



# CITY PLAN COMMISSION STAFF REPORT

City of Kansas City, Missouri

Department of City Planning and Development  
Development Management Division

414 E 12<sup>th</sup> Street, 15<sup>th</sup> Floor  
Kansas City, Missouri 64108  
[www.kcmo.org/planning](http://www.kcmo.org/planning)

## Project Project Fairway

**Hearing Date** September 16, 2020

Item	Case	Request
#1.1	CD-CPC-2020-00125	Dev. Plan
#1.2	CLD-FnPlat-2020-00025 (future ordinance request)	Final Plat

Item	Staff Recommendation(s)
#1.1	Approval with Conditions
#1.2	Approval with Conditions

## Applicant

David Lotz  
Continental Consulting Engineers, Inc.

## Owner

Corey Walker  
Platform Ventures, LLC

<b>Location</b>	14901 Botts Rd
<b>Area</b>	On about 94.08 acres
<b>Zoning</b>	M1-5
<b>Council District</b>	6 <sup>th</sup>
<b>County</b>	Jackson
<b>School District</b>	Grandview 130

## Surrounding Land Uses

**North:** M-150 Highway and undeveloped land zoned M2-2 and M3-5

**East:** Industrial/Manufacturing uses zoned M1-5

**South:** Industrial/Manufacturing uses zoned M1-5

**West:** Industrial/Manufacturing uses zoned M1-5

## Land Use Plan

The Martin City Area Plan recommends Industrial land uses. The request conforms to this recommendation.

## APPROVAL PROCESS



## PUBLIC HEARING REQUIRED

Yes

\*Common City practices dictate the applicant post a Public Hearing sign on the property. This is a "courtesy notice" under section 88-515-04-C in the Zoning and Development Code and may be waived by the City Plan Commission. Due to the precautionary measures for Coronavirus/Covid-19 City Hall has been closed to the public. Therefore this courtesy notice could not be created nor posted on the property. All other required public hearing notifications were accomplished.

## NEIGHBORHOOD AND CIVIC ORGANIZATIONS NOTIFIED

The subject property does not lie within any registered neighborhood or civic organization therefore none were notified.

## REQUIRED PUBLIC ENGAGEMENT

Public engagement as required by 88-505-12 applies to this request. The applicant held a public meeting on August 10, 2020, a summary of which is attached.

## SUMMARY OF REQUEST

Applicant is proposing a Development Plan application which requires approval of the above-referenced requests.

## PURPOSE

Applicant is proposing a 2,800,000+ sq ft warehouse and distribution facility located in the I-49 Industrial Facility (formerly called the CenterPoint Intermodal Facility) which requires approval of the above-referenced requests.

## CONTROLLING CASE

Case No. SD 1411 approved by Ordinance No. 090709 on July 7, 2009 allowed for the "KCS Intermodal Center" Preliminary Plat consisting of 14 industrial lots and 4 tracts the proposed request is in substantial conformance to the controlling plan.

## RELATED RELEVANT CASES

**Case No. CD-CPC-2020-00074** a Development Plan application for 4 industrial manufacturing warehouse and distribution buildings totaling over 1.3 million square feet on about 100 acres of undeveloped land in the CenterPoint Intermodal Facility. *(This application is for the same site; however it has been placed on hold pending review of the current case.)*

**Case No. SD 1411** – On July 7, 2009, City Council approved the Preliminary Plat for “CenterPoint - KCS Intermodal Center” consisting of 14 industrial lots and 4 tracts on in District M-2a (heavy industrial), subject to the conditions. (Ordinance No. 090709)

**Case No. SD 1411-B** – On July 31, 2014 the City Council approved the Final Plat for “CenterPoint Intermodal Center Second Plat” in District M1-5 (Manufacturing 1 dash 5) creating 2 lots and a storm water tract. (Ordinance No. 140550)

**Case No. 14049-P** – On October 20, 2009 the City Plan Commission recommended approval a request for special use permit approval on 376.08 acres located at the southwest corner of Missouri Highway 150 and Andrews Road to allow for an oversized monument sign in District M-2a (heavy industry).

