

404 East Nelson Edgerton, KS 66021 P: 913.893.6231 EDGERTONKS.ORG

# **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.





# **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.
- 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

# <u>Article 10.1.D – Site Plan Requirements</u>

- 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.
    - Site entrance and connections to streets. *During review of the preliminary* iv. 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 207<sup>th</sup> 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 <u>Section 5.2 Logistics Park (L-P) District regulations</u> DISTRICT REGULATIONS:

 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 207<sup>th</sup> Street right-of-way. If the Planning Commission allows this orientation, then Lot 1 will have docking doors facing a public street (207<sup>th</sup> Street). <i>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. Facade 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. <u>Screening from Residential Uses</u>. 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. <u>Dumpster screening</u>. 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**

 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

# **Site Plan Application** (Fee: \$200 Plus \$10 Per Acre)

□ PRELIMINARY SITE PLAN   ☑ FINAL SITE PLAN			
NAME OF PROPOSED SUBDIVISION: Logistics Park Kansas City South-Fire	st Plat (Project Mustang)		
LOCATION OR ADDRESS OF SUBJECT PROPERTY: SE Corner of I-35 & F	Iomestead Lane		
LEGAL DESCRIPTION: See attached sheet and plan cover sheet			
CURRENT ZONING ON SUBJECT PROPERTY: RUR (Proposed L-P)	_ CURRENT LAND USE	: Agricultural	/residential
TOTAL AREA:205.951 Acres NUMBER OF LOTS:	Lot, 2 Tracts AV	G. LOT SIZE:	8,320,000 Sq. Ft.
DEVELOPER'S NAME(S): John Thomas (representing the developer)	PHONE:816-888-7386	0	
COMPANY: NPD Management LLC (represented by Northpoint Development LLC)	C) FAX: 816-888-7399		
MAILING ADDRESS: 4825 NW 41st St., Suite 500 Riverside		МО	64150
Street City		State	Zip
PROPERTY OWNER'S NAME(S): Wellsville Farms LLC	PHONE:816-888-7380		
COMPANY: Wellsville Farms LLC	FAX:816-888-7399		
MAILING ADDRESS: 4825 NW 41st St., Suite 500 Riverside		МО	64150
Street City		State	Zip
ENGINEER'S NAME(S): Steve Warger, Patrick Cassity	_ PHONE: _816-800-0950	ļ. 7	Tri .
COMPANY: Renaissance Infrastructure Consulting	_ FAX: _ <sup>N/A</sup>		*
MAILING ADDRESS: 5015 NW Canal St. Suite 100 Riverside		MO	64150
Street City SIGNATURE OF OWNER OR AGENT:		State	Zip
If not signed by owner, authorizati	on of agent must accomp	any this appli	cation.
NOTE: Ten (10) copies of the proposed preliminary plat must accompany this a must also be submitted with the application.	application for staff review	. One (1) reduc	ced copy (8 ½ x 11)
FOR OFFICE USE ONLY			
Case No.: S-FS 2018 - 04 Amount of Fee Paid: \$ 2,259.51	_ Date Fee Paid:3	19/18	
Received By: Crow	_ Date of Hearing:	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

# Site Plan Application (Fee: \$200 Plus \$10 Per Acre)

**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

Front or Course Chast

The following items shall be included on the site plan. All (FINAL) Site Plans must be submitted on superior quality paper in a  $24 \times 36$  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.

FIONL	or Cover Sheet
□ A sc	ale, vicinity map showing the relationship of the site to surrounding neighborhoods, roads and other physical features.
	oject title, zoning designation and project sponsor.
□ A str	reet, lot or tract address of the project.
□ An ir	ndex 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
□ Nam	e of the architect, engineer, surveyor or draftsman.
□ Follo	owing 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 Data

vs. 9-9-11

☐ A landscape plan drawn to scale, showing the site, building location, planting and seeding schedules, refuse and outdoor

# Sheet #2

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
$\square$ 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°11'14" West, coincident with the South line of the Southwest Ouarter of said Section 10, a distance of 1,686.12 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 1,788.29 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 to the Southwest corner of said Lot 4, ROCKWALL ESTATES; 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.

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 plated subdivision, all in Johnson County, Kansas, more particularly

Beginning at the South Quarter corner of said Section 10; thence on Kaneas State Plane North Zone bearings, South 63\*11\*14\* West, coincident with the South line of the Southwest Quarter of said Section 10, a distance of 1.886.15 efect thence departing and South line, North 45\*1545\* West, coincident with the centerline of Homestead Road, as it now exists, a distance of 1.236.26 feet, thence departing and centerline, North C2\*1647\* West a distance of 1.236.26 feet thence North V2\*165\* West a distance of 1.256.26 feet thence North V2\*165\* West a distance of 1.256.26 feet thence North V2\*165\* West a distance of 1.256.26 feet thence North V2\*165\* West a distance of 1.256.26 feet thence North V2\*165\* West a distance of 1.256.26 feet thence North V2\*165\* West a distance of 1.256.26 feet thence North V2\*165\* West a distance of 1.256.26 feet thence North V2\*165\* West and V2\*165\* East, coincident with the North line of said Southwest Quarter, a distance of 1.256.26 feet to the Northwest corner of the Southeast Quarter, a distance of 1.256.26 feet to the North Instance of 1.256.26 feet to the North Instance of 1.256.26 feet to 1.256.2

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

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

# UTILITIES

ELECTRIC Kansas City Power & Light City of Edgerton Phone: 816.471.5275 404 East Nelson Edgerton, Kansas Kansas Gas Service Phone: 913.893.6231 11401 West 89th Street Overland Park, Kansas TELEPHONE Phone: 913.599.8981 Century Link Phone: 800.788.3500 Johnson Rural Water District 7 CABLE 534 West Main Phone: 800.788.3500 P.O. Box 7

Phone: 913.856.7173

# **Project Mustang** Final Site Plan

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





# LEGEND

	Existing Section Line		Proposed Right-of-Way
	Existing Right-of-Way Line		Proposed Property Line
	Existing Lot Line	— L/L —	Proposed Lot Line
	Existing Easement Line	U/E	Proposed Easement
	Existing Curb & Gutter		Proposed Curb & Gutter
	Existing Sidewalk	Kines strongers	Proposed Sidewalk
	Existing Storm Sewer		Proposed Storm Sewer
	Existing Storm Structure		Proposed Storm Structur
— w/L —	Existing Waterline	A	Proposed Fire Hydrant
— GAS —	Existing Gas Main	- WATER-	Proposed Waterline
— SAN —	Existing Sanitary Sewer		Proposed Sanitary Sewe
	Existing Sanitary Manhole	•	Proposed Sanitary Manh
	Existing Contour Major		Proposed Contour Major
	Existing Contour Minor		Proposed Contour Minor
			Future Curb & Gutter

# INDEX OF SHEETS

Title Sheet

C01	Title Sheet
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
C11	Overall Grading Plan West
C12	Overall Grading Plan East
C13	Grading Plan Northwest
C14	Grading Plan North
C15	Grading Plan Northeast
C16	Grading Plan Southwest
C17	Grading Plan South
C18	Grading Plan Southeast
C19	Preliminary Storm Layout
C20	Storm Drainage Map West
C21	Storm Drainage Map East
C22	Storm Drainage Calculations
C23	Storm Drainage Calculations
C24	Overall Site Utility Plan
C25	Site Utility Plan Northwest
C26	Site Utility Plan Northeast
C27	Site Utility Plan Southwest
C28	Site Utility Plan Southeast
A4.01	Parts Building 1 South Building Elevations
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 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

