



# Planning and Urban Design

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**To:** City Planning Commission

**From:** Planning and Urban Design Staff

**Date:** July 12, 2021

**Re:** **Change of Zone Petition COZ2021-021, Turner Logistics Center Sixth Plat (PLAT2021-013), PR2021-021 Master Plan Amendment MPL2021-009**

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## GENERAL INFORMATION

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**Applicant:**  
NP Turner Industrial, LLC

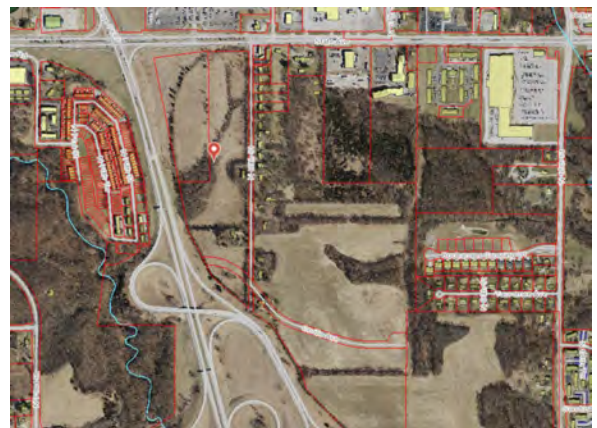
**Status of Applicant:**  
Representative  
Continental Consulting Engineers, Inc.  
11006 Parallel Parkway, Suite 1  
Kansas City, KS 66109

**Requested Actions:**  
Change of Zone from R-1 Single Family and  
C-1 Limited Business Districts to MP-2  
Planned General Industrial District.

Preliminary and Final Plat for Turner Logistics  
Center Sixth Plat.

Final Plan Review for 346,826 square foot  
warehouse and distribution building

Master Plan Amendment from Low Density  
Residential and Mixed Use to Industrial (City-  
Wide Master Plan).



**Date of Application:** May 26, 2021

**Purpose:** To rezone and create two (2) lots to build one (1) 346,826 square foot building for a warehouse and distribution center.

**Property Location:** 900 North 69<sup>th</sup> Street

**Commission Districts:** Commissioner At Large: Melissa Bynum  
District #8 Commissioner: Jane Winkler Philbrook

**Existing Zoning:** R-1 Single Family and C-1 Limited Business Districts

**Surrounding Zoning:**  
**North:** CP-2 Planned General Business Districts  
**South:** MP-2 Planned General Industrial District  
**East:** MP-2 Planned General Business  
**West:** None (no zoning on former KTA right-of-way and College Parkway right-of-way)

**Existing Uses:**  
**North:** Home improvement store (across State Avenue)  
**South:** Industrial business park (currently under construction)  
**East:** Industrial business park (currently approved)  
**West:** Undeveloped land and right-of-way

**Total Tract Size:** 29.33 Acres

**Master Plan Area:** City-Wide Master Plan

**Master Plan Designation:** The City-Wide Master Plan designates this property as Low Density Residential and Mixed Use. Low Density Residential allows single-family detached residences, institutional uses such as elementary and middle schools, small churches (less than 50,000 square feet), libraries and parks, open space, etc. Mixed Use allows specialty retail, sit-down restaurants, convenience retail uses such as banks, drug stores, professional and office services, institutional uses such as churches, schools, libraries, etc., parks, plaza, open space, and mixed-density residential uses.

**Major Street Plan:** The Major Street Plan classifies I-70 Highway as a freeway, State Avenue as a Class A Thoroughfare, North 72<sup>nd</sup> Street (College Parkway) as a Class C Thoroughfare, and North 69<sup>th</sup> Street as a Local Street.

**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. Building 5 proposes 341 parking spaces.

- Advertisement:** The Wyandotte Echo – Change of Zone - June 17, 2021; Master Plan Amendment – June 17, 2021  
Letters to Property Owners – Change of Zone – June 16, 2021; Plat – June 16, 2021; Plan Review – June 16, 2021; Master Plan Amendment – June 16, 2021
- Public Hearing:** July 12, 2021
- Public Support:** None to date.
- Public Opposition:** None to date.

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## **PROPOSAL**

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Detailed Outline of Requested Action: The applicant, NP Turner Industrial, LLC wants to rezone from R-1 Single Family and C-1 Limited Business District to MP-2 Planned General Industrial District, preliminary and final plat two (2) lots and amend the City-Wide Master Plan from Low Density Residential to Industrial to build one (1) industrial building (Building 5 – 346,826 square feet) at 900 North 69<sup>th</sup> Street on 29.33 acres.

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

Code Enforcement History: There is no history of Notice of Violations for this property.

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## **FACTORS TO BE CONSIDERED**

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### ***1. Neighborhood character***

This project spans a large area with several uses. The site area is primarily undeveloped land with existing thick tree stands along the west property line. There are residential townhomes across College Parkway from this project area to the west. Commercial uses exist along State Avenue to the north of the project site. This location is also adjacent to several major roadways; I-70 to the south adjacent the southern property line of Building 3, College Parkway to the west and State Avenue to the north. Appropriate screening is essential.

### ***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 not compatible with the southeast corner of this intersection, as College Parkway and State Avenue intersection is a major commercial artery that runs through the City and is the entry way to

Kansas City Kansas Community College, however, the prospective uses are compatible with the zoning and uses to the south within the currently under development industrial business park.

**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 suitable for the developer to continue with the industrial business park. Removal of the restrictions will not detrimentally affect the commercial businesses on State Avenue and there is no direct access to State Avenue for Turner Logistics Center tenants.

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

Portions of the properties along North 69<sup>th</sup> Street have been vacant for a few months, as Northpoint Development has purchased residences on the block for the business park.

**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.***

The proposed use will produce social economic activity, however the proposed use is not reasonably necessary for the convenience and welfare of the public as there will be an industrial building abutting the property line east of a parcel on the southeast corner of the College Parkway and State Avenue intersection that is not zoned (former KDOT right-of-way) and undeveloped, and will substantially injure the appropriate use, visual quality and marketability of that vacant parcel.

**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 use will increase traffic and parking demand; however, all traffic shall enter from Orville Avenue, and continue north of 69<sup>th</sup> Street internal to the development. There shall be no access to/from State Avenue, which is the County's primary transit corridor.

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

The proposed use does not conform to the Master Plan. An amendment to Industrial has been submitted by the applicant.

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

The majority of the site has been graded from the previous construction phases of the expanding industrial business park. There are established tree stands to

the west which are partially not in the project area. That will assist in softening the front of the building and customer parking from College Parkway.

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

**a. *Water service***

Water service is provided by BPU.

**b. *Sanitary sewer service***

Sanitary sewer service is provided by the UG.

**c. *Storm water control***

To be designed to meet City Code.

**d. *Police***

Police service is provided by West Patrol, District #221.

**e. *Fire***

Fire service is provided by Fire Station #11.

**f. *Transit***

Kansas City ATA provides transit service along College Parkway and I-70, Route #114 and State Avenue, Route #101.

**g. *Schools***

Public education service provided by Turner USD 202.

**h. *Streets***

See item #6 above.

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

The proposed use will have a positive economic impact on the community by turning low density residential and uncut vacant lots into taxable lots with industrial buildings.

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

With revisions to public improvements, landscaping, berming and fencing, 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.***

There is no relative gain to the public health, safety and welfare compared to the hardship imposed on the landowner, although all traffic will be restricted to Orville Avenue and North 69<sup>th</sup> Street from the south.

**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.***

Development can be used safely without danger to health or peril from fire, flood, and erosion. There will be excessive noise associated with this industrial development, but the truck docks will be in the rear, which will be internal to the development adjacent to Building 4.

**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.***

North 69<sup>th</sup> Street will be privatized. The primary entrance will be off Orville Avenue via Turner Diagonal/College Parkway with an extension of North 69<sup>th</sup> Street and cul-de-sac. There is no access into the development from State Avenue, so heavy trailer and truck traffic should not become a nuisance for those remaining residences on 69<sup>th</sup> Street.

**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, lots, blocks, parcels and streets will be arranged so as to afford adequate light, open space, or air to facilitate protection, and to provide for long-term sustained real estate values provided proper berming, fencing and screening is constructed and continuously maintained.

**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.***

Development patterns have been designed with minimal due regard to topography, much of the site has been graded flat. Most of the natural vegetation has been removed except for the existing tree stands around the perimeter along the

northern and western edge of the property.

**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.**

This is an industrial development and as such does not have the amenities stated above, although staff has made recommendations to improve walkability and non-vehicular transportation and transit by coordinating with KCATA to have a transit stop on College Parkway/Turner Diagonal just north of Orville Avenue and pedestrian access via sidewalks throughout the development to State Avenue and 65<sup>th</sup> Street via emergency only entrances.

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## **PREVIOUS ACTIONS**

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- Change of Zone Petition COZ-0008, Turner Logistics Center Fifth Plat and Master Plan Amendment MPL2021-002 was approved by the City Planning Commission on February 8, 2021 and Unified Government Board of Commissioners on February 25, 2021, respectively.
- Change of Zone Petition #3213 was approved by the City Planning Commission and Unified Government Board of Commissioners on January 13, 2020 and January 30, 2020, respectively for Turner Logistics Center.

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## **NEIGHBORHOOD MEETING**

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The applicant held a neighborhood meeting on June 28, 2021 by Virtual Meeting (Zoom). Attached is the list of persons who attended the meeting, minutes, affidavit and/or submitted comments to the applicant.

