addition, a private gated drive will be provided to the pump station with signs that indicate 'no trespassing'.
- 2) Sanitary sewer clean-outs and /or manholes on the private sanitary service lines shall be in accordance with the applicable uniform plumbing code. **Understood.**
- 3) Final Development Plans / Plat will have to be approved before going to planning commission with approval to obtain permits. These will need to include final engineering, calculations, and

complete drawings with construction notes and details. Final Development Plans / Plat must meet the requirements of KDHE and UG standards. Only preliminary drawings are required at this time. **Understood.**

Storm Drainage Review No. 1 Comments

- 1) With final plans illustrate settlement forebay areas for the proposed detention / infiltration ponds in accordance with UG standards and criteria and / or the MARC BMP Manual. **Understood.**
- 2) With final development plans, provide hydrology data table for the 10 and 100-year storm events. Provide all data as necessary for review including but not limited to pipe size, pipe material, flows, capacity, velocity, slope, rim elevation, HGL, EGL, etc. **Understood.**
- 3) With final development plans, provide plan and profile drawings of the storm infrastructure which shall include all utility crossings, appropriate clearances, HGL, EGL, etc. Verify that the 100-year HGLs and EGLs will not exceed the rim elevations of the structures in accordance with UG standards and criteria. **Understood.**
- 4) With final development plans, identify UG standard detail numbers on the plans by call out or reference and provide details for any that are not covered by UG technical provisions. Verify proposed improvements meet UG standards and criteria. **Understood.**
- 5) For future reference, if this project includes public storm sewer improvements; the public storm sewer improvement plans shall meet the UG standards and criteria and shall be a separate plan set with a separate cover sheet with applicable information, i.e., vicinity map, sheet index, benchmark, utility contacts, floodplain note, etc. The public storm sewer improvement plans shall include erosion control. This set of plans is not required at this time but will be required for final development plans. **Understood.**
- 6) All public storm sewers will need to be in an easement meeting the UG standards and criteria (minimum of 15' wide or the depth of the sewer, whichever is greater). Illustrate proposed easements on the plat/plans, if applicable. **Understood.**
- 7) All public storm sewer will need to be accessible by vehicle for maintenance purposes. The layout, topography / slopes and ground cover shall be considered and identified on the plans where the storm sewer is proposed. **Understood, this will be addressed with Final Plans.**
- 8) Applicant will need to identify and acquire all necessary permits including local, state and federal jurisdictions for all work that may be under the applicable jurisdictions. **Understood.**
- 9) Final Development Plans / Plat will have to be approved before going to planning commission with approval to obtain permits. This will include complete drawings of the pipe systems, and drainage areas with 5-year and 100-year tables, outlet structures and rip rap, plan and profile views with HGLs and EGLs (per UG standards, energy grade lines shall not exceed ground surface), final calculations, and all details necessary for review. Final Development Plans must meet the requirements of UG standards. Only preliminary drawings are required at this time. **Understood.**

Stormwater Quality Review No. 1 Comments

- 1) The stormwater facilities shall be accessible by vehicle for maintenance and inspection purposes. The layout, topography/slopes and ground cover shall be considered and identified on the plans where the storm facilities are proposed. **Understood, this will be addressed with Final Plans.**
- 2) With final development plans, provide an Operation and Maintenance Manual and inspection checklists for the post-construction stormwater quality BMPs in accordance with the MARC BMP Manual. This document should be formatted to be provided to the owner and include the site address, owner's contact information, description of BMPs on site, relevant plan sheets, operation

and maintenance information, inspection calendar, inspection log, sample inspection form, etc. In this regard, the O & M shall include inspections frequency, sediment removal, corrective maintenance measures, etc. Include a statement that the UG may request inspection reports. **Understood.**

- 3) With final development plans, provide construction level detailed drawings of the proposed BMPs i.e. extended wet detention basins (including dimensions, contours, inlet and outlet elevations and details, etc.). **Understood.**
- 4) Final Development Plans will have to be approved before going to planning commission with approval to obtain permits. These will need to include final engineering, calculations, and complete drawings with construction notes and details. Final Development Plans must meet the requirements of the MARC BMP manual, UG standards, criteria, and checklists. Only preliminary plans are required at this time. **Understood.**

Street Review Comments No. 1

- 1) Comprehensive Traffic Engineering comments shall be forthcoming from UG Public Works. However, based on a preliminary review of the proposed site layout with UG Public Works, please address the following comments from the County Engineer: -
 - a) This stretch of State Avenue has been designed and laid out as an access controlled Arterial Roadway with full access planned every ½ mile. The TIS and proposed plan shows a full access with a Signal at Nazareth Drive which splits the ½ mile segment and proposes a signal at the ¼ mile mark. As originally discussed, consideration was given to allow full access at this location. However, after further review and analysis of the traffic impact to State Ave., it appears in the best interest for the long-term benefit of this corridor to stick with the original ½ mile configuration for full access. This is the same approach that has been taken with proposed surrounding developments on the NE and SW corners of 118th and State Ave.
 - b) Options to consider with elimination of full access at Nazareth Drive:
 - i. Revise the plans to make Talladega Drive the main entrance for all traffic and provide right-in/right-out off State Avenue. Buses could be accommodated by entering the site from Speedway Blvd. and exiting onto State Ave. after drop off. Further discussion with staff may be required.
 - ii. Provide an internal street to connect the to the Speedway from the project site to Darlington/proposed 115th Street where a traffic signal is planned in the future. Also, this may provide additional benefit to the Speedway if there are plans to develop more land. Further discussion with staff may be required.
 - c) If the main entrance is moved to Talladega Drive. it would eliminate much of the proposed improvements necessary on State Ave, however, it may add additional necessary improvements on Speedway Blvd.

We are requesting that a full access signalized intersection at State Avenue/Nazareth be constructed and used until the point where adjacent development or traffic on State Avenue warrants the traffic signal at Darlington/115th Street. At that time, the full access at State/Nazareth will be converted to a ¾ access intersection (right in, right out, left in, NO left out) based on the revised traffic study and input from the UG and this project will be responsible for removing the traffic signal at State Ave/Nazareth and constructing access over to the Darlington/State Avenue traffic signal for signalized full access.

- 2) For future reference, if this project includes public street improvements; the public street improvement plans shall meet the UG standards and criteria and shall be a separate plan set with a separate cover sheet with applicable information, i.e., vicinity map, sheet index, benchmark, utility contacts, floodplain note, etc. The public street improvement plans shall include erosion control. This set of plans is not required at this time but will be required for final development plans. **Understood.**
- 3) Final development plans will have to be approved before going to planning commission with approval to obtain permits. This will include complete drawings of the street layout, signage, pavement markings computations and details, Intersection Curb Return radii, Intersection sight distance etc. Only preliminary drawings are required at this time. **Understood.**

Planning and Urban Design Comments:

General Planning:

1. Per Business Licensing Department: Occupying business will need to file and maintain a current business occupation tax application with this office. **Understood.**
2. Subject to approval, a \$125.00 ordinance publication fee must be submitted to the Planning and Urban Design Department (check made payable to the Unified Treasurer) immediately following the Unified Government Board of Commissioners meeting. If a check is not submitted within 30 days, the petition becomes invalid. The approval will not go into effect until the ordinance is published in the newspaper. **Understood.**
3. Where are the pad sites that were supposed to be on State Avenue as previously discussed with Doug Bach, County Administrator, Gunnar Hand, Director of Planning and Urban Design and Rob Richardson, Director of Development Coordination and Customer Service Success? **Upon further development of the plan, those initial pad sites have been removed**
4. A ten (10) foot sidewalk shall be constructed along State Avenue and Speedway Boulevard and a five (5) foot sidewalk along Talladega Drive to comply with the Sidewalk and Trails Master Plan. State Avenue and Speedway Boulevard are part of the Regional Trail. **The 10 foot sidewalk is currently shown on the plans along the property lines on Speedway Boulevard and State Avenue.**
*The sidewalk along Talladega Drive shall span the entire length of the property line and shall connect to the proposed sidewalk west of the employee parking to the front entrance of the building from the south, in addition to State Avenue from the north and Speedway Boulevard from the west. **An internal sidewalk/trail system ½ mile in length has been added that loops the perimeter of the office side/employee parking side of the development. As a safety measure we would not want to encourage pedestrians to travel along Talladega on a sidewalk that intersects the inbound and outbound truck route.***
5. What is the proposed over-the-road route for trucks to and from the facility? **The trucks will exit and enter through the guardhouse at the SW corner of the site. The majority of truck traffic will enter and exit onto Talladega and progress to I-70 at 110th Street.**
6. **The bus stop depicted on the site plan is located northeast of the main employee entrance. The transit stop shall be located on State Avenue. Per discussion with the KCATA, Justus Welker, Urban Outfitters and UG Staff, the transit stop will remain as currently shown. The purpose of this transit stop is to provide transit access for an express route from Indian Springs along I-70 to the site at times correlating the employee shifts. All parties agree that this express type stop is best served closest to the building for employee access and access for the bus driver during stops to have access to restroom facilities.**

7. How many employees will be working during the largest shift? Off peak time of year 800 employees/shift

a. How many shifts? Current plan is 2 shifts per day

b. Is there overlapping? Not at this time, but there is flexibility in shifting to address traffic and transit factors

c. 24 hours, 7 days a week? Currently planned for 22 hours, 7 days per week.

