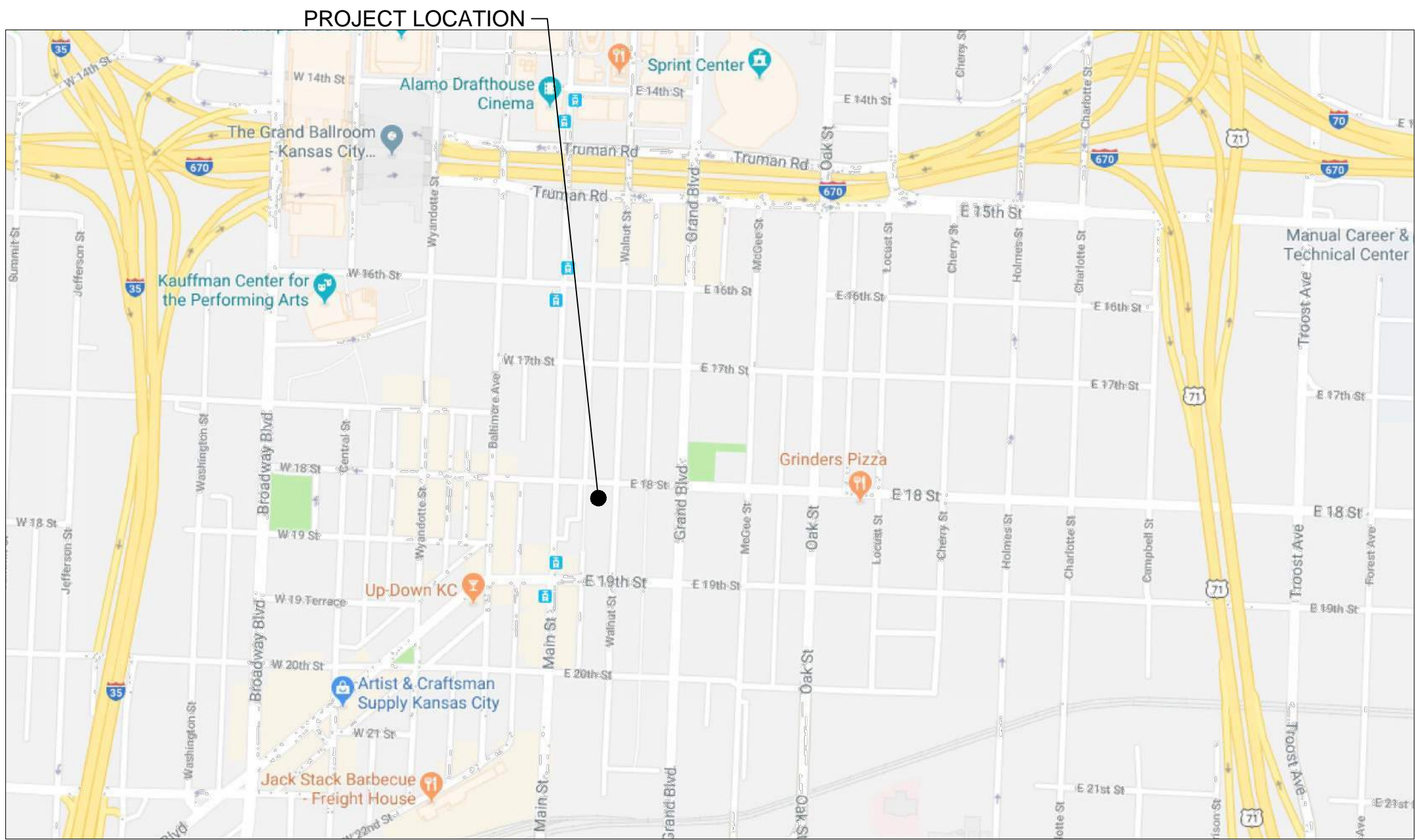


SHEET LIST

G-001	COVER SHEET
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C-001	GENERAL NOTES
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CD101	DEMOLITION PLAN
CS101	SITE PLAN
CG101	GRADING & EROSION CONTROL PLAN
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CS501	SITE DETAILS
CS502	SITE DETAILS
CS503	SITE DETAILS
ARCHITECTURAL	
A001	DEVELOPMENT DATA
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A109	FLOOR PLAN - LEVEL 14
A110	ROOF PLAN
A200	NORTH ELEVATION
A201	SOUTH ELEVATION
A202	EAST ELEVATION
A203	WEST ELEVATION
A301	BUILDING SECTION - N/S
A302	BUILDING SECTION - N/S
A303	BUILDING SECTION - E/W
A304	BUILDING SECTION - E/W
A701	SOUTH RENDERING
A702	NORTH RENDERING
A703	WEST RENDERING
A704	PARKLET RENDERING
A705	PARKLET RENDERING

1800 WALNUT
KANSAS CITY, JACKSON COUNTY,
MISSOURI
ISSUED FOR DEVELOPMENT PLAN REVIEW



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07/05/2019

108557

DEVELOPMENT INFORMATION

EXISTING ZONING DISTRICT	DX-15
PROPOSED ZONING	NO CHANGE
TOTAL LAND AREA (SQ FT)	22,646
TOTAL ROW AREA (SQ FT)	0
NET LAND AREA (SQ FT)	22,646
PROPOSED USE	MULTI-FAMILY RESIDENTIAL WITH RETAIL ON 1ST & 14TH FLOORS
BLDG HEIGHT ABOVE GRADE	160'
NUMBER OF FLOORS	14
PARKING	15,000
GROSS FLOOR AREA: 1ST FLOOR	22,070
GROSS FLOOR AREA: 2ND FLOOR	10,750
GROSS FLOOR AREA: 3RD FLOOR	11,970
GROSS FLOOR AREA: 4TH FLOOR	11,970
GROSS FLOOR AREA: 5TH FLOOR	11,970
GROSS FLOOR AREA: 6TH FLOOR	12,730
GROSS FLOOR AREA: 7TH FLOOR	12,730
GROSS FLOOR AREA: 8TH FLOOR	13,480
GROSS FLOOR AREA: 9TH FLOOR	13,480
GROSS FLOOR AREA: 10TH FLOOR	14,270
GROSS FLOOR AREA: 11TH FLOOR	14,270
GROSS FLOOR AREA: 12TH FLOOR	13,500
GROSS FLOOR AREA: 13TH FLOOR	13,500
GROSS FLOOR AREA: 14TH FLOOR	4,670
GROSS FLOOR AREA: TOTAL	196,360
DWELLING UNITS: 1ST FLOOR	0
DWELLING UNITS: 2ND FLOOR	0
DWELLING UNITS: 3RD FLOOR	12
DWELLING UNITS: 4TH FLOOR	12
DWELLING UNITS: 5TH FLOOR	12
DWELLING UNITS: 6TH FLOOR	12
DWELLING UNITS: 7TH FLOOR	12
DWELLING UNITS: 8TH FLOOR	12
DWELLING UNITS: 9TH FLOOR	12
DWELLING UNITS: 10TH FLOOR	12
DWELLING UNITS: 11TH FLOOR	12
DWELLING UNITS: 12TH FLOOR	12
DWELLING UNITS: 13TH FLOOR	12
DWELLING UNITS: 14TH FLOOR	0
DWELLING UNITS: TOTAL	132
UNIT TYPES	33% STUDIO, 67% ONE-BEDROOM
BLDG COVERAGE	97%
FLOOR AREA RATIO	8.67
RESIDENTIAL GROSS DENSITY	1/172 SF
RESIDENTIAL NET DENSITY	1/172 SF
REQUIRED RESIDENTIAL PARKING	0
REQUIRED RETAIL PARKING	0
REQUIRED TOTAL PARKING	0
PROPOSED RESIDENTIAL PARKING	121
PROPOSED RETAIL PARKING	0
PROPOSED TOTAL PARKING	121
PROP SHORT TERM BIKE PARKING	12
JEFFREY T. KOCHTANEK CIVIL PE-2010019561	



no.	date	by	ckd	description
1	03/11/18	PJB	JTK	IFC (ASI #05)
2	05/09/19	PJB	JTK	IDP ADMIN REVIEW

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GENERAL NOTES:

1. ALL DIMENSIONS, ELEVATIONS, AND STATIONS ARE IN FEET, UNLESS INDICATED OTHERWISE.

2. CALLOUTS, COORDINATES, AND DIMENSIONS ARE POINTED TO OR MEASURED TO STRUCTURE CENTER, EDGE OF PAVEMENT, BACK OF CURB, OR OUTSIDE FACE OF FOUNDATION WALL, UNLESS INDICATED OTHERWISE. NOTE TO ENGINEER AND DESIGNER: COORDINATE CALLOUT CONVENTION BEING USED ON THE PROJECT AND VERIFY THE ACCURACY OF CALLOUTS BEING USED.

3. ALL WORK SHALL BE SUBJECT TO INSPECTION BY AUTHORIZED PERSONNEL OF LOCAL AND GOVERNMENT REGULATORY AGENCIES AND THE CLIENT REPRESENTATIVE.

4. ALL WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND LOCAL AND GOVERNMENT CODES, ORDINANCES, AND REGULATIONS. IN CASE OF CONTRADICTION OR DISCREPANCY BETWEEN REQUIREMENTS, SUBCONTRACTOR SHALL INCORPORATE WHICHEVER IS MOST STRINGENT. WHERE A QUESTION REMAINS ON WHICH REQUIREMENT IS MOST STRINGENT, SUBCONTRACTOR SHALL SUBMIT ISSUE TO THE CONTRACTOR IN WRITING. THE DECISION OF THE CONTRACTOR SHALL BE CONSIDERED FINAL.

5. ALL WORK SHALL BE CONDUCTED IN A PROFESSIONAL WORKMANSHIP MANNER USING QUALITY MATERIALS. WORK SHALL CONFORM TO OWNER'S STANDARD SPECIFICATIONS (CURRENT EDITION), UNLESS INDICATED OTHERWISE OR AS DIRECTED BY THE CONTRACTOR.

6. WHEN CONSTRUCTION WORK RESTRICTED TO BEING PERFORMED WITHIN EASEMENTS, SUBCONTRACTOR SHALL CONFINЕ WORK WITHIN THE PERMANENT AND TEMPORARY EASEMENTS.

RECORD DRAWING NOTES:

1. SUBCONTRACTOR SHALL MAINTAIN UPDATED RECORD DRAWINGS AT ALL TIMES THROUGH THE DURATION OF THE PROJECT. CONSTRUCTION RECORD DRAWINGS SHALL BE SUBMITTED TO THE CLIENT REPRESENTATIVE.

2. DURING CONSTRUCTION OF THE PROJECT, SUBCONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING TRACK OF ANY CONTRACTOR-APPROVED FIELD CONSTRUCTION REVISIONS TO THE DESIGN DEPICTED ON APPROVED CONSTRUCTION DRAWINGS. THESE REVISIONS SHALL BE USED TO PREPARE RECORD DRAWINGS OF COMPLETED CONSTRUCTION.

3. ALL VARIATIONS IN PROJECT CONDITIONS, LOCATIONS, AND CONFIGURATIONS, AND ANY OTHER CHANGES OR DEVIATIONS FROM THE INFORMATION PRESENTED ON THE ORIGINAL, APPROVED CONSTRUCTION DRAWINGS SHALL BE NOTED. THIS INCLUDES BURIED OR CONCEALED CONSTRUCTION AND UTILITY FEATURES THAT WERE REVEALED DURING CONSTRUCTION.

4. THE SUBCONTRACTOR SHALL REVIEW COMPLETENESS, ACCURACY, AND FORMAT OF SUBMITTED RECORD DRAWINGS. IF THE RECORD DRAWINGS ARE CONSIDERED UNACCEPTABLE, THEY SHALL BE RETURNED TO THE CONTRACTOR FOR CORRECTION AND RESUBMISSION.

SURVEY AND SUBSURFACE INVESTIGATION NOTES:

1. THE SURVEY WAS PERFORMED BY LOVELAKE AND ASSOCIATES IN JULY 2018. SURVEY CONTROL POINTS SHALL BE PROVIDED PRIOR TO CONSTRUCTION AND SHALL BE RESET BY THE CONTRACTOR IF DISTURBED DURING CONSTRUCTION.

2. SUBCONTRACTOR SHALL RETAIN A LICENSED SURVEYOR TO SURVEY PROJECT IMPROVEMENTS. IF BENCHMARKS SHOWN ARE IN AREAS THAT REQUIRE DEMOLITION, OTHER BENCHMARKS SHALL BE ESTABLISHED BEFORE DEMOLITION AND CONSTRUCTION WORK BEGINS. SUBCONTRACTOR SHALL SUPPLY CERTIFIED, CONTROL POINT DATA TO CLIENT REPRESENTATIVE AFTER COMPLETION OF CONSTRUCTION.

3. THE SUBSURFACE/GEOTECHNICAL INVESTIGATION WAS PERFORMED BY TERRACON IN AUGUST 2018. THE RESULTS OF THE INVESTIGATION ARE CONTAINED IN THE PROJECT GEOTECHNICAL REPORT.

SUBSURFACE EXPLORATION NOTES:

1. THE BORING LOGS AND RELATED INFORMATION, INCLUDING WATER LEVELS, DEPICT CONDITIONS ONLY AT THE SPECIFIC LOCATIONS AND AT THE PARTICULAR TIME DESIGNATED ON THE LOGS.

2. SOIL CONDITIONS AT OTHER LOCATIONS MAY DIFFER FROM CONDITIONS OCCURRING AT THESE SPECIFIC BORING LOCATIONS. ANY ATTEMPT TO INTERPOLATE THE STRATIGRAPHIC CONDITIONS BETWEEN BORINGS IS AT THE CONTRACTOR'S RISK.

3. FLUCTUATIONS OR CHANGES IN WATER LEVELS AND GROUNDWATER CONDITIONS CAN BE INFLUENCED BY SOURCES OUTSIDE THE AREAS OF THE SITE INVESTIGATED, BY SEASONAL RAINFALL, AND BY CHANGES IN DRAINAGE CONDITIONS IN AND AROUND THE SITE. FLUCTUATIONS CAN OCCUR AND SHOULD BE ANTICIPATED BETWEEN THE TIME OF INVESTIGATION AND THE TIME OF CONSTRUCTION.

4. LOCATIONS OF INDICATED STRATIGRAPHIC BOUNDARIES ARE APPROXIMATE AND THE TRANSITIONS BETWEEN SOIL TYPES MAY BE GRADUAL RATHER THAN CLEARLY DEFINED.

5. ADDITIONAL INFORMATION IS CONTAINED IN THE SUBSURFACE INFORMATION DOCUMENT, WHICH IS AVAILABLE AT THE OFFICE OF THE CONTRACTOR.

6. ADDITIONAL SUBSURFACE INFORMATION MAY EXIST AT THE SITE FROM EITHER PRIOR CONSTRUCTION ACTIVITIES OR FROM NEARBY FACILITIES. SUCH INFORMATION MAY BE AVAILABLE AT THE OFFICE OF THE CONTRACTOR.

EXISTING CONDITIONS NOTES:

1. THE LOCATIONS OF STRUCTURES AND UNDERGROUND UTILITIES AS INDICATED HAVE BEEN OBTAINED FROM EXISTING RECORDS AND FIELD SURVEYS. UNDERGROUND STRUCTURES AND UTILITIES MAY BE PRESENT WHICH ARE NOT DOCUMENTED OR LOCATED.

2. THE SUBCONTRACTOR SHALL FIELD-CHECK ALL EXISTING CONDITIONS AND BE THOROUGHLY FAMILIAR WITH THE SITE BEFORE ANY WORK COMMENCES. ANY DISCREPANCIES IN THE DRAWINGS SHALL BE IMMEDIATELY REPORTED TO THE CONTRACTOR BEFORE ANY FURTHER WORK COMMENCES.

3. IT SHALL BE THE SUBCONTRACTOR'S RESPONSIBILITY TO FIELD-VERIFY EXISTING STRUCTURES, UTILITIES, AND SURVEY INFORMATION, AND TO TAKE NECESSARY PRECAUTIONS DURING DEMOLITION AND CONSTRUCTION. SUBCONTRACTOR SHALL VERIFY EXISTENCE AND MARK LOCATIONS OF ALL UTILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES, PRIOR TO BEGINNING WORK. SUBCONTRACTOR SHALL CONTACT THE CONTRACTOR AND ALL ASSOCIATED UTILITY COMPANIES AND AGENCIES TO IDENTIFY THE LOCATION OF UTILITIES. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION.

4. PRIOR TO CONSTRUCTION, THE SUBCONTRACTOR SHALL NOTIFY THE CONTRACTOR OF OPERATIONAL PLANS. IN THE EVENT AN UNEXPECTED UTILITY OR STRUCTURE INTERFERENCE OR CONFLICT IS ENCOUNTERED DURING CONSTRUCTION, THE SUBCONTRACTOR SHALL IMMEDIATELY NOTIFY THE CONTRACTOR. ANY UTILITY SERVICES OR STRUCTURES DISTURBED BY THE SUBCONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT SUBCONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE OWNER.

5. THE SUBCONTRACTOR IS RESPONSIBLE FOR PROTECTING ITEMS NOT TO BE DAMAGED DURING DEMOLITION AND CONSTRUCTION. THE SUBCONTRACTOR SHALL REPAIR OR REPLACE DAMAGED OR DISTURBED ITEMS TO THE SATISFACTION OF THE CONTRACTOR.

GENERAL DEMOLITION NOTES:

1. ALL DEMOLITION, WASTE, DEBRIS, AND UNSATISFACTORY MATERIALS SHALL BE DISPOSED OF OFF SITE.

2. LOCATIONS NOTED FOR DEBRIS REMOVAL MAY CONTAIN ANY OF THE FOLLOWING MATERIALS: AGGREGATE, CONCRETE, ASPHALT, MASONRY, FOUNDATIONS, REBAR, FENCE MATERIAL, PIPING, AND MISCELLANEOUS STRUCTURES. LARGE PIECES OF MATERIAL MAY NEED TO BE CRUSHED AND/OR BROKEN UP FURTHER IN ORDER TO BE HAULED AWAY TO THE WASTE DISPOSAL SITE.

3. CONTRACTOR SHALL COORDINATE LIMITS OF SAWCUT AND PAVEMENT REMOVAL WITH PROPOSED PAVEMENT LAYOUT AND JOINTING PLAN.

4. PAVEMENT DESIGNATED FOR SAWCUT SHALL BE SAWCUT FULL DEPTH.

5. EXISTING PAVEMENT EDGES SHALL BE SAWCUT IN LOCATIONS SHOWN TO PROVIDE CLEAN EDGE FOR CONSTRUCTION OF PROPOSED PAVEMENT.

