

STAFF REPORT

April 10, 2018

To: Edgerton Planning Commission
Fr: Katy Crow, Development Services Director
Re: Application FS2018-04, Final Site Plan for Project Mustang for *Logistics Park Kansas City South First Plat (Project Mustang)* located in the northeast corner of the intersection at 207th Street & Waverly Road.

APPLICATION INFORMATION

Applicant/Property Owner: NPD Management LLC Represented by NorthPoint Development LLC
4825 NW 41st Street, Suite 500
Riverside, MO 64150

Requested Action: Final Site Plan for *Logistics Park Kansas City South First Plat (Project Mustang)*.

Legal Description: SE & SW Quarter of Section 10, Township 15S and Range 22E together with Lots 1 through 4, inclusive, Rockwall Estates in the City of Edgerton, Johnson County, Kansas.

Site Address/Location: Approximately 201 acres located along the north side of 207th Street and along the east side of Homestead Lane.

Existing Land Use: Vacant and rural single-family residential homes

Existing Zoning: Zoned L-P (Logistics Park District)

Existing Improvements: None

Site Size: Lot 1 - 191.264 acres
Tract A – 3.583 acres
Tract B – 6.024 acres
Total acres 200.871

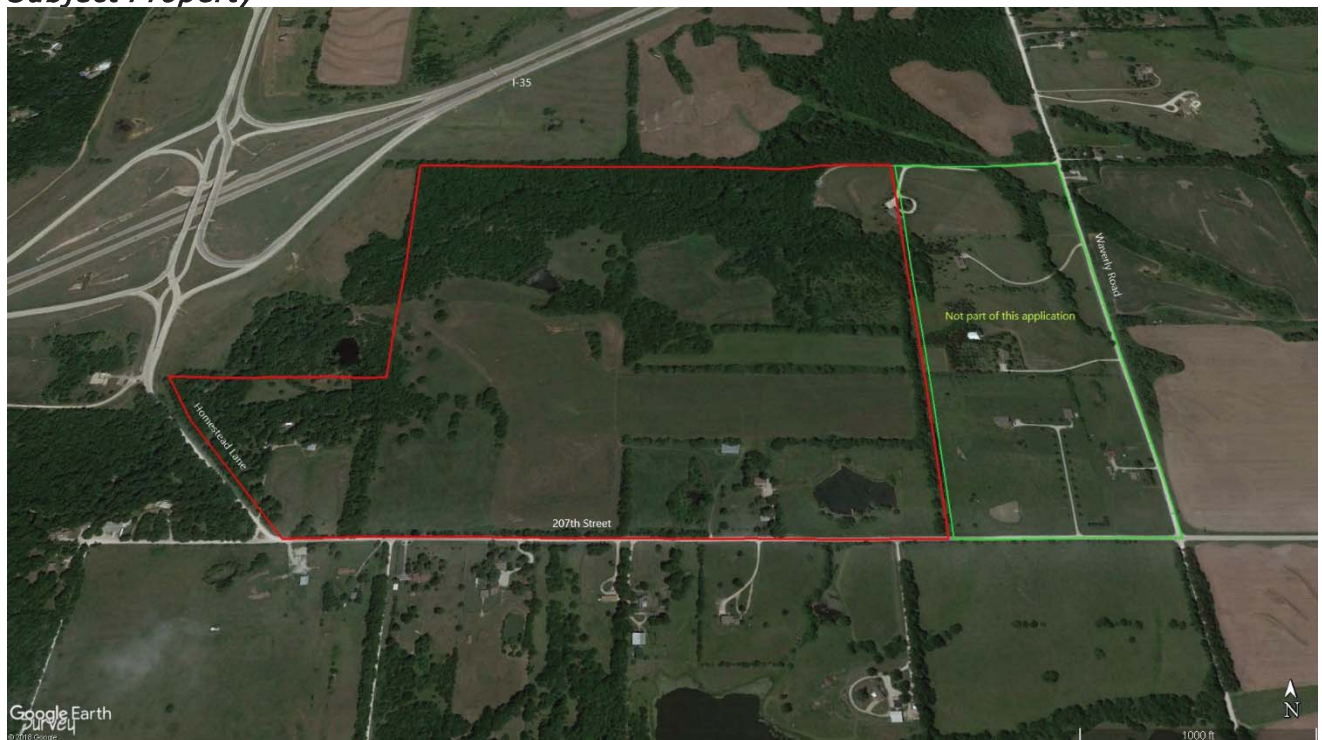
PROJECT DESCRIPTION

The submitted Final Site Plan depicts two (2) warehouse buildings on a single lot with associated parking and stormwater detention facilities. The proposed building sizes are as follows; Building 1 – 1,005,000 SQFT and Building 2 – 1,010,000 SQFT for a total of 2,015,000 SQFT. The plan

identifies tracts A & B and are to be utilized as part of the stormwater system. The conceptual building floor plans include conceptual building elevations. Construction of a third building will be handled through a future site plan process.

The Final Site Plan sheets include general information about the development including items such as overall layout, access (including sight distance considerations), circulation and possibly a screening concept where the property is adjacent to rural, residential uses. The information and details submitted as part of this Final Site Plan shall create an enforceable obligation to building and development in accordance with all specifications and notations contained in the site plan instruments.

Subject Property



INFRASTRUCTURE AND SERVICES:

1. Access to the property and development will be from Homestead Lane, 207th Street and Waverly Road. Preliminary Plat proposes full access to the property from Homestead Lane, 207th Street and Waverly Road.
2. Utilities and service providers.
 - a. Water - Johnson County Water District #7
 - b. Sanitary Sewer - City of Edgerton
 - c. Electrical Service - Kansas City Power & Light
 - d. Gas Service – Kansas Gas Service
 - e. Police service is provided by the City of Edgerton through the Johnson
 - f. County Sheriff's Office.
 - g. Fire protection is provided by Johnson County Fire District #1.
2. Located within the Bull Creek watershed.

STAFF ANALYSIS

Staff has reviewed the Final Site Plan submittal for compliance with Article 10, Site Plans and Design Standards. It has also been reviewed for compliance with Article 5.2, Logistics Park District and Article 12, Sign Regulations. The combined details of that review are listed below.

Article 10

Article 10.1.D – Site Plan Requirements

1. Landscape plan and table (Sheets L01 thru L04)
 - a) A landscape plan drawn to scale, showing the site, building location, planting and seeding schedules, refuse and outdoor storage screening and boundary screening. All landscape features shall be shown in relation to sidewalks, paths, lawns, parking areas and drives. *A trash container and required screening has not been shown. See Landscape Standards.*
2. Site map (Sheets C02 thru C18)
 - a) A site map with the following features.
 - i. Topography at reasonable intervals. *Indicate the proposed slope of fill areas on the north and northwest areas of the site. The proposed plan shows fill located in the floodplain. City and State permits are required. Submit copies of the approved permits to the City. Applicant acknowledges and will provide required documentation.*
 - ii. Exterior lot lines with any survey pins. *All proposed lots and/or tracts will need appropriate easements. Additional easement dedication along Homestead Lane may be needed depending upon proposed public improvements. Show and label all proposed easements. Update Final Site Plan. Applicant acknowledges and will provide easements as required.*
 - iii. Exterior lighting specifications. *Final Site Plan lighting plan indicates several places where the parking lot foot candle is above 2.5. Applicant acknowledges and will make corrections when submitting for a building permit.*
 - iv. Site entrance and connections to streets. *During review of the preliminary development/site plan, Planning Commission and staff noted concerns regarding location of access points for passenger vehicles vs. trucks; proposed configuration of the truck entrance along 207th Street, particularly the width; and line of sight and impact of neighboring residences along 207th Street for that truck traffic. Applicant provided memorandum from their engineer along with supporting documentation regarding the location of the truck entrance along 207th Street. Applicant provided line of sight diagram illustrating the proposed truck entrance along 207th Street and its interaction with the residences along 207th Street. Finally, applicant submitted deviation request with support documentation for unique circumstances substantiating the deviation request for larger width along 207th Street. Upon review of all documentation by City Engineer and staff, Final Site complies for location of the truck entrance along 207th Street. Additionally, staff recommends approval of the deviation for proposed width of truck entrance along 207th Street.*
 - v. Connection point for utilities. *Public improvement plans for the proposed sanitary sewer line are required. The plans should be submitted to the City for*

review and once all comments have been addressed they City will submit them to KDHE for approval. Applicant acknowledges and will provide documentation.