Received and placed on record this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 20 \_\_\_\_ by

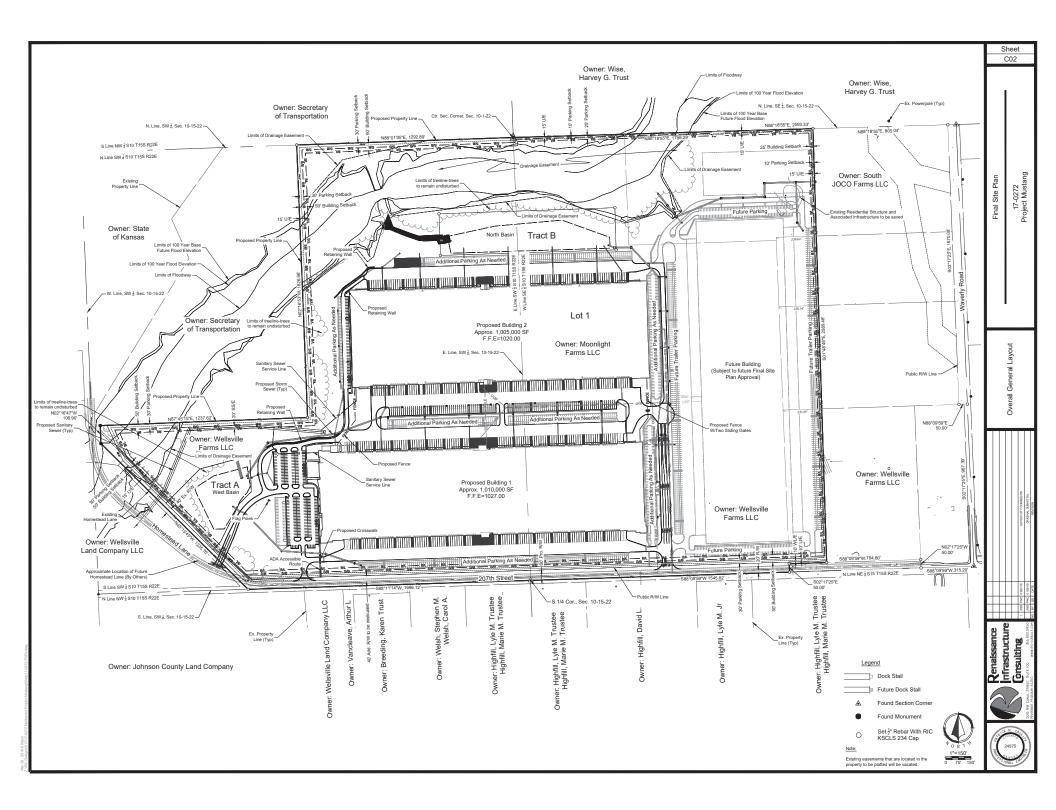
Existing Zoning:	RUR
Proposed Zoning:	L-P
Site Acreage:	205.95 Acres
Bulding Area: Total Number of Proposed Stalis: Dock Parking Loading Position: Trailer Parking: Additional Trailer Parking: Additional Trailer Parking: Additional Parking: Future Parking (Bulding #3) Total Number ADA Stalis: Number of Employees: BOCA Bulding Code(positions): Boldon Stalis	2,015,000 SF Industrial 2,135 Stallis 384 Stallis 103 Stallis 103 Stallis 346 Stallis 365 Stallis 397 Stallis 540 Stallis 11 Stallis 600 6.72 22.5%

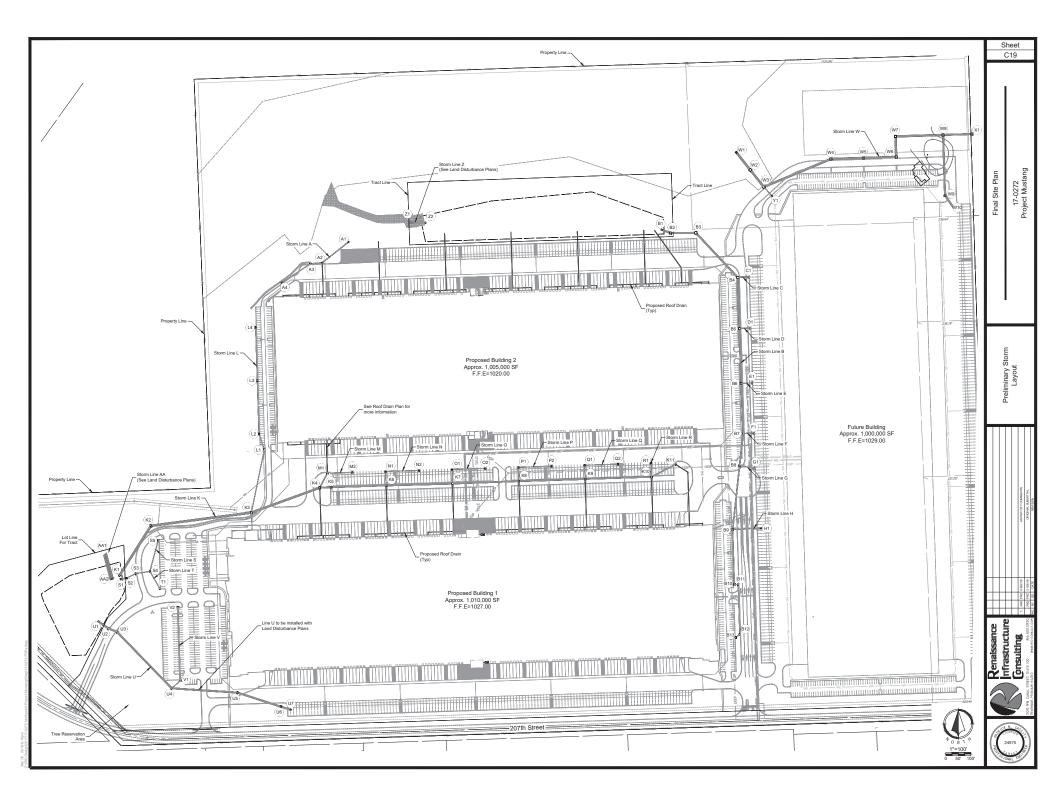
Zoning Administrator		
Approved by the Edgerton City Planning Com	mission this day of, 20 by	
Chuck Davis, Chair of the Planning Commission	on	
	ack lines is is not granted according to my marked notations: nin date	
	and will comply with all specifications, changes, and amendments here ole obligation to build and develop in accordance with all final agreem	
Applicant Signature	Date	
Nathaniel Hagedorn, Manager		
NPD Management, LLC		