6. PAVEMENT REMOVAL LIMITS SHALL BE TO THE NEAREST EXISTING PAVEMENT JOINT TO THE GREATEST EXTENT POSSIBLE TO PREVENT PARTIAL PANEL REMOVAL. PAVEMENT REMOVAL SHALL INCLUDE REMOVAL OF PAVEMENT AND ANY SUBBASE MATERIAL PRESENT. EXISTING PAVEMENT IS APPROXIMATELY 8 INCHES ASPHALT.

7. ANY DAMAGE TO PAVEMENT AREAS DESIGNATED TO REMAIN SHALL BE REPAIRED OR REMOVED AND REPLACED AT NO ADDITIONAL COST TO OWNER.

8. SPECIAL HANDLING AND CONSIDERATION SHALL BE REQUIRED FOR EXCAVATED SOILS THOUGHT TO CONTAIN PETROLEUM-BASED/CONTAMINATED/HAZARDOUS SUBSTANCES. SUBCONTRACTOR SHALL PERIODICALLY MONITOR EXCAVATED SOILS. SOILS SHALL BE TREATED ON SITE OR DISPOSED OF PROPERLY IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REQUIREMENTS AND THE PROJECT SPECIFICATIONS. SUBCONTRACTOR SHALL COORDINATE REMOVAL OF PETROLEUM-BASED/CONTAMINATED/HAZARDOUS MATERIALS WITH THE CONTRACTOR.

UTILITY DEMOLITION NOTES:

1. SUBCONTRACTOR SHALL COORDINATE WITH THE CONTRACTOR PRIOR TO REMOVAL OF EXISTING UTILITIES IN SERVICE. RELOCATED UTILITIES SHALL BE CONSTRUCTED BEFORE REMOVAL OF EXISTING UTILITIES TO ENSURE UNINTERRUPTED SERVICE TO THE FACILITIES SERVED BY THE UTILITY. ALL RELOCATIONS SHALL BE COORDINATED WITH THE CONTRACTOR.

2. UTILITY CAPPING METHODS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS FOR SPECIFIC PIPE MATERIAL IN SERVICE. ALL CAPPING SHALL BE INSPECTED AND APPROVED BY THE CONTRACTOR.

3. ALL STRUCTURES, VALVES, ETC. TO REMAIN SHALL BE PROTECTED AND ADJUSTED TO FINISH GRADE.

4. IN AREAS OF UTILITY REMOVAL OF ABANDONED LINES, THE PORTION OF EXISTING ABANDONED LINES TO REMAIN SHALL BE CAPPED OR PLUGGED AT REMOVAL INTERFACE.

5. UTILITY STRUCTURES AND MANHOLES TO BE ABANDONED SHALL HAVE FRAME AND COVER REMOVED, FILLED WITH SAND, AND BACKFILLED TO MEET PROPOSED GRADE.

6. ALL UTILITIES EQUAL TO OR GREATER THAN 6.00 INCHES IN DIAMETER AND INDICATED TO BE ABANDONED IN PLACE SHALL BE FILLED WITH A LOW STRENGTH FLOWABLE FILL. END SECTIONS SHALL BE PLUGGED TO CONTAIN FLOWABLE FILL. FLOWABLE FILL SHALL BE A CEMENT/SAND MIX WITH A COMPRESSIVE STRENGTH OF 75-100 psi.

7. ALL UTILITY SYSTEM STRUCTURES INDICATED TO BE ABANDONED IN PLACE SHALL BE DISCONNECTED AND CAPPED.

CONSTRUCTION ACCESS:

THE SITE SHALL HAVE ROADS AND ACCESS DRIVES OF SUFFICIENT WIDTH AND LENGTH TO PREVENT SEDIMENT FROM TRACKING ONTO PUBLIC ROADWAYS. SEDIMENT SHALL BE REMOVED IMMEDIATELY FROM THE ROAD BY SHOVELING OR SWEEPING WHEN SEDIMENT IS TRANSPORTED ONTO A PUBLIC ROAD SURFACE OR OTHER PAVED AREA BY EQUIPMENT OR VEHICLES EXITING THE CONSTRUCTION SITE. BULK CLEARING OF ACCUMULATED SEDIMENT SHALL BE TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA OR THE POINT OF LIKELY ORIGIN BEFORE THE END OF EACH WORK DAY. ROAD WASHING SHALL BE ALLOWED ONLY AFTER THE SEDIMENT IS REMOVED IN THE ABOVE MANNER.

GENERAL SITE NOTES:

1. BUILDING COORDINATES ARE POINTED TO OR MEASURED AT THE CENTER OF BUILDING COLUMNS. SUBCONTRACTOR SHALL COORDINATE BEARINGS OF BUILDING GRID LINES WITH STRUCTURAL AND ARCHITECTURAL DRAWINGS.

2. CONTRACTOR SHALL COORDINATE BUILDING ENTRANCES, EGRESSSES, WALKWAYS, AND DOORWAY LOCATIONS WITH ARCHITECTURAL AND STRUCTURAL DRAWINGS.

3. ALL CHANGES TO SIDEWALK PAVEMENT JOINTING SHALL BE APPROVED BY ENGINEER.

4. ALL PROPOSED SIGNAGE SHALL BE IN COMPLIANCE WITH SECTION 88-445 (SIGNS) OF THE KANSAS CITY ZONING AND DEVELOPMENT CODE.

EROSION AND SEDIMENT CONTROL NOTES

BEST MANAGEMENT PRACTICES:

1. CONSTRUCTION ACTIVITY POLLUTION PREVENTION IS REQUIRED FOR THIS PROJECT. PREVENTION OF POLLUTION RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE ACCOMPLISHED BY CONTROLLING SOIL EROSION, WATERWAY SEDIMENTATION, AND AIRBORNE DUST GENERATION. SUBCONTRACTOR SHALL ENSURE THAT NO SEDIMENT RESULTING FROM CONSTRUCTION ACTIVITIES INFRINGES ONTO ADJACENT PROPERTIES. SUBCONTRACTOR SHALL COORDINATE EROSION AND SEDIMENT CONTROL WITH OTHER CONSTRUCTION ENTITIES PERFORMING WORK ON ADJACENT PROPERTIES.

2. SOIL EROSION AND SEDIMENT CONTROLS ARE MEASURES USED TO REDUCE THE AMOUNT OF SOIL PARTICLES THAT ARE CARRIED OFF AN AREA AND DEPOSITED INTO A DRAINAGE COLLECTION SYSTEM OR INTO A BODY OF WATER. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT EROSION AND SEDIMENTATION ARE CONTROLLED TO THE EXTENT PRACTICABLE. ALL APPLICABLE SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED AND MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES. PRIOR TO INITIATING CONSTRUCTION IN AN AREA, ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN PLACE. UPON PROJECT COMPLETION ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED.

3. TEMPORARY EROSION CONTROL SHALL BE THE SUBCONTRACTOR'S RESPONSIBILITY. WHO SHALL UTILIZE APPROPRIATE BEST MANAGEMENT PRACTICES (BMPs). THOSE BMPs SHALL CONSIST OF SILT FENCE, WATTLES OR OTHER MEANS TO CONTROL EROSION AS NEEDED. THE CONTRACTOR SHALL PROVIDE AND FOLLOW THE EROSION AND SWPPP PLANS AS NEEDED.

4. SUBCONTRACTOR SHALL PLACE SILT FENCE AS SHOWN PRIOR TO BEGINNING WORK. THE DEVICES SHALL BE PLACED DOWN-SLOPE OF DISTURBED AREAS WHERE SHEET EROSION WOULD OCCUR. SILT FENCE SHALL BE CLEANED AND REPAIRED WHEN SEDIMENT BUILDUP REACHES ONE-THIRD OF SILT FENCE HEIGHT. AFTER SIGNIFICANT RUNOFF EVENTS, THE SUBCONTRACTOR SHALL INSPECT ALL EROSION CONTROL STRUCTURES FOR SILT BUILD-UP THAT INTERFERES WITH THE PERFORMANCE OF THE EROSION CONTROL STRUCTURE AND REPAIR OR REPLACE THOSE STRUCTURES, AS NECESSARY.

5. ALL STORM DRAIN INLETS SHALL BE PROTECTED BY APPROPRIATE BMPs DURING CONSTRUCTION, UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGE TO THE INLETS HAVE BEEN STABILIZED.

6. ALL EXISTING DRAIN INLETS SHALL HAVE EROSION CONTROL WATTLES PROTECTION INSTALLED. EROSION PROTECTION MAY BE REMOVED WHEN PAVEMENT IS INSTALLED.

7. SUBCONTRACTOR SHALL INSTALL A STABILIZED CONSTRUCTION ENTRANCE AT LOCATIONS WHERE CONSTRUCTION TRAFFIC SHALL ENTER THE PROJECT SITE FROM ROADWAYS AND PAVEMENTS.

FINAL GRADING AND CLEAN UP:

AFTER COMPLETION OF FINAL GRADING, THE DISTURBED AREAS SHALL BE REVEGETATED. ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES SHALL BE REMOVED UPON PROJECT COMPLETION. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS RESULTING FROM THE DISPOSITION OF TEMPORARY CONTROL MEASURES SHALL BE PERMANENTLY STABILIZED TO PREVENT FURTHER EROSION AND SEDIMENTATION.

PETROLEUM PRODUCTS:

ALL ON-SITE VEHICLES SHALL BE MONITORED FOR PETROLEUM LEAKS AND SHALL RECEIVE PROPER PREVENTATIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM PRODUCTS SHALL BE STORED IN TIGHTLY-SEALED CONTAINERS THAT ARE CLEARLY LABELED. ALL SPILLS SHALL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY. WASTE OIL AND OTHER PETROLEUM PRODUCTS SHALL NOT BE DISCHARGED ONTO THE GROUND OR INTO WATER BODIES. PETROLEUM PRODUCTS USED ON-SITE SHALL BE APPLIED ACCORDING TO THE MANUFACTURER RECOMMENDATIONS.

GENERAL GRADING NOTES:

1. PROPOSED ELEVATIONS INDICATED ARE FOR TOP OF FINAL GRADE, PAVEMENT, OR STRUCTURE UNLESS INDICATED OTHERWISE.

2. ELEVATION DENOTED AS "MATCH" ARE INTENDED TO MEET EXISTING GRADE ELEVATIONS. CONTRACTOR SHALL VERIFY ELEVATIONS AT TIE-INS AND MATCH POINTS PRIOR TO BEGINNING CONSTRUCTION.

3. EXTERIOR FINISH GRADES AT BUILDING ENTRANCES AND DOORWAY THRESHOLDS SHALL BE MAXIMUM 0.25 INCHES BELOW BUILDING FINISH FLOOR IF A VERTICAL THRESHOLD IS PROVIDED, AND SHALL BE MAXIMUM 0.5 INCHES BELOW BUILDING FINISH FLOOR IF A BEVELED THRESHOLD IS PROVIDED, UNLESS INDICATED OTHERWISE.

4. ADEQUATE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. ANY DRAINAGE FEATURE OR STRUCTURE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO EXISTING CONDITIONS OR BETTER SUBJECT TO THE APPROVAL OF THE CLIENT REPRESENTATIVE.

5. SURFACES AROUND FACILITY SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND PAVEMENTS.

6. THE SUBCONTRACTOR SHALL REMOVE STANDING WATER FROM THE PROJECT WORK LIMITS AS NECESSARY TO PROTECT SUBGRADE, SUBBASE, AND/OR BASE COURSE OF NEW PAVEMENT, SURROUNDING PAVEMENT-TO-REMAIN, OR OTHER COMPLETED WORKS.

7. TOP ELEVATION OF ALL UTILITY STRUCTURES TO REMAIN SHALL BE ADJUSTED ACCORDINGLY TO FINISH GRADE ELEVATION.

8. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RE-VEGETATED IN ACCORDANCE WITH THE SPECIFICATIONS.

GENERAL UTILITY NOTES:

1. ALL PIPE SIZES ARE IN INCHES UNLESS INDICATED OTHERWISE.

2. SUBCONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL BUILDING CONNECTIONS WITH BUILDING CONTRACTOR AND THE INFORMATION PROVIDED ON MECHANICAL AND ELECTRICAL DRAWINGS FOR EACH FACILITY.

NOTE TO ENGINEER AND DETAILER: VERIFY THE LOCATION OF UTILITY INTERFACES WITH MECHANICAL AND ELECTRICAL DRAWINGS.

3. SUBCONTRACTOR SHALL CONTACT THE CONTRACTOR AND ALL ASSOCIATED UTILITY COMPANIES AND AGENCIES TO IDENTIFY THE LOCATION OF UTILITIES PRIOR TO COMMENCEMENT OF WORK.

4. SUBCONTRACTOR SHALL COORDINATE ALL REQUIRED UTILITY SHUTDOWNS FOR UTILITY CONNECTIONS WITH THE CONTRACTOR.

5. CONNECTION TO EXISTING WATER, SEWER, AND STORM MAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL REQUIREMENTS OF ASSOCIATED UTILITY COMPANIES AND AGENCIES.

6. SUBCONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PAYING ALL UTILITY CONNECTION FEES AND OBTAINING ALL PERMITS REQUIRED FOR THE UTILITY CONSTRUCTION AND CONNECTIONS. THIS INCLUDES ALL FEES ASSOCIATED WITH CONNECTION CHARGES AND METERS.

7. SEE DETAIL 10 ON DRAWING CS503 FOR TYPICAL PIPE TRENCH DETAIL.

8. THE MINIMUM DEPTH OF COVER FOR ALL UTILITY PIPING SHALL BE 36 INCHES UNLESS INDICATED OTHERWISE.

THE MINIMUM DEPTH OF COVER FOR UTILITIES SHALL BE AS FOLLOWS UNLESS INDICATED OTHERWISE:

a. WATER: 36 INCHES

b. FIRE PROTECTION: 42 INCHES

c. ELECTRICAL AND COMMUNICATION: 24 INCHES

d. ALL OTHER UTILITIES: 36 INCHES

9. ALL UNDERGROUND UTILITIES ARE SUBJECT TO ACCEPTANCE TESTING AND INSPECTION METHODS DETAILED IN THE SPECIFICATIONS, WHICH MAY INCLUDE VIDEO CAMERA INSPECTION.

10. ANY CHANGES TO PROPOSED UTILITY DESIGN SHALL BE APPROVED BY ENGINEER AND THE CONTRACTOR.

WATER UTILITY NOTES:

1. THRUST BLOCKS OR JOINT RESTRAINTS ARE REQUIRED AT ALL TEES, BENDS, OR ELBOWS OF PRESSURIZED PIPING IN ACCORDANCE WITH THE DRAWINGS, SPECIFICATIONS, AND MANUFACTURER'S RECOMMENDATIONS. SEE DETAIL 7 ON DRAWING CS503 FOR TYPICAL THRUST BLOCK DETAIL.

2. FIRE HYDRANTS SHALL BE INSTALLED A MINIMUM OF 3.00 FEET AND A MAXIMUM OF 6.00 FEET FROM EDGE OF PAVEMENT OR FACE OF CURB AND A MINIMUM OF 1.00 FEET FROM EDGE OF SIDEWALK UNLESS INDICATED OTHERWISE. A RADIUS OF 3.00 FEET AROUND HYDRANT SHALL BE KEPT CLEAR FOR FIRE DEPARTMENT ACCESS. AREA BETWEEN CURB AND HYDRANTS SHALL BE KEPT CLEAR OF OBSTRUCTIONS.

3. SUBCONTRACTOR SHALL COORDINATE THE INSTALLATION, TESTING, AND INSPECTION OF ALL DOMESTIC WATER AND FIRE WATER SYSTEMS WITH THE ASSOCIATED UTILITY COMPANIES AND AGENCIES. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS ON WATER UTILITY TESTING AND INSPECTION.

no.

date

by

ckd

description

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03/11/19

PJB

JTK

IFC (ASI #05)

copaken

brooks

BURNS

McDONNELL

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date

07/26/2018

designed

J.KOCHTANEK

detailed

P.BROWN

checked

J.KOCHTANEK

1800 Walnut

18TH & WALNUT

KANSAS CITY, MO 64108

GENERAL NOTES

project

108557

contract

drawing

C-001

rev.