- b) A sketch of the entry sign, and all other free-standing, façade, and building signs to be used on the premises. *Site signage or its location is not currently shown on the sheets. A separate site signage application depicting all signage and its location must be submitted later by the applicant. Approval for all signage must be obtained prior to installation. Applicant Acknowledges.*

Article 5

Section 5.2 Logistics Park (L-P) District regulations

DISTRICT REGULATIONS:

1. All operations other than limited storage of motorized machinery and equipment, materials, products or equipment, shall be conducted within a fully enclosed building. The L-P District regulations require that all activities shall be conducted within a totally enclosed building. Any outside activities or outside storage of materials within the L-P District should be screened and buffered, and external effects such as excessive noise or odor should not extend beyond the property lines. *Applicant acknowledges.*

DESIGN GUIDELINES:

1. Buildings should be oriented so that the front or side of the building faces the public street frontage of the property. The City may consider an exception to orient a rear elevation towards a public street for unique situations due to the configuration of the lot. *Current orientation of building 1 will place dock areas and doors facing 207th Street right-of-way. If the Planning Commission allows this orientation, then Lot 1 will have docking doors facing a public street (207th Street). Orientation of building(s) which contain dock doors facing right of way will be mitigated using berms and or landscaping, similar to previously approved applications adjacent to residential uses. See Landscape Standards.*
2. The City may require that loading and service areas are screened from public view with landscaping, berming, facade walls, or fencing. *Orientation of building(s) which contain dock doors facing right of way will be mitigated using berms and or landscaping, similar to previously approved applications adjacent to residential uses. See Landscape Standards.*

ARCHITECTURAL DESIGN STANDARDS:

1. Façade Guidelines

- a. Horizontal Articulation. Walls facing a public right-of-way or a residentially zoned property shall not extend for a distance greater than four (4) times the wall's height without having an off-set of ten percent (10%) of the wall's height (maximum of five (5) feet); the new plane shall extend for a distance equal to a minimum of twenty percent (20%) of the maximum length of the first plane. The City may allow exceptions to this requirement upon review and approval of a typical facade elevation. Walls not facing a public right-of-way or a residentially zoned property and loading dock doors are exempt from the horizontal articulation requirement. *The proposed building does not meet the horizontal articulation requirement due to the length of the middle section of this wall. Because this wall has dock doors, horizontal articulation would be impossible to achieve. The*

*applicant has used color blocking to help create visual articulation. The applicant has provided right-of-way landscape buffering at this location for that portion adjacent to public right-of-ways. **Staff recommends approval of a deviation from this requirement as the landscape buffer (includes berm and additional landscaping) submitted mitigates these requirements. See Landscape Standards.***

- b. Vertical Articulation. Walls facing a public right-of-way or a residentially zoned property shall not extend for a distance greater than four (4) times the height of the wall without changing height by a minimum of ten percent (10%) of the wall's height (maximum of five (5) feet). The City may allow exceptions to this requirement upon review and approval of a typical façade elevation. ***The articulation between the tops of the shortest and tallest walls exceed this requirement, and the overall articulation does not comply with the 10% change in height requirement. However, vertical articulation is similar to other approved projects and staff recommends approval.***
- c. Screening of Rooftop Equipment. For buildings within the L-P District, all rooftop mounted mechanical, air conditioning, electrical, and satellite dish equipment shall not be visible. Rooftop equipment shall be screened from ground and street level view with parapets or other architectural design features constructed of the same materials used on the exterior walls. ***Rooftop equipment is not shown on the proposed building elevations. If rooftop equipment is visible from the ground and street level is planned, parapets to conceal it from the ground and the streets shall be required.***

PARKING AND LOADING:

1. Warehouse/Distribution Center and Large Building Parking Space Exceptions. Parking shall be required per City standard based upon individual land use, except Warehouse or Distribution Center land uses, which shall require one (1) space per two thousand (2,000) square feet of building area. *Based upon this requirement, the applicants required number of parking stalls is 1,008. Applicant has provided a Phased Parking Exhibit which indicates a total number of 1,014 spaces are to be built in phases. **Final Site Plan complies. Applicant will add a note to the final site plan to indicate landscaping related to the parking areas will be added with the parking build out.***

OFF-STREET LOADING STANDARDS

1. Temporary Outdoor Storage Regulations for Cargo Containers, Operational Trailers, and Tractors. The L-P District requires that outdoor parking or storage spaces for cargo containers, operational trailers and tractors must be screened from view by either a masonry wall of a type and style complementary to the primary materials of the building, wrought iron, decorative metal, living plant material or a combination of these. The height of the screening must be sufficient to block view of the equipment or vehicles from a public right-of-way. Where a masonry wall is used to satisfy this requirement, foundation planting must be provided on the exterior face of the wall. These spaces must be clearly demarcated solely for tractor and trailer storage. The L-P District regulations require that all activities shall be conducted within a totally enclosed building. Any outside activities or outside storage of materials within the L-P District should be screened and buffered, and external effects such as excessive noise or odor should not extend beyond the property lines. ***Applicant acknowledges.***

LANDSCAPE STANDARDS:

1. Perimeter Landscape Buffer Requirements. Perimeter Landscape Buffer Requirements.
The perimeter landscape requirements are based upon the use of the adjacent property. *The southern property line (along 207th Street) abuts property with rural, residential uses including single family residential structures. Due to these adjacent uses as residential, applicant has provided screening on southern property line (achieved using a combination of berm, varied placement of type 4 perimeter buffer and modified type 4 perimeter buffer) to screen trucks (in trailer stalls or at the building) from view of a person just south of the property line. This is the same landscaping recently approved for Inland Port VI and VII north of Interstate 35 directly adjacent to residential uses. Applicant has submitted line of sight drawings to illustrate the additional perimeter screening provided along 207th Street. **Landscape buffer submitted exceeds these requirements. Final Site Plan complies.***
2. Screening from Residential Uses. *Lot 1 of the Preliminary Development/Site Plan abuts residential zoning and land uses. City regulations require Type 4 Landscaping Buffer and the landscape plan provides that. **Landscape buffer submitted exceeds these requirements. Final Site Plan complies.***
3. Dumpster screening. *Trash enclosures or screening are not shown. Plans shall be updated to satisfy the dumpster screening requirements in Article 5.2 K 8. **Final location shall be submitted with Final Site Plan to meet dumpster screening requirements in Article 5.2 Section 5.2. K.8. Applicant acknowledges.***

General Comments

1. Applicant shall comply with all Diesel Emission Requirements in the UDC, including electrical hook-ups to eliminate excessive idling. Electrical hookups have not been shown.

RECOMMENDATION

City staff recommends **approval** of FS2018-04 for the Final Site Plan, Project Mustang, subject to the following stipulations.

1. The above recommendations are stipulated to as a part of approval and incorporated into the Final Site Plan document set.
2. All infrastructure requirements of the City shall be met.
3. All construction plans for any public infrastructure shall be prepared to City standards and approved by the City.
4. No signage is proposed with this application. Signage proposed later shall receive separate approval according to the provisions of the UDC.
5. A construction/building permit document set must be submitted and approved prior to commencement of any construction activities.
6. Applicant/Owner Obligation. The site plan, a scale map of proposed buildings, structures, parking areas, easements, roads and other city requirements (landscaping/berm plan, lighting plan) used in physical development, when approved by the City Council shall create an enforceable obligation to build and develop in accordance with all specifications and notations contained in the site plan instrument. The applicant prior to the issuance of any development permit shall sign all site plans. A final site plan filed for record shall indicate that the applicant shall perform all obligations and requirements contained therein.

ATTACHMENTS

- Final Site Plan Application No. FS2018-04
- Final Site Plan – Project Mustang
- Phased Parking Exhibit
- Memo on Truck Movements/Access
- Line of sight drawings for proposed truck entrance/exit
- Memo regarding Drive Approach Width

☐ PRELIMINARY SITE PLAN☒ FINAL SITE PLANNAME OF PROPOSED SUBDIVISION: Logistics Park Kansas City South-First Plat (Project Mustang)LOCATION OR ADDRESS OF SUBJECT PROPERTY: SE Corner of I-35 & Homestead LaneLEGAL DESCRIPTION: See attached sheet and plan cover sheetCURRENT ZONING ON SUBJECT PROPERTY: RUR (Proposed L-P) CURRENT LAND USE: Agricultural/residentialTOTAL AREA: 205.951 Acres NUMBER OF LOTS: 1 Lot, 2 Tracts AVG. LOT SIZE: 8,320,000 Sq. Ft.DEVELOPER'S NAME(S): John Thomas (representing the developer) PHONE: 816-888-7380COMPANY: NPD Management LLC (represented by Northpoint Development LLC) FAX: 816-888-7399MAILING ADDRESS: 4825 NW 41st St., Suite 500 Riverside MO 64150
Street City State ZipPROPERTY OWNER'S NAME(S): Wellsville Farms LLC PHONE: 816-888-7380COMPANY: Wellsville Farms LLC FAX: 816-888-7399MAILING ADDRESS: 4825 NW 41st St., Suite 500 Riverside MO 64150
Street City State ZipENGINEER'S NAME(S): Steve Warger, Patrick Cassity PHONE: 816-800-0950COMPANY: Renaissance Infrastructure Consulting FAX: N/AMAILING ADDRESS: 5015 NW Canal St. Suite 100 Riverside MO 64150
Street City State ZipSIGNATURE OF OWNER OR AGENT: 

If not signed by owner, authorization of agent must accompany this application.