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## **KEY ISSUES**

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Pedestrian and Transit Access  
Screening from College Parkway/Turner Diagonal and State Avenue  
Truck Noise  
Lighting / Glare  
Existing Access onto State Avenue  
Existing Topographic and Natural features

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## **STAFF COMMENTS AND SUGGESTIONS**

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### **Planning and Urban Design Comments:**

### **General Planning:**

1. Per Business Licensing Department: All occupying businesses will need to file and maintain the occupation tax application with our office for their business activity.

***Applicant Response: Understood.***

2. Utility easements shall be provided along each side of the lot to form a continuous utility easement. All easements shall be at least ten feet wide. The required ten-foot width may be provided through five-foot easements on either side of lot or parcel lines when lines do not form, in whole or in part, the outside boundaries of the plat.

***Applicant Response: The Final Plat will include ten (10) foot easements along each side of the proposed lot lines.***

3. Utility easements shall connect with easements established in adjoining properties.

***Applicant Response: Understood.***

4. Per Sec. 27-317 Electrical power, telephone service, and cable television (if applicable) shall be provided by underground wiring for all new wiring provided.

***Applicant Response: All proposed electrical power, telephone, and cable will be installed underground.***

5. Downspouts shall be recessed in corners of the building and in locations that do not draw a person's eye visually. The downspouts shall be painted to match the building.

***Applicant Response: Understood.***

6. The sidewalk shall be a minimum the (10) feet in width along the west side of North 69<sup>th</sup> Street. A five (5) foot sidewalk is required along the east side of the North 69<sup>th</sup> Street.

***Applicant Response: The current site plan indicates a ten (10) foot sidewalk west of North 69<sup>th</sup> Street and a five (5) foot sidewalk along the east side of North 69<sup>th</sup> Street as stated above.***

7. The connection to State Avenue shall be access for emergency vehicles only. The drive shall be landscaped and meander from State Avenue to North 69<sup>th</sup> Street, as not to attract attention as a public entrance.

***Applicant Response: A portion of the existing North 69<sup>th</sup> Street will remain as a public access point to the existing gas station from State Avenue. The proposed emergency access road will begin at the property line (Sixth Plat boundary). Landscaping has been added along the proposed emergency access road (see***



Sheet L1.01).

8. Similar to the emergency only access on North 65<sup>th</sup> Street, a sidewalk shall be constructed to connect State Avenue to North 69<sup>th</sup> Street.

**Applicant Response:** *As mentioned in response to Staff Comment #7, a section of the existing 69<sup>th</sup> Street will remain as a public access point to the existing gas station from State Avenue. Per the submitted plans, a sidewalk will be constructed to the edge of our North property line. The emergency access drive will be utilized as a sidewalk, similar to the emergency access road on 65<sup>th</sup> Street.*

9. Consolidate the driveway access and remove drive and parking lot access to the cul-de-sac. Access and maneuvering shall be internalized and linked to the existing access point onto North 69<sup>th</sup> Street.

**Applicant Response:** *New 69<sup>th</sup> Street is a private road internal to the industrial park and is not public. The intent of the current layout is to separate passenger vehicles from truck traffic. We request that the connection to the cul-de-sac on the private road remain as shown similar to the cul-de-sac connection along Orville Avenue for Buildings 1 and 3.*

**Staff Response:** Staff understands that Buildings 1 and 3 have access via cul-de-sacs, however there will not be public access to 65<sup>th</sup> Street, as may be the case in the future with the realignment of 69<sup>th</sup> Street.

10. The developer shall create a separate parcel along State Avenue for non-industrial use.

**Applicant Response:** *A 1.5 +/- acre parcel has been preserved along State Avenue for non-industrial use.*

### **Building Architecture:**

1. The loading dock doors shall be painted to match the building or a complimentary color as the primary building.

**Applicant Response:** *Understood.*

### **Landscaping and Screening:**

1. Maintain existing tree stands, as existing trees provide an enhanced buffer between the edge of the parcel and College Parkway and State Avenue ROWs.

**Applicant Response:** *A majority of the existing tree stand at the southwest corner of Building 5 will be preserved. The remainder of existing vegetation along the west and north property lines is brush and will be replaced with a mix of deciduous and evergreen trees as part of an enhanced landscape plan.*

2. The north, west and south sides of the building shall be softened from State Avenue, College Parkway and the College Parkway and Orville Avenue intersection. Trees shall be added accordingly to soften the facades.

***Applicant Response:*** *The proposed landscape plan includes a mix of deciduous, evergreen and ornamental trees along the north and west property lines to help soften views from State Avenue, College Parkway and the College Parkway and Orville Avenue intersection.*

3. Add more trees along the detention basins, west and south of the southwest corner of the building.

***Applicant Response:*** *The revised landscape plan includes more trees along the detention basins at the southwest corner of Building 5.*

4. The Board of Zoning Appeals denied Appeal #2365 for reduced landscaping except for the following:
  - a. The development needs a landscaping plan similar to Amazon and Plaza at the Speedway. Where there are rows of houses, they need more than evergreen trees; they need berms, fencing and evergreens; a considerable landscape buffer of single-family residences is required to make sure that the industrial neighbor that moves in does not interfere with the residential homes. The presentation event said that the trees that are evergreens do not suffice here. Only leaving those trees that are there will not screen this effectively; it will help, but the trees have leaves for the most part. Staff wants to ensure that the residences adjacent to project cannot see it; if they are up high and the residents are down low then they need to work on how to prevent the noise. It needs to be fully screened and they need to make sure that the noise from the trucks and the lights do not interfere with the residential living. Director Richardson further stated that this use is coming to this neighborhood where people have been living for a very long time and it is no different than what has been done where a business moved next to a residence and had lots of trucks and noise related to them. They will have to screen the property a little beyond The Salvation Army because of the residential senior living community. With the exception of the area adjacent to the Gables motel and the truck company (Apex), staff recommends denial.

***Applicant Response:*** *Understood.*

5. Trash compactors shall be screened from public view.

***Applicant Response:*** *Understood.*

6. Mechanical equipment or other utility hardware whether on the ground or on a building shall be screened from public view. Such screening shall be harmonious with building design and materials.

***Applicant Response: Understood.***

7. Any lighting used to illuminate an off-street parking area, sign or other structure shall be arranged 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. Any light or combination of lights that cast light on adjacent residentially zoned property shall not exceed one-foot candle as measured from said property line. All lighting on the property, both on the buildings and in parking lots shall have 90-degree cutoff fixtures.

***Applicant Response: Understood.***

8. Sec. 27-469(g) Trees are required to be provided at not less than one per 10,000 square feet of site area. Based on the total tract size, 128 trees are required to be planted. This does not include the street trees to be planted along North 69<sup>th</sup> Street and State Avenue.

***Applicant Response: Understood.***

9. Sec. 27-700(3) A buffer area shall be provided alongside and rear property lines common to or across an alley from residentially zoned property and shall consist of an area fifteen (15) feet in width improved with a six (6) foot architectural screen wall adjacent to the property line and one row of shade trees spaces not more than forty (40) feet on center and one row of large shrubs spaced not more than eight (8) feet on center.

***Applicant Response: Understood.***

10. All parking lot islands shall be curbed and landscaped. Painted, hatched islands are not permitted. For the parking lots that are used by passenger cars that have a paved area wider than a double-loaded aisle and more than 20,000 square feet in area, provide one (1) shade tree for each twenty (20) parking spaces on the interior of the parking lot. Interior tree plantings are in addition to other landscaping requirements. For design comparison, review parking islands at Amazon Fulfillment Center, located at 6925 Riverview Avenue.

***Applicant Response: Understood.***

11. All deciduous and shade trees shall be at least two (2) inch caliper when planted. Evergreens shall be at least six (6) feet in height when planted. Shrubs shall be at least five (5) gallons when planted. Throughout the development, there may be a variety of native grasses and plants (wildflowers).

***Applicant Response: Understood.***

12. All landscaping shall be irrigated.

*Applicant Response: Understood.*

**Signage:**

1. Shall comply with the sign ordinance.

*Applicant Response: Understood.*

**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) 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

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**STAFF RECOMMENDATION**

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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 **COZ2021-021**, **Turner Logistics Center Sixth Preliminary and Final Plat**, **PR2021-021** and **MPL2021-009** subject to all comments and suggestions outlined in this staff report summarized by the following conditions:

- 1. Per Business Licensing Department: All occupying businesses will need to file and maintain the occupation tax application with our office for their business activity;**
- 2. Utility easements shall be provided along each side of the lot to form a continuous utility easement. All easements shall be at least ten feet wide. The required ten-foot width may be provided through five-foot easements on either side of lot or parcel lines when lines do not form, in whole or in part, the outside boundaries of the plat;**
- 3. Utility easements shall connect with easements established in adjoining properties;**
- 4. Per Sec. 27-317 Electrical power, telephone service, and cable television (if applicable) shall be provided by underground wiring for all new wiring provided;**
- 5. Downspouts shall be recessed in corners of the building and in locations that do not draw a person's eye visually. The downspouts shall be painted to match the building;**
- 6. The sidewalk shall be a minimum ten (10) feet in width along the west side of North 69<sup>th</sup> Street. A five (5) foot sidewalk is required along the east side of the North 69<sup>th</sup> Street;**

