CASE 011-26 VOLUNTARY ANNEXATION

Zack Imbus, 8888 Keystone Crossing, Indianapolis, IN, explain his role and his associates roles with the proposed annexation and rezoning of the development. He went on to inform the commission the details of Ambrose, the real estate developer hired for the project based in Indianapolis, IN. Ambrose is experienced with doing similar projects throughout the United States.

Mr. Imbus described the property as along 32nd Street south the old Blue Buffalo plant. The existing use is undeveloped land and we are proposing a warehouse and distribution facility. Our first request is for the annexation. The existing property is located in Newton County and we are proposing it to be annexed into the City of Joplin. The current owner does control a larger parcel of about 150 acres that this will be split from. We are here representing only the 25 acres. Next is the zoning request. The existing property is unincorporated and we note that most of the surrounding property southeast of I-44 corridor is M-2. Our proposed zoning is to be designated that same zoning, as M-2 Heavy Industrial. We believe this to be compatible proposed use and aligns with the surrounding zoning. There is no adjacent city residential nearby. Staff repost details 2012 City of Joplin Comprehensive Plan designated this property as future industrial opportunity area. The future land use plan and policies are exactly consistent with this request.

Mr. Imbus said that this will be a Class A distribution facility, roughly 130,000 square foot building. Roughly 30 foot height, single-story concrete. The intended operations include receiving, storage, staging, and shipping. I want to emphasize that this is not a data center and not a manufacturing facility. This will be a distribution facility consisting of package movement. Vehicles have a no-idle policy to reduce carbon footprint. Product is typically moved in and out of this facility within 24 hours. All operations occur inside the building. This is a very clean operation with no odor, no pollution, and no industrial waste. There is a small office component with restrooms and very modest water and sanitary usage.

Mr. Imbus went on to describe the site plan. It is along East 32nd Street, which is under the jurisdiction of the DOT. Turn lanes would be installed, that is at the recommendation of MoDOT. We have a traffic study completed and vetted by them. We will be following all their requests to ensure that traffic ensures compatibility. There will be three curb-cuts in total aligned with the existing drives. There will be designation of auto, van, and truck. The stormwater management facilities will be to the east and west to the site. Other landscaping will be done to code requirements. As far a noise, we will ensure that all local ordinances will be met. We will use extra landscaping and buffering to exceed these goals. The operational noise level of a facility like this is on the average of 55 decibels, which falls in between a running air conditioner and a running refrigerator. Similar to a white noise machine that people would sleep with at night. There will be a

full photometric plan provided to the city and will meet all ordinances as such. We will use cut-off lighting which will light up our property and keep it off the neighbors. Extensive environmental and geotech studies are being performed to ensure any endangered species are protected. We don't believe that there are any on the site. The U.S. Army Corps of Engineers has also been engaged to ensure that any wetlands are protected. After due diligence we do not believe that there are any protected wetlands on the site. A traffic study has been done and submitted to the City and DOT.

Mr. Kimble asked if there were any questions from the commission.

Ms. Klue-Michael asked a questions about the site plan visual slide that was presented by Mr. Imbus. Specifically, what are the large boxes located behind the building.

Mr. Imbus responded that those are parking stalls for vans to utilize as a queueing area for the loading operations that occur outside the building.

Ms. Klue-Michael also asked how many jobs will this bring. How many jobs can we expect to come out of this?

Jason Manglus, 1245 E Washington Street, Madison, Wisconsin, indicated that there will be about 100 new jobs of which about a dozen will be full-time salaried leadership roles.

Mr. Kimble asked if there were any other questions from the commission.

Ms. Klue-Michael inquired about what kind of distribution will take place.

Mr. Manglus responded that this facility will handle items about 50 pounds about the size of a toaster oven, consumer products, electronics, occasionally extra-large items like an office chair, computer monitor, and generally dry goods. From a hazmat perspective nothing that you wouldn't find in your local hardware store.

Dr. Rosenberg asked what kind of traffic flow are you going to need on these roads I assume that you'll be doing local deliveries or within 50 miles.

Mr. Imbus stated that he does not have any counts off-hand but they have all been detailed in the study that was provided to the city, but yes, there will be a number of traffic trips and routes involved with the operation.