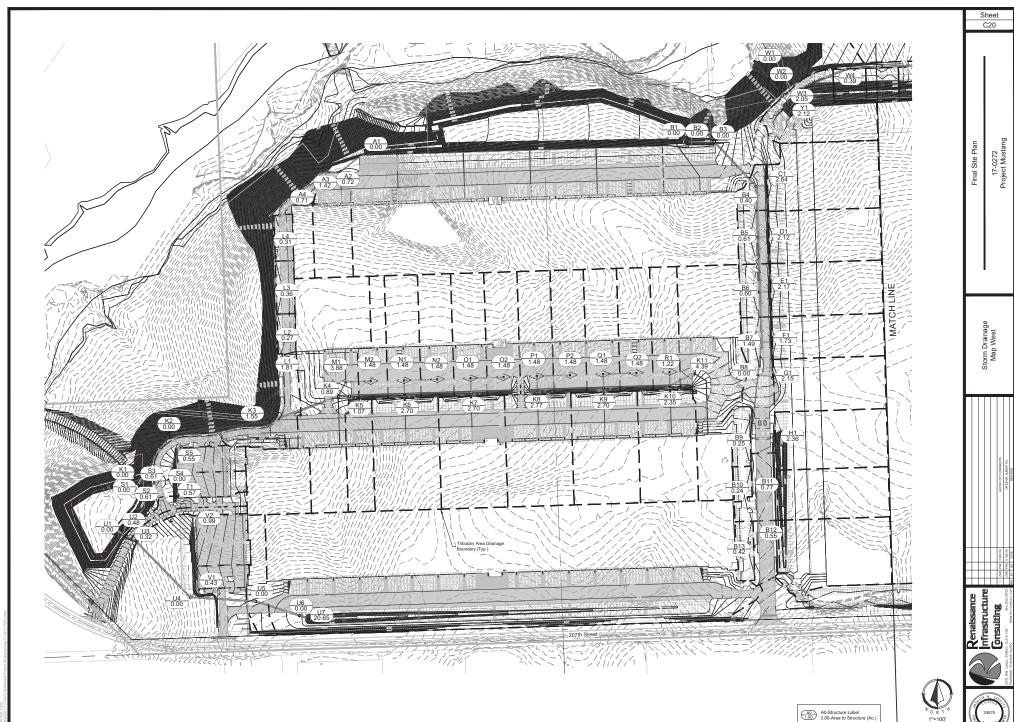
### FLOOD PLAIN NOTE

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

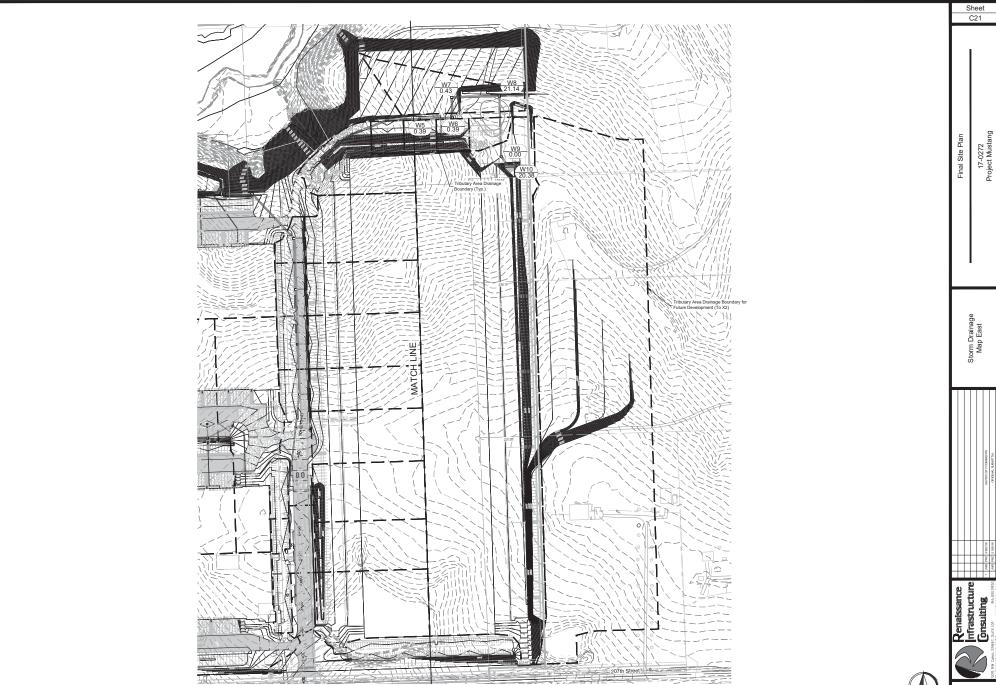














A0 A0-Structure Label 3.00-Area to Structure (Ac.)