7. The connection to State Avenue shall be access for emergency vehicles only. The drive shall be landscaped and meander from State Avenue to North 69<sup>th</sup> Street, as not to attract attention as a public entrance;
8. Similar to the emergency only access on North 65<sup>th</sup> Street, a sidewalk shall be constructed to connect State Avenue to North 69<sup>th</sup> Street;
9. Staff wants to work with the applicant at the Development Review Committee (DRC) to consolidate the driveway access and remove drive and parking lot access to the cul-de-sac. Access and maneuvering shall be internalized and linked to the existing access point onto North 69<sup>th</sup> Street;
10. The developer shall create a separate parcel along State Avenue for non-industrial use;
11. The loading dock doors shall be painted to match the building or a complimentary color as the primary building;
12. Maintain existing tree stands, as existing trees provide an enhanced buffer between the edge of the parcel and College Parkway and State Avenue ROWs;
13. The north, west and south sides of the building shall be softened from State Avenue, College Parkway and the College Parkway and Orville Avenue intersection. Trees shall be added accordingly to soften the facades;
14. Add more trees along the detention basins, west and south of the southwest corner of the building;
15. The Board of Zoning Appeals denied Appeal #2365 for reduced landscaping except for the following:
  - a. The development needs a landscaping plan similar to Amazon and Plaza at the Speedway. Where there are rows of houses, they need more than evergreen trees; they need berms, fencing and evergreens; a considerable landscape buffer of single-family residences is required to make sure that the industrial neighbor that moves in does not interfere with the residential homes. The presentation event said that the trees that are evergreens do not suffice here. Only leaving those trees that are there will not screen this effectively; it will help, but the trees have leaves for the most part. Staff wants to ensure that the residences adjacent to project cannot see it; if they are up high and the residents are down low then they need to work on how to prevent the noise. It needs to be fully screened and they need to make sure that the noise from the trucks and the lights do not interfere with the residential living. Director Richardson further stated that this use is coming to this neighborhood where people have been living for a very long time and it is no different than what has been done where a business moved next to a residence and had lots of trucks and noise related to them. They will have to screen the property a little beyond The Salvation Army because of the residential senior living community. With the exception of the area adjacent to the Gables motel and the truck company (Apex), staff recommends denial.
16. Trash compactors shall be screened from public view;
17. Mechanical equipment or other utility hardware whether on the ground or on a building shall be screened from public view. Such screening shall be harmonious with building design and materials;

18. Any lighting used to illuminate an off-street parking area, sign or other structure shall be arranged 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. Any light or combination of lights that cast light on adjacent residentially zoned property shall not exceed one-foot candle as measured from said property line. All lighting on the property, both on the buildings and in parking lots shall have 90-degree cutoff fixtures;
19. Sec. 27-469(g) Trees are required to be provided at not less than one per 10,000 square feet of site area. Based on the total tract size, 128 trees are required to be planted. This does not include the street trees to be planted along North 69<sup>th</sup> Street and State Avenue;
20. Sec. 27-700(3) A buffer area shall be provided alongside and rear property lines common to or across an alley from residentially zoned property and shall consist of an area fifteen (15) feet in width improved with a six (6) foot architectural screen wall adjacent to the property line and one row of shade trees spaced not more than forty (40) feet on center and one row of large shrubs spaced not more than eight (8) feet on center;
21. All parking lot islands shall be curbed and landscaped. Painted, hatched islands are not permitted. For the parking lots that are used by passenger cars that have a paved area wider than a double-loaded aisle and more than 20,000 square feet in area, provide one (1) shade tree for each twenty (20) parking spaces on the interior of the parking lot. Interior tree plantings are in addition to other landscaping requirements. For design comparison, review parking islands at Amazon Fulfillment Center, located at 6925 Riverview Avenue;
22. All deciduous and shade trees shall be at least two (2) inch caliper when planted. Evergreens shall be at least six (6) feet in height when planted. Shrubs shall be at least five (5) gallons when planted. Throughout the development, there may be a variety of native grasses and plants (wildflowers);
23. All landscaping shall be irrigated;
24. Shall comply with the sign ordinance;
25. Shall comply with Planning Engineering Comments for General Engineering, Erosion Control, Sanitary Sewer, Storm Drainage, Stormwater Quality, Streets, and Retaining Walls, as applicable; and,
26. Subject to approval, a \$125.00 ordinance publication fee must be submitted to the Planning and Urban Design Department (checks made payable to the Unified Treasurer) within 30 days 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.

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## **ATTACHMENTS**

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Aerial Photography

COZ2021-021, Turner Logistics Center Sixth Preliminary and Final Plat, PR2021-021 and MPL2021- 14  
009

July 12, 2021

Zoning Map  
 Land Use Map  
 GeoSpatial Services Department Comment Letter  
 County Surveyor Comment Letter  
 Applicant Response Letter  
 Neighborhood Meeting Minutes  
 Preliminary Plat  
 Final Plat  
 Site Plan  
 Grading Plan  
 Landscape Plan  
 Site Lighting  
 Sight Lines  
 Building Elevations  
 Site Photographs taken by Staff on December 16, 2020

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**REVIEW OF INFORMATION AND SCHEDULE**

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<u>Action</u>	<u>Planning Commission</u>	<u>Unified Government Board of Commissioners</u>
Public Hearing Rezoning	July 12, 2021	July 29, 2021
Public Hearing Preliminary and Final Plat	July 12, 2021	TBD
Public Hearing Final Plan	July 12, 2021	N/A
Public Hearing Master Plan	July 12, 2021	July 29, 2021

**STAFF CONTACT:**            **Byron Toy, AICP**  
[btoy@wycokck.org](mailto:btoy@wycokck.org)

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**MOTIONS**

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**Master Plan Amendment**

I move the Kansas City, Kansas City Planning Commission **RECOMMEND APPROVAL** of Petition MPL2021-009 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 MPL2021-009, 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.

**Change of Zone Petition**

I move the Kansas City, Kansas City Planning Commission **RECOMMEND APPROVAL** of Petition COZ2021-021 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 COZ2021-021 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** Turner Logistics Center Sixth Plat Preliminary and Final 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, City Planning Commission:

- 1. \_\_\_\_\_;
- 2. \_\_\_\_\_; And
- 3. \_\_\_\_\_.



**OR**

I move the Kansas City, Kansas City Planning Commission **DENY** Turner Logistics Center Sixth Plat Preliminary and Final 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.

**Plan Review**

I move the Kansas City, Kansas City Planning Commission **APPROVE** Petition PR2021-021 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** Petition PR2021-021, 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.



Figure 1. Aerial photograph of Turner Logistics Center (provided by UG Maps).

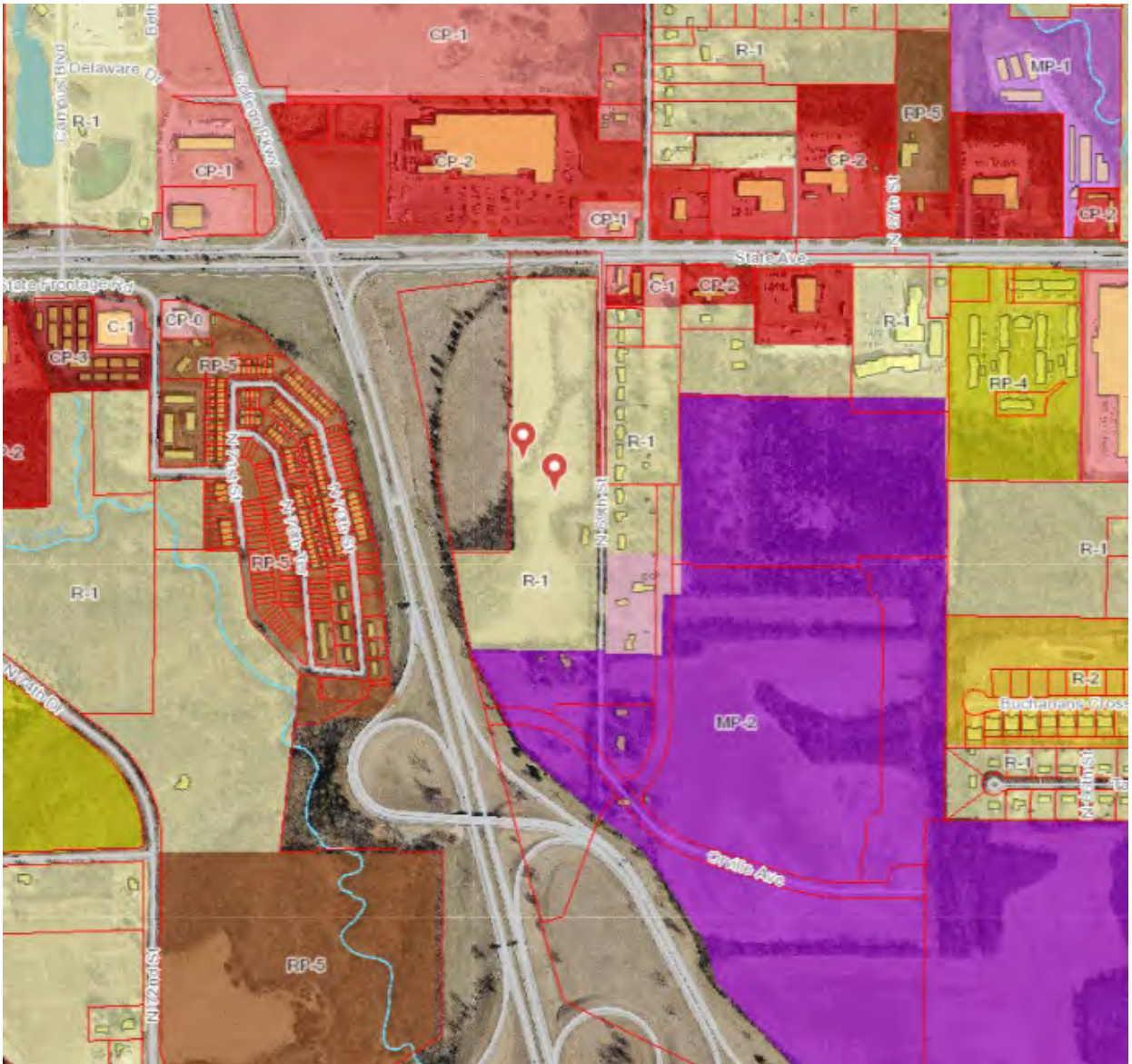


Figure 2. Zoning Map of Turner Logistics Center (provided by UG Maps).

