AMENDED STATEMENT OF OPERATIONS
(Proposed Concrete Plant, Shop and Offices for Kansas Sand & Concrete, Inc.)

Kansas Sand & Concrete, Inc. has been providing ready mix concrete and construction aggregates to the Topeka and Shawnee Country construction industries for 98 years. Kansas Sand employs thirty-nine (39) people and its operations are presently located on the north bank of the Kansas River immediately to the west of the Topeka Boulevard bridge. Although this site has been very successful for many decades, it has become increasingly more difficult to operate from this site given its location surrounded by railroad tracks. Accordingly, Kansas Sand purchased several lots in the ADR Industrial Park in the northwest portion of Topeka to construct a new concrete plant, shop, and office. The ADR Industrial Park has previously been zoned I-2 Heavy Industrial. The only other business in the industrial park is Hoyt’s Trailer Center which is on the west side of NW Stina Court. Given that Kansas Sand & Concrete intends to build a concrete plant on this site, a Conditional Use Permit is required in addition to the existing I-2 zoning.

Land Use Compatibility

This project is extremely compatible with the site. As mentioned before, it is bounded on the west by Hoyt’s Trailer Center which is within the ADR Industrial Park. On the east side of the project are several agricultural parcels. The boundary line between the agricultural parcels to the east and the subject site is marked by a mature stand of trees. To the south and west, are the existing construction operations of RDR Construction and BRB Construction. There are a few residences to the south and east of the property on 25th Street. The plant, shop and office structure that is shown on the site plan would be the only significant improvements placed on this site. The remainder of the site would be used for parking and some storage of aggregate.

Height and Scale

The structure including the concrete plant, shop and offices will be approximately 90 feet in height with a 275’ x 100’ footprint. The trees along the borderline of the subject property on the east side would almost completely block the view of the concrete plant from the east. These mature trees appear to straddle the boundary line between the subject site and the agricultural property to the east. If a significant number of trees are removed due to damage such that there is a discernable gap in the tree line, new trees can be added. Neither Kansas Sand nor the owner to the east has any desire to remove these trees. The building would be further shielded by trees and other vegetation to be planted which are clearly visible on the landscape plan. All setbacks meet local development standards. Since this is a preexisting industrial park, there is a cul-de-sac road (Stina Ct.) that has been installed in the middle of the park to provide access to all of the lots within the park. The southern boundary of the site is 25th Street which is a two lane street that serves many of the industrial sites in the area including the Goodyear Tire & Rubber Plant which is one mile directly to the east of the subject property.
**Site Development**

To facilitate traffic flow and parking, Kansas Sand proposes to install four driveway entrances to the site on NW Stina Ct. and one entrance to the site from 25th Street. The 25th Street driveway would be located in the southeast corner of the property. This would serve as a one-way entrance for loaded cement trucks, loaded aggregate trucks and returning (empty) ready mix trucks to better maintain a circular flow of traffic into and out of the property. All traffic from the site will exit via NW Stina Ct. Presently, the site plan shows five points of ingress and egress to and from the project. All of these will be built according to city code and have been reviewed by the fire department at the pre-application meeting for accessibility. Kansas Sand is requesting a variance regarding driveway spacing on NW Stina Ct. which will be addressed in more detail below.

**Building Design**

The building design accommodates the industrial use being proposed. The majority of the structure will be clad in sheet metal similar to most industrial operations. Unlike many other concrete plants, the operating components of the plant will be enclosed. The attached office will be built and furnished in a similar fashion to other class A office space in the area. The structure which can be seen on the site plan will have attractive, clean lines suitable for its intended use. The state-of-the-art concrete plant design is such that all mixing of concrete will be done indoors with the dust associated with those operations being collected by a dust collector and recycled. The ready mix trucks will actually be inside of the building when they are being loaded with concrete. Outdoor operations will include the offloading of crushed rock, sand, and cement on the northern portion of the property. Crushed rock and sand will be loaded into the concrete bins depicted on the site plan. Trucks needing to wash out residual concrete from their drums will do so outdoors into the washout pit located on the northeast portion of the property. Some stock piling of waste concrete will be done on the north side of the site. This waste concrete will be crushed and recycled. The operational portion of the site (the northern ¾ of the site) will be fenced and gated using galvanized fencing with decorative inserts to shield operations from view. Presently, this property is vacant without any structures so there are no issues with regard to historically significant structures.

**Operational Characteristics**

On average, Kansas Sand’s operations will see seven loads of cement and 16 end dump loads of aggregate coming onto the site along with 47 loads of concrete leaving the site on a daily basis. A traffic impact analysis (“TIA”) was performed on streets serving the site showing that the proposed use will only add approximately 39 AM and PM peak hour vehicles. As a result, no changes to intersection control or geometric improvements are required. The additional vehicles will not adversely impact the capacity or traffic operations at the area studied including NW 25th Street and Stina Ct., and NW 25th Street and Stover Road. Additionally, the TIA notes that the 65-foot driveway spacing between the second and third driveway on NW Stina Ct. does not meet the minimum 80-foot spacing required by the City of Topeka Design Criteria. However, the proposed design
will allow greatly improved traffic flow on-site for trucks exiting the service bays and trucks delivering construction aggregates and materials. The operation of the concrete plant will not require long operating hours outside of normal business hours. The only outside storage that would be required is for construction aggregates which will be stored in concrete bins of approximately twelve (12) feet in height on the northeast portion of the property until they are actually fed into the concrete plant. No raw materials will be extracted from this site. Any dust that is created by truck traffic on the gravel pavement on the north side of the site will be controlled with water distributed from the washout basin.

**Public Facilities**

As this project has previously been platted as an industrial park, all of the necessary public utility facilities are already in place and ready to be tapped for use on this project.

**Comprehensive Plan**

As far as this project’s consistency with the comprehensive plan, as mentioned before, this property has been previously platted as an industrial park and zoned I-2 which was previously approved by the city council.

**Additional Regulations**

This application for a Conditional Use Permit is required as the intended use falls within the definition of Manufacturing/Processing, Type III. All of the informational requirements for this use type have been met and included in this application.

**Drainage**

Rain gardens and vegetative swales will be installed as initial treatment for all surface runoff. Further treatment will be accomplished through the detention of runoff in the detention ponds identified on the submitted site plans.

**Pavement**

A pavement analysis is being prepared at the request of the City Engineer. This analysis will study the nature and condition of NW Stina Ct. and a portion of NW 25th Street in the vicinity of the subject site which are both public streets built on a public right of way. The findings and recommendations, if any, of that analysis will be reviewed and considered in consultation with City staff.