

**EDGERTON PLANNING COMMISSION  
MEETING AGENDA  
EDGERTON CITY HALL - 404 EAST NELSON STREET  
April 8, 2025  
7:00 P.M.**

The City of Edgerton encourages public participation in local governance issues. To facilitate an efficient and effective meeting, persons wishing to address the Planning Commission must sign-up before the meeting begins. During public hearings, comments must be limited to three (3) minutes per speaker. The maximum time limit for all speakers during each public hearing will be one (1) hour.

The chair may modify these provisions, as necessary. Speakers should state their name and address and then make comments that pertain to the public hearing item.

The chair may limit any unnecessary, off-topic, or redundant comments or presentations. Speakers should address their comments to Planning Commission members only and should not speak to fellow audience members. Commission members will not engage in a dialogue or debate with speakers. Speakers and audience members should conduct themselves in a civil and respectful manner. Disruptive conduct may result in removal from the meeting.

**Call to Order**

1. **Roll Call** \_\_\_\_\_ Draskovich \_\_\_\_\_ Mathos \_\_\_\_\_ Little \_\_\_\_\_ Mueller \_\_\_\_\_ Soemer
2. **Welcome**
3. **Pledge of Allegiance**

**Consent Agenda** *(Consent Agenda items will be acted upon by one motion unless a Planning Commissioner requests an item be removed for discussion and separate action.)*

4. Minutes from the March 11, 2025 Planning Commission Meeting.

**Regular Agenda**

5. **Declaration.** At this time Planning Commission members may declare any conflict or communication they have had that might influence their ability to impartially consider the agenda items.

**Business Requiring Action**

**New Business**

6. **PUD2025-0001: REVISED CONCEPTUAL PLANNED UNIT DEVELOPMENT PLAN/PLAT FOR DWYER FARMS LOCATED ON THE SOUTHWEST CORNER OF 8<sup>TH</sup> STREET/EDGERTON ROAD AND BRAUN STREET/ W. 207<sup>TH</sup> STREET**
  - a. Presentation from Lee Ryherd, applicant for Conceptual Planned Unit Development Plan/Plat Application PUD2025-0001

- b. Presentation from City Staff for Conceptual Planned Unit Development Plan/Plat Application PUD2025-0001
- c. Public Hearing for Conceptual Planned Unit Development Plan/Plat Application PUD2025-0001
- d. Discussion of Conceptual Planned Unit Development Plan/Plat PUD2025-0001
- e. Consideration of Conceptual Planned Unit Development Plan/Plat Application PUD2025-0001

**7. FSP2025-0001: REVISED FINAL SITE PLAN FOR INLAND PORT IX LOCATED AT 30500 W. 183<sup>RD</sup> STREET**

- a. Presentation from Kevin White, applicant for Revised Final Site Plan Application FSP2025-0001
- b. Presentation from City Staff Revised Final Site Plan Application FSP2025-0001
- c. Discussion of Revised Final Site Plan Application FSP2025-0001
- d. Consideration of Revised Final Site Plan Application FSP2025-0001

**8. Future Meeting Reminders**

- May 13, 2025 at 7:00 PM – Regular Session
- June 10, 2025 at 7:00 PM – Regular Session
- July 8, 2025 at 7:00 PM – Regular Session

**9. Announcements**

**10. Adjourn**

**PLANNING COMMISSION  
March 11, 2025 Minutes**

A regular session of the Edgerton Planning Commission (the Commission) was held in the Edgerton City Hall, 404 E. Nelson Street, Edgerton, Kansas on March 11, 2025. The meeting convened when Vice Chair Jeremy Little called the meeting to order at 7:00PM.

**1. ROLL CALL**

Jeremy Little	present
Tina Mathos	present
Adam Draskovich	absent
Ray Soemer	present
Jordyn Mueller	absent

With a quorum present, the meeting commenced.

Staff in attendance: Zachary Moore, Development Services Director  
Alex Clower, City Clerk

**2. WELCOME** Vice Chair Little welcomed all in attendance to the meeting.

**3. PLEDGE OF ALLEGIANCE** All present participated in the Pledge of Allegiance.

**CONSENT AGENDA**

4. Minutes from the November 12, 2024 Planning Commission Meeting.
5. Temporary Construction Use Application TCU2025-0001 for Rock Crushing Operations for TSL Phase II.
6. Temporary Construction Use Application TCU2025-0002 for Temporary Construction Trailers for TSL Phase II.

Commissioner Mathos moved to approve the Consent Agenda. The motion was seconded by Commissioner Soemer. The Consent Agenda was approved, 3-0.

**Regular Agenda**

**7. Declaration.** There were no declarations made.

**Business Requiring Action**

**New Business**

Ms. Clower, City Clerk, gave the oaths of office to Commissioner's Mathos and Soemer.

**8. ELECTION OF PLANNING COMMISSION OFFICERS.** Due to the vacancy of the Chairperson seat, an election of Planning Commission Officers is required. Vice Chair, Commission Little, asked if there were any nominations for a new Chairperson.

Commissioner Soemer made motion to nominate Tina Mathos as Chairperson of the planning Commission.

Commissioner Little, seconded the motion. The motion carried with a 3-0 vote.

Mr. Moore stated with Ms. Mathos's election into the role of Chairperson, it creates a vacancy in the Secretary chair.

Commissioner Mathos asked if there were any nominations for a new Planning Commission Secretary.

Commissioner Little nominated Commissioner Mueller to fulfill that seat, Commissioner Mathos seconded the motion. The motion carried with a 3-0 vote.

**9. UDCA2025-0001: AMENDMENTS TO ARTICLE 12, *SIGN REGULATIONS*, OF THE CITY OF EDGERTON UNIFIED DEVELOPMENT CODE**

- a. Presentation from City Staff for Unified Development Code Amendment Application UDCA2025-0001

Mr. Moore stated Chris put together the staff report provided. He stated staff was doing an audit of the sign code as it pertains to signs allowed in the commercial districts. The memo provides staff recommendations and clarity of allowable signs in this district. There are three new recommendations for allowable signs, External Directional, Truck Scale, and Free-Standing Canopy.

External directional are not currently permitted in this zoning district, however given the area of these truck stops and uses for them, there are a lot of passenger vehicles and truck traffic that intermingle. The allowance of these signs permits entering and exiting signs so traffic flows correctly and there's limited intermingling of the two types of vehicles. He stated the same standards will be kept for the external signs, however once piece that is changing is the addition of the sign being constructed on a solid base as a requirement, similar to a monument sign. He stated when a new sign is proposed, they will be required to have a solid base instead of posts.

Mr. Moore provided some examples of what a current directional sign looks like out at the logistics park. He asked if there were any questions.

Commissioner Mathos asked if the TA Express is only allowed one per occupant per site, does that allow one sign for trucks and one for cars.

Mr. Moore stated with two entrances, there can be one a sign at each stating one entrance is for cars, leading to fuel and the other will say it's only for trucks.

Commissioner Soemer asked what the external lighting is.

Mr. Moore stated this would be something like lights in the ground spotlighting the sign.



Commissioner Mathos stated for clarification that internal would be more like LED built into the signs.

Mr. Moore stated yes, that is correct.

There were no further questions.

He stated the next change is for Truck Scale Signs. Currently they don't meet any requirements in the code right now. Addressing this as its own sign regulation is cleaner and more beneficial. He stated with the types of development the City gets, there could be more truck scales developed. He stated the memo is included in the packet but wanted to highlight a couple things. He stated one identifier is appropriate, meaning there doesn't need to be 3 signs showing where the scale is at. He stated there a requirement of this is also internal illumination as well as masonry material. TA is wrapped in brick now, this allows for consistency.

Commissioner Little asked if this meets dimensional loads going to and from.

Mr. Moore stated staff evaluated the conditions we have here and they meet the CAT scale requirement. It does also meet the QT certified scale, so any truck can fit through with the dimensions provided.

There were no further questions.

Mr. Moore stated the last one is for Free-Standing canopies, like what you'd see at convenient store gas stations. This will allow in the code, the sign to show where the entrance and exits are. So, for TA, if on the back side and driving away from 200<sup>th</sup> Street, turning left, you'd be going into traffic. This would allow for identifying a one way in and one way out directions and allowing safety matters like clearance height.

Commissioner Mathos asked with free standing, are there any lighting requirements.

Mr. Moore stated no external illumination will be allowed, they will be allowed the can lights that you'd typically see.

There were no further questions.

- b. Public Hearing for Unified Development Code Amendment Application UDCA2025-0001

Commissioner Mathos opened the Public Hearing at 7:20PM.

With no questions or comments, Commissioner Mathos then closed the Public Hearing at 7:20PM.

- c. Discussion of Unified Development Code Amendment Application UDCA2025-0001

There was no further discussion.

- d. Consideration of Unified Development Code Amendment Application UDCA2025-0001

Commissioner Little moved to approve UDCA2025-0001 as presented. The motion was seconded by Commissioner Soemer. UDCA2025-0001 was recommended for approval, 3-0.

#### **10. FUTURE MEETING REMINDERS**

Ms. Mathos stated that the next regular sessions are scheduled for April 8, 2025 at 7:00PM, May 13, 2025 at 7:00PM, and June 10, 2025 at 7:00PM.

#### **11. ANNOUNCEMENTS**

There were no announcements made.

#### **12. ADJOURN**

Commissioner Little moved to adjourn the meeting. Commissioner Soemer seconded the motion. The meeting was adjourned at 7:22PM, 3-0.

Submitted by Alex Clower, City Clerk

## DWYER FARMS REVISED CONCEPTUAL PUD PLAN

Application PUD2025-0001

Southwest Corner of Braun Street/207<sup>th</sup> Street and 8<sup>th</sup> Street/Edgerton Road

### QUICK FACTS

#### PROJECT SUMMARY AND REQUESTED APPROVALS

The Applicant requests approval of a Revised Conceptual Planned Unit Development Plan/Plat for single-family residential development.

#### Owner and Applicant

Lee Ryherd, Agent of  
SMH Consultants on  
behalf of Kansas LD,  
LLC

#### Existing Zoning and Land Use

Currently zoned PUD  
(Planned Unit  
Development) with  
development of  
single-family residents  
ongoing.

#### Parcel Size

80.4± acres

#### Staff Report Prepared by

Chris Clinton



## BACKGROUND

### **1. Proposal**

The Applicant, Lee Ryherd, project engineer from SMH Consultants hired by Kansas LD, LLC, a subsidiary of Rausch Coleman Homes, has submitted a Revised Conceptual Planned Unit Development (PUD) Plan/Plat for the 80.4± acre parcel of land at the southwest corner of 8<sup>th</sup> Street and 207<sup>th</sup> Street. This is a revision to the PUD that was approved with Ordinance 2114 in 2023 for the subdivision of Dwyer Farms. Article VI of the Unified Development Code (UDC), Section 6.5, requires that the Planning Commission review major changes to PUDs, which includes changes to the density. This proposal will increase the number of lots in the subdivision from 275 to 279, resulting in an increase of the site's density, therefore requiring a revised Conceptual PUD Plan/Plat. This application requires a public hearing before the Planning Commission, and following the Planning Commission meeting, will be presented to the Governing Body for their review and consideration.

### **2. Subject Site**

The subject property was annexed into the City of Edgerton on April 14, 2022 and was later zoned to the PUD (Planned Unit Development) on August 11, 2022 under the terms and conditions of Ordinance 2113. Also on August 11, 2022, the Governing Body of Edgerton approved the Conceptual Plan for the Dwyer Farms Planned Unit Development (PUD2022-01), which this application would revise if approved. The first phase of the development (PUD2023-01) was approved by the Planning Commission on June 13, 2023 and that phase is currently under construction. The second phase (PUD2024-0101) was approved by the Planning Commission on June 11, 2024 and infrastructure is currently being constructed. The currently approved phases are consistent with the proposed Revised Conceptual Plan.

### **3. Lots and Tracts**

The applicant is proposing 279 single-family residential lots and seven (7) tracts throughout the overall Dwyer Farms development. The number of lots has increased from 275 and the number of tracts decreased from eight (8) that were approved in Conceptual Plan PUD2022-01. The acreage dedicated to residential increased slightly, from 48.2 acres to 49.0 acres, while detention acreage decreased, from 3.4 acres to 2.1 acres, and greenspace acreage increased, from 9.7 acres to 10.2 acres, compared to Conceptual Plan PUD2022-01. The proposed Conceptual Plan does include a small tract to be used for a monument sign that will be maintained by the Homeowner's Association. The tract was approved as part of Phase II of the development but was not indicated in Conceptual Plan PUD2022-01.

## PUD REVIEW

### **1. Changes and Amendments to a PUD**

Section 6.5.B of the UDC defines major and minor changes to an approved PUD and sets requirements for approval. One of the major changes listed is a change in which alters the concept or intent of the PUD including increases in density, changes in the height of buildings, reduction of proposed open space, changes in the development schedule, changes in road standards, or changes in the final governing agreements, provisions, or covenants.

The applicant is proposing that the number of residential dwelling units in this subdivision be increased from 275 to 279. One of the detention areas has been changed to two (2) new residential lots and another residential lot was created out of the greenspace near the

community playground area. Table 1 on the following page outlines the changes in density compared to the previously approved Conceptual Plan.

*Table 1*

<b>Conceptual PUD PUD2022-01</b>	<b>Proposed Conceptual PUD</b>
<b>3.42 du/ac</b>	<b>3.47 du/ac</b>

The proposed density is 0.05 dwelling units per acre greater than what was previously approved with the original PUD.

Phase I and Phase II of the development are currently under construction and have been platted. The recorded plats of Phase I and Phase II generally align with the proposed Conceptual Plan.

Along with the change in density, the applicant has indicated that the development will be done in three (3) phases instead of four (4) phases that was shown in the previously approved PUD Conceptual Plan.

## **2. Conceptual Plan and Preliminary Plat Submission Data**

There is required documentation that the applicant is to submit for a Conceptual Plan that is outlined in Section 6.3 of the UDC. While much of the information in the documents did not change, the applicant is still required to submit them. A conceptual plan has been submitted showing the appropriate information. There have not been any changes to the topography, flood plain, or soils as indicated on the conceptual plan for areas that have not been already developed. Areas in the first two (2) phases where land disturbance permits have been issued have been and are being developed in accordance with approved plans. The traffic analysis has been submitted and states that the additional four (4) residential lots do not alter the findings of the original traffic impact study. A stormwater study for the entire development that matches the proposed Conceptual Plan has been submitted and approved by the City Engineer.

The applicant sent notification letters as required in UDC and post notice of public hearing signs at the property. An affidavit for the notifications being sent was provided and is notarized, and a legal description of the property was provided.

## **NOTICE OF CITY CODES AND PERMITS**

The Applicant is subject to all applicable City codes – whether specifically stated in this report or not – including, but not limited to, Zoning, Buildings and Construction, Subdivisions, and Sign Code. The Applicant is also subject to all applicable local, State, and Federal laws.

Various permits may be required in order to complete this project. Please contact the Building Codes Division of the Community Development Department for more information about City permits. The project may also be subject to obtaining permits and/or approvals from other local, County, State, or Federal agencies.

## DOCUMENTS INCLUDED IN PACKET

Sheet #	Title	Date on Document
1	Conceptual Plan	Feb 2025
2	Project Scope Letter	
3	Property Notification Affidavit	03.20.2025
4	Utility Memo	02.18.2025
5	Traffic Impact Study	03.21.2025
6	Property Tax Impact	
7	Ordinance 2114	08.11.2022
8	Project Scope Letter from PUD2022-01	06.23.2022

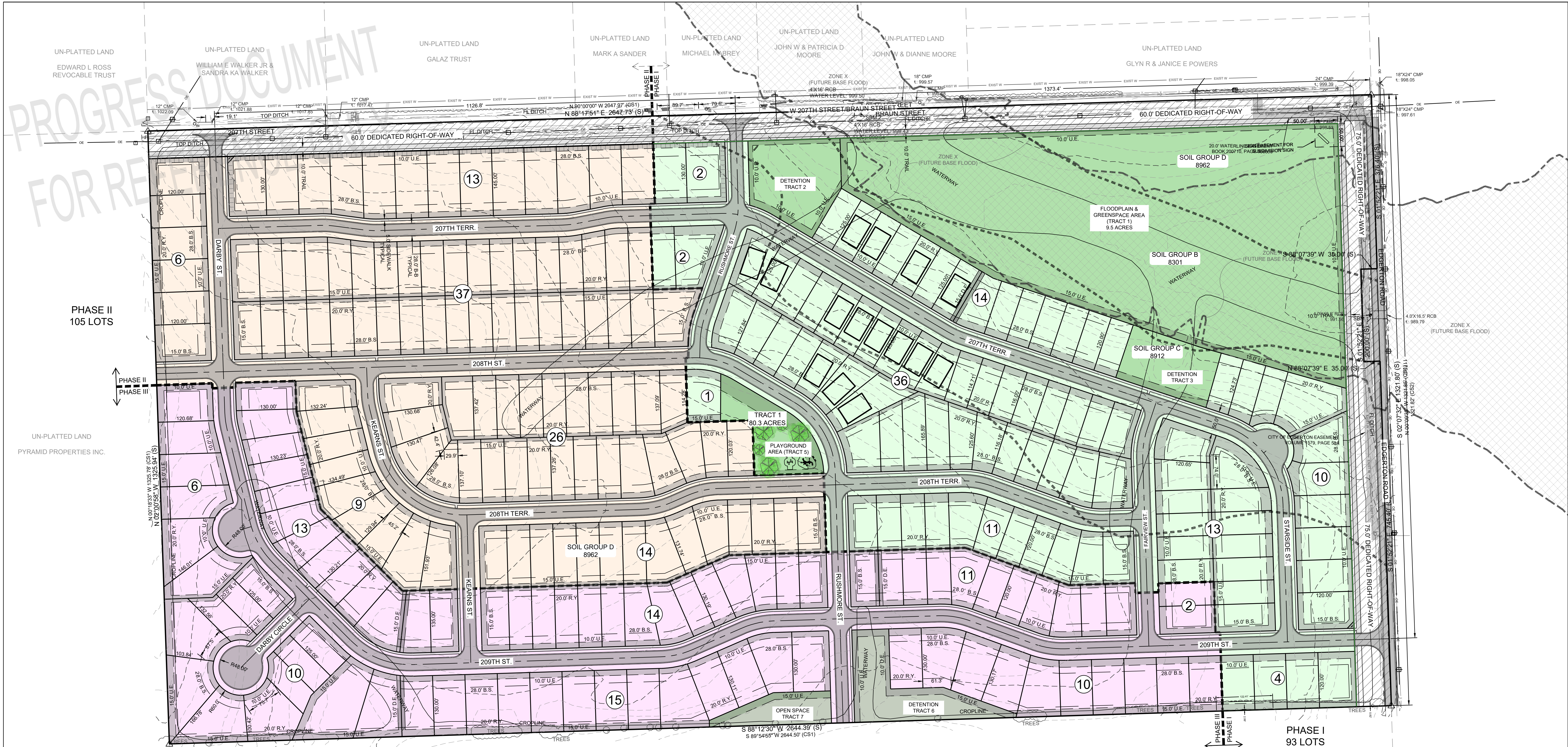
## STAFF RECOMMENDATION

Staff recommends approval of PUD Final Plan/Plat **Application PUD2025-0001** for *Dwyer Farms Revised Conceptual Plan* with the following stipulations:.

1. The approval requirements of Ordinance 2114, including but not limited to the building design standards, landscaping, CCRs, etc. are still applicable under this proposal and ordinance.
2. Prior to issuance of a building permit for Phase III of the Conceptual PUD Plan/Plat, a Final Plan/Plat must be approved by the Governing Body following review by the Planning Commission, and the plat must be recorded with Johnson County.

***Note: For Application PUD2025-0001 the Planning Commission is the recommending body to the Governing Body. This Application will be presented to the Governing Body on May 13, 2025.***





INFRASTRUCTURE NOTE:  
ALL PHASE I INFRASTRUCTURE  
HAS BEEN INSTALLED, PHASE 2  
INFRASTRUCTURE HAS BEEN  
APPROVED AND IS CURRENTLY  
UNDER CONSTRUCTION.

Soil Type	Hydrologic Soil Group	Acres	Percent of Site
Verdigris Silt Loam	B	6.4	8.0%
Summit Silty Clay Loam	C	12.5	15.5%
Woodson Silt Loam	D	61.5	76.5%
Totals		80.4	100.0%

**DESCRIPTION:**  
North Half of the Northeast Quarter of Section 13, Township 15 South,  
Range 21 East of the 6th PM, Johnson County, Kansas.

Subject to easements and restrictions of record.

**Notes:**  
Aerial Image was flown with a UAV and is shown in approximate location  
and is for visual reference only.

**DEDICATED RIGHT-OF-WAYS**  
-207TH/BRAUN = 60.0'  
-EDGERTON = 75.0'  
**RIGHT-OF-WAYS INTERNAL = 50.0'**  
**MINIMUM CL CURVE RADIUS = 185.0'**  
**CUL-DE-SAC/EYEBROW ROW RADIUS = 50.0'**  
**CUL-DE-SAC MAX LENGTH = 209.5'**  
**MAX BLOCK LENGTH = 1325.0'**  
**DRAINAGE EASEMENTS = 15.0'**

**BUILDING SETBACKS**  
-FRONT YARD = 28.0'  
-FY CORNER LOT = 28.0' & 15.0'  
-SIDE YARD = 5.0'  
-REAR YARD = 20.0'

**UTILITY EASEMENT**  
-15.0' BACK OF LOTS  
-10.0' ALONG INTERNAL ROW

93 LOTS = PHASE I  
105 LOTS = PHASE II  
81 LOTS = PHASE III  
279 TOTAL RESIDENTIAL LOTS  
49.0 AC - LOTS  
19.1 AC - DEDICATED ROW  
2.1 AC - DRAINAGE  
10.2 AC - GREENSPACE  
80.4 AC - TOTAL

FLOODPLAIN= 8.7 ACRES  
STREET PAVEMENT = 341,735 SF  
SIDEWALK PAVEMENT = 91,580 SF  
TRAIL PAVEMENT = 36,852 SF  
CURB & GUTTER = 22,876 LF

**OWNER:**  
ARG LAND HOLDINGS LLC  
4058 N COLLEGE DR  
FAYETTEVILLE, AR 72703

**DEVELOPER:**  
THE CALARA GROUP  
4058 NORTH COLLEGE SUITE  
300, FAYETTEVILLE, AR 72703  
479-455-9090

**LEGEND**

- Section Corner, NOTE: All section corner monument origins are unknown unless otherwise noted.
- Lot Total Numbers
- B.S. Building Setback
- Detention Easement Hatch
- Greenspace Hatch
- No Access
- Floodplain Hatch
- Dedicated Right-of-Way for Future Improvements
- 18.0' Drainage Easement (D.E.)
- Utility Easement (U.E.)
- Lots With Homes
- Under Construction

SCALE: 1" = 100'

Preliminary PUD Concept  
**Dwyer Farms**  
North Half of the NE Quarter, Section 13,  
T15S, R22E, Johnson County, Kansas

**SMH CONSULTANTS**

Civil Engineering • Land Surveying • Landscape Architecture  
www.smhconsultants.com

Manhattan, KS - HQ P: (785) 776-0541 • Dodge City, KS P: (620) 255-1952  
Kansas City P: (913) 444-9615 • Colorado Springs, CO P: (719) 465-2145

Drawn By: ASJ Project #2203-0102 TDS #88  
**APRIL 2025**





---

6811 Shawnee Mission Parkway  
Building One, Suite 108  
Overland Park, KS 66202

Beth Linn  
City of Edgerton  
404 East Nelson  
Edgerton, KS 66021

RE: Dwyer Farms project summary

Mrs. Linn,

Dwyer Farms is located at 207<sup>th</sup> & Edgerton Road, which includes 279 single family lots. The home plans offered in the community will range in size from 1,050 square ft to 1,840 square ft. We have established an HOA for the Dwyer Farms subdivision.