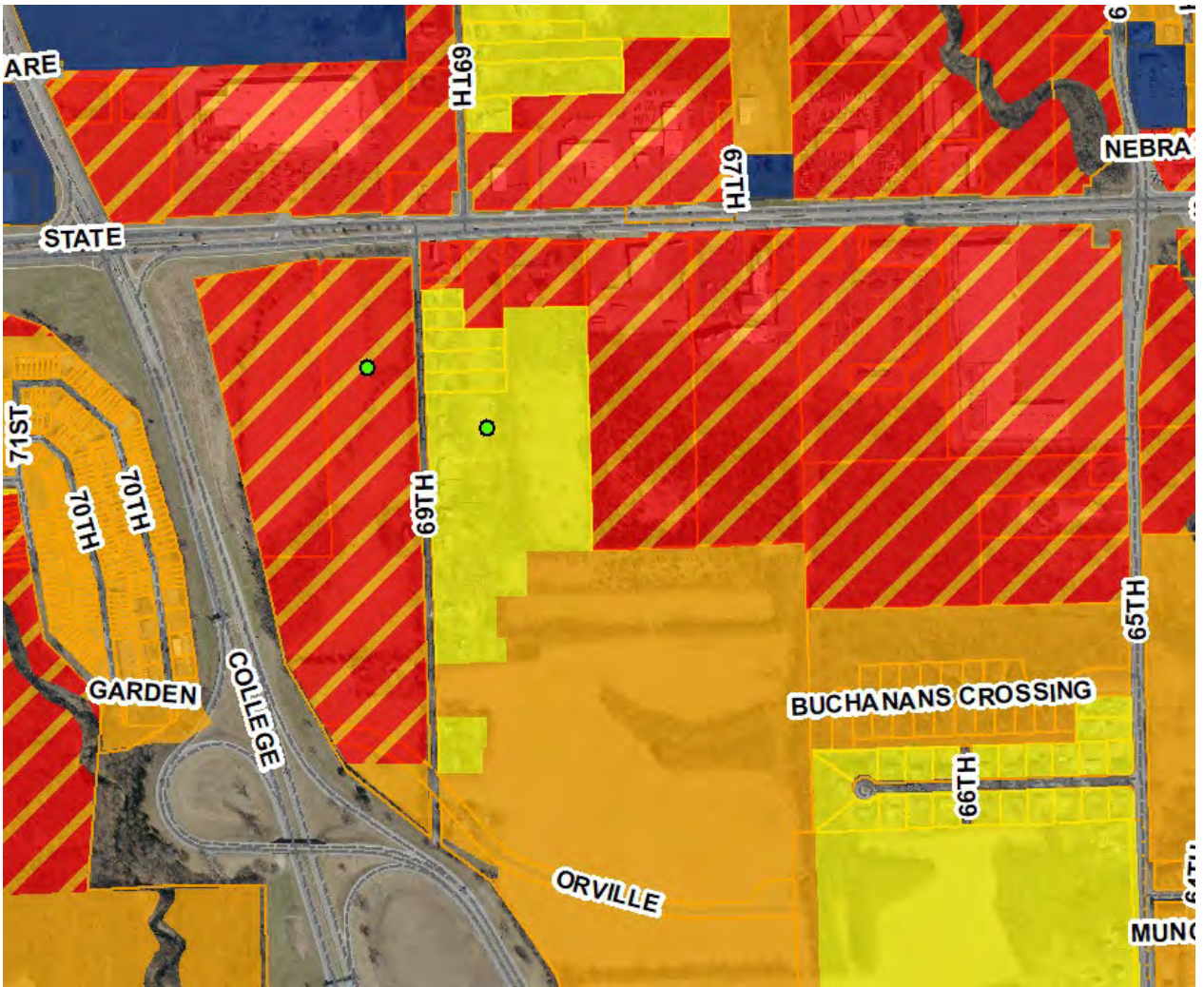


Figure 3. City-Wide Master Plan Land Use Map of Turner Logistics Center (provided by ArcMap).



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, Planning and Urban Design  
Janet Parker, Planning and Urban Design  
From: Robert Ringel, GIS Analyst, Unified Government GSS  
Date: June 8, 2021  
RE: **TURNER LOGISTICS CENTER SIXTH PLAT**

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

And we have determined the following:

Takes all of CIC-TAS Parcels:

422602, 925305, 925306, 925307 & 925320

Takes part of CIC-TAS Parcel:

422502

Owners-of-Record:

NP Turner Industrial, LLC; Leticia I. Garcia Romero & Karen A. Romero  
Anchondo; Benjamin Bortnick

Jurat Signatures:

Nathaniel Hagedorn, Authorized Person – NP Turner Industrial, LLC;  
Leticia I. Romero Garcia & Karen A. Anchondo Romero

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

Please note the following comments.

1) Dimension

There is a missing dimension along the west line of Lot 2.

2) Corner Ties

I don't see any ties to corners found.

3) Ownership

Not all ownership has been acquired.



**UNIFIED GOVERNMENT OF WYANDOTTE COUNTY  
& KANSAS CITY, KANSAS  
PUBLIC WORKS DEPARTMENT**

ONE McDOWELL PLAZA

701 NORTH 7<sup>TH</sup> STREET, 66101

(913) 573-5700  
FAX (913) 573-5727

June 11, 2021

Sam DePriest  
Continental Engineers Inc.  
11006 Parallel Parkway,  
Kansas City, KS 66109

**Re: Final Plat of TURNER LOGISTICS CENTER 6<sup>TH</sup> PLAT**

Dear Mr DePriest

I have reviewed your submittal of the above captioned plat and have these comments for your review:

- Need a minimum of two reference ties to controlling corners. They can be section corners or other found monumentation. You show one section corner so that might be the easiest since you have down work in this area already.
- Please submit a closure report for the out boundary of the plat.
- Label the north line of the northwest quarter of the northwest quarter.
- Label the north line of the northeast quarter of the northwest quarter.

If I can be of any further assistance, please feel free to contact me at your convenience.

Sincerely,

Brent E. Thompson, PS.  
County Surveyor

Cc: Martin Ntonjira  
Robby Ringel  
Janet Parker

---

Turner Logistics Center East  
747 N. 69<sup>th</sup> Street  
Kansas City, Kansas 66109

Turner Logistics Center Building 5 and Sixth Plat  
COZ2021-021, MPL2021-009, PLAT2021-013, PR2021-021

Responses to staff comments can be found below in red.

**Engineering Comments**

**Erosion Control No. 1**

- 1) With final plans, provide an erosion control plan in accordance with UG criteria including erosion control notes, construction sequence, identifying the 3 stages of construction, indicate when BMP's are to be placed and when they are to be removed, and applicable maintenance requirements. (Review UG Guidelines and Checklist). **A detailed set of Land disturbance plans for grading operations was submitted to KDHE on June 14, 2021 and to the UG on June 17, 2021.**

**General Engineering Review No. 1**

- 1) See PDF markup.
  - a. **The southern half of the State Avenue R/W adjacent the plat boundary was included as part of the plat and rededicated as right-of-way. The plat boundary extended to the section line.**
  - b. **R/W on 69<sup>th</sup> Street has been removed and is now a Tract. This has been updated on the plat that was resubmitted to the county surveyor.**
  - c. **The 30' access easement was dedicated on the Fifth Plat as part of a plan with Buildings 5 and 6. With Buildings 5 and 6 becoming a single building, this access easement is no longer needed and therefore vacated with the Sixth Plat.**
- 2) The final plat shall incorporate County Surveyor comments. Typically, the county surveyor makes separate technical review of the plat and will submit comments directly to the prepared of the plat. **Understood, county surveyor comments have been addressed and submitted to directly to the county surveyor.**
- 3) Construction plan shall meet UG standards and criteria, and shall be reviewed and approved by UG prior to construction permit acquisition. **Understood.**

**Planning and Urban Design Comments**

**General Planning**

- 1) Per Business Licensing Department: All occupying businesses will need to file and maintain the occupation tax application with our office for their business activity. **Understood.**
- 2) Utility easements shall be provided along each side of the lot to form a continuous utility easement. All easements shall be at least ten feet wide. The required ten-foot width may be provided through five-foot easements on either side of lot or parcel lines when lines do not form, in whole or in part, the outside boundaries of the plat.