**Case No. 14049-A-1** – October 27, 2009 the Board of Zoning Adjustment approved a special use permit approval on 376.08 acres located at the southwest corner of Missouri Highway 150 and Andrews Road to allow for an oversized monument sign with internal illumination in District M-2a (heavy industry).

**Case No. 14049-P-4** - On August 14, 2014 the City Council approved of a development plan for two lots on an area of 47.45 acres within the originally approved 375 acre CenterPoint KCS Intermodal Center area, located south of Highway 150 and east of Botts Road (Ordinance No. 140582).

## EXISTING CONDITIONS

The site is currently undeveloped.

## NEARBY DEVELOPMENTS

**North:** M-150 Highway and undeveloped land

**East:** Industrial/Manufacturing and Warehouse/Distribution uses

**South:** stormwater detention facility and undeveloped land

**West:** Industrial/Manufacturing and Warehouse/Distribution uses

## MAJOR STREET PLAN

This project site's western property line fronts on to Botts Rd which is classified as a “Thoroughfare” by the City's Major Street Plan, requiring between 100 and 120 feet of right-of-way.

## KEY POINTS

- The proposed development consists of one 4-story warehouse and distribution building of a 2,800,000+ sq ft
- The site is centrally located in the undeveloped portion of the I-49 Industrial Center (formerly called the CenterPoint Intermodal Facility).

## PLAN REVIEW

The Development Plan proposes a 2,800,000+ sq ft shipping, warehouse, and distribution facility. The building is composed of tilt-up concrete panels with a grey and teal blue color scheme. The primary entrances have been enhanced with additional windows and architectural façade changes to add depth to the large facades. The facility is 4 commercial stories tall with an overall height of approximately 68ft. The proposed parking (vehicle use areas) exceed the minimum parking requirements of the city's parking regulations, but are based on anticipated on-site employees and the amount for freight trucking required for the facility (see further analysis of parking below).

The proposed development predominately complies with the regulations in the Zoning and Development Code and the recommended land uses of the Martin City Area Plan.

### **Requested Deviations**

None

### **Boulevard and Parkway Standards (88-323)**

The standards are not applicable because the site is not located adjacent to or within 150ft of Park, Parkway, or Boulevard.

### **Parkland Dedication (88-408)**

No residential uses are proposed therefore parkland dedication is not required.

### **Parking and Loading Standards (88-420)**

The proposed vehicle parking and freight truck parking far exceed the minimum parking requirements of the city's Zoning and Development Code.

- Vehicle Parking. The warehouse and distribution land uses requires 1 parking space per 4 employees. The proposed number of vehicle parking spaces is 1,798, which is based on the anticipated employee parking demand.
- Freight Truck Parking. The city's regulations do not stipulate a minimum or a maximum number of parking spaces for freight trucks. Rather it is based on the anticipated depend of this business. 203 freight truck parking spaces are proposed with an additional 64 land banked for future expansion.
- Short-term bicycle parking. The city regulations required 117 short-term bicycle parking based on the land use and size of the development. The applicant is proposing 51 short-term bicycle parking spaces. The city's parking regulations allow the applicant to request an Administrative Adjustment for alternate compliance to the city's standard parking regulations. The plan shall comply with the required number of bicycle parking spaces or submit for this administrative application for review and consideration by staff.
- Long-term bicycle parking. The city regulations required 45 long-term bicycle parking based on the land use and size of the development. The applicant is proposing 28 long-term bicycle parking spaces. The city's parking regulations allow the applicant to request an Administrative Adjustment for alternate compliance to the city's standard parking regulations. The plan shall comply with the required number of bicycle parking spaces or submit for this administrative application for review and consideration by staff.

Subject to the recommended conditions/plan corrections, the applicant's request conforms to the applicable provisions of this section.

### **Landscape and Screening Standards (88-425)**

A landscape plan is required with any Development Plan application that includes site improvements.