NOTE: Ten (10) copies of the proposed preliminary plat must accompany this application for staff review. One (1) reduced copy (8 1/2 x 11) must also be submitted with the application.

FOR OFFICE USE ONLYCase No.: S-FS# 2018-04 Amount of Fee Paid: \$ 2,259.51 Date Fee Paid: 3/19/18Received By:  Date of Hearing: 4/10/18**SITE PLAN INSTRUCTIONS****SUBMITTAL DEADLINE:** The applicant shall submit an application at least thirty (30) working days prior to a scheduled meeting.**NOTICE REQUIREMENTS:** The City shall publish notice of the public hearing at least twenty (20) days prior to the hearing in the official City newspaper. The City shall make one copy available for public inspection at least fourteen (14) days in advance of the public hearing.

vs. 9-9-11

DESIGN STANDARDS: Applicants within the Logistics Park (L-P) District should abide by the district regulations and design standards set forth in Section 5.2 of the Edgerton Unified Development Code. These regulations and design standards include, but are not limited to, building placement, architectural design standards, parking and loading, access management, photometrics, landscaping, signage and diesel emissions.

PLANNING COMMISSION REVIEW: The Edgerton Planning Commission meets in the City Hall on the second Tuesday of every month. The Planning Commission shall review the site plan to determine conformity with the design guidelines and other requirements included within the Edgerton Uniform Development Code.

APPROVAL LIMITATIONS: If the Final Site Plan is in conformance with an Approved Preliminary Site Plan, notice and publication of Planning Commission or City Council meetings is not required.

CHECKLIST

The following items shall be included on the site plan. All (FINAL) Site Plans must be submitted on superior quality paper in a 24 x 36 inches format (or a format specified by the Zoning Administrator). The scale shall be a professionally acceptable standard suitable to the area of the proposed project.

Front or Cover Sheet

- ☐ A scale, vicinity map showing the relationship of the site to surrounding neighborhoods, roads and other physical features.
- ☐ A project title, zoning designation and project sponsor.
- ☐ A street, lot or tract address of the project.
- ☐ An index to contents and a data table which includes:
 - ☐ Acreage of the site and number of units per acre (if applicable)
 - ☐ Gross square feet of the building(s) area
 - ☐ Proposed use of each building
 - ☐ Number of employees and the BOCA or Uniform Building Code or NEPA 101 Life Safety Code Occupancy Design Load
 - ☐ Total number of parking places
- ☐ Name of the architect, engineer, surveyor or draftsman.
- ☐ Following certificates and signature blocks:

CERTIFICATE:

Received and placed on record this _____ day of _____, 20____ by

_____(Zoning Administrator).

Approved by the Edgerton City Planning Commission this _____ day of _____, 20____ by

_____(Chair of Planning Commission).

I certify that I have reviewed this SITE PLAN and will comply with all specifications, changes, and amendments herein, and that this instrument creates a legally enforceable obligation to build and develop in accordance with all final agreements.

Applicant signature _____ Date _____

Sheet #2

- ☐ A landscape plan drawn to scale, showing the site, building location, planting and seeding schedules, refuse and outdoor storage screening and boundary screening. All landscape features shall be shown in relation to sidewalks, paths, lawns, parking areas and drives.
- ☐ A table entitled "Planting Schedule" which lists the common name, size and condition of all planting materials, together with a timetable for planting.

Sheet #3

- ☐ A site map with the following features:
 - ☐ Topography at reasonable intervals
 - ☐ Exterior lot lines with any survey pins
 - ☐ Location of buildings
 - ☐ Parking areas, paths, walks with sizes and surfaces material specifications
 - ☐ Exterior lighting specifications
 - ☐ Site entrance and connections to streets
 - ☐ Location of easements
 - ☐ Connection point for utilities
- ☐ A sketch of the entry sign, and all other free-standing, façade, and building signs to be used on the premises
- ☐ Features to facilitate handicapped access
- ☐ Profile and detail for roads (if required)

Sheet #4

- ☐ Scale drawing of building floor plans
- ☐ Dimensions and use of rooms and areas
- ☐ Dimensions of entrances/exits and corridors
- ☐ Interior specifications for handicapped accessibility as required by ANSI 117.1 and this ordinance

Sheet #5 (if requested)

- ☐ Scale drawings of all building elevations
- ☐ Roof pitch and materials
- ☐ Siding type and materials, including facie

ADDITIONAL REQUIREMENTS: Depending upon circumstances (especially buildings used for assembly), the Planning Commission may require additional sheets for mechanical and electrical and building materials specifications. The Planning Commission may also require additional information for hazardous material or other environmental impacts.

DESCRIPTION

All that part of the Southeast and Southwest Quarters of Section 10, Township 15 South, Range 22 East of the Sixth Principal Meridian, together with all that part of Lots 1 thru 4, inclusive, ROCKWALL ESTATES, a platted subdivision, all in the City of Edgerton, Johnson County, Kansas, more particularly described as follows:

Beginning at the South Quarter corner of said Section 10; thence on Kansas State Plane North Zone bearings, South $88^{\circ}11'14''$ West, coincident with the South line of the Southwest Quarter of said Section 10, a distance of 1,686.12 feet; thence departing said South line, North $45^{\circ}15'45''$ West, coincident with the centerline of Homestead Road, as it now exists, a distance of 1,235.76 feet; thence departing said centerline, North $02^{\circ}16'47''$ West a distance of 106.90 feet; thence North $87^{\circ}45'15''$ East a distance of 1,237.62 feet; thence North $02^{\circ}16'53''$ West a distance of 1,626.96 feet to a point on the North line of the Southwest Quarter of said Section 10; thence North $88^{\circ}01'05''$ East, coincident with the North line of said Southwest Quarter, a distance of 1,292.89 feet to the Northwest corner of the Southeast Quarter of said Section 10; thence North $88^{\circ}18'55''$ East, coincident with the North line of said Southeast Quarter, a distance of 1,788.29 feet; thence departing said North line, South $01^{\circ}48'46''$ East a distance of 2,589.48 feet to a point on the North right-of-way line of 207th Street, as it now exists; thence South $88^{\circ}09'59''$ West, coincident with said North right-of-way line, a distance of 223.41 feet to the Southwest corner of said Lot 4, ROCKWALL ESTATES; thence departing said North right-of-way line, South $02^{\circ}17'25''$ East, a distance of 50.00 feet to a point on the South line of said Southeast Quarter; thence South $88^{\circ}09'59''$ West, coincident with said South line, a distance of 1,545.62 feet to the Point of Beginning, containing 8,971,222 square feet, or 205.951 acres, more or less.

Project Mustang Final Site Plan

Southeast Corner of Interstate 35 and Homestead Lane
Edgerton, Johnson County, KS

Description

All that part of the Southeast and Southwest Quarters of Section 10, Township 15 South, Range 22 East of the Sixth Principal Meridian, together with all that part of Lots 1 thru 4, inclusive, ROCKWALL ESTATES, a platted subdivision, all in Johnson County, Kansas, more particularly described as follows:

Beginning at the South Quarter corner of said Section 10; thence on Kansas State Plane North Zone bearings, South 88°11'14" West, coincident with the South line of the Southwest Quarter of said Section 10, a distance of 1,086.12 feet; thence departing said South line, North 45°15'45" West, coincident with the centerline of Homestead Road, as it now exists, a distance of 1,235.76 feet; thence departing said centerline, North 02°16'47" West a distance of 106.90 feet; thence North 87°45'15" East a distance of 1,237.62 feet; thence North 02°16'53" West a distance of 1,626.96 feet to a point on the North line of the Southwest Quarter of said Section 10; thence North 88°01'05" East, coincident with the North line of said Southwest Quarter, a distance of 1,292.89 feet to the Northwest corner of the Southeast Quarter of said Section 10, thence North 88°18'55" East, coincident with the North line of said Southeast Quarter, a distance of 1,788.28 feet; thence departing said North line, South 01°48'46" East a distance of 2,589.48 feet to a point on the North right-of-way line of 207th Street, as it now exists; thence South 88°09'59" West, coincident with said North right-of-way line, a distance of 223.41 feet; thence departing said North right-of-way line, South 02°17'25" East, a distance of 50.00 feet to a point on the South line of said Southeast Quarter; thence South 88°09'59" West, coincident with said South line, a distance of 1,545.62 feet to the Point of Beginning containing 8,971,222 square feet or 205.951 acres more or less.

