

BERKLEY RIVERFRONT DEVELOPMENT MPD DISTRICT AND PRELIMINARY PLAT

FRACTIONAL SECTION 32 & 33 TOWNSHIP 50N RANGE 33W

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ALL DEVELOPMENT MUST COMPLY WITH THE CHARLES B. WHEELER DOWNTOWN ZONING RESTRICTIONS OR RECEIVE THE APPROVAL OF THE BOARD OF ZONING ADJUSTMENT FOR ANY NECESSARY VARIANCES.

RIGHT-OF-WAY WILL BE DEDICATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MAJOR STREET PLAN UNLESS MODIFIED BY THE SUBDIVISION PROCESS OR BY THE CITY PLAN COMMISSION AND CITY COUNCIL.

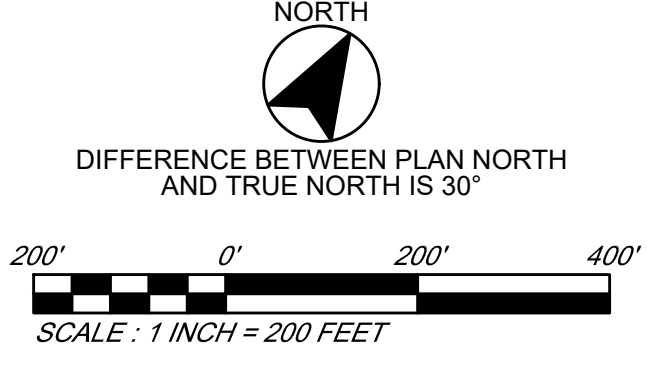
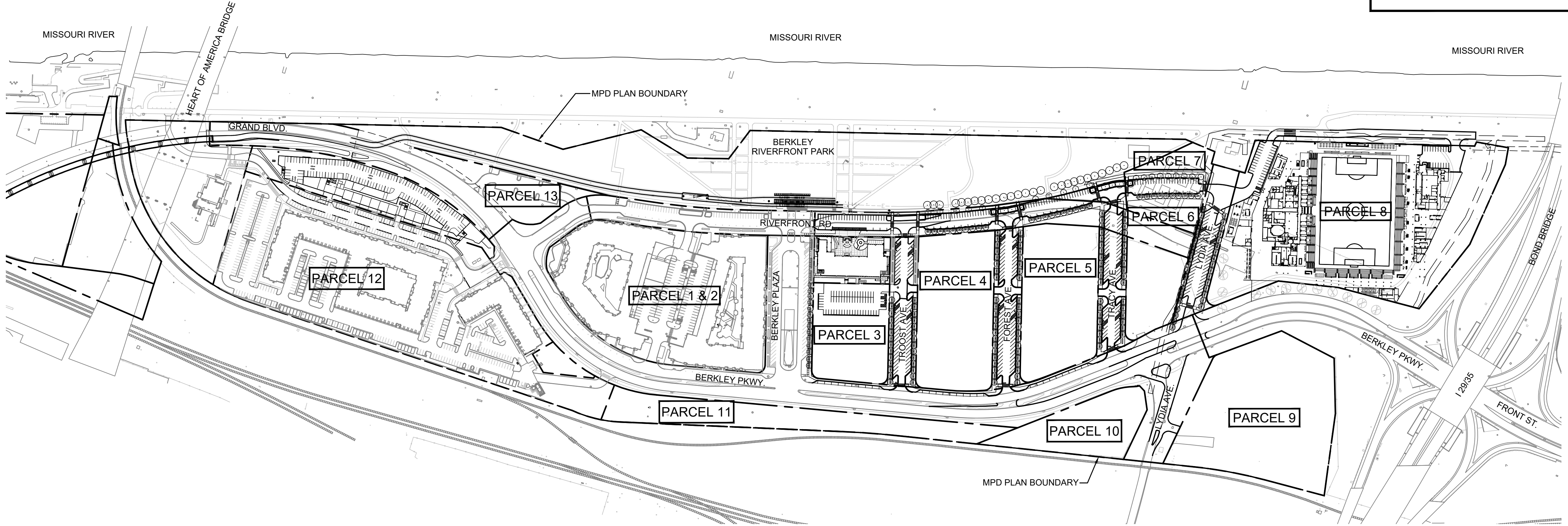
THE DEVELOPER WILL PROVIDE AN ACCESS EASEMENT BY FINAL PLAT FOR RIVERFRONT ROAD THAT IS GENERALLY IN ALIGNMENT WITH THE RIVERFRONT ROAD TRACT BETWEEN THE CURRENT WEST END OF RIVERFRONT ROAD AND THE PROPOSED LYDIA AVENUE.

THIS MPD IDENTIFIES EXISTING UTILITY RIGHTS-OF-WAY, ADDITIONAL UTILITY RIGHTS-OF-WAY MAY NEED TO BE ESTABLISHED IN THE COURSE OF IMPLEMENTING THIS MPD. FOLLOWING FINAL DESIGN, IN SUCH EVENT, ALL SUCH PROPOSED UTILITY RIGHTS-OF-WAY SHALL BE IDENTIFIED ON THE FINAL PLAT SUBMITTAL.

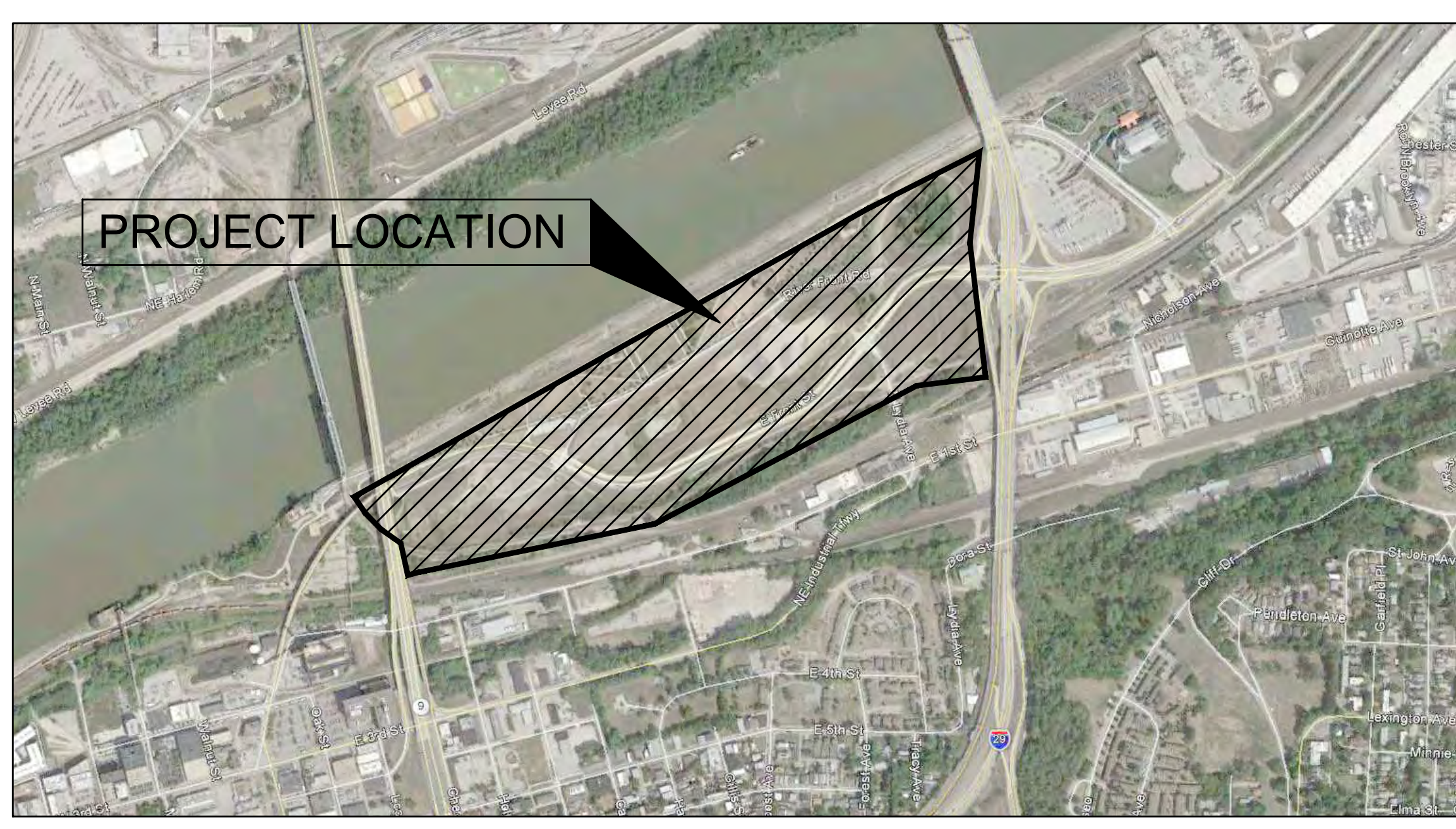
ALL PROPOSED BUILDINGS ABOVE 10 STORIES IN HEIGHT MUST BE APPROVED BY THE AVIATION DEPARTMENT PRIOR TO FILING FOR ANY APPLICATION WITH THE CITY.