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		Title	Yeur	Design Storm	"K" Value	Time of Conc.	Itteresty	Thb Runoff	Bypess	Total fund	Total	Total (KWC)	Time of	Nonety	System	U/S Node	D/S Node	Pipe	Pipe Shape	Pipe Diameter	Poe	Mannings	Ppe	Design	Pipe Capacity	Full Flow Velocity	Dissign Flow	Depth of	Flow Time	us	US Open El	DIS Itwel EL	D/S Down El	U/S Depth	O/S Depth	Headwater	Headwater	HINDOORNE CONTROL	Top Elevation
Line	Port	Titls Area (Ac.)	Yaue	Stam	Value	(min.)	(in/hr)	(ch)	flypses flow (cfs.)	(15)	Area (Ac.)	(KWC)	Core. (mm.)	(in/hr)	Discharge (cfk)	Node	Notice	Type	Shape	(n)	Pipe Length (ft.)	"Yr" vetue	Pipe Slope (%)	Clesign Flow (cfs)	(ch)	(fps)	Velocity (bs)	Flow (n.)	(min.)	eset ti	Oben El	EMER EI	Circum El	of Cover	of Cover (ft.)	Elev (EGL)	Outlet Elev (EGL)	Cortrol	Elevation
A	M	0.714	0.67	10	1.25	5.00	7.35	4.57	0.00		0.714	0.62	5.00	7.35	4.57	Al	43	HOPE	Bound	35	136.12	0.012	0.44	4.57	4.63	377	4.30	12.0		1000 80	1010.65	1009.00	1010.25	250	3.50	1010.72	1010.20		1013.36
-	A)	1.416	0.67	10	1		7.35	9.07	0.00	7.38	2 130	0.71		7.19	7.38	A3	100	HOPE	Round	- 14	47.26	0.012	1.50	7.38	-77.000	6.00		15.0		1008 70	1010 25	1006.00	1009 50	(3.44	4.65	1010.06	1010.45	0	1013.75
-	A2	0.000	0.67	100	1.25		10.32	14.64	0.00		2 133	2.13		7.19	21.56	A2		HOPE			129.76			21.58	15.18		5.44	18.0	0.10	1007.50	1009.50	1007.00			0.00	1006.96	1006.90	-	1014.15
_	A1	0.000	Ger	100	1.25	5.00	10.32	0.00	0.00	0.00	2100	2.13	5.50	10.11	21.06	A2	A1	HEPE	House	24	1,29-70	0.012	0.39	21.56	15.18	4.67			0.45	SOOF SO	1009.50	1007.00	1009-00	4.00	0.00	1006.99	1006.90	07.	1000-00
	A1																													_		-							1000 (6)
0	813	0.472	0.87	100	1 125	5.00	7.35	270	0.00	2.76	0.472	0.37	5 00	10.32	2:70	con	812	HOPE	Round	10	19.77	0.012	4.30	2.70	34.45	11.78	12.18	82.6 97.6	0.00	1000.65	1002.10	1000 00	1021.25	2.25	2.15	1027.80	1029 18	0	1024.35
	11/12	0.549	0.67	10	1 125	5.00	7.35	3.51	0.00	3.51	0.971	0.64	5.03	7.34	6.20 10.01	B12	011	HOPE	Round	11	197.27	0.012	0.36	6.20	5.99	3.96	3.96	13.1	0.74	101975	1021.25	1019 00	1000 50	230	2.90	1020.92	1000.40	0	1023.55
	B11	0.772	0.87	. 10.	1 125	5.00	7.35	4 lst 7 97		494	1742	1.52	576	7.12	10.80	B15	B10	HOPE	Round	- 18	15.06	0.012	1.33	10.80	13.07	7.40	8.26 T.40	12.4	0.03	101850	1000.00	1018.30	1019 80	3.40	455	1019.6T	1020.39	0	1023.40
	B10	0.240	0.87	10	1 125	5.00		154	0.00	154	1.003	1.73	579	7.12	12:08	810	60	HOPE	Round	- 9	218.21	0.012	2.50	12.28	18.25	10.33	11.08	10.8	0.30	1017.80	1019.30	1012 15	1013.65	5.05	10.70	1018.85	101496	Tion.	1024.35
	99	0.249	0.67	100	1	500		1.60	0.00	1.60	5.087	4.41	6.12	7.00	30.90	90	310	HOPE	Round	ж	253.40	0.012	0.65	30.06 50.04	58.25	824	831	18.4	0.51	101075	1013.75	1009-10	1012.10	10.60	6.65	1012.30	1011.70	1	1034.35
	80	0.000	0.67	100	1	5.00	7.35	0.00	0.00	0.00	7.214	6.28 7.21	0.63	6.66	43.19	81	87	HOPE	Round	40	130 10	0.012	0.42	43.19	70.64	7.36		23.5 33.6	0.26	1009-00	1012.50	1008.45	1011.95	625	5.05	1010.98	1011.33	0	1018.75
	817	1.407	0.67	10	1.25	5.00	10:32 7:36	9.51	0.00	9.51	10.427	9.07	691	9.69 6.81	61.74	87	200	HOPE	Round	4	200.01	0.012	0.32	61.74	88.71	7.06	7.65	29.3	0.44	100736	1011.95	1007.30	1011.30	5.05	570	1010-41	1010.64	0	1017.00
	DI	0 003	0.67	100	1	5.00	10.32 7.35	15-35 3.96	0.00	3.86	13.195	10.40	7.35	0.50	99.93 76.83	01	mi	HEPE	Round	00	218.04	0.012	014	99.93 76.83		533	7.06 5.81	48.0 37.8	0.63	1006.30	101130	1006.00	1011.00	5.70	6.00	1009-46	1000 67	0	1017.00
-	(tr)	0.605	0.67		1 1 1 1 2 5	500	7.35	6.23 3.87	0.00	8.23	15 923	13:30	7.97		124.42 90.54 146.76	85	54	HOPE	Royal	60	202.90	0.012	0.17	124.42 90.54		5.97	5.33 6.57		0.68	1005.90	1010.90	1005:55	1010.55	00000	6.45	1009.16	1009.47	0	1017.00
	84	0.398	0.67	10	1	5.00	7.35	6.24 2.55	0.00	6.24 2.55	18 162	15.62	6.49	6.41	105.79	84	83	HOPE	Round	60	249.36	0.012	0.23	146.76 105.79		5.84	5.97	39.6	0.57	1008.45	1010.45	1004.90	1009.90		5.10	1008.76	1009.08	0	1017.00
$\vdash$	80	0.000	0.67	100	- 1	5.00	10.32 7.35	4.11 0.00 0.00	0.00	8.11	18 962	16.00	100	0.29	171.60	80	812	HOPE	Round	00	100 57	0.012	0.25	171.60 103.75	140.70	7.17		37.8	0.59	1004.60	1000.00	1004.55	1009.55	5.20	5.45	1007.96	1000 65	0	1015.00
	10	0.000	5.000	100	1.25	5.00			0.00	0.00	18.962	18.96	9.24	8.86	168.40 102.95 107.15	80	81	HOPE	Round	.00	33.96	0.012	1-110	168.40	1000	7.80	7.17 8.37	60.0 36.0	0.23	1004.45	1009-45	1004.35	1009.35	1200	0.00	1007.46	1008 44	0	1015.00
-	D1	0.000	U-EF	100	1.25	500	10.30	0.00	0.00	0.00	10.00	18.96	1.24	8.81	107.15	.00	01	nere:	7000	-	30,90	0.012	0.70	167.15	100.22	7.00	7,80	60.0	0.07	300140	1000.40	1004-30	1009.30	9.00	. 0.00	300.00	3000.00		1009.35
	01																																						1009.35
c	Ct	2.642	0.67	100	1 1.25	5.00	7.35	16.90 27.27	0.00	16 90	2642	2.50 2.64	500	10.32	16.90	Ct-	84	HOPE	Round	18	49.17	0.012	7.07	16.90	30.15	17.06	17.48	13.3	0.04	1012 00	1013 50	1008.95	1010.45	7.50	6.56	1013.01	1014-49	0	1021 00
	84																																						1017.00
D	Dt	2.122		10	1		7:35	13.58	0.00	13.58	2.122	1.85		7.35	13.50	D1	-	HEPE	Round	.14	42.50	0.012	***	13.58	28.05	15 86	15.74	8.8	0.05	and an	1013.50	1009:40	1010.90	7.50	6.10	1012.91	1013.98	0	1021.00