PROJECT BENCHMARK

Johnson County Vertical Control Benchmark BM 1021, Elev.=998.68 NAVD 88

Note:

Screening of added site items and site signage will be the responsibility of the tenant. Tenant should adhere to the current City of Edgerton regulations.

Project Sponsor

NPD Management, LLC
4825 NW 41st Street, Suite 500
Riverside, Missouri 64150

Project Engineer

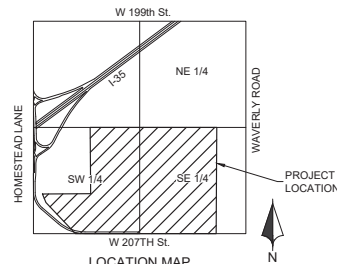
Renaissance Infrastructure Consulting, LLC
5015 NW Canal St, Suite 100
Riverside, Missouri 64150

Project Architect

Studio North Architecture
4825 NW 41st Street, Suite 500
Riverside, Missouri 64150

Project Surveyor

Renaissance Infrastructure Consulting, LLC
5015 NW Canal St, Suite 100
Riverside, Missouri 64150



LOCATION MAP

SECTION 10-15S-22E

Scale 1" = 2000'

LEGEND

---	Existing Section Line	---	Proposed Right-of-Way
----	Existing Right-of-Way Line	---	Proposed Property Line
---	Existing Lot Line	---	Proposed Lot Line
----	Existing Easement Line	---	Proposed Easement
---	Existing Curb & Gutter	---	Proposed Curb & Gutter
---	Existing Sidewalk	---	Proposed Sidewalk
---	Existing Storm Sewer	---	Proposed Storm Sewer
□	Existing Storm Structure	□	Proposed Storm Structure
W/L	Existing Waterline	A	Proposed Fire Hydrant
GAS	Existing Gas Main	WATER	Proposed Waterline
SAN	Existing Sanitary Sewer	---	Proposed Sanitary Sewer
●	Existing Sanitary Manhole	●	Proposed Sanitary Manhole
---	Existing Contour Major	---	Proposed Contour Major
---	Existing Contour Minor	---	Proposed Contour Minor
---		-----	Future Curb & Gutter

INDEX OF SHEETS

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C02	Overall General Layout
C03	General Layout Northwest
C04	General Layout Northeast
C05	General Layout Southwest
C06	General Layout Southeast
C07	Site Dimension Plan Northwest
C08	Site Dimension Plan Northeast
C09	Site Dimension Plan Southwest
C10	Site Dimension Plan Southeast
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C12	Overall Grading Plan East
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C14	Grading Plan North
C15	Grading Plan Northeast
C16	Grading Plan Southwest
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C18	Grading Plan Southeast
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C26	Site Utility Plan Northeast
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A4.02	Parts Building 1 North Building Elevations
A4.03	Parts Building 1 East & West Building Elevations
A4.04	Whole Goods Building 2 South Building Elevations
A4.05	Whole Goods Building 2 North Building Elevations
A4.06	Whole Goods Building 2 East & West Building Elevations
L01	Overall Landscaping Plan
L02	Landscaping Plan West
L03	Landscaping Plan East
L04	Landscaping Details

ENTRANCE WIDTH VARIANCE NOTE

The applicant is requesting a variance for a greater than 36' width entrance for the Southwest Employee Entrance Drive and the Southeast Truck Entrance Drive.

SITE DATA TABLE

Existing Zoning:	RUR
Proposed Zoning:	L-P
Site Acreage:	205.95 Acres
Building Area:	2,015,000 SF
Proposed Building Use:	Industrial
Total Number of Proposed Stalls:	2,135 Stalls
Dock Parking/Loading Position:	384 Stalls
Trailer Parking:	103 Stalls
Additional Trailer Parking:	346 Stalls
Employee Parking:	365 Stalls
Additional Parking:	307 Stalls
Future Parking (Building #3):	540 Stalls
Total Number ADA Stalls:	11 Stalls
Number of Employees:	600
BOCA Building Code (303SF/person):	6.72
Building Coverage (2,015,000 SF/102):	22.5%

CERTIFICATE:

Received and placed on record this _____ day of _____, 20____ by _____

Zoning Administrator _____

Approved by the Edgerton City Planning Commission this _____ day of _____, 20____ by _____

Chuck Davis, Chair of the Planning Commission

Permission for parking to encroach within setback lines is _____ is not _____ granted according to my marked notations: _____ Zoning Admin. _____ date _____

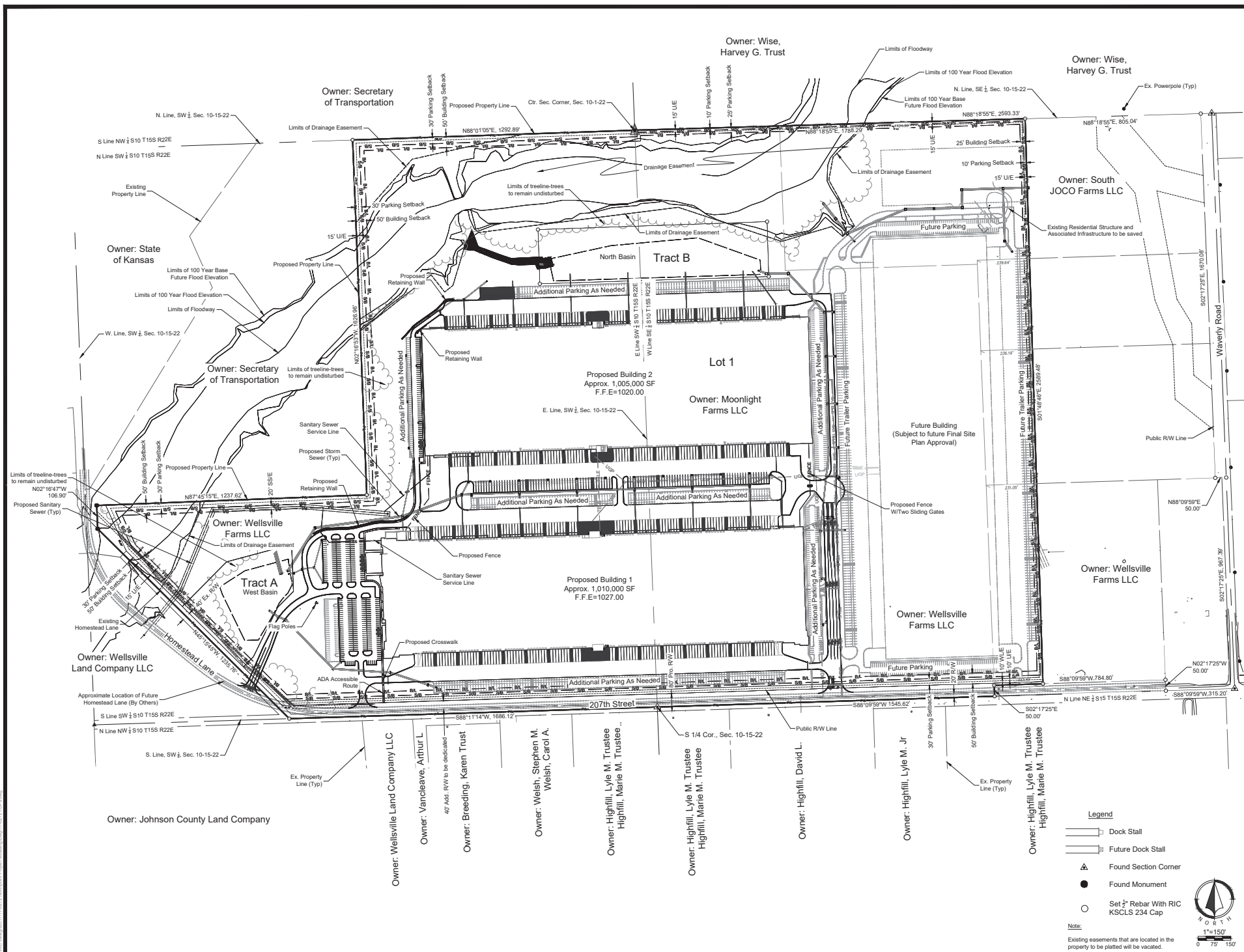
I certify that I have reviewed this SITE PLAN and will comply with all specifications, changes, and amendments herein, and that this instrument creates a legally enforceable obligation to build and develop in accordance with all final agreements.