1

sheet

01

of

##

sheets

file

108557C001.DWG

JEFFREY T. KOCHTANEK

CIVIL

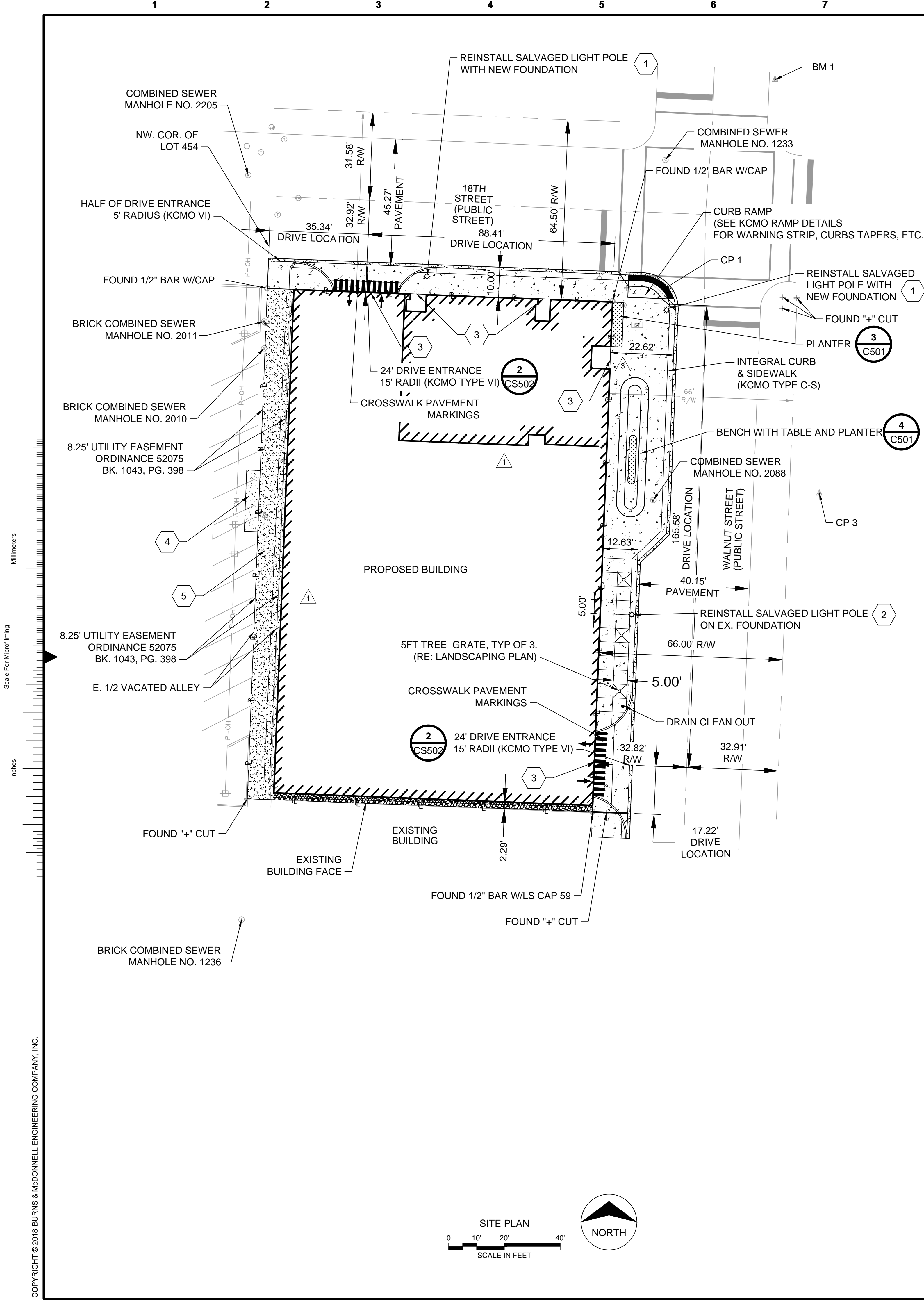
PE-2010019561

Scale For Microfitting

Millimeters

Inches

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KEYED NOTES:

- 1 SUBCONTRACTOR SHALL REINSTALL EXISTING SALVAGED LIGHT POLE ON NEW FOUNDATION AND ANCHOR BOLTS PER APWA STANDARD DRAWING NUMBER SL-3, TYPE A STANDARD EARTH. DEPTH OF FOUNDATION PER TABLE BASED ON LIGHT POLE HEIGHT. REFER TO ELECTRICAL PLANS FOR CONNECTION TO POWER.
- 2 SUBCONTRACTOR SHALL POST-INSTALL REPLACEMENT ANCHOR BOLTS ONLY IF EXISTING ANCHOR BOLTS ARE NOT ABLE TO BE REUSED.
- 3 INSTALL EXPANSION JOINT BETWEEN EDGE OF SIDEWALK AND PAVING OVER TOP OF BUILDING FOUNDATION AT ALL PEDESTRIAN DOORS AND GARAGE DRIVE ENTRANCES.
- 4 SUBCONTRACTOR TO DETERMINE ADDITIONAL AREA OF PAVEMENT TO BE REPLACE AS REQUIRED FOR CONSTRUCTION OF SEWER CONNECTION. SALVAGE AND REPLACE ALL PARKING BLOCKS AND SIGNAGE AS REQUIRED. AFTER PLACING NEW PAVEMENT REPLACE ALL PARKING STRIPING WITH MATCHING STRIPE LAYOUT, COLOR, AND LINE THICKNESS.
- 5 SUBCONTRACTOR SHALL REMOVE AND REPLACE MINIMAL ASPHALT ONLY AS NECESSARY FOR BUILDING AND UTILITY CONSTRUCTION.

LEGEND:

- P-OH ——— EXIST. POWER - OVERHEAD
- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- RIVER ROCK

no.	date	by	ckd	description
1	03/11/19	PJB	JTK	IFC (ASI #05)
2	05/09/19	PJB	JTK	IDP ADMIN REVIEW
3	07/26/19	PJB	JTK	ASI 05-R1
4	08/22/19	PJB	JTK	ASI 07-R1
5	11/19/19	LDH	JTK	RE-ISSUED FOR CPC



BURNS MCDONNELL

9400 WARD PARKWAY
KANSAS CITY, MO 64114
816-333-9400

date	07/26/2018	detailed	P.BROWN
designed	J.KOCHTANEK	checked	J.KOCHTANEK

1800 Walnut

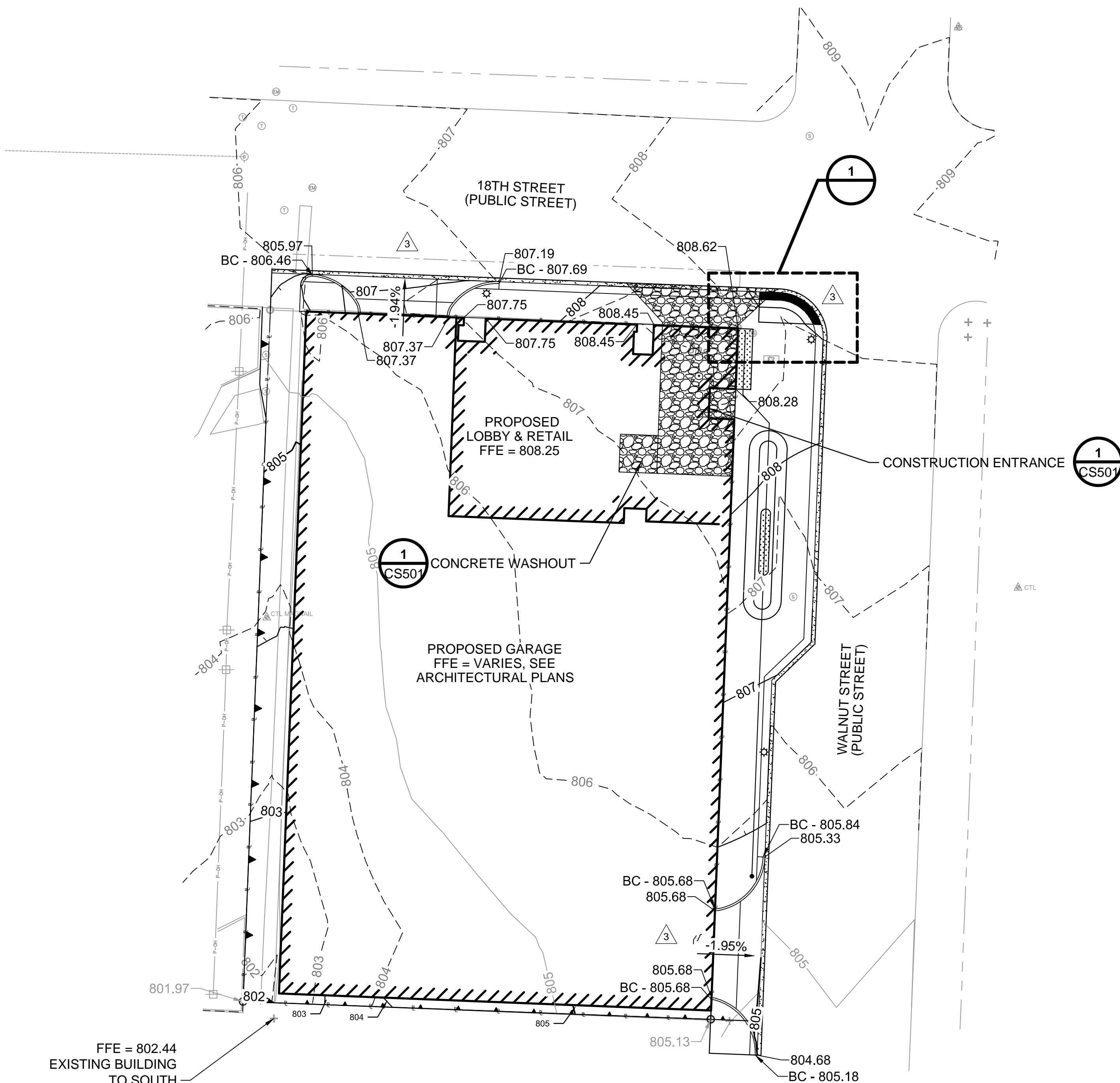
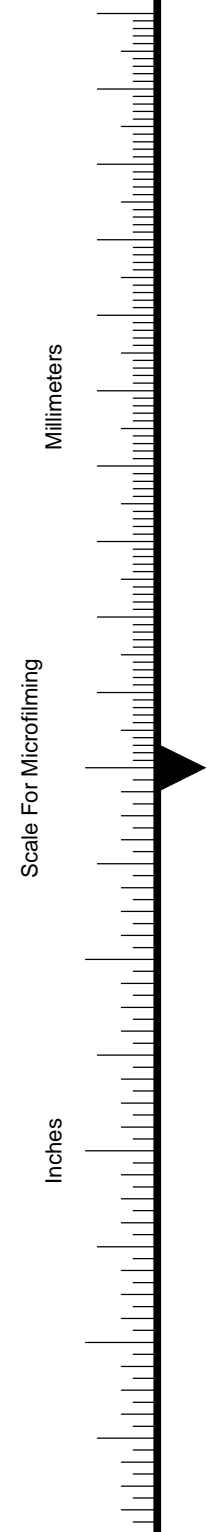
18TH & WALNUT
KANSAS CITY, MO 64108

SITE PLAN

project	108557	contract	
drawing	CS101	rev.	3
sheet	01	of	##
file	108557/CS101.DWG	sheets	

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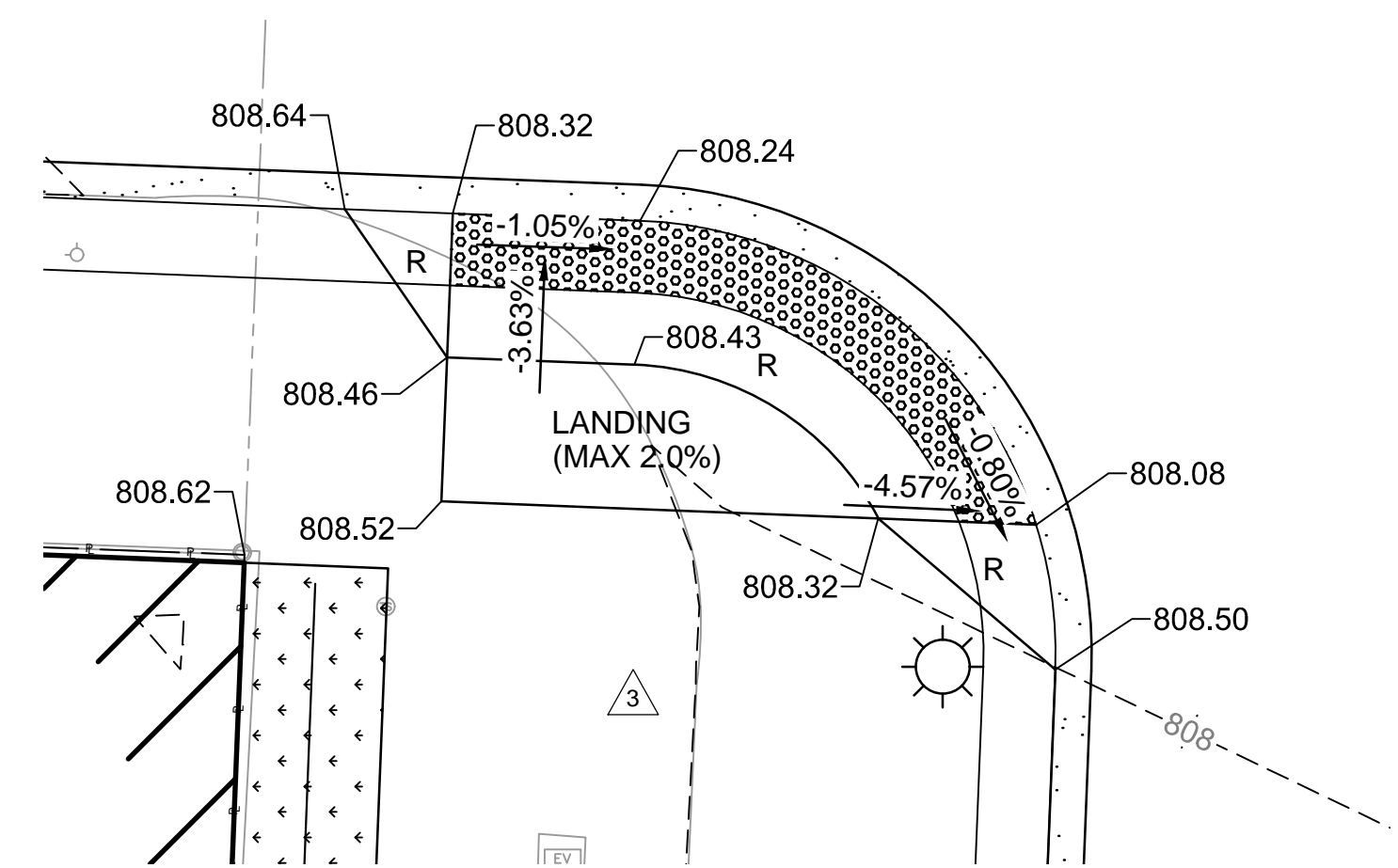
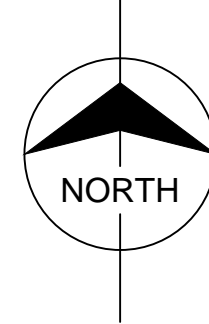
LEGEND:

- 806--- EXISTING CONTOUR
- 806— PROPOSED CONTOUR
- FFE = 100.00 FINISHED FLOOR ELEVATION
- ▲ EROSION CONTROL WATTLE
- CONSTRUCTION ENTRANCE
- BC BACK OF CURB ELEVATION
- TS TOP OF STRUCTURE ELEVATION
- PV TOP OF PAVEMENT ELEVATION

GRADING & EROSION CONTROL PLAN

0 10' 20' 40'

SCALE IN FEET



DETAIL

SCALE: 1" = 5'-0"

no.	date	by	ckd	description
1	03/11/19	PJB	JTK	IFC (ASI #05)
2	05/09/19	PJB	JTK	IDP ADMIN REVIEW
3	07/26/19	PJB	JTK	ASI 05-R1
4	11/19/19	LDH	JTK	RE-ISSUED FOR CPC



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date	07/26/2018	detailed	P.BROWN
designed	J.KOCHTANEK	checked	J.KOCHTANEK