	BS .	2.102	041	100	1.25	5.00	10.32	21.91	0.00	21.91	2.502	2.12	5.00	10.32	21.91	511	110	HLP1.	POUR		2.30	0.012	6.12	21.91	2810	15 86	17.53	11.9	0.04	1012.00	5013.50	1000-40	1010.00	1,00	6.10	1012'91	1013-38		1017.00
	100																																						1017.00
E	Εt	2.165	0.67	100	1.25	5.00	10.32	13.85 22.35	0.00	13.85	2.165	1.88	5.00	7.35 10.32	13.85	Et	86	HOPE	Round	-01	42.47	0.012	5.18	13.85	25.62	14-61	16.41	12.8	0.05	101210	1013.50	1009.80	1011.30	7.50	5.70	1012.96	1014.00	0	1021.00
	96																														. 7								1017.00
,	F1	1.726	0.67	100	.1	5.00	7.35	11.04	0.00	11.64	1.726	150	100	7.35	11.04	Ft	87	HOPE	Round	11	41.00	0.012	3.78	11:04 17:82	22.05	12.45	12.45		0.05	1012.00	1013.50	1010.45	1011.95	7.50	5.05	1012.89	1013.62	0	1021.00
	87			100	125		10 32	17.82	0.00	17.82		1.73		10:32	17.82					100	30000		-	17.82			13.88	12.2	0.05		100000	-		-		7000000		55-55	1017.00
G	Gt	2.540	0.67	100	1.25	5.00	10.30	13.73 22.16	0.00	13.73	2.143	2.15	5.00	1032	13.73 22.16	Gt	191	HOPE	Round	18	60.55	0.012	3.30	13.73 22.16	30.62	11.67	13.01	10.6	0.06	1013.00	1014.50	1011.00	1012.50	6.50	6.25	1014-06	1014.29	0	1021.00
	m																																						1016.75
н	141	2.005	0.67	10	1 125	5.00	7.36	18.14	0.00	18.14	2.000	2.47	5.00	7.35 10.32	18.14	н	00	HOPE	Round	×	108.80	0.012	3.00	15 14	77.65	15.86	12.75	9.6	0.14 0.12	1014.60	1017.10	1011.25	1013.75	0.00	10.60	1015.40	101457	200	1017.10
	190			100	149		10.32	2021	0.00	77.75		2.04		10.34	20.70									20,70			14.00	12.8	912										1024.36
-				100			7.56	70.00	0.00	10.70		3.62		114	70.00									28.08			0.00	24.0	A.90										
×	K11	4:300		100	1.25	5.00	10.32	29.08 45.51 15.02	0.00	6.31		4.39 6.92	5.00	135	45.31 50.30	K11	10000	HEPE	Round	×	107.80	0.012	0.42	45.31	20.00	5.M	5.64	30.0	031	1008.10	1011.00	1008.05	1150000	10.00	4.60	1010.55	1010.74	0	1013-45
_	K10	2347	Q 87	100	1.25	5.00	10.32	24.22	0.00	14.23	1.962	7.95	5.27	1021	81.20	K10	10		Round	×	264.00	0.012	0.49	81.20 84.25	50.00	7,17	7.17	30.0	0.61	1007.16	1010.55	1006.25	1009 25	4.00	5.00	1010.02	1000.72	300	1015.15
	103	2 608	0.87	100	1.25	5.00	10.32	27.85	0.00		13.618	13.62	5.61	10.00	156 13	10	X3	HEPE	Round	46	264.00	0.012	0.30	136 13	80.00	6.62	6.62	48:0	0.65	1005.25	1009.25	1004.45	1008-45	5.00	6.70	1008.47	1006.50	0	1015.15
	KIL.	2 607	0.67	100	1.25	5.00	10.32	17.25 27.84	0.00	27.84	19.262	19.26	6.37	9.76	168.50	10	K7	HOPE	Round	4	264.00	0.012	0.57	186.59	117.30	R 33	9.33	46.0	0.67	1004.25	1008.35	1002.85	1006.85	6.80	8.30	1007.62	1007.85	0	1015.15
	X7	2.607	0.67	100		5.00	10.32	17.25 27.64	0.00	27.64	34.947	21.70 24.95	6.79	9.63		K7.	K8	_	Round	80	264 00	0.012	0.28	148.43 240.20	100:00	7.66	7.66	48.0 60.0	0.57	1001.85	1006.85	1001.10	1006 10		9.05	1005.87	1000.28	0	1015.15
	KIS.	2 667	0.67	100	1 1.25	5.00		27.84		17.84	30.617	26.63 30.61	7.29	0.71	209.20	KB	KD		Round	60	219.00	0.012	0.41	178.62 289.26	77.77	9.72	10.51	60.0	0.40	1001 (0)	1000.00	1000 10	1005 10		12.40	1005.02	1005.81	0	1015.15
	ю	1.074	0.67		125	5.00		6.67 11.00	0.00	6.67 11.09	27.505	23.93 27.50	7.29	9.45		KS	84	HOPE	Round	00	45.01	0.012	0.44	160 49 259 90	100.21	9.50	10.73		0.07	1000 00	1005.00	999.80	1004 00	10.15	12.70	1000.52	1005.09	0	1015.15
	ж4	2 220	0.67	100	1 125	5.00	10.32	14.20 22.92	0.00		39.088	34.01	7.64	9.33	225.09 364.68	164	10	HOPE	Round	R	289.30	0.012	0.52	225.09 364.68	262.23	11.04	12.40		0.99	909.30	1004 80	997.80	1003.30	12.70	13.70	1003.22	1004.09	0	1017.50
	163	1.550	0.67		1 125	5.00		9.92	0.00	16.00	42 158	30.60 42.16	6.03	8.20	239/25 387 (3	K3	1/2	HOPE	Round	n	402.94	0.012	0.27	239.25 367.63	240.04	8.40	0.60	58.3 72.0	0.69	997.30	1003 30	996.20	1002:20	13.70	11.05	1002.17	1002.51	0	1017.00
	ю	0.000	0.67	100	1	5.00	7.35	0.00	0.00	0.00	42.158	30.68 42.16	872	0.36		KZ	Жt	HOPE	Round	13	232.03	0.012	0.26	233.22 378.39	233 62	8.26	9.47 8.26	50.3	0.41	996.00	1002.00	965.40	1001.40	11:25	0.00	1000.87	1001.64	0	1013.25
	Kt																																						1001.40
	14	0.313	0.67	10	- 1	500	7.30	2.00	0.00	2.00	0313	0.27	500	7.35	2:00	1.4	13	HOPE	Round	-	212.29	0.012	0.36	2.00	4.14	3.36	3.26		1.00	1019.75	1015.00	1013.00	1014.25	2.60	3.25	1014.41	1013.79	- 1	1017.50
	1.5		0.67	10	1.25	500	10.32	3.23	0.00	3.23 2.29	0.313	0.31	500	7.35 10.32 7.35	2:29	LA	12	HOPE	Roand	225		100000	0.20	3.23	4.14	3.02	3.73	8.4	0.00	1012.90	1015 00	1013.00	25/5525	10.55	3.05	1013.66	10000000	200	
	_	0.368		100	125			370	0.00			0.96		10.32	3.70			-		- 15	211.77	0.012		3.70	3.71	77.53	3.45		1.00	10000			1013.55	-			1013.16	93.0	1017.50
	1.2	0.258	0.67	100	1.25	5.00		2.76	0.00	276	0.581	0.58	8.08	9.90 5.97	5.75	1.2	1.1	HOPE	Hound	18	86.00	0.012	0.61	5.75	5.42	442	5.00	13.2	0.22	1012.20	1013.45	1011.80	1013.05	400	5.10	1013.03	1012.66	35	1017.50
	Lt	0.940	0.87	100	125	5.00	10.32	970			1,521	1.52	0.29	9.81	14.90	Lt	ю	HOPE	Round	15	255.07	0.012	3.61	1410	13.25	10.60	10.60		0.40	1011.05	1012.30	1001.00	1003.05	5.60	13.05	1012.05	1004 67	100	1015.15
	K3																																						1017.00