Applicant Signature _____ Date _____
Nathaniel Hagedorn, Manager
NPD Management, LLC

FLOOD PLAIN NOTE

According to the FEMA Flood Insurance Rate Map Number 20091C0134G, revised August 3, 2009, portions of this tract lie in: OTHER AREAS, ZONE X, defined as areas determined to be outside the 0.2% annual chance floodplain, OTHER FLOOD AREAS, ZONE X (Future Base Flood), defined as areas of 1% annual chance flood based on future conditions hydrology, and ZONE AE, Special Flood Hazard areas subject to inundation by the 1% annual chance flood, Base Flood Elevations determined.





Sheet 17-0272
17-0272
Project Mustang

Sheet
C19

Final Site Plan
17-0272
Project Mustang

Preliminary Storm
Layout

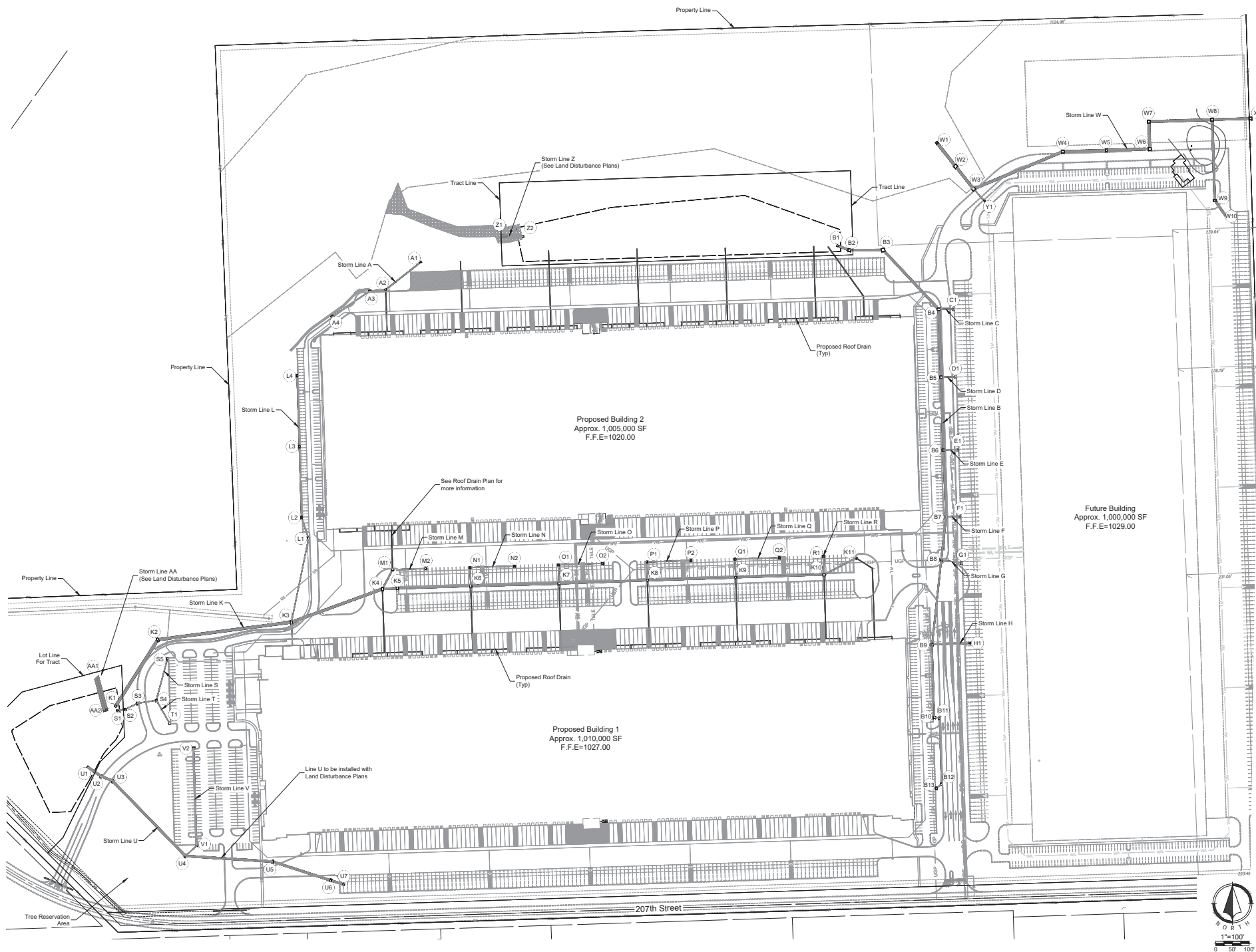
ASPECT CITY COMMENTS
ORIGINAL SUBMITTAL
10/11/2017

1. AND FINAL LAYOUT
10/11/2017

Renaissance
Infrastructure
Consulting

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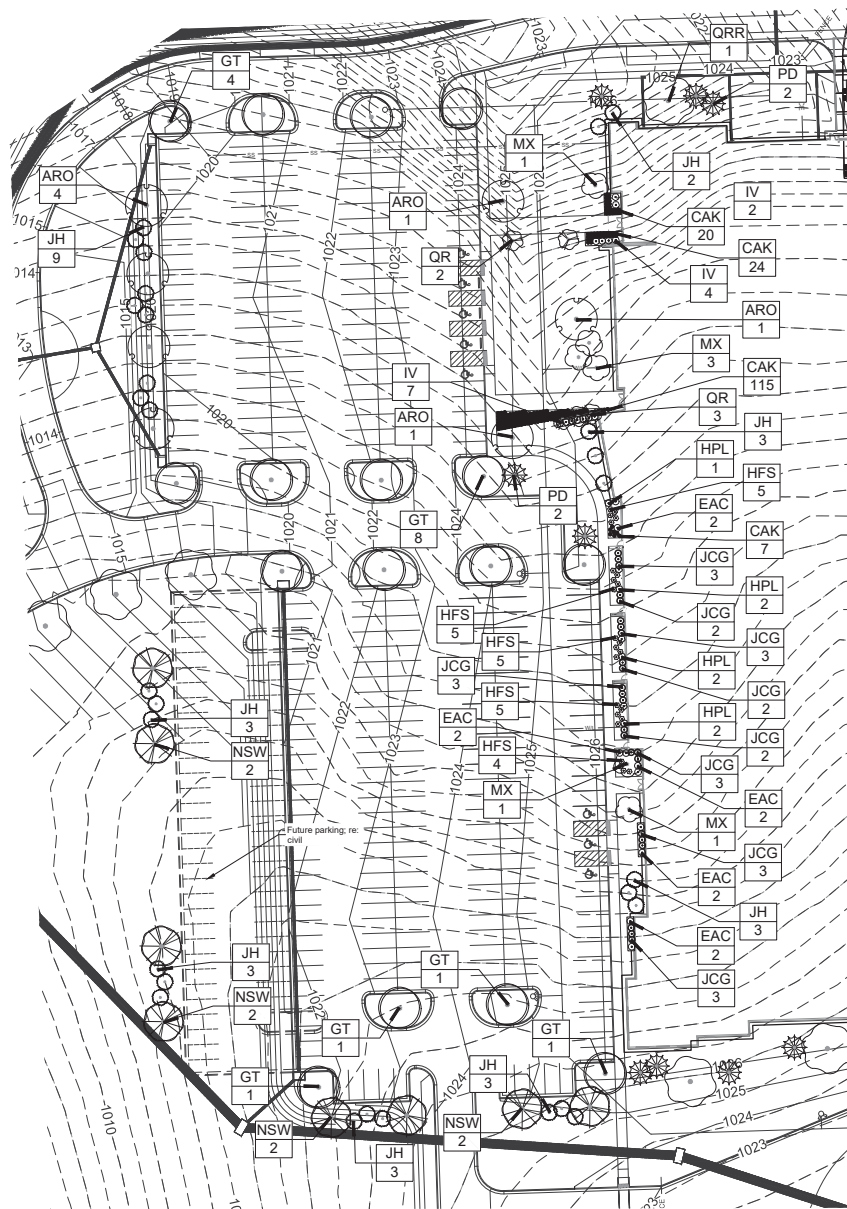
24975
10/11/2017