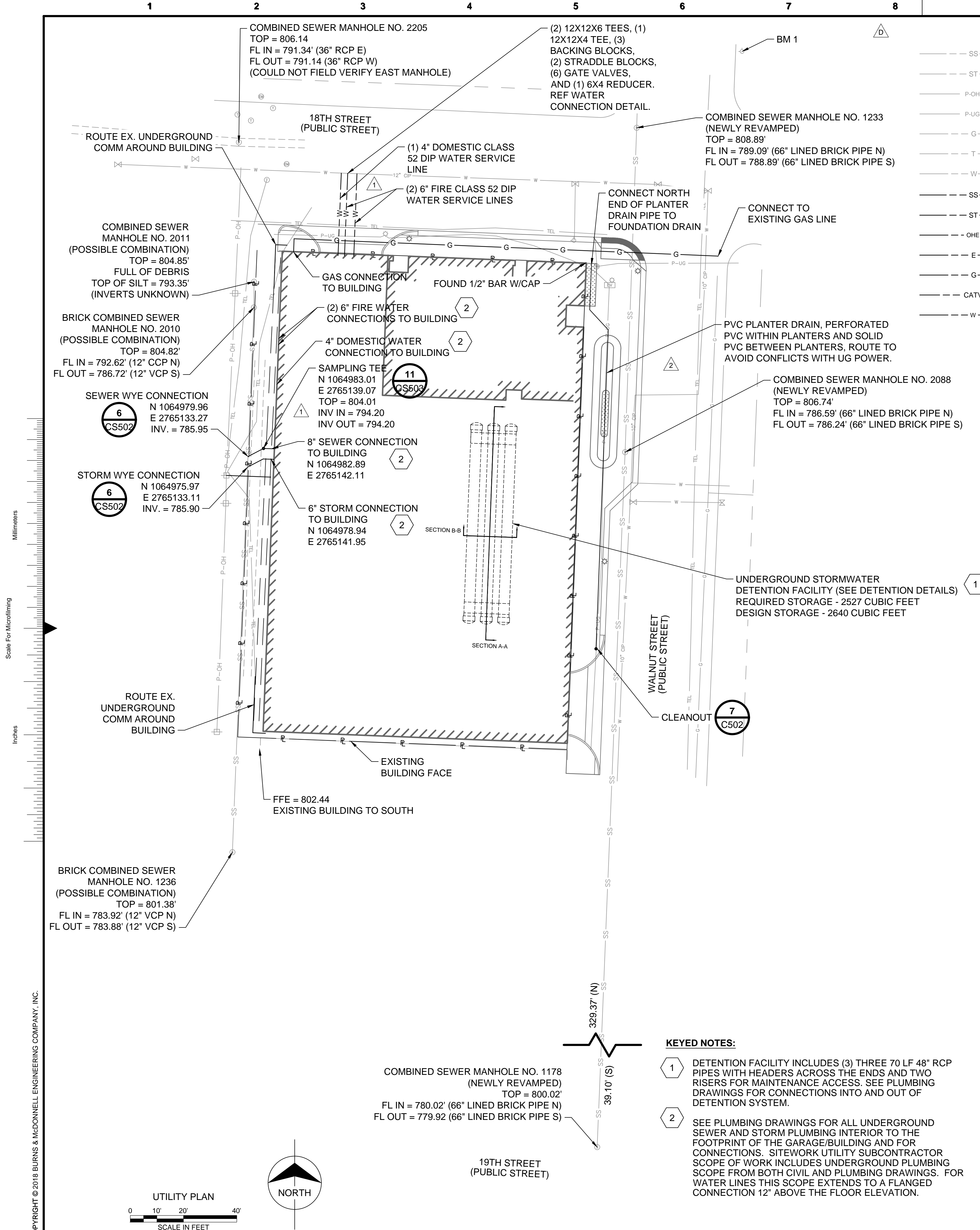
1800 Walnut

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KANSAS CITY, MO 64108

GRADING & EROSION CONTROL PLAN

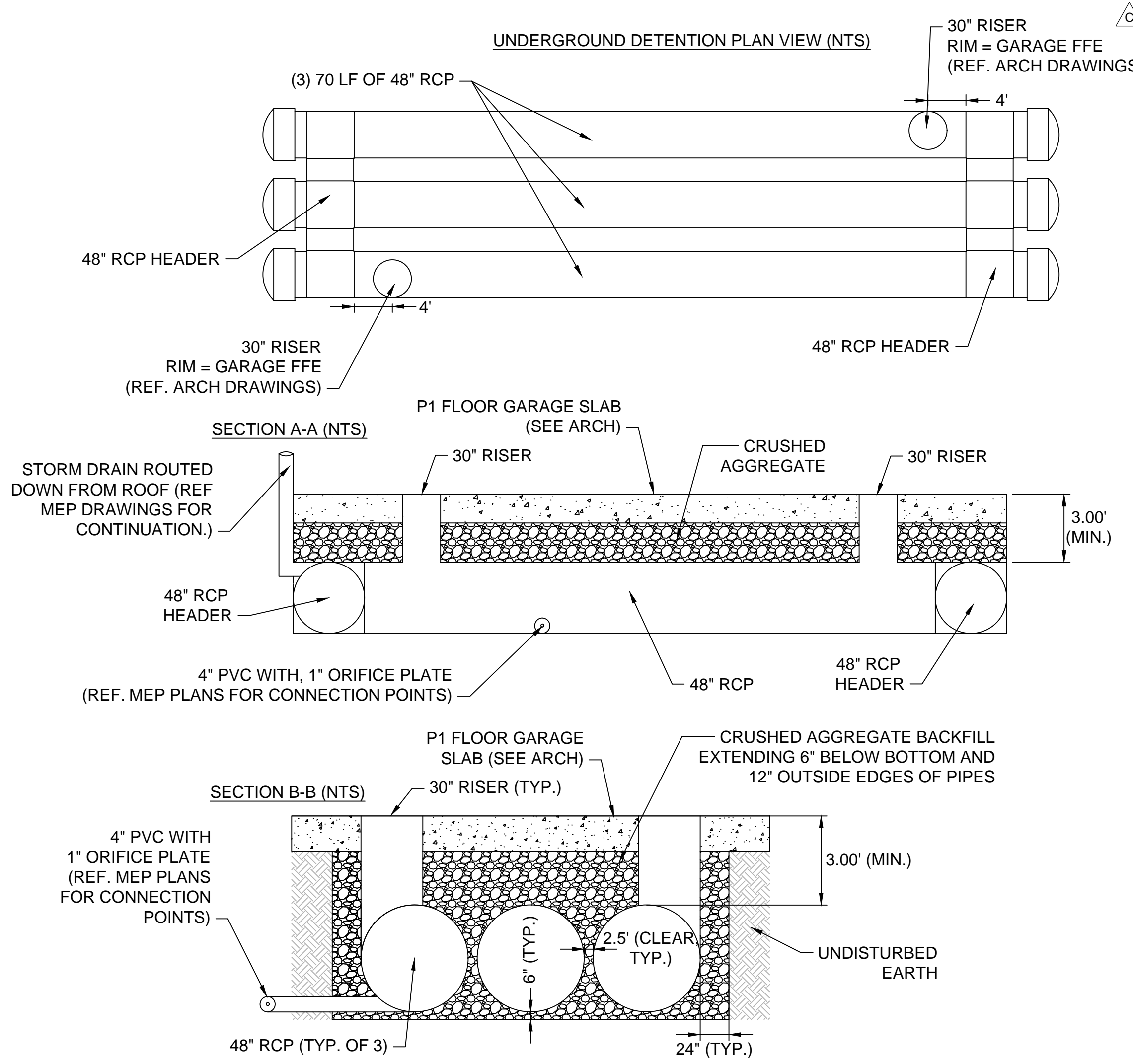
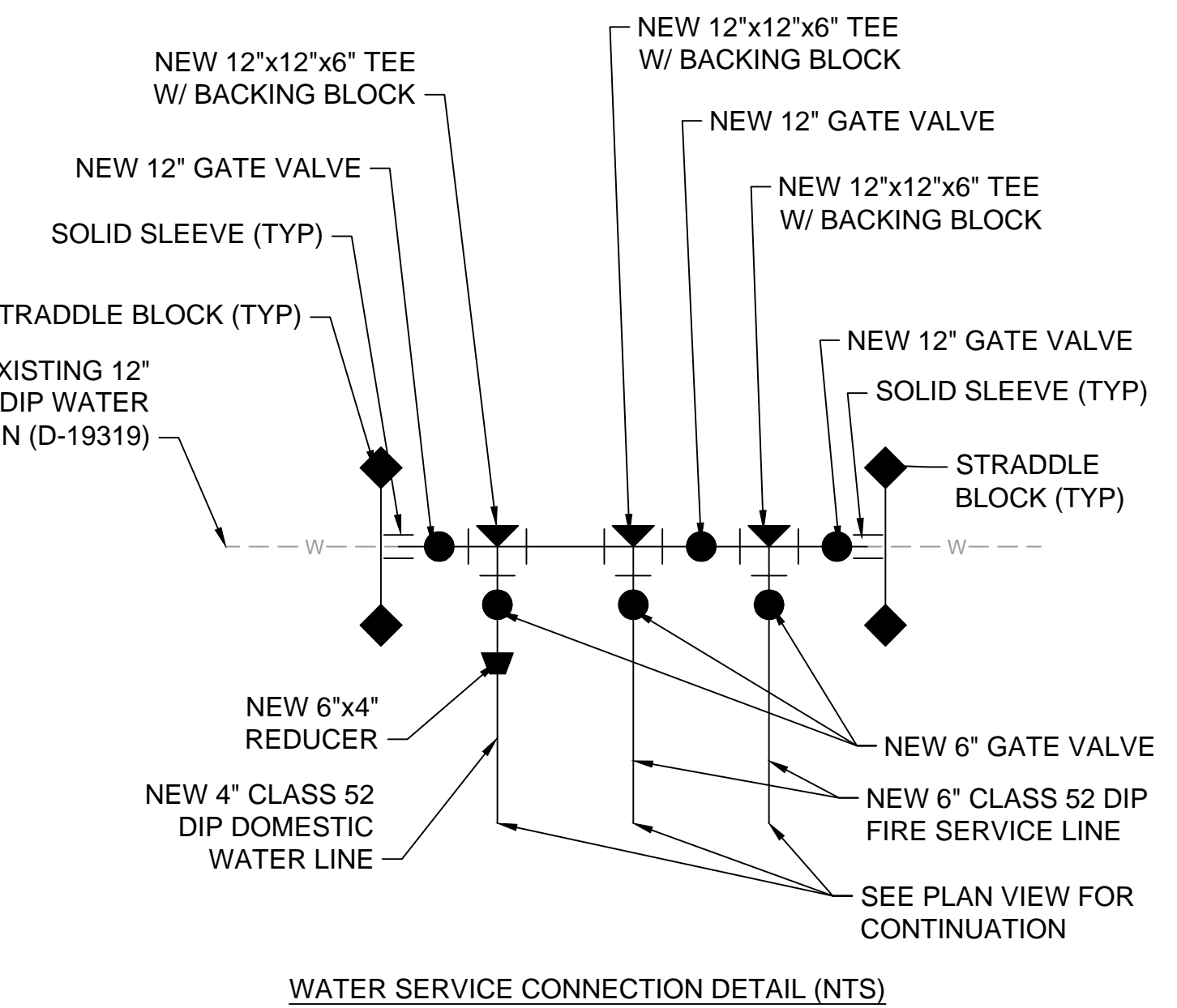
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drawing	CG101	rev.	3
sheet	01	of ##	sheets
file	108557CG101.DWG		

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PE-2010019561



LEGEND:

---	SS---	EXIST. SANITARY SEWER
---	ST---	EXIST. STORM SEWER
---	P-OH---	EXIST. POWER - OVERHEAD
---	P-UG---	EXIST. POWER - UNDERGROUND
---	G---	EXIST. GAS LINE
---	T---	EXIST. TELECOM - UNDERGROUND
---	W---	EXIST. WATER LINE
---	SS---	PROP. SANITARY SEWER
---	ST---	PROP. STORM SEWER
---	OHE---	PROP. POWER - OVERHEAD
---	E---	PROP. POWER - UNDERGROUND
---	G---	PROP. GAS LINE
---	CATV---	PROP. CATV - UNDERGROUND
---	W---	PROP. WATER LINE



KEYED NOTES:

- 1 DETENTION FACILITY INCLUDES (3) THREE 70 LF 48" RCP PIPES WITH HEADERS ACROSS THE ENDS AND TWO RISERS FOR MAINTENANCE ACCESS. SEE PLUMBING DRAWINGS FOR CONNECTIONS INTO AND OUT OF DETENTION SYSTEM.
- 2 SEE PLUMBING DRAWINGS FOR ALL UNDERGROUND SEWER AND STORM PLUMBING INTERIOR TO THE FOOTPRINT OF THE GARAGE/BUILDING AND FOR CONNECTIONS. SITEWORK UTILITY SUBCONTRACTOR SCOPE OF WORK INCLUDES UNDERGROUND PLUMBING SCOPE FROM BOTH CIVIL AND PLUMBING DRAWINGS. FOR WATER LINES THIS SCOPE EXTENDS TO A FLANGED CONNECTION 12" ABOVE THE FLOOR ELEVATION.

DETENTION SYSTEM NOTES:

- 1. 30" RISERS SHALL BE PRECAST CONCRETE WITH KCMO STANDARD MANHOLE FRAMES AND LIDS INSTALLED IN P1 FLOOR GARAGE SLAB. SLAB ELEVATION VARIES, SEE ARCH PLANS.
- 2. RISERS AND DETENTION SYSTEM SHALL BE H-20 TRAFFIC RATED.
- 3. INVERT OF DETENTION SYSTEM STORAGE PIPES SHALL BE INSTALLED FLAT, HOWEVER GARAGE SLAB IS SLOPED. MINIMUM COVER SHALL BE 36" TO TOP OF SLAB.
- 4. SUBCONTRACTOR MAY PROPOSE ALTERNATE OR PROPRIETARY DETENTION SYSTEMS USING HDPE OR RCP PIPES OR MAY USE PRECAST OR CAST-IN-PLACE CHAMBERS PROVIDING A MINIMUM OF 2527 CUBIC FEET OF STORAGE VOLUME (1.5" RAIN EVENT) AND ALLOWING PROPER MAINTENANCE ACCESS. CONTRACTOR MUST REVIEW AND APPROVE AND HAS RIGHT TO REJECT PROPOSED ALTERNATES NOT MEETING DETENTION OR O&M PREFERENCES.
- 5. 4" DISCHARGE PIPE SHALL INCLUDE A 1" ORIFICE PLATE INSTALLED AT THE UPSTREAM END OF THE PIPE, IMMEDIATELY AT THE CONNECTION POINT WITH THE DETENTION SYSTEM. THE ORIFICE SHALL BE VERTICALLY ORIENTED WITH THE INVERT MATCHING THE INVERT OF THE LOWEST POINT OF THE DETENTION SYSTEM.

no.	date	by	ckd	description
1	03/11/19	PJB	JTK	IFC (ASI #05)
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3	11/19/19	LDH	JTK	RE-ISSUED FOR CPC

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date	07/26/2018	detailed	P.BROWN
designed	J.KOCHTANEK	checked	J.KOCHTANEK

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UTILITY PLAN

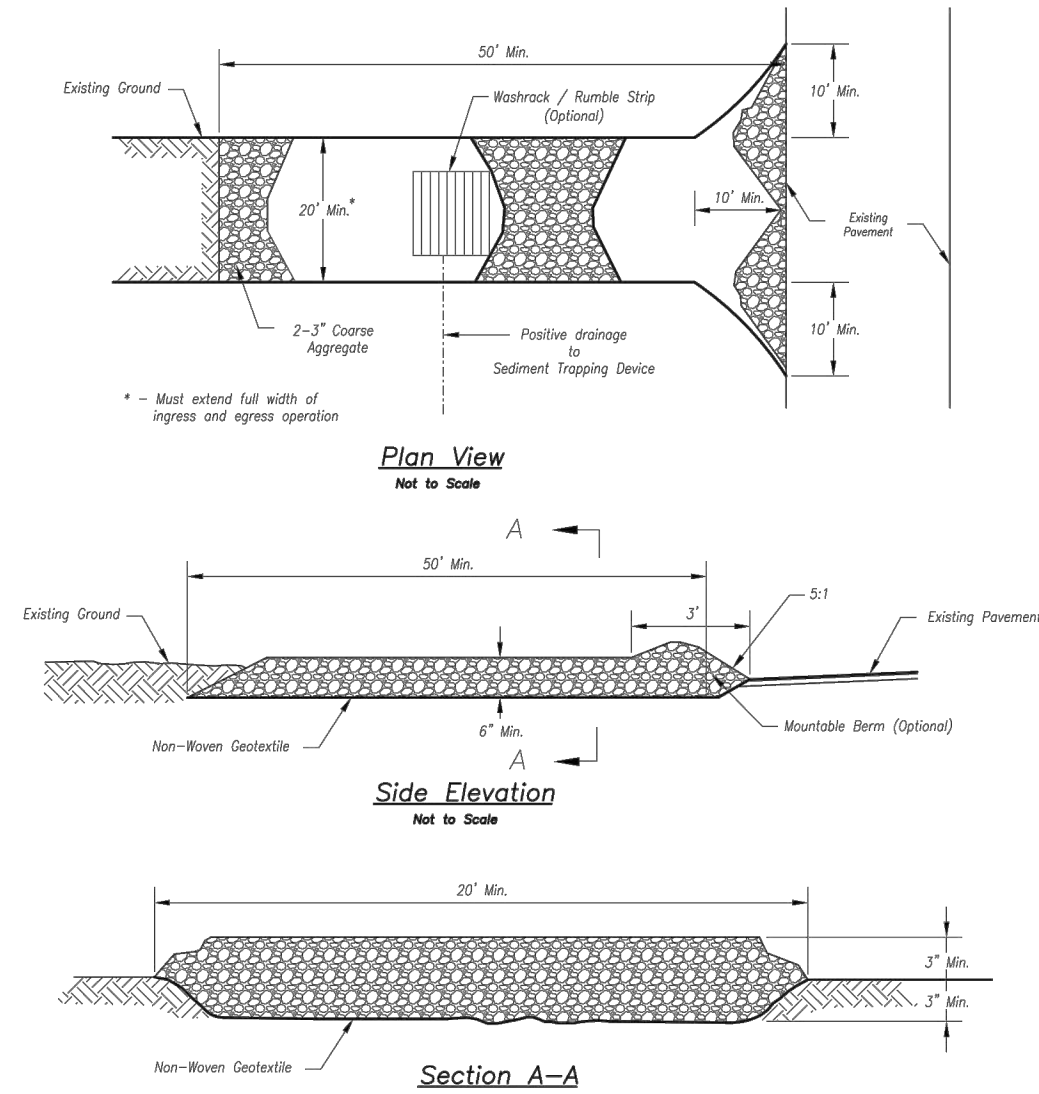
project	108557	contract	
drawing	CU101	rev.	2
sheet	01	of ##	sheets
file	108557CU101_ASI05R1.DWG		

Millimeters

Scale For Microfilming

Inches

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Notes for Construction Entrance:

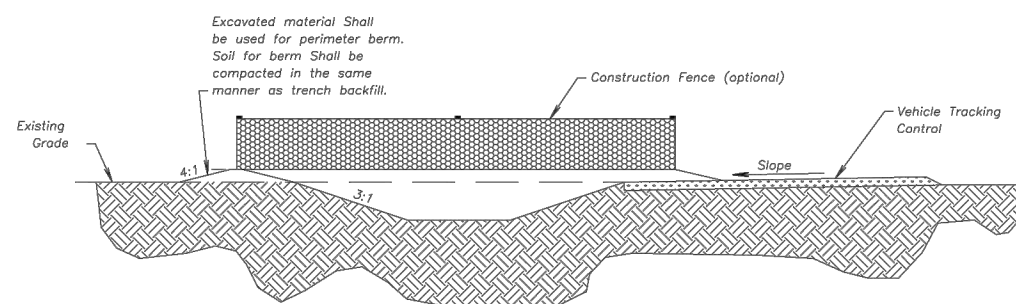
1. Avoid loading on steep slopes, at curves on public roads, or beneath of disturbed area.
2. Remove all vegetation and other unsuitable material from the foundation area, grade, and crown for positive drainage.
3. If slope towards the public road exceeds 2%, construct a 6- to 8-inch high ridge with 30:1 side slopes across the foundation approximately 15 feet from the edge of the public road to divert runoff from it.
4. Install pipe under the entrance if needed to maintain drainage ditches along public roads.
5. Place stone to dimensions and grade as shown on plans. Lower surface sloped for drainage.
6. Divert all surface runoff and drainage from the entrance to a sediment control device.
7. If conditions warrant, place geotextile fabric on the graded foundation to improve stability.

Maintenance for Construction Entrance:

1. Reshape entrance as needed to maintain function and integrity of installation. Top dress with clean aggregate as needed.

CONSTRUCTION ENTRANCE

Construction Entrance modified from 2015 Overland Park Standard Details for Erosion and Sediment Control; Concrete Washout modified from 2009 City of Great Bend Standard Drawings.



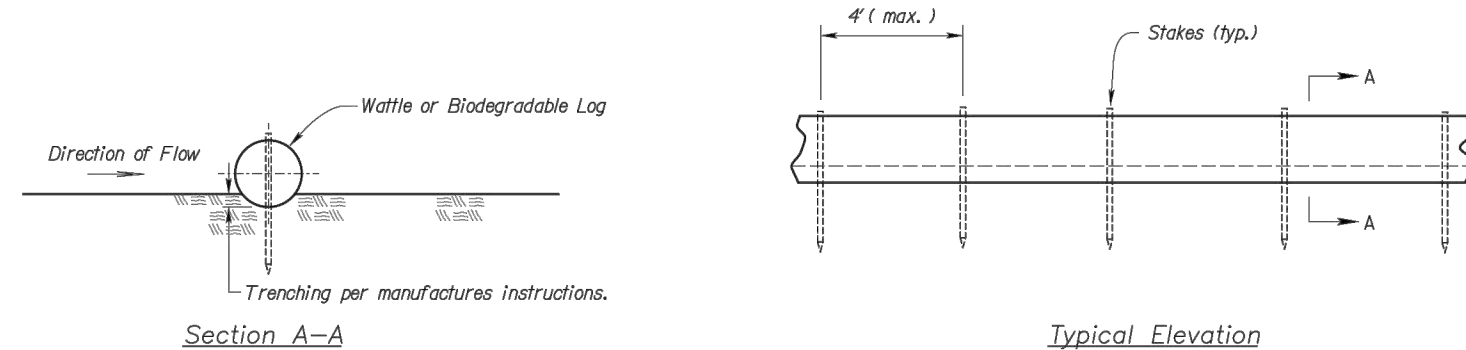
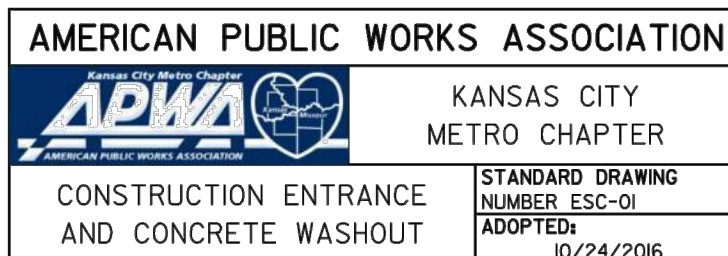
Notes for Concrete Washout:

1. Concrete washout areas shall be installed prior to any concrete placement on site.
2. Concrete washout area shall include a flat subsurface pit sized relative to the amount of concrete to be placed on site. The slope leading out of the subsurface pit shall be 2:1. The vehicle tracking pad shall be placed towards the concrete washout area.
3. Vehicle tracking control is required at the access point to all concrete washout areas.
4. Signs shall be placed at the construction site entrance, washout area and elsewhere as necessary to clearly indicate the location(s) of the concrete washout area(s) to operators of concrete truck and pump rigs.
5. A one-piece impervious liner may be required along the bottom and sides of the subsurface pit in sandy or gravelly soils.