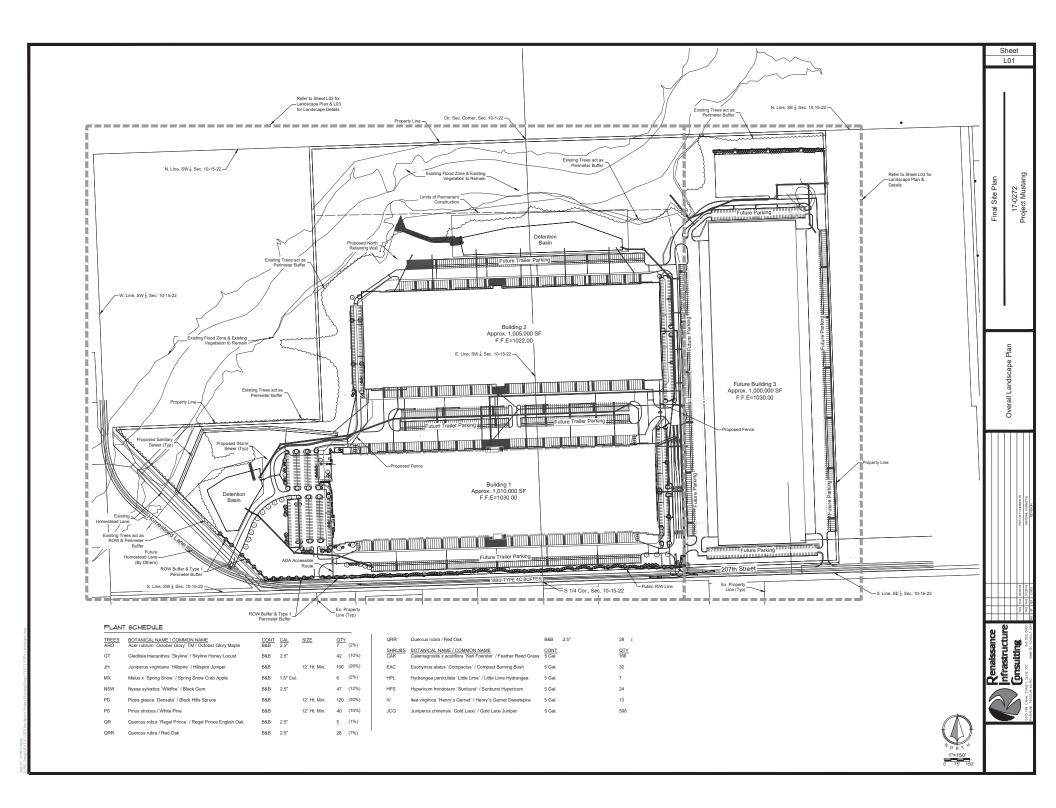
Final Site Plan

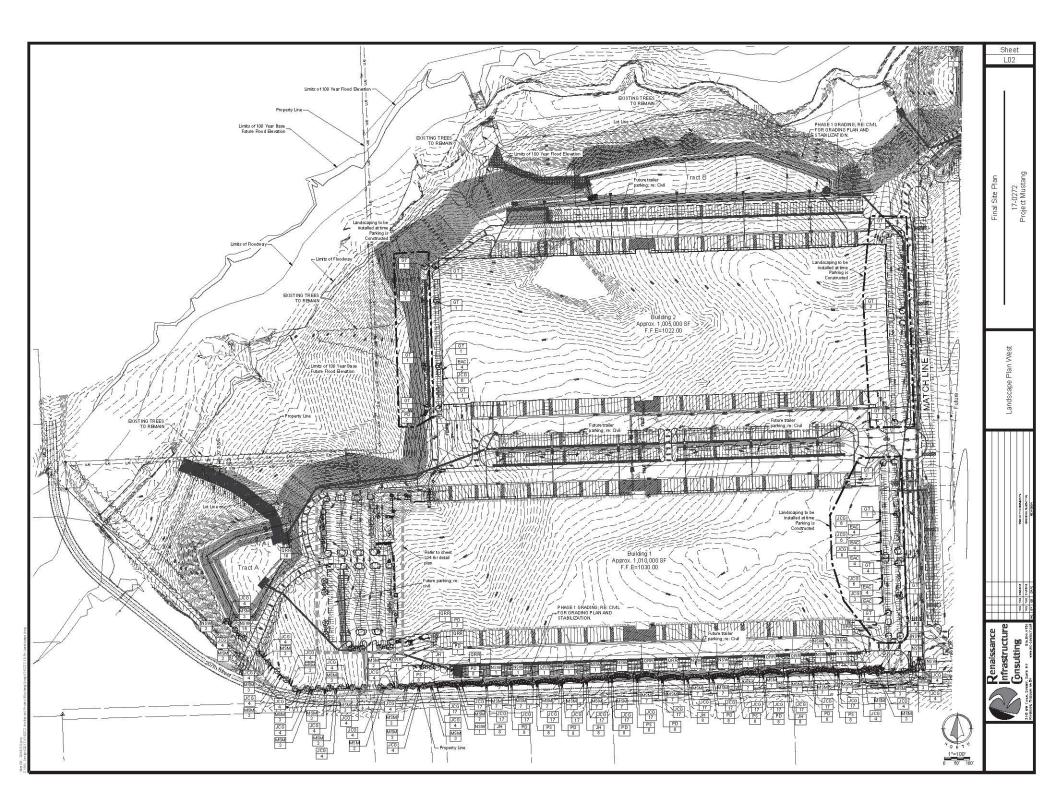
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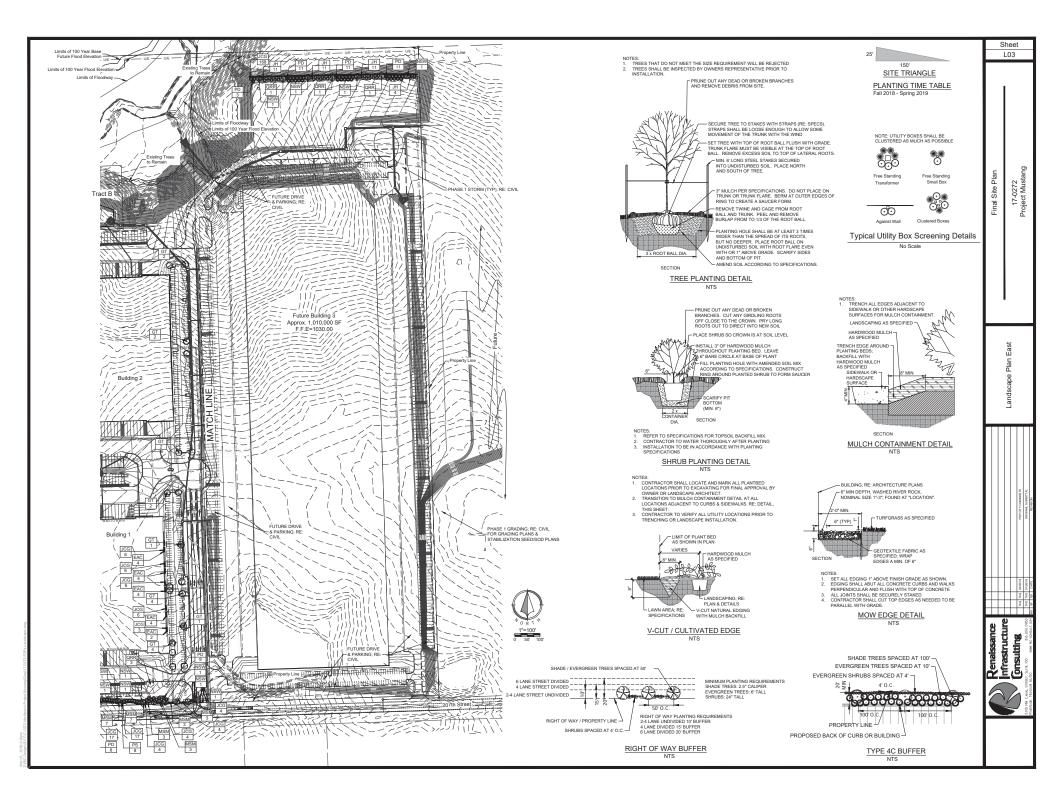