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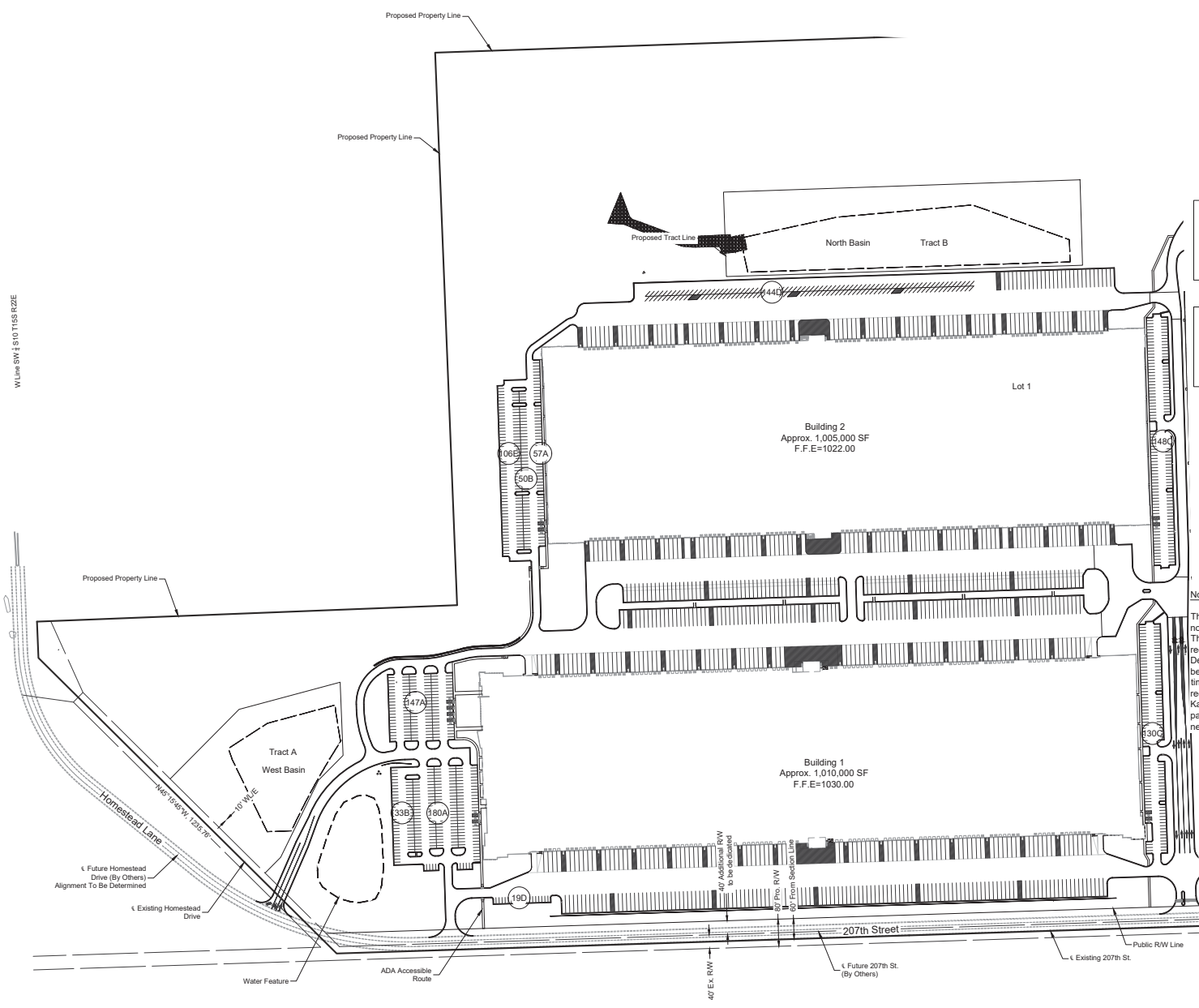
Legend:
100A

Parking Count and Phase
A-Phase I
B-Phase II
C-Phase III
D-Phase IV
E-Phase V

Automobile Parking Summary:
Building One Phased Parking: 503 Stalls (1 Per 2,000 Building SF)
Building Two Phased Parking: 505 Stalls (1 Per 2,000 Building SF)

Number of Parking Stalls Per Phase:		
	Building One	Building Two
Phase I	327	57
Phase II	33	50
Phase III	130	148
Phase IV	19	144
Phase V	0	106

Note:
This exhibit is provided for informational and illustrative purposes only and does not constitute a requirement to build the additional parking shown.
The current Final Site Plan application and approved parking study identify the required parking per Section 5.2.K.3 of the City of Edgerton, Kansas Unified Development Code as currently adopted. Any passenger vehicle parking beyond Phase I of this exhibit shall not be required to be constructed until such time as an amended parking study detailing the passenger vehicle parking requirements is prepared by the owner and reviewed by the City of Edgerton, Kansas. At such time, the phasing and location of additional passenger vehicle parking may be altered and/or amended as required to best suit the operational needs of the user and meet applicable code requirements.



Map 07 - 2016-05-09
17-0272 Mustang Project Mustang (2017-02-27) Additional Parking



Zoning: RUR

February 26, 2018

City of Edgerton
Attn: Katy Crow
404 E. Nelson
Edgerton, KS 66021

**RE: Memo on Truck Movements/Access
Project Mustang,
Edgerton Kansas**

Dear Ms. Crow,

At the previous City of Edgerton Planning Commission meeting, a request was made by board members to review the potential of revising the entrance location on the west to handle incoming and departing truck traffic. Based on the condition of approval, Renaissance Infrastructure Consulting (RIC) evaluated two general aspects of revising the west access drive location to accommodate truck traffic. Those are general safety and functionality of the adjacent public infrastructure and the internal operations/flow within the development.

Public Infrastructure Functionality

It is recognized the City of Edgerton is responsible for the design and construction of Homestead Lane and 207th Street adjacent to the proposed site plan area. Renaissance Infrastructure Consulting (RIC) is not currently aware of other preliminary alignments related to the design of these roadways. During the design process of the private onsite improvements, RIC prepared preliminary alignments for both Homestead Lane (south of Interstate 35) and 207th Street in order to establish approximate tie in locations for site access drives. The preliminary horizontal and vertical alignments meet a 40-mile per hour design speed typically required of roadways having the same functional classification. The vertical alignment was also established at a grade that would closely meet the existing elevations in the area to minimize construction costs when the roadway is built in the future. This is of particular importance along the Homestead Lane alignment at the existing creek crossing south of Interstate 35. The exiting grade in the area climbs from the lower creek area to the top of the hill located generally where 207th Street and Homestead Lane currently intersect. The preliminary grades in this area have been established at 6.5% more or less in order to minimize cost while maintaining roadway safety, functionality and capacity. A flatter grade could be considered but will drive the elevation at the creek crossing as much as 10' higher resulting in increased improvement costs due to additional bridge length, additional fill and increased grading. While the preliminary grades established by RIC match the desired design speeds of the roadways, additional factors were also considered while evaluating the general functionality of the road related to the proposed entrances into the site plan area. These additional factors include the relatively high proportion of trucks expected to be on this particular roadway corridor, acceleration and deceleration characteristics of trucks as opposed to those of passenger vehicles, intersection stopping sight distance considerations and traffic operational quality of the public roadway. All additional factors were considered when determining the proposed location of access driveway locations along the corridor.

Due to the warehouse use proposed at the location shown on the preliminary site plan, trucks are expected to constitute a significant portion of the vehicle mix on the Homestead Lane roadway corridor

south of Interstate 35. Trucks exhibit significantly different operational characteristics than those of passenger vehicles when accelerating from a stopped condition on up-grades. Both the length and steepness of the vertical grade influence the acceleration capability. AASHTO document *A Policy on Geometric Design of Highways and Streets* indicates large trucks require approximately 5 to 6 seconds longer to make a turn and clear a distance of 120 feet than passenger vehicles. Evaluating the south bound truck movements along Homestead Lane, it is anticipated any trucks utilizing the west access drive entrance will also be using a left turn lane at an uphill grade of approximately 6.5%. This grade will add to the length of time to complete a southbound left turn movement as discussed above and raises two concerns.