8. What is the average decibel level for this day/night operation? The decibel level for this operation will be within the limits allowed by the MP-2 zoning.

9. What is the purpose of the 2,400 square foot out-building west of the trailer parking, northeast of the guard shack? This is a proposed maintenance garage for trucks that operate on the property.

10. Please clarify the rationale for two (2) ingress/egress drive aisles on Talladega Drive. Talladega is a private drive as are the 2 ingress/egress drives into the parking lot. Two drives will allow for the parking lot to load and unload during shift changes. The outer road provides a route for the buses as discussed with KCATA. The outer road also provides a route for a tractor-trailer to loop around if the turn at the guardhouse is missed. Finally, the outer road provides additional access for the Kansas Speedway during events.

11. There shall be an internal walking trail for employees that loops around the perimeter of the development. An internal sidewalk/trail system has been added that loops the perimeter of the office side/employee parking side of the development that is ½ mile in length. As a safety measure we would not want to encourage pedestrians to travel along Talladega on a sidewalk that intersects the inbound and outbound truck route.

Building Architecture:

1. A comprehensive Design Criteria Manual may be submitted to set the standard for design (architectural features, fenestration, building materials and color, etc.) landscaping, screening, on-site amenities, lighting, signages for all future tenants and/or development within the business park. Understood.

2. Downspouts shall be internalized. Scuppers shall be recessed into the corners of the building as not to be in plain view of the public. Internal roof drains and penetrations that bring water into the building envelope will create a risk to the robotic material handling equipment and to the inventory. We would propose that the downspouts be integrated to the extent possible into building articulations and be painted to match the building. The vertical variation in exterior color will be continued where the downspouts are to blend with the building façade. Internal roof drains will be provided on the office (east) side of the building.

3. To break of the façade of the building, do you intend to add artwork or murals to the building? No murals or artwork are proposed for the building, however the building is painted with a variation in color from bottom to top intended to minimize the verticality of the structure. In addition the north, west, and south walls of the building have exterior stair towers with panels that break up the wall. How will you screen the existing pump? The UG sanitary sewer pump station is existing and will be screened by the berm. The proposed fire pump has been removed from the plans.

4. Relocate the 350,000 gallon water tank elsewhere on the property as it will be prominently visible from State Avenue or add artwork to it. This could be part of the pump station screening by making it look like an old farm silo. After further analysis, the tank is no longer needed and has been removed from the plan, the fire pump facility will remain as shown.

Landscaping and Screening:

1. The berm does not effectively screen the truck docks and trailer parking from public view. Increasing the height of the berm will not only reduce the visual impact of the distribution center, but also reduce the cost of construction of additional fencing or installing and maintaining excessive landscaping.

What position and height are the sight lines taken from? A passenger in an SUV or truck will be able to look east from Speedway Boulevard or south from State Avenue down into the development and see trailers parked in their docks or in the parking lot.

The landscape plan must be revised to increase the berm height and new sight line cross sections be resubmitted to illustrate that accordingly. The sight lines have been re-drawn with an eye height along the adjacent roadways of 5'-6". As illustrated by the sight lines, the trucks and dock doors are all screened along these views by the berm, only the upper portion of the building is visible.

2. The chain-link fence that is proposed around the perimeter of the site will detract from the high-class business park that is proposed and relatively rural nature of the area. When the Kansas Speedway built permanent parking along State Avenue, closer to Sporting Park, they constructed a wrought-iron fence with masonry columns every thirty-two (32) feet on center. Fencing for non-privacy and screening purposes, wrought-iron shall be installed. The chain link fence is not visible along any public right of ways, it sits down at the perimeter of the truck dock area and out of view from State Avenue and Speedway Boulevard on the north and west. There is no proposed fence along State Avenue like the Kansas Speedway parking near Sporting Park.

3. The Prairie Delaware Piper Master Plan Light Industry/Business Park designation requires landscape buffers, trails, and outdoor sitting areas. Additionally, 25% of the site must be maintained as open space. An internal sidewalk/trail system has been added that loops the perimeter of the office side/employee parking side of the development. A connection to the trail system on State Avenue has been added via a sidewalk from the front door to the State Avenue trail. A 10' trail has been added along the property lines on Speedway Boulevard and State Avenue. Over 9,000 square feet of shaded outdoor dining area has been added to the NE and SE corners of the building to provide the opportunity for employees to spend time outdoors. Over 32 acres of the 90.4 acre site (35%) will be grassed or pond open area. This does not include right of way, parking lot islands or future building or parking expansion area.

To increase connectivity and promote walkability for employees, an internal sidewalk/pathway shall wrap around the perimeter of the site. An internal sidewalk/trail system has been added that loops the perimeter of the office side/employee parking side of the development.

4. Replace hydroseeded areas in the northeast and southeast areas of the site with wildflowers and native grasses. The area at the northeast of the site indicated in hydroseed is on Kansas Speedway property and is used and maintained by the Speedway. The intent would be to restore this to its current state as maintained by the Speedway. The area to the southeast shown as hydroseed is future parking. We can add native grass seed of one variety for the areas around the extended detention basins. The intent of the one variety would be to promote survivability and to decrease the appearance of a 'weedy' look.

5. Sec. 27-469(g) Trees are required at not less than one (1) per 10,000 square feet of site area. Six-foot high architectural screening in combination with a buffer area is to be provided alongside and rear property lines common to or across an alley from residentially zoned property. The architectural screen can either be fencing or landscaping.

The site for the proposed distribution center requires 393 trees exclusive of the street tree and parking lot island tree requirements.

One (1) tree is required for every thirty (30) linear feet of frontage along a major street. This requirement extends to State Avenue, Speedway Boulevard and Talladega Drive.

Twenty (20) consecutive parking spaces (or groups of forty (40) for double loaded aisles) shall have a curbed and landscaped parking lot island. The ends of each row of parking shall have curbed and landscape islands as well. One (1) tree shall be planted in each island.

Per MP-2 zoning, 393 trees are required (1/10,000 sf of site). As a compromise, considering that the east portion of the site is parking for office use, 64 additional trees have been added at a rate of 1 tree per 20 stalls. These trees are beyond the requirement for MP-2 but have been included to supplement the office parking area. Since a berm is being provided along Speedway Boulevard and State Avenue, trees have been added to the top of the 6' tall berm instead of at street level as the berm is unique to the area.

6. All overstory trees shall be at least two (2) inch caliper when planted. All ornamental trees shall be at least two (2) inch caliper when planted. All evergreens shall be at least six (6') feet when planted. All shrubs shall be five (5) gallons when planted. Understood.

7. All landscaping shall be irrigated. Understood.

8. Landscaping is required to screen all parking areas and service entries. This includes perimeter parking and the trash enclosure. All service entries are currently screened by the berms at the street. The perimeter parking is not adjacent to public street right of way or residential zoning so it is not currently screened although trees have been added to the parking area beyond the code requirements.

a. All trash receptacles shall be enclosed with a screening wall or fence constructed of the same materials as the primary structure. The screen must be a minimum of six (6) feet in height on all sides and designed with the gate facing away from streets or adjacent land uses. All screening materials must be well maintained at all times. The trash compactors and dumpster areas are screened from the public street by the perimeter berm on the site.

9. BPU transformer pad shall be completely screened on three (3) sides with 6-foot junipers setback (3) feet from the pad and ten (10) feet from the door opening.