Sales price of these homes is anticipated to be from the \$260's to over \$350k. Infrastructure installation is underway for the 2<sup>nd</sup> phase, and we plan to start the 3<sup>rd</sup> phase infrastructure soon after completing the 2nd phase work.

We are excited to develop and build a new single-family residential community in Edgerton.

Sincerely,

Kyle Jones  
Director of Land Development



**PROPERTY OWNER NOTIFICATION AFFIDAVIT**Case No.: PUD- 2025-0001I, Chris Taylor, of lawful age being first duly sworn upon oath, state:

That I am the Authorized Agent (agent, owner, attorney) for the property for which the application was filed and did, not later than twenty (20) days prior to the date of the public hearing scheduled before the Edgerton Planning Commission, mail certified notice to all persons owning property within the notification area (two hundred (200) feet in the City of Edgerton) in compliance with the Unified Development Code.

These notices were mailed on the 18<sup>th</sup> day of March, 20 25.  
\_\_\_\_\_  
Signature of Agent, Owner or AttorneySubscribed and sworn to before me this 20<sup>th</sup> day of March, 20 25.  
\_\_\_\_\_  
Notary PublicMy Commission Expires: 11/01/2033 (SEAL)  
Date

TRACEY J. COOR  
WASHINGTON COUNTY  
NOTARY PUBLIC - ARKANSAS  
MY COMMISSION EXPIRES NOV. 01, 2033  
COMMISSION NO. 12725392



February 18, 2025

City of Edgerton  
404 E Nelson St  
Edgerton, KS 66021

Dear City of Edgerton:

This letter is intended to document sanitary sewer, storm sewer, and water main are directly available to the proposed Planned Unit Development (PUD) of Dwyer Farms Subdivision. A Preliminary Utility Layout is attached to provide verification each lot, in the proposed development, will have access to public sanitary sewer and water service.

## **SITE OVERVIEW**

The existing site is located at the southwest quadrant of Braun Street & Edgerton Road in Edgerton, Kansas. Phase I and II of the Dwyer Farms Subdivision are currently under construction. The site is bordered to the north by Bruan Street and to the east by Edgerton Road. The bordering properties to the south and west are undeveloped agricultural land. There is a large waterway that splits the north east corner of the property. This area is marked as Flood Zone X – 1% Future Conditions.

## **SANITARY SEWER**

Currently, the city is in the process of finishing a sanitary main extension to serve the site from the East of the site. Sanitary mains and services for Phase I have been installed, and construction on sanitary mains for phase II is on going.

## **STORM SEWER**

The existing site can be divided into four main watersheds consisting of four main waterways; the south, west, southeast and northeast waterways. The north waterway flows from west to east and carries water from offsite, through the existing channel, and crosses under Edgerton Road via 4'x16.5' RCB. This area is considered to be Flood Zone X– 1% Future Conditions and is not planned to be disturbed.

The west and south waterways collect stormwater from the southern third of the site and drain offsite. Generally, the proposed development will follow existing flow patterns. The proposed development will consist of three stormwater detention locations (south, southeast and northeast) to meet pre-development peak flow rates. A stormwater memo, attached with this application, discusses existing and proposed stormwater conditions.

## **WATER MAIN**

There is existing water main available in the right of way fronting the development. An 8" water main that runs along the north side of Braun Street, 12" water main along the south side of Braun Street at the Braun Street & Edgerton Road intersection, and 6" water main that runs along the west side of Edgerton Road.

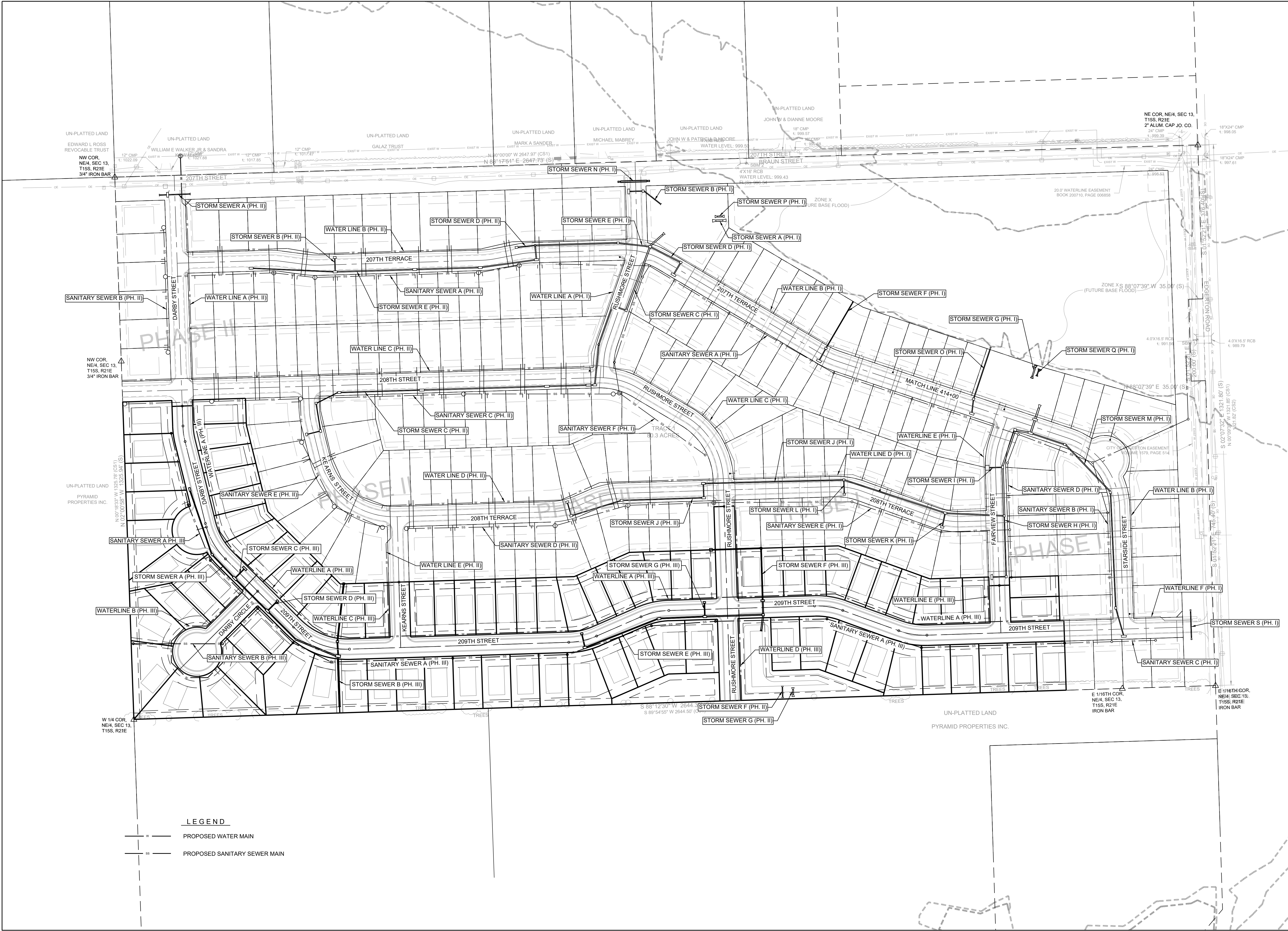
The existing waterline on Edgerton Road will be upgraded to 8". The proposed development will connect to existing water main at all three entrance locations. The internal site will be served by approximately 12,000 LF of 8" waterline.

If you need any more information or have any questions or concerns, I can be reached by email at [lyrherd@smhconsultants.com](mailto:lyrherd@smhconsultants.com). I can also be reached by phone at (913) 444-9615.

Sincerely,



Lee Ryherd, P.E.  
SMH Consultants



**LEGEND**

— W — PROPOSED WATER MAIN

— SS — PROPOSED SANITARY SEWER MAIN

**SMH**  
CONSULTANTS

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Kansas City  
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Colorado Springs, CO  
(719) 465-2145

**DWYER FARMS SUBDIVISION, PHASE III**

PROGRESS DOCUMENTS

EDGERTON, KANSAS

REVISION DESCRIPTION	
REVISION DATE	(DESCRIPTION)
0000000	

NORTH

100' 50' 0' 100'

SCALE: 1" = 100'

PROJECT #: 2412-0467  
CHECKED BY: LJR  
DRAWN BY: CLW

DATE: 3/20/2025

SHEET # **1**

TOTAL SHEETS 1

UTILITY PLAN



# DWYER FARMS SUBDIVISION TRAFFIC IMPACT STUDY

**Braun Street & Edgerton Road  
Edgerton, Kansas**

**May 2022**  
*Updated March 2025*

**Completed By:**  
Ben Gasper, P.E.  
Lee Ryherd, P.E.

**Project Description:**  
Proposed residential subdivision located at the  
southwest quadrant of Braun Street & Edgerton Road



**SMH**  
**CONSULTANTS**

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**Figure 1 – Location Map**

**Figure 2 – Proposed Preliminary Concept Plan**

**Exhibit 1 – KDOT Access Management Policy, Table 4-25 & Table 4-27**

**Exhibit 2 – Existing Peak Hour Turning Movements**

**Exhibit 3 – Existing LOS Calculations**

**Exhibit 4 – ITE Trip Generation Sheets**

**Exhibit 5 – Trip Distribution AM & PM Assumptions**

**Exhibit 6 – Existing + Development Peak Hour Turning Movements**

**Exhibit 7 – Existing + Development LOS Calculations**

**Exhibit 8 – Johnson County CARNP Pages 4-5 and 4-6**

## INTRODUCTION

SMH Consultants, Inc. (SMH) conducted a basic traffic impact study for the proposed Dwyer Farms residential subdivision development located in Edgerton, Johnson County, Kansas. The development is located in the southwest quadrant of the Braun Street and Edgerton Road intersection. At full build out, the development is anticipated to consist of approximately 279 residential lots. A previous traffic study was approved in 2022 for a built out development of 275 residential lots.

The purpose of this study is to evaluate the impact of the proposed development on the Braun Street and Edgerton Road intersection level of service, evaluate the existing roadway capacities fronting the development, and evaluate the purposed entrance drives for the need of auxiliary lanes. A location map and proposed concept of the development is provided by Figures 1-2 in the appendix.

The traffic impact study discusses existing conditions and the anticipated traffic growth from the proposed development. Existing + development volumes were determined using existing field collected traffic volumes at the Braun Street and Edgerton Road intersection and combining with assumptions and ITE's Trip Generation Methodology.

## METHODOLOGY

SMH Consultants conducted manual A.M. and P.M. peak hour turning movement counts at the intersection of Braun Street and Edgerton Road on three consecutive days, Tuesday-Thursday, on April 12-14, 2022. McTrans HCS7 Software was utilized to analyze the existing and existing + development conditions of the intersection level of service.

Intersection Level of Service (LOS) is a concept defined by the *Highway Capacity Manual* (HCM) to qualitatively describe operating conditions within a traffic stream. LOS is typically sorted into six categories (A through F). These range from LOS A indicating free-flow, low density, or nearly negligible delay conditions to LOS F where demand exceeds capacity and large queues are experienced.

The HCM uses control delay, measured in average seconds of delay per vehicle, as the basis for determining LOS for unsignalized intersections. Control delay at an intersection is the average stopped time per vehicle traveling through the intersection plus the movements at slower speeds due to the vehicles moving up in the queue or slowing upstream of the approach. For all-way stop-controlled intersections, individual approach delays as well as an overall average delay are calculated for each intersection. Table 1 has the LOS criteria for an unsignalized intersection.

<b>Table 1: Unsignalized LOS Criteria</b>	
<b>Level of Service</b>	<b>Control Delay Range (s/veh)</b>
A	0-10
B	10-15
C	15-25
D	25-35

E	35-50
F	>50

The LOS rating deemed acceptable varies by community, facility type, and traffic control device. In communities similar to Edgerton, Kansas a LOS C and above at unsignalized intersections is often accepted for low to moderate traffic volumes where the installation of a traffic signal is not warranted.

The Johnson County Comprehensive Arterial Road Network Plan (CARNP) was utilized to evaluate the existing roadway capacities fronting the proposed development. Johnson County CARNP provides data and recommendations for specific roadway capacities and trigger mechanisms to warrant an upgrade to roadway typical sections.

The Kansas Department of Transportation's (KDOT) Access Management Policy was utilized for auxiliary lane warrant analysis. The KDOT Access Management Policy Table 4-25, Exhibit 1, was utilized to evaluate if a right-turn or deceleration taper is warranted.

The KDOT Access Management Policy has three warrants that must be analyzed to determine if an auxiliary left turn lane is warranted. Table 2 depicts the three warrants and the criteria for each warrant that must be met and Table 4-27, Exhibit 1, gives the recommended left-turn lane warrants.

<b>Table 2: Auxiliary Left Turn Lane Warrants</b>	
<b>Warrant</b>	<b>Criteria</b>
Safety	Crash rate statistically above statewide average
	Located within a highway corridor with a crash rate statistically above statewide average
	Pattern of left turn/rear end crashes present and addition of left turn would reduce crashes
Special Circumstances	Locations where site geometry would improve operational and/or safety aspects of highway
	All new educational institutions and medical facilities located on or adjacent to a highway with a posted speed limit of greater than 45 mph
	When special circumstances known by the District Engineer are present at the specific access location
Operational	Utilize Table 4-23 from the KDOT Access Management Policy. See Table 4-23 located in the appendix

## EXISTING CONDITIONS

The existing intersection of Braun Street and Edgerton Road is all-way stop-controlled and currently all legs of the intersection are paved. In discussions with the City of Edgerton, the City plans to upgrade the existing intersection to allow for improved truck turning movements. To do this, the city is proposing to add right hand turn lanes to allow for larger turning movements.



However, at the time of this study and analysis, no improvements have been made, and data was conducted using the existing intersection as it sits.

Braun Street consist of a 24-foot wide, asphalt peaved, two-lane road with no shoulder or curb and gutter and has a posted speed limit of 30 miles per hour. Based on information from Johnson County AIMS, Braun Street has an approximate Average Daily Traffic (ADT) volume of 205 vehicles west of the intersection and 662 vehicles east of the intersection.

North of the intersection, Edgerton Road is a 24-foot wide, asphalt peaved, two-lane road with no shoulder or curb and gutter and has a posted speed limit of 30 miles per hour. South of the intersection, Edgerton Road is 24-foot wide unpaved gravel road. Edgerton Road has an ADT of 651 vehicles north of the intersection and 125 vehicles south of the intersection.

Based on the manual turning movement counts performed by SMH Consultants, the A.M. peak hour was found to be 7:00-8:00 A.M. and had a peak hour volume of 95 vehicles. The P.M. peak hour was found to be 4:30-5:30 P.M. and had a volume of 109 vehicles. The existing A.M. and P.M. peak hour turning movements are summarized in Exhibit 2 of the appendix.

Table 3 displays the existing vehicle delay and LOS for each leg of the intersection. Detailed intersection LOS calculations for the intersection are provided by Exhibit 3 in the appendix. The analysis shows that the existing intersection performs at an LOS A, which is an acceptable level of service during the A.M. and P.M. peak hour.

<b>Table 3 – Existing Intersection LOS</b>					
<b>Intersection</b>	<b>Movement</b>	<b>A.M. Peak Hour</b>		<b>P.M. Peak Hour</b>	
		<b>Delay (s/veh)</b>	<b>LOS</b>	<b>Delay (s/veh)</b>	<b>LOS</b>
Braun Street & Edgerton Road	EB Thru/RT/LT	7.3	A	7.3	A
	WB Thru/RT/LT	6.8	A	6.8	A
	NB Thru/RT/LT	7.1	A	6.8	A
	SB Thru/RT/LT	7.5	A	7.3	A

## PROJECT DESCRIPTION

The proposed Dwyer Farms Creek development will be located in the southwest quadrant of the intersection of Braun Street and Edgerton Road. The development will be served by three entrances, two via Braun Street and one via Edgerton Road. Figure 2, in the appendix, depicts the proposed layout of the Dwyer Farms Creek Subdivision. The entrance via Edgerton Road will be approximately 1,175 feet south of the Braun Street and Edgerton Road intersection and will be approximately 28 feet wide, back of curb to back of curb, at the right of way line. The entrances via Braun Road, will be approximately 1,375 feet and 2,500 feet west of the Braun Street and Edgerton Road intersection and will be approximately 28 feet wide, back of curb to back of curb, at the right of way line. At full development, the development will consist of approximately 279 single family residential lots. Interior roads and sidewalks will be provided for vehicular and pedestrian circulation throughout the development.

## TRIP GENERATION

Vehicle trips generated by the proposed Dwyer Farms Creek development were estimated using The Institute of Transportation Engineers (ITE), *Trip Generation Report, 11<sup>th</sup> Edition*. Table 4 illustrates the A.M. and P.M. peak hour vehicle volume generated by the development. The pages from the ITE report can be seen in Exhibit 4 of the appendix.

Table 4 – Trip Generation										
Land Use (ITE Code)	Intensity (Dwelling Units)	Daily (vehicles)			A.M. Peak Hour (vehicles)			P.M. Peak Hour (vehicles)		
		Total	In	Out	Total	In	Out	Total	In	Out
Single Family Detached (210)	279	2632	1316	1316	209	55	154	276	176	100

## TRIP DISTRIBUTION

For the purposes of this study, the generated trips were distributed based on the number of lots in close proximity to a certain entrance of the development. For the Edgerton Road entrance, it was approximated 35% of the generated trips would utilize this entrance. Conversely, for the two Braun Street entrances, it was assumed that a combined 65% of the generated trips would utilize these entrances. The trips distribution was further broken down; 16% would utilize the west entrance and 49% would utilize the east entrance along Braun Street. This trip distribution assumptions were used in the Braun Street & Edgerton Road intersection LOS analysis as well as the auxiliary lane warrant analysis. These assumptions can be viewed in Exhibit 5.

## EXISTING + DEVELOPMENT

Existing + development conditions combine the existing A.M. and P.M. peak hour turning movements with the A.M. and P.M. peak hour traffic generated by the full development. The existing + development peak hour turning movements can be seen in Exhibit 6 of the appendix. Table 5 shows the existing + development LOS for the four directions of the Braun Street and Edgerton Road intersection. Detailed intersection LOS calculations for the intersection are provided by Exhibit 7 in the appendix.

Table 5: Existing + Development Intersection LOS					
Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS
Braun Street & Edgerton Road	EB Thru/RT/LT	8.3	A	8.2	A
	WB Thru/RT/LT	7.5	A	8.5	A
	NB Thru/RT/LT	7.4	A	7.7	A

	SB Thru/RT/LT	8.0	A	8.1	A
--	---------------	-----	---	-----	---

As depicted in Table 5, the peak hour analysis shows that the intersection will continue to perform at LOS A during the peak hours in the existing + development conditions, with the all-way-stop controlled intersection. The delay does increase approximately 1 second per vehicle across the board, however, this still warrants LOS A based on Table 1.

## JOHNSON COUNTY CARNP

The City of Edgerton request Johnson County CARNP be considered when studying the proposed development area. Johnson County CARNP is a planning process “to achieve a community consensus for maximizing the utility of the County's existing arterial road network to meet anticipated perimeter transportation needs.” It recommends the development of both major and minor systems of routes, including parkways and boulevards that would interconnect the County’s and the regional roadway network.

Braun Street and Edgerton Road are listed as arterials and part of the Johnson County arterial network. Both of the existing corridor ROWs are limited at 40 feet. With this development, 60 feet will be dedicated along Braun Street to meet the proper 120 foot ROW and 75 feet will be dedicated along Edgerton Road to meet the proposed 150 foot ROW. Page 4-5 and 4-6 of the Johnson County CARNP depict the corridor development categories and the conceptual schematic of the different roadway types. These pages are presented in Exhibit 8 of the appendix. Table 7 depicts the Street Capacity Guidelines listed in the Johnson County CARNP.

Table 7: Street Capacity Guidelines			
Class	Name	Description	ADT
1	Primitive	Narrower than 17 feet	N/A
2	One Lane Gravel	Narrower than 17 feet	40
3	Narrow Gravel	17'-20' wide	200
4	Gravel	Wider than 20 feet	350
5	Narrow Asphalt	Less than 22 feet wide	1,000
6	Asphalt	No shoulders, wider than 22 feet	2,000
7	Asphalt	With shoulders, wider than 24 feet	4,000
8	Rural Major Arterial	Engineered plan and profile, >24' wide	8,000
9	Rural Major Arterial	With turn lanes, >24' wide	10,000
10	Urban Major Arterial	4-lane, >48' wide	20,000

Johnson County CARNP lists particular trigger policies that roadways are required to meet before being upgraded. The majority of the designated CARNP routes currently do not meet CARNP standards. Since Edgerton Road is a Type III, a minimum threshold traffic volume is required before a trigger review is conducted for potential improvement to CARNP standards. An existing two-lane CARNP designated road that does not meet CARNP standards shall not be considered for improvement to CARNP design standards unless the traffic volume is at least 1,500 ADT. An existing two-lane CARNP designated road shall not be considered for improvement to a four-lane road unless the existing traffic volume is at least 7,500 ADT.