MPD REZONING INFORMATION

- A. ZONING INFORMATION**
- EXISTING ZONING: THE PROPERTY IS CURRENTLY ZONED MPD (MASTER PLANNED DEVELOPMENT DISTRICT) FROM KCMO PARCEL VIEWER - 09/21/2022
 - PROPOSED ZONING: MPD (MASTER PLANNED DEVELOPMENT DISTRICT)
- B. TOTAL LAND AREA**
3,488,711 SQ. FT. (80.59 ACRES) INCLUDING ALL CURRENT PROPERTY WITHIN THE BOUNDARY SHOWN
- C. LAND AREA FOR STREET RIGHT-OF-WAY**
- EXISTING STREET RIGHT-OF-WAY 489,987 SQ. FT. (10.78 ACRES)
 - PROPOSED ADDITIONAL STREET-RIGHT-OF-WAY: 0 SQ. FT. (0.00 ACRES) LAND TO BE DEDICATED TO RW
 - PROPOSED REMOVED STREET-RIGHT-OF-WAY: 67,822 SQ. FT. (1.56 ACRES) RIGHT-OF-WAY TO BE VACATED
 - PROPOSED TOTAL STREET-RIGHT-OF-WAY: 401,745 SQ. FT. (9.22 ACRES) AFTER VACATION & DEDICATION
- D. NET LAND AREA**
3,087,236 SQ. FT. (70.87 ACRES) AFTER RW DEDICATION AND VACATION - TOTAL ALL PHASES
330,710 SQ. FT. (7.59 ACRES) AFTER RW DEDICATION AND VACATION - PHASE 1
1,040,651 SQ. FT. (23.89 ACRES) AFTER RW DEDICATION AND VACATION - PHASE 2
3,087,236 SQ. FT. (70.87 ACRES) AFTER RW DEDICATION AND VACATION - PHASE 3
- E. F., G. BUILDING USE AND HEIGHT INFORMATION**
- SEE INDIVIDUAL BLOCKS
- THE MAXIMUM ALLOWABLE DEVELOPMENT SHALL BE LIMITED TO 5,440,984 S.F. THE MAXIMUM NUMBER OF STORIES AND BUILDING HEIGHT SHALL BE AS SHOWN IN THE KANSAS CITY, MISSOURI GREATER DOWNTOWN AREA PLAN (CURRENT EDITION). IT IS ANTICIPATED THAT THE DEVELOPER MAY ALLOCATE BUILDING USAGE AND SQUARE FOOTAGE BETWEEN PARCELS, PROVIDED THAT THE SQUARE FOOTAGE DOES NOT EXCEED THE MAXIMUM OF 5,440,984 S.F. STATED ABOVE WITHOUT AMENDING THE MPD. FOR PROHIBITED USES, SEE SHEET C006.
- H. BUILDING COVERAGE AND FLOOR AREA RATIO**
- BUILDING COVERAGE - PHASE 1: 158,348 SF
 - BUILDING COVERAGE - PHASE 2: 119,132 SF
 - BUILDING COVERAGE - PHASE 3: 805,336 SF
 - BUILDING COVERAGE - TOTAL: 1,082,816 SF
 - FLOOR AREA RATIO - PHASE 1: 2.27 (15 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)
 - FLOOR AREA RATIO - PHASE 2: 0.85 (15 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)
 - FLOOR AREA RATIO - PHASE 3: 2.25 (15 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)
 - FLOOR AREA RATIO - ALL PHASES: 2.53 (15 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)
- I. DENSITY**
- GROSS DENSITY: 48.22 UNITS / ACRE (BASED ON TOTAL LAND AREA)
 - NET DENSITY: 52.24 UNITS / ACRE (NET LAND AREA)
- J. PROPOSED PARKING SPACES**
- VEHICLE PARKING**
- | REQUIRED NO. OF SPACES | PHASE 1 | PHASE 2 | PHASE 3 | TOTAL |
|--|---------|---------|---------|-------|
| RESIDENTIAL (1 PER UNIT) | 410 | 354 | 2,838 | 3,702 |
| RETAIL / RESTAURANT (2.5 PER 1,000 SF) | 32 | 0 | 150 | 182 |
| LODGING (1 PER 6 ROOMS) | 0 | 0 | 20 | 20 |
| MIXED-USE (4 PER 1,000 SF) | 0 | 4 | 0 | 4 |
| STADIUM (1 PER 4 SEAT STORIES) | 0 | 2,877 | 0 | 2,877 |
| TOTAL PARKING REQUIRED | 442 | 358 | 3,108 | 3,908 |
| TOTAL PARKING PROVIDED | 442 | 523 | 3,203 | 4,168 |
- PARKING COUNT DOES NOT INCLUDE APPROXIMATELY 515 ON-STREET PARKING SPACES.
STADIUM PARKING WILL BE SHARED PARKING ON OTHER PARCELS AND OFFSITE
- BICYCLE PARKING**
- | REQUIRED NO. OF SPACES | PHASE 1 | PHASE 2 | PHASE 3 | TOTAL |
|-------------------------------------|---------|---------|---------|-------|
| SHORT TERM BICYCLE PARKING REQUIRED | 45 | 51 | 480 | 576 |
| LONG TERM BICYCLE PARKING REQUIRED | 94 | 84 | 691 | 869 |
- K. PROJECT TIMELINE: (PROJECT WILL BE CONSTRUCTED IN THREE PHASES)**
- | PHASE | CONSTRUCTION START | CONSTRUCTION END |
|---------|--------------------|------------------|
| PHASE 1 | FALL 2014 | FALL 2018 |
| PHASE 2 | SPRING 2020 | SPRING 2023 |
| PHASE 3 | SPRING 2022 | FALL 2030 |
- L. BOUNDARY DESCRIPTION**
- ALL THAT PART OF THE NE 1/4 OF SECTION 32 AND THE NW 1/4 OF SECTION 33, IN TOWNSHIP 50 NORTH, RANGE 33 WEST, KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING GENERALLY LOCATED NORTHERLY AND EASTERLY OF THE NORTHERLY RIGHT-OF-WAY LINE OF THE BURLINGTON NORTHERN AND SAN FRANCISCO RAILROAD (BNSF RR), SOUTHERLY OF THE MISSOURI RIVER LEVEE PROPERTY AND WESTERLY OF THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY I-29/35/US 71, BEING DESCRIBED AS FOLLOWS: COMMENCING AT THE SE CORNER OF SAID NE 1/4 OF SECTION 32; THENCE N02°17'26"E, ALONG THE COMMON LINE BETWEEN SAID SECTIONS 32 AND 33, 626.40 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF SAID BNSF RR AND THE POINT OF BEGINNING OF THE TRACT OF LAND HEREIN DESCRIBED; THENCE S86°03'09"W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 38.30 FEET, TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE LEFT, TANGENT TO THE LAST DESCRIBED COURSE, WITH A RADIUS OF 2914.94 FEET, A CENTRAL ANGLE OF 3°31'34", AN ARC DISTANCE OF 179.39 FEET; THENCE S92°28'37"W, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 176.01 FEET, TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE RIGHT, TANGENT TO THE LAST DESCRIBED COURSE, WITH A RADIUS OF 409.28 FEET, A CENTRAL ANGLE OF 22°05'01", AN ARC DISTANCE OF 157.75 FEET; THENCE S78°35'42"W, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 1092.04 FEET, TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE RIGHT, TANGENT TO THE LAST DESCRIBED COURSE, WITH A RADIUS OF 578.80 FEET, A CENTRAL ANGLE OF 66°02'17", AN ARC DISTANCE OF 607.11 FEET; THENCE N78°28'12"E, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 3.04 FEET; THENCE NORTHWESTERLY, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE RIGHT, WITH AN INITIAL TANGENT BEARING OF N44°22'56"W, A RADIUS OF 444.28 FEET, A CENTRAL ANGLE OF 12°08'47", AN ARC DISTANCE OF 93.93 FEET, TO SAID SOUTHERLY LINE OF THE MISSOURI RIVER LEVEE PROPERTY; THENCE N01°23'21"E, ALONG SAID SOUTHERLY LINE, 1208.01 FEET; THENCE N78°31'07"E, CONTINUING ALONG SAID SOUTHERLY LINE, 210.92 FEET; THENCE N45°59'42"E, CONTINUING ALONG SAID SOUTHERLY LINE, 258.82 FEET; THENCE S88°36'12"E, CONTINUING ALONG SAID SOUTHERLY LINE, 173.91 FEET; THENCE N60°59'52"E, CONTINUING ALONG SAID SOUTHERLY LINE, 133.00 FEET; THENCE N75°31'52"E, CONTINUING ALONG SAID SOUTHERLY LINE, 113.81 FEET; THENCE N01°11'54"E, CONTINUING ALONG SAID SOUTHERLY LINE, 1142.11 FEET; THENCE N00°59'52"E, CONTINUING ALONG SAID SOUTHERLY LINE, 257.90 FEET; THENCE N82°47'57"E, CONTINUING ALONG SAID SOUTHERLY LINE, 102.11 FEET; THENCE S19°02'09"E, CONTINUING ALONG SAID SOUTHERLY LINE, 40.27 FEET; THENCE N75°31'52"E, CONTINUING ALONG SAID SOUTHERLY LINE, 111.57 FEET; THENCE N12°42'22"W, CONTINUING ALONG SAID SOUTHERLY LINE, 110.22 FEET; THENCE N01°29'07"E, CONTINUING ALONG SAID SOUTHERLY LINE, 705.72 FEET TO THE WEST LINE OF TRACT #1A DESCRIBED BY DOCUMENT NO. 2008-E-0041023; THENCE N05°25'58"W, ALONG THE WEST LINE OF SAID TRACT #1A, 14.23 FEET TO THE NORTHWEST CORNER THEREOF; THENCE N70°14'41"E, ALONG THE NORTHERLY LINE OF SAID TRACT #1A AND THE EASTERLY PROLONGATION THEREOF, 104.21 FEET TO THE WEST RIGHT-OF-WAY LINE OF HIGHWAYS I-29, I-35 AND US-71 AT 75 FEET LEFT OF CENTERLINE STATION 82+00; THENCE S19°35'45"E, 55.08 FEET; THENCE S00°13'27"E, 280.61 FEET; THENCE S08°15'50"W, 263.55 FEET TO THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF TRACT B DESCRIBED BY DOCUMENT NO. 2022-E-0013559; THENCE S74°41'18"W, ALONG SAID SOUTHERLY LINE AND THE EASTERLY PROLONGATION THEREOF, 288.14 FEET; THENCE S86°15'07"W, CONTINUING ALONG SAID SOUTHERLY LINE, 194.04 FEET; THENCE S38°23'17"W, CONTINUING ALONG SAID SOUTHERLY LINE, 297.35 FEET TO SAID WEST RIGHT-OF-WAY LINE OF HIGHWAYS I-29, I-35 AND US-71; THENCE S51°28'43"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 148.11 FEET; THENCE N39°40'48"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 245.48 FEET; THENCE N87°34'34"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 190.92 FEET; THENCE S31°15'07"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 179.01 FEET; THENCE S22°11'24"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 268.30 FEET, TO SAID NORTHERLY RIGHT-OF-WAY LINE OF THE BURLINGTON NORTHERN AND SAN FRANCISCO RAILROAD (BNSF RR); THENCE S74°52'29"W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 198.28 FEET, TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE LEFT, TANGENT TO THE LAST DESCRIBED COURSE, WITH A RADIUS OF 1492.69 FEET, A CENTRAL ANGLE OF 6°52'21", AN ARC DISTANCE OF 231.15 FEET; THENCE S66°00'08"W, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 920.82 FEET, TO THE POINT OF BEGINNING, CONTAINING 80.09 ACRES MORE OR LESS.



LOCATION MAP
SCALE: 1" = 200'



VICINITY MAP
NOT TO SCALE

ANY NON-MATERIAL AMENDMENT TO THIS MASTER PLANNED DEVELOPMENT MAY BE APPROVED BY THE CITY PLANNING AND DEVELOPMENT DIRECTOR. A MATERIAL AMENDMENT SHALL BE DEEMED TO INCLUDE ANY AMENDMENT THAT MAY RESULT IN A CHANGE THAT THE CITY PLANNING AND DEVELOPMENT DIRECTOR DETERMINES WILL HAVE SIGNIFICANT IMPACTS THAT WARRANT FULL REVIEW OF THE AMENDMENT, IN ACCORDANCE WITH THE DEVELOPMENT PLAN REVIEW PROCEDURES. THE DETERMINATION OF MATERIALITY SHALL BE MADE AT THE REASONABLE DISCRETION OF THE CITY PLANNING AND DEVELOPMENT DIRECTOR, IN ACCORDANCE WITH AND SUBJECT TO THE PROVISIONS OF THE CITY CODE.

PLAN SUBMITTAL DATE: 21 MARCH 2014
REVISION - 10 JUNE 2014
REVISION - 04 MAY 2020
REVISION - 22 APRIL 2022
REVISION - 12 AUGUST 2022
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Downtown Design Guidelines

The regional center for culture, entertainment, employment, government and transportation generally with the highest densities of residents, employees and visitors and the highest scale of development. Transit, bike and pedestrian oriented design is of the highest importance in these areas.

Downtown Characteristics

- Downtown areas are characterized by a high density and high level of activity, with buildings situated on small pedestrian scale blocks, with high lot coverage and a compact footprint.
- Development in downtown areas should create a distinct, authentic and vibrant urban environment that is attractive and safe to residents, workers and visitors.
- Development in downtown areas will provide an environment unique to the region and an inviting alternative to suburban living.
- Development in downtown areas will maintain downtown areas as a center of center of business, employment, government, culture, entertainment and tourism.
- Development in downtown areas will create an active and lively 24-hour environment with a diverse array of events, attractive public spaces, and opportunities for social interaction.
- Development in downtown areas will be walkable, providing the highest pedestrian level of service with abundant transportation options. Street crossings are not barriers, routes are direct, sidewalks are continuous, wide and in good condition, private development and public spaces are designed to encourage pedestrian activity.
- Development in downtown areas will provide visual and physical connections between adjoining neighborhoods and districts.
- Development in downtown areas is rooted in the ideology of triple bottom line performance. This means that the social (people), economic (prosperity) and environmental (planet) systems are aligned to work toward the Plan vision and that none of these systems are compromised in the process.

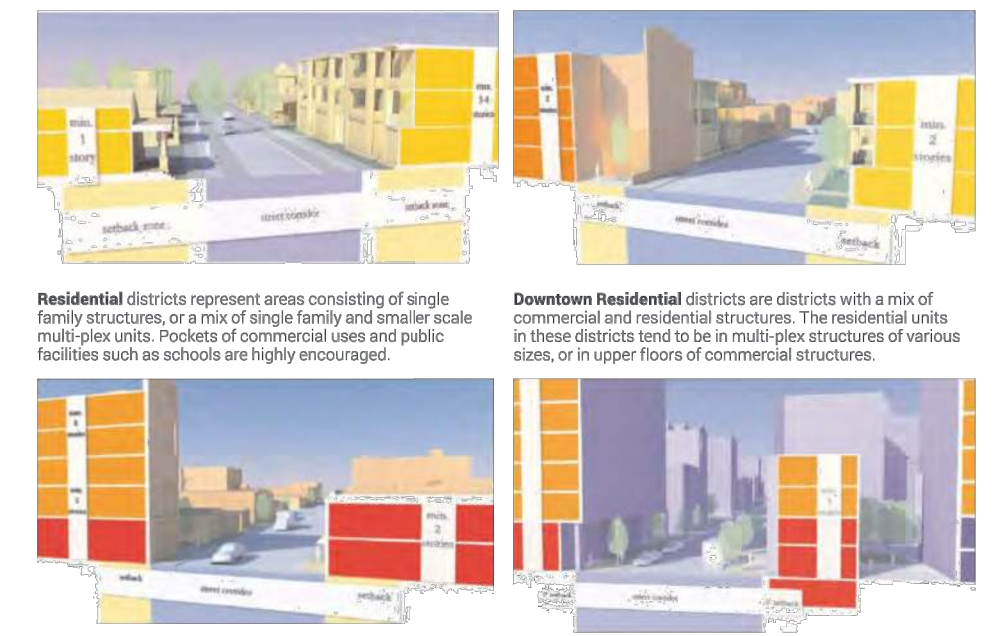
Downtown Guidelines

- In downtown development, pedestrian access and circulation is paramount and building design, building orientation and site access for automobiles should reflect this. Pedestrian, bike and transit oriented design is important to downtown character and automobile oriented uses/site layouts are strongly discouraged.
- In the downtown areas, buildings should be built to the property line. Buildings should define the street edge. Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm.
- In the downtown areas buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This might include a design that:
 - Provides street-level, pedestrian-oriented uses.
 - Maintains a continuous, transparent, highly permeable and active street wall.
 - No more than 25% of any primary street frontage should be occupied by uses with no need for pedestrian traffic.
- Drive through uses and surface parking lots are discouraged.
- Vehicular access is encouraged from side streets or alleys. Vehicular driveways should be limited to minimize conflicts with pedestrian and streetcar operations.



- Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
- On residential streets, buildings may be set back (see Functional Use Diagrams) to allow for landscaped planting beds. For row houses, elements like stoops should provide rhythm and interest along the street.

The following Functional Use Diagrams illustrate the general elements that future development should achieve and represent the most characteristic elements of each of the functional areas.



Residential - This diagram represents areas consisting of single family structures, or a mix of single family and smaller scale multi-family units. Features of this diagram include public facilities such as schools are highly encouraged.

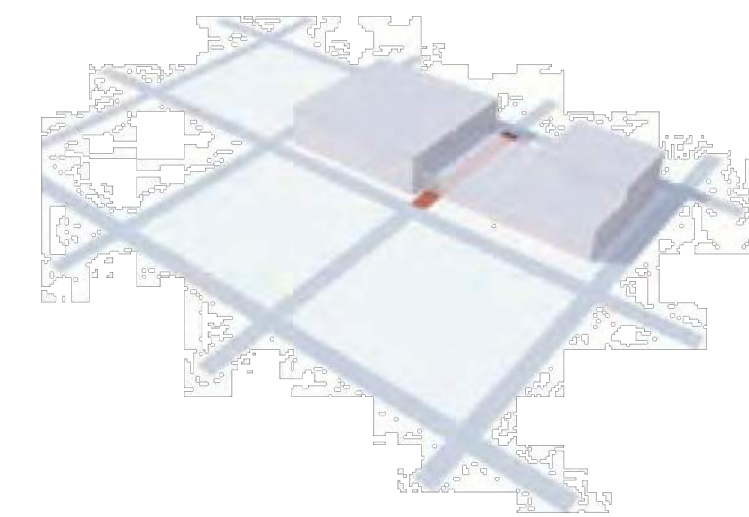
Downtown Residential - This diagram represents areas of commercial and residential structures. The setback for units in these districts should be in multiple story buildings or row houses, or in upper floors of commercial structures.

Downtown Mixed Use - This diagram contains commercial uses, but also includes residential uses. Features of this diagram include public facilities such as schools are highly encouraged.

Downtown Core - This diagram represents the most dense urban core. Features of this diagram include public facilities such as schools are highly encouraged.

- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. Secondary entrances may be added, but should be subordinate to the primary street entrance. For corner lots in mixed use areas, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Doors on building entrances should not swing out onto sidewalks or public right of way.

- Downtown development should occur on pedestrian scale blocks supported by a highly connected grid street system. Vacations of streets and alleys and the creation of super blocks is strongly discouraged.