Additionally, if the transformer doors open towards the parking lot, the 10-foot setback is established in the parking lot, therefore the gate/enclosure shall be constructed in front of the transformer. The transformer pads are only on the south side of the building, not adjacent to public right of way. As the final plan develops, methods of screening will be provided so the transformers are not visible from the public street. These methods will be coordinated with BPU as to provide required access and clearances.

10. All utility connections, this includes green electrical boxes and free-standing electrical meters must be screened with landscaping or an architecturally designed screen wall. All utilities mounted on the wall must be painted to match the building. Rooftop mechanical equipment shall be screened from public view by an architectural screen. Understood, these are currently screened.

11. Mechanical equipment or other utilities whether on the ground or mounted on the building shall be screened from public view. The screening shall either be dense landscaping with a minimum of six-foot (6') evergreens or an architectural wall constructed from the same materials as the main building. Understood, these are currently screened.

12. Sec. 27-699(b)(9) Any lighting used to illuminate an off-street parking area, sign or other structure shall be arranged as to deflect light away from any adjoining residentially zoned property or from public

streets. Direct or sky-reflected glare, from floodlights or commercial operations, shall not be directed into any adjoining property. The source of lights shall be hooded or controlled. Bare incandescent light bulbs shall not be permitted in view of adjacent property or public right-of-way. All lighting is full cut off with zero footcandles at the lot line, see the lighting details and photometric plans.

13. All lighting whether mounted on the building or installed in the parking lot shall have 90-degree cutoff fixtures. A Temporary Certificate of Occupancy to occupy the building will not be issued by Planning staff until this is accomplished. All lighting is full cut off with zero footcandles at the lot line, see the lighting details and photometric plans.

Sincerely,
CONTINENTAL CONSULTING ENGINEERS, INC.



Brian C. Lavery, P.E.

Cc: G. Scovitch, Hillwood; J. Calliagas, URBN



9000 State Line Road
Leawood, Kansas 66206

11006 Parallel Parkway, Suite 1
Kansas City, Kansas 66109

Tel: (913) 642-6642
Fax: (913) 642-6941

September 29, 2020

Ms. Janet Parker, CSC, APC
Department of Urban Planning and Land Use
Unified Government of Wyandotte County / Kansas City, Kansas
701 N. 7th Street, Suite 423
Kansas City, Kansas 66101

**RE: Neighborhood Meeting Minutes – Urban Outfitters KFC
Application COZ 3236, MP-2020-7**

Date of Meeting: Monday, September 28, 2020

Time of Meeting: 6:00 PM, CST

Location: Online Via Zoom Meeting

Applicant Representatives (The Applicant):

1. Greg Scovitch, Hillwood
2. Jordan Bookstaff, Hillwood
3. David Ziel, URBN
4. Jennifer Calliagas, URBN
5. Phil Gibbs Jr., Continental
6. Brian Lavery, Continental
7. Sean Wagner, New Studio Architecture
8. Cam Barr, Blue Rock
9. Dennis Vance, Blue Rock

Others in Attendance:

1. Pat Warren, Kansas Speedway
2. Steve Allison

Questions and Responses:

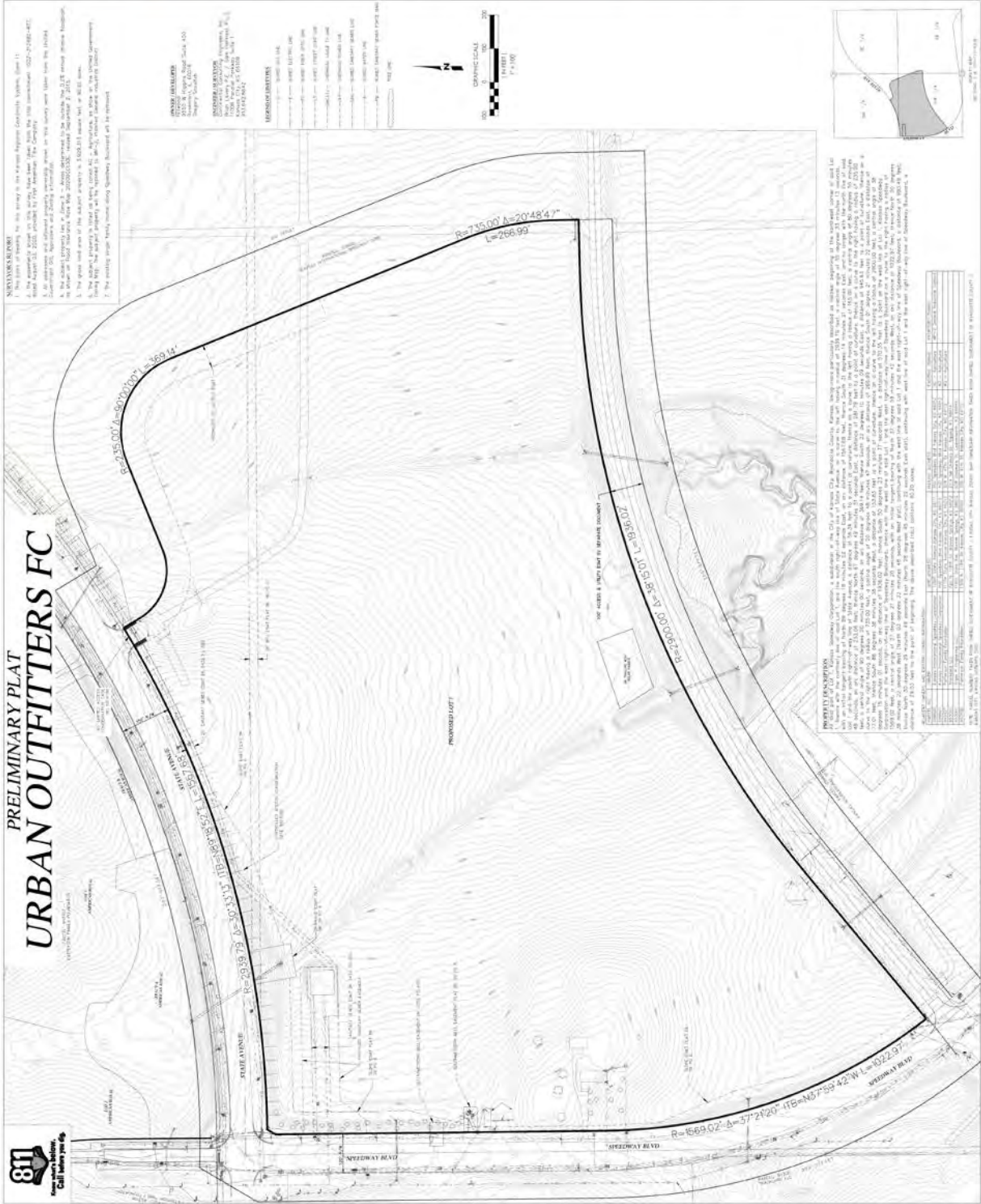
1. A question was asked about the timing of the project. The Applicant responded that the planning commission meeting for the preliminary development plan was scheduled for October 12, 2020 and that the grading would start on October 19, 2020 after the Kansas Speedway race, grading would be done before winter and construction would begin. The project would then be handed over to URBN in November/December of 2021. At that time URBN would install the material handling equipment over the course of 12+/- months and be open for operation in November of 2022.
2. A question was asked about the use of robotics in the facility. The Applicant responded that the facility would have mechanical shuttle systems to handle product, similar to one that URBN recently completed outside London, UK. The jobs would be technical in nature and this facility would handle 80% of the direct to consumer or store operations for URBN in the United States.
3. A question was asked about the entrances to the project. The Applicant responded by indicating 65% of the associates would enter/exit at State Ave/Nazareth intersection. The trucks would mainly come from I-70/110th Street and enter at the SW of the site on Talladega through the guardhouse.

4. A question was asked whether or not the UG would require a traffic signal. The Applicant responded by indicating that a traffic signal at State Ave/Nazareth is being requested and noted that the signal at State Ave/Darlington (115th St) may be used in the future. The signal on State would be green 95% of the time for the Urban Outfitters facility and only really used at shift change, 2x daily. The Applicant is working closely with the UG and the KCATA to find transit solutions to the site and that The Applicant is supporting customized public transit to the site to minimize traffic.