Perimeter vehicular use area landscaping is required with the construction of any new or major expansion of a vehicular use area. The proposed landscaping plan does comply with the city's screening requirements.

Internal vehicular use area landscaping is required with the construction of any new or major expansion of a vehicular use area. The proposed landscaping plan does comply with the city's requirements for internal vehicular use area landscaping.

Street trees are required with any Development Plan application. The proposed plan does comply with the city's street tree requirements.

Subject to the recommended conditions/plan corrections, the applicant's request conforms to the applicable provisions of this section.

### **Outdoor Lighting Standards (88-430)**

A lighting plan is required with Development Plan applications that propose vehicular use areas with lighting. A lighting plan has been provided which shows compliance to the lighting requirements of the city's Zoning and Development Code.

The applicant's request conforms to the applicable requirements of this section.

### **Sign Standards (88-445)**

A sign plan is required to be submitted with Development Plan applications, especially with proposed signage that exceeds the city's base sign regulations within the Zoning and Development Code.

The proposed plans request 2 to 3 over-sized monument signs to be placed at the 3 drive entrances to the site (2 along Botts Rd on the west and 1 along Andrews Rd to the east). Specialized signage requests may be reviewed and approved through a Council Approved Sign Plan, a Special Use Permit, or potentially a variance application. Over-sized monument signs typically are reviewed as part of a Special Use Permit. The proposed signage will need to submit a companion application for grant these monument signs in their current form.

The applicant's request does not conform to the applicable requirements of this section. The proposed monument signs require a supplemental companion application in order to be approved.

### **Pedestrian Standards (88-450)**

The standards of this section apply because said improvements are required with any site improvements.

The applicant's request conforms to the applicable requirements of this section.

### **PLAT REVIEW**

The Development Plan application is also severing as a new Preliminary Plat for the area.

### **Subdivision Standards (88-405)**

The proposed Preliminary Plat complies with the section requirements of 88-405 and will make necessary infrastructure improvements as a part of the plat.

### **Requested Waivers**

None. The proposed development is compliant with the Lot and Building Standards of the M1-5 zoning district and city wide subdivision infrastructure requirements.

To recommend or approve a waiver or modification of subdivision design and improvement standards, the city plan commission and city council must determine that all of the following conditions exist:

#### **88-405-25-C-1. That there are special circumstances or conditions affecting the property;**

Not applicable.

#### **88-405-25-C-2. That the waiver or modification is necessary for reasonable and acceptable development of the property in question and is not a greater modification or waiver than is required to allow reasonable and acceptable development of the subject property; and**

Not applicable.

#### **88-405-25-C-3. That the granting of the waiver or modification will not be detrimental to the public welfare or injurious to other property in the vicinity in which the subject property is situated.**

Not applicable.

### **PLAN ANALYSIS**

In order to be approved, the plan must comply with all of the following criteria:

**88-516-05-A. The plan must comply with all standards of this zoning and development code and all other applicable city ordinances and policies.**

The proposed Development Plan complies with the city's Zoning and Development Code as well as the recommended land uses of the Martin City Area Plan.

**88-516-05-B. The proposed use must be allowed in the district in which it is located.**

The proposed warehouse and distribution facility does comply with the permitted uses of the M1-5 zoning district.

**88-516-05-C. Vehicular ingress and egress to and from the site, and circulation within the site, must provide for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways.**

The proposed access drives on to the public right-of-way of Botts Rd and Andrews Rd, and internal circulation is compliant with city standards.

**88-516-05-D. The plan must provide for safe, efficient, and convenient non-motorized travel opportunities, being pedestrian and bicycle movement, on the subject site.**

The proposed plan provides appropriate pedestrian connections and completes a majority of the public sidewalk infrastructure in the area. The proposed plan provides appropriate circulation for all modes of transportation.

**88-516-05-E. The plan must provide for adequate utilities based on City standards for the particular development proposed.**

There are adequate utilities to serve the proposed development.

**88-516-05-F. The location, orientation, and architectural features, including design and material, of buildings and other structures on the site must be designed to be compatible with adjacent properties.**

The proposed 2,800,000+ sq ft building does follow design cues of the area and makes proper architectural fenestrations given the size of the building.

**88-516-05-G. Landscaping, berms, fences and/or walls must be provided to buffer the site from undesirable views, noises, lighting or other off-site negative influences and to buffer adjacent properties from negative influences that may be created by the plan.**

The proposed development meets the landscaping requirements of the Zoning and Development Code.

**88-516-05-H. The design of streets, drives, and parking areas within the project should result in a minimum of area devoted to asphalt or other impervious surfaces consistent with the needs of the project and city code requirements.**

The proposed parking and truck parking areas do exceed the minimum parking requirements of the Zoning and Development Code. However, the applicant has shown the number of employees on site and amount of freight truck movement necessitate the shown parking paved areas.

**88-516-05-I. The plan must identify trees to be removed and trees to be preserved during the development of the subject property with the goal of saving trees that are not required to be removed for the development of the property.**

There are not existing mature trees on site.

**PROFESSIONAL STAFF RECOMMENDATION**

City Planning and Development Staff **recommends approval subject to the following conditions** for the Development Plan Case No. CD-CPC-2020-00125 based on the application, plans, and documents provided for review prior to the hearing:

**The following are recommended by the Development Management Division of the City Planning and Development Department. For questions, contact Christopher Hughey at [Christopher.Hughey@kcmo.org](mailto:Christopher.Hughey@kcmo.org).**

1. The companion Final Plat application (Case No. CLD-FnPlat-2020-00025) shall be completed and recorded prior to the issuance of a Final Certificate of Occupancy..

2. The project shall comply with the required short-term and long-term bicycle parking requirements, or submit an Administrative Adjustment application for alternate compliance of the parking regulations per Section 88-420-16.
3. The applicant shall submit a supplemental companion application for review and approval by the applicable governing bodies for the proposed monument signs as currently shown, or modify the proposed signage to comply with the signage regulations.
4. Prior to issuance of a final certificate of occupancy, all landscaping as shown on the approved landscape plan, including trees, plant material and structural elements, must be in place and healthy, as certified by a sealed letter submitted by a registered landscape architect licensed in the State of Missouri.
5. Prior to issuance of a final certificate of occupancy, a sealed letter by a licensed engineer shall be submitted, stating that photometrics on the site comply with the approved photometric plan.

***The following are recommended by the Land Development Division of the City Planning and Development Department. For questions, contact Stacey Lowe at [Stacey.Lowe@kcmo.org](mailto:Stacey.Lowe@kcmo.org).***

6. The developer must grant a BMP and/or Surface Drainage Easement to the City as required by the Land Development Division, prior to recording the plat or issuance of any building permits.
7. The developer shall submit an analysis to verify adequate capacity of the existing sewer system as required by the Land Development Division prior to issuance of a building permit to connect private system to the public sewer main and depending on adequacy of the receiving system, make other improvements may be required.
8. The developer shall cause the area to be platted and processed in accordance with Chapter 88, Code of Ordinances of the City of Kansas City, Missouri, as amended, commonly known as the Development Regulations.
9. The developer must integrate into the existing street light system any relocated existing street lights within the street right-of-way impacted by the new drive or approach entrances as required by the Land Development Division, and the relocated lights must comply with all adopted lighting standards.
10. The developer must dedicate additional right of way for Botts Road as required by the adopted Major Street Plan so as to provide a minimum of 50 feet of right of way as measured from the centerline, along those areas being platted, or seek approval recommendations from the Transportation and Development Committee for any variances requested to the Major Street Plan prior to City Plan Commission approval.
11. The developer shall submit verification of vertical and horizontal sight distance for the drive connection to public right-of-way to the Land Development Division and make improvements to ensure local jurisdiction and/or minimum AASHTO adequate sight distance standards are met, prior to issuance of any certificate of occupancy.
12. The developer shall submit construction plans in compliance with adopted standards for all improvements required by the traffic study approved by the Public Works Department, and shall secure permits for those improvements as required by the Land Development Division, prior to recording the plat.
13. The developer must submit a Macro storm drainage study with the first Plat or Phase, from a Missouri-licensed civil engineer to the Land Development Division showing compliance with current adopted standards in effect at the time of submission, including Water Quality BMP's, to the Land Development Division for review and acceptance for the entire development area, and submit Micro storm drainage study with each subsequent Plat or Phase showing compliance with the approved Macro and adopted standards. The developer shall secure permits to construct any improvements as necessary to mitigate impacts from rate, volume, and quality of runoff from each proposed phase, prior to recording the plat or prior to issuance of a Building Permit, whichever occurs first as required by the Land Development Division.
14. The developer must design and construct all interior public streets to City Standards, as required by Chapter 88 and the Land Development Division, including curb and gutter, storm sewers, street lights, and sidewalks.
15. The developer must enter into a covenant agreement for the maintenance of any stormwater detention area tracts as required by the Land Development Division, prior to recording the plat.

16. The developer must secure permits to extend public sanitary and storm water conveyance systems to serve all proposed lots within the development and determine adequacy of receiving systems as required by the Land Development Division, prior to recording the plat or issuance of a building permit whichever occurs first.
17. After the City Plan Commission enters its disposition for the development plan, the developer shall not enter into any agreement that would encumber or otherwise have any impact on the proposed right-of-way dedications for the planned project without the prior written consent of the Land Development Division.
18. The developer must pay impact fees as required by Chapter 39 of the City's Code of ordinances as required by the Land Development Division.

**The following are recommended by the Water Services Department. For questions, contact Heather Massey at Heather.Massey@kcmo.org.**

19. The developer shall ensure that water and fire service lines will meet current Water Services Department Rules and Regulations.

**The following are recommended by the Water Services Department. For questions, contact Jerald Windsor at Jerald.Windsor@kcmo.org.**

20. The developer shall submit an analysis by a registered Professional Engineer in Missouri to verify adequate capacity of the existing water mains and verify fire flow capacity prior to the issuance of new water service permits. Depending on adequacy of the existing water mains systems, making other improvements may be required. (8"bottleneck under highway).

**The following are recommended by the Fire Department. For questions, contact John Hastings at John.Hastings@kcmo.org.**

21. If an approved security gate spans across a fire access road, an approved means for emergency operation shall be provided. (IFC-2018 § 503.6)
22. The expectation is the project will meet the fire flow requirements as set forth in Appendix B of the International Fire Code 2018. (IFC-2018 § 507.1)
23. Fire hydrant distribution shall follow IFC-2018 Table C102.1
24. Fire hydrants shall be installed and operable prior to the arrival of any combustible building materials onto the site. (IFC-2018 § 501.4 and 3312.1; NFPA 241-2013 § 8.7.2)
25. Fire Department access roads shall be provided prior to construction/demolition projects begin. (IFC-2018 § 501.4 and 3310.1; NFPA 241-2013 § 7.5.5)

**The following are recommended by the Parks & Recreation Department. For questions, contact Justin Peterson at Justin.Peterson@kcmo.org.**

26. The developer shall submit a streetscape plan with street tree planting plan per 88-425-03 for approval and permitting by the Parks & Recreation Department's Forestry Division prior to beginning work in the public right-of-way.

**The following are recommended by the Public Works Department. For questions, contact Jeffrey Bryan at Jeffrey.Bryan@kcmo.org.**

27. The developer shall signalize the intersection of Botts Road & 149th Street prior to certificate of occupancy. **(Added by the CPC.)**
28. The developer shall make the following improvements at the intersection of Botts Road & 149th Street: **(Added by the CPC.)**
  - a. Construct dual southbound left turn lanes 300 feet long plus taper, prior to certificate of occupancy.
  - b. Construct a northbound left turn lane 150 feet long plus taper, prior to certificate of occupancy.
  - c. Construct a westbound through/left lane along with a westbound right turn lane 180 feet long plus taper, prior to certificate of occupancy.

Respectfully Submitted,



Christopher Hughey, AICP  
Lead Planner