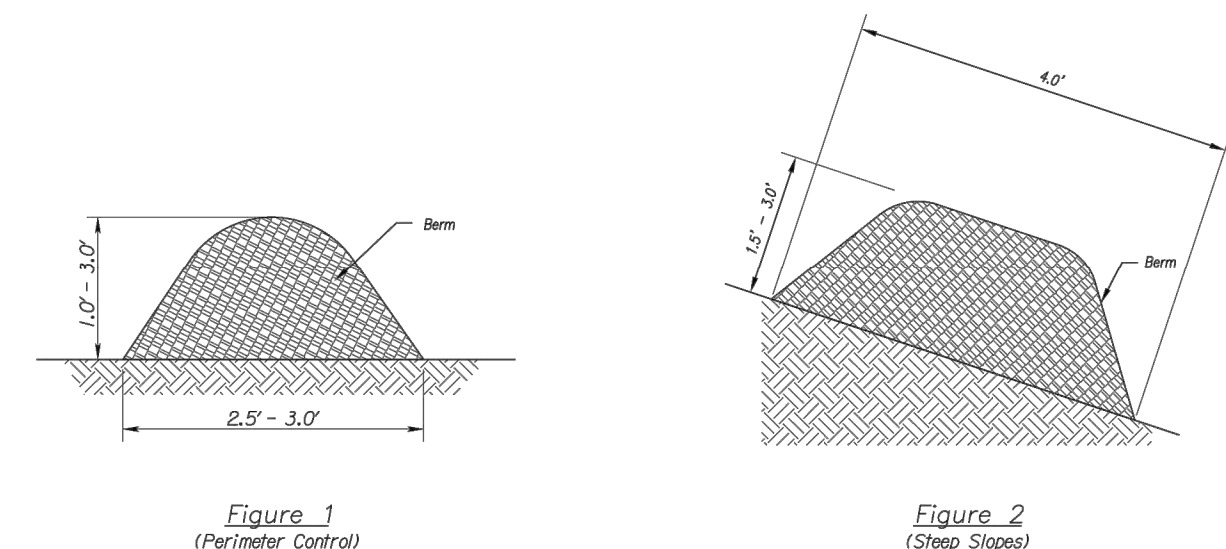
Maintenance for Concrete Washout:

1. Concrete washout materials shall be removed once the materials have filled the washout to approximately 75% full.
2. Concrete washout areas shall be enlarged as necessary to maintain capacity for washed concrete.
3. Concrete washout water, washed pieces of concrete and all other debris in the subsurface pit shall be transported from the job site in a water-tight container and disposed of properly.
4. Concrete washout areas shall remain in place until all concrete for the project is placed.
5. When concrete washout areas are removed, excavations shall be filled with suitable compacted landfill and located any disturbed areas associated with the installation, maintenance, and/or removal of the concrete washout areas shall be stabilized.

CONCRETE WASHOUT



WATTLES AND BIODEGRADABLE LOG



MULCH OR COMPOST FILTER BERMS

Modified from 2015 Overland Park Standard Details for Erosion and Sediment Control.

Notes for Wattles and Biodegradable Log Slope Protection:

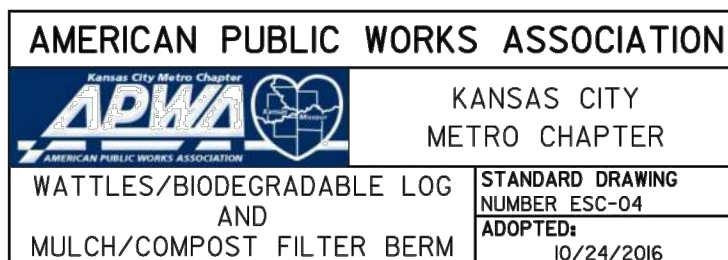
1. The Slope barriers shall be placed along contour lines, with a short section turned upstream at each end of the barrier. The maximum length of the slope barrier shall not exceed 250 feet, and the barrier ends need to be staggered.
2. Install wattles and biodegradable logs per manufacturer's instructions.
3. Spacing of stakes per manufacturer's instructions with 4' max. spacing. Length of stakes shall be a maximum of 2 times the diameter of the log with minimum of 24\"/>

Notes for Mulch and Compost Filter Berm:

1. The sediment control berm shall be placed uncompacted in a window at locations shown on the plans or as directed by the engineer.
2. Parallel to the base of the slope, or around the perimeter of other affected areas, construct a 1 to 3 foot high by 2.5 to 3 foot wide berm (see Figure 1). For maximum water treatment ability or for steep slopes, construct a 1.5 to 3 foot high trapezoidal berm that is a minimum of 4 feet wide at the base (see Figure 2). In extreme conditions, or where specified by the engineer, a second berm shall be constructed at the top of the slope. Engineer will specify berm requirements.
3. If berm is to be left as permanent or part of the natural landscape, the compost berm may be seeded during application for permanent vegetation.
4. Do not use compost or wood mulch berms in any runoff channels or concentrated flow areas.
5. Wood mulch shall consist of tree and shrub debris resulting from clearing and grubbing and shall be ground by the mechanical means such as a chipper, hammermill, log grinder or other approved method. Mulch sizing varies with a maximum width of 3\"/>

Maintenance for Mulch and Compost Filter Berm:

1. Berm shall be reshaped and material added as necessary to maintain function and dimensions.
2. Breaches in the berm shall be repaired promptly.



no.	date	by	ckd	description
1	03/11/19	PJB	JTK	IFC (ASI #05)



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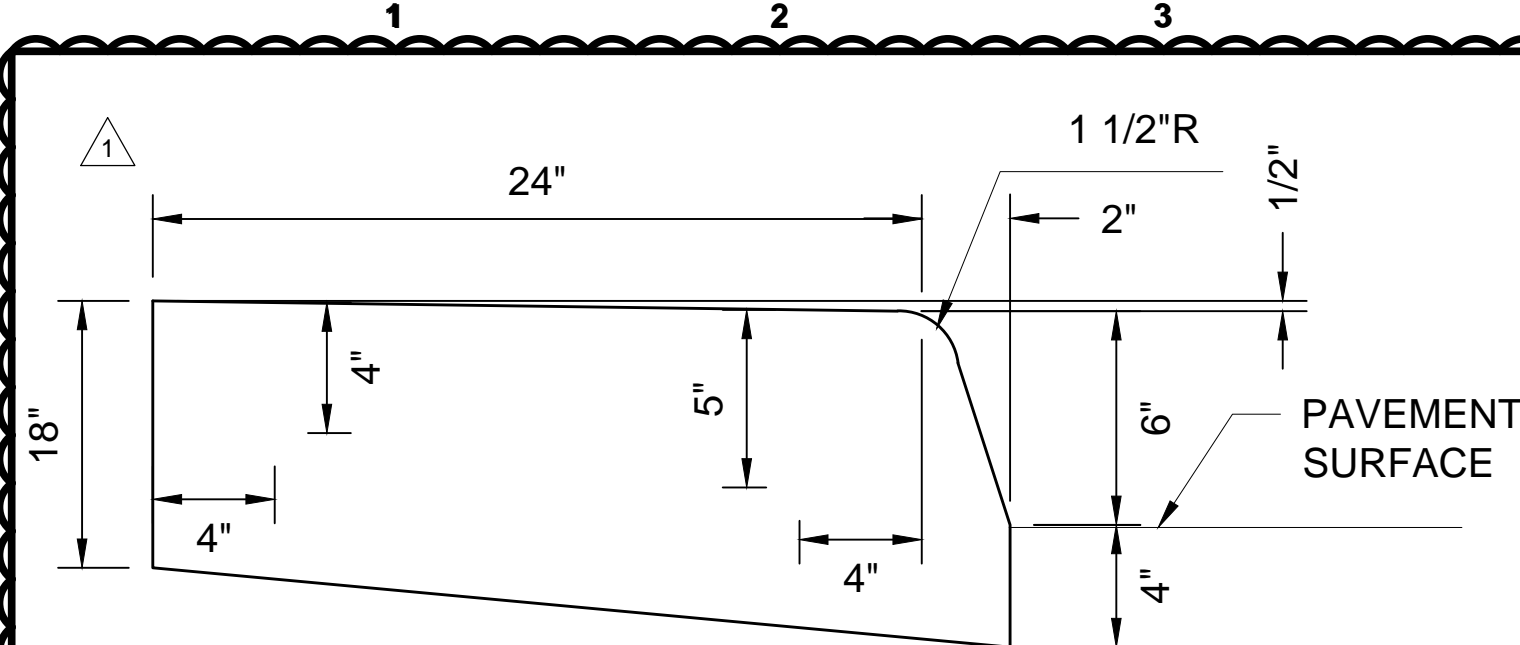
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KANSAS CITY, MO 64108


SITE DETAILS 1

project	108557	contract	
drawing	CS501	rev.	1
sheet	01	of	##
file	108557CS501.DWG	sheets	

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INTEGRAL CURB & SIDEWALK
(TYPE C-S)



Director of Public Works

Entry No.

Kansas City, Missouri

Public Works Department

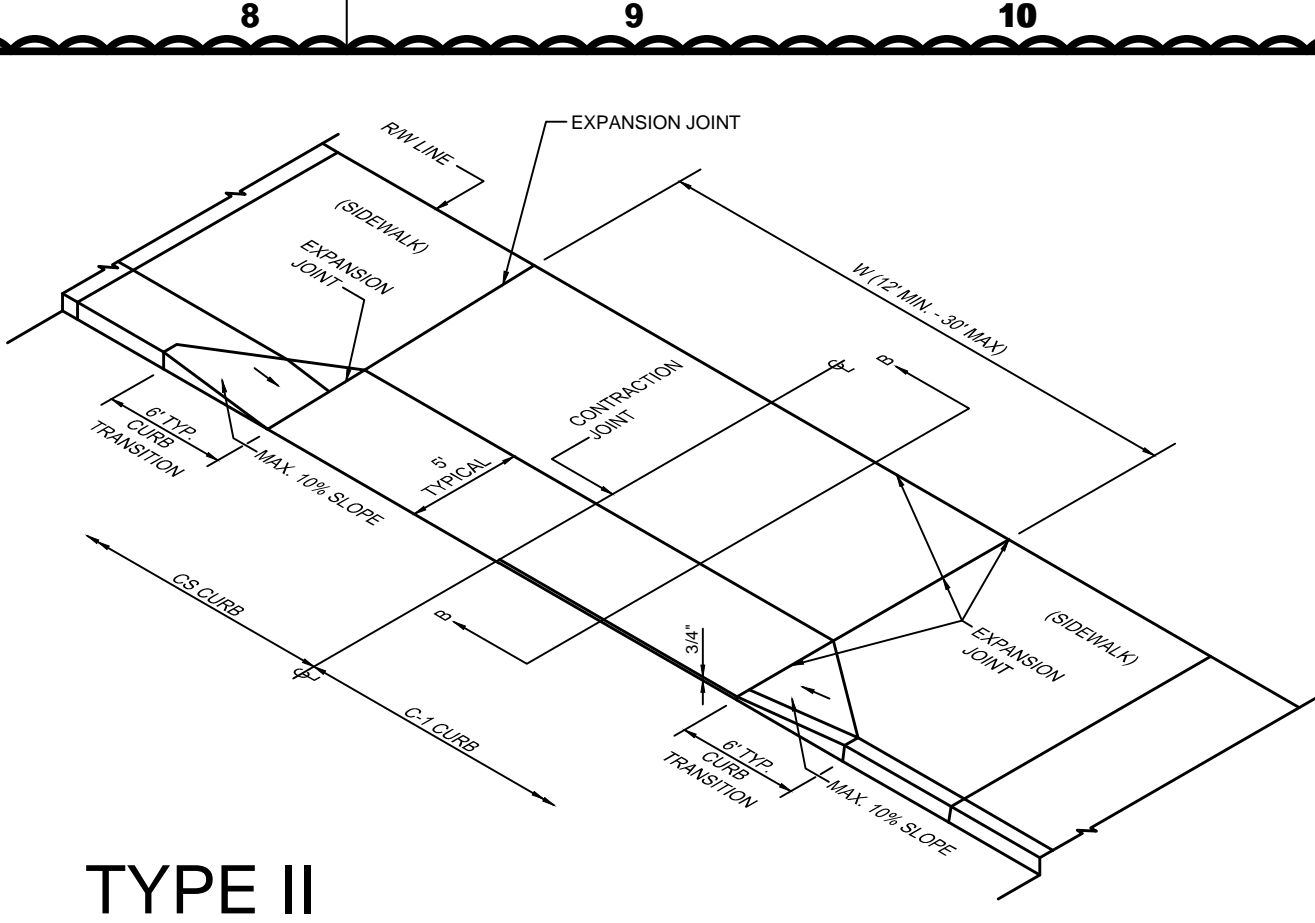
Engineering Division

Date

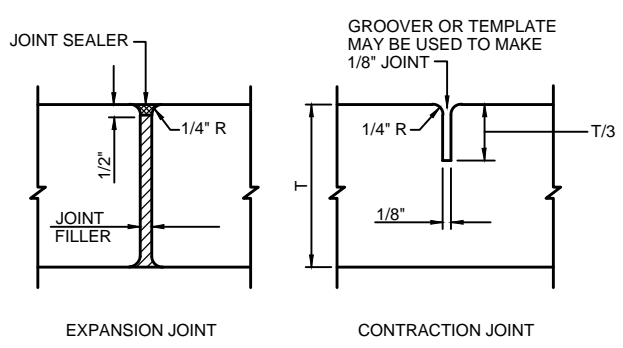
STANDARD DRAWING NUMBER

C

- 1/2" Expansion Joints With 2' dowels shall be placed at radius points and at 150' intervals. These dowels shall be greased and wrapped on one end with expansion tubes.
- 1" deep Contraction Joints shall be installed at approximately 10' intervals. These joints shall pass across the entire curb section.
- Fix dowels with bar supports.
- Concrete shall conform to Section 2200 unless otherwise specified in plans project manual. For CBD of K.C.MO. See section 2300 of standard specifications and design criteria.
- Use 5/8" diameter by smooth dowels at locations shown on each typical section.
- Depth of gutter shall be a minimum of 8" thru the handicap access ramp.
- Only White curing membranes shall be permitted and shall conform to standard specification section 2200.



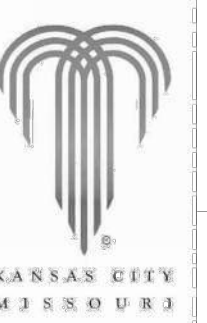
TYPE II



JOINT DETAILS

NOTES:

- SIDEWALK CROSS SLOPES THROUGH DRIVEWAY MUST BE less than 2% MAX TO COMPLY WITH THE AMERICAN DISABILITY ACT.
- THE TOP 6" OF DRIVEWAY SUBGRADE SHALL BE COMPACTED TO 95% OF STANDARD MAXIMUM DENSITY.
- THAT PORTION OF THE DRIVE WITHIN STREET R.O.W. SHALL BE P.C.C. CONCRETE. CONCRETE SHALL CONFORM TO Section 2300.
- EXPANSION JOINT FILLER AND JOINT SEALING COMPOUND SHALL CONFORM TO STANDARD SPECIFICATIONS SECTION 2209.2.
- CURING MEMBRANES SHALL CONFORM TO STANDARD SPECIFICATIONS SECTION 2301.5
- CURB TRANSITIONS ON DRIVEWAY FLARES ARE CONSIDERED PART OF DRIVEWAY.
- IN CBD, 6 x 6-W2.9 x W2.9 REINFORCING SHALL BE PLACED IN CENTER OF SLAB THICKNESS.
- ON PARK DEPT. PROPERTY USE TYPE VI ENTRANCE AND PLACE 6 x 6-W1.4 x W1.4 REINFORCING IN CENTER OF SLAB THICKNESS.
- CONTRACTION JOINTS SHALL BE SPACED AT 12' MAX. BOTH DIRECTIONS.
- FORM 3/4" LIP AT PAVEMENT LINE ON DRIVES IN C-1 & CS CURBS.
- MINIMUM SIDEWALK WIDTHS: 4' RESIDENTIAL, 5' HIGHER CLASS STREET
- WHERE DRIVE WIDTH IS 14 FEET OR LESS FLARES SHALL BE 7.5 FEET WIDE AT CURB AND SHALL EXTEND AT A 45 ANGLE THROUGH THE SIDEWALK.
- SIDEWALK SLOPE 2% MAX AT TIE IN.



Director of Public Works

Entry No.