Meeting Adjourned at 6:45pm



PRELIMINARY PLAT URBAN OUTFITTERS FC



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NovStudio **architectural**
2022/01/28 10:37:39 AM

HILLWOOD
A FIELD COMPANY

URN

KONIGS FILLETMENT CENTER
100001 N 100TH AVENUE, SUITE 100
EDMONTON, ALBERTA T6E 4E4 CANADA
PH: (780) 484-8888
WWW.KONIGSFILLETMENT.COM

CONTRACTOR
CANNON DESIGN GROUP
2401 136TH AVE N.W. SUITE 100
EDMONTON, ALBERTA T6E 4E4 CANADA
PH: (780) 484-8888
WWW.CANNONDESIGNGROUP.COM

ANH Studios, LLC
Studio Architects & Engineers

BALA ENGINEERS



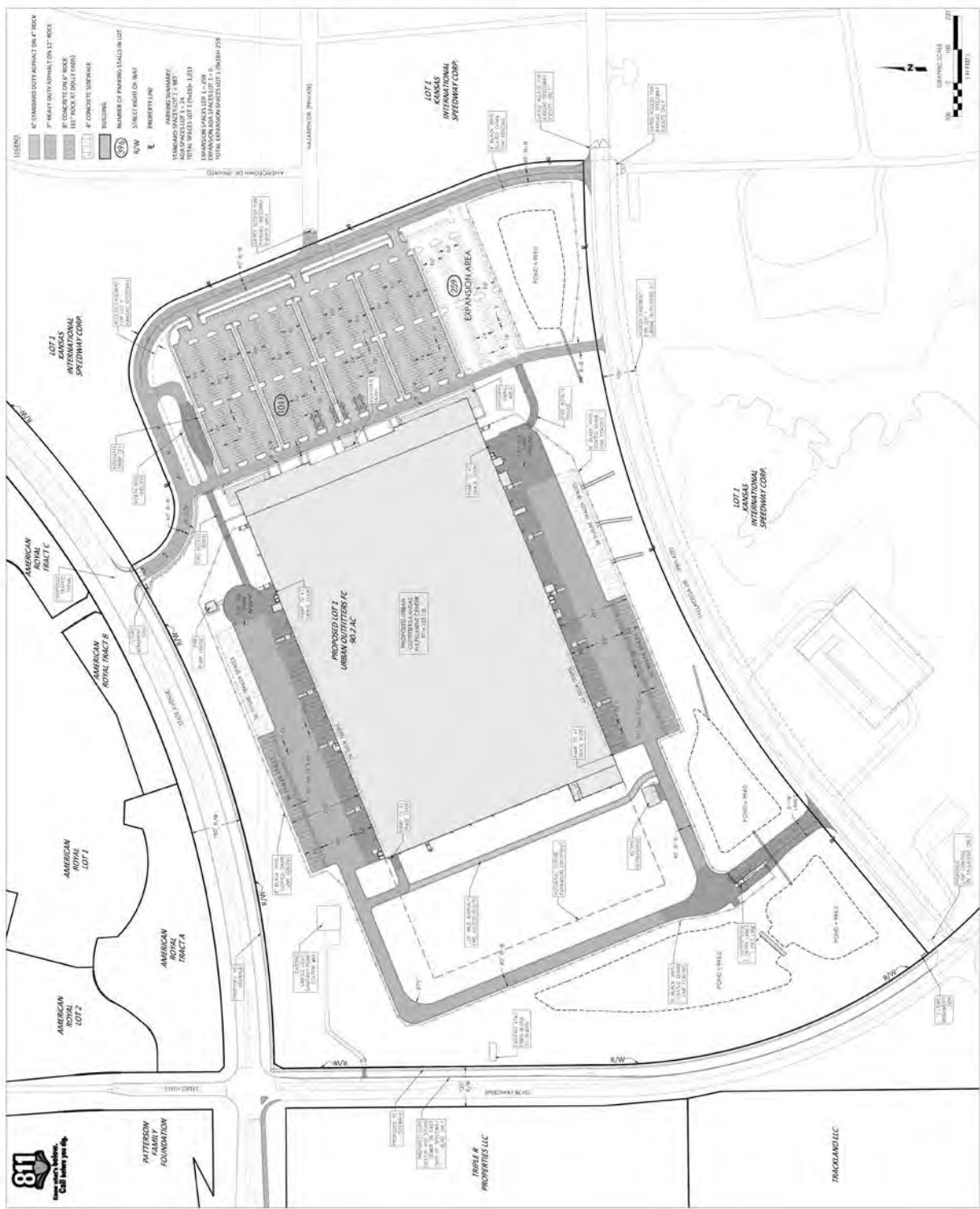
HOME ENGINEERS

PROJECT NUMBER: 2021-01	
DRAWING TITLE: PRELIMINARY PLAT	DATE: 09/28/2020
REVISIONS:	

SHEET TITLE: SITE SURVEY

SHEET NO: C002

HW 02/02/01/0220/0228



NewsStudio (313) 429-9911
 HillWood
 A Hill Companies
 URBN
 A Hill Companies

KANSAS WELLBET CENTER
 1801 WEST ST & STATE AVE
 WICHITA, KS 67202
 PROJECT NO. 180000001
 DATE: 10/12/2020
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 APPROVED BY: J. B. BROWN
 CONTRACT NO. 180000001
 PROJECT NO. 180000001
 SHEET NO. 180000001
 DATE: 10/12/2020
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 APPROVED BY: J. B. BROWN



SHEET NO.	C200
DATE	10/12/2020
PROJECT NO.	180000001
DRAWN BY	J. B. BROWN
CHECKED BY	J. B. BROWN
APPROVED BY	J. B. BROWN

PRELIMINARY SITE PLAN
 SHEET NO. C200



NewsStudio
City of Kansas City

HILLWOOD
A TRISTAR COMPANY



KANSAS DEPARTMENT OF
TRANSPORTATION
1100 EAST 50TH AVENUE
KANSAS CITY, MISSOURI 64111

CONTRACT NO. 1000000000000000
PROJECT NO. 1000000000000000

DESIGNED BY
KANSAS CITY, MISSOURI
ENGINEERING AND ARCHITECTURE, INC.

CHECKED BY
KANSAS CITY, MISSOURI
ENGINEERING AND ARCHITECTURE, INC.

APPROVED BY
KANSAS CITY, MISSOURI
ENGINEERING AND ARCHITECTURE, INC.

