

## STAFF REPORT

Planning Commission Meeting: April 13, 2020

<b>Application:</b>	<b><u>PR20-0009:</u></b>	<b>Revised Preliminary Development Plan for I-35 Logistics Park</b>
<b>Location:</b>	South of 155 <sup>th</sup> Street and west of W. Old 56 Highway	
<b>Owner/Applicant:</b>	Dan Jensen, Kessinger Hunter	
<b>Engineer/Architect:</b>	Mitch Lambeth, TranSystems	
<b>Staff Contact:</b>	Jessica Schuller, AICP, Senior Planner	

Site Area:	<u>213± acres</u>	Existing Zoning:	<u>M-2</u>
Building Area:	<u>2,974,830 sq.ft.</u>	Plat:	<u>Unplatted</u>
Proposed Use:	<u>Warehousing,</u> <u>Storage,</u> <u>Wholesale and</u> <u>Distribution Facility</u>	Tracts:	<u>3</u>

	Plan Olathe Land Use Category	Existing Use	Current Zoning	Site Design Category	Building Design Category
<b>Site</b>	<b>Industrial Area</b>	<b>Vacant</b>	<b>M-2</b>	<b>6</b>	<b>Building Design Category F</b>
<b>North</b>	<b>Industrial Area</b>	Distribution/Warehouse	M-2	-	-
<b>South</b>	<b>Industrial Area/ N/A Johnson County</b>	Vacant/ New Century Air Service	CTY PEC3/RUR	-	-
<b>East</b>	<b>Secondary Greenway</b>	Quarry	M-2	-	-
<b>West</b>	<b>N/A Johnson County</b>	Vacant	County RUR / County PEC3	-	-

## 1. Proposal:

The applicant is requesting approval of a revised preliminary site development plan for I-35 Logistics Park to adjust the square footage of buildings south of 155<sup>th</sup> Street. Changes in building square footage are as follows:

<b>Building A</b>	– from 1,168,150 sq.ft. to 1,168,500 sq.ft.	(+350 sq.ft.)
<b>Building D</b>	– from 541,500 sq.ft. to 600,791 sq.ft.	(+59,291 sq.ft.)
<b>Building E</b>	– from 587,100 sq.ft. to 524,389 sq.ft.	(-62,711 sq.ft.)
<b>Building F</b>	– from 681,150 sq.ft. to 681,150 sq.ft.	(no change)

Per the Unified Development Ordinance (UDO) Section 18.40.120.A.2.C, a revised preliminary site development plan is required for *"Increases of floor area for any one (1) nonresidential building covered by the plan of more than five (5) percent."* The size of Building D is increasing by 11 percent, Building E is decreasing in size and Building F is remaining unchanged.

The project consists of four warehousing/distribution buildings south of 155<sup>th</sup> Street ranging from 524,389 sq.ft. to 1,168,500 sq.ft., for a total of 2,974,830 gross building area on site. Two warehousing buildings north of 155<sup>th</sup> Street have already been constructed and are not included in this revised plan submittal.

## 2. Existing Conditions:

The existing site, outlined in blue below, is vacant and is not platted. Plans for I-35 Logistics Park began in 2008, and buildings B and C, north of 155<sup>th</sup> Street, were constructed in 2012 and 2018 respectively. The land south of 155<sup>th</sup> Street was zoned in 2014 with application RZ-14-007. Land to the south, east and west of the logistics park is largely undeveloped and rural in nature. North of the logistics park, across 151<sup>st</sup> Street, is single family residential development.



Site Aerial – outlined in navy



View looking south from 155<sup>th</sup> Street

### 3. Neighborhood Meeting/Correspondence:

The applicant was not required to hold a neighborhood meeting as no residential use is located within 500' of the site; however, written notice of the application was provided to property owners within 500' of the site.

### 4. Zoning Requirements:

- a. **Land Use** – The proposed land use of this preliminary development plan is consistent with uses permitted within the M-2 zoning district. *Warehousing, Storage, Wholesale and Distribution Facilities* is the primary use and is permitted by right within the M-2 district.
- b. **Building Height** – Building heights within the M-2 district are limited to 55'. The proposed building is 43' tall at its highest point, meeting the requirements of the UDO.
- c. **Setbacks** – Minimum setback requirements for the M-2 District are: 30' front yard, 10' side yard, 10' rear yard, and 30' from right-of-ways for parking and pavement. The site plan is exceeding the minimum setback requirements of the UDO.

## 5. Development Requirements:

- a. **Access/Streets** – The site is proposed to be accessed from 155<sup>th</sup> Street to the north and 159<sup>th</sup> Street to the south. As required with case RZ-14-007 (Ord. No. 17-07), Green Street will be constructed from 155<sup>th</sup> Street to 159<sup>th</sup> Street with the next phase of development within the logistics park. Additionally, 159<sup>th</sup> Street be widened to a 40' back-to-back roadway with a center two-way left turn lane and a right turn lane at Green Street. As development extends west of Green Street, the 159<sup>th</sup> Street improvements will extend westerly from Green Street to the western property line.

Five-foot sidewalks will be located along the south side of 155<sup>th</sup> Street and along Green Road with the first building built constructed south of 155<sup>th</sup> Street.