Braun Street is currently a Class 6 Street capacity. It is a 24 feet wide asphalt paved street with no shoulder and operates ideally around 2,000 ADT. Braun street is planned as Type I with two lanes. Along the proposed Dwyer Farms Development frontage, Braun Street will have an existing + development ADT of approximately 1891 vehicles. With this development, Braun Street will still be at optimal ADT with a two-lane asphalt road, as noted in Table 7.

Edgerton Road north of the intersection is also a Class 6 street capacity. However, south of the intersection and along the frontage of the proposed Dwyer Farms Development, it is a Class 4. The existing roadway along the development consist of a 24-foot-wide gravel road.

With this development Edgerton Road will have an approximate existing + development ADT of 1033 vehicles and would be required to be a minimum of Class 5. Edgerton Road will need to be upgraded from Class 4 Gravel. Edgerton Road will be acceptable as a two lane 24-foot-wide roadway, 28 feet with curb and gutter. CARNP proposed Edgerton Road as a Type III with four lanes, but this development does not warrant the 7,500 ADT trigger of upgrading from two lanes to four.

## **AUXILIARY LANES**

Auxiliary lanes (such as a left or right-turn lane) provide space for slowing vehicles preparing to turn while maintaining through traffic or allow vehicles entering from a minor street to accelerate before merging onto the highway. SMH evaluated each of the three subdivision entrances to determine if a right-turn, deceleration taper, or left-turn lane is warranted.

### *Right-Turn Lane and Deceleration Taper*

To warrant a right-turn lane or deceleration taper, the criteria used was exterior road speed limits, 40 mph or lower, and the directional design hourly volume (DDHV). Braun Street and Edgerton have a DDHV of 95 vph and 52 vph respectively. Neither Braun Street or Edgerton Road fronting the proposed development has an existing or existing + development DDHV over 400. Based on Table 4-25, none of these entrances warrant a right turn lane into the development. The analysis determines that no right-turn or deceleration taper is needed for any of the three entrances into the subdivision from Braun Street or Edgerton Road.

### *Left-Turn Lane*

Three criteria were analyzed to determine if any of the entrances warrant a left hand turn auxiliary lane, seen in Table 2. SMH evaluated each of the three entrances and concluded that none of these entrances warrant a left-turn lane. SMH has summarized its finding for each warrant below:

Safety: Based on information provided by the KDOT Bureau of Transportation Safety department, there have been no crashes at the intersection or within 200 feet in either direction of the intersection within the last five years. Based on the crash data history, the statistical rate of

crashed at the intersection is below the statewide average; and there is no history or patterns of left turn/rear end crashes requiring the implementation of auxiliary lanes.

Special Circumstances: SMH does not have any knowledge of special circumstances to be aware of in this location. There are no new educational institutions and medical facilities located on or adjacent to a highway with a posted speed limit of greater than 45 mph and no special circumstances that have been brought to SMH's attention. The City does plan to widen and improve the existing intersection; however, this shall theoretically improve existing and existing + development turning movements.

Operational Criteria: SMH utilized Table 4-23 from the KDOT Access Management Policy to determine if any entrance warranted a left-hand turn lane. Based on existing and existing + development data, neither Braun Street or Edgerton Road has a high enough opposing volume of vehicles per hour, or high enough speed limit, to register on Table 4-23. Table 6 list the volumed assumptions used to evaluate each intersection.

<b>Tabel 6: Volume Assumptions</b>			
	<b>V<sub>o</sub> (vph)</b>	<b>V<sub>a</sub> (vph)</b>	<b>% Left Turns</b>
West Braun	15	47	> 30%
East Braun	28	125	> 30%
Edgerton	64	8	> 20%

## SUMMARY

The revised 2025 PUD plan, and increase of 4 lots will have no significant effect on the previously reviewed and approved traffic report and it's exhibits from 2022. The information included in this report have been updated to reflect the updated information for the proposed 279 lot development.

The traffic impact study documents the impact of a proposed residential subdivision to be located at the southwest quadrant of Braun Street and Edgerton Road. The existing conditions proved to be an existing LOS A. The improvements to the Braun Street and Edgerton Road intersection are not required for this specific intersection will continue to operate at LOS A for the A.M and P.M. peak hours, at full development. Geometric or signalized intersection development.

The Johnson County CARNP describes future development of Braun Street to be Type I, with two lanes and Edgerton Road to be Type III, with four lanes and a median. At this time, the ADT volumes do not warrant the Type III typical section for Edgerton Road and shall be re-evaluated with future development. However, Edgerton Road will need to be upgraded from gravel to a paved 24-foot wide roadway.

From a safety and operational standpoint, no auxiliary lanes are warranted, based on the existing + development conditions. With more development in the area, these roadways should be re-evaluated in the future.

## Appendix

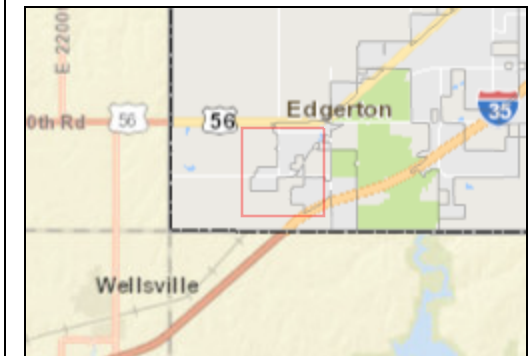




## Johnson Co AIMS Map

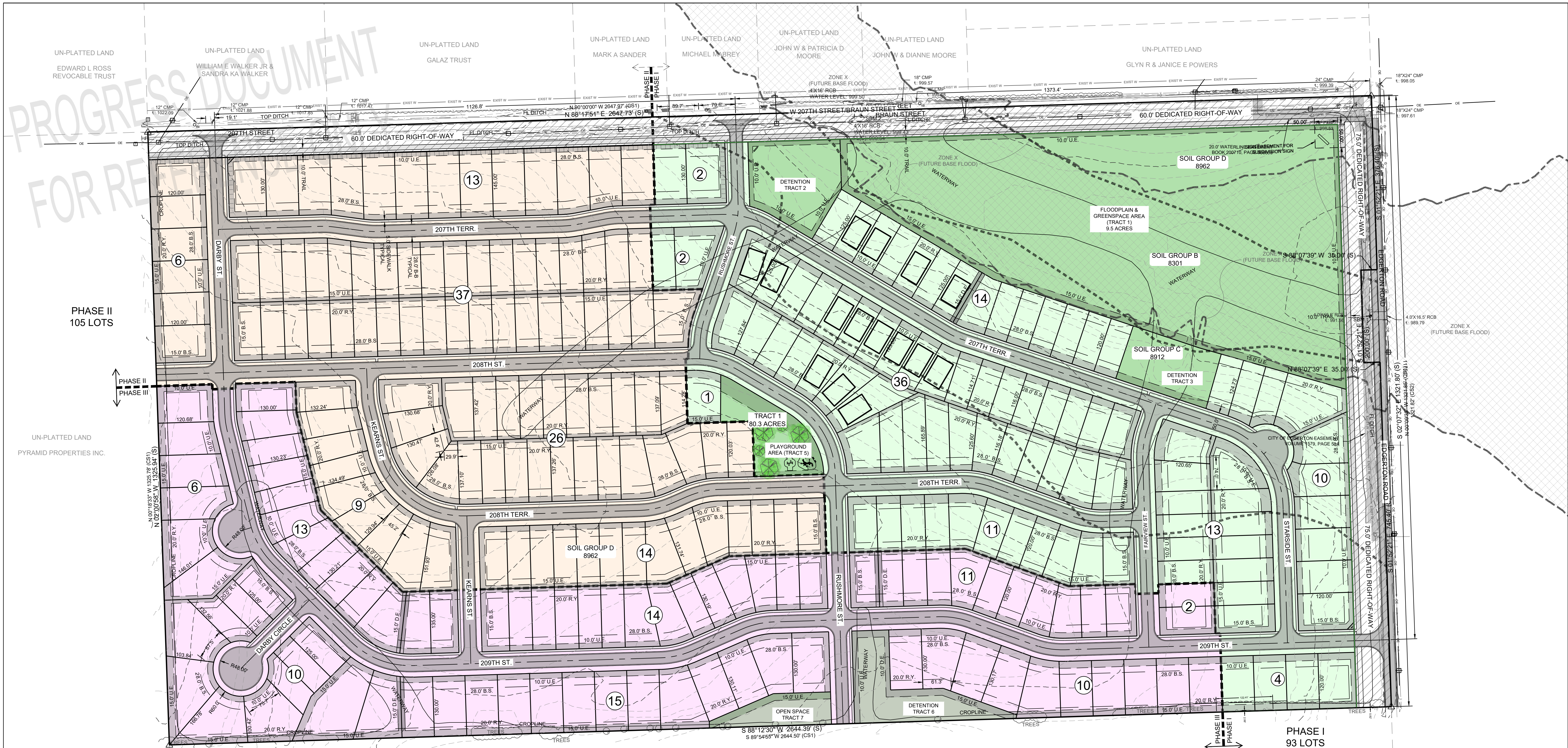
Figure 1 - Location Map

### LEGEND



Disclaimer: No person shall sell, give, reproduce, or receive for the purpose of selling or offering for sale, any portion of the data provided herein. Johnson County makes every effort to produce and publish the most current and accurate information possible. Johnson County assumes no liability whatsoever associated with the use or misuse of such data, and disclaims any representation or warranty as to the accuracy and currency of the data.





INFRASTRUCTURE NOTE:  
ALL PHASE I INFRASTRUCTURE  
HAS BEEN INSTALLED, PHASE 2  
INFRASTRUCTURE HAS BEEN  
APPROVED AND IS CURRENTLY  
UNDER CONSTRUCTION.

Soil Type	Hydrologic Soil Group	Acres	Percent of Site
Verdigris Silt Loam	B	6.4	8.0%
Summit Silty Clay Loam	C	12.5	15.5%
Woodson Silt Loam	D	61.5	76.5%
Totals		80.4	100.0%

DESCRIPTION:  
North Half of the Northeast Quarter of Section 13, Township 15 South,  
Range 21 East of the 6th PM, Johnson County, Kansas.

Subject to easements and restrictions of record.

Notes:  
Aerial Image was flown with a UAV and is shown in approximate location  
and is for visual reference only.

DEDICATED RIGHT-OF-WAYS  
-207TH/BRAUN = 60.0'  
-EDGERTON = 75.0'  
RIGHT-OF-WAYS INTERNAL = 50.0'  
MINIMUM CL CURVE RADIUS = 185.0'  
CUL-DE-SAC/EYEBROW ROW RADIUS = 50.0'  
CUL-DE-SAC MAX LENGTH = 209.5'  
MAX BLOCK LENGTH = 1325.0'  
DRAINAGE EASEMENTS = 15.0'

BUILDING SETBACKS  
-FRONT YARD = 28.0'  
-FY CORNER LOT = 28.0' & 15.0'  
-SIDE YARD = 5.0'  
-REAR YARD = 20.0'

UTILITY EASEMENT  
-15.0' BACK OF LOTS  
-10.0' ALONG INTERNAL ROW

93 LOTS = PHASE I  
105 LOTS = PHASE II  
81 LOTS = PHASE III  
279 TOTAL RESIDENTIAL LOTS  
48.2 AC - LOTS  
19.1 AC - DEDICATED ROW  
3.4 AC - DRAINAGE  
9.7 AC - GREENSPACE  
80.4 AC - TOTAL

FLOODPLAIN= 8.7 ACRES  
STREET PAVEMENT = 341,735 SF  
SIDEWALK PAVEMENT = 91,580 SF  
TRAIL PAVEMENT = 36,852 SF  
CURB & GUTTER = 22,876 LF

OWNER:  
ARG LAND HOLDINGS LLC  
4058 N COLLEGE DR  
FAYETTEVILLE, AR 72703

DEVELOPER:  
THE CALARA GROUP  
4058 NORTH COLLEGE SUITE  
300, FAYETTEVILLE, AR 72703  
479-455-9090

LEGEND

- Section Corner, NOTE: All section corner monument origins are unknown unless otherwise noted.
- Lot Total Numbers
- B.S. Building Setback
- Detention Easement Hatch
- Greenspace Hatch
- No Access
- Floodplain Hatch
- Dedicated Right-of-Way for Future Improvements
- 18.0' Drainage Easement (D.E.)
- Utility Easement (U.E.)
- Lots With Homes
- Under Construction

SCALE: 1" = 100'

Preliminary PUD Concept  
**Dwyer Farms**  
North Half of the NE Quarter, Section 13,  
T15S, R22E, Johnson County, Kansas

**SMH CONSULTANTS**

Civil Engineering • Land Surveying • Landscape Architecture  
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Kansas City P: (913) 444-9615 • Colorado Springs, CO P: (719) 465-2145

Drawn By: ASJ Project #2203-0102 TDS #88  
**FEBRUARY 2025**



highway operating speed and DDHV, either a right-turn lane or deceleration taper is warranted at the access. See Section 4.5.3 for the design of auxiliary lanes.

The values in Table 4-25 shows the minimum turning volume needed to *warrant* a turn lane or a deceleration taper on a two-lane highway.

**Table 4-25. Right-turn treatment guidelines for two-lane highways**

Highway DDHV (vph)	Highway Operating Speed (mph)											
	40		45		50		55		60		65	
	Lane	Taper	Lane	Taper	Lane	Taper	Lane	Taper	Lane	Taper	Lane	Taper
200				83	73	30	35	14	20	8	15	7
300			120	40	41	19	24	9	15	7	12	6
400	200	85	52	27	30	14	19	8	12	6	11	5
600	50	27	26	13	20	9	14	6	10	5	9	4
800	25	12	16	8	15	7	11	5	9	4	8	3
1000	14	8	12	5	11	5	9	4	8	3	7	3
1200	10	6	9	4	9	4	8	4	7	3	7	3

Source : "Guidelines for right-turn treatments at unsignalized intersections and driveways," K-Tran:KSU-95-5, Kansas Department of Transportation, Kansas State University, Tanweer Hasan, Dr. Robert W. Stokes

- Turning speed is 15 mph (right-turn)
- The values presented in this table represent minimum right-turn design hour volumes (vph) required to warrant right-turn treatments (lane or taper)
- DDHV = directional design hourly volumes

**Two-lane highway example**—A new development along US-50 (two-lane highway) in Reno County east of Hutchinson, Kansas, has requested an access point to the north. It is estimated that during the peak hour, approximately 25 vehicles will be turning right into the new access from the east soon after the facility opens. The 2011 *average daily traffic* (ADT) is shown to be 4,370 vpd and the posted speed limit is 65 mph. Is a right-turn lane warranted?

The *directional design hourly volume* (DDHV) is equal to the ADT divided by two (assuming half the traffic is traveling westbound and half eastbound on US-50) and multiplied by 10 percent (assumed peak hour volume).

$$DDHV = (ADT/2) \times 0.10$$

$$DDHV = (4,370/2) \times 0.10 = 219 \text{ vph (westbound on US-50)}$$

Looking at Table 4-25, it can be seen that the DDHV is over 200 vph, the highway operating speed is 65 mph and, therefore, the design hourly right-turn threshold is 15 vph. The estimated number of right turns westbound during the peak hour is 25 vph (greater than 15 vph) and, therefore, a right-turn lane is warranted.

The values in Table 4-26 shows the minimum turning volume needed to warrant a turn lane or a deceleration taper on a four-lane highway.

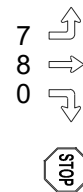
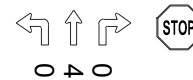
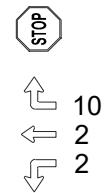
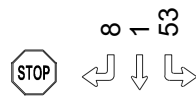
**Table 4-27. Recommended left-turn lane warrants for two-lane highways**

Opposing Volume $V_o$ (vph)	Advancing Volume $V_a$ (vph)			
	5% Left turns	10% Left turns	20% Left turns	30% Left turns
<b>40-mph speed</b>				
800	136	99	74	65
700	159	116	87	76
600	186	135	101	88
500	218	158	119	103
400	255	185	139	121
300	301	218	164	143
200	356	259	194	169
100	426	309	232	202
<b>50-mph speed</b>				
800	118	86	64	56
700	138	100	75	66
600	161	117	88	77
500	188	137	103	90
400	221	161	120	105
300	260	189	142	124
200	309	224	168	147
100	369	268	201	175
<b>60-mph speed</b>				
800	96	70	53	46
700	113	82	61	54
600	131	95	72	63
500	154	112	84	73
400	181	131	98	86
300	213	154	116	101
200	252	183	137	120
100	301	219	164	143
<b>70-mph speed</b>				
800	68	50	37	32
700	80	58	43	38
600	93	68	51	44
500	109	79	59	52
400	128	93	70	61
300	150	109	82	72
200	178	129	97	85
100	213	155	116	101

Source: Adapted from Van Schalkwyk, I., and V. Stover. *Revisiting Existing Warrants for Left-Turn Lanes at Unsignalized Intersections on Two-Way Roadways*, TRB 2007 Annual Meeting CD-ROM, National Research Council, Washington, D.C. (2007).

Note: Critical gap = 8.0 seconds, time to turn left = 4.3 seconds, time to clear lane = 3.2 seconds

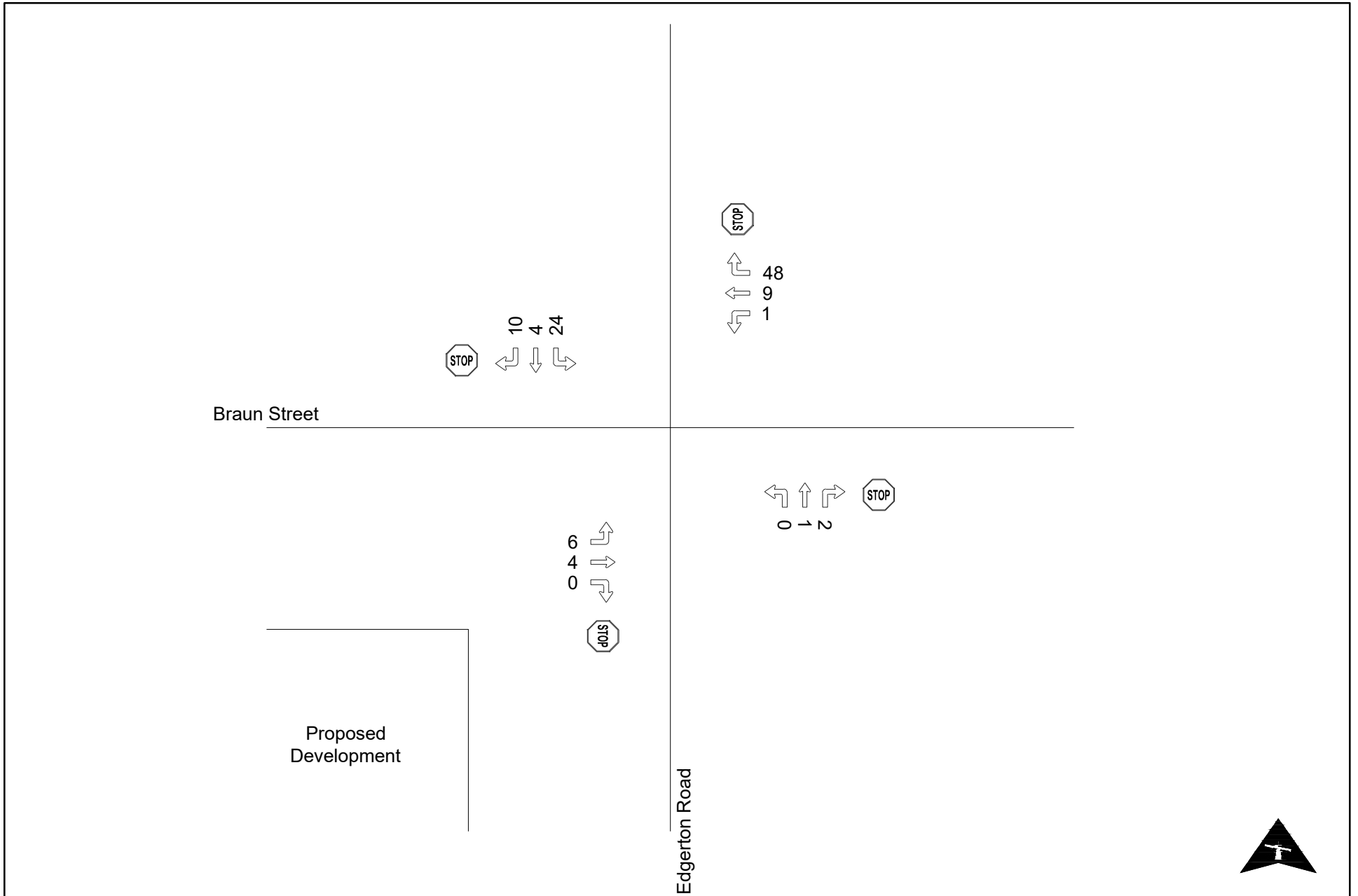
Braun Street



Proposed  
Development

Edgerton Road



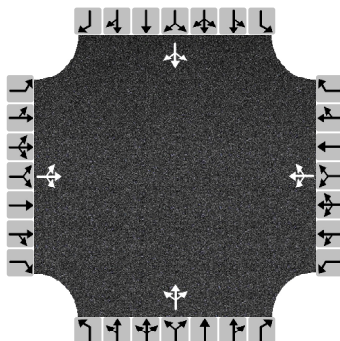


# HCS7 All-Way Stop Control Report

## General Information

Analyst	Brett Louk	Intersection	W. Braun St. & Edgerton R
Agency/Co.	SMH Consultants	Jurisdiction	Edgerton, KS
Date Performed	5/11/2022	East/West Street	W. Braun St.
Analysis Year	2022	North/South Street	Edgerton Rd.
Analysis Time Period (hrs)	1.00	Peak Hour Factor	0.82
Time Analyzed	7-8 am Existing		
Project Description	Timber Creek Subdivision		

## Lanes



## Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	7	8	0	2	2	10	0	4	0	53	1	8
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	18			17			5			76		
Percent Heavy Vehicles	2			2			2			2		

## Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.016			0.015			0.004			0.067		
Final Departure Headway, hd (s)	4.22			3.73			4.08			4.11		
Final Degree of Utilization, x	0.021			0.018			0.006			0.086		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.22			1.73			2.08			2.11		

## Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	18			17			5			76		
Capacity	853			966			882			877		
95% Queue Length, Q <sub>95</sub> (veh)	0.1			0.1			0.0			0.3		
Control Delay (s/veh)	7.3			6.8			7.1			7.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.3			6.8			7.1			7.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh   LOS	7.3						A					