First, as vehicles travel northbound going down-grade on Homestead Lane, the tendency is to increase their speed to accommodate the up-grade from the creek crossing to the Homestead Lane interchange at Interstate 35. This makes the southbound left turning movements entering the site and exiting northbound right turn movements potentially more difficult for trucks due to slower acceleration rates. Gaps in traffic will exist to complete these movements; however, there may be long delays and excessive stacking of vehicles related to the timing of the required gaps to complete the movements. Second, any northbound trucks on Homestead Lane originating from other areas will be required to slow significantly to allow for northbound exiting trucks or left turning, southbound entering trucks. These trucks will experience significant acceleration delay as they attempt to climb the up-grade to the Homestead Lane interchange at Interstate 35, reducing capacity and operational quality of Homestead Lane.

The combination of slower acceleration rates for trucks and the up-grade left turn movements entering the site at the west driveway may increase the required sight distance requirements along Homestead Lane significantly at this driveway if trucks are allowed to utilize it, especially for inbound traffic. Introducing slowly accelerating vehicles within the horizontal curve of Homestead Lane is not desirable if the design parameters are not met from a safety perspective.

Acceleration rates of trucks on flatter grades approximate those of passenger vehicles more closely. Therefore, it is desired to promote left turn movements of trucks into the proposed site from relatively flat roadway grades that are not within horizontal curves. This condition exists east of Homestead Lane along 207th Street.

Internal Operations/flow

Internal operations are based on the logistics of the facility related to the use of each building and other factors that have been carefully considered by the beneficial user of the site. These include, but are not limited to, the following items:

- Truck traffic and passenger vehicle traffic operations should be separated as much as possible. Due to this requirement, separate entrances for both vehicle types should be established.
- A division office and training facility will be incorporated into the site plan and should be located as far west on the plan as possible. Offices bring visitors that are not familiar with the area and keeping this access close to the interchange provides better way finding to the facility. Therefore, the west drive will be considered the main entrance to the site for visitor and employee access due to its proximity to the interchange.

- Using the west entrance for trucks will potentially cause a greater amount of mixing of passenger vehicle traffic and truck traffic which is not desired within industrial site developments. This is an increased onsite safety concern of the user that the user wishes to avoid where possible.
- The west driveway grades are at or above 5% for a majority of the length of the drive. Truck movements that take longer or are on steeper grades will use more fuel and increase potential user costs. Additionally, preferred grades within industrial sites should not exceed 5% in areas where constant speeds cannot be maintained by truck traffic. For this reason, it is not desirable to operate trucks on this particular driveway.

After review of the two general aspects as outlined above, it is our opinion that:

- Restricting trucks to access drive entrances on 207th Street where public street grades are flatter will provide the best alternative regarding safety, capacity and functionality for the adjacent public roadways.
- Separation of drives for passenger vehicles and trucks should be done in such a way that visitor/division office employee vehicles are not mixed with truck traffic onsite.
- To accomplish these goals, the west driveway should be restricted to passenger vehicles only and truck access should come from the adjacent public roadways along 207th Street as currently depicted on the preliminary and final site plan applications.

If you have any further questions, or if we can be of any assistance, please don't hesitate to contact us.

For the Firm,

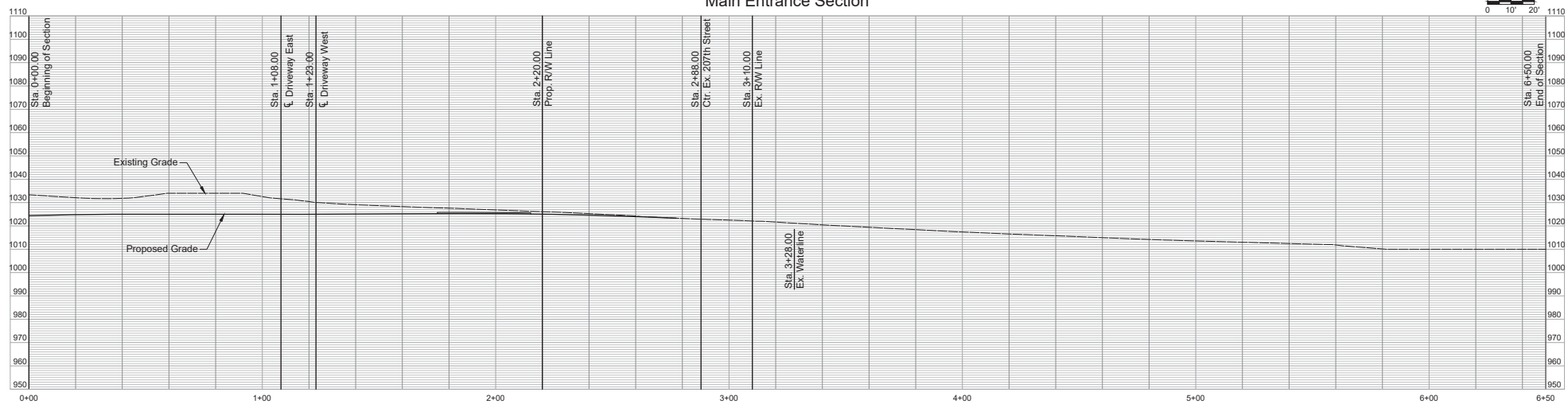


Steven M. Warger, P.E.
Senior Project Manager
Renaissance Infrastructure Consulting
swarger@ric-consult.com
816-769-6132 (c)

CC: David Hamby
John Thomas
Chris Chancellor



Main Entrance Section



March 5, 2018

Ms. Katy Crow
Development Services Director
City of Edgerton, KS
404 East Nelson
Edgerton, KS 66021

Re: Drive Approach Width
Project Mustang Final Site Plan
LPKC South First Plat

Ms. Crow:

Thank you for considering the Final Site Plan for Project Mustang located at the northeast corner of Homestead Road and 207th Street in Logistics Park Kansas City South.

On February 13, 2018 the Planning Commission approved the Preliminary Site Plan application for the above referenced project. Since that approval and in conjunction with Final Site Plan application of the same site, city staff has requested that we provide a specific request for a deviation from the customarily required driveway width of 36'. This letter has been prepared to provide additional information in support of the beneficial user's requested deviation for the east truck entrance located on 207th Street.

The beneficial user has requested the truck movements be separated from passenger vehicle movements where possible. To satisfy that request, a passenger vehicle only driveway has been proposed at the west side of the project at Homestead Lane and a designated inbound/outbound truck driveway has been proposed at the east side of the project located between buildings 1 and 3. As shown on the proposed final site plan, the tenant has planned for gated, controlled access through a check-in/check-out monitoring system and provides for queuing of inbound trucks on private property. The beneficial user has requested that an inbound, left turning truck from 207th Street not impede the path of an outbound, right turning truck onto 207th Street as these movements can likely occur at generally the same time. To accommodate these movements concurrently, a driveway width of 60' is necessary at the right of way.

The following summary is provided to outline considerations for the proposed truck entrance.

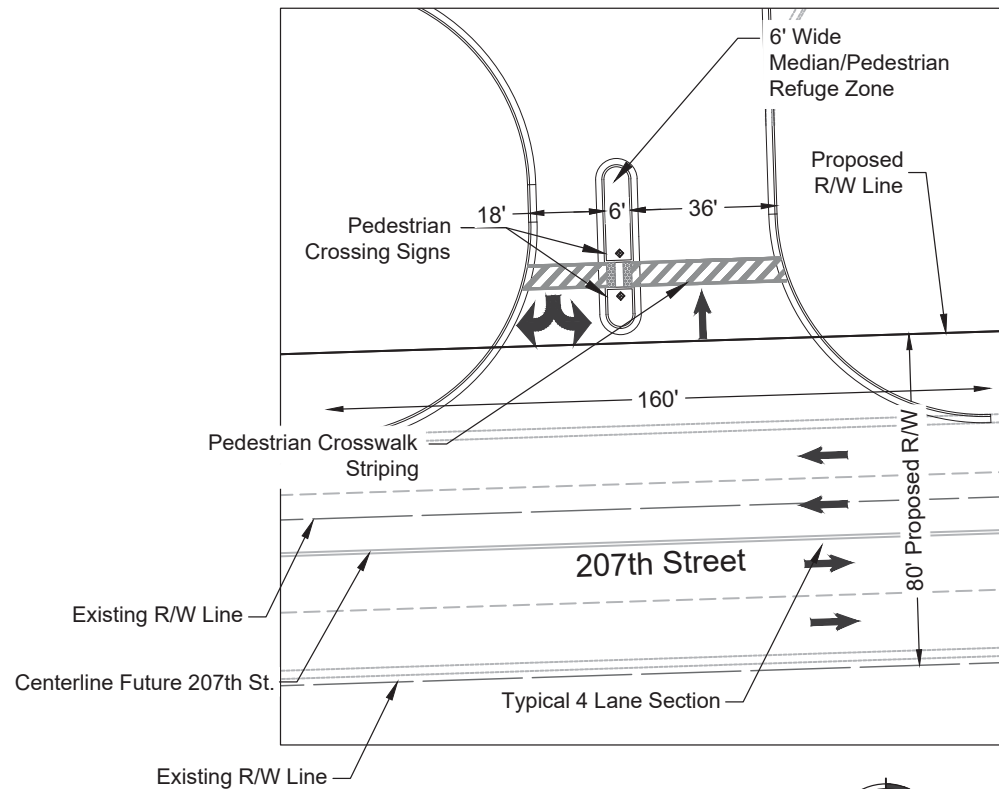
1. The east truck entrance would be the predominant truck entrance/exit for the facility.
2. The inbound and outbound trucks will need to be able to freely enter and exit without impeding the movements of the other vehicle.
3. The inbound entrance lane will transition to multiple lanes that would be used to queue trucks on site as they wait for access through the gated, controlled access point.
4. A pedestrian crosswalk and a 6' wide pedestrian refuge area is proposed.
5. The refuge area will include approved striping and signage.
6. A pedestrian easement will be recorded for the public sidewalk extension and crosswalk on private property.
7. Lighting will be provided at the ends of the crosswalk near the curb lines.