ANH Structures LLC
Professional Engineer

BALA
ENGINEERS

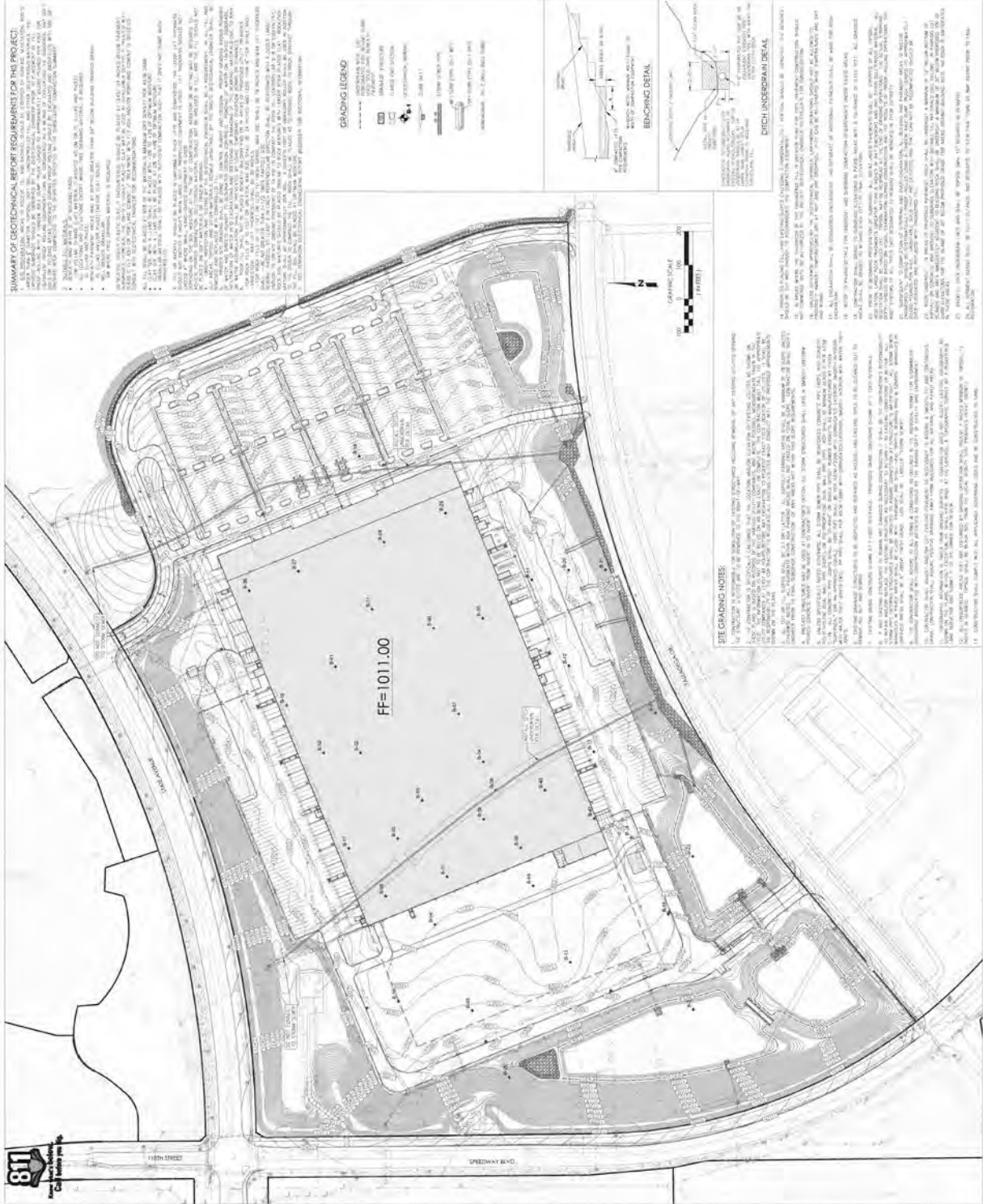


HOME
ENGINEERS

Table with project details: PROJECT NAME, SHEET DATE, PRELIMINARY, and REVISIONS.

SHEET TITLE
PRELIMINARY
GRADING PLAN

SHEET NO.
C300



SUMMARY OF GEOTECHNICAL REPORT REQUIREMENTS FOR THIS PROJECT...
1. ALL FOUNDATIONS SHALL BE DESIGNED TO BEAR ON THE UNDERLYING SOILS...
2. THE DESIGNER SHALL SUBMIT TO THE CITY ENGINEER...
3. THE DESIGNER SHALL SUBMIT TO THE CITY ENGINEER...
4. THE DESIGNER SHALL SUBMIT TO THE CITY ENGINEER...

GRADING LEGEND
PROPOSED FINISHED GRADE
EXISTING FINISHED GRADE
PROPOSED PROTECTIVE WALL
PROPOSED DRAINAGE CHANNEL
PROPOSED DRAINAGE SWALE
PROPOSED DRAINAGE PIPE
PROPOSED DRAINAGE STRUCTURE

DEITCH UNDERDRAIN DETAIL
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PROPOSED FINISHED GRADE
EXISTING FINISHED GRADE
PROPOSED PROTECTIVE WALL
PROPOSED DRAINAGE CHANNEL
PROPOSED DRAINAGE SWALE
PROPOSED DRAINAGE PIPE
PROPOSED DRAINAGE STRUCTURE

PROPOSED FINISHED GRADE
EXISTING FINISHED GRADE
PROPOSED PROTECTIVE WALL
PROPOSED DRAINAGE CHANNEL
PROPOSED DRAINAGE SWALE
PROPOSED DRAINAGE PIPE
PROPOSED DRAINAGE STRUCTURE

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EXISTING FINISHED GRADE
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PROPOSED DRAINAGE CHANNEL
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PROPOSED DRAINAGE PIPE
PROPOSED DRAINAGE STRUCTURE

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PROPOSED DRAINAGE CHANNEL
PROPOSED DRAINAGE SWALE
PROPOSED DRAINAGE PIPE
PROPOSED DRAINAGE STRUCTURE



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MANASSAS VA 20108

CONTRACT NO. 19-1001
PROJECT NO. 19-01
DATE 10/12/2020

DATE: 10/12/2020
DRAWN BY: J. WILSON

CHECKED BY: J. WILSON
DATE: 10/12/2020

PROJECT NO. 19-01
SHEET NO. 10/12/2020

ANH Structures, LLC
Structural Steel Division

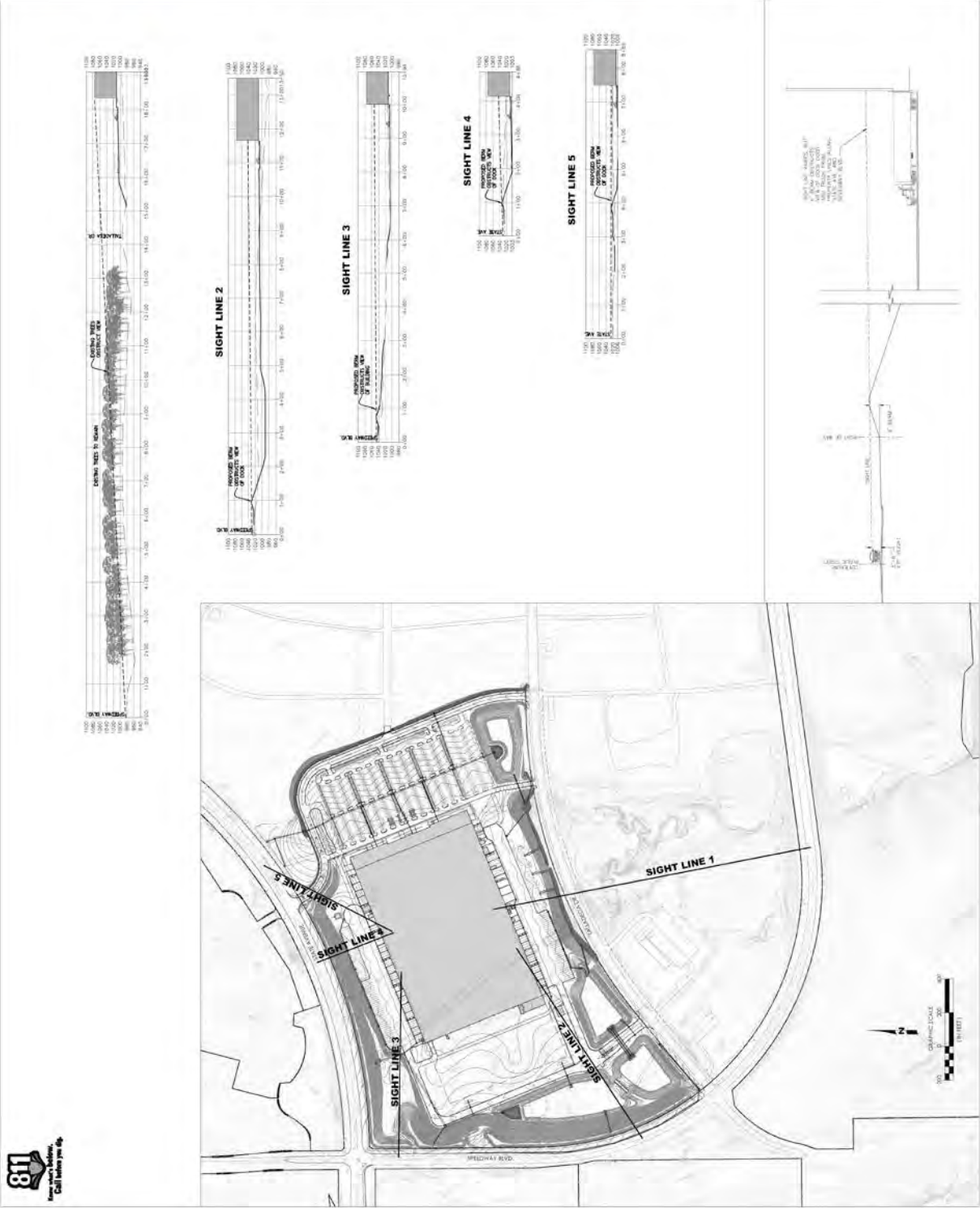
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DATE: 10/12/2020
REVISION:
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SHEET TITLE:
**PRELIMINARY
SIGHT LINE
STUDY**
SHEET NO.:
C310



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URBN

KANSAS FULFILLMENT CENTER
NORTH 1875th ST & STATE AVE
MANHATTAN, KS 66506

ANH Structures, LLC

BALA ENGINEERS



HOME ENGINEERS

Table with columns for SYMBOL, DESCRIPTION, QUANTITY, and UNIT.