					Overla	nd Flov	v					S	ystem FI	low											Pip	e Desig	n										Stru	cture Desig	gn
Line	Port	Trib. Areas (Ac.)	Value	Design Storm	Value "K"	Conc (min.)	(m/hr)	This Flundf (cfs)	Bypass fow (cfs)	fotal Runoff (cfs)	Total Area (Ac.)	(KWC)	Time of Cons (min.)	interacty (in Air)	Dystem Discharge (cfs)	Node Node	Dr8 Node	Pipe Type	Pipe Shape	Pige Chameter (in)	Pipe Length (ft.)	Marrings "If willer	Pipe Stope (%)	Design Flow (cfs)	Pipe Capacity (cfk)	Full Flow Vielocity (bw)	Design Flow Velocity (\$14)	Play: (n.)	Flow Time (min.)	U/S Inet El	Crown El	DIS Invert El	Dris Crown El	of Cover (ft.)	Of Cover (fl.)	Headwater Intel Elev (EGL)	Headwater Outlet Elev (EGL)	Control	Top Elevation
M	M2	1.464	0.87	100	1	500	7.35	0.49 15.32	0.00	9.49 15.32	1.484	1.29	5.00	7.35	9.49 15.32	M2	M1	HOPE	Round	11	98.96	0.012	1 82	9.49 15.32	15.30	8.96	9.12	10.3	0.10	101020	1011 70	1008-40	1009.90	2.00	435	1011 17	1010.55	20	1013 70
	M1.	4772	0.67	100	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		7.35		0.00	10:50 10:53	6.296	5.44	518	7.30	39.72	Mt	164	HOPE	Round	24	.65.30	0.012	7.80	39.72	68.29	21.74	22.40	13.0	0.05	1007.00	1009.90	1002:00	1004.60	4.35	12.70	1009.14	1011.60	0	1014.25
	304			100	1.25		10.32	49.20	0.00	0.25		6.26		10.25	64.11					-				84.11			24.68	18.2	0.04			-							1017.50
				10			7.95	9.49	0.00	5.45		176		735	5.45		-							0.40			786	11.7	0.76										
.64	10	1.494	1000	100	1.25	5.00	10.32	9.49	0.00	15.32	1.484	1.29 1.45 2.56	5.00	10.32	5.49 15.32 18.76 30.28	1/2	NI	HOPE		я				15.32 18.76	12.29	6.06	6.96	18.0	0.29	1010.00	1011:50	1006.45	1009 95		3.75	1011.06	1010 33	700	1013.70
	845	1.464	0.67	100	1 125	5.00	10.32	9.49 15.52	0.00	15.32	2.968	2.97	5.29	10.20	30.28	NI	KB	HOPE	Round	24	55 00	0.012	7.18	30.28	65.53	20.66	20,30	11.3	0.05	1007 65	1009.95	1004.00	1006.00	3.75	9.15	1008.74	1009 65	0	1015.70
	X0)																																						1015.15
0	02	1.464	0.67	100	1 125	5.00	40.00	9.49 15.32	3.23	0.40	1.494	1.29	5.00		9.49	002	01	HOPE	Round	11	132.00	0.012	1.14	9.49	12:00	6.84			0.29	1010.00	1011.50	1008.50	1010.00	2.20	3.70	1011.11	1010.38	0.00	1013.70
	01	1.494	0.67	10	1 125	5.00	7.35	9.49	0.00	5.45	2.968	2.58	5.29	7.26	18.75	01	kir	HOPE	Round	24	56.21	0.012	5.60	16.75	57.00	18.42	16.41	0.4	0.06	1008.00	1010.00	1004.85	1006.65	3.70	8.30	1008.85	1009 et	0	1013.70
	307			-			-		-	-																	10.00			-									1015.15
	P2	1.484	0.67	10	1 125	500	7.35	9-49 15.52	0.00	9.49	1.484	1.29	5.00	7.30	9:40 15:32	P2	Pt	HOPE	Round	31	*****	0.012	1.14	9.49	12.00	684	7.55	11.9	0.20	1010.00	1011 50	1008.50	1010.00	120	3.70	1011.11	1010.38	96	1013.70
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	Q1	1.484	0.87	100	1.25	5.00	10.32	9.49	0.00	9.49	2.968	2.56	5.29	10.00	18.76	01	ж9	HOPE	Round	24	55.00	0.012	136	18.76	28.55	9.09	10.25	21.4	0.09	1008.00	1010.00	1007.25	1009.25	3.70	5.90	1009.25	1009 89	0	1013.70
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	53	0.606	0.87	100	1 129	5.00	10.32	3.67 6.25 3.67 6.25	0.00	0.25	1.726	1.50	530	10.20	10.91 17.61 14.88 24.01	53	52	HOPE	Round	15	40.00	0.012	15.04	10.01	27.00	72 03		6.6		1002.00	1009.25	965 85	907.10	10.05	6.40	1002 83	1003 12	0	1013.30
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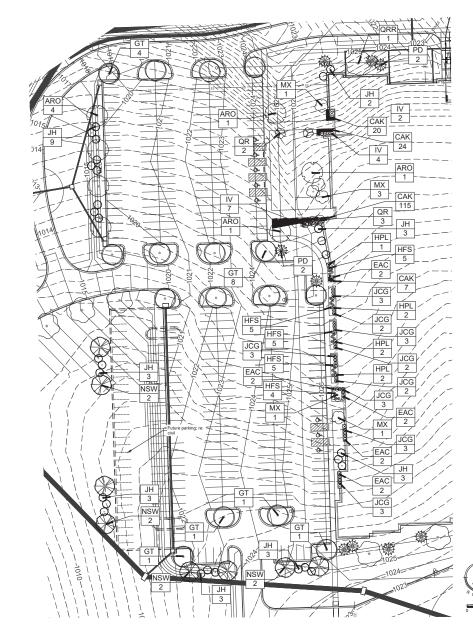
Sheet L04