We respectfully request your consideration for the entrance width deviation to accommodate the specific needs of the beneficial user of the site.

Sincerely,



Chris Chancellor
Project Manager

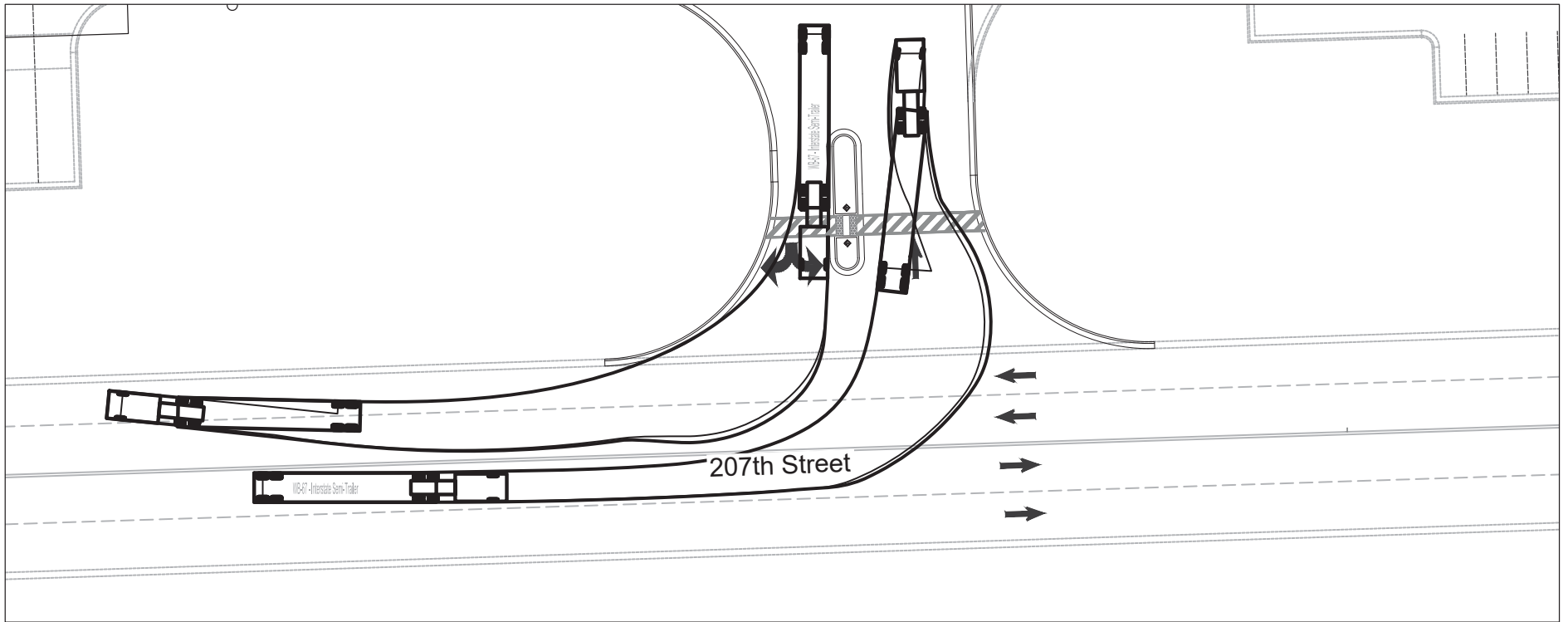


Entrance
(1"=30')



Project Mustang Truck Entrance Geometry

2018-03-05

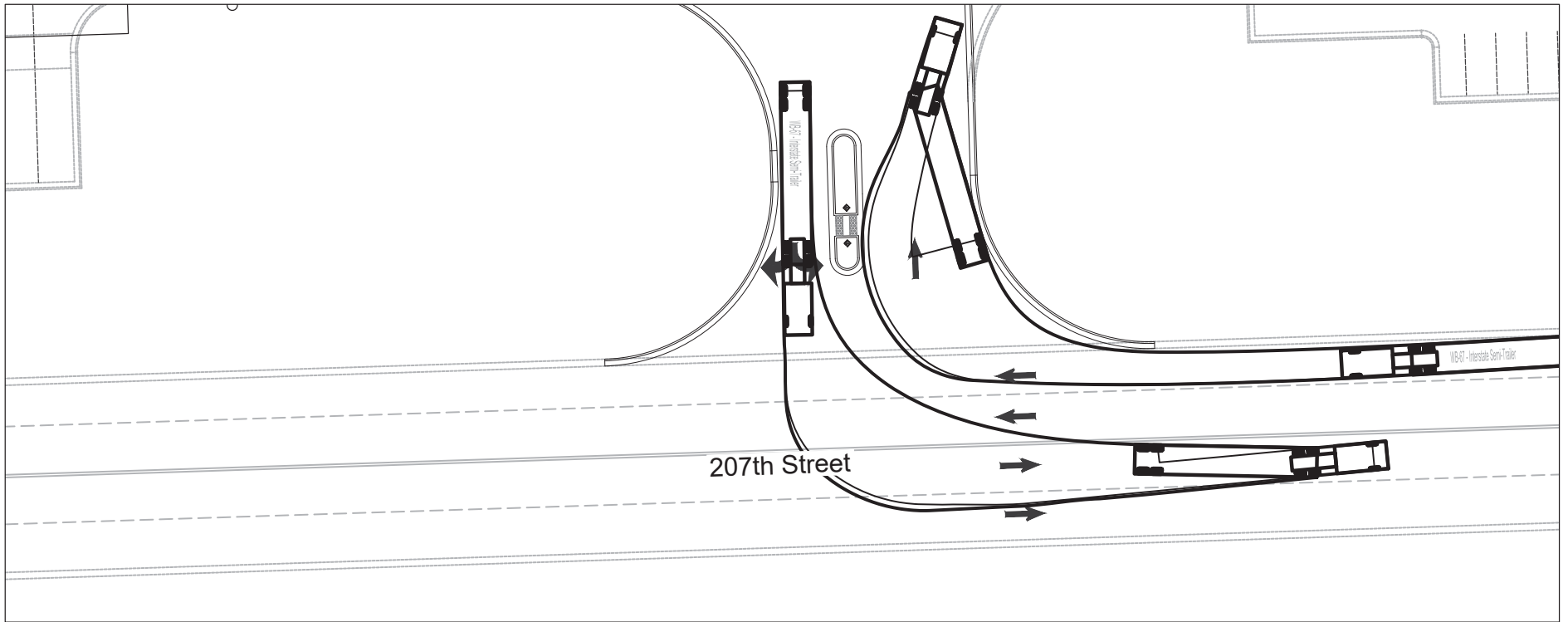


Note:

Lane geometry designed to accommodate interstate semitrailers. Geometry shown minimizes potential conflict points and allows for free movement of interstate semitrailers without encroaching on opposing lanes.

Project Mustang Truck Entrance Movement 1 of 2
2018-03-05





Note:

Lane geometry designed to accommodate interstate semitrailers. Geometry shown minimizes potential conflict points and allows for free movement of interstate semitrailers without encroaching on opposing lanes.

Project Mustang Truck Entrance Movement 2 of 2
2018-03-05



Renaissance Infrastructure Consulting

132 ABBIE AVENUE
KANSAS CITY, KANSAS 66103

913.317.9500
WWW.RIC-CONSULT.COM