Mr. Manglus indicated that this facility will provide deliveries within an hour's drive. The dispatching usually takes place between 9:00 a.m. and noon in a two-hour time period on a staggered basis.

Ms. Klue-Michael asked Mr. Manglus that out of those 100 jobs, 12 would be full-time with benefits the rest would be part-time no benefits.

Mr. Manglus responded that there are some benefits available to the part-time employees. There is a variety of benefits that they have access to but medical benefits is not one of them.

Ms. Harrington asked Mr. Bellairs if there is infrastructure there.

Mr. Bellairs indicated that there is city sewer on the north side of 32nd Street at the intersection of 32nd and Quail. That is there for them to tie into.

Mr. Imbus said that they are engaged with Missouri American Water to access a nearby water main. Liberty Utilities has a substation directly to the west of the development. This property will not use any natural gas.

Mr. Kimble asked if there were any other questions from the commission.

Mr. Kimble asked if there was anyone who would like to speak in favor of the case.

Mr. Morris Glaze, of Joplin, asked if once the building is completed will they vacate the current building on Prigmor and move those jobs to the new building.

Mr. Imbus indicated that he is not a liberty to discuss the end user and is unable to answer Mr. Glaze's question.

Mr. Glaze went on to state how all of the local infrastructure is a result of the JIDA board has done over the years in the Crossroads Industrial Park which is on the north side of 32nd Street.

Mr. Kimble asked if there was anyone else who would like to speak in favor of the case.

Mr. Kimble asked if there was anyone who would like to speak in opposition to the case.

Mr. James Bicroft, 13525 Briar Wood Road, spoke to inform the commission that there are nearby residential homes to the annexation area. He asked how any additional traffic will impact 32nd Street. Mr. Bicroft also asked where are these products coming from.

Mr. Kimble reiterated that Mr. Imbus said that no city housing within the City of Joplin whereas the houses to the east are in the county rather than the city. I think they made a distinction about that specifically.

Mr. Imbus stated that they want to work with the nearby residences and make sure that their property is protected. As far as 32nd Street, this is a DOT roadway that is designed for this kind of development. They will not be approving our use and improvements unless they believe their infrastructure can handle the traffic counts that we are proposing.

Mr. Manglus responded to the question about hazardous materials and where are the products are coming from. The products will generally come from Kansas City and St.

Louis but as far away as Minnesota and Chicago. In terms of hazardous materials the origin facilities are limited in what they can carry. Those facilities would carry items that you would find in your local hardware store and nothing more than that.

Mr. Kimble asked about traffic and the type of vehicles that will be accessing the facility on a regular basis.

Mr. Manglus responded that the trucks will be arriving between 10:00 p.m. and 4:00 a.m. For passenger vehicles the largest shift starts at 1:00 a.m. and that will be about 20 to 25 individuals. The vans will be about 150 to 200.

Mr. Imbus added that the shifts of traffic movement are selected to avoid high traffic and school bus times.

Mr. Kimble asked if there is anyone else who would like to speak in opposition to the case.

Ms. Dawna Mitchell 1204 Prairie View Road, said the we live in the area directly east of this and we have doctor's appointments and if there is 150 vehicles that we will have to sit and wait and will be late for our appointments. We are not in the city limits but hope that you would be concerned with us as well.

Ms. Phillips spoke about her experiences with traffic in the area during a recent Sunday visit. She went on to ask if there would be some kind of turn lanes.

Ms. Klue-Michael reminded the commission that there would be turn lanes added for the development.

Ms. Harrington pondered if the jobs are going to be new or if just relocated and if there would truly be an additional increase in traffic.

Dr. Rosenberg reminded the commission and attending audience that this case is about annexation and the other is a separate rezoning case. He also informed everyone that this commission is an advisory board.

Morris Glaze, stated that if the developer had selected a sight on the north side of 32nd Street they wouldn't be here today because it is already in the city zoned M-2.

Mr. Kimble asked if there was a motion on the case.

DR. ROSENBERG MADE A MOTION TO APPROVE CASE 011-26. THIS MOTION WAS SECONDED BY MS. WARREN, MOTION PASSED. (7 IN FAVOR, 0 IN OPPOSITION, 0 ABSENT).