- b. **Parking** – Per the UDO, parking is required at a minimum rate of one space per 1,500 square feet of building area. The applicant proposes to construct parking spaces at the time of building construction, as well as set aside future spaces to construct as needed. The number of parking and trailer spaces has not changed since previous preliminary plan approval, and staff is supportive of the parking as proposed.
- c. **Landscaping** – The applicant provided a preliminary landscape plan exceeding the requirements of the UDO and matching the landscaping of the existing buildings within the logistics park. Foundation plantings are provided on facades that do not contain dock doors. Screening of the buildings from Old 56 Highway is provided in the form of a 3' tall berm planted with evergreen and deciduous trees and shrubs. These plantings are in excess of UDO requirements, as previously requested by the Planning Commission during the first phase of the logistics park. Shrubs are also shown in parking lot islands to screen the parking lots from roadways. The landscape plan will be further refined at the time of Final Site Development Plan approval for each building and analyzed for compliance with the UDO.

*Seeding Request* -The applicant noted that buildings in this development are designed to LEED Silver requirements. As such, no irrigation systems are being shown and the majority of the site (except surrounding building entrances) are shown to use seed at appropriate times of the year to minimize watering requirements. Due to the increased landscaping provided throughout the site and to align with the LEED requirements, staff is supportive of the use of seed on this site in lieu of sod as required in the UDO section 18.30.130.H but will continue to work with the applicant during final development plan.

- d. **Public Utilities** – Lot 4 is within the City of Olathe water and sanitary sewer service areas. Lots 1, 5, 6, and 7 are within the City of Olathe sanitary sewer service area, and the Rural Water District 7 service area.
- e. **Stormwater/Detention** – Areas of Stormwater detention are located south of Lot 1 and Lot 5, just north of 159<sup>th</sup> Street. Tract D will be constructed at the same time Building D is constructed, as Building D is proposed to be the next building erected in the park.

## 6. Site Design Standards:

The site is designated as Industrial Area on the *PlanOlathe* Comprehensive Plan and the proposed development is subject to **Site Design Category 6** (UDO 18.15.130). Table 1 below provides an analysis of the site design requirements.

<b>Table 1. Composite Site Design (Category 6)</b>	<b>Design Requirements</b>
<i>Parking Pod</i>	<b><i>Maximum number of stalls allowed in one parking pod is 320.</i></b> The proposed plan does not exceed the maximum number of stalls per parking pod, meeting the requirements of the UDO.
<i>Drainage Features</i>	<b><i>Open drainage and detention areas visible to the public shall be designed as an attractive amenity.</i></b> Detention areas north of 159 <sup>th</sup> Street, labeled as Tracts C and D, will be landscaped to meet UDO requirements, and will be reviewed at the time of Final Site Development Plan approval.
<i>Landscape Buffer Area</i>	<b><i>Buffer standards apply to development in Site Design Category 6 when located adjacent to any arterial street or any nonindustrial zoning district (increased setback and landscape buffer).</i></b> Buildings D and E are located more than 300' from Old 56 Highway, exceeding the increased setback requirement of the UDO. Landscaping and open space is provided in excess of UDO requirements.

## 7. Building Design Standards:

The building is subject to Building Design Category F, **Industrial Buildings** (Previous UDO 18.15.050). Table 2, below, lists the requirements of the UDO, and the elements of the proposed design which meet these requirements.

<b>Table 2: Building Design Standards</b>	<b>Design Requirements</b>
	Proposed Design
<i>Increased Material Quality</i>	<b><i>An increase of 20% of more in use of building materials from Category 1 or 2 on the primary façade.</i></b> All facades exceed the minimum Category 1 & Category 2 requirements by 20%.

<i>Garage Doors</i>	<b><i>Garage and overhead doors may only face a local or collector public street, when screened with a canopy or clerestory.</i></b>  The garage doors located on the primary east elevation are screened with a 3' deep metal canopy above the doors, meeting the requirements of the UDO.
<i>Vertical Articulation</i>	<b><i>A variation in building or parapet height of at least 4' for buildings greater than two stories in height.</i></b>  The parapet heights of primary facades change by a minimum of 4' for every 100' of façade width, meeting the requirements of the UDO.

### **Proposed Building Materials**

The building is proposed to be constructed of detailed tilt-up concrete panels with reveals, painted in varying shades of gray, with green accents (Class 1 material). A small percentage of stucco (Class 1 material) is used at the entrances of the building. Glass is used on all facades, located around building entrances and office locations, and as an upper clerestory on the north and south elevations. The primary roof is proposed to be a flat roof, and rooftop mechanical units will be fully screened.

The building meets the minimum Category 1 and Category 2 materials requirements on all facades, with 100% Category 1 and Category 2 materials used on the north and south facades, and 89% Category 1 and Category 2 materials used on the east and west elevations. A small percentage of Category 3 material (5%) is used on the east and west facades in the form of metal garage doors.

### **8. Staff Recommendation:**

Staff recommends approval of the revised preliminary site development plan (PR20-0009) with the following stipulations:

1. A final site development plan must be approved, and final plat approved and recorded, prior to issuance of a building permit.
2. A public improvement permit is required prior to extension of water and sewer mains to serve proposed development.
3. At the time of Final Plan, a phasing plan for the construction of Stormwater detention tracts must be provided.
4. A Preliminary Stormwater Management Report must be provided with the submittal of the final development plan.
5. Five-foot sidewalks must be provided on the south side of 155<sup>th</sup> Street and along Green Road, to correspond with the timing and location of the first building constructed south of 155<sup>th</sup> Street.
6. At the time of final site development plan, staff will review the landscape plan in conjunction with the US Green Building Council's LEED Certification Silver Requirements regarding the use of seed.