Kansas City, Missouri

Public Works Department

Engineering Division

Date

STANDARD DRAWING NUMBER

D-1

DRIVEWAY ENTRANCE

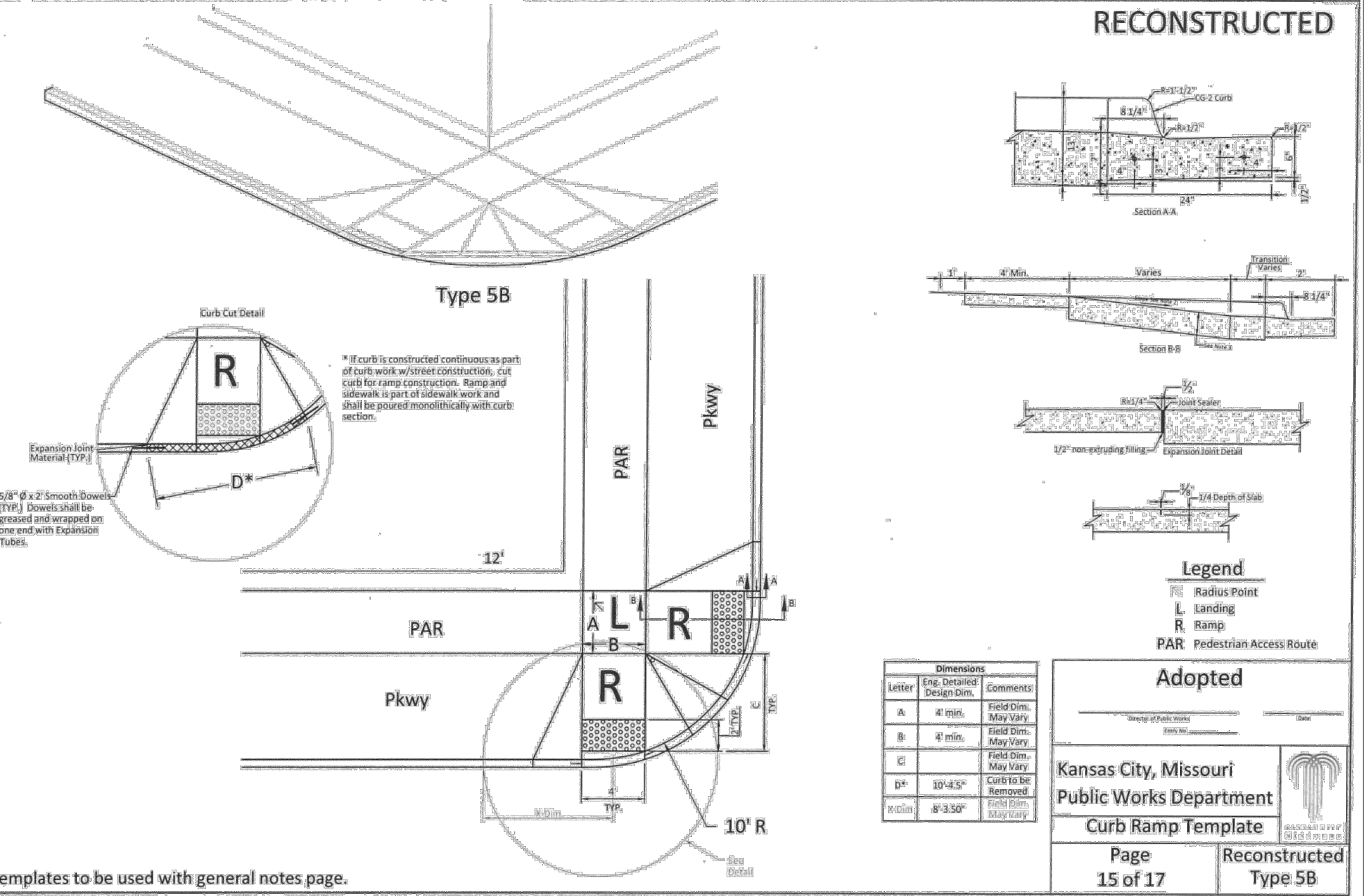
NOT TO SCALE

DRIVEWAY ENTRANCES

D-1

General Notes

- ADA curb ramp construction is a major infrastructure improvement and requires detailed design spot elevations and slopes.
- All areas of the pedestrian access route must be compliant with Section 2300 of the KCMO Public Works Standards and PROWAG. Any areas with slopes that are not in compliance with Section, will be removed and replaced.
- Sidewalk sections shall be 4 inches thick, except where required to be thicker such as driveway crossings, Parks and Recreation right of way, etc., as shown on other Standard Drawings or approved plans. All curb ramps, lower landings adjacent to the curb and concrete slabs containing detectable warning surface (DWS) shall be a minimum of 8 inches thick. Sidewalk joints and edges shall be "Picture Framed" with the joint being a minimum 1/4th the depth of the slab. Finished sidewalk shall be a stable, slip resistant surface, and does not pond water. Pedestrian access route shall continue across driveways.
- Curb ramp running slope shall be a maximum of 8.3 percent and the maximum cross slope shall be 2 percent. The running slope shall not require the ramp length to exceed 15 feet. Where necessary to slope the curb ramp greater than 8.3 percent in order to tie into sidewalk slopes that follow the street slope, the curb ramp shall be a minimum of 16 feet long. At these locations any adjacent ramp shall be sloped to minimize the slope of the ramp in excess of 8.3 percent.
- Do not scale drawing, follow dimensions.
- The sub-grade shall conform to Standard Specifications Section 2301.3 (B). The sidewalk and ramp located within the street Right-of-Way (R/W) shall conform to Standard Specifications Section 2301.2. Expansion joint filler and joint sealing compound shall conform to Standard Specifications Sections 2301.4.B and 2301.7. Curing membranes shall conform to Standard Specifications Section 2301.5.
- It is preferable that the curb ramp and turning space (if required) be constructed at the same time as the construction of the curb or ensure that the curb section at the curb ramp opening meets APWA 5200 and PROWAG.
- Storm water inlets, signs, posts, manhole covers, pull boxes, and other access lids should be avoided within the sidewalk. If such a location is necessary, the feature must meet ADA Standards. Mailbox placement should also be avoided in the sidewalk. Utility poles will not be allowed in the sidewalk accessible route. An accessible route must have a minimum 4 feet clear width.
- Where a curb ramp meets the pavement, the transition from the sidewalk to the gutter to the roadway surface must be flush. When monolithic concrete curb is constructed, strike a joint across the bottom of the ramp at the curb line.
- Landings shall be constructed at the top and/or bottom of a curb ramp wherever a turning movement or access to a pedestrian push button is required. Landings located in the roadway must be completely contained within a crosswalk and out of a projected lane or actual lane of traffic.
- The DWS type shall be "Cast-in-Place with replaceable panels" unless approved by the engineer (both new and retrofit application) and shall comply with ADA Standards. The DWS shall be Brick Red in color unless approved by the engineer.
- Ramp types 5A, 5B, and 5C to be used in reconstruction only.
- At signalized intersections and ADA ramps designs including pedestrian push button locations, designs shall be approved by the City Engineer.
- Conditions outside of standard drawings must be designed and then approved by the City Engineer. Where applied to existing conditions, curb replacement and pavement wedging may be required.



Adopted

Kansas City, Missouri

Public Works Department

Curb Ramp Template

General Notes

Page 1 of 17

Adopted

Kansas City, Missouri

Public Works Department

Curb Ramp Template

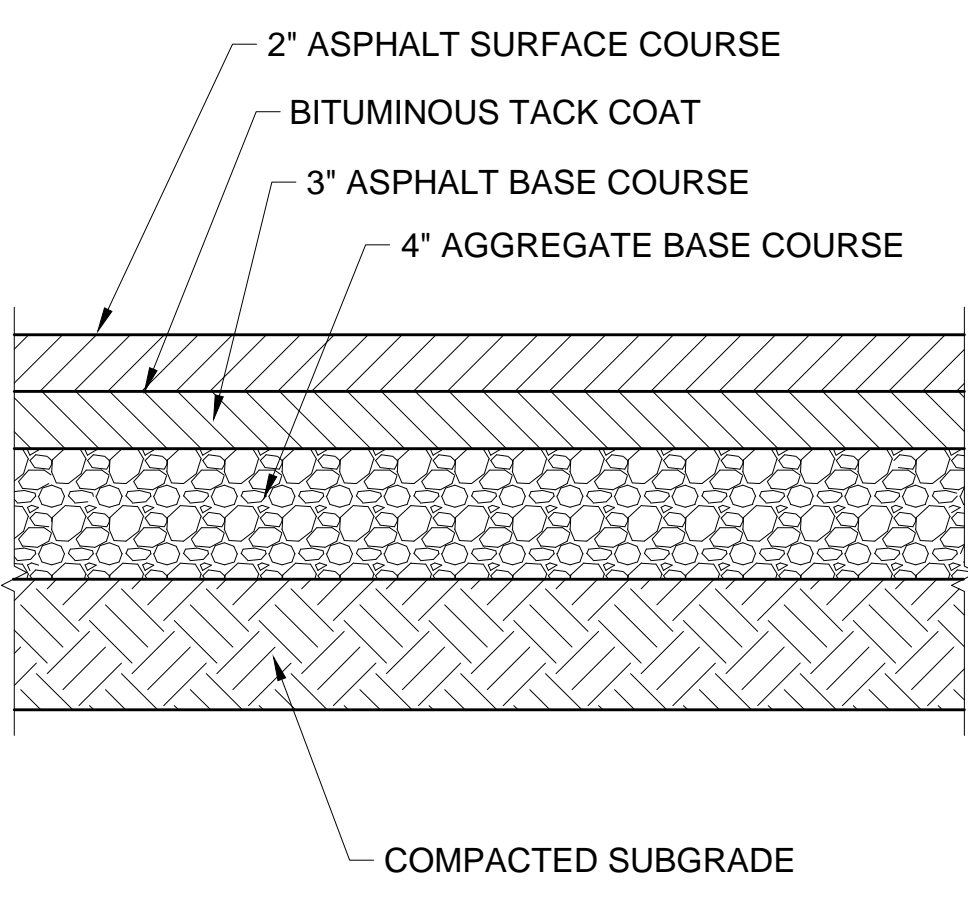
Page 15 of 17

Reconstructed Type 5B

TYPICAL FLEXIBLE PAVEMENT

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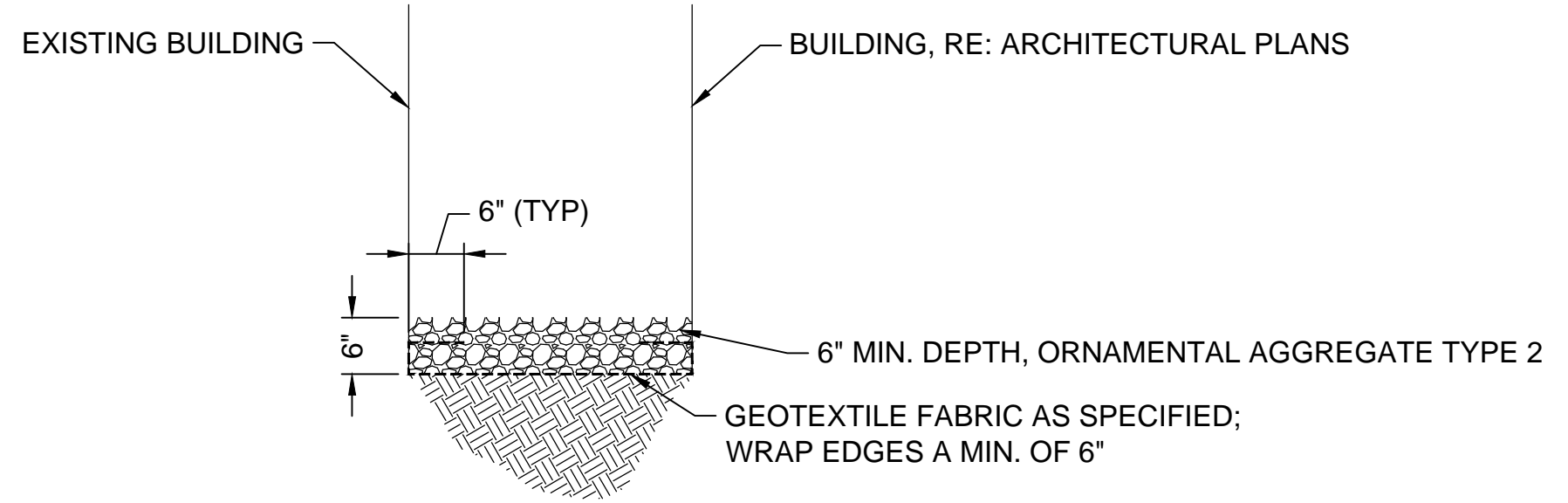
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CS101



CURB RAMP

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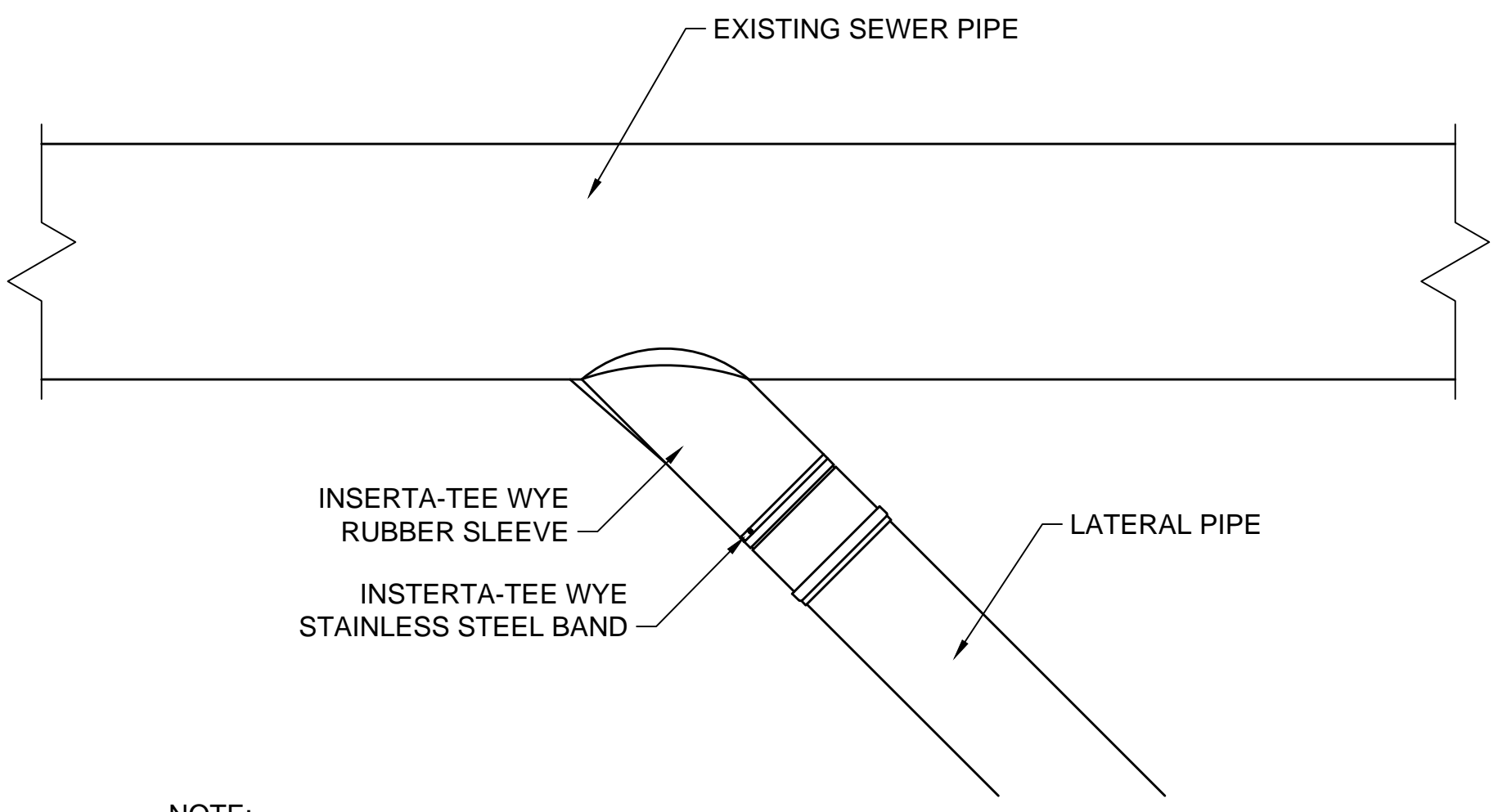
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CS101



RIVER ROCK

NOT TO SCALE

5
CS101



NOTE:
1. TAP EXISTING PIPE WITH INSTALL INSERTA-WYE, OR APPROVED SIMILIAR PRODUCT. INSTALL PER MANUFACTURER'S RECOMMENDATIONS AND PER APWA REQUIREMENTS.