OVERALL LANDSCAPING PLAN

L105



NOTE: TREES AND SHRUBS MAY BE PLANTED IN THE DESIGNATED LOCATIONS. ANY TREES PLANTED MUST BE APPROVED BY THE CITY ENGINEER. TREES MUST BE INSTALLED IN ACCORDANCE WITH THE CITY ENGINEER'S SPECIFICATIONS.

Table with columns for SYMBOL, DESCRIPTION, QUANTITY, and UNIT.

Table with columns for SYMBOL, DESCRIPTION, QUANTITY, and UNIT. Includes sections for PLANTING, MATERIALS, and OTHER.



NOT FOR CONSTRUCTION

ANALYSIS & DESIGN CENTER
 1400 W. 15TH ST. SUITE 100
 DENVER, CO 80202

HILLWOOD

URBN

ANALYSIS & DESIGN CENTER
 1400 W. 15TH ST. SUITE 100
 DENVER, CO 80202

ANALYSIS & DESIGN CENTER
 1400 W. 15TH ST. SUITE 100
 DENVER, CO 80202

ANALYSIS & DESIGN CENTER
 1400 W. 15TH ST. SUITE 100
 DENVER, CO 80202

ANALYSIS & DESIGN CENTER
 1400 W. 15TH ST. SUITE 100
 DENVER, CO 80202

ANH Structures, LLC

BALA ENGINEERS

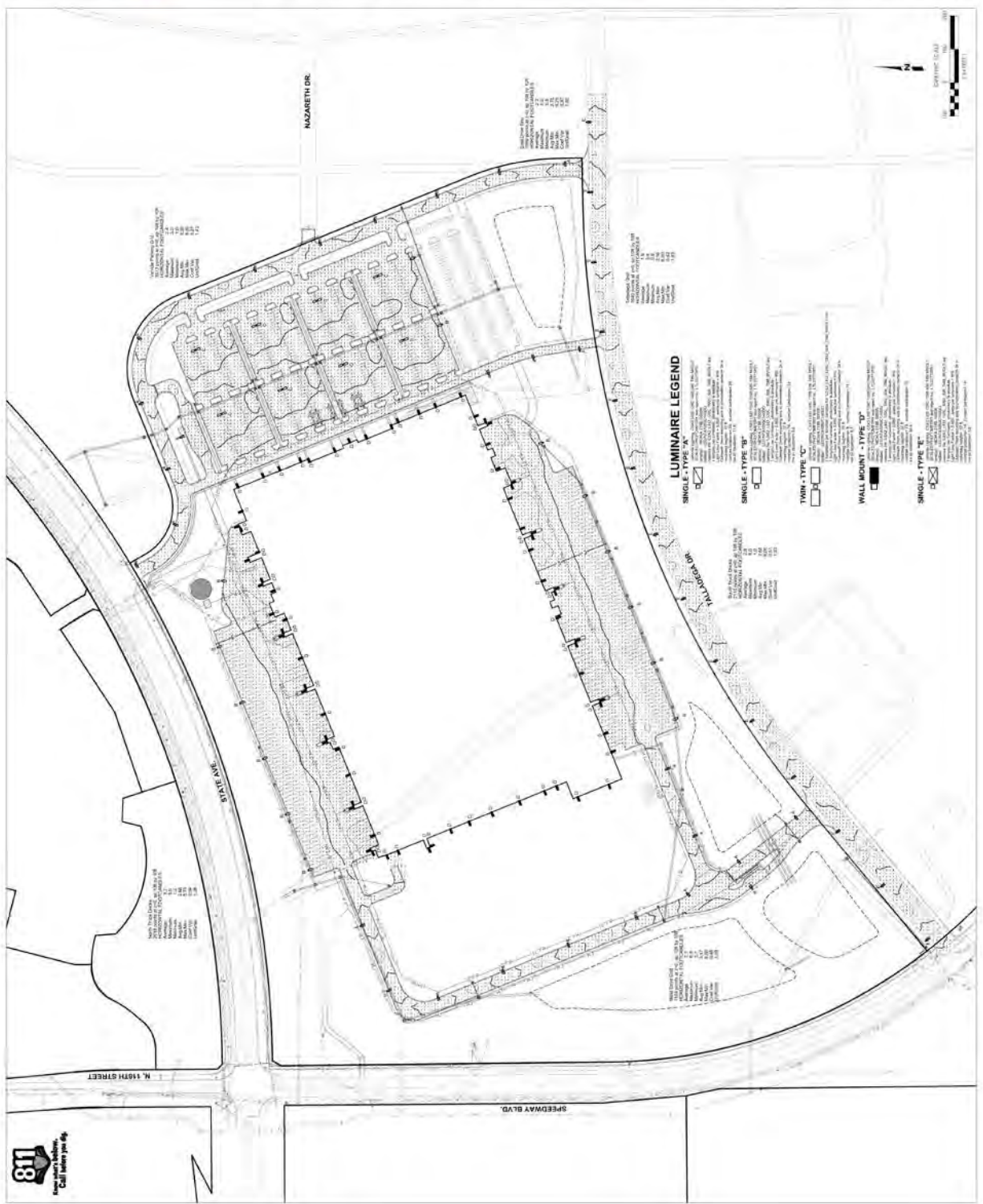


HOME ENGINEERS

DATE: 10/12/20	PROJECT: URBAN OUTFITTERS FC
DESIGNER: [Name]	CHECKER: [Name]
DATE: 10/12/20	PROJECT: URBAN OUTFITTERS FC
DESIGNER: [Name]	CHECKER: [Name]

PRELIMINARY SITE LIGHTING PHOTOMETRIC PLAN

SL100



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CONSTRUCTION

ViewStudio | Architecture
3000 West 10th Street, Suite 200
Kansas City, MO 64108
www.viewstudio.com

HILLWOOD
A FREDERICK COMPANY



KANSAS REALTORS CENTER
NORTH NORTH ST & STATE AVE
KANSAS CITY, MISSOURI 64101

OWNER/DEVELOPER
URBN

ARCHITECT
ViewStudio

LANDSCAPE ARCHITECT
Hillwood

ENGINEER
ANH Structures, LLC

ENGINEER
BALA Engineers

ENGINEER
Home Engineers

ENGINEER
URBN

ENGINEER
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ANH Structures, LLC
Structural Engineers

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HOME
ENGINEERS

PROJECT NUMBER: 2019-001

DATE: 10/12/2020

PRELIMINARY PLAN

08.19.2020

REVISION

SHEET NO.
PERSPECTIVE
SOUTHEAST VIEW

SHEET NO.
AD500



KW 41 03 00202020

NOT FOR
CONSTRUCTION

NewStable architecture
1000 South Main Street, Suite 200
Wichita, KS 67202

HILLWOOD
A TRISTAR COMPANY

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N

KANSAS FLEETMENT CENTER
NORTH 18TH ST & STANT AVE
WICHITA, KS 67202

ARCHITECT
1000 SOUTH MAIN STREET, SUITE 200
WICHITA, KS 67202

DESIGNER
1000 SOUTH MAIN STREET, SUITE 200
WICHITA, KS 67202

ENGINEER
1000 SOUTH MAIN STREET, SUITE 200
WICHITA, KS 67202

LANDSCAPE ARCHITECT
1000 SOUTH MAIN STREET, SUITE 200
WICHITA, KS 67202

ANH Structures, LLC
Structural Engineers

BALA
ENGINEERS

HOME ENGINEERS

HOME ENGINEERS

PROJECT NUMBER: 2020-01
SHEET TITLE: PRELIMINARY PLAT
DATE: 08.28.2020

REVISION

SHEET TITLE: PERSPECTIVE OFFICE MAIN ENTRY VIEW

SHEET NO: AD501



10/12/2020 8:18:14 AM

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ANH Strategies, LLC
Community Development Engineers

BALA
ENGINEERS

HOME
ENGINEERS

WMA PROJECT NUMBER: 2020-07
ISSUE / DATE: PRELIM 001 PLN / 10/29/2020

REVISION:

SHEET TITLE:
**PERSPECTIVE
WAREHOUSE VIEW**

SHEET NO:
AD502



10/29/2020 8:19:18 AM



Figure 1. Site photograph of 10901 State Avenue looking west from State Avenue (provided by Planning Staff).