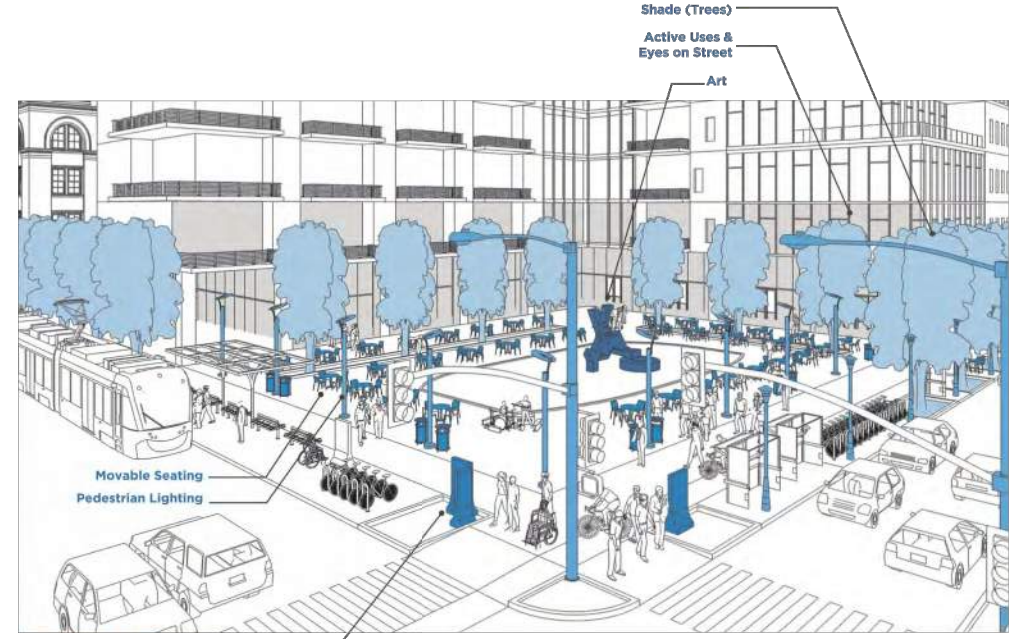
- In order to enhance the pedestrian environment and to make taller buildings feel less imposing, taller buildings should maintain a pedestrian scale at street level. This should include storefronts and entrances and other elements that are designed to human scale. Large and bulky architectural elements should generally not be expressed on lower floors and should be restricted to upper floors.



- New development should incorporate design elements and interpretive signage that communicate the individual character of the area.
- Downtown development should generally be denser than other parts of the GDA and should include uses with a high concentration of employees, residents and visitors. Lower intensity uses and large footprint/large format uses are strongly discouraged.
- Downtown development should be compact with very high lot coverage.



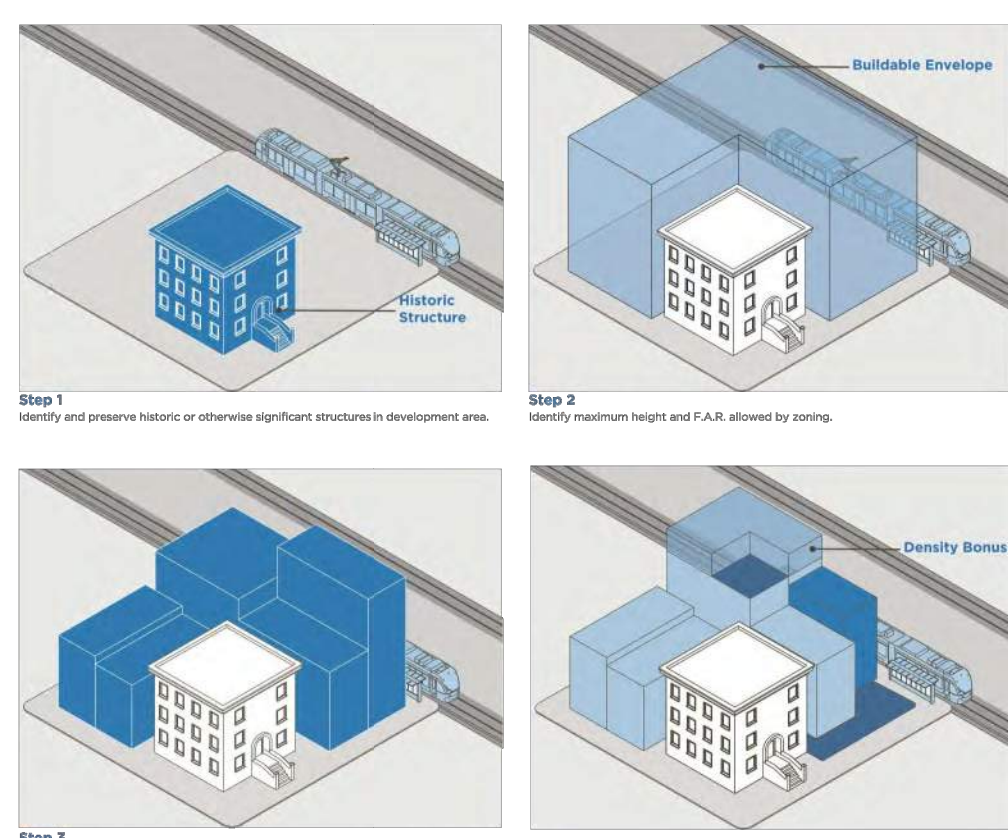
- Development in downtown should follow the Transition Guidelines when adjacent to neighborhoods or areas with lower scale development (see page 178).
- New downtown development should include public art and public open spaces and plazas.



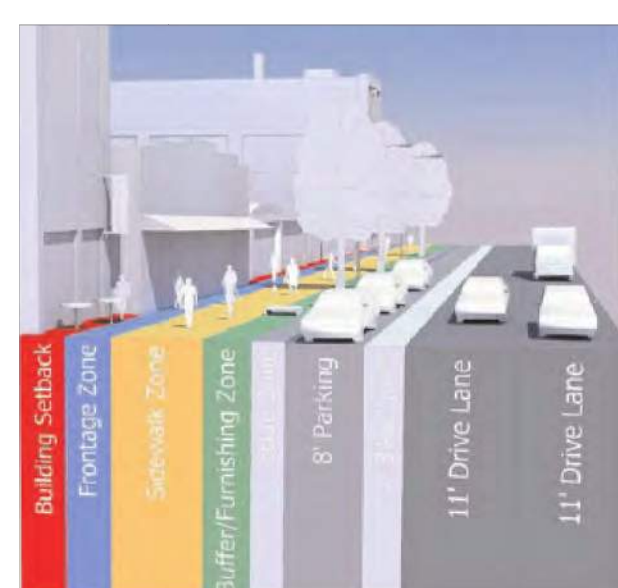
- The enhancement and utilization of alleys as public space is encouraged to create unique pedestrian oriented areas.



- Development in the Downtown areas should preserve and reuse historic structures and new buildings should incorporate similar materials to adjacent historic buildings and should be designed to complement the historic character of the area. Development should generally occur on surface parking lots and vacant lots before tearing down and replacing existing buildings.



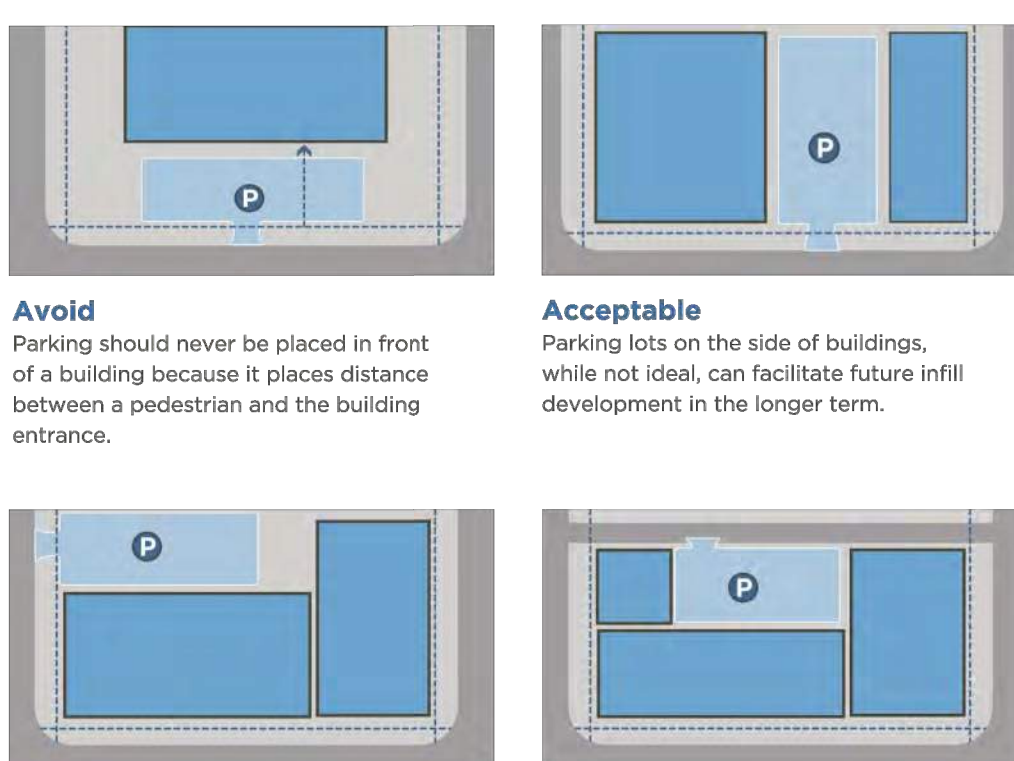
- Downtown development should include some enhanced level of pedestrian streetscape. Where streetscape plans have been completed, new development should implement the streetscape recommendations in those plans (see page 115 for a map of existing streetscape plans).



- Downtown development should accommodate on-site bike and scooter circulation and parking.
- Downtown development should utilize existing parking assets in the area to the extent feasible before providing additional new parking. Where onsite parking is provided, it should be located at the rear of the property behind or wrapped by buildings, or in a mixed use garage. Where this is not feasible, parking inside the

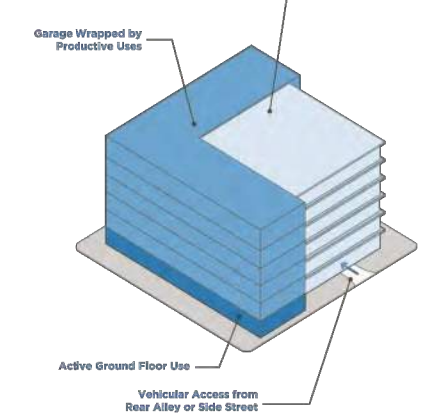


building may be appropriate but parking should comprise a small percentage of the street frontage on the block. Where feasible, parking is encouraged to be in below grade structures (ensuring safety through both active and passive security measures). Additional surface parking lots in downtown areas, particularly those with street frontage, are discouraged. If street frontage parking is absolutely necessary, it should be inset within the block and not placed on block corners which should be occupied by commercial or residential uses. See page 177 for additional guidelines for parking lots and parking structures.



- Avoid** Parking should never be placed in front of a building because it places distance between a pedestrian and the building entrance.
- Acceptable** Parking lots on the side of buildings, while not ideal, can facilitate future infill development in the longer term.
- Ideal** Whenever possible, surface parking should be placed behind buildings and accessed by side streets or by rear alleys.

- Design new parking structures so that they are not significantly visible at street level. Structured parking garages should be designed to accommodate future adaptive reuse (level floors, appropriate ceiling heights, etc.). When located along a street frontage (particularly corridor streets), parking structures should include first floor pedestrian active uses such as retail and services. See additional guidelines for structured parking on page 176.

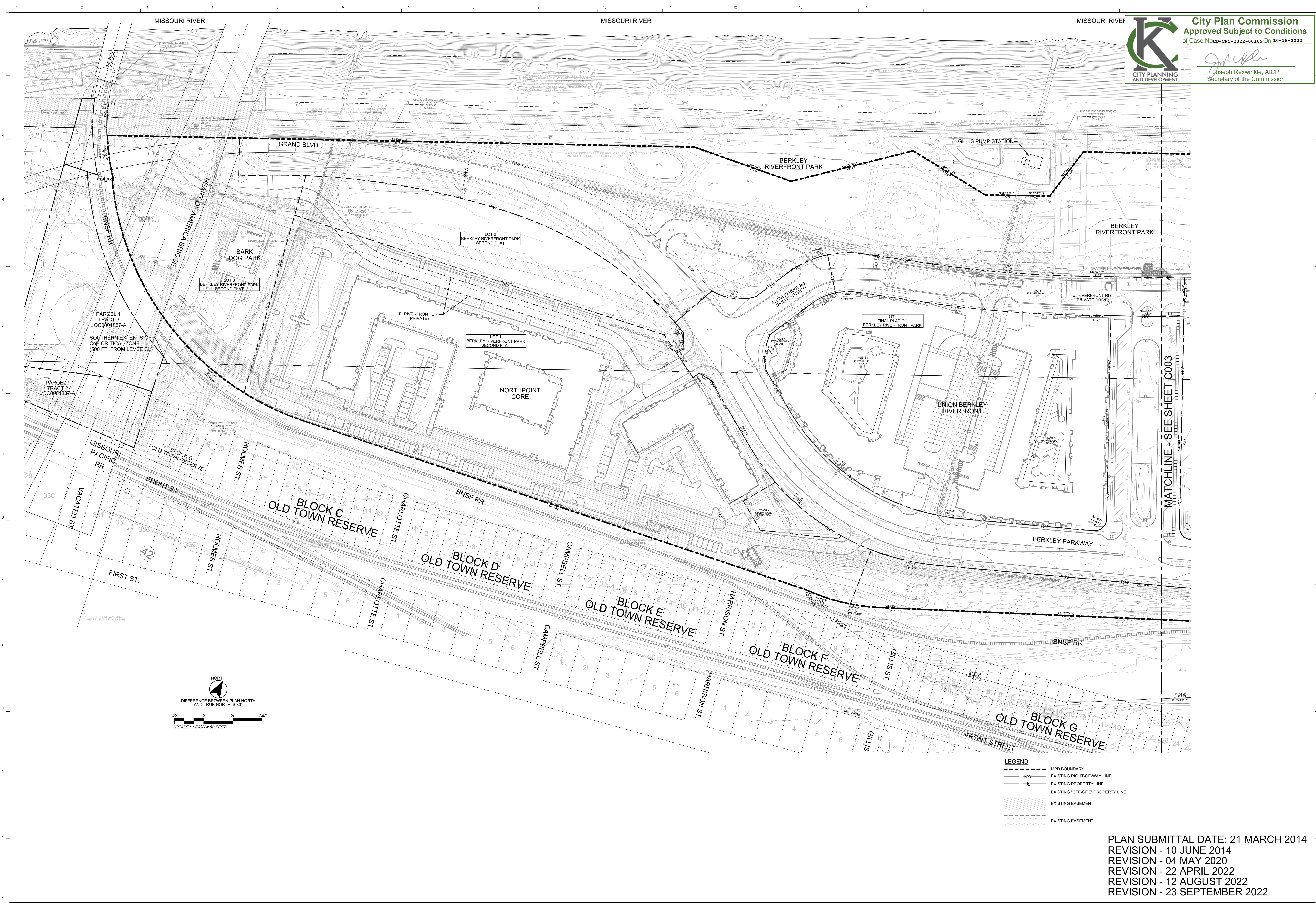


- Downtown development should include sustainable architecture, materials, and construction practices, and include green stormwater management, and renewable energy production (see Sustainable Development guidelines on page 182).