INSERTA WYE

NOT TO SCALE

6
CS101

no.	date	by	ckd	description
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1	03/11/19	PJB	JTK	IFC (ASI #05)
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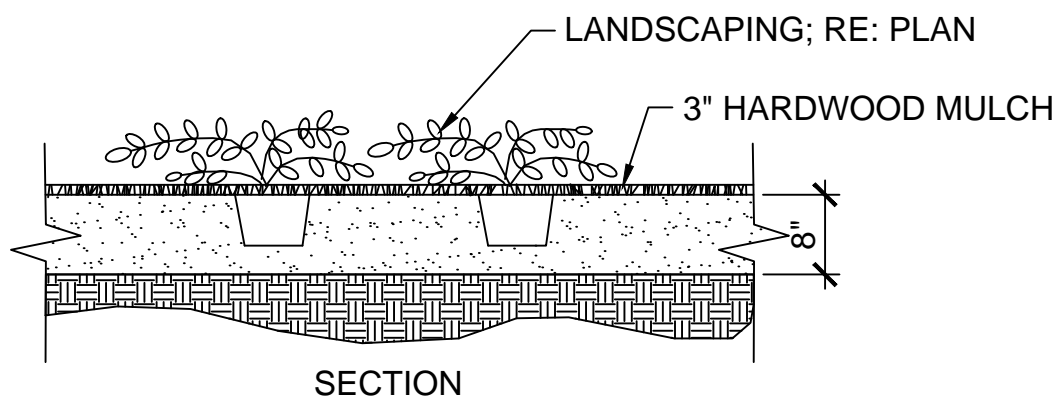
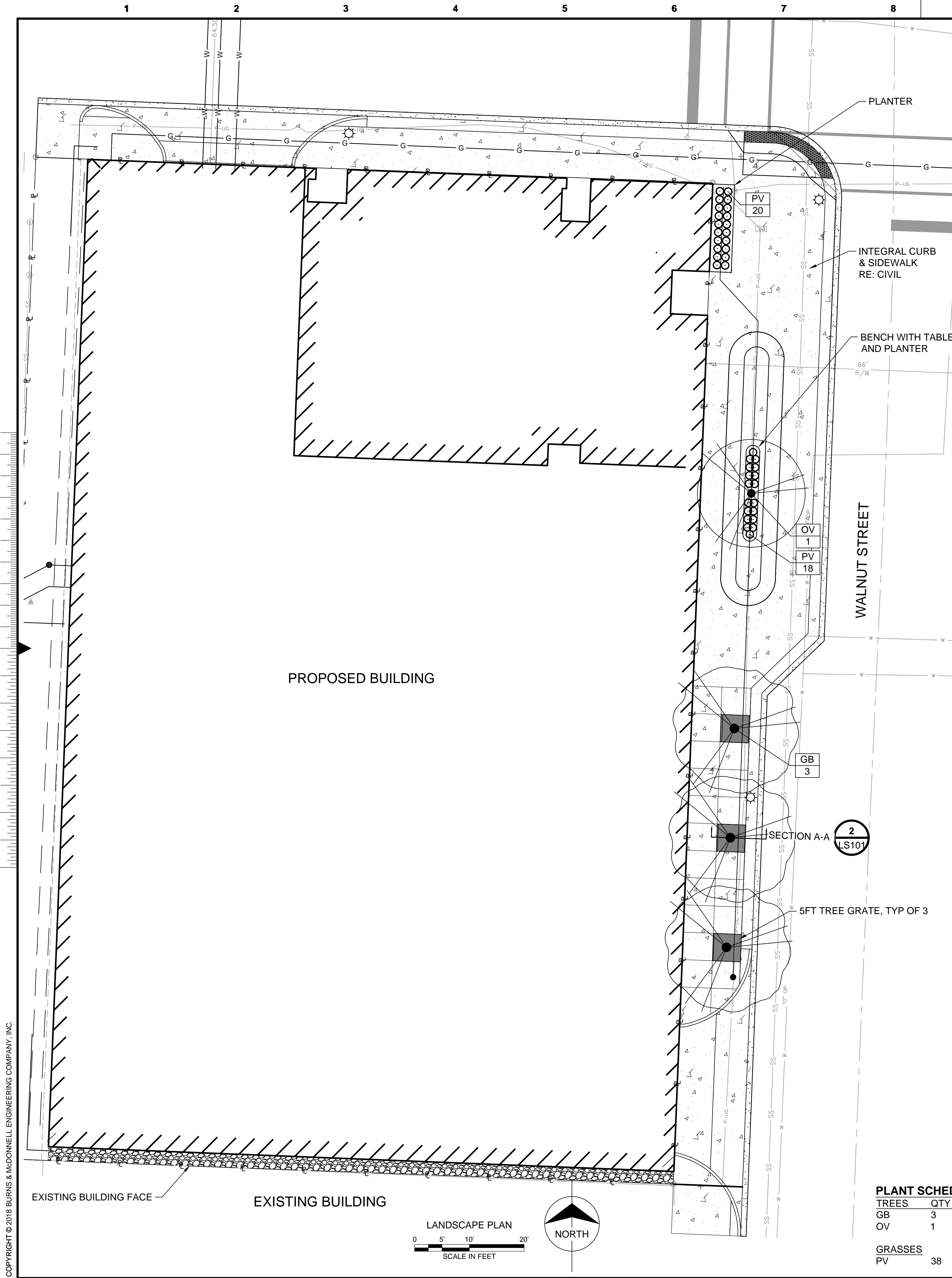
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designed	J.KOCHTANEK	checked	J.KOCHTANEK

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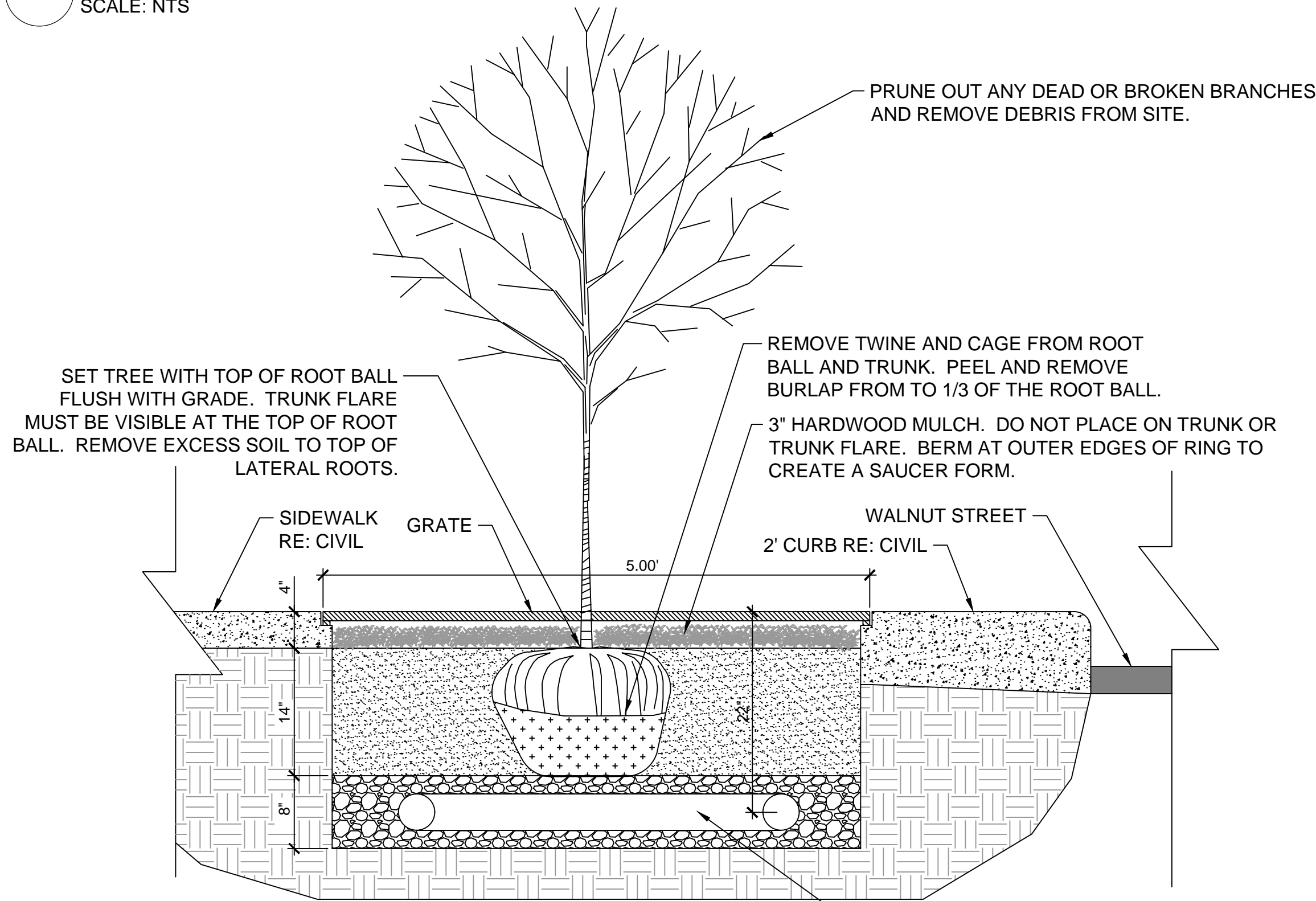
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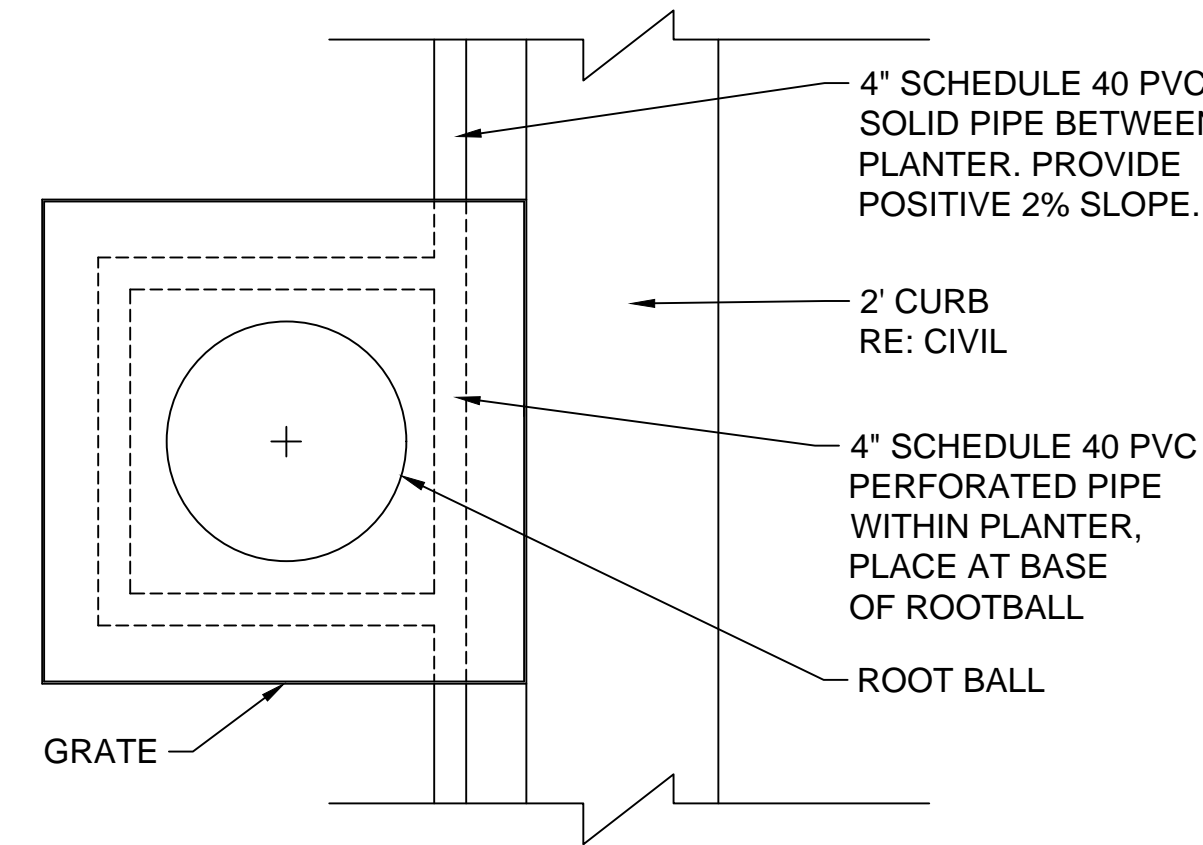
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1 CONTAINER PLANTING DETAIL
SCALE: NTS



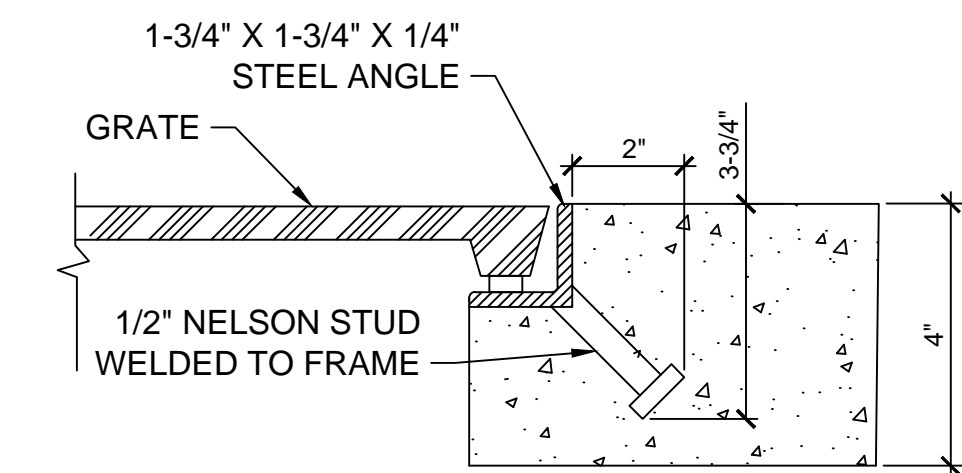
2 TREE IN TREE WELL DETAIL
SCALE: NTS



NOTES:

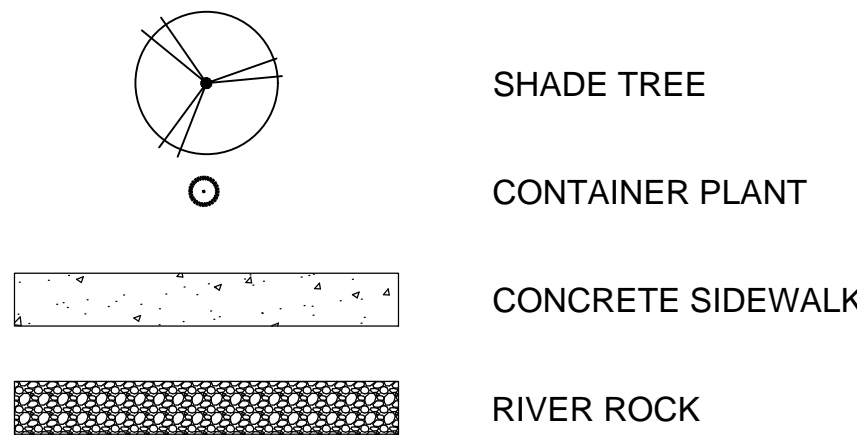
- 60"x60" IRONSMITH 6072L METRO TREE GRATE IN (2) SECTIONS WITH (2) LIGHTWELLS WITH BOLTED COVERS.
- 1/2" MAXIMUM SLOT OPENING FOR ADA COMPLIANCE AND PEDESTRIAN SAFETY.
- CAST FROM ALUMINUM WITH A 17" TREE OPENING.
- FINISH: UNFINISHED
- USE FRAME MODEL:6000F

3 TREE IN TREE WELL PLAN
SCALE: NTS



4 TREE GRATE FRAME DETAIL
SCALE: NTS

LEGEND:



PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COND.	NOTES
GB	3	Ginkgo biloba 'Autumn Gold'	Autumn Gold Ginkgo	2" CAL.	B&B	
OV	1	Ostrya virginiana	Eastern Hop Hornbeam	2" CAL.	B&B	MULTI-STEM ONLY

GRASSES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COND.	NOTES
PV	38	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	1 GAL.	CONT.	

JEFFREY T. KOCHTANEK
CIVIL
PE-2010019561

no.	date	by	ckd	description
1	11/19/19	RG	JTK	RE-ISSUED FOR CPC



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KANSAS CITY, MO 64114
816-333-9400

date	07/26/2018	detailed	R.GARCIA
designed	J.KOCHTANEK	checked	J.KOCHTANEK

1800 Walnut

18TH & WALNUT
KANSAS CITY, MO 64108

LANDSCAPE PLAN

project	108557	contract	
drawing	LS101	rev.	1
sheet	01	of	##
file	108557LS101.DWG	sheets	

PARKING SCHEDULE	
Type	Count
ADA	4
ADA (VAN)	1
COMPACT	88
STANDARD	25
	118

BICYCLE PARKING

SHORT-TERM
12 SPACES PROVIDED
(10% OF OFF-STREET PARKING PROVIDED)

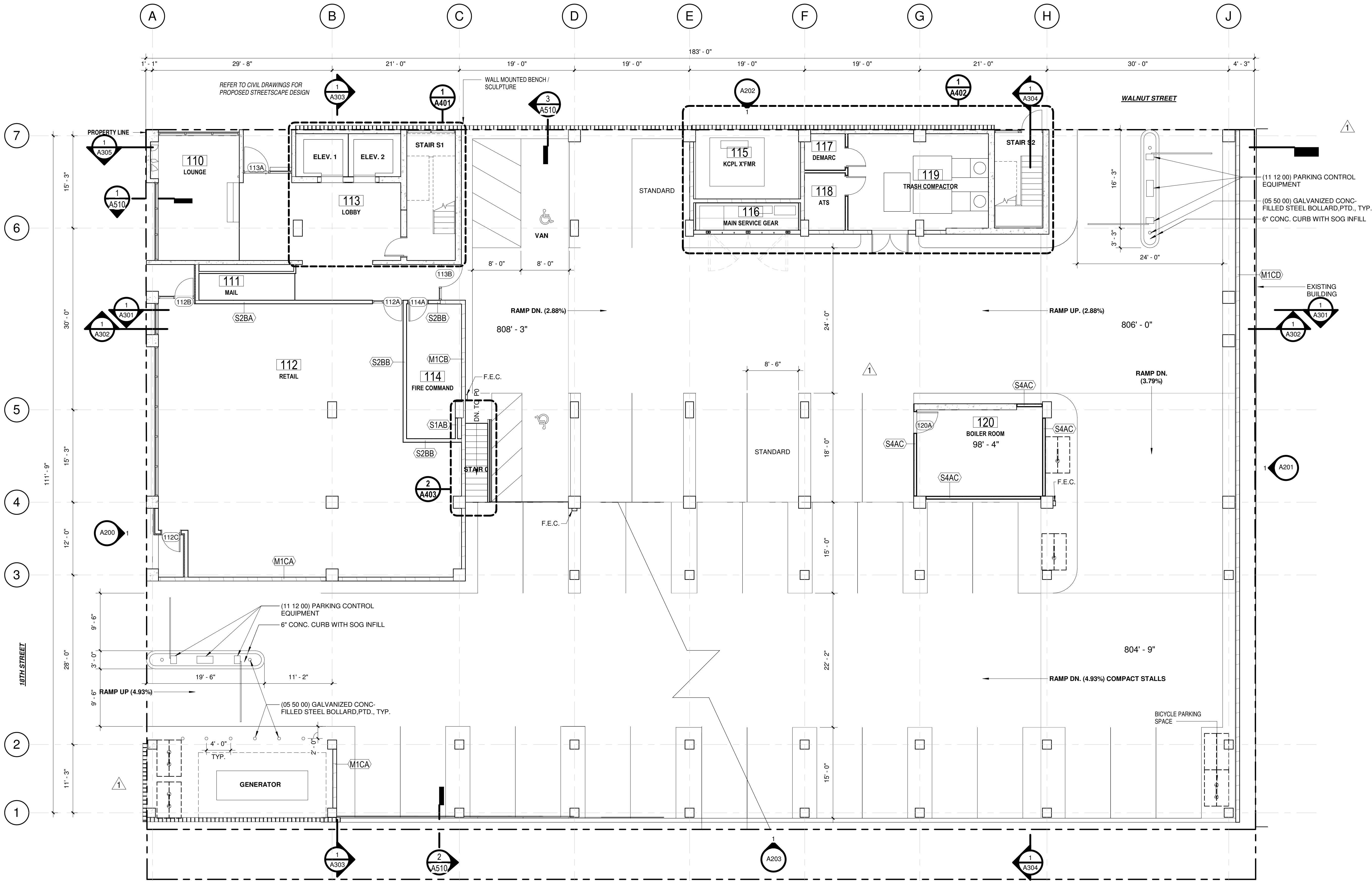
LONG-TERM (RETAIL)
3 SPACES PROVIDED
(EATING & DRINKING ESTABLISHMENT 1 + 1 PER 5,000 SF)