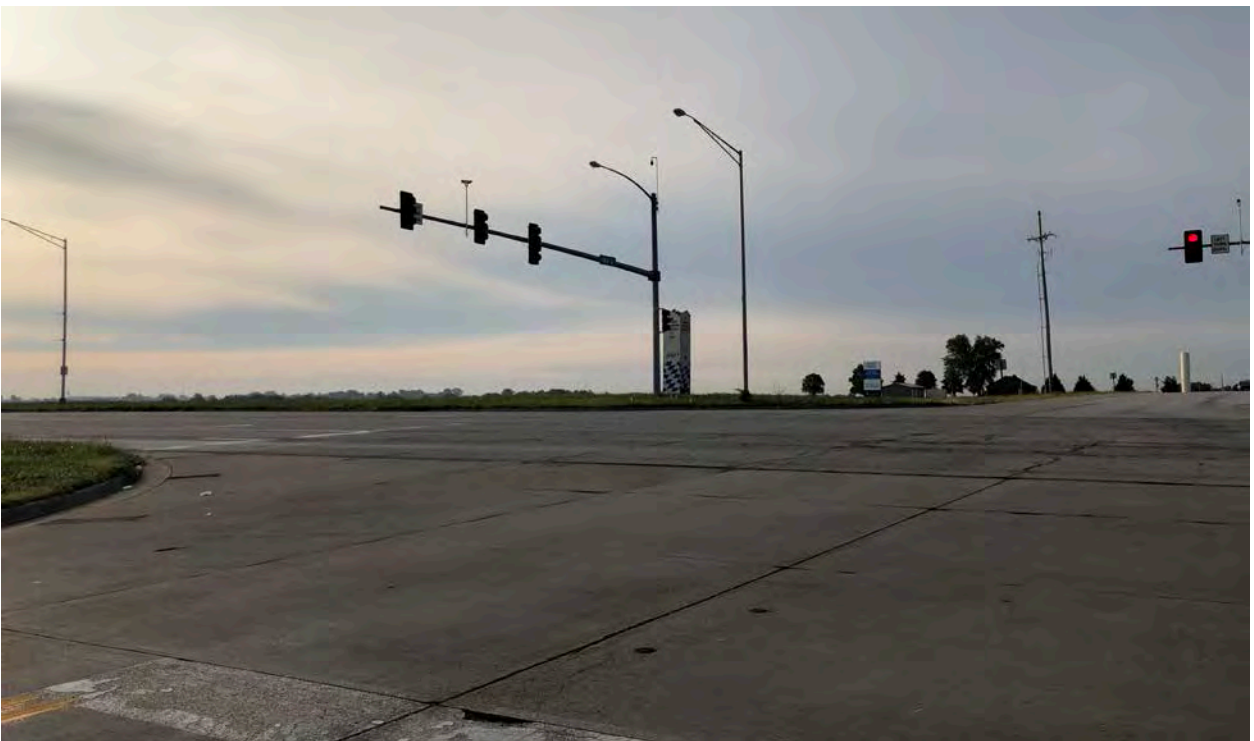


Figure 2. Site photograph of 10901 State Avenue looking south from North 118th Street (provided by Planning Staff).



Figure 3. Site photograph of 10901 State Avenue looking east from Speedway Boulevard (provided by Planning Staff).



Figure 4. Site photograph of 10901 State Avenue looking northeast from Talladega Drive (provided by Planning Staff).



Urban Planning and Land Use

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MEMORANDUM

TO: Tony Sabljak / Byron Toy
DRC Coordinator / Principal Planner

FROM: Martin Ntonjira P.E., CDT
Engineering Supervisor

DATE: September 15, 2020

SUBJECT: Urban Outfitters – COZ 3236- Preliminary Development Plan Review, Preliminary PLAT, MP-2020-7
10901 State Avenue
General Engineering Review No. 1 (of the civil plans not sealed, Storm Drainage Study sealed 08/28/2020, Preliminary Sanitary Sewer Memorandum sealed 08/28/2020, & Traffic Impact Analysis sealed 08/27/2020, received 08/31/2020)

Prior to engineering approval on the above-named project, the preliminary construction drawings must be revised to address the following comments from the Engineering Division of the Urban Planning and Land Use Department. These comments refer to General Engineering design standards and requirements of the Unified Government that were not met in this submittal. **Reference the Electronic Document Review (EDR) guidelines for submittal requirements; www.wycokck.org/Planning.** Your paperless plan submittal shall also include a detailed cover letter with the next submittal that explains how each of the following comments has been addressed. Subsequent review of the plans will not proceed until such letter is received.

- 1) Civil plans shall be sealed, signed and dated by a Professional Engineer registered in the State of Kansas.
- 2) Based on the meeting with UG staff on 09.14.2020, provide a cover letter regarding the relocation of the drive entrance to pump station 64.
- 3) Please coordinate with Byron Toy, (913-573-5757), UG Planning and Zoning regarding sidewalk and parking spaces requirements.
- 4) Please coordinate with Harvey Fields (913-573-5947) regarding additional Fire Department requirements. e.g. fire lanes, hydrant locations, etc. In this regard, provide a truck turning template for the site. This shall be CAD prepared e.g. Auto Turn and for the largest truck maneuvering into/out of the site.
- 5) Submit proposed Water lines to BPU Water for review.

- 6) Engineered sloped shall not be steeper than 3:1 Also, verify retaining walls are not proposed with the development.
- 7) See Erosion Control review comments.
- 8) See Storm Drainage review comments.
- 9) See Sanitary Sewer review Comments.
- 10) See Stormwater Quality review comments.
- 11) See Public Street review comments.
- 12) The preliminary plat shall incorporate County Surveyor comments. Typically, the County Surveyor makes separate technical review of the plat and will submit comments directly to the preparer of the plat.
- 13) Final development plans / plat will have to be approved before going to planning commission with approval to obtain permits. This will include final engineering, calculations, and complete drawings with construction notes and details. The Final Development Plans / Plat must meet the requirements of UG standards and criteria. Only preliminary drawings and studies are required at this time.

Martin
Ntonjira

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Martin Ntonjira, Engineering Supervisor



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MEMORANDUM

TO: Kim Portillo / Byron Toy
DRC Coordinator / Principal Planner

FROM: Martin Ntonjira P.E., CDT / Troy Shaw P.E.
Engineering Supervisor / County Engineer

DATE: September 15, 2020

SUBJECT: Urban Outfitters – COZ 3236- Preliminary Development Plan Review, Preliminary
PLAT, MP-2020-7
10901 State Avenue
Street Review No. 1 (of the civil plans not sealed & Traffic Impact Analysis sealed
08/27/2020, received 08/31/2020)

Prior to the issuance of a building permit for the above-named project, the preliminary construction drawings must be revised to address the following comments from the Engineering Division of the Urban Planning and Land Use Department. These comments refer to street design standards and requirements of the Unified Government that were not met in this submittal. **Reference the Electronic Document Review (EDR) guidelines for submittal requirements; www.wycokck.org/Planning. Your paperless plan submittal shall also include a detailed cover letter with the next submittal that explains how each of the following comments has been addressed. Subsequent review of the plans will not proceed until such letter is received.**

- 1) Comprehensive Traffic Engineering comments shall be forthcoming from UG Public Works. However, based on a preliminary review of the proposed site layout with UG Public Works, please address the following comments from the County Engineer: -
 - a) This stretch of State Avenue has been designed and laid out as an access controlled Arterial Roadway with full access planned every ½ mile. The TIS and proposed plan shows a full access with a Signal at Nazareth Drive which splits the ½ mile segment and proposes a signal at the ¼ mile mark. As originally discussed, consideration was given to allow full access at this location. However, after further review and analysis of the traffic impact to State Ave., it appears in the best interest for the long-term benefit of this corridor to stick with the original ½ mile configuration for full access. This is the same approach that has been taken with proposed surrounding developments on the NE and SW corners of 118th and State Ave.