**The final plat will include 10' easements along each side of the proposed lot lines.**

- 3) Utility easements shall connect with easements established in adjoining properties.  
**Understood.**
- 4) Per Sec. 27-317 Electrical power, telephone service, and cable television (if applicable) shall be provided by underground wiring for all new wiring provided.  
**All proposed electrical power, telephone, and cable will be installed underground.**
- 5) Downspouts shall be recessed in corners of the building and in locations that do not draw a person's eye visually. The downspouts shall be painted to match the building. **Understood.**
- 6) The sidewalk shall be a minimum the (10) feet in width along the west side of North 69<sup>th</sup> Street. A five (5) foot sidewalk is required along the east side of the North 69<sup>th</sup> Street. **The current site plan indicates a 10' sidewalk west of N 69<sup>th</sup> Street and a 5' sidewalk along the East side of N 69<sup>th</sup> Street as stated above.**
- 7) The connection to State Avenue shall be access for emergency vehicles only. The drive shall be landscaped and meander from State Avenue to North 69<sup>th</sup> Street, as not to attract attention as a public entrance.

**A portion of the existing N. 69<sup>th</sup> Street will remain as a public access point to the existing gas station from State Avenue. The proposed emergency access road will begin at the property line (Sixth Plat boundary). Landscaping has been added along the proposed emergency access road (see Sheet L1.01).**

- 8) Similar to the emergency only access on North 65<sup>th</sup> Street, a sidewalk shall be constructed to connect State Avenue to North 69<sup>th</sup> Street.  
**As mentioned in response to Staff Comment #7, a section of the existing 69<sup>th</sup> Street will remain as a public access point to the existing gas station from State Avenue. Per the submitted plans, a sidewalk will be constructed to the edge of our North property line. The emergency access drive will be utilized as a sidewalk, similar to the emergency access road on 65<sup>th</sup> Street.**
- 9) Consolidate the driveway access and remove drive and parking lot access to the cul-de-sac. Access and maneuvering shall be internalized and linked to the existing access point onto North 69<sup>th</sup> Street.  
**New 69<sup>th</sup> Street is a private road internal to the industrial park and is not public. The intent of the current layout is to separate passenger vehicles from truck traffic. We request that the connection to the cul-de-sac on the private road remain as shown similar to the cul-de-sac connection along Orville Avenue for Buildings 1 and 3.**
- 10) The developer shall create a separate parcel along State Avenue for non- industrial use.  
**A +/-1.5 acres parcel has been preserved along State Avenue for non-industrial use.**

#### **Building Architecture**



- 1) The loading dock doors shall be painted to match the building or a complimentary color as the primary building. **Understood.**

**Landscaping and Screening:**

- 1) Maintain existing tree stands, as existing trees provide an enhanced buffer between the edge of the parcel and College Parkway and State Avenue ROWs.

**A majority of the existing tree stand at the southwest corner of Building 5 will be preserved. The remainder of existing vegetating along the west and north property lines is brush and will be replaced with a mix of deciduous and evergreen trees as part of an enhanced landscape plan.**

- 2) The north, west and south sides of the building shall be softened from State Avenue, College Parkway and the College Parkway and Orville Avenue intersection. Trees shall be added accordingly to soften the facades.

**The proposed landscape plan includes a mix of deciduous, evergreen and ornamental trees along the north and west property lines to help soften views from State Avenue, College Parkway and the College Parkway and Orville intersection.**

- 3) Add more trees along the detention basins, west and south of the southwest corner of the building.

**The revised landscape plan includes more trees along the detention basins at the southwest corner of Building 5.**

- 4) The Board of Zoning Appeals denied Appeal #2365 for reduced landscaping except for the following:

- a. The development needs a landscaping plan similar to Amazon and Plaza at the Speedway. Where there are rows of houses, they need more than evergreen trees; they need berms, fencing and evergreens; a considerable landscape buffer of single-family residences is required to make sure that the industrial neighbor that moves in does not interfere with the residential homes. The presentation event said that the trees that are evergreens do not suffice here. Only leaving those trees that are there will not screen this effectively; it will help, but the trees have leaves for the most part. Staff wants to ensure that the residences adjacent to project cannot see it; if they are up high and the residents are down low then they need to work on how to prevent the noise. It needs to be fully screened and they need to make sure that the noise from the trucks and the lights do not interfere with the residential living. Director Richardson further stated that this use is coming to this neighborhood where people have been living for a very long time and it is no different than what has been done where a business moved next to a residence and had lots of trucks and noise related to them. They will have to screen the property a little beyond The Salvation Army because of the residential senior living community. With the exception of the area adjacent to the Gables motel and the truck company (Apex), staff recommends denial. **Understood.**

- 5) Trash compactors shall be screened from public view.  
**Understood.**
- 6) Mechanical equipment or other utility hardware whether on the ground or on a building shall be screened from public view. Such screening shall be harmonious with building design and materials. **Understood.**
- 7) Any lighting used to illuminate an off-street parking area, sign or other structure shall be arranged 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. Any light or combination of lights that cast light on adjacent residentially zoned property shall not exceed one-foot candle as measured from said property line. All lighting on the property, both on the buildings and in parking lots shall have 90-degree cutoff fixtures.  
  
**Understood.**
- 8) Sec. 27-469(g) Trees are required to be provided at not less than one per 10,000 square feet of site area. Based on the total tract size, 128 trees are required to be planted. This does not include the street trees to be planted along North 69<sup>th</sup> Street and State Avenue. **Understood.**
- 9) Sec. 27-700(3) A buffer area shall be provided alongside and rear property lines common to or across an alley from residentially zoned property and shall consist of an area fifteen (15) feet in width improved with a six (6) foot architectural screen wall adjacent to the property line and one row of shade trees spaces not more than forty (40) feet on center and one row of large shrubs spaced not more than eight (8) feet on center. **Understood.**
- 10) All parking lot islands shall be curbed and landscaped. Painted, hatched islands are not permitted. For the parking lots that are used by passenger cars that have a paved area wider than a double-loaded aisle and more than 20,000 square feet in area, provide one (1) shade tree for each twenty (20) parking spaces on the interior of the parking lot. Interior tree plantings are in addition to other landscaping requirements. For design comparison, review parking islands at Amazon Fulfillment Center, located at 6925 Riverview Avenue. **Understood.**
- 11) All deciduous and shade trees shall be at least two (2) inch caliper when planted. Evergreens shall be at least six (6) feet in height when planted. Shrubs shall be at least five (5) gallons when planted. Throughout the development, there may be a variety of native grasses and plants (wildflowers).  
**Understood.**
- 12) All landscaping shall be irrigated. **Understood.**

**Signage:**

- 1) Shall comply with the sign ordinance. **Understood.**

**Planning Engineering Comments:**

- A) Items that require plan revision or additional documentation before engineering can recommend approval:
  - 1) Detailed engineering comments are made by separate technical review of the plans and submitted directly to the applicant. Provide revised plans and responses in accordance with the engineering comments. **See engineering comment responses above.**
  - 2) Construction plans shall meet UG standards and criteria, and shall be reviewed and approved by UG prior to construction permit acquisition. **Understood.**
- B) Items that are conditions of approval:
  - 1) None
- C) Comments that are not critical to engineering's recommendations for this specific submittal, but may be helpful in preparing future documents:
  - 1) None

Brody Sherar  
4825 NW 41<sup>st</sup> Street  
Riverside, MO 64150

7/2/2021

Byron Toy  
Principal Planner  
Unified Government  
701 North 7<sup>th</sup> Street, Suite 423  
Kansas City, KS 66101

Dear Byron,

The neighborhood meeting for our COZ2021-021 application was held on Monday 6/28/2021 at 6:00PM. Three representatives of NorthPoint were present at the meeting along with two representatives from our civil engineering consultant, Continental Consulting Engineering:

Myself, Brody Sherar  
Brett Powell  
James Kraatz  
Phil Gibbs Jr.  
Andrew Talkin

All five of us were present for the entire duration of the meeting and no one else appeared.

Regards,

Brody Sherar

A handwritten signature in blue ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.