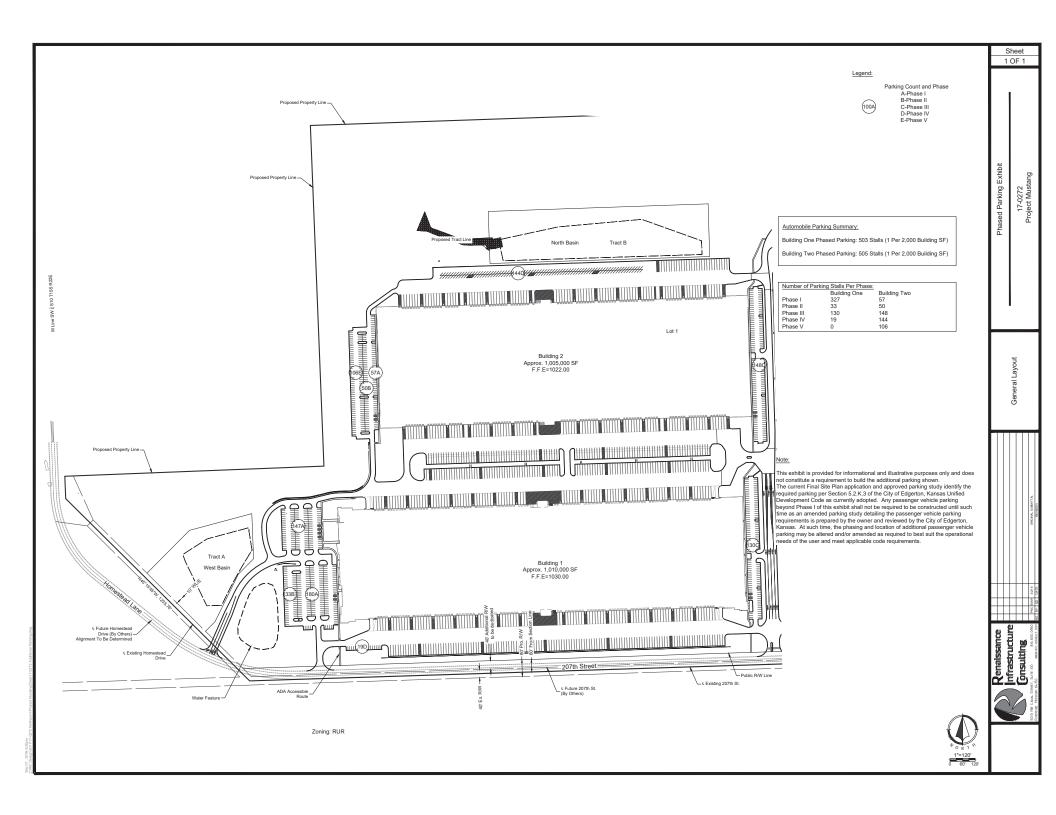
17-0272 Project Mustang Final Site Plan

Detail Landscape Plan











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 207<sup>th</sup> 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 207<sup>th</sup> 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 207<sup>th</sup> 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

Stew M Warger

swarger@ric-consult.com

816-769-6132 (c)

CC: David Hamby

John Thomas Chris Chancellor

Main Entrance Project Mustang Sheet C07 207th Street Existing Tree Line S **—** ~ 2+0 1+00 Main Entrance Section Existing Grade Sta. 3+28.00 Ex. Waterline 960 950 950 6+50 1+00 3+00 4+00 2+00 5+00 6+00



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 207<sup>th</sup> 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 207<sup>th</sup> Street not impede the path of an outbound, right turning truck onto 207<sup>th</sup> 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.



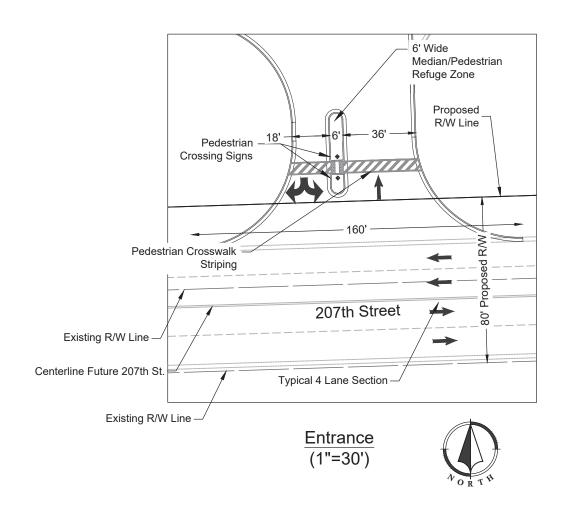
- The east truck entrance would be the predominant truck entrance/exit for the facility.
- 2. The inbound and outbound trucks will need to be able to freely enter and exit without impeding the movements of the other vehicle.
- The inbound entrance lane will transition to multiple lanes that would be 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,

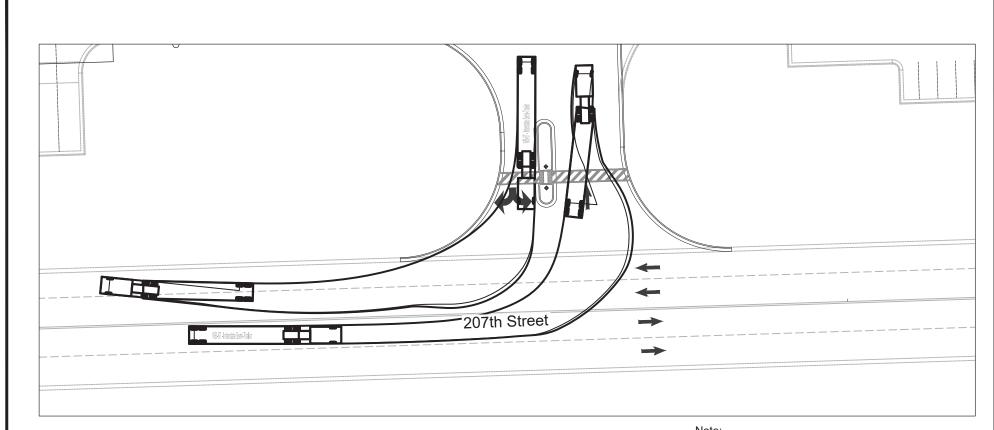
Chris Chancellor

Project Manager



Project Mustang Truck Entrance Geometry 2018-03-05





# Note:

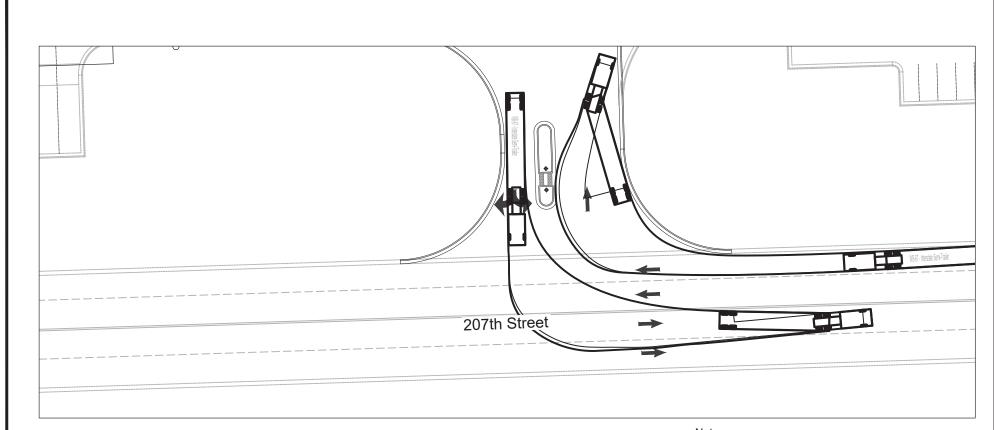
Lane geometry designed to accommodate interstate semitrailers. Geometry shown minimizes potential conflict points and allows for free movement of interstate semitrailers without encroaching on opposing lanes.





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

132 ABBIE AVENUE KANSAS CITY, KANSAS 66103



# 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

913.317.9500 www.ric-consult.com