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MEMORANDUM

TO: Tony Sabljak / Byron Toy
DRC Coordinator / Principal Planner

FROM: Martin Ntonjira P.E. CDT
Engineering Supervisor

DATE: September 15, 2020

SUBJECT: Urban Outfitters – COZ 3236- Preliminary Development Plan Review, Preliminary
PLAT, MP-2020-7
10901 State Avenue
Erosion Control Review No. 1 (of the civil plans not sealed, Storm Drainage Study sealed
08/28/2020 & Preliminary Sanitary Sewer Memorandum
sealed 08/28/2020, received 08/31/2020)

Prior to engineering approval on the above-named project, the preliminary construction drawings must be revised to address the following comments from the Engineering Division of the Urban Planning and Land Use Department. These comments refer to Erosion Control design standards and requirements of the Unified Government that were not met in this submittal. **Reference the Electronic Document Review (EDR) guidelines for submittal requirements; www.wycokck.org/Planning. Your paperless plan submittal shall also include a detailed cover letter with the next submittal that explains how each of the following comments has been addressed. Subsequent review of the plans will not proceed until such letter is received.**

- 1) As discussed with UG staff on 09.14.2020, please revise the plans to indicate construction entrance on Talladega Drive. Remove the construction entrance proposed on State Avenue.
- 2) Proposed grading work outside the project boundary shall require construction easement(s).
- 3) All items used in the erosion control plan that have a Standard UG Detail, shall be referred to by the standard UG Detail Number in the written erosion control plan and the construction sequence. (See UG checklists, standards and criteria)
- 4) Final erosion control plan shall include all construction details and calculations as necessary in accordance with the UG standards and criteria, at an appropriate scale. Call out UG standard detail numbers (for example, UG 1400-A, 1400-C, 1400-E, and 1400-K) and provide details where the UG does not have any, e.g., APWA curb inlet protection.
- 5) With final development plans, provide notes on the erosion control plans and stormwater quality BMP plans regarding cleaning sediment from the basins after use as ESC features and prior to final restoration as post construction stormwater quality BMPs.

- 6) Applicant will need to identify and acquire all necessary permits including local, state and federal jurisdictions for all work including land disturbance.
- 7) Final development plans / plat will have to be approved before going to planning commission with approval to obtain permits. These will need to include construction notes, separate drawings and references covering the phases of construction with leaders and notes that describe when EC BMPs are placed on site and removed. Only preliminary engineering drawings are required at this time.

Note: For future reference, this project contains land disturbance of 1.0 acre or more (i.e., approx. 94 Acres), which will require a Land Disturbance permit through the Public Works Department (and KDHE). Contact Mr. John Pack (913-573-5421) or Jack Xiong (913-573-5789) in Public Works to obtain all applicable Public Works permits, prior to obtaining a grading permit through the Building Inspections Department.

**Martin
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Martin Ntonjira, Engineering Supervisor



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MEMORANDUM

TO: Tony Sabljak / Byron Toy
DRC Coordinator / Principal Planner

FROM: Martin Ntonjira P.E., CDT
Engineering Supervisor

DATE: September 15, 2020

SUBJECT: Urban Outfitters – COZ 3236- Preliminary Development Plan Review, Preliminary
PLAT, MP-2020-7
10901 State Avenue
Storm Drainage Study No. 1 (of the civil plans not sealed & Storm Drainage Study sealed
08/28/2020, received 08/31/2020)

Prior to the issuance of a building permit for the above-named project, the preliminary construction drawings and/or report must be revised to address the following comments from the Engineering Division of the Urban Planning and Land Use Department. These comments refer to Storm Drainage design standards and requirements of the Unified Government that were not met in this submittal. **Reference the Electronic Document Review (EDR) guidelines for submittal requirements; www.wycokck.org/Planning. Your paperless plan submittal shall also include a detailed cover letter with the next submittal that explains how each of the following comments has been addressed. Subsequent review of the plans will not proceed until such letter is received.**

- 1) With final plans illustrate settlement forebay areas for the proposed detention / infiltration ponds in accordance with UG standards and criteria and / or the MARC BMP Manual.
- 2) With final development plans, provide hydrology data table for the 10 and 100-year storm events. Provide all data as necessary for review including but not limited to pipe size, pipe material, flows, capacity, velocity, slope, rim elevation, HGL, EGL, etc.
- 3) With final development plans, provide plan and profile drawings of the storm infrastructure which shall include all utility crossings, appropriate clearances, HGL, EGL, etc. Verify that the 100-year HGLs and EGLs will not exceed the rim elevations of the structures in accordance with UG standards and criteria.
- 4) With final development plans, identify UG standard detail numbers on the plans by call out or reference and provide details for any that are not covered by UG technical provisions. Verify proposed improvements meet UG standards and criteria.
- 5) For future reference, if this project includes public storm sewer improvements; the public storm sewer improvement plans shall meet the UG standards and criteria and shall be a separate plan set with a separate cover sheet with applicable information, i.e., vicinity map, sheet index, benchmark, utility

Storm Drainage Review Comments

1 of 2

contacts, floodplain note, etc. The public storm sewer improvement plans shall include erosion control. This set of plans is not required at this time but will be required for final development plans.

- 6) All public storm sewers will need to be in an easement meeting the UG standards and criteria (minimum of 15' wide or the depth of the sewer, whichever is greater). Illustrate proposed easements on the plat/plans, if applicable.
- 7) All public storm sewer will need to be accessible by vehicle for maintenance purposes. The layout, topography / slopes and ground cover shall be considered and identified on the plans where the storm sewer is proposed.
- 8) Applicant will need to identify and acquire all necessary permits including local, state and federal jurisdictions for all work that may be under the applicable jurisdictions.
- 9) Final Development Plans / Plat will have to be approved before going to planning commission with approval to obtain permits. This will include complete drawings of the pipe systems, and drainage areas with 5-year and 100-year tables, outlet structures and rip rap, plan and profile views with HGLs and EGLs (per UG standards, energy grade lines shall not exceed ground surface), final calculations, and all details necessary for review. Final Development Plans must meet the requirements of UG standards. Only preliminary drawings are required at this time.

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Martin Ntonjira, Engineering Supervisor



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MEMORANDUM

TO: Tony Sabljak / Byron Toy
DRC Coordinator / Principal Planner

FROM: Martin Ntonjira P.E., CDT
Engineering Supervisor

DATE: September 15, 2020

SUBJECT: Urban Outfitters – COZ 3236- Preliminary Development Plan Review, Preliminary
PLAT, MP-2020-7
10901 State Avenue
Stormwater Quality Review No. 1 (of the civil plans not sealed & Storm Drainage Study
sealed 08/28/2020, received 08/31/2020)

Prior to engineering approval on the above-named project, the preliminary construction drawings must be revised to address the following comments from the Engineering Division of the Urban Planning and Land Use Department. These comments refer to Stormwater Quality design standards and requirements of the Unified Government that were not met in this submittal. **Reference the Electronic Document Review (EDR) guidelines for submittal requirements; www.wycokck.org/Planning. Your paperless plan submittal shall also include a detailed cover letter with the next submittal that explains how each of the following comments has been addressed. Subsequent review of the plans will not proceed until such letter is received.**

- 1) The stormwater facilities shall be accessible by vehicle for maintenance and inspection purposes. The layout, topography/slopes and ground cover shall be considered and identified on the plans where the storm facilities are proposed.
- 2) With final development plans, provide an Operation and Maintenance Manual and inspection checklists for the post-construction stormwater quality BMPs in accordance with the MARC BMP Manual. This document should be formatted to be provided to the owner and include the site address, owner's contact information, description of BMPs on site, relevant plan sheets, operation and maintenance information, inspection calendar, inspection log, sample inspection form, etc. In this regard, the O & M shall include inspections frequency, sediment removal, corrective maintenance measures, etc. Include a statement that the UG may request inspection reports.
- 3) With final development plans, provide construction level detailed drawings of the proposed BMPs i.e. extended wet detention basins (including dimensions, contours, inlet and outlet elevations and details, etc.).

-
- 4) Final Development Plans will have to be approved before going to planning commission with approval to obtain permits. These will need to include final engineering, calculations, and complete drawings with construction notes and details. Final Development Plans must meet the requirements of the MARC BMP manual, UG standards, criteria, and checklists. Only preliminary plans are required at this time.

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Martin Ntonjira, Engineering Supervisor