STUDIO NORTH  
ARCHITECTURAL  
PLANNING  
ENGINEERING

11000 N. CENTRAL EXPRESSWAY  
SUITE 100  
DALLAS, TEXAS 75243  
TEL: 972.382.1100  
WWW.STUDIONORTH.COM

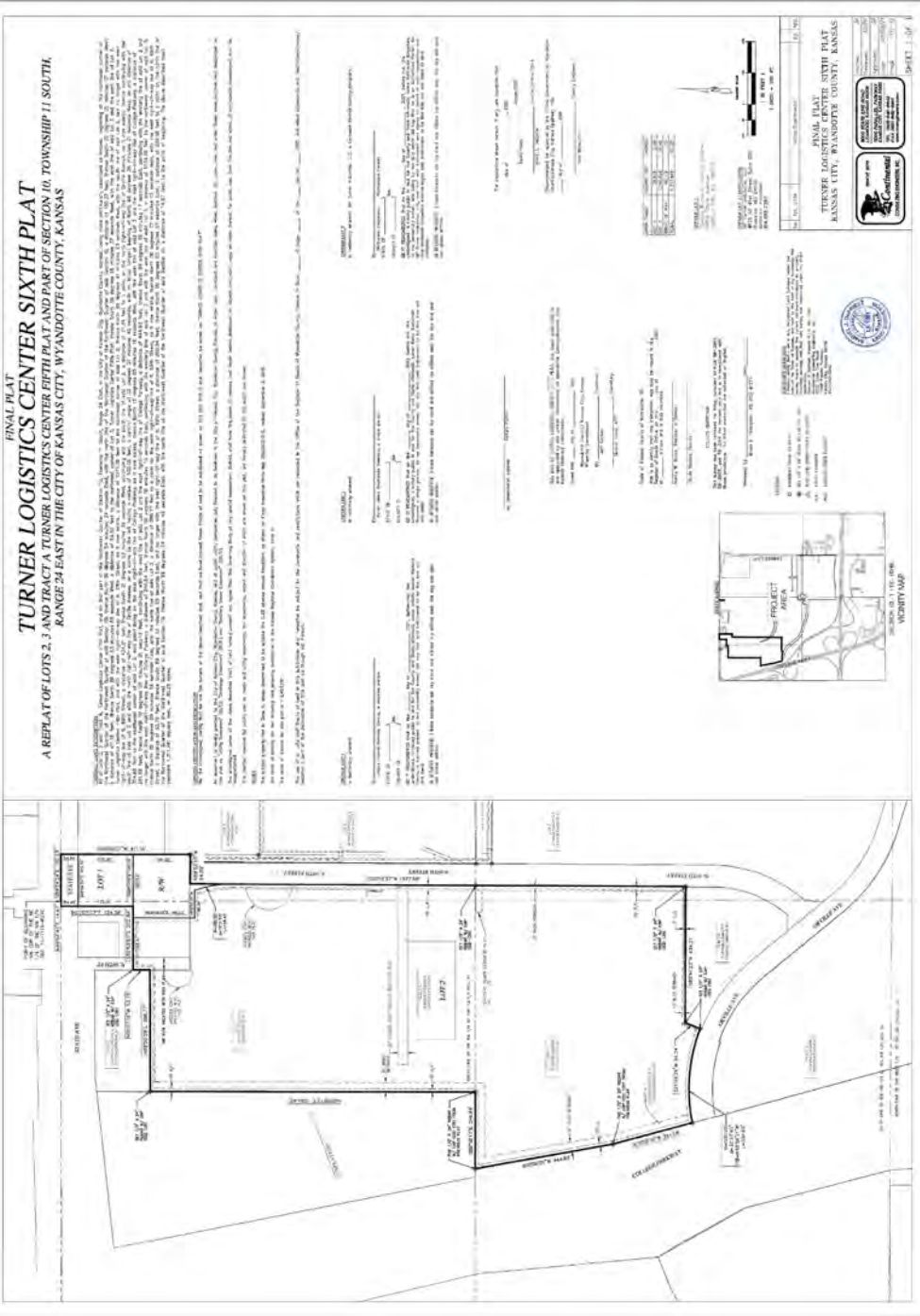


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C2.01  
FINAL PLAT



**FINAL PLAT**  
**TURNER LOGISTICS CENTER SIXTH PLAT**  
A REPLAT OF LOTS 2, 3 AND TRACT A TURNER LOGISTICS CENTER EIGHTH PLAT AND PART OF SECTION 10, TOWNSHIP 11 SOUTH,  
RANGE 24 EAST IN THE CITY OF KANSAS CITY, WYANDOTTE COUNTY, KANSAS

THIS PLAT IS A REPLAT OF LOTS 2, 3 AND TRACT A TURNER LOGISTICS CENTER EIGHTH PLAT AND PART OF SECTION 10, TOWNSHIP 11 SOUTH, RANGE 24 EAST IN THE CITY OF KANSAS CITY, WYANDOTTE COUNTY, KANSAS. THE TOTAL AREA OF THE PLAT IS 1,100,000 SQUARE FEET. THE PLAT IS DIVIDED INTO SEVEN (7) LOTS, AS SHOWN ON THE ATTACHED MAP. THE LOTS ARE DESCRIBED AS FOLLOWS: LOT 1, 100,000 SQUARE FEET; LOT 2, 100,000 SQUARE FEET; LOT 3, 100,000 SQUARE FEET; LOT 4, 100,000 SQUARE FEET; LOT 5, 100,000 SQUARE FEET; LOT 6, 100,000 SQUARE FEET; LOT 7, 100,000 SQUARE FEET. THE PLAT IS SUBJECT TO THE EASEMENTS AND RESTRICTIONS SET FORTH IN THE INSTRUMENTS REFERENCED HEREIN. THE PLAT IS SUBJECT TO THE EASEMENTS AND RESTRICTIONS SET FORTH IN THE INSTRUMENTS REFERENCED HEREIN. THE PLAT IS SUBJECT TO THE EASEMENTS AND RESTRICTIONS SET FORTH IN THE INSTRUMENTS REFERENCED HEREIN.

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SUSTAINABLE DESIGN  
CONSTRUCTION MANAGEMENT



**Turner Logistics Center**  
Center  
Building 5

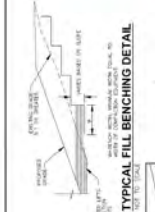
PROJECT NO. 2021-021  
DATE: 07/12/2021  
SCALE: AS SHOWN  
DRAWN BY: [Name]  
CHECKED BY: [Name]



**C3.01**  
OVERALL GRADING PLAN

**GRADING SPECIFICATIONS**

1. THE GRADING SHALL BE BASED ON THE PROPOSED FINISH GRADES AND THE EXISTING GRADES AS SHOWN ON THE GRADING PLAN. THE GRADING SHALL BE BASED ON THE PROPOSED FINISH GRADES AND THE EXISTING GRADES AS SHOWN ON THE GRADING PLAN.
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20. THE GRADING SHALL BE BASED ON THE PROPOSED FINISH GRADES AND THE EXISTING GRADES AS SHOWN ON THE GRADING PLAN.











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PLUMBING  
CONSTRUCTION



CONCRETE  
FOUNDATION  
STRUCTURE  
MECHANICAL  
ELECTRICAL  
PLUMBING  
CONSTRUCTION

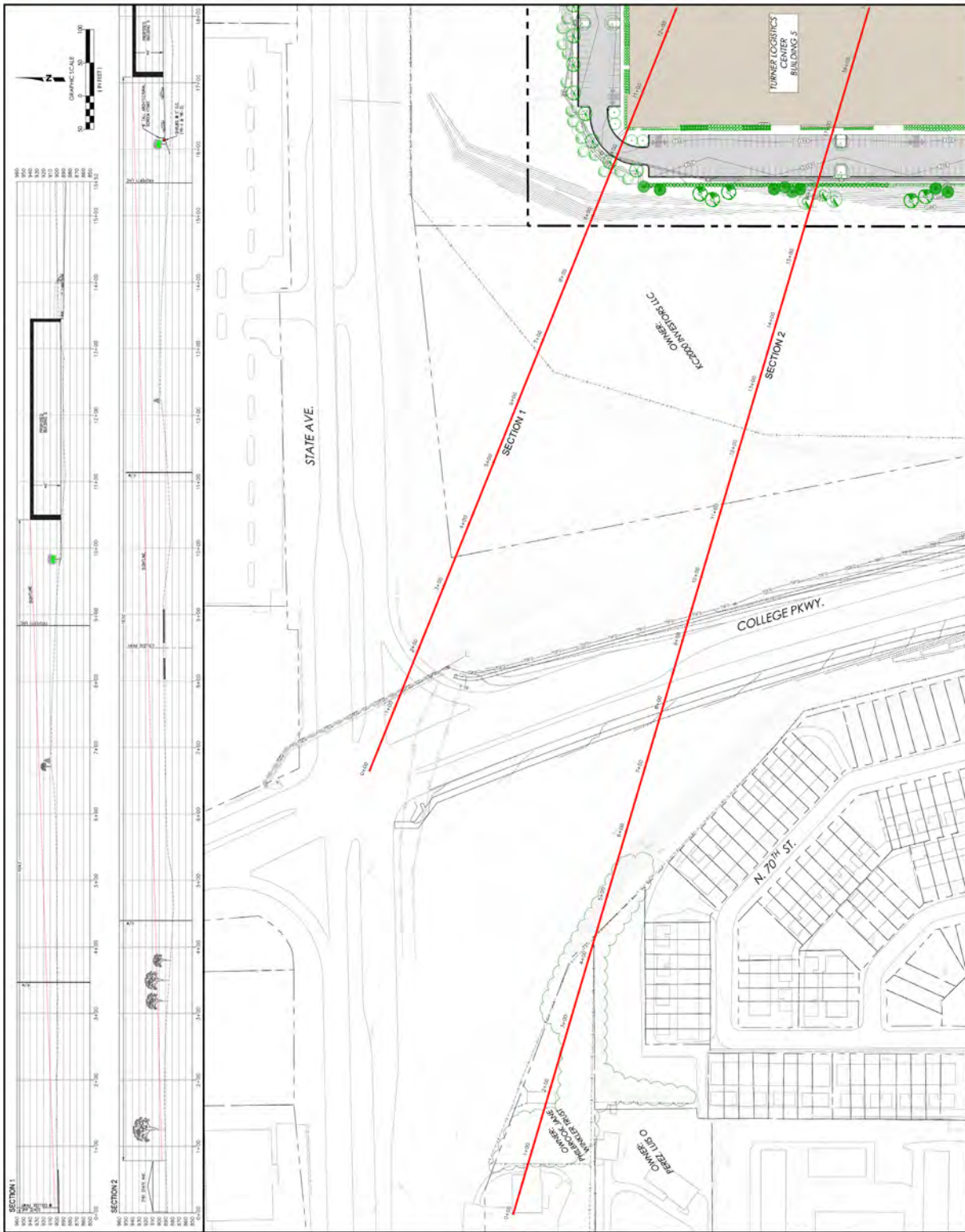


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Turner Logistics Center  
Center  
Building 5

Project:	2021-01
Location:	Turner Logistics Center
Scale:	1/8" = 1'-0"
Date:	07/12/2021
Drawn by:	...
Checked by:	...
Approved by:	...