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Joseph Rexwinkle
 Joseph Rexwinkle, AICP
 Secretary of the Commission



MATCHLINE - SEE SHEET C003

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BERKLEY RIVERFRONT DEVELOPMENT
 PORT AUTHORITY OF KANSAS CITY, MISSOURI
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 TASK NO. 2013-6-19-3

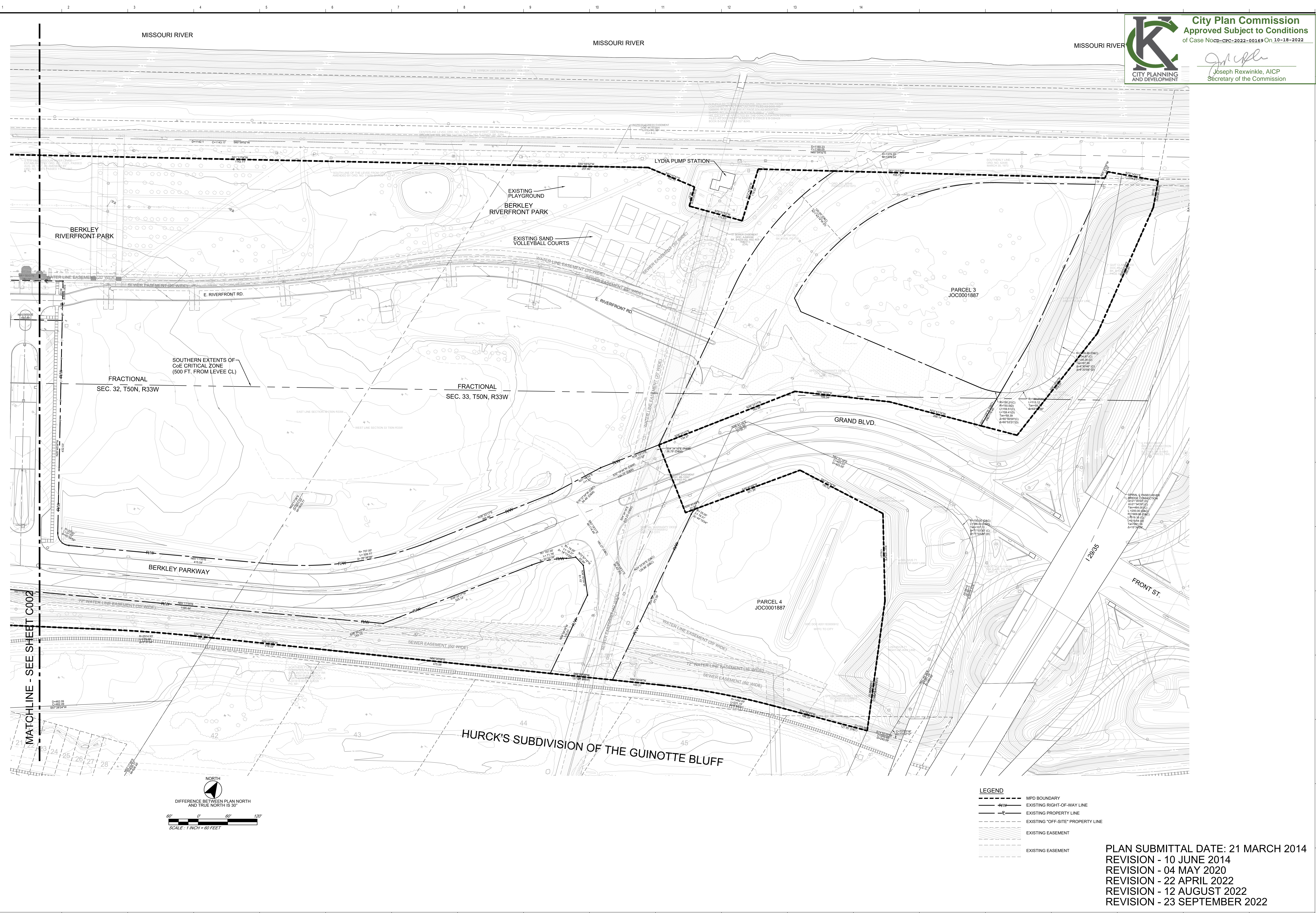
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PHASE
 ISSUED FOR:
 MPD SET - 21 MAR 2014
 MPD MAJOR AMENDMENT 1 - 04 MAY 2020
 MPD AMENDMENT 2 - 22 APRIL 2022
 MPD AMENDMENT 3 REVISION - 12 AUGUST 2022
 MPD MAJOR AMENDMENT - 23 SEPTEMBER 2022

EXISTING CONDITIONS - WESTERN HALF
C002



Joseph Rexwinkle, AICP
Secretary of the Commission



LEGEND

---	MPD BOUNDARY
---	EXISTING RIGHT-OF-WAY LINE
---	EXISTING PROPERTY LINE
---	EXISTING 'OFF-SITE' PROPERTY LINE
---	EXISTING EASEMENT
---	EXISTING EASEMENT

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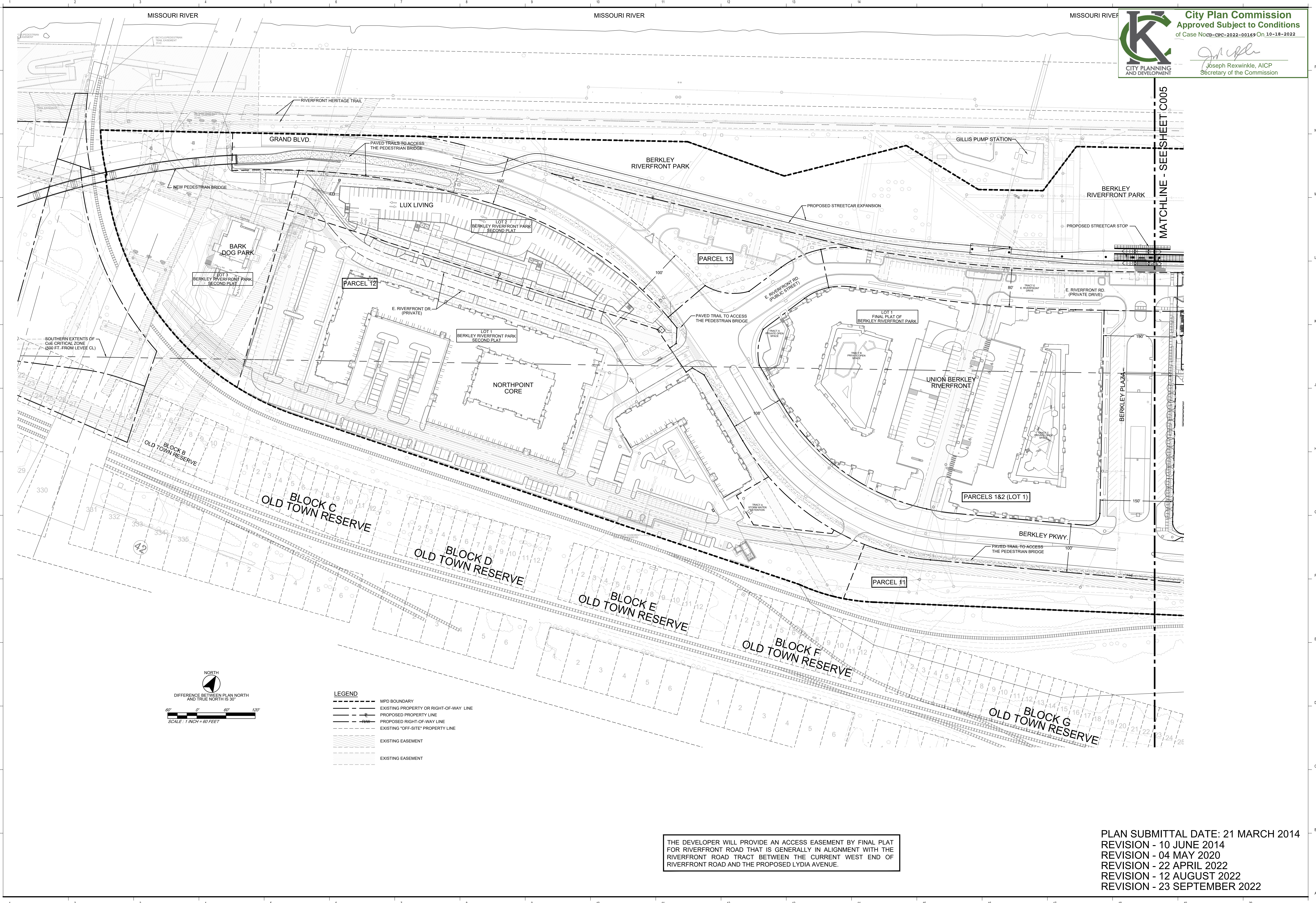
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BERKLEY RIVERFRONT DEVELOPMENT
 PORT AUTHORITY OF KANSAS CITY, MISSOURI
 110 BERKLEY PLAZA
 KANSAS CITY, MO 64108
 TASK NO. 2014-19-3

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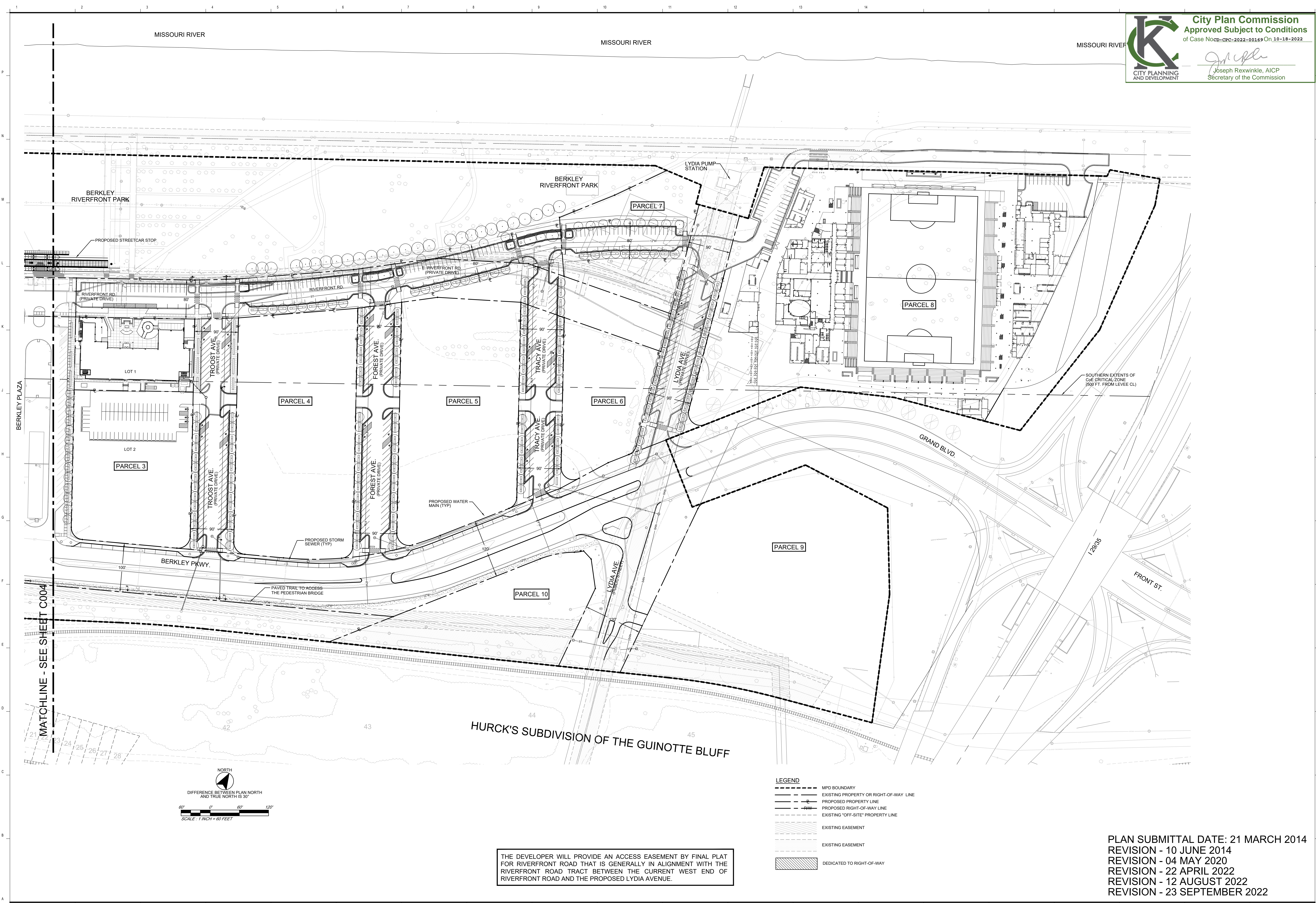
PHASE
 ISSUED FOR:
 MPD SET - 21 MARCH 2014
 MPD MINOR AMENDMENT 1 - 04 MAY 2020
 MPD AMENDMENT 2 - 22 APRIL 2022
 MPD AMENDMENT 2 REVISION - 12 AUGUST 2022
 MPD MAJOR AMENDMENT - 23 SEPTEMBER 2022

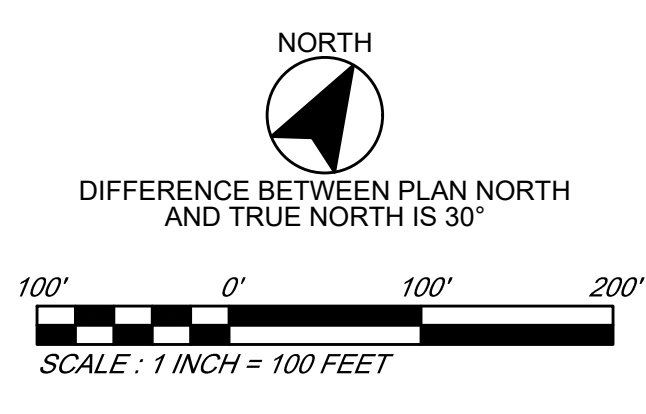
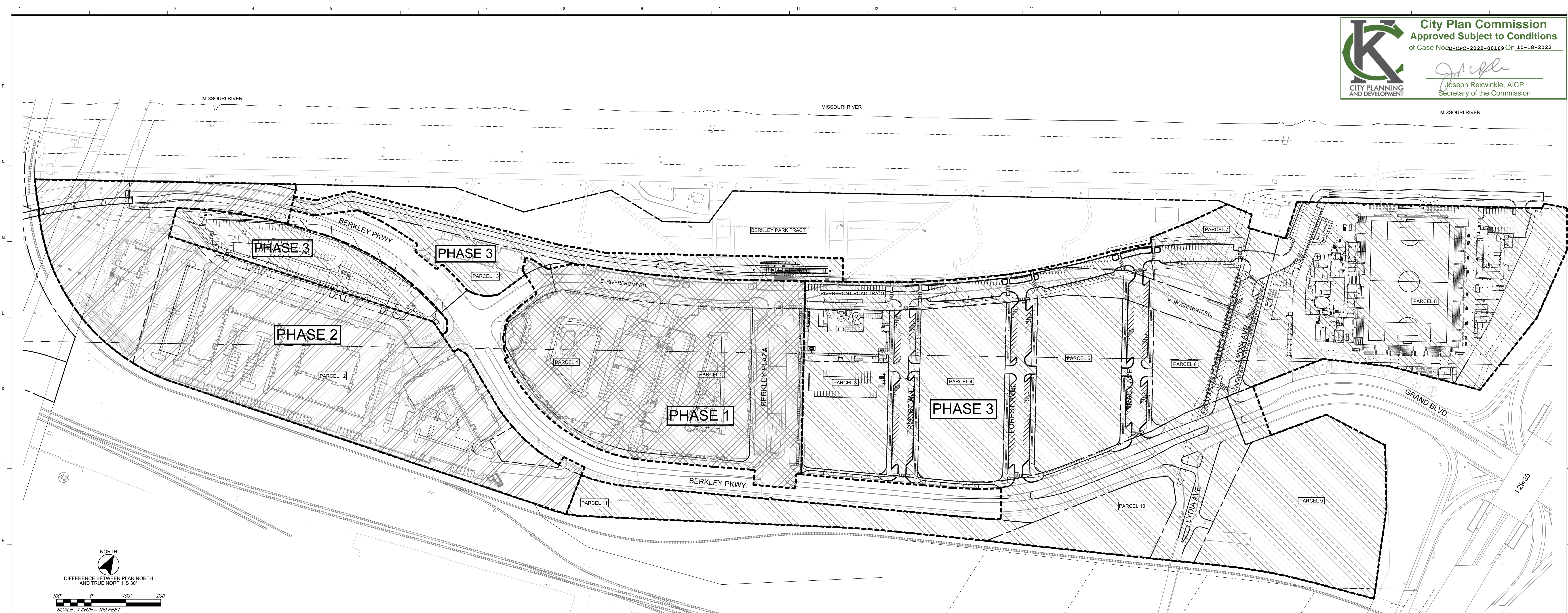
EXISTING CONDITIONS - EASTERN HALF
C003



THE DEVELOPER WILL PROVIDE AN ACCESS EASEMENT BY FINAL PLAT FOR RIVERFRONT ROAD THAT IS GENERALLY IN ALIGNMENT WITH THE RIVERFRONT ROAD TRACT BETWEEN THE CURRENT WEST END OF RIVERFRONT ROAD AND THE PROPOSED LYDIA AVENUE.