LONG-TERM (RESIDENTIAL)
44 SPACES ACCOMMODATED WITHIN INDIVIDUAL DWELLING UNITS
(1 PER 3 DU)

FLOOR PLAN NOTES:

- 1 1/8" x 1" x 1" HOT ROLLED STEEL CORNER GUARD, FULL HEIGHT, FULLY ADHERED, CLEAR MATTE FINISH

no.	date	by	ckd	description
1	03/11/19	DTR	KAS	IFC (ASI #05)
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1 FLOOR PLAN - LEVEL 1
1/8" = 1'-0"



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FLOOR PLAN - LEVEL 1

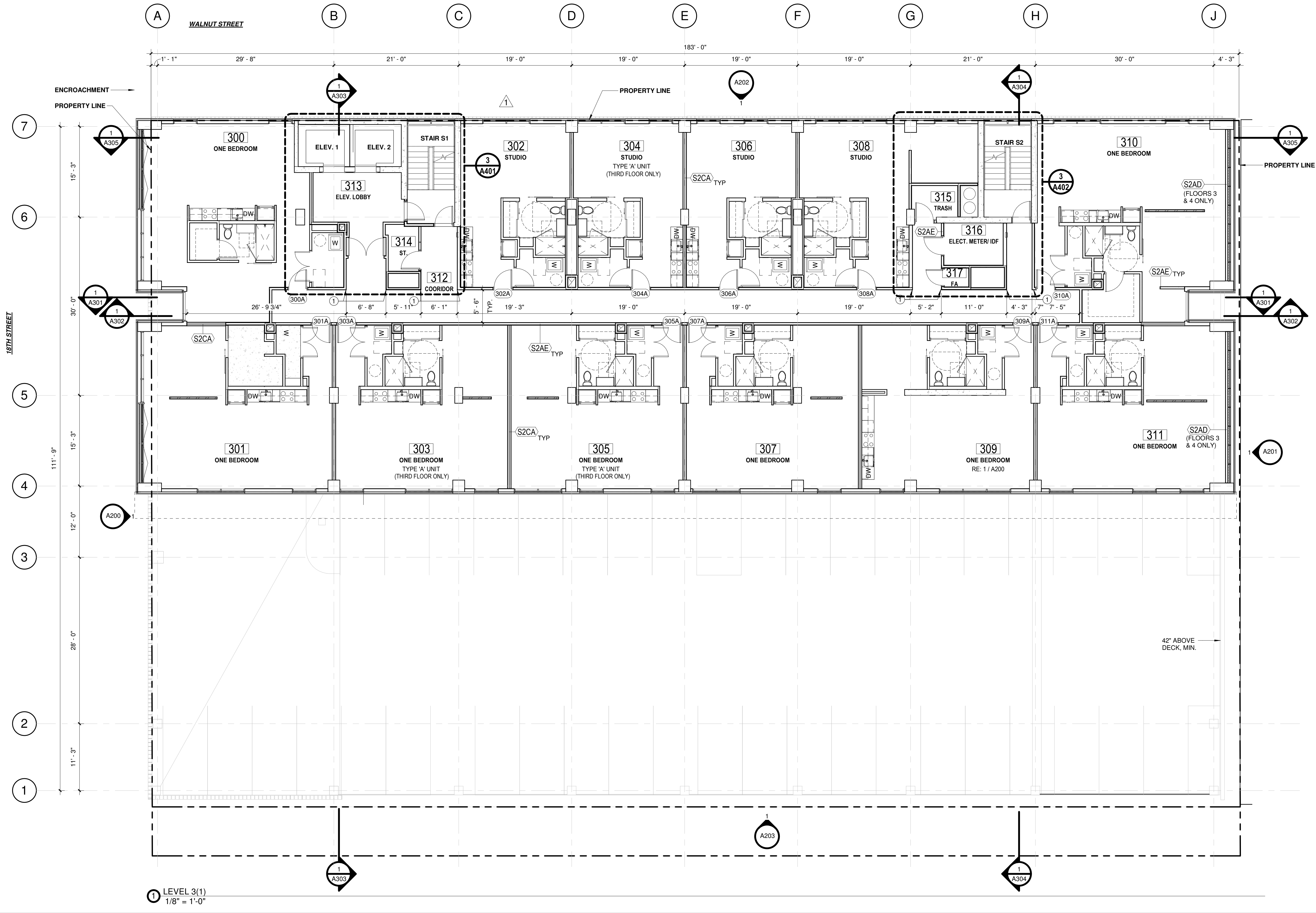
project	108557	contract	CONTRACT
drawing		rev.	
sheet		of	JMR
file		of	JMR

A101 — 2

1800 Walnut Multifamily																		
Unit Type	Number of bedrooms	Number of Bathrooms	Floor Level															Total Unit Count/Type
			0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
STUDIO - TYPE "A"	0	1				1	0	0	0	0	0	0	0	0	0	0	0	1
ONE BEDROOM - TYPE "A"	1	1				2	0	0	0	0	0	0	0	0	0	0	0	2
STUDIO	0	1				3	4	4	4	4	4	4	4	4	4	4	4	43
ONE BEDROOM	1	1				6	8	8	8	8	8	8	8	8	8	8	8	86
Total Unit Count/ Flr.						12	12	12	12	12	12	12	12	12	12	12	0	132

FLOOR PLAN NOTES:

① 1/8" x 1" x 1" HOT ROLLED STEEL CORNER GUARD, FULL HEIGHT, FULLY ADHERED, CLEAR MATTE FINISH



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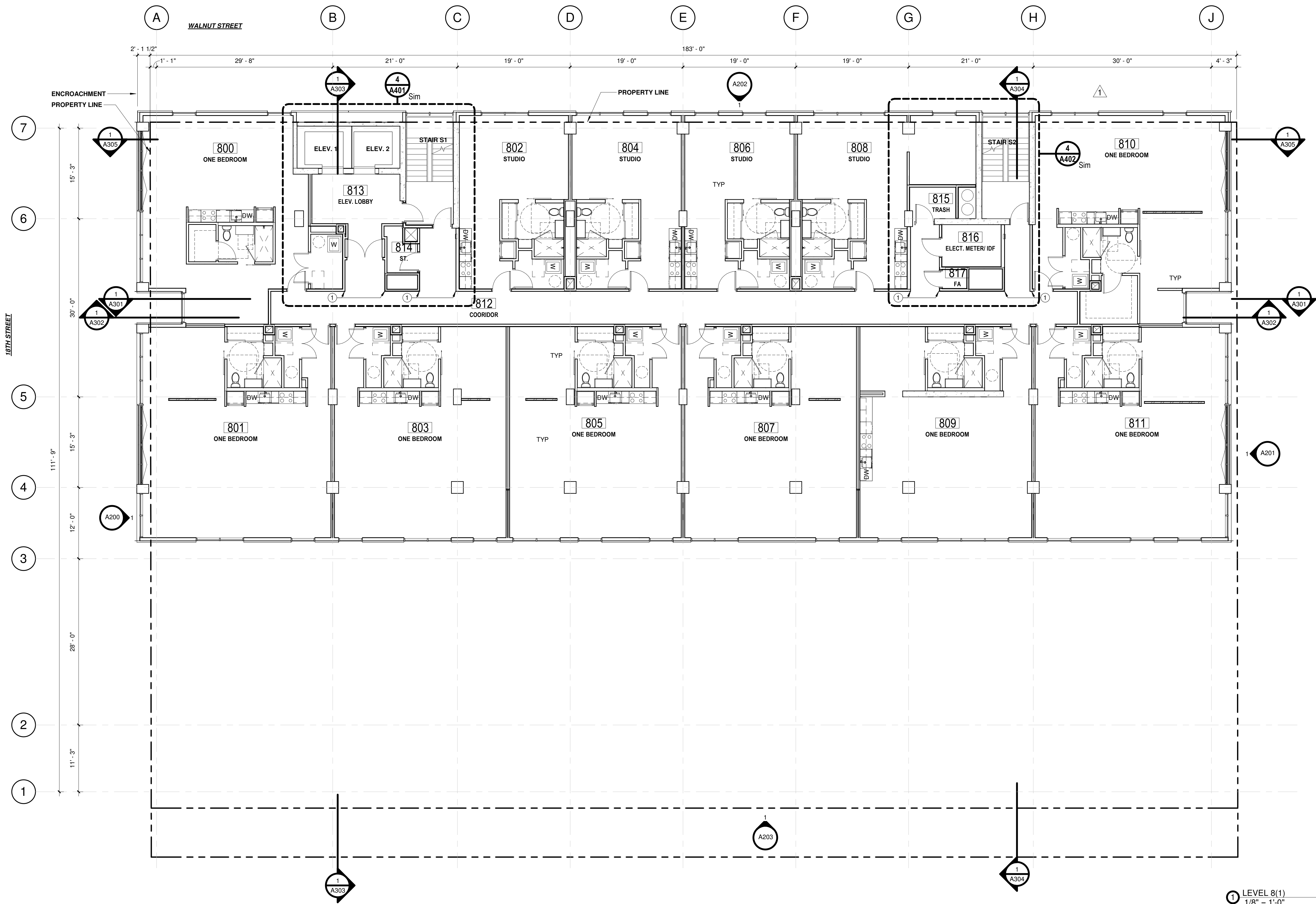
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designed	JMR	checked	SAP

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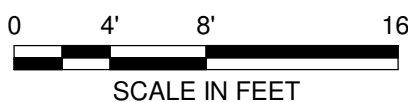
FLOOR PLAN - LEVEL 3-5			
project	108557	contract	CONTRACT
drawing	A103 — 2		
sheet	of	JMR	sheets
file			



FLOOR PLAN NOTES:

- ① 1/8" x 1" x 1" HOT ROLLED STEEL CORNER GUARD, FULL HEIGHT, FULLY ADHERED, CLEAR MATTE FINISH

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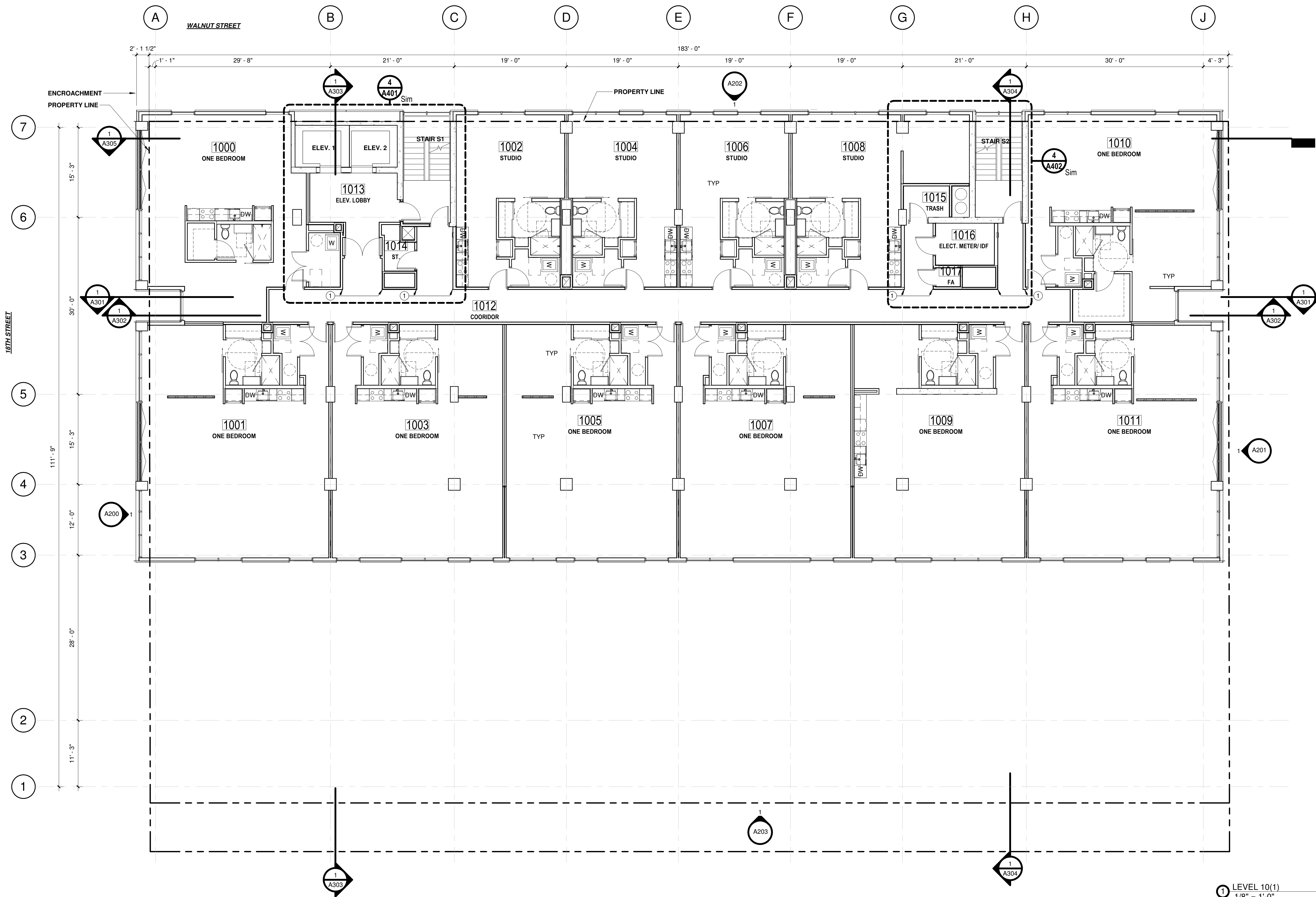
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FLOOR PLAN - LEVEL 8-9

project	108557	contract	CONTRACT
drawing		rev.	
sheet		of	JMR
file			sheets

① LEVEL 8(1)
1/8" = 1'-0"





FLOOR PLAN NOTES:

- ① 1/8" x 1" x 1" HOT ROLLED STEEL CORNER GUARD, FULL HEIGHT, FULLY ADHERED, CLEAR MATTE FINISH

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2	05/09/19	DTR	KAS	Issued for Development Plan Administrative Review



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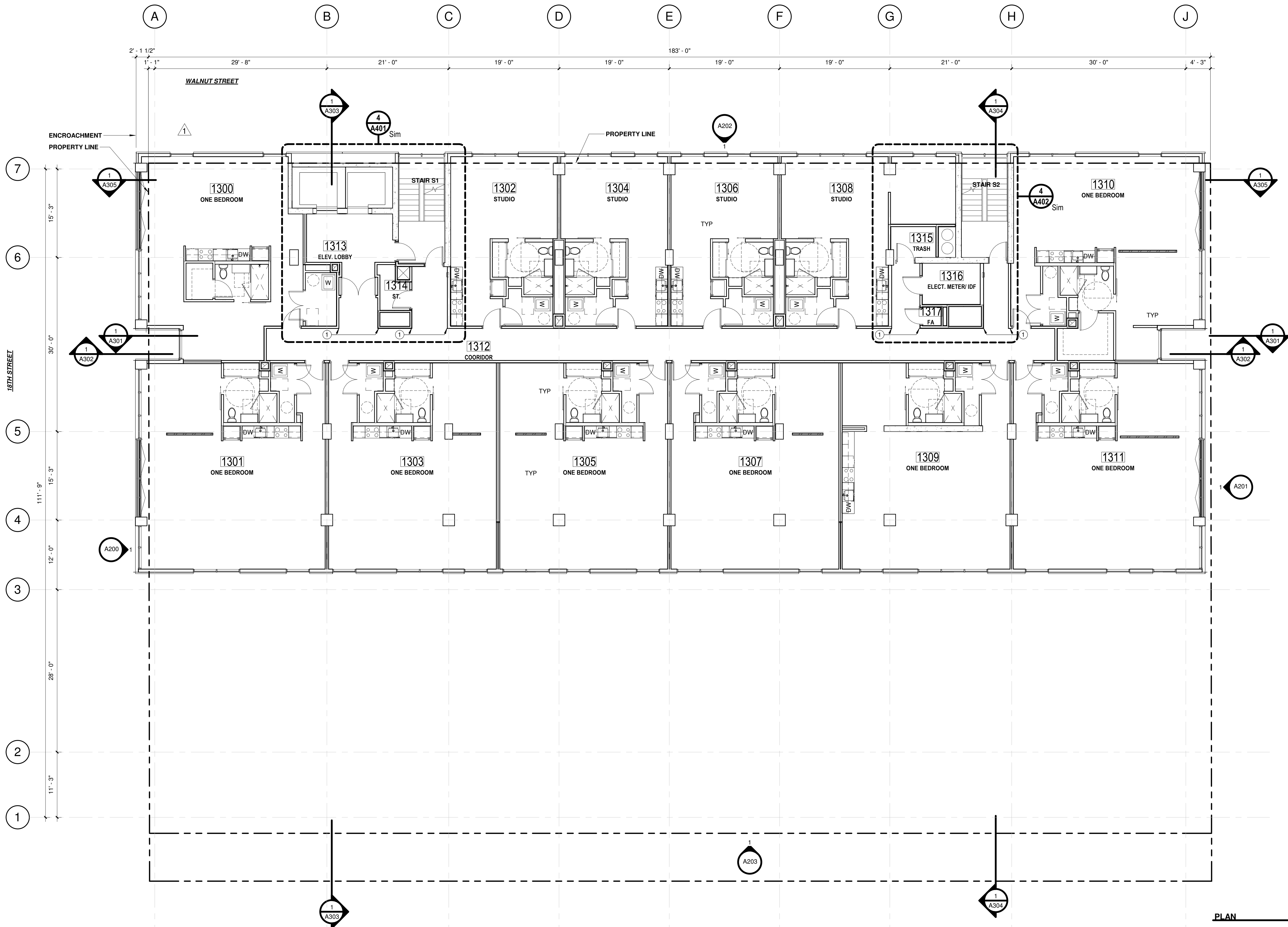
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FLOOR PLAN - LEVEL 10-11

project	108557	contract	CONTRACT
drawing	A106 — 2		
sheet	of	JMR	sheets
file			



FLOOR PLAN NOTES:

- 1 1/8" x 1" x 1" HOT ROLLED STEEL CORNER
GUARD, FULL HEIGHT, FULLY ADHERED,
CLEAR MATTE FINISH

no.	date	by	ckd	description
1	03/11/19	DTR	KAS	IFC (ASI #05)
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