L1.06  
SIGHT LINE SECTIONS





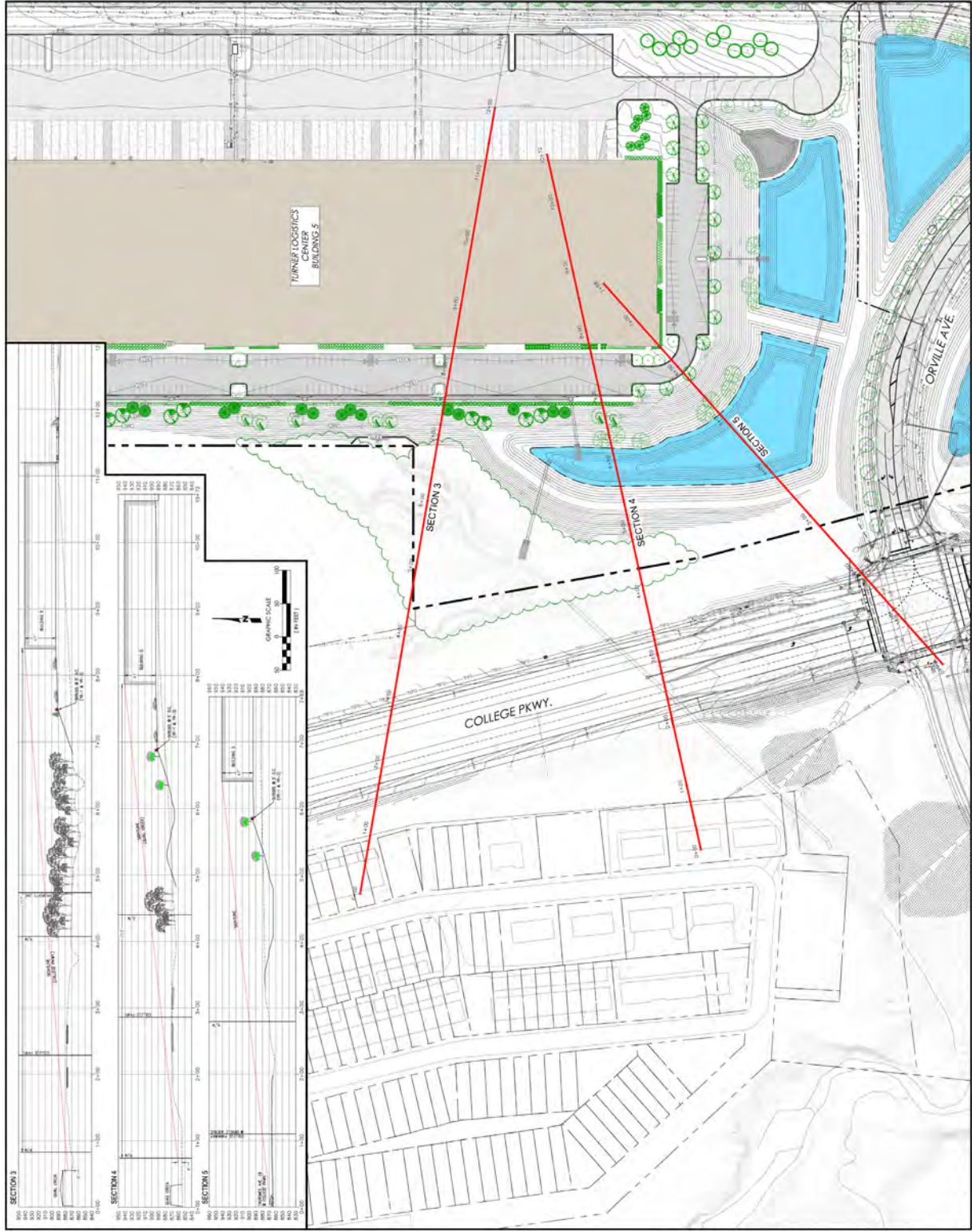
ARCHITECTURE  
INTERIORS  
LANDSCAPE ARCHITECTURE  
MECHANICAL, ELECTRICAL, PLUMBING  
GENERAL CONTRACTOR



Turner Logistics Center  
Building 5

PROJECT:	08/2013
DATE:	08/2013
SCALE:	AS SHOWN
DRAWN BY:	08/2013
CHECKED BY:	08/2013
DATE:	08/2013

L1.07  
SIGHT LINE SECTIONS





STUDIO NORTH ARCHITECTURE  
 1000 PINE STREET, SUITE 200  
 PHILADELPHIA, PA 19107  
 TEL: 215.562.1000  
 WWW.STUDIONORTHARCHITECTURE.COM

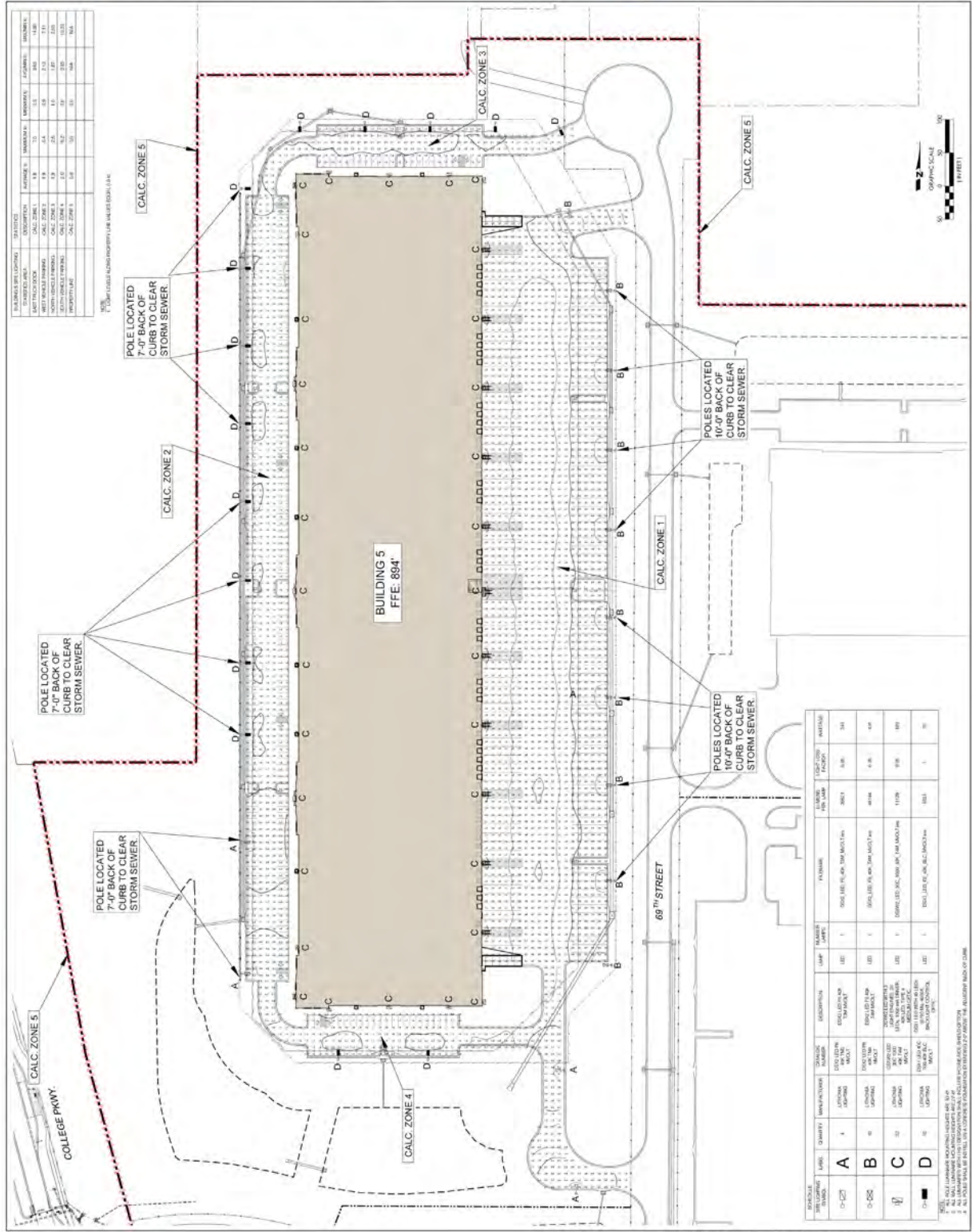


Turner Logistics Center  
 Building 5

DATE:	07/12/2021
PROJECT:	TURNER LOGISTICS CENTER BUILDING 5
SCALE:	AS SHOWN
DRAWN BY:	STUDIO NORTH ARCHITECTURE
CHECKED BY:	STUDIO NORTH ARCHITECTURE
DATE:	07/12/2021