PLAN SUBMITTAL DATE: 21 MARCH 2014
 REVISION - 10 JUNE 2014
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LEGEND

- MDP BOUNDARY
- - - EXISTING PROPERTY / RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- - - PROPOSED RIGHT-OF-WAY LINE
- - - EXISTING "OFF-SITE" PROPERTY LINE

PROJECT TIMELINE: (PROJECT WILL BE CONSTRUCTED IN THREE PHASES)

PHASE 1 CONSTRUCTION START: FALL 2014
 PHASE 1 CONSTRUCTION END: FALL 2018
 PHASE 2 CONSTRUCTION START: SPRING 2020
 PHASE 2 CONSTRUCTION END: SPRING 2023
 PHASE 3 CONSTRUCTION START: SPRING 2022
 PHASE 3 CONSTRUCTION END: FALL 2030

PHASING PLAN

PHASE 1
 PHASE 1 CONSISTS OF THE FOLLOWING:

- DEVELOPMENT OF PARCELS 1 AND 2
- RIGHT-OF-WAY DEDICATION FOR ALL OF BERKLEY PARKWAY, GILLIS STREET, BERKLEY PLAZA, AND LYDIA AVENUE SOUTH OF BERKLEY PARKWAY
- PLATTING PARCEL 1, PARCEL 2, THE BERKLEY PARK TRACT, AND THE RIVERFRONT ROAD TRACT
- CONSTRUCTION OF GILLIS STREET AND BERKLEY PLAZA
- IMPROVEMENTS TO RIVERFRONT ROAD ALONG THE NORTH SIDE OF PARCELS 1 AND 2
- CONSTRUCTION OF THE PARALLEL PARKING LANE ON BERKLEY PARKWAY ALONG THE SOUTH SIDE OF PARCELS 1 AND 2
- CONSTRUCTION OF A MEDIAN BREAK AND LEFT TURN LANE ON BERKLEY PARKWAY TO ALLOW VEHICULAR ACCESS BETWEEN BERKLEY PLAZA AND EASTBOUND BERKLEY PARKWAY
- CONSTRUCTION OF PUBLIC WATER MAINS, SANITARY SEWER MAINS, AND STORM SEWER INFRASTRUCTURE TO SERVICE PARCELS 1 AND 2
- CONSTRUCTION OF WATER, SANITARY SEWER, AND STORM SEWER SERVICE LINES TO SERVICE PARCELS 1 AND 2

PHASE 2
 PHASE 2 CONSISTS OF THE FOLLOWING:

- DEVELOPMENT OF PARCELS 12A AND 12C
- CONSTRUCTION OF RIVERFRONT DRIVE AND BERKLEY PARKWAY INTERSECTION IMPROVEMENTS
- PLATTING PARCELS 12A, 12B, AND 12C
- CONSTRUCTION OF PRIVATE WATER MAINS, PUBLIC SANITARY SEWER MAINS AND STORM SEWER INFRASTRUCTURE TO SERVICE PARCELS 12A, 12B, AND 12C
- CONSTRUCTION OF WATER, SANITARY SEWER, AND STORM SEWER SERVICE LINES TO SERVICE PARCELS 12A AND 12C

PHASE 3
 PHASE 3 CONSISTS OF THE FOLLOWING:

- DEVELOPMENT OF PARCELS 3 THROUGH 11, 12B, AND 13
- PLATTING PARCELS 3 THROUGH 11 AND 13
- CONSTRUCTION OF TROOST AVENUE, FOREST AVENUE, TRACY AVENUE, AND LYDIA AVENUE
- IMPROVEMENTS TO RIVERFRONT ROAD ALONG THE NORTH SIDE OF PARCELS 3, 4, 5, AND 6
- CONSTRUCTION OF THE PARALLEL PARKING LANE ON BERKLEY PARKWAY ALONG THE SOUTH SIDE OF PARCELS 3, 4, AND 5
- CONSTRUCTION OF INTERSECTION IMPROVEMENTS AT THE INTERSECTION OF BERKLEY PARKWAY AND LYDIA AVENUE
- CONSTRUCTION OF A MEDIAN BREAK AND LEFT TURN LANE ON BERKLEY PARKWAY TO ALLOW VEHICULAR ACCESS BETWEEN FOREST AVENUE AND EASTBOUND BERKLEY PARKWAY
- CONSTRUCTION OF PUBLIC WATER MAINS, SANITARY SEWER MAINS, AND STORM SEWER INFRASTRUCTURE TO SERVICE PARCELS 3 THROUGH 11 AND 13
- CONSTRUCTION OF WATER, SANITARY SEWER, AND STORM SEWER SERVICE LINES TO SERVICE PARCELS 3 THROUGH 11, 12B, AND 13
- CONSTRUCTION OF THE STREETCAR EXTENSION TO BERKLEY PARK, TERMINATING NEAR BERKLEY PLAZA AND RIVERFRONT ROAD
- CONSTRUCTION OF THE PEDESTRIAN BRIDGE AND ASSOCIATED TRAIL IMPROVEMENTS ON THE SOUTH SIDE OF THE GRAND BOULEVARD VIADUCT, TERMINATING IN PARCEL 12

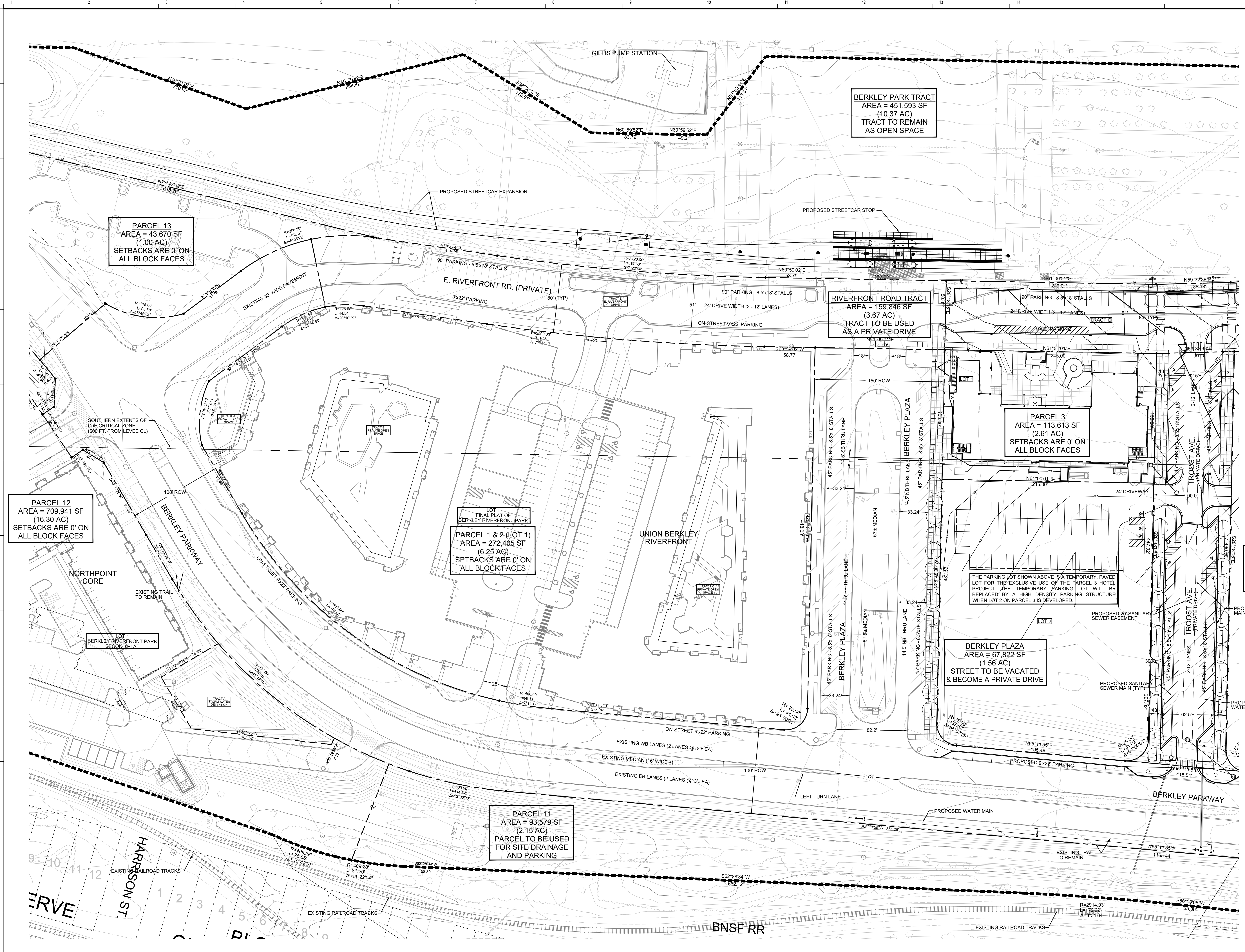
PROHIBITED USES

In addition to the applicable prohibited use provisions of the Kansas City, Missouri Development and Zoning Code adopted May 21, 2019 (the "Development Code") the following prohibitions shall apply to the property subject to this MPD, notwithstanding more permissive provisions of the Development Code to the contrary. Although uses related to the land use categories of school, library, tobaccoist and drive-through are not listed as strictly prohibited by the uses on the table below, such uses may be limited by covenants and restrictions hereinafter imposed upon the property subject to the MPD. Note that drive-through facilities shall follow all Kansas City Development and Zoning Codes and shall either be located inside of a garage, or if outside, must have a porte cochere and be screened.

USE GROUP

- RESIDENTIAL**
- Group Living (As Listed)
 - Domestic Violence Residence
 - Domestic Violence Shelter
 - Group Homes
 - Nursing Homes (unassociated with assisted living facilities)
- PUBLIC/CIVIC**
- Day Care (As Listed)
 - Home based Family (8 and up)
 - Detention and Correctional Facilities - All
 - Halfway House - All
 - Safety Service (As Listed)
 - Ambulance
 - Fire Station
 - Police Station (with multi-vehicular response services)
- COMMERCIAL**
- Adult Business - All
 - Animal (As Listed)
 - Building Equipment Sales and Service - All
 - Convenience Store (non neighborhood serving) (As Listed)
 - With Fueling Station
 - Offering the sale of materials and equipment to be used in consuming or preparing illegal substances
 - Day Labor Employment Agency - All
 - Drive Through Facilities
 - Restaurant or food service
 - Funeral and Interment Services - All
 - Gasoline and Fuel Sales - All
 - Hookah Bar - All
 - Hospital (Full-service) - All
 - Lodging (As Listed)
 - Manufactured Home Parks
 - Recreational Vehicle Park
 - Motion Picture Arcade Booth - All
 - Office, Medical (As Listed)
 - Blood/Plasma Center
 - Pawn Shop - All
 - Retail and Wholesale Sales (As Listed)
 - Automotive Parts
 - Firearms and Weapons
 - Shelter - All
 - Short-Term Loan Establishment - All
 - Transportation (As Listed)
 - Maintenance Facilities
 - Vehicle Sales and Service (As Listed)
 - Car Wash/Cleaning Service (Free-standing)
 - Heavy Equipment Sales/Rental
 - Motor Vehicle Repair, General
 - Vehicle Storage/Towing
- INDUSTRIAL**
- Auto Wrecking - All
 - Junk/Salvage Yard - All
 - Manufacturing, Production, and Industrial Services - All
 - Mining and Quarrying - All
 - Recycling Service - All
 - Waste-Related Use - All
 - Warehousing, Wholesaling, Freight Movement (As Listed)
 - Exterior
- AGRICULTURE**
- Animal - All
 - Wireless Communication Facility (As Listed)
 - Freestanding Facility

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E., F., G. & H. PARCELS '1' & '2' - BUILDING USE AND HEIGHT INFORMATION*

UNION BERKLEY RIVERFRONT

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ftr	Total Units	Spaces	Area (sf)
East Building	Mixed Use / Residential	57'-0"	772'-0"	4	2	65,930	38	38	-	239,357
					2	50,913	42	42	-	-
					3	61,960	60	60	-	-
West Building	Residential	57'-0"	766'-0"	4	4	61,454	61	61	-	236,578
					1	55,564	48	48	-	-
					2	59,337	51	51	-	-
					3	56,637	57	57	-	-
Garage	Parking	56'-0"	768'-0"	4	1	32,734	-	-	442	142,516
					4	59,025	55	55	-	-
					3	43,978	-	-	-	-
					4	27,764	-	-	-	-

- Height above grade is measured from 1st floor elevation to top of roof.
 - Total Area (sf) per zoning requirements.
 - FAR = 2.27
 - Total parking required - 442 spaces
 - Total parking provided - 442 spaces
 - Total short term bicycle parking required - 45 spaces
 - Total long term bicycle parking required - 94 spaces
- *SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