# HCS7 All-Way Stop Control Report

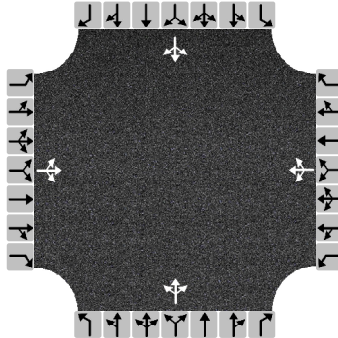
## General Information

Analyst	Brett Louk
Agency/Co.	SMH Consultants
Date Performed	5/11/2022
Analysis Year	2022
Analysis Time Period (hrs)	1.00
Time Analyzed	4:30-5:30 pm Existing
Project Description	Timber Creek Subdivision

## Site Information

Intersection	W. Braun St. & Edgerton R
Jurisdiction	Edgerton, KS
East/West Street	W. Braun St.
North/South Street	Edgerton Rd.
Peak Hour Factor	0.83

## Lanes



## Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	6	4	0	1	9	48	0	1	2	24	4	10
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	12			70			4			46		
Percent Heavy Vehicles	2			2			2			2		

## Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.011			0.062			0.003			0.041		
Final Departure Headway, hd (s)	4.22			3.56			3.74			4.06		
Final Degree of Utilization, x	0.014			0.069			0.004			0.052		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.22			1.56			1.74			2.06		

## Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	12			70			4			46		
Capacity	853			1011			963			886		
95% Queue Length, Q <sub>95</sub> (veh)	0.0			0.2			0.0			0.2		
Control Delay (s/veh)	7.3			6.8			6.8			7.3		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.3			6.8			6.8			7.3		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh   LOS	7.0						A					

# Single-Family Detached Housing (210)

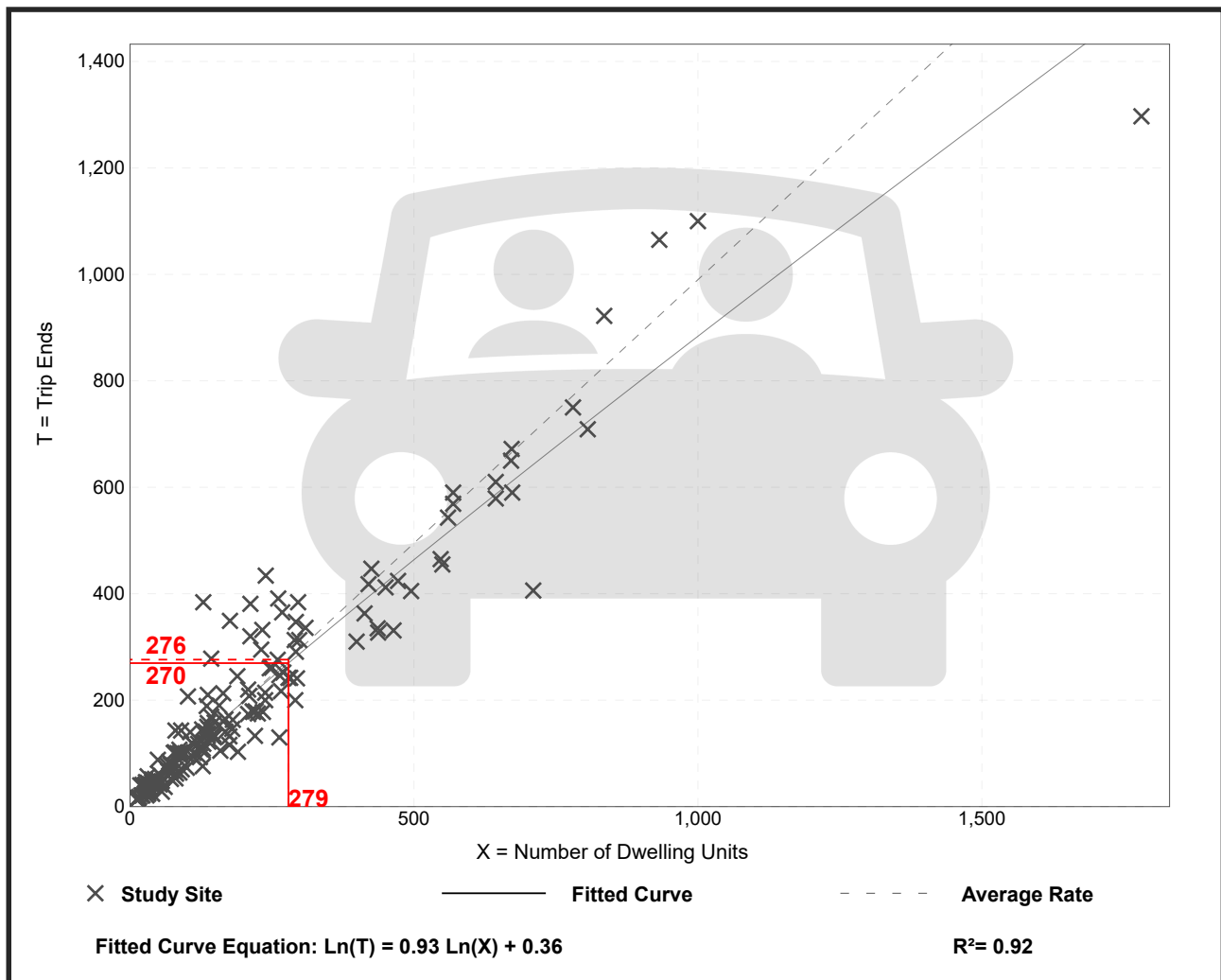
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 178  
Avg. Num. of Dwelling Units: 203  
Directional Distribution: 64% entering, 36% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.49 - 2.98	0.28

## Data Plot and Equation



# Single-Family Detached Housing (210)

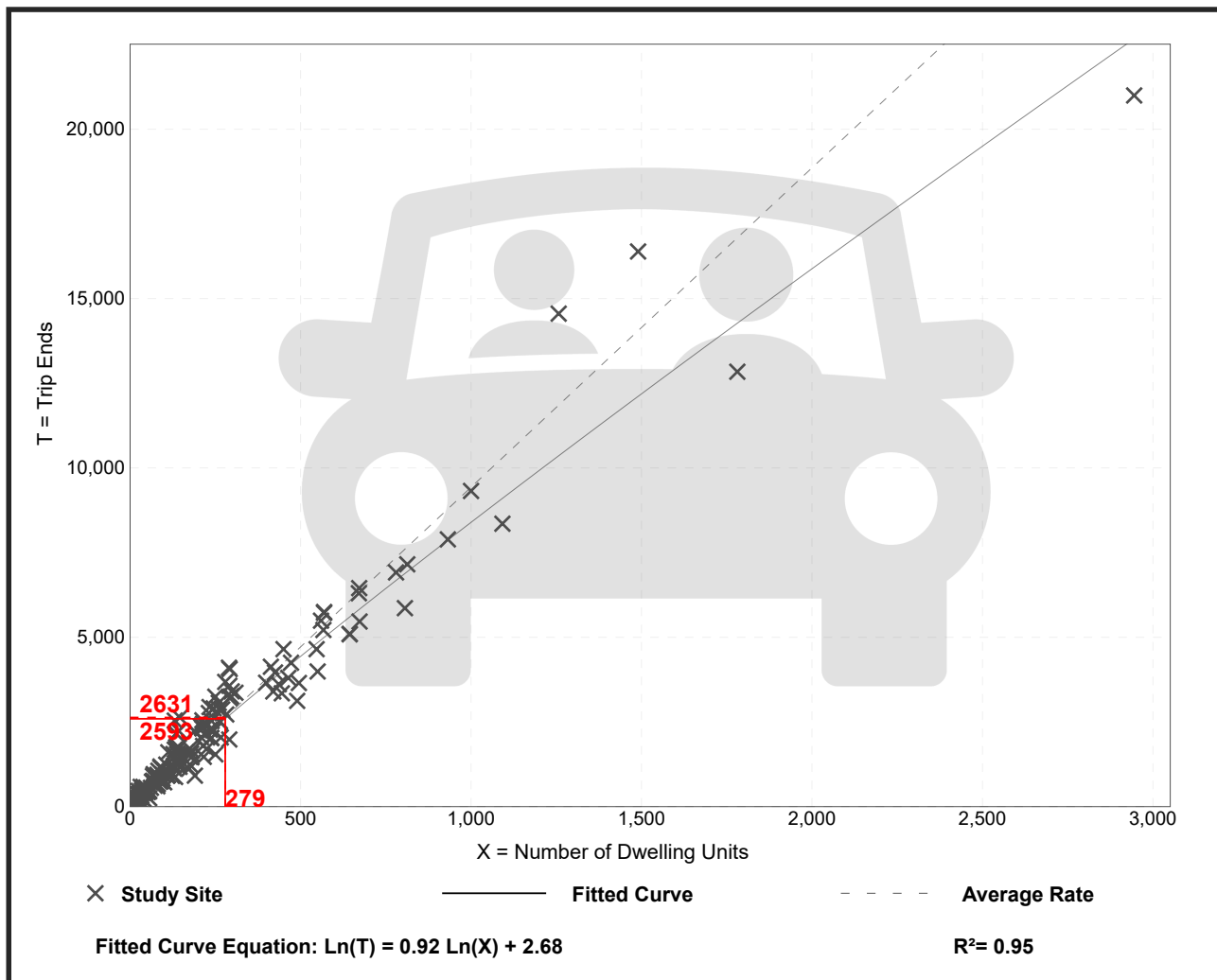
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 174  
Avg. Num. of Dwelling Units: 246  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

## Data Plot and Equation





# Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,  
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 169

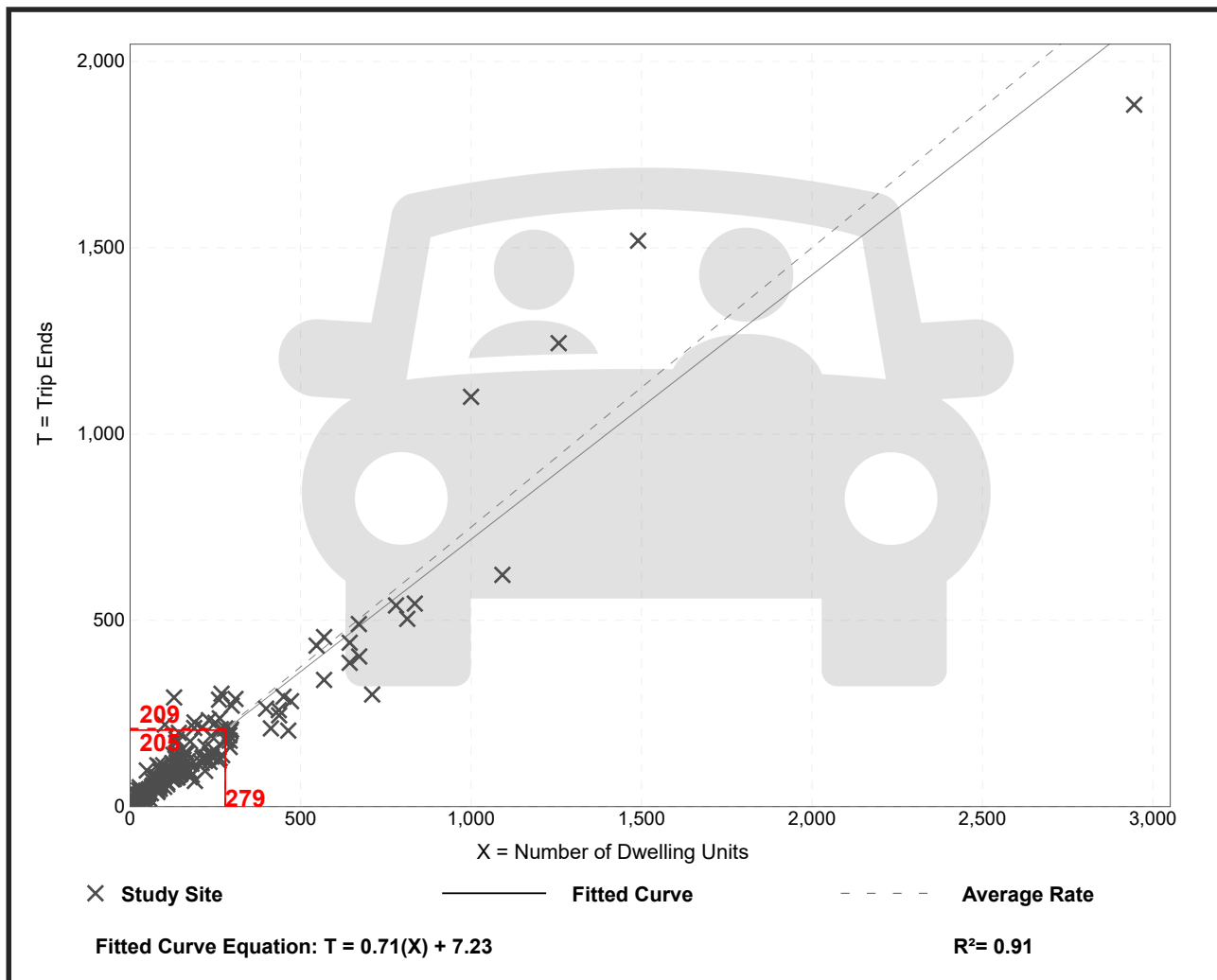
Avg. Num. of Dwelling Units: 217

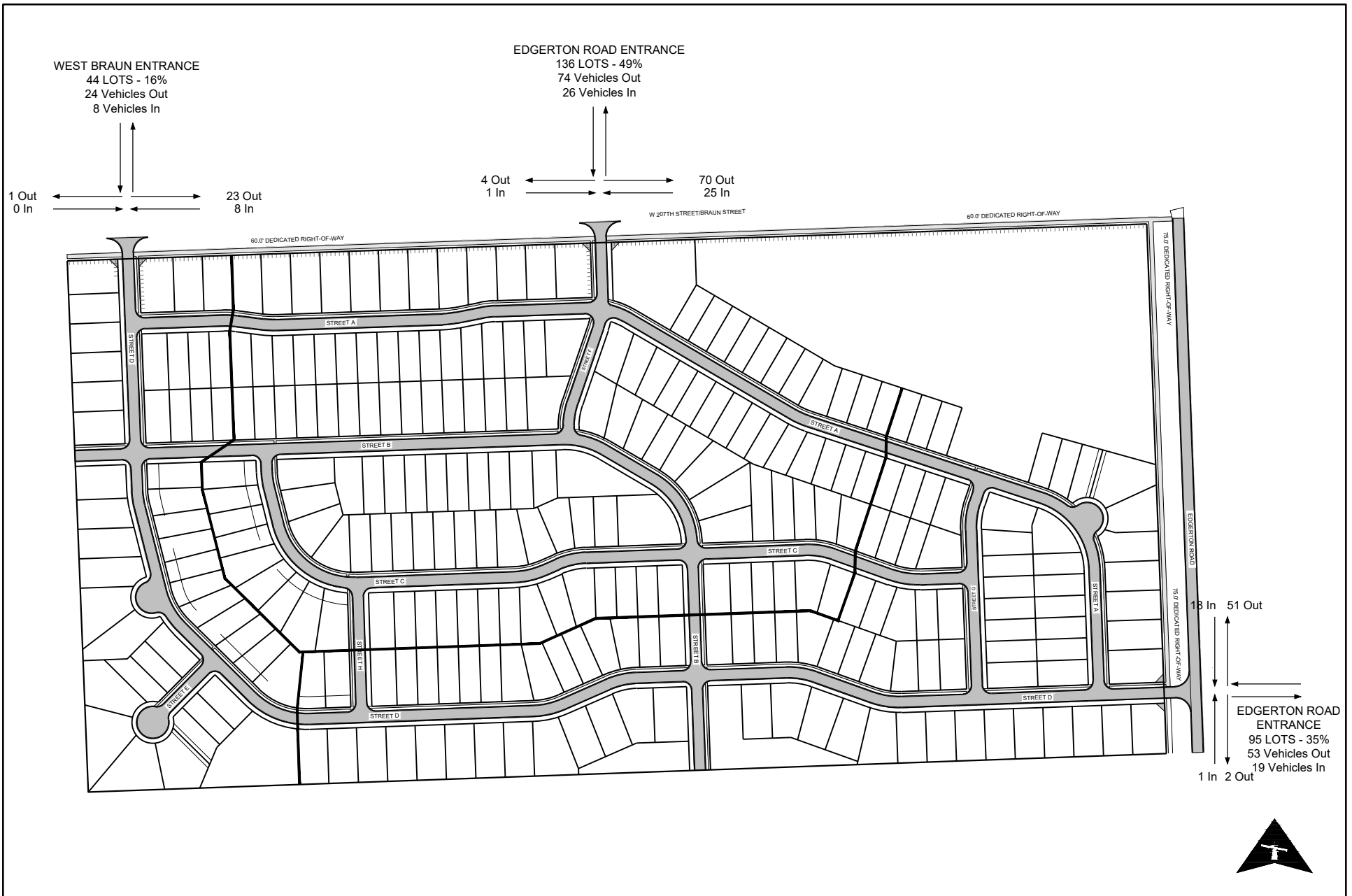
Directional Distribution: 26% entering, 74% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.34 - 2.27	0.25

## Data Plot and Equation

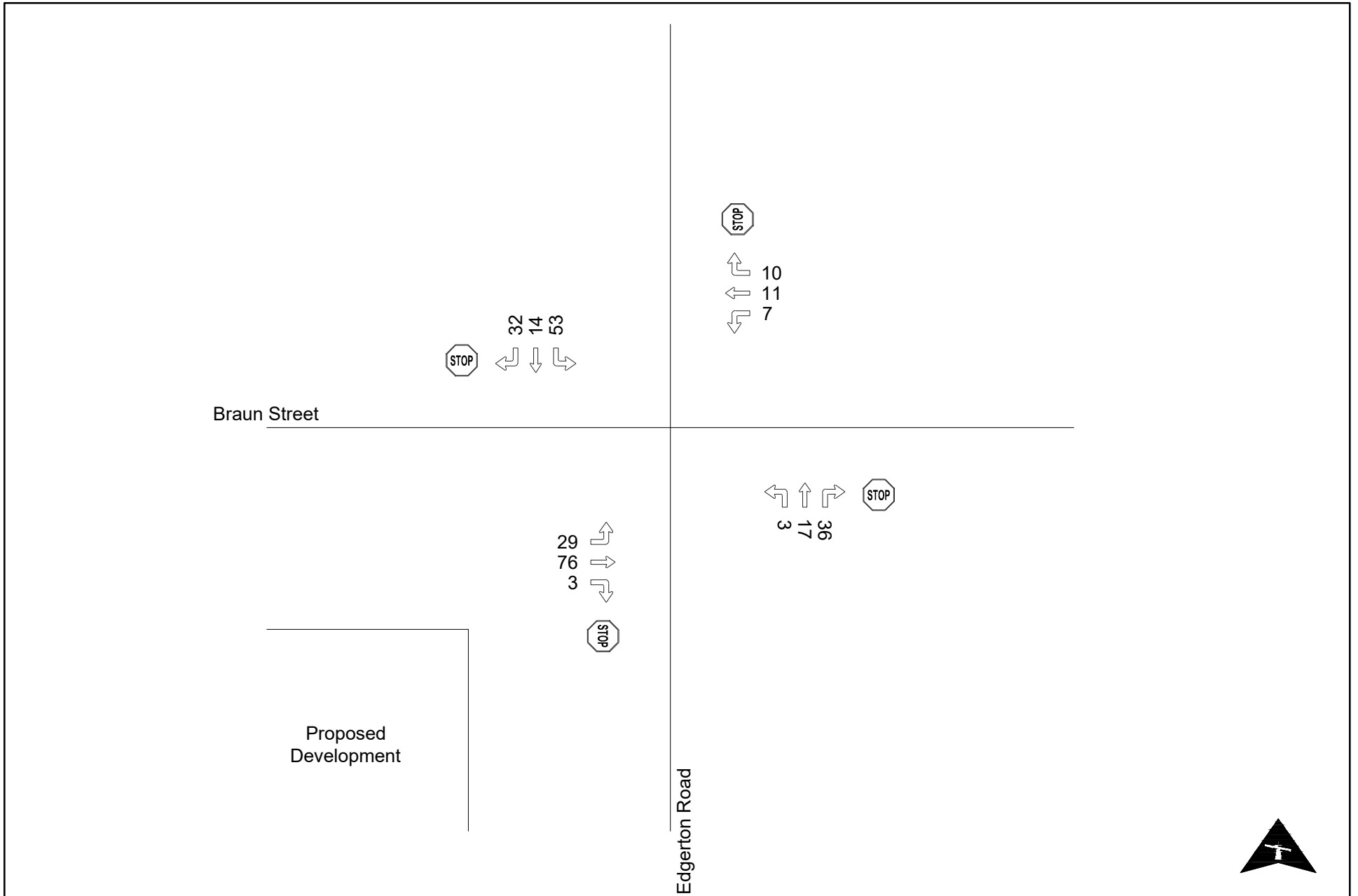


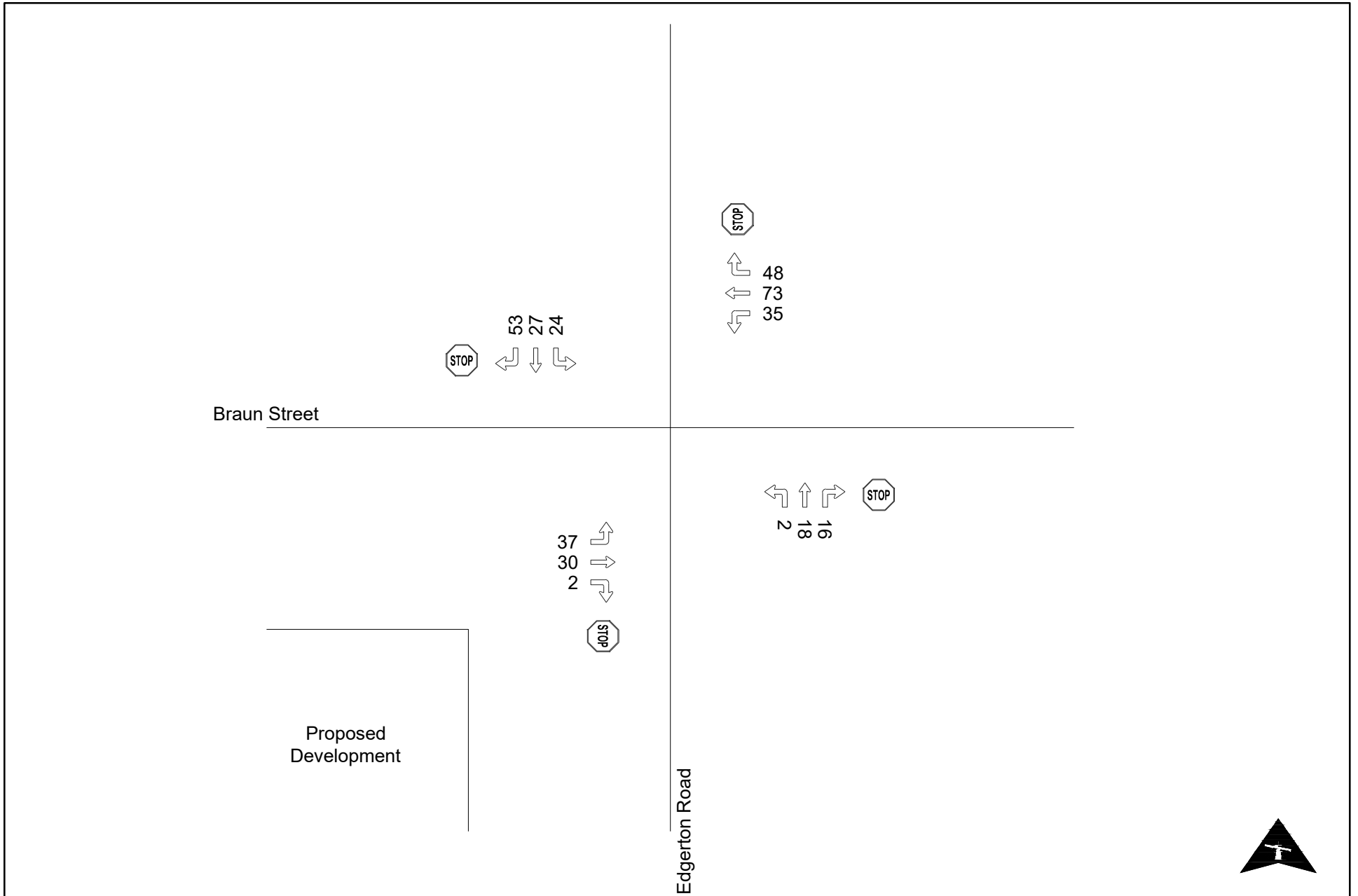




TRAFFIC IMPACT STUDY  
TIMBER CREEK SUBDIVISION

EXHIBIT 5



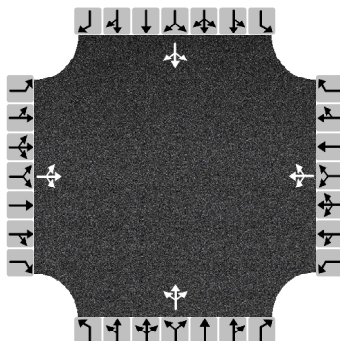


# HCS7 All-Way Stop Control Report

## General Information

Analyst	Brett Louk	Intersection	W. Braun St. & Edgerton R
Agency/Co.	SMH Consultants	Jurisdiction	Edgerton, KS
Date Performed	5/23/2022	East/West Street	W. Braun St.
Analysis Year	2022	North/South Street	Edgerton Rd.
Analysis Time Period (hrs)	1.00	Peak Hour Factor	0.82
Time Analyzed	7-8 am Existing + Dev		
Project Description	Timber Creek Subdivision		

## Lanes



## Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	29	76	3	7	11	10	3	17	36	53	14	32
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	132			34			68			121		
Percent Heavy Vehicles	2			2			2			2		

## Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.117			0.030			0.061			0.107		
Final Departure Headway, hd (s)	4.43			4.34			4.08			4.31		
Final Degree of Utilization, x	0.162			0.041			0.077			0.144		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.43			2.34			2.08			2.31		

## Capacity, Delay and Level of Service

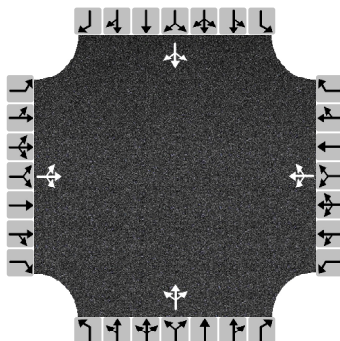
Flow Rate, v (veh/h)	132			34			68			121		
Capacity	813			829			882			836		
95% Queue Length, Q <sub>95</sub> (veh)	0.6			0.1			0.3			0.5		
Control Delay (s/veh)	8.3			7.5			7.4			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.3			7.5			7.4			8.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh   LOS	8.0						A					

# HCS7 All-Way Stop Control Report

## General Information

Analyst	Brett Louk	Intersection	W. Braun St. & Edgerton R
Agency/Co.	SMH Consultants	Jurisdiction	Edgerton, KS
Date Performed	5/23/2022	East/West Street	W. Braun St.
Analysis Year	2022	North/South Street	Edgerton Rd.
Analysis Time Period (hrs)	1.00	Peak Hour Factor	0.83
Time Analyzed	4:30-5:30 pm Exist + Dev		
Project Description	Timber Creek Subdivision		

## Lanes



## Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	37	30	2	35	73	48	2	18	16	24	27	54
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	83			188			43			127		
Percent Heavy Vehicles	2			2			2			2		

## Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.074			0.167			0.039			0.112		
Final Departure Headway, hd (s)	4.62			4.28			4.45			4.34		
Final Degree of Utilization, x	0.107			0.224			0.054			0.153		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.62			2.28			2.45			2.34		

## Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	83			188			43			127		
Capacity	779			840			809			829		
95% Queue Length, Q <sub>95</sub> (veh)	0.4			0.9			0.2			0.5		
Control Delay (s/veh)	8.2			8.5			7.7			8.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.2			8.5			7.7			8.1		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh   LOS	8.3						A					

## PART I -- Chapter 4: TRANSPORTATION PLAN

The recommended plan provides a system comprised of two-lane roadways with paved shoulders, four-lane arterials, and boulevards/parkways. Roadways would be improved subject to the prioritization

through the “triggers” review process (described in a following section) and subject to available funding.

The CARNP map is illustrated on page 4-7.

**TABLE 1: CORRIDOR DEVELOPMENT CATEGORIES**

Item	Roadway Type			
	Type I – Low	Type II – Medium	Type III – High	Type IV – Major <sup>1</sup>
Functional Classification	Minor Arterial	Major Arterial	Parkway	Highway
Example Urban	143 <sup>rd</sup> at Mur-Len	Antioch/Blackbob	135 <sup>th</sup> /Northgate	K-7 North of K-10
Example Rural	143 <sup>rd</sup> West of Clare	175 <sup>th</sup> I-35 to US-169	None	K-7 North of K-10
Lanes – Urban	3-4	4-6	4-6	4
Lanes – Rural	2	2	2-4	2-4
Urban Speed Limit	35	45	45	60
Rural Speed Limit	45	50	55	65
Traffic volumes Urban ADT	7,500 - 20,000	9,150 - 40,000	9,150 - 50,000	18,300 - 70,000
Traffic volumes Rural ADT	2,000 - 7,500	2,000 – 10,000	7,500 - 30,000	18,300 - 50,000
Turn lanes	As required	All intersections	All intersections	N/A
Median breaks/street spacing (minimum)	1,000 ft.	1/4 mile	1/2 mile	N/A
Intersection Type	Stop/Signal	Signal	Signal/Grade separation	Interchange
Median breaks/street spacing (recommended)	1/4 mile	1/3 Mile	1/2 mile	At interchanges
Driveway corner clearance from centerline (min.) <sup>2</sup>	600 ft.	600 ft.	600 ft.	N/A
Frontage - Driveway spacing <sup>3</sup>	400 ft.	660 ft.	1000 ft.	N/A
R/W – Rural	80-120 ft.	120 ft.	150-200 ft.	200-300 ft
R/W – Urban <sup>4</sup>	120 ft.	120 ft.	150-200 ft.	200-300 ft.
Bike lanes/paths	Planned routes	Planned routes	Planned routes	Planned routes

<sup>1</sup> No roads of Type IV are included in this plan.

<sup>2</sup> Corner lots with less frontage than indicated are restricted to access along minor route.

<sup>3</sup> Frontage required for each driveway.

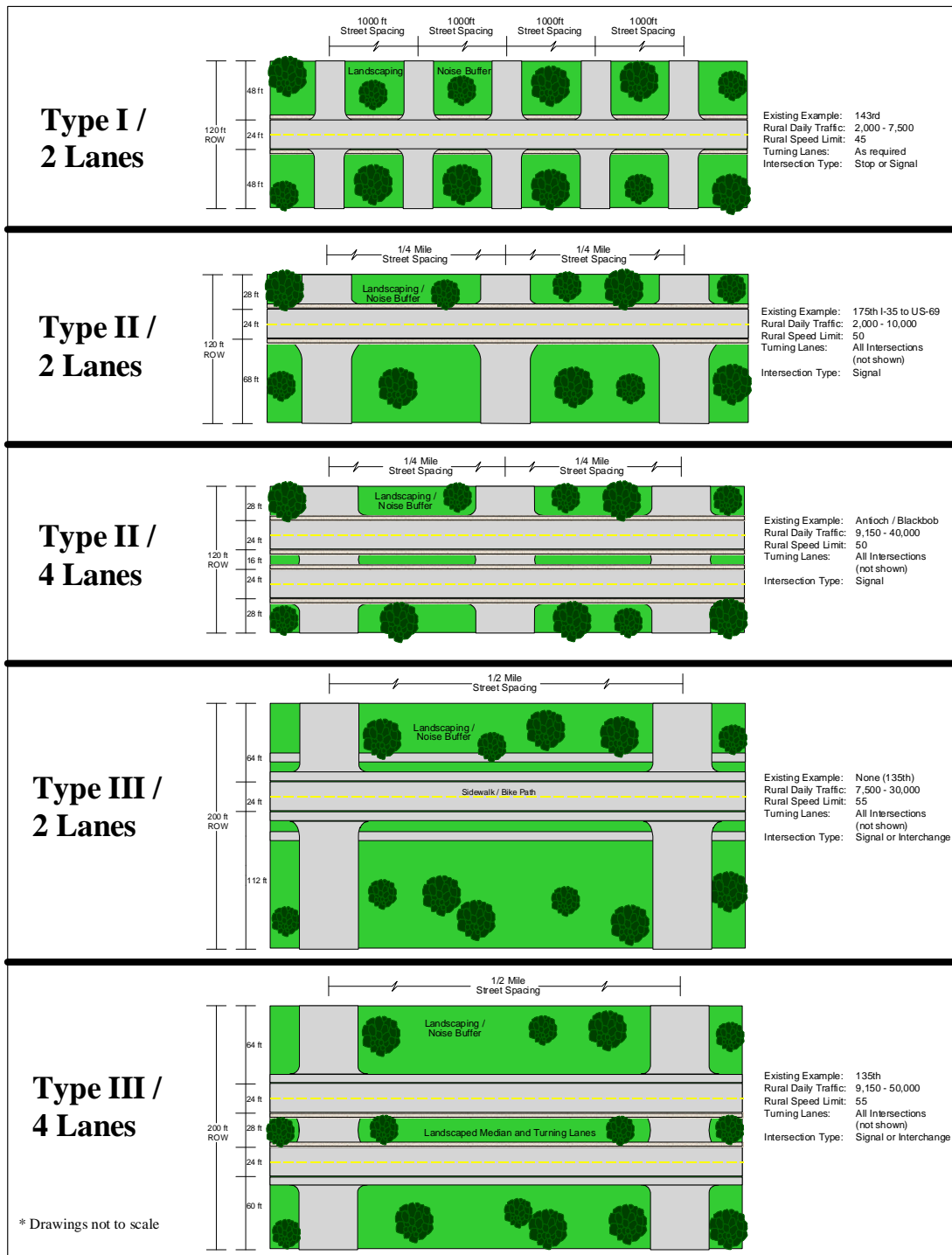
<sup>4</sup> Urban roads are not now in the study area, but are included here to show compatibility with rural requirements.

Source: Johnson County Public Works, BWR Corp, Cities of Lenexa, Overland Park and Olathe



## PART I -- Chapter 4: TRANSPORTATION PLAN

FIGURE 1: CONCEPTUAL SCHEMATICS OF ROADWAY TYPES





City of Edgerton Planning and Zoning  
Attn: Chris Clinton, Planning and Zoning Coordinator  
404 East Nelson  
Edgerton, KS 66021

Subject: Property tax impact

Mr. Clinton,

The Dwyer Farms Subdivision in Edgerton, KS is planned for 279 single-family homes, each with an anticipated sales price between \$275,000-\$300,000. According to the Johnson County, KS website, the 2025 mil levy on a single-family home in the City of Edgerton was 141.55, of which approximately 21% goes to the City of Edgerton and 43% to USD 231 Gardner Edgerton. The remaining 36% benefiting other taxing entities including the State of Kansas, Johnson County, Johnson County Fire District 1, Community College, Library, and Parks & Rec.

By annexing the property into the City of Edgerton and rezoning to single-family, each home will be assessed with the City of Edgerton mil levy bringing the total rate to 141.55 for a single-family home (2025).

Assuming a home is valued at \$275,000, assessed at 11.5%, and a mill levy of 141.55, it will generate approximately \$4,475 in annual property taxes. Approximately \$940 of which would go to the City of Edgerton and \$1,925 to USD 231 Gardner Edgerton.

Dwyer Farms is proposed to be developed in four phases over the course of approximately five years. A breakdown of the annual property tax revenue that could be generated is estimated below; assuming the 2025 mil levy, a valuation of \$275,000 and fully developed. Please note, these estimates do not take into account fluctuations in the taxing jurisdiction's mil levy or property values. The total property tax received in 2021 for the subject property was \$1,176.

- **Phase I** - 93 Homes - \$416,175 Estimated Annual Property Tax Revenue
  - \$87,400 City of Edgerton and \$179,000 USD 321 Gardner Edgerton
- **Phase II** – 198 Homes – \$886,050 Estimated Annual Property Tax Revenue
  - \$186,070 City of Edgerton and \$381,000 USD 321 Gardner Edgerton
- **Phase III** – 279 Homes – \$1,248,525 Estimated Annual Property Tax Revenue
  - \$262,190 City of Edgerton and \$536,870 USD 321 Gardner Edgerton

It is difficult to predict the number of school age children that will live in Dwyer Farms as each municipality and subdivision age demographics vary based on a number of community factors. However, data from the 2020 census indicates there are 787,000 children ages 0-19 in the state of Kansas which makes up 27% of the state's estimated 2,913,000 residents. Additionally, the

Kansas Statewide Housing Assessment notes the only region in Kansas with growth in the 0-19 age demographic was the Kansas City Metro. Based on these factors, in combination with the proposed housing type, it is reasonable to conclude USD 321 Gardner Edgerton will see an increase in school age children from the Dwyer Farms development. As noted above, a single home valued at \$275,000 will generate \$1,925 dollars for USD 321 based on the current mil levy. This does not include additional school state funding based on the number of enrolled students.

Generally, population growth and new subdivisions will require the need for additional public services including fire protection and law enforcement. The City of Edgerton is better positioned to quantify these costs of service. While we have taken time to analyze the property tax impact, Dwyer Farms will also have a positive impact on City sales tax revenue. Both throughout project construction and after completion as the increased population utilizes available City of Edgerton services and amenities.

Sincerely,



Lee Ryherd  
SMH Consultants

## **ORDINANCE NO. 2114**

### **AN ORDINANCE ADOPTING THE RECOMMENDATION OF THE CITY OF EDGERTON PLANNING COMMISSION TO APPROVE THE PLANNED UNIT DEVELOPMENT (PUD) CONCEPTUAL PLAN FOR 80.4 ACRES LOCATED AT THE SOUTHWEST CORNER OF 207<sup>TH</sup> STREET/BRAUN STREET AND 8<sup>TH</sup> STREET/EDGERTON ROAD.**

**WHEREAS**, the purpose of the Planed Unit Development regulations of the Edgerton Unified Development Code is to encourage and allow more creative and imaginative design of land developments than is possible under district zoning regulations; and

**WHEREAS**, pursuant to those regulations, an applicant is required to submit a request for approval of a Conceptual Plan to the Zoning Administrator, which is in turn submitted to the Planning Commissioner for public hearing, review and recommendation; and

**WHEREAS**, the Zoning Administrator and the Planning Commission of the City of Edgerton, Kansas received a request for approval of a Conceptual Plan from Jesse Fulcher, applicant representative for the owners, Dennis L. Dwyer, Vickie J. Dwyer, David L. Dwyer and Kendra L. Dwyer, and developer, Rausch Coleman Homes, for a parcel of land totaling approximately 80.4 acres, generally located at the southwest corner of 207<sup>th</sup> Street/Braun Street and 8<sup>th</sup> Street/Edgerton Road in Edgerton, Kansas along with the required Planned Unit Development fees; and

**WHEREAS**, a public hearing was noticed and held in front of the Planning Commission on July 12, 2022, as required by the Uniform Development Code; and

**WHEREAS**, following such hearing the Planning Commission recommended that the Conceptual Plan be approved subject to certain conditions; and

**WHEREAS**, the Edgerton City Council wishes to take action on that recommendation.

### **NOW THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF EDGERTON, KANSAS:**

**Section 1.** That the Conceptual Plan for Planned Unit Development for the following legally described property generally located at the southwest corner of 207<sup>th</sup> Street/Braun Street and 8<sup>th</sup> Street/Edgerton Road, in Edgerton, Kansas is hereby approved, subject to the conditions below:

The North Half of the Northeast Quarter of Section 13, Township 15 South, Range 21 East, Johnson County, Kansas, EXCEPT that part described as follows:

All that part of the Northeast Quarter of Section 13, Township 15, Range 21, Johnson County, Kansas, more particularly described as follows:

Beginning at a point on the East line of said Northeast  $\frac{1}{4}$  of said Section 13 and 376.40 feet South of the Northeast corner thereof; thence West a distance of 35.00 feet; thence South parallel to the East line of said Northeast  $\frac{1}{4}$  a distance of 200 feet; thence

East a distance of 35.00 feet; thence North along the East line of said Northeast ¼ a distance of 200.00 feet to the point of beginning, all subject to that part thereof dedicated for existing public road right-of-way containing 0.161 acres, including 0.092 acres, more or less, of existing public road right-of-way and 0.069 acres, more or less, of new right-of-way.

**Section 2.** The above approval for the Concept Plan for Planned Unit Development is expressly conditioned on the following:

- a) Compliance with the stipulations stated in the Planning Commission Staff Reports for Application PUD2022-01.
- b) Adherence to the requirements outlined in the Development Agreement for this parcel as mutually agreed to by the Developer and the City.
- c) The submission and approval of a Final Plan and Final Plat as required by section 6.4 of the Unified Development Code.
- d) Strict adherence to all requirements of Article 6 of the Edgerton Unified Development Code, the remainder of the Unified Development Code, city ordinances and regulations.

**Section 3.** That City Staff is hereby directed to reflect said approval on the City's Official Zoning map and other City records.

**Section 4.** This ordinance shall take effect from and after its publication once in the official city newspaper.

ADOPTED BY THE GOVERNING BODY AND APPROVED BY THE MAYOR OF THE CITY OF EDGERTON, KANSAS ON THE 11th DAY OF AUGUST, 2022.

CITY OF EDGERTON, KANSAS

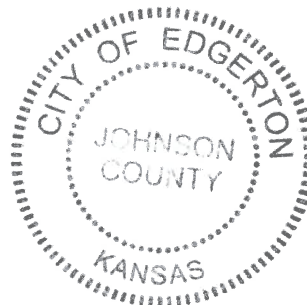
By:   
Donald Roberts, Mayor

ATTEST:

  
Christopher Clinton, Deputy City Clerk

APPROVED AS TO FORM:

  
Lee Hendricks, City Attorney





June 23, 2022

Beth Linn  
City of Edgerton  
404 East Nelson

RE: Edgerton and Braun Subdivision

Mrs. Linn,

I'm pleased to announce plans for a new single-family development at the southwest corner of Edgerton Road and Braun Street. Timber Creek Subdivision will contain approximately 275 lots on 80.4 acres. Lots will range in size from 6,000 square feet to 9,500 square feet, with larger lots around the perimeter of the property. Greenspace will also be a significant part of this project, with approximately 1.1 acres of greenspace interior to the development and another approximately 10-acres of greenspace at the corner of Edgerton and Braun. The 10-acre property is being set aside to preserve an existing creek that runs through the property and to provide a natural area for passive recreation. Five-foot sidewalks will be provided along one side of every street.

Landscaping will be provided in two manners. Along the exterior of the subdivision, trees will be planted every 40-feet along Edgerton and Braun. This standard will include trees along the 10-acre greenspace and the smaller neighborhood greens interior to the development. Additionally, one (1) tree shall be planted in the front yard of every lot. All trees shall be 1.5-2" caliper tree at the time of planting.

A Declaration of Covenants, Conditions and Restrictions (CCR's) will be filed for the subdivision. These covenants will provide for the maintenance of all common property and obligate all property owners to abide by specific responsibilities. A draft of the CCR's is attached and provides among other things, membership and voting rights, assessments, maintenance of common property, use of lots, and enforcement measures. Community Association Management will serve as the management company and will be responsible for all day-to-day operations, such as enforcing violations, collecting dues, responding to homeowner inquiries, and overseeing vendors and maintenance. A direct contact with this company can be provided if needed.

Homes in the subdivision will be 3-4 bedroom with 2-3 bathrooms and all homes will have a 2 or 3-car garage. Building setbacks will be 28-feet along the street, 20-feet in the rear, and 5-feet on the sides. Corner lots will have a 15-foot side-street setback. All setbacks will be measured to the exterior building wall, allowing overhangs to encroach into the setback. House plans are attached and represent some of the plans scheduled for this development. All front facades will be 100% masonry up to the first floor plate.



Sales pace is expected to be 4-8 homes per month, starting in 2023 with the first closings in the fourth quarter of 2023. Sales price is anticipated to range between \$275,000 to \$350,000 for between 1,300-2,400 square feet. Timber Creek should generate a revenue of approximately \$80,000,000-\$100,000,000. According to the 2020 United States Census, the average number of children per family is 1.86.

Construction costs to develop the subdivision, which includes grading, storm sewer, water lines, sewer lines, sidewalks, paving, curb, and gutter are projected to be approximately \$10,000,000-\$15,000,000 for the entire project. The project is expected to be developed in four (4) phases over approximately 5 years.

The subject development was designed around an existing stream channel that provides a wonderful, focal point at the intersection of Edgerton Road and Braun Street. This greenspace will be further enhanced with new street trees. There are also many interior greenspaces and parkland to serve the residents of the community. The community will provide a variety of housing styles with diverse floorplans and exteriors.

As noted above, the most prominent, natural feature on this site is being preserved and enhanced to serve as an important component of the development plan.

Timber Creek will include a variety of lot sizes and floorplans, to create diversity in housing stock, while also providing a cohesive and coordinated development plan.

Providing smaller lots, although varied in size, allows for the most efficient use of land and utility infrastructure. There will be less linear feet of utility infrastructure serving each lot than what would be allowed under a conventional zoning district.

The subdivision will allow for the construction of single-family homes, which is the predominant land use in this area. Therefore, the development will be compatible and harmonious with surrounding land uses. Preservation of the existing stream channel and providing interior greenspaces for the residents will make this a unique development that will provide recreational benefits for the residents.

Please let me know if there is any additional information that you need.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jesse Fulcher", is located below the "Sincerely," text.

Jesse Fulcher  
Director of Land Acquisitions and Planning



## REVISED FINAL SITE PLAN FOR INLAND PORT IX

Application FSP2025-0001  
30500 W. 183<sup>rd</sup> Street

### QUICK FACTS

#### PROJECT SUMMARY AND REQUESTED APPROVALS

The Applicant is requesting approval of a Revised Final Site Plan for 30500 W. 183<sup>rd</sup> Street.

#### Owner and Applicant

Edgerton Land Holding Company, LLC, property owner, represented by Kevin White, Agent.

#### Zoning and Land Use

L-P (Logistics Park) and is currently developed with a warehouse.

#### Parcel Size

79.80± acres

#### Staff Report Prepared by

Chris Clinton





### **1. Proposal**

This Revised Final Site Plan request is being made in preparation for the move-in of a tenant that will occupy approximately 762,876 square feet of the existing warehouse. The tenant's business model requires storage of assembled air conditioning units outdoors. The applicant is proposing to screen the outdoor storage with a 18 to 19 foot tall wall. The wall is shown along the southern edge of the southern parking lot to screen the stored product from the residences to the east and 183<sup>rd</sup> Street. An eight (8) foot tall black vinyl-coated chain link fence is also proposed to enclose the units to the north and south of the outdoor storage area.

### **2. Subject Site History**

The subject property was rezoned from the *A-G, Agriculture* District to *L-P, Logistics Park* District on January 26, 2017 (ZA2016-03). The Planning Commission later approved a Preliminary and Final and Preliminary and Final Site Plan in 2017. The Plats and Preliminary Site Plan showed two (2) warehouses, Inland Port IX and X. The Final Plat was recorded, but a building permit was never issued, and the Final Site Plan became null and void. A Final Site Plan was never submitted for Inland Port X.

At the February 14, 2023 meeting, the Commission approved Final Site Plan FS2023-01. This Final Site Plan approved the development of a 1,000,000 square foot warehouse that runs parallel to the rear property line with two (2) access points on 183<sup>rd</sup> Street. Along with the building, the Final Site Plan approval included an approved landscape plan as required by the Unified Development Code (UDC). A Final Plat (FP2023-02) was approved at the same meeting that brought the two (2) lots together for the construction of the single warehouse. After the approval of the Final Plat and Final Site Plan, a building permit was applied for and completed for construction of the building. Currently, there is an issued building permit for the interior of the building for a tenant to utilize the space to best suit their needs.

### **3. Zoning and Development Requirements**

#### **A. Outdoor Storage and Screening**

Per Section 5.2.H of the UDC, all storage of products must be stored in a fully enclosed building or a storage yard. The storage yard is limited to 20% of the ground floor area of the building or tenant space and must be completely screened from public view. This section defines "screened from public view" as not visible at eye level from adjoining properties or any street right-of-way.

The applicant is proposing approximately 65,000 square feet of outdoor storage to the south of the existing 1,007,000 square foot warehouse building. The tenant that is moving into the building will be occupying 762,876 square feet of the building. The proposed outdoor storage area will be approximately 8.5% of the tenant space and is therefore compliant with the size requirements for outdoor storage spaces. The applicant is proposing to screen the storage yard with an 18- to 19-foot barrier wall, details of which regarding material or design are still pending, but must be approved by the Zoning Administrator prior to certification of the Final Site Plan. The applicant has indicated that the material stored will be stored up to 17 feet in height and the wall will be installed to a height of 19 feet to ensure adequate screening. The provided line of sign drawings indicate that the material stored outdoors will be screened from view along 183<sup>rd</sup> Street to the south and the residential buildings to the east. The applicant has also indicated that an eight (8) tall black vinyl coated chain link fence will be installed for security purposes

to enclose the storage area as well as on the north side of the building to secure the property.

Prior to the Zoning Administrator certifying the Revised Final Site Plan, the applicant must provide details pertaining to the composition of the wall, and the appearance of the wall must be compatible with the appearance of the building. If the units are visible to the public, as outlined in Section 5.2.H, additional screening must be added to adequately screen the units. Additionally, the applicant must coordinate with the Fire Department regarding access to the area as a gate is proposed to be utilized across a driveway.

#### NOTICE OF CITY CODES AND PERMITS

The Applicant is subject to all applicable City codes – whether specifically stated in this report or not – including, but not limited to, Zoning, Buildings and Construction, Subdivisions, and Sign Code. The Applicant is also subject to all applicable local, State, and Federal laws.

Various permits may be required in order to complete this project. Please contact the Building Codes Division of the Community Development Department for more information about City permits. The project may also be subject to obtaining permits and/or approvals from other local, County, State, or Federal agencies.

#### DOCUMENTS INCLUDED IN PACKET

Sheet #	Title	Date on Document
1	Fence Exhibit	03.13.2025
2	Sight Line Exhibit – Key Map	03.13.2025
3	Sight Line Exhibit – View 01	03.13.2025
4	Sight Line Exhibit – View 02	03.13.2025
5	Sight Line Exhibit – View 03	03.13.2025
6	Sight Line Exhibit – View 04	03.13.2025
7	Sight Line Exhibit – View 05	03.13.2025
8	Sight Line Exhibit – View 06	03.13.2025
9	Sight Line Exhibit – View 07	03.13.2025
10	Sight Line Exhibit – View 08	03.13.2025
11	Sight Line Exhibit – View 09	03.13.2025
12	Sight Line Exhibit – View 10	03.13.2025
13	Sight Line Exhibit – Section A-A	03.13.2025
14	Sight Line Exhibit – Section B-B	03.13.2025
15	Sight Line Exhibit – Section C-C	03.13.2025
16	Sight Line Exhibit – Section D-D	03.13.2025
17	Sight Line Exhibit – Section E-E	03.13.2025

## STAFF RECOMMENDATION

City Staff recommends approval of Revised Final Site Plan **Application FSP2025-0001** *Revised Final Site Plan for Inland Port IX*, subject to the following stipulations:

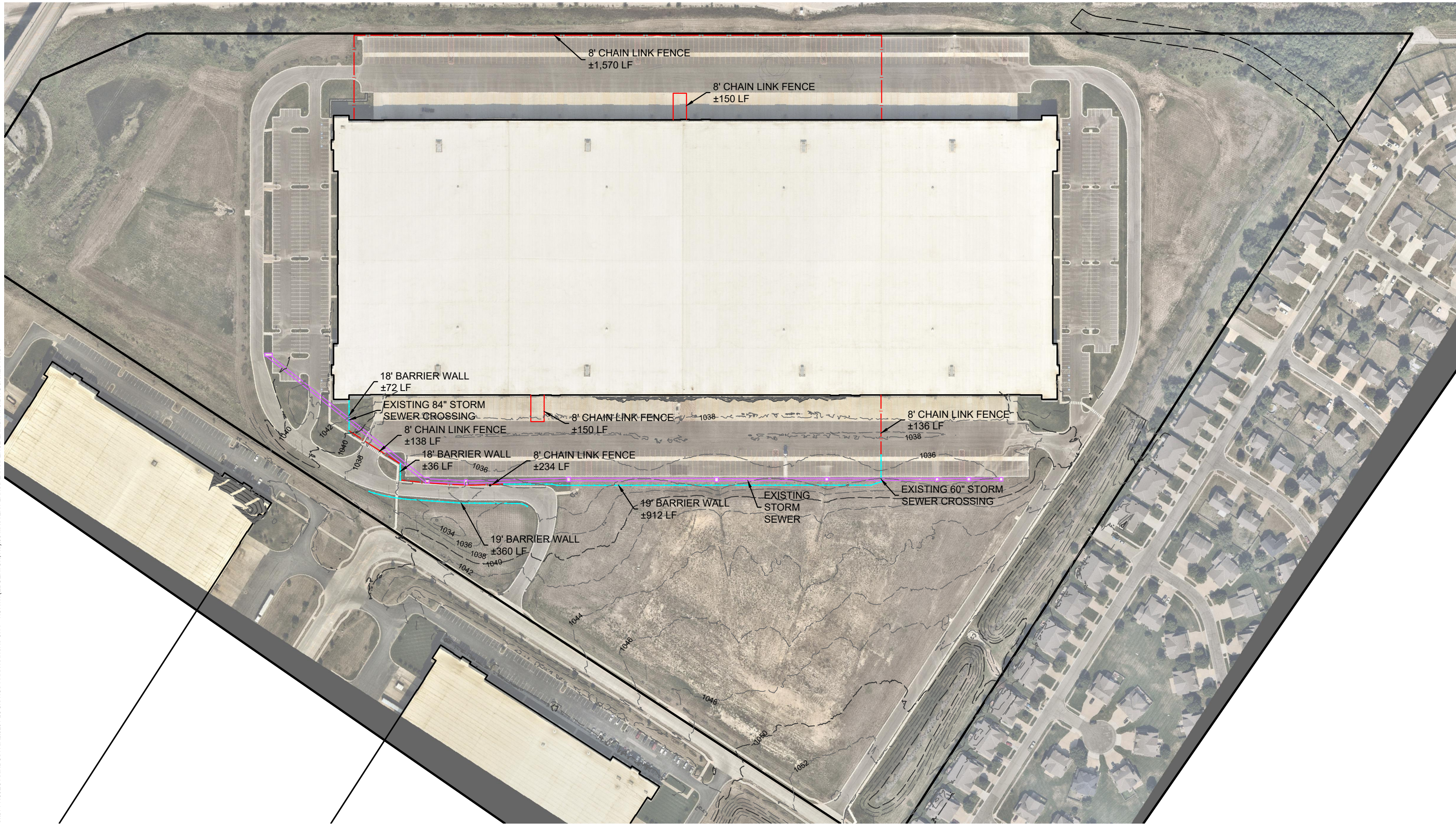
1. Prior to certification by the Zoning Administrator, the following must be completed:
  - a. Details, including the appearance, of the wall must be provided to staff and approved by the Zoning Administrator.
  - b. A gate must be installed across the access drive and the Fire Department must be provided access at all times for public safety.
2. The chain link fence must be black vinyl coated chain link fencing.
3. Following construction, if it is found that the material stored outdoors is visible from public view, as defined in Section 5.2.H of the UDC, additional screening must be installed.
4. 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 Planning Commission 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.

***Note: For Application FSP2025-0001, the Planning Commission is the final authority for approval.***

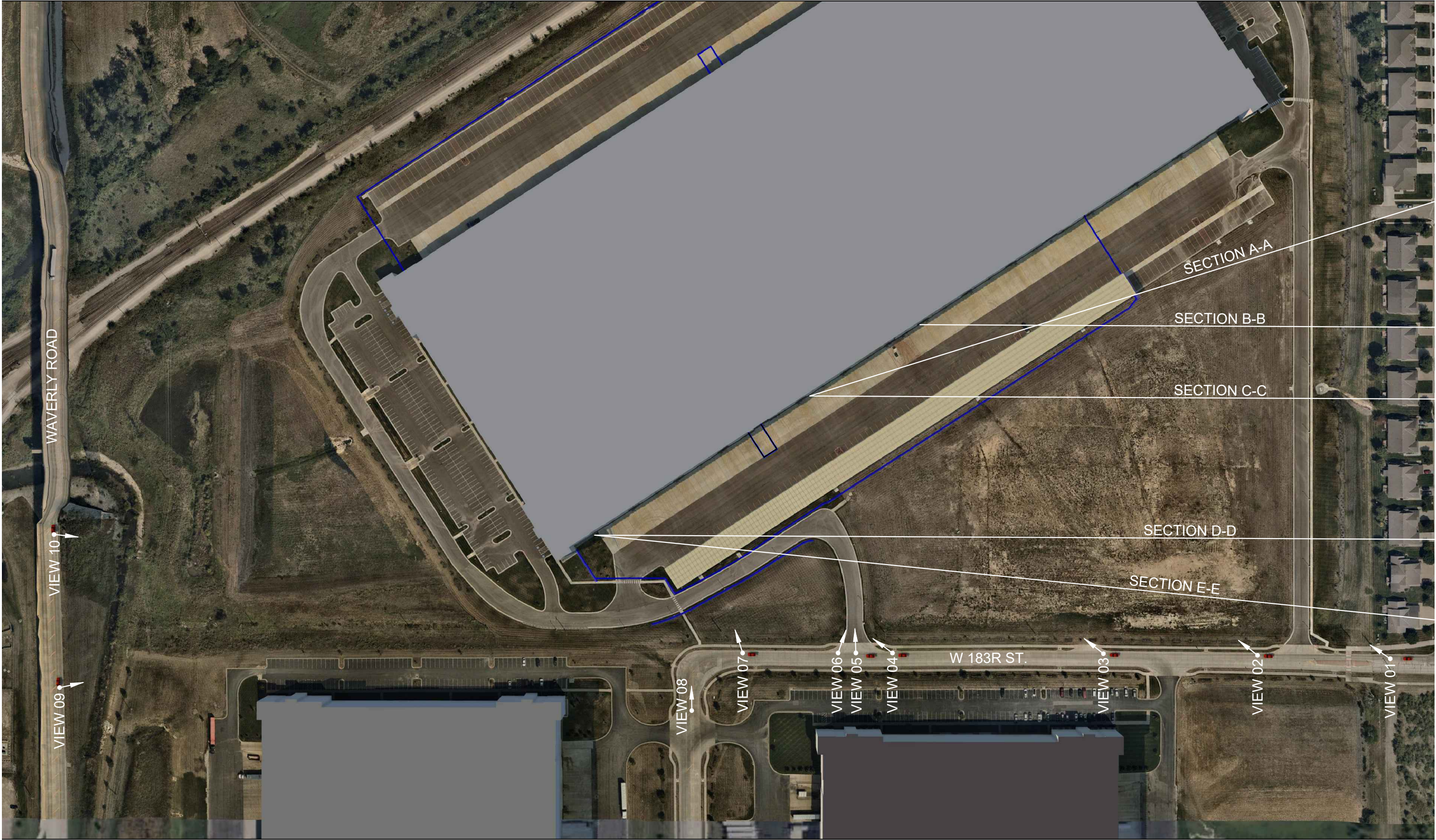




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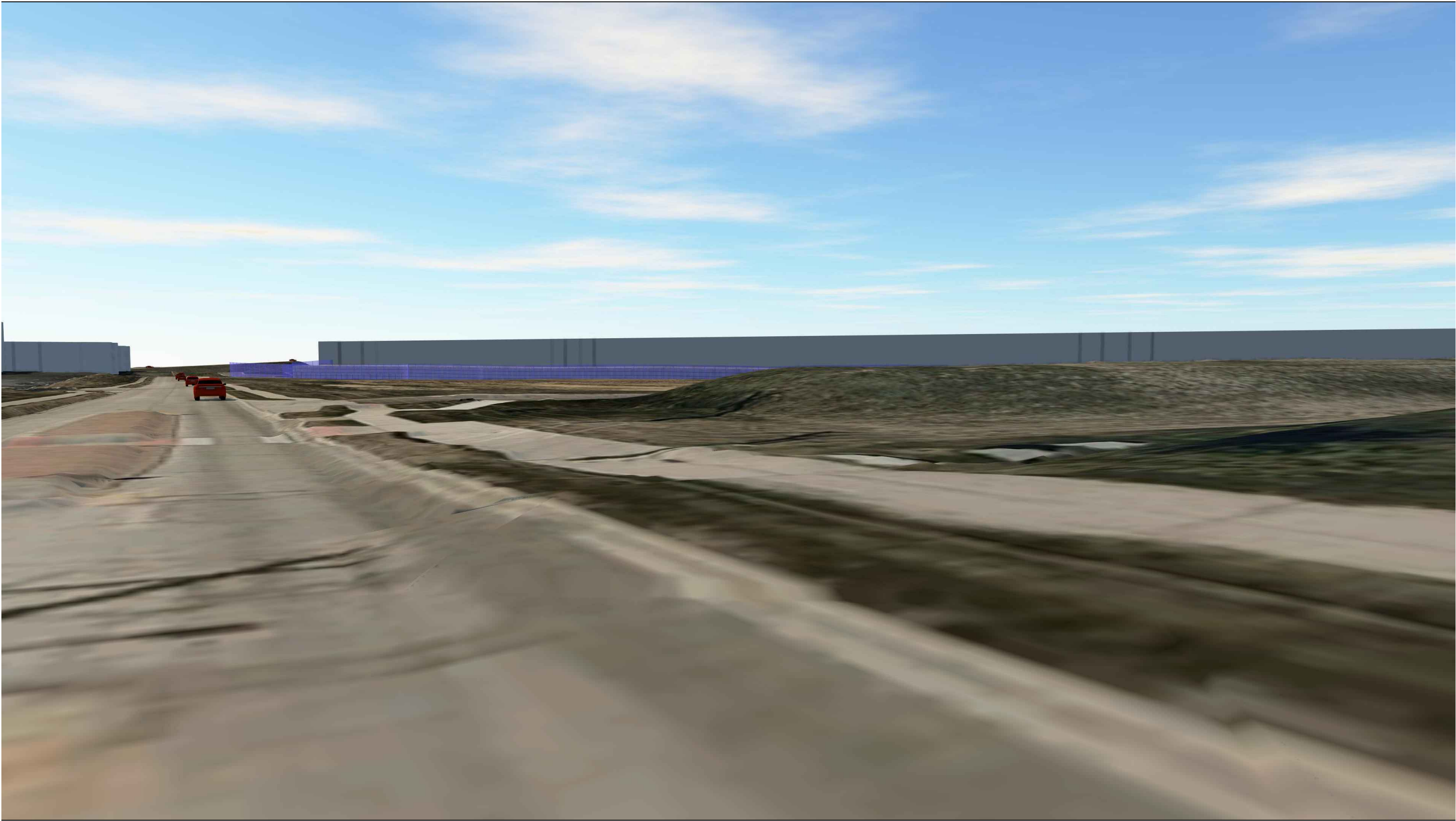




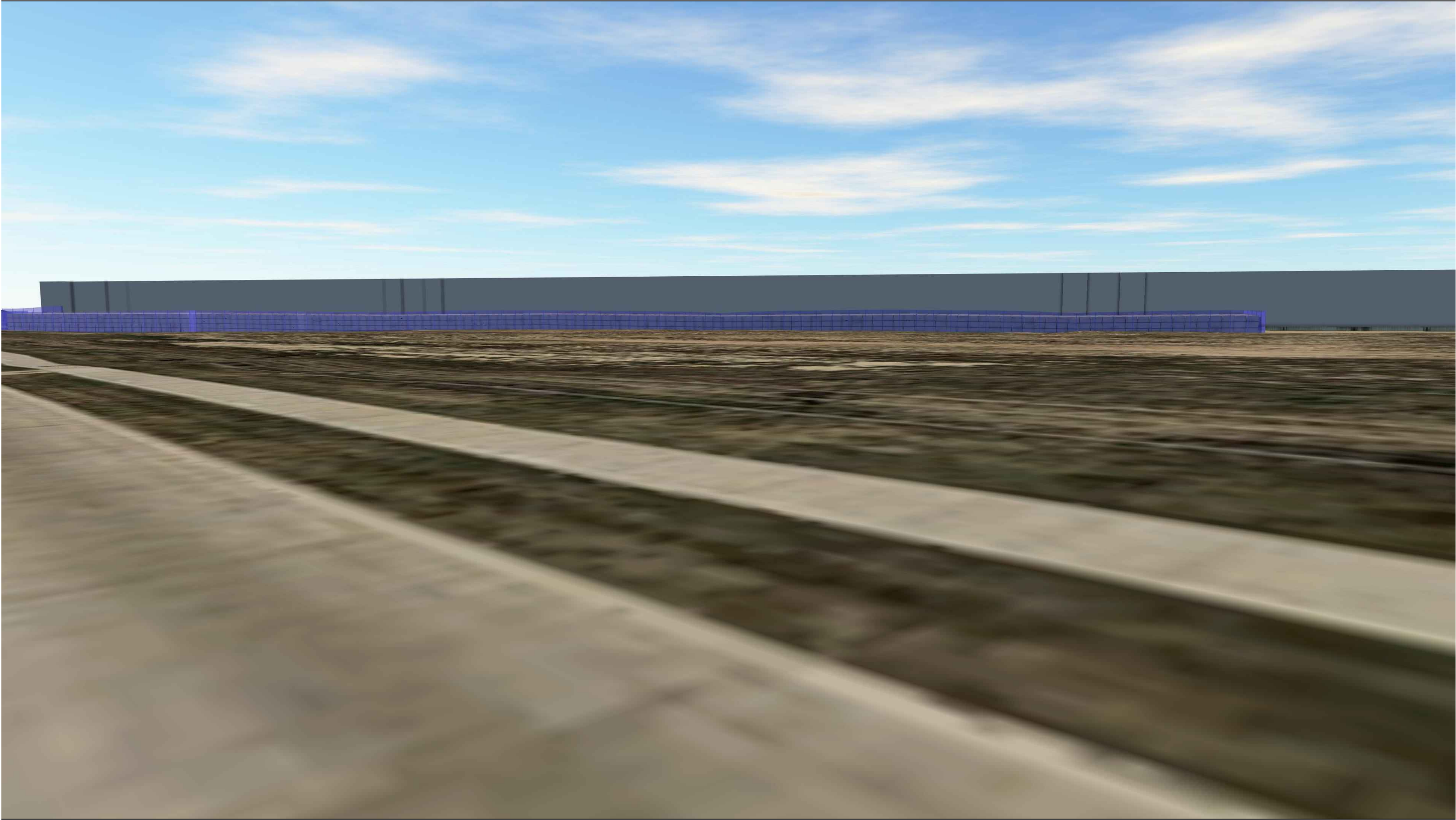
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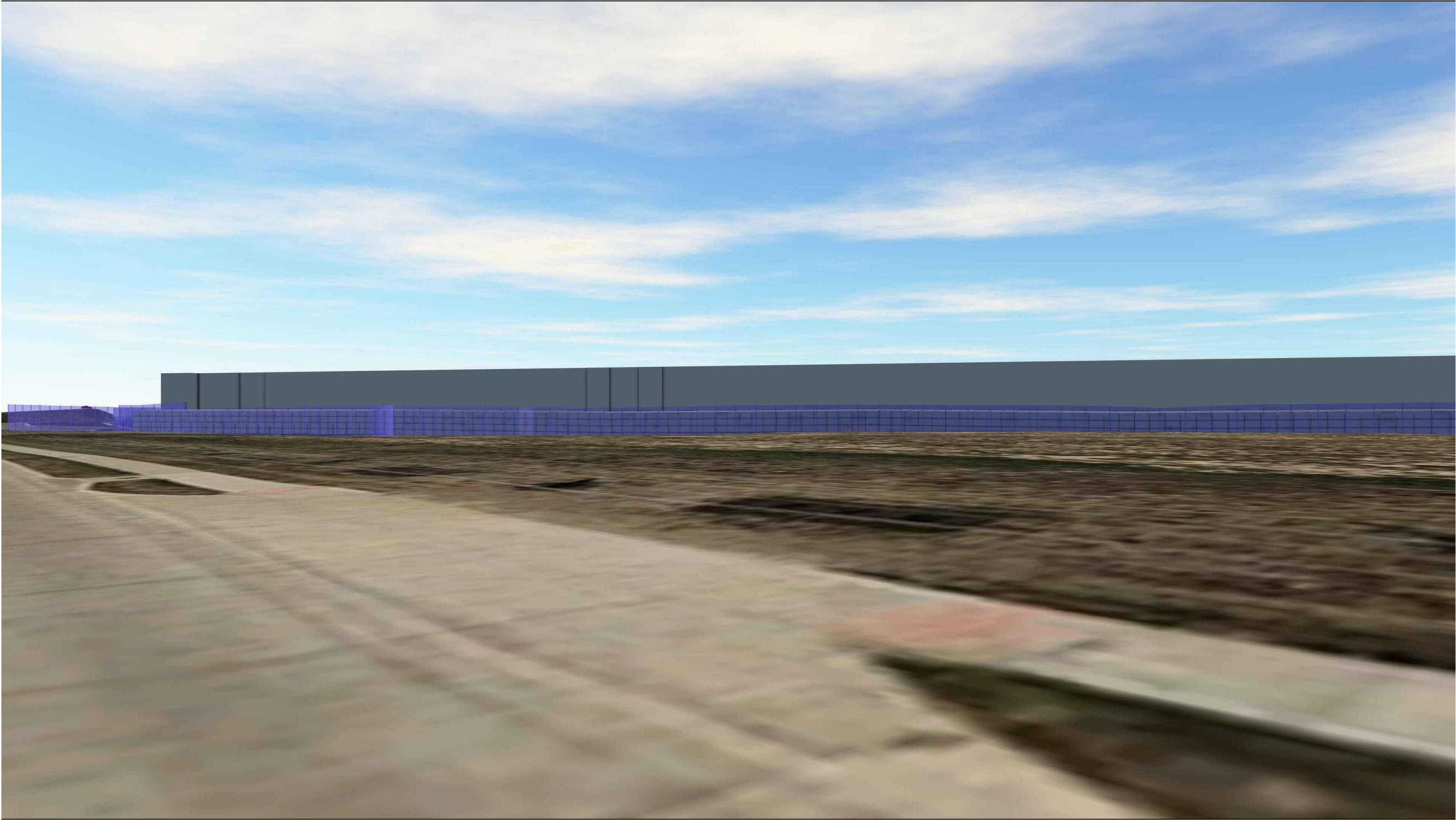


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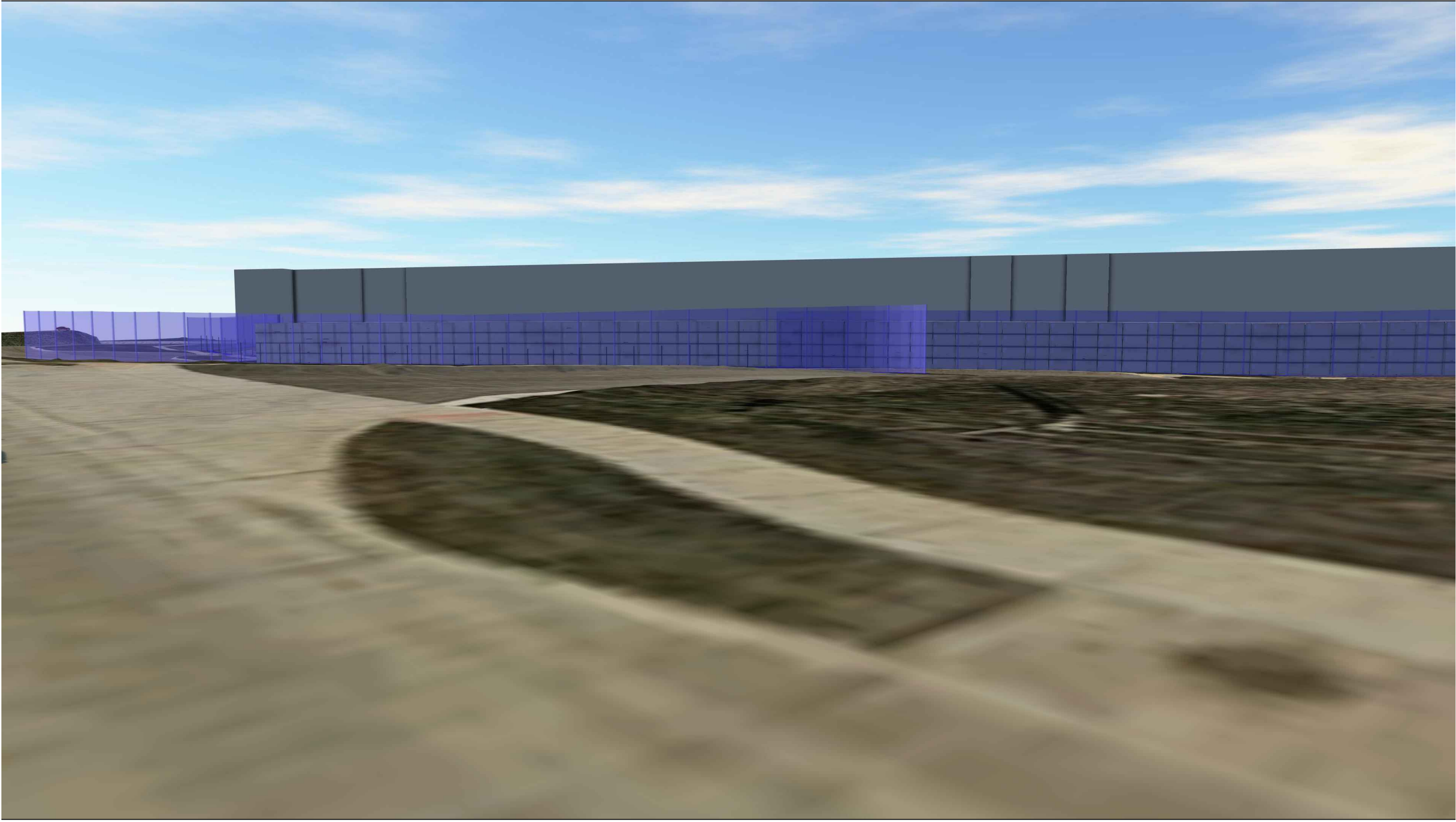


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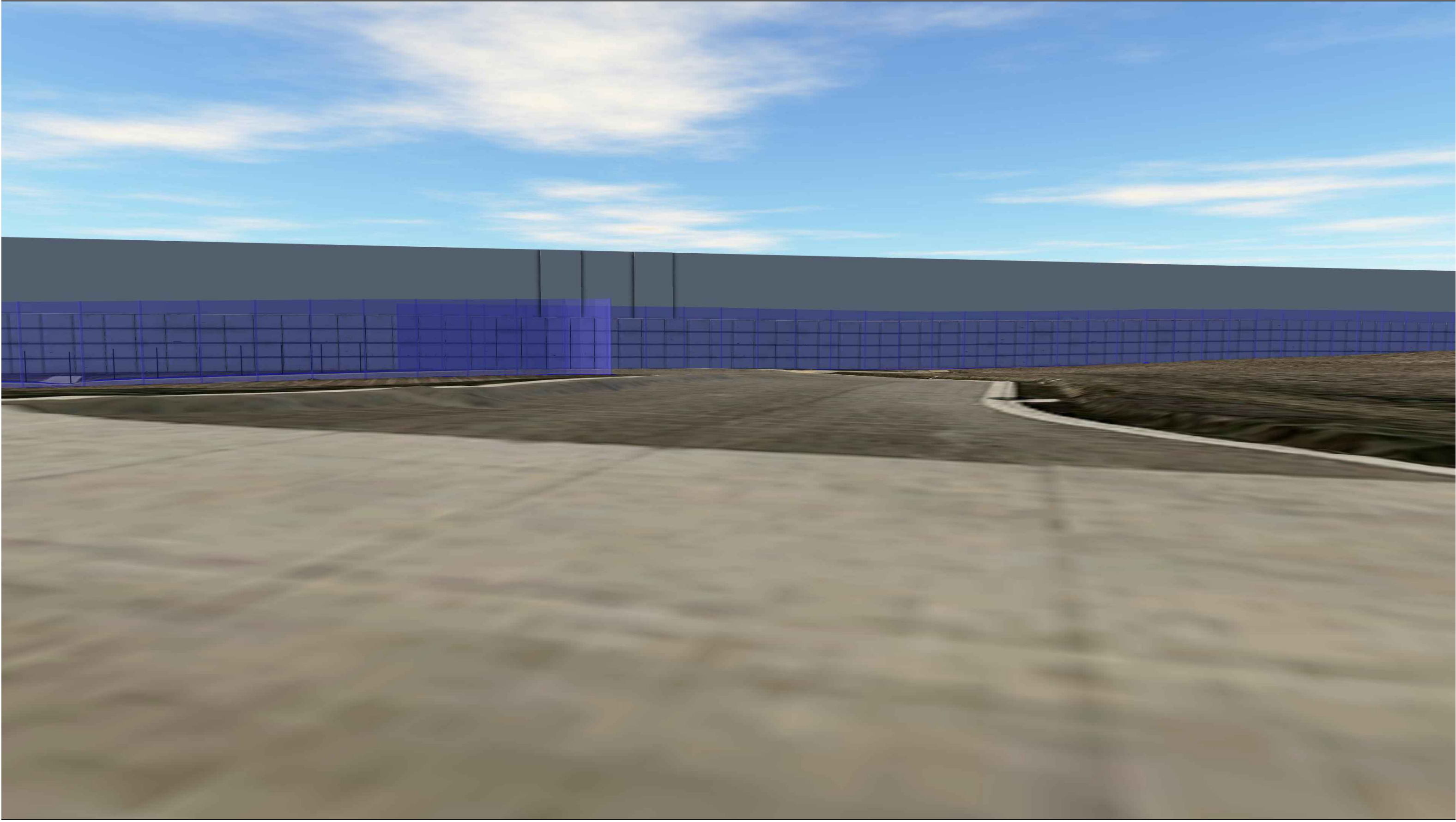




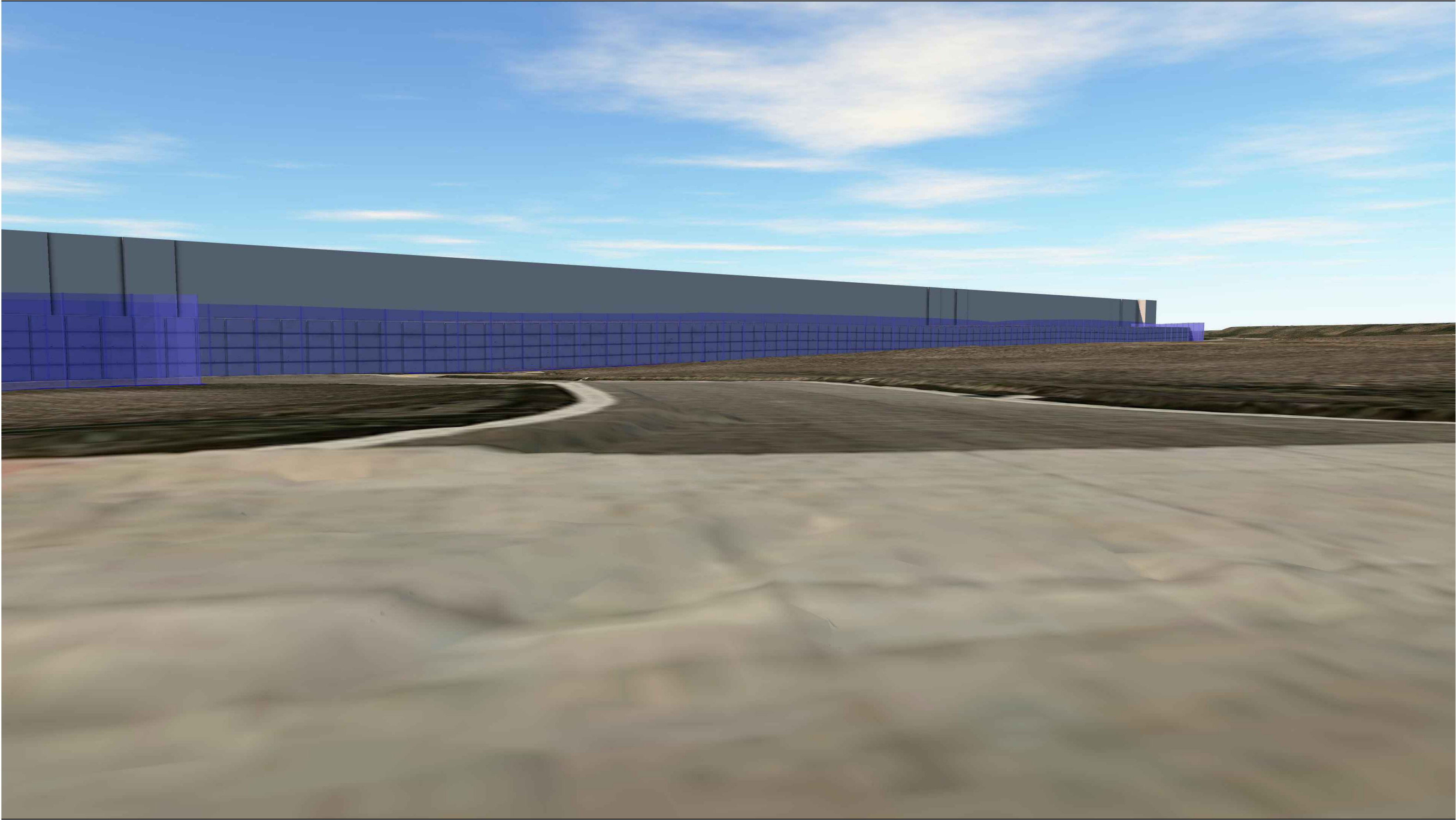
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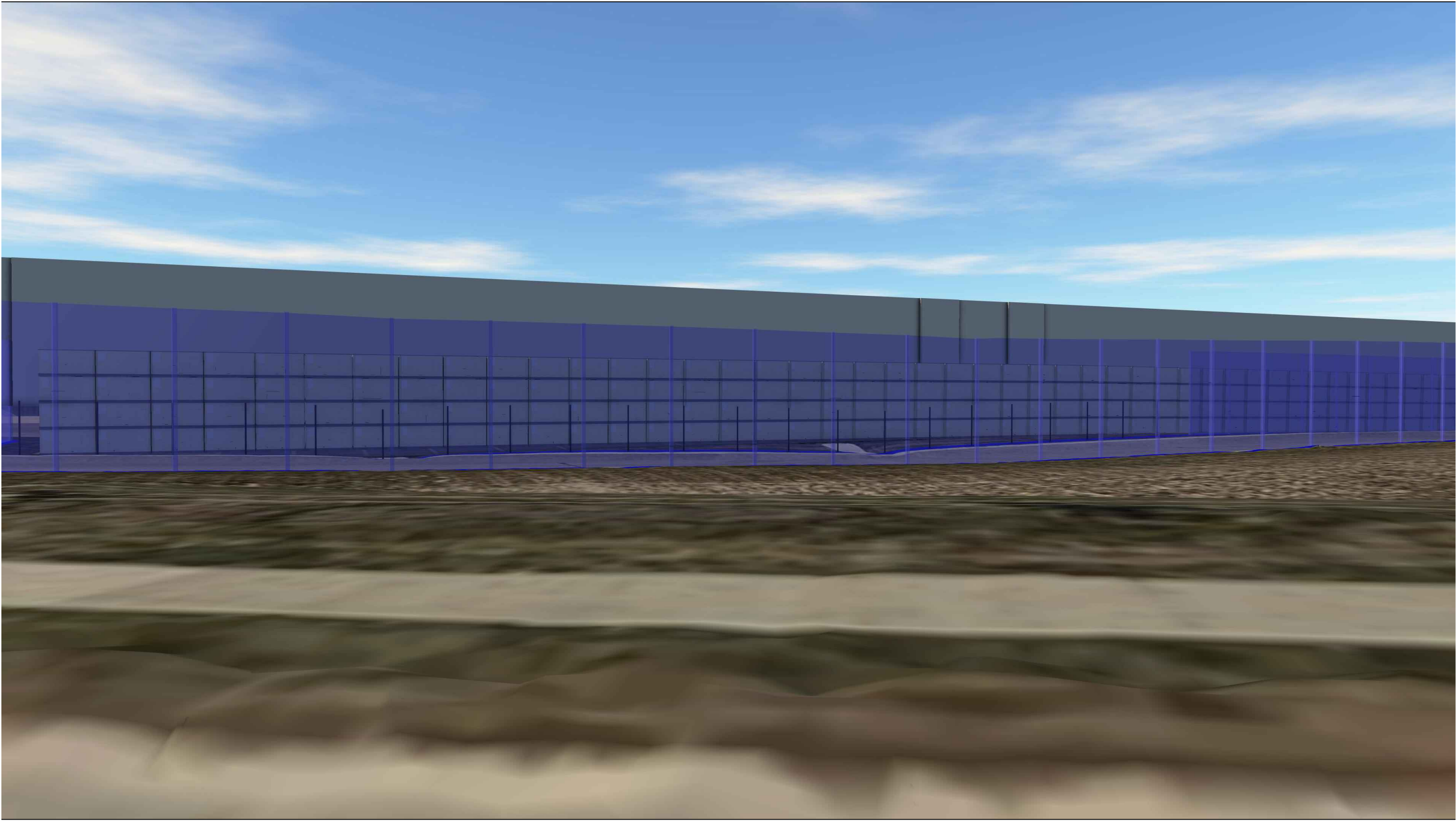


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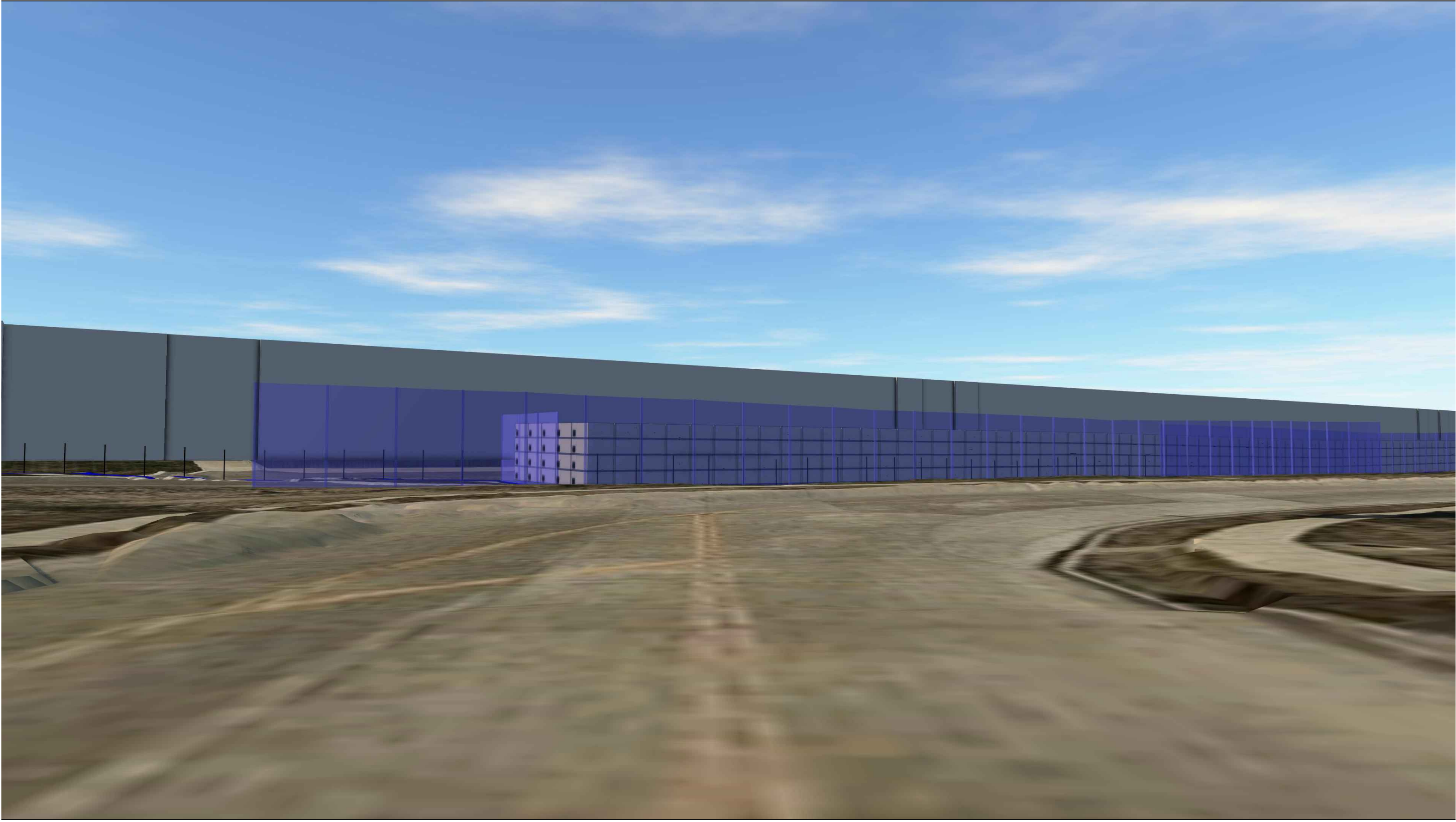




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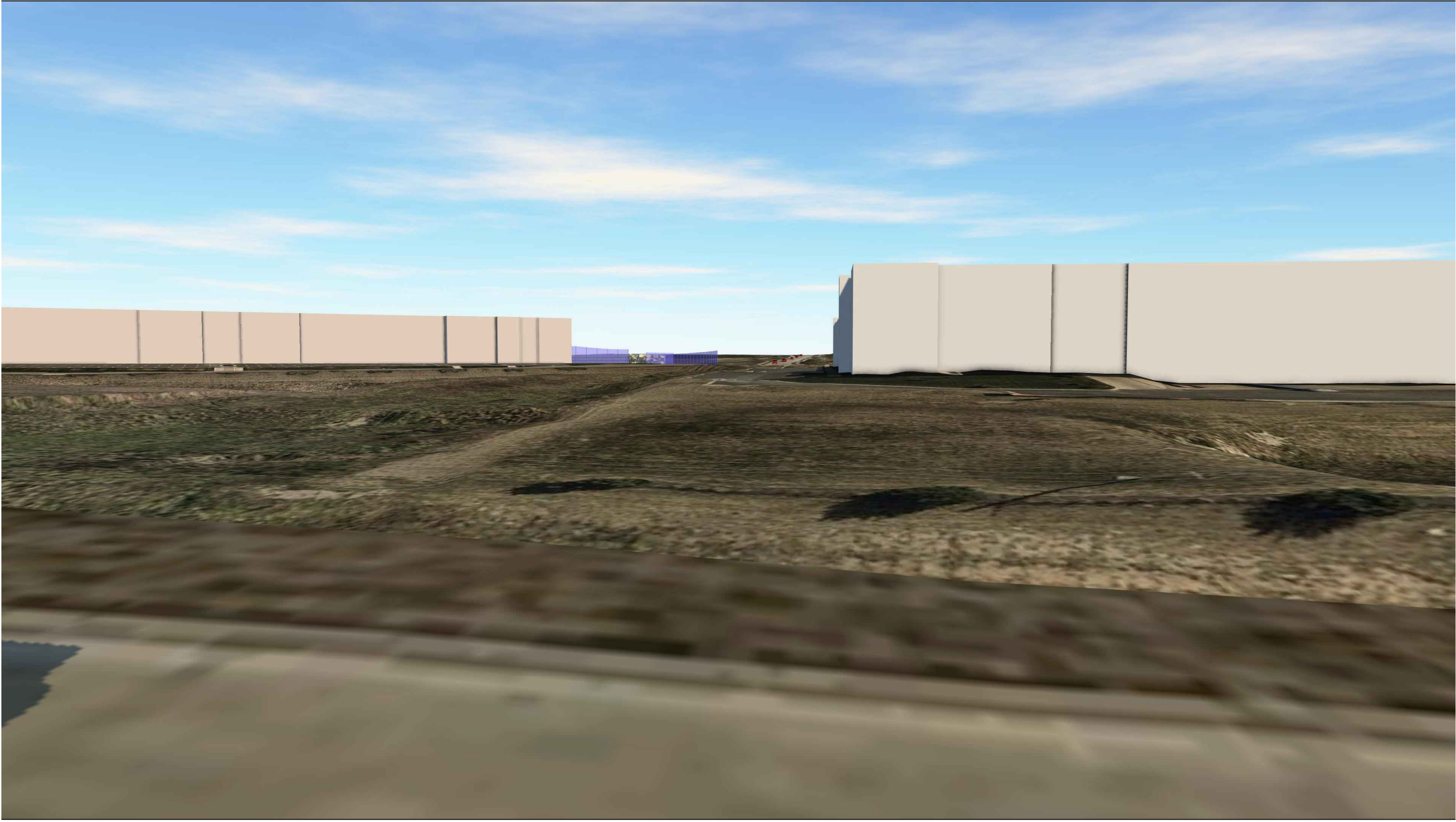


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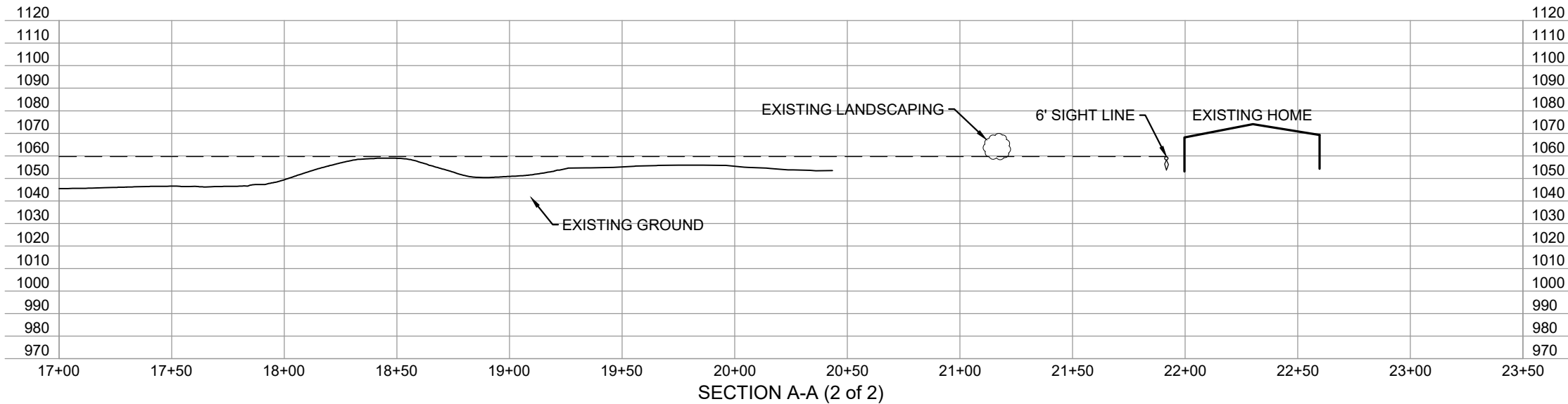
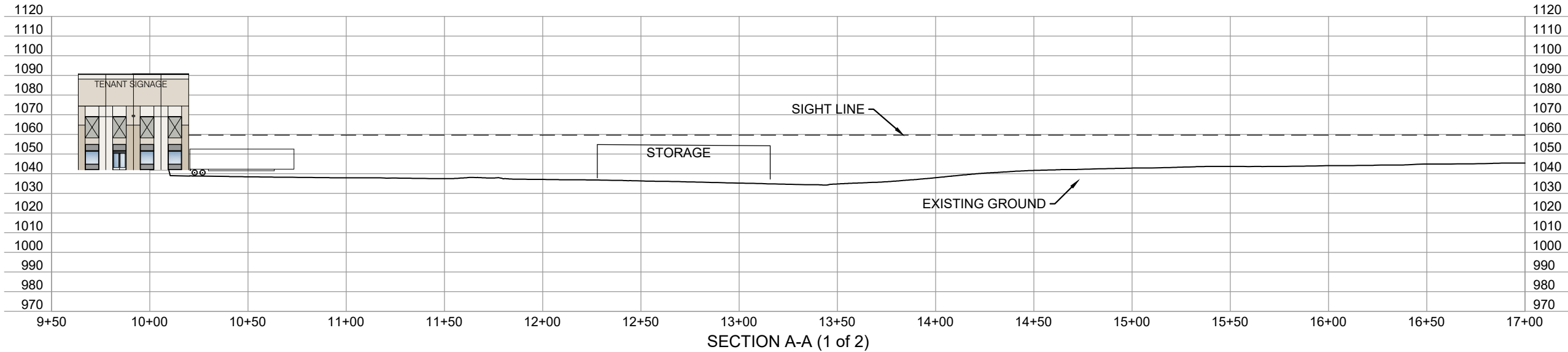
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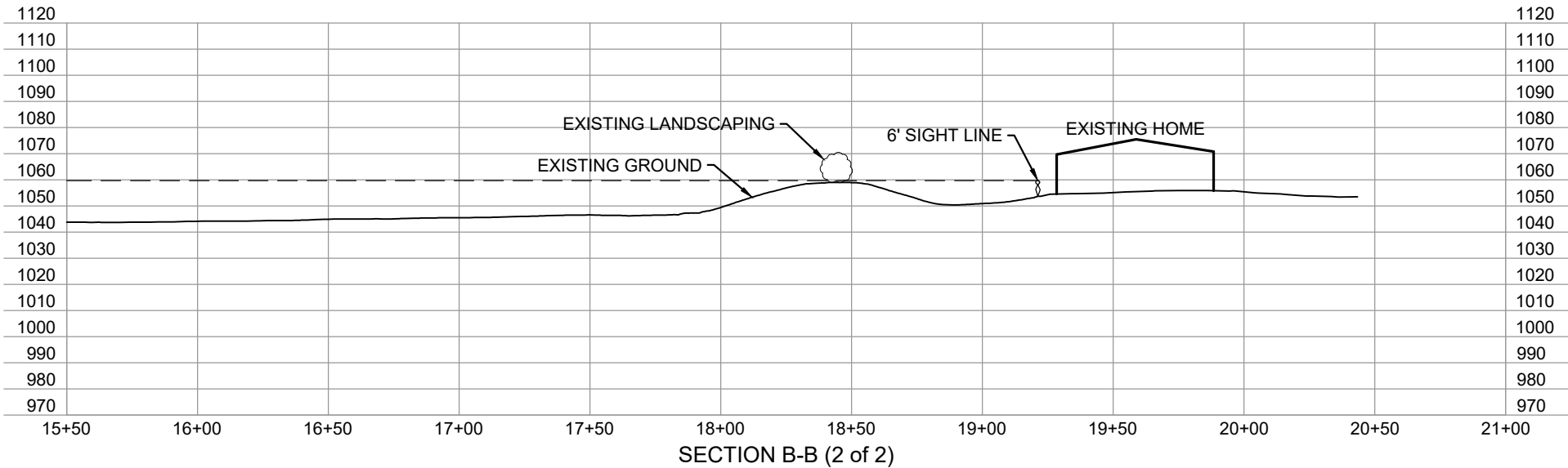
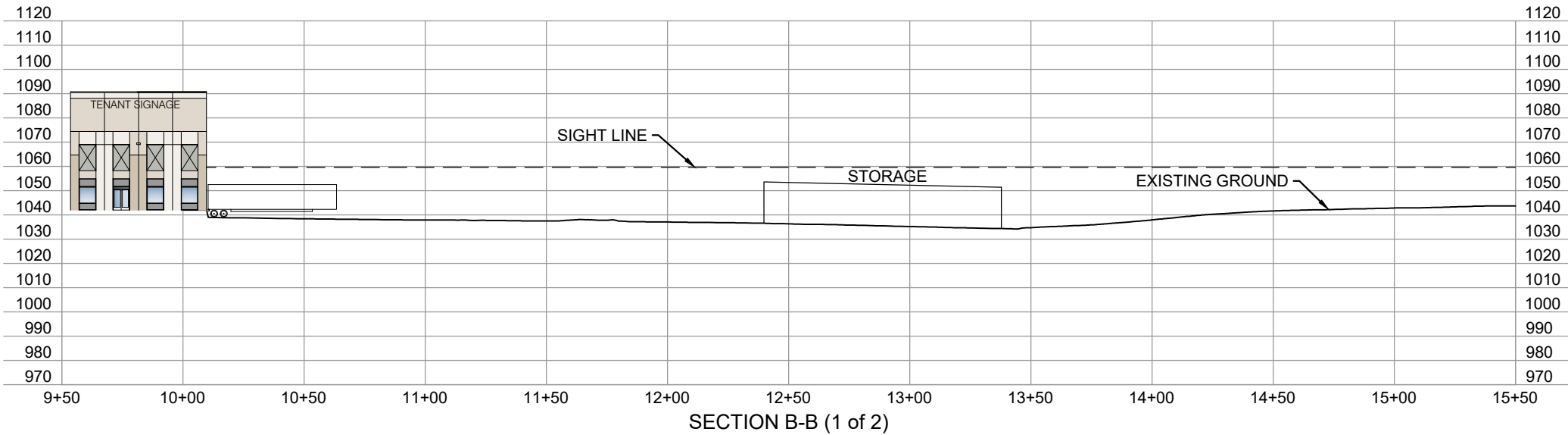
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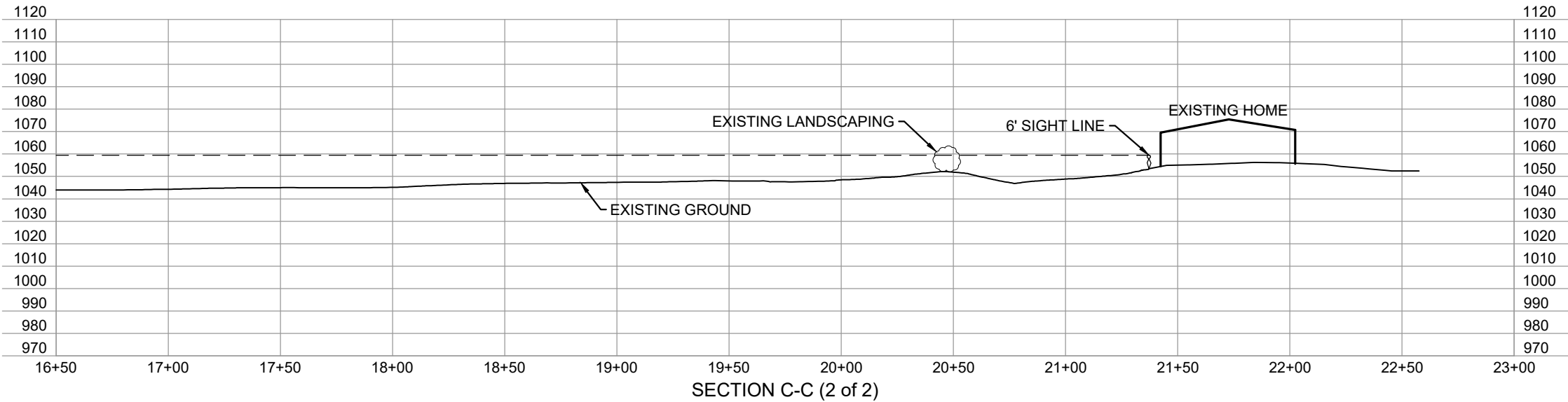
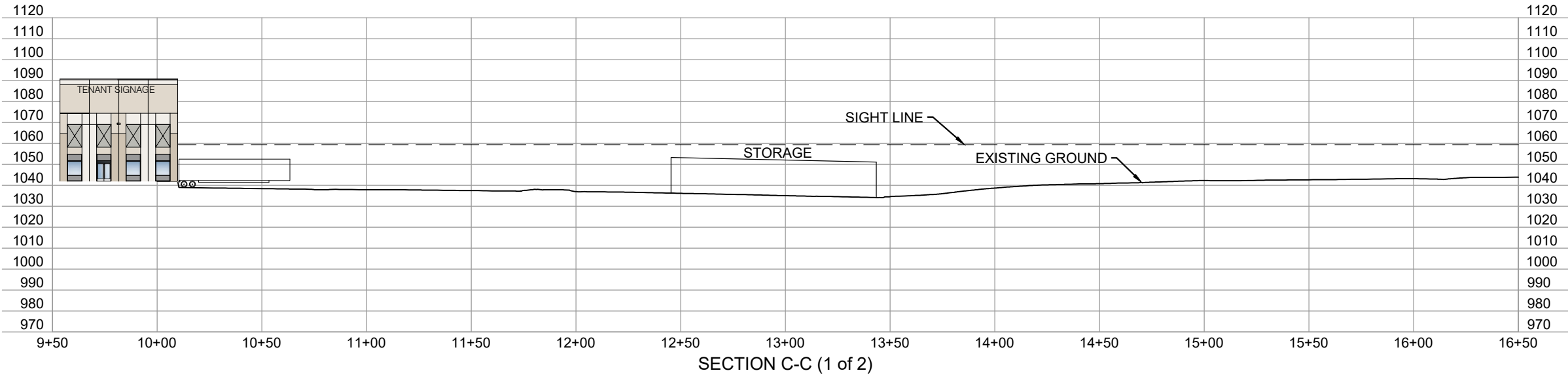


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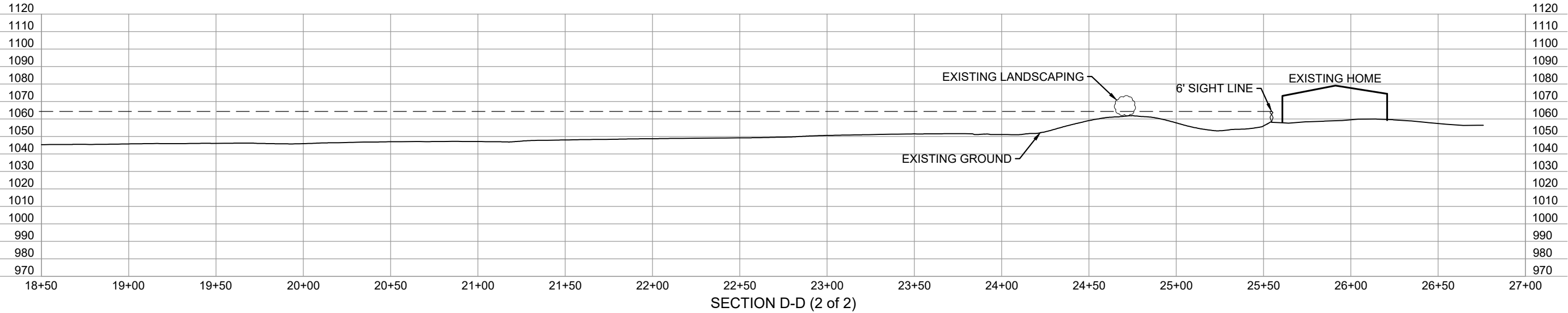
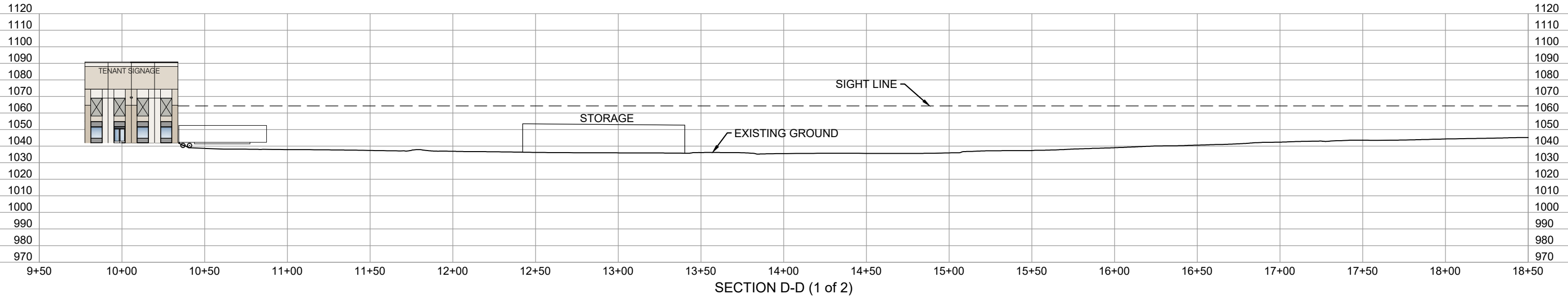




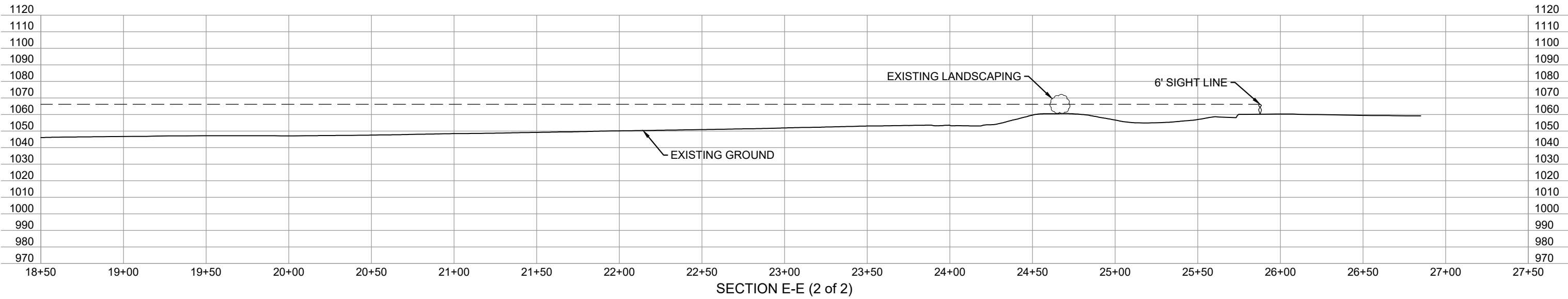
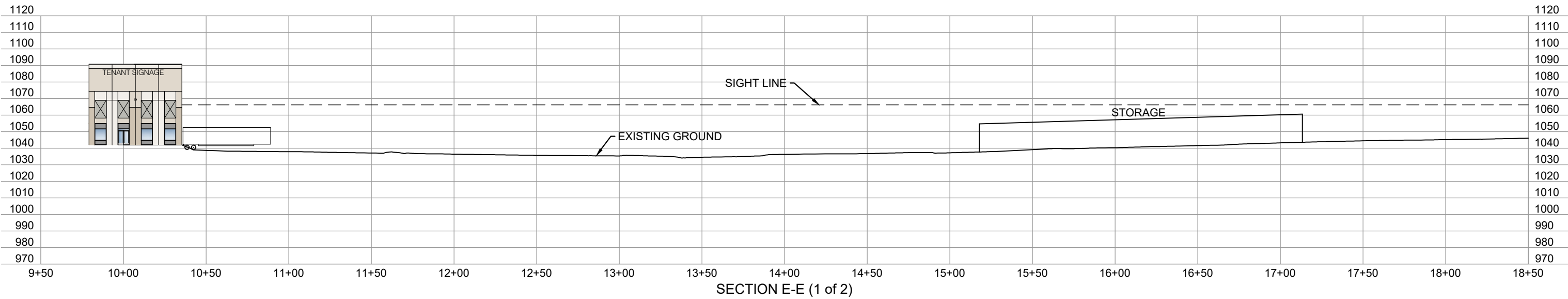
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