SL1.00  
 LIGHTING PLAN







**studioNorth**  
ARCHITECTURE

1000 W. 10th Street, Suite 100  
Anchorage, Alaska 99501  
Tel: 907.562.1000  
www.studionortharch.com



**Turner Logistics Center  
Center  
Building 5**

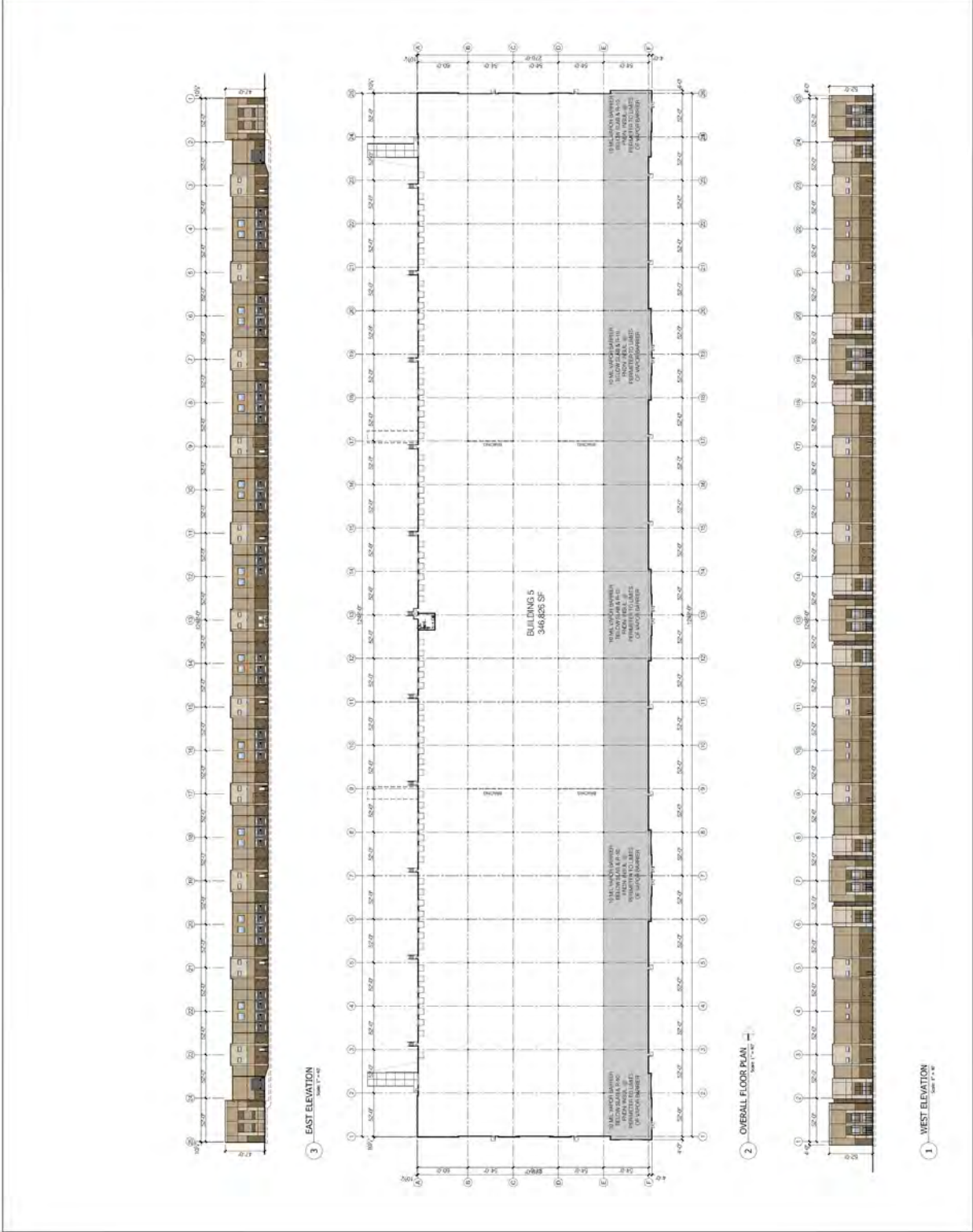
1000 W. 10th Street, Suite 100  
Anchorage, Alaska 99501

Project No.	00000
Client	Turner Logistics Center
Location	Anchorage, Alaska
Phase	Final
Scale	1/8" = 1'-0"
Date	07/12/2021



**A1.00**

OVERALL FLOOR PLAN ELEVATIONS







**studioNorth**  
ARCHITECTURE

1000 WEST 10TH AVENUE, SUITE 200  
DENVER, COLORADO 80202  
TEL: 303.733.8800  
WWW.STUDIONORTHARCHITECTURE.COM

DATE: 07/12/2021  
PROJECT: TURNER LOGISTICS CENTER BUILDING 5  
DRAWING: EXTERIOR ELEVATION

DESIGNED BY: [REDACTED]  
DRAWN BY: [REDACTED]  
CHECKED BY: [REDACTED]  
DATE: 07/12/2021



**Turner Logistics Center Building 5**

1000 WEST 10TH AVENUE, SUITE 200  
DENVER, COLORADO 80202

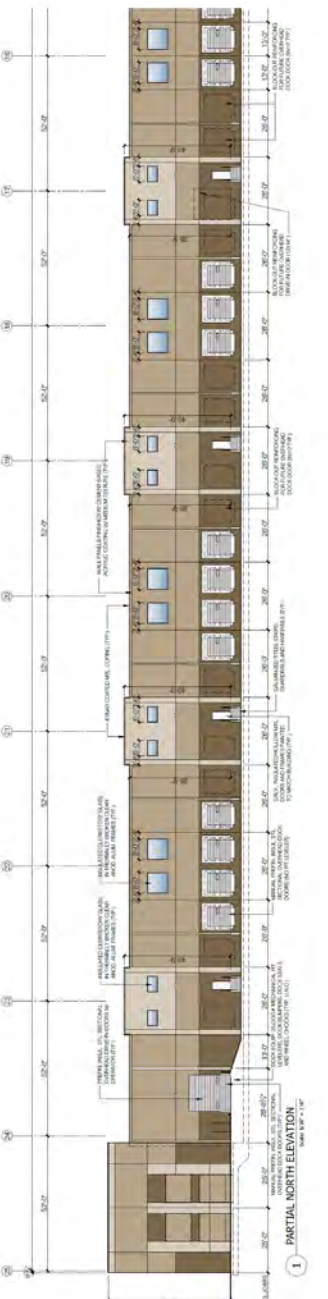
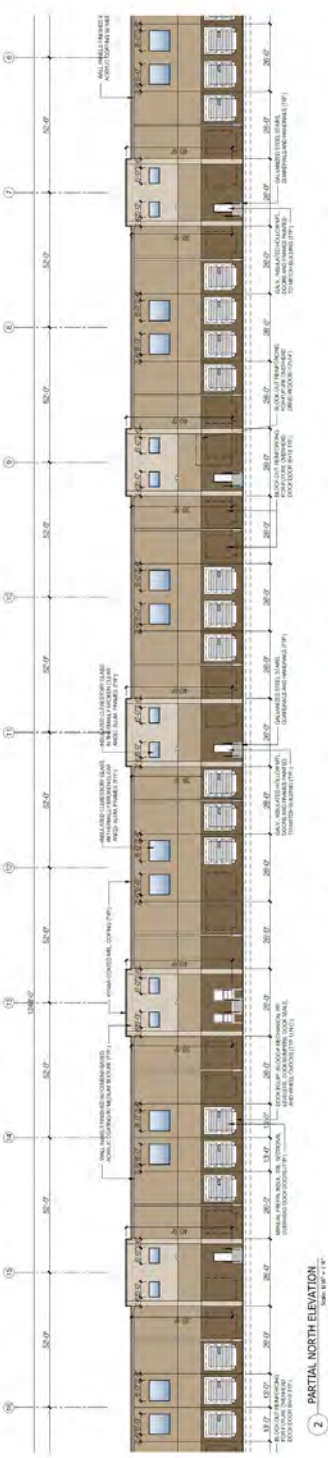
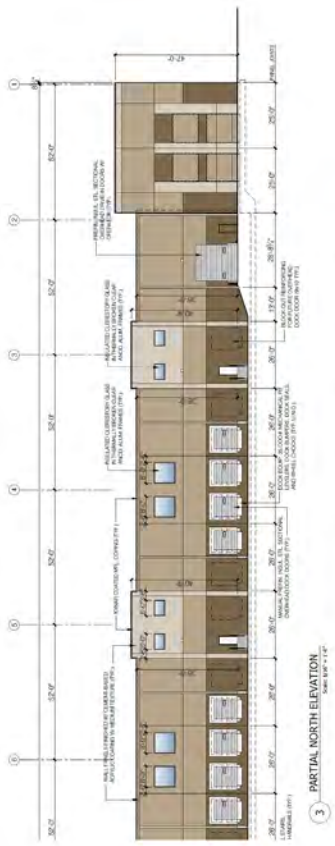
DESIGNED BY: [REDACTED]  
DRAWN BY: [REDACTED]  
CHECKED BY: [REDACTED]  
DATE: 07/12/2021



**A4.02**  
BUILDING ELEVATIONS

**COLOR COATING LEGEND**

1. WALL PANELS (EXTERIOR)
2. WINDOW FRAMES
3. DOOR FRAMES
4. METAL PANELS (EXTERIOR)
5. METAL PANELS (INTERIOR)
6. METAL PANELS (ROOF)
7. METAL PANELS (UNDERLAY)
8. METAL PANELS (INSULATION)
9. METAL PANELS (CLADDING)
10. METAL PANELS (CORNER)
11. METAL PANELS (TRIM)
12. METAL PANELS (ACCESSORIES)
13. METAL PANELS (DETAILS)
14. METAL PANELS (TRANSITIONS)
15. METAL PANELS (SEALS)
16. METAL PANELS (FASTENERS)
17. METAL PANELS (FINISHES)
18. METAL PANELS (TEXTURES)
19. METAL PANELS (COLORS)
20. METAL PANELS (PATTERNS)







**Figure 1. Site photograph of Turner Logistics Center (provided by Planning Staff).**



**Figure 2. Site photograph of Turner Logistics Center (provided by Planning Staff).**



**Figure 3. Site photograph of Turner Logistics Center (provided by Planning Staff).**