E., F., G. & H. PARCEL '3' LOT 1 - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION*

ORIGIN HOTEL

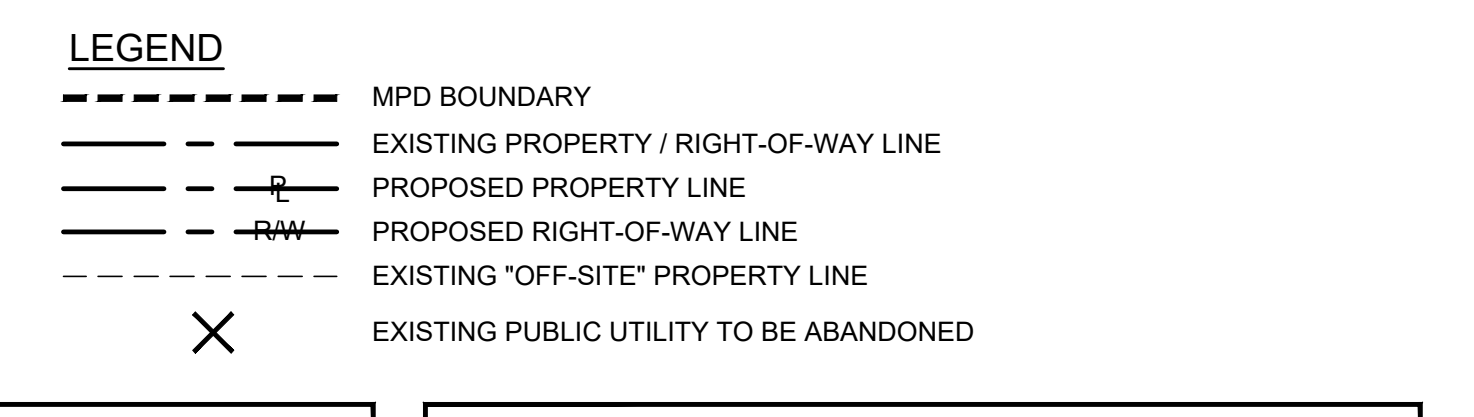
Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Rooms / Ftr	Area (sf)
Origin Hotel	Hotel	62'-0"	-	5	1	18,462	18,462	18,462
					2	13,294	30	13,294
					3	1,074	30	13,294
					4	13,294	30	13,294
					5	13,294	28	13,294

- Height above grade is measured from 1st floor elevation to top of roof.
 - Total Area (sf) per zoning requirements.
 - FAR = 1.98
 - Total parking required - 20 spaces
 - Total parking provided - 20 spaces
 - Total short term bicycle parking required - 3 spaces
 - Total long term bicycle parking required - 4 spaces
- *SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

E., F., G. & H. PARCEL '3' LOT 2 - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION*

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ftr	Total Units	Spaces	Area (sf)
Building PS-1	Mixed Use / Residential	145'-0"	770'-0"	10	1-3	48,162	56	168	-	491,620
					4-10	49,162	56	392	-	-
Garage	Garage	80'-0"	770'-0"	5	All	27,900	-	-	600	139,500
Surface Parking									36	-

- Height above grade is measured from 1st floor elevation to top of roof.
 - Total Area (sf) per zoning requirements.
 - FAR = 8.21
 - Total parking required - 550 spaces
 - Total parking provided - 636 spaces
 - Total short term bicycle parking required - 67 spaces
 - Total long term bicycle parking required - 119 spaces
- *SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.



TROOST AVENUE TRACT
AREA = 43,387 SF (0.99 AC)
TRACT TO BE USED AS A PRIVATE DRIVE

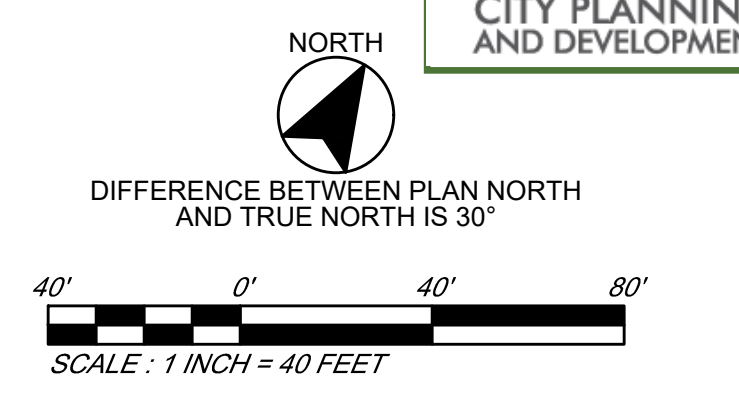
TROOST AVENUE SOUTH OF THE MID-BLOCK DRIVEWAY AND NORTH OF BERKLEY PARKWAY
WILL BE CONSTRUCTED WHEN EITHER LOT 2 ON PARCEL 3, OR PARCEL 4 IS DEVELOPED, WHICHEVER COMES FIRST.

THE DEVELOPER WILL PROVIDE AN ACCESS EASEMENT BY FINAL PLAT FOR RIVERFRONT ROAD THAT IS GENERALLY IN ALIGNMENT WITH THE RIVERFRONT ROAD TRACT BETWEEN THE CURRENT WEST END OF RIVERFRONT ROAD AND THE PROPOSED LYDIA AVENUE.

THIS MPD IDENTIFIES EXISTING UTILITY RIGHTS-OF-WAY, ADDITIONAL UTILITY RIGHTS-OF-WAY MAY NEED TO BE ESTABLISHED IN THE COURSE OF IMPLEMENTING THIS MPD, FOLLOWING FINAL DESIGN. IN SUCH EVENT, ALL SUCH PROPOSED UTILITY RIGHTS-OF-WAY SHALL BE IDENTIFIED ON THE FINAL PLAT SUBMITTAL.

City Plan Commission
Approved Subject to Conditions
of Case No. cp-2022-00169 On 10-18-2022

Joseph Rexwinkle, AICP
Secretary of the Commission



THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:
 PARCELS 1 & 2 = 38,457 CUBIC FEET (CONSTRUCTED)
 PARCEL 3 = 18,475 CUBIC FEET
 PARCEL 11 = 19,448 CUBIC FEET
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE.

PUBLIC IMPROVEMENTS SHALL BE PROVIDED WITHIN THE MEDIAN AREAS OF THE FOLLOWING RIGHTS-OF-WAY AS SHOWN ON THE STREET CROSS SECTIONS ON SHEET L003 TO PROVIDE SURFACE AND BELOW GRADE STORAGE OF THE FOLLOWING RUNOFF VOLUMES:
 BERKLEY PLAZA = 40,112 CUBIC FEET (CONSTRUCTED)
 TROOST AVENUE = 17,076 CUBIC FEET
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE, AND THE RETENTION OF DISCHARGE FROM A 24-HOUR STORM EVENT OF 1.50 INCHES.

THE DEVELOPER SHALL CONSTRUCT DETENTION IN THE FOLLOWING AREAS AND OF THE FOLLOWING VOLUMES, WHEN DEVELOPMENT OCCURS ON SAID PARCELS:
 PARCELS 1 & 2 = 13,191 CUBIC FEET (CONSTRUCTED ON PARCEL 12)
 PROPOSED DETENTION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. VOLUME OF DETENTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE, AND THE UTILIZATION OF ADDITIONAL STORAGE WITHIN THE PUBLIC RIGHTS-OF-WAY AND WITHIN THE PARCELS AS DESCRIBED ELSEWHERE ON THIS SHEET.

PLAN SUBMITTAL DATE: 21 MARCH 2014
 REVISION - 10 JUNE 2014
 REVISION - 04 MAY 2020
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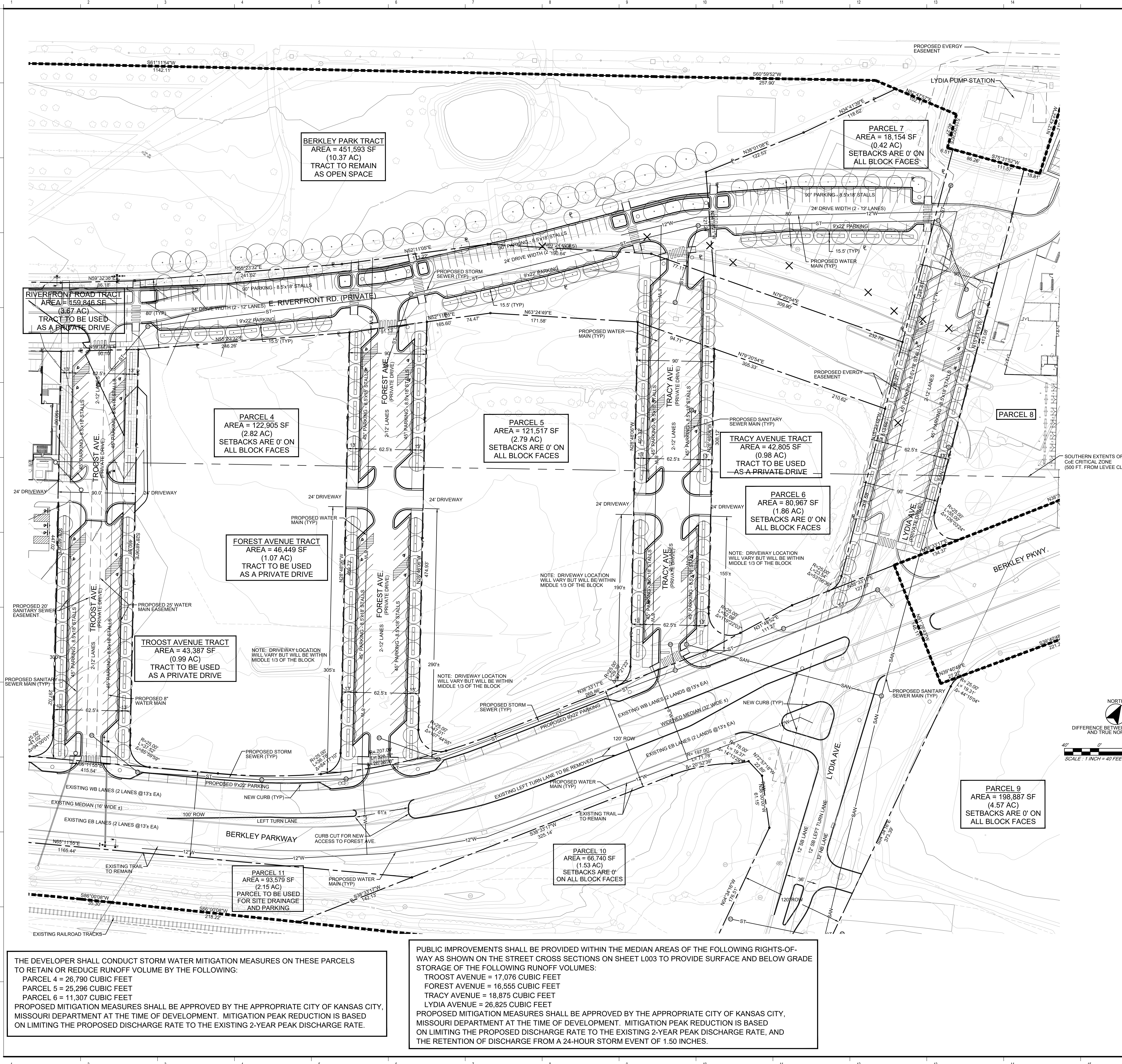
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BERKLEY RIVERFRONT DEVELOPMENT
PORT AUTHORITY OF KANSAS CITY, MISSOURI
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PARCELS 1, 2, 3, & 11
C007

TASK NO. 3013-19-3



E., F., G. & H. PARCEL '4' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION *

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)
Building PA-1	Mixed User	65'-0"	765.00	6	1-2	78,171	72	144	-	152,342
Garage	Residential	65'-0"	765.00	5	All	27,900	-	-	436	139,500
Surface Parking										36
Total - PARCEL '4'										383

1. Height above grade is measured from 1st floor elevation to top of roof.
 2. Total Area (sf) per zoning requirements.
 3. FAR = 4.85
 4. Total parking required - 436 spaces
 5. Total parking provided - 472 spaces
 6. Total short term bicycle parking required - 48 spaces
 7. Total long term bicycle parking required - 88 spaces
- * SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

E., F., G. & H. PARCEL '5' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION *

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)
Building PS-1	Mixed User	65'-0"	765.00	8	All	80,000	78	608	-	640,000
Garage	Residential	65'-0"	765.00	6	All	30,000	-	-	565	180,000
Surface Parking										43
Total - PARCEL '5'										608

1. Height above grade is measured from 1st floor elevation to top of roof.
 2. Total Area (sf) per zoning requirements.
 3. FAR = 6.75
 4. Total parking required - 608 spaces
 5. Total parking provided - 608 spaces
 6. Total short term bicycle parking required - 58 spaces
 7. Total long term bicycle parking required - 127 spaces
- * SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

E., F., G. & H. PARCEL '6' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION *

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)
Building PS-1	Mixed User	100'-0"	765.00	8	1-2	71,998	36	36	-	71,998
Garage	Residential	28'-0"	765.00	2	All	72,000	-	-	450	142,000
Surface Parking										38
Total - PARCEL '6'										456

1. Height above grade is measured from 1st floor elevation to top of roof.
 2. Total Area (sf) per zoning requirements.
 3. FAR = 8.80
 4. Total parking required - 456 spaces
 5. Total parking provided - 488 spaces
 6. Total short term bicycle parking required - 49 spaces
 7. Total long term bicycle parking required - 101 spaces
- * SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

E., F., G. & H. PARCEL '7' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION *

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)
Building PT-1	Mixed User	100'-0"	765.00	8	1-2	15,000	13	26	-	30,000
Garage	Residential	28'-0"	765.00	2	All	15,000	-	-	100	90,000
Surface Parking										30
Total - PARCEL '7'										98

1. Height above grade is measured from 1st floor elevation to top of roof.
 2. Total Area (sf) per zoning requirements.
 3. FAR = 3.28
 4. Total parking required - 98 spaces
 5. Total parking provided - 130 spaces
 6. Total short term bicycle parking required - 10 spaces
 7. Total long term bicycle parking required - 33 spaces
- * SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

LEGEND

- MPD BOUNDARY
- EXISTING PROPERTY / RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED RIGHT-OF-WAY LINE
- EXISTING "OFF-SITE" PROPERTY LINE
- X EXISTING PUBLIC UTILITY TO BE ABANDONED

THE DEVELOPER WILL PROVIDE AN ACCESS EASEMENT BY FINAL PLAT FOR RIVERFRONT ROAD THAT IS GENERALLY IN ALIGNMENT WITH THE RIVERFRONT ROAD TRACT BETWEEN THE CURRENT WEST END OF RIVERFRONT ROAD AND THE PROPOSED LYDIA AVENUE.

THIS MPD IDENTIFIES EXISTING UTILITY RIGHTS-OF-WAY, ADDITIONAL UTILITY RIGHTS-OF-WAY MAY NEED TO BE ESTABLISHED IN THE COURSE OF IMPLEMENTING THIS MPD. FOLLOWING FINAL DESIGN, IN SUCH EVENT, ALL SUCH PROPOSED UTILITY RIGHTS-OF-WAY SHALL BE IDENTIFIED ON THE FINAL PLAT SUBMITTAL.

City Plan Commission
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 of Case No. cp-c-2022-00169 On 10-18-2022

Joseph Rexwinkel, AICP
 Secretary of the Commission

THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:
 PARCEL 4 = 26,790 CUBIC FEET
 PARCEL 5 = 25,296 CUBIC FEET
 PARCEL 6 = 11,307 CUBIC FEET
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE.

PUBLIC IMPROVEMENTS SHALL BE PROVIDED WITHIN THE MEDIAN AREAS OF THE FOLLOWING RIGHTS-OF-WAY AS SHOWN ON THE STREET CROSS SECTIONS ON SHEET L003 TO PROVIDE SURFACE STORAGE AND BELOW GRADE STORAGE OF THE FOLLOWING RUNOFF VOLUMES:
 TROOST AVENUE = 17,076 CUBIC FEET
 FOREST AVENUE = 16,555 CUBIC FEET
 TRACY AVENUE = 18,875 CUBIC FEET
 LYDIA AVENUE = 26,825 CUBIC FEET
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE, AND THE RETENTION OF DISCHARGE FROM A 24-HOUR STORM EVENT OF 1.50 INCHES.

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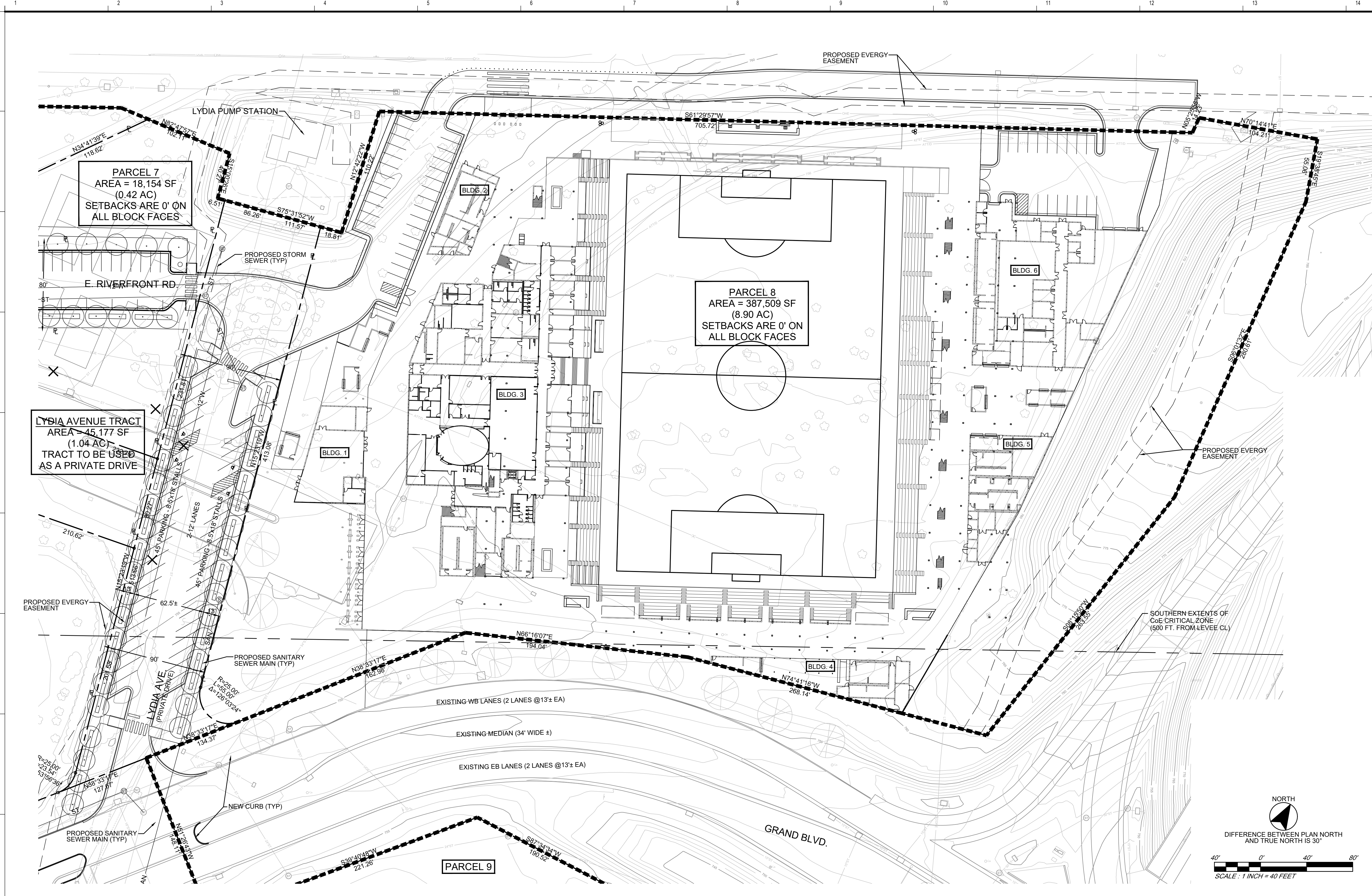
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PARCELS
 4, 5, 6, & 7

C008

TASK NO. 2014-19-3



E., F., G. & H. PARCEL '8' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION *

Name	Above Grade	Elevation	No. Floors	Use	Area (sf)	Total Area (sf)
Blgd 1	16'-8"	759.00'	1	Team Store	4,785	4,785
Blgd 2	17'-1"	759.00'	1	Blch Support	3,162	3,162
Blgd 3	19'-4"	759.00'	1	Team Facilities	29,992	29,992
				Blch Support	4,223	
				Food Service	1,794	
Blgd 4	15'-4"	759.00'	1	Blch Support	2,157	2,885
				Food Service	486	
Blgd 5	17'-11"	759.00'	1	Food Service	4,752	5,272
				Blch Support	500	
Blgd 6	19'-3"	759.00'	1	Blch Support	15,438	15,966
				Food Service	529	
Press Box	-	See Note 8	1	Press Box	5,756	5,756
Seating Bowl	53'-4"	759.00'	1	Seating Bowl	80,266	80,266
Field Level	-	751.08'	1	Field Level	95,295	95,295
USE - PARCEL '8'					245,516	245,516

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 0.63
- Total parking required - 2,875 spaces
- Total parking provided - Parking will be provided as shared parking on other Parcels.
- Total short term bicycle parking required: 169 spaces
- Total long term bicycle parking required: 3 spaces
- Press Box is above the seating at 40' above the concourse on the west side of the stadium.

* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

NOTE THAT ALL SURFACE PARKING ON THIS PARCEL WILL HAVE PARKING STALLS WITH A MINIMUM DIMENSION OF 8.9' x 16' AND A MINIMUM DRIVE AISLE WIDTH OF 25'

LEGEND

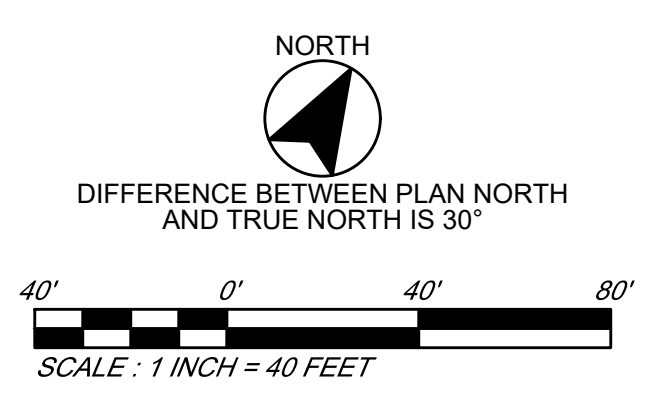
- MDP BOUNDARY
- - - EXISTING PROPERTY / RIGHT-OF-WAY LINE
- - - EXISTING PROPERTY LINE
- - - PROPOSED RIGHT-OF-WAY LINE
- - - EXISTING "OFF-SITE" PROPERTY LINE
- ✕ EXISTING PUBLIC UTILITY TO BE ABANDONED

THE DEVELOPER WILL PROVIDE AN ACCESS EASEMENT BY FINAL PLAT FOR RIVERFRONT ROAD THAT IS GENERALLY IN ALIGNMENT WITH THE RIVERFRONT ROAD TRACT BETWEEN THE CURRENT WEST END OF RIVERFRONT ROAD AND THE PROPOSED LYDIA AVENUE.

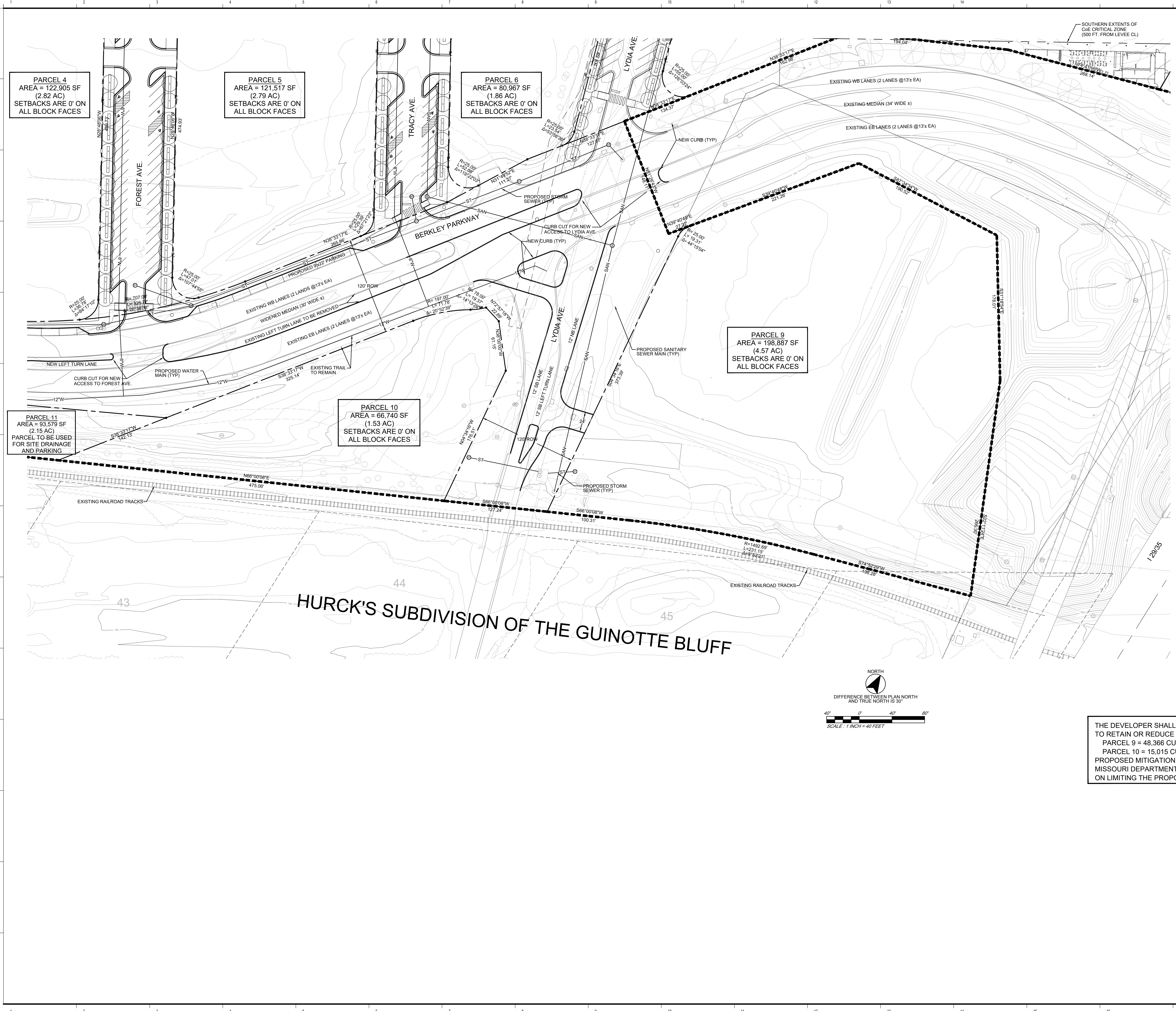
THIS MDP IDENTIFIES EXISTING UTILITY RIGHTS-OF-WAY, ADDITIONAL UTILITY RIGHTS-OF-WAY MAY NEED TO BE ESTABLISHED IN THE COURSE OF IMPLEMENTING THIS MDP, FOLLOWING FINAL DESIGN. IN SUCH EVENT, ALL SUCH PROPOSED UTILITY RIGHTS-OF-WAY SHALL BE IDENTIFIED ON THE FINAL PLAT SUBMITTAL.

THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:
 PARCEL 8 = 38,052 CUBIC FEET
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE.

PUBLIC IMPROVEMENTS SHALL BE PROVIDED WITHIN THE MEDIAN AREAS OF THE FOLLOWING RIGHTS-OF-WAY AS SHOWN ON THE STREET CROSS SECTIONS ON SHEET L003 TO PROVIDE SURFACE AND BELOW GRADE STORAGE OF THE FOLLOWING RUNOFF VOLUMES:
 LYDIA AVENUE = 20,000 CUBIC FEET
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE, AND THE RETENTION OF DISCHARGE FROM A 24-HOUR STORM EVENT OF 1.50 INCHES.



PLAN SUBMITTAL DATE: 21 MARCH 2014
 REVISION - 10 JUNE 2014
 REVISION - 04 MAY 2020
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 REVISION - 12 AUGUST 2022
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E., F., G. & H. PARCEL '9' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION *

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)
Building P9-1	Residential	130'-0"	760.00'	10	1	47,411	52	104	-	47,411
Garage	Garage	65'-0"	760.00'	5	AB	33,347	-	-	520	166,235
Surface Parking									475	640,345
Total - PARCEL '9'										

1. Height above grade is measured from 1st floor elevation to top of roof.
 2. Total Area (sf) per zoning requirements.
 3. FAR = 3.22
 4. Total parking required - 475 spaces
 5. Total parking provided - 520 spaces
 6. Total short term bicycle parking required - 51 spaces
 7. Total long term bicycle parking required - 105 spaces
 * SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

E., F., G. & H. PARCEL '10' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION *

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)
Building P10-1	Residential	80'-0"	760.00'	7	1-7	9,000	10	70	-	63,000
Surface Parking									70	63,000
Total - PARCEL '10'										

1. Height above grade is measured from 1st floor elevation to top of roof.
 2. Total Area (sf) per zoning requirements.
 3. FAR = 0.94
 4. Total parking required - 70 spaces
 5. Total parking provided - 70 spaces
 6. Total short term bicycle parking required - 7 spaces
 7. Total long term bicycle parking required - 24 spaces
 * SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

- LEGEND**
- MPD BOUNDARY
 - - - EXISTING PROPERTY / RIGHT-OF-WAY LINE
 - - - PROPOSED PROPERTY LINE
 - - - PROPOSED RIGHT-OF-WAY LINE
 - - - EXISTING "OFF-SITE" PROPERTY LINE
 - X EXISTING PUBLIC UTILITY TO BE ABANDONED

THIS MPD IDENTIFIES EXISTING UTILITY RIGHTS-OF-WAY, ADDITIONAL UTILITY RIGHTS-OF-WAY MAY NEED TO BE ESTABLISHED IN THE COURSE OF IMPLEMENTING THIS MPD, FOLLOWING FINAL DESIGN. IN SUCH EVENT, ALL SUCH PROPOSED UTILITY RIGHTS-OF-WAY SHALL BE IDENTIFIED ON THE FINAL PLAT SUBMITTAL.

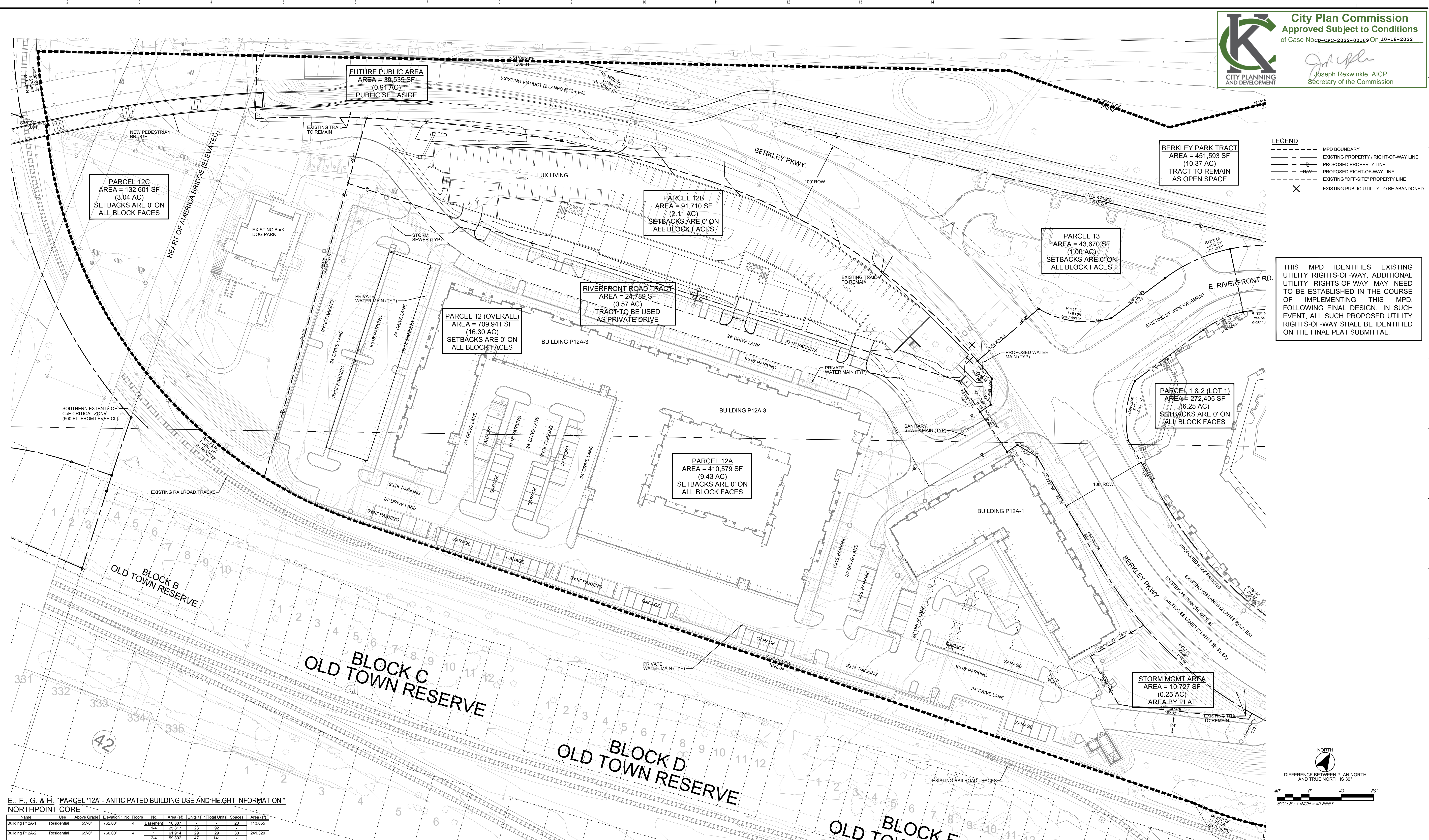
THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:
 PARCEL 9 = 48,366 CUBIC FEET
 PARCEL 10 = 15,015 CUBIC FEET
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE.

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LEGEND

- MPD BOUNDARY
- EXISTING PROPERTY / RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED RIGHT-OF-WAY LINE
- EXISTING "OFF-SITE" PROPERTY LINE
- EXISTING PUBLIC UTILITY TO BE ABANDONED

THIS MPD IDENTIFIES EXISTING UTILITY RIGHTS-OF-WAY, ADDITIONAL UTILITY RIGHTS-OF-WAY MAY NEED TO BE ESTABLISHED IN THE COURSE OF IMPLEMENTING THIS MPD, FOLLOWING FINAL DESIGN. IN SUCH EVENT, ALL SUCH PROPOSED UTILITY RIGHTS-OF-WAY SHALL BE IDENTIFIED ON THE FINAL PLAT SUBMITTAL.



E., F., G. & H. PARCEL '12A' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION - NORTHPOINT CORE

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / F#	Total Units	Spaces	Area (sf)
Building P12A-1	Residential	65'-0"	760.00'	4	1-4	25,817	23	62	-	113,056
Building P12A-2	Residential	65'-0"	760.00'	4	1	61,914	29	29	30	241,320
Building P12A-3	Residential	65'-0"	760.00'	4	1	25,883	14	14	20	103,724
Surface / Detached Garage Parking					2-4	25,947	26	78	449	
Total - PARCEL '12A'								354	519	458,899

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 1.12
- Total parking required - 354 spaces
- Total parking provided - 519 spaces
- Total short term bicycle parking required - 51 spaces
- Total long term bicycle parking required - 84 spaces

E., F., G. & H. PARCEL '12C' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION - BARK DOG PARK

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / F#	Total Units	Spaces	Area (sf)
Bark	Retail	20'-0"	765.00'	2	1	4,472	-	-	4	5,568
Surface Parking					2	1,096	-	-	4	
Total - PARCEL '12C'									4	5,568

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 0.04
- Total parking required - TBD (Will Meet Current Code unless Alternate Parking Ratio Approved by KCMAO)
- Total parking provided - 4 spaces plus shared parking with Northpoint CORE on Parcel 12B
- Total short term bicycle parking required - TBD (Will Meet Current Code unless Alternate Parking Ratio Approved by KCMAO)
- Total long term bicycle parking required - TBD (Will Meet Current Code unless Alternate Parking Ratio Approved by KCMAO)

E., F., G. & H. PARCEL '12B' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION - LUX LIVING

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / F#	Total Units	Spaces	Area (sf)
Building P12B	Mixed Use	63'-0"	761.00'	7	1	69,993	8	8	118	362,527
	Residential				2	58,399	-	-	-	
					4	50,048	43	43	44	
					4	39,621	44	44	-	
					5	49,070	55	55	-	
					6	49,070	55	55	-	
					7	49,326	48	48	-	
Total - PARCEL '12B'								250	234	386,527

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 4.00
- Total parking required - 250 spaces
- Total parking provided - 234 spaces
- Total short term bicycle parking required - 24 spaces
- Total long term bicycle parking required - 67 spaces

* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

E., F., G. & H. PARCEL '13' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / F#	Total Units	Spaces	Area (sf)
Building 13	Mixed Use	65'-0"	760.00'	5	1-5	12,000	12	60	55	60,000
Total - PARCEL '13'									55	60,000

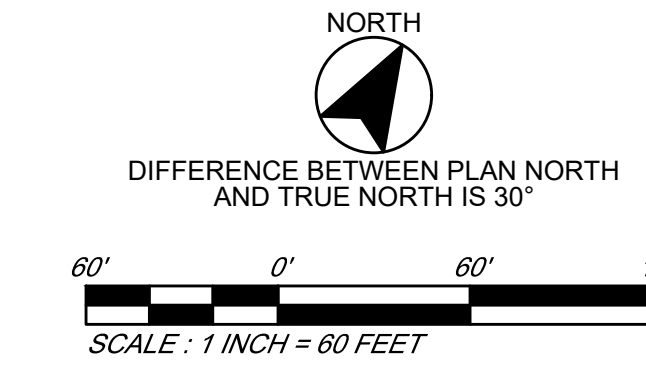
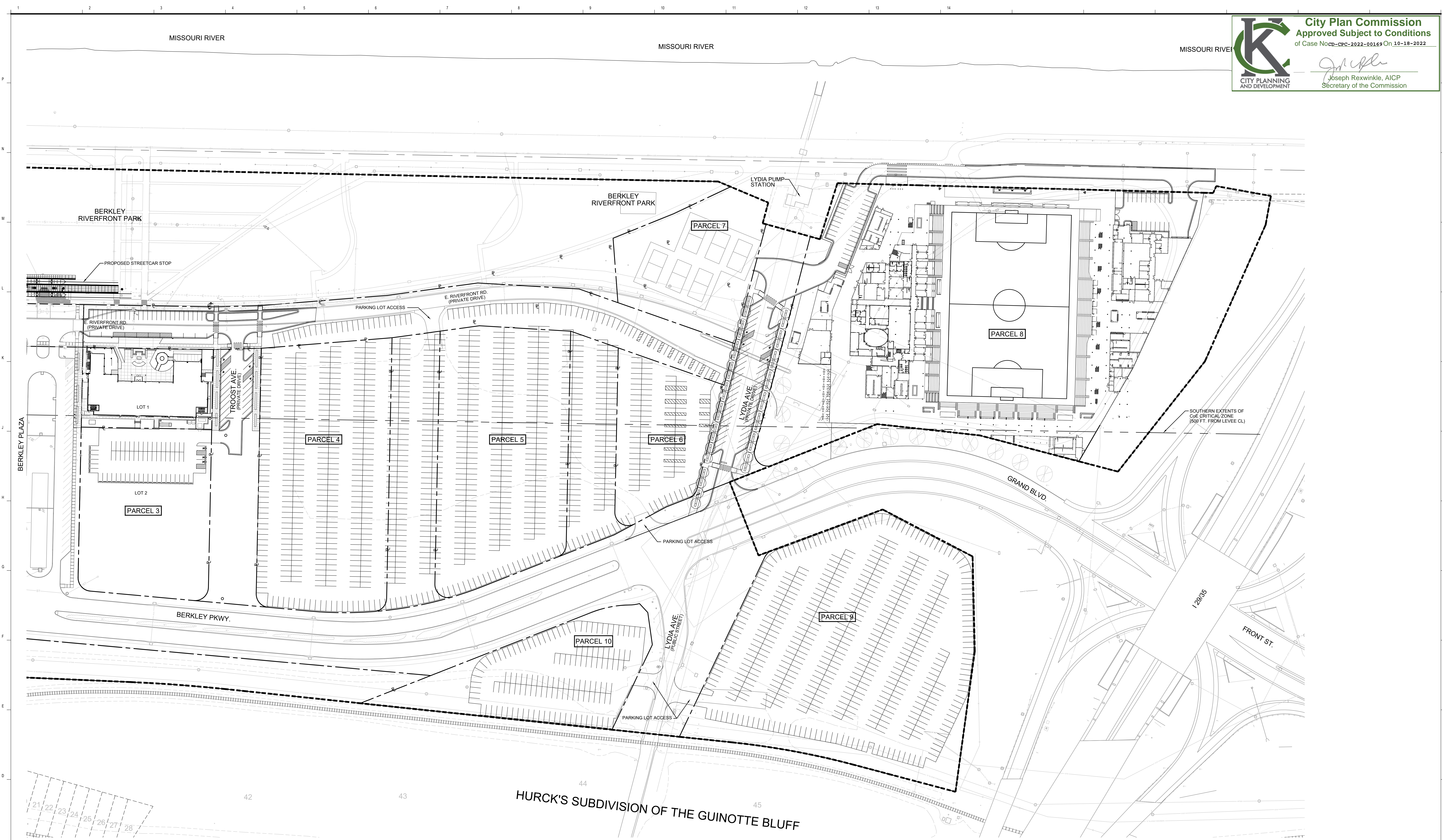
- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 1.37
- Total parking required - 60 spaces
- Total parking provided - 55 spaces (Note that only 55 are planned due to the anticipated Streetcar expansion)
- Total short term bicycle parking required - 6 spaces
- Total long term bicycle parking required - 20 spaces

* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:
 PARCEL 12A = 91,218 CUBIC FEET
 PARCEL 12B = 20,243 CUBIC FEET
 PARCEL 12C = 7,010 CUBIC FEET (CONSTRUCTED)
 PARCEL 13 = 13,354 CUBIC FEET

PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE.

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TEMPORARY STADIUM PARKING

- PARCELS 4-6: 1,115 PARKING SPACES
- PARCEL 9: 486 PARKING SPACES
- PARCEL 10: 128 PARKING SPACES
- TOTAL: 1,729 PARKING SPACES

TEMPORARY PARKING ASSUMES THAT DRIVE AISLES ARE 25 FEET WIDE AND PARKING SPACES ARE 20 FEET x 10 FEET. ADA STALLS WILL BE A MINIMUM OF 8.5 FEET WIDE. ADA PARKING AREAS AND CONNECTIONS TO PEDESTRIAN CIRCULATION AREAS WILL BE PAVED.

TEMPORARY USE PERMIT

IT IS ANTICIPATED THAT TEMPORARY PARKING AS SHOWN ON THIS PLAN WILL BE GOVERNED / REGULATED BY A TEMPORARY USE PERMIT (TUP) THAT WILL BE OBTAINED BY THE DEVELOPER PRIOR TO THE OPENING OF THE PROPOSED STADIUM ON PARCEL 8 FOR EVENTS. IT IS ANTICIPATED THAT THIS TUP WILL BE REVIEWED AND MODIFIED YEARLY AS NECESSARY AND THAT THESE REVISIONS MAY INCLUDE, BUT ARE NOT LIMITED TO PROVIDING AREAS OF ASPHALT OR CONCRETE PAVING, LANDSCAPING, LIGHTING, AND SIGNAGE.

LEGEND

- MPD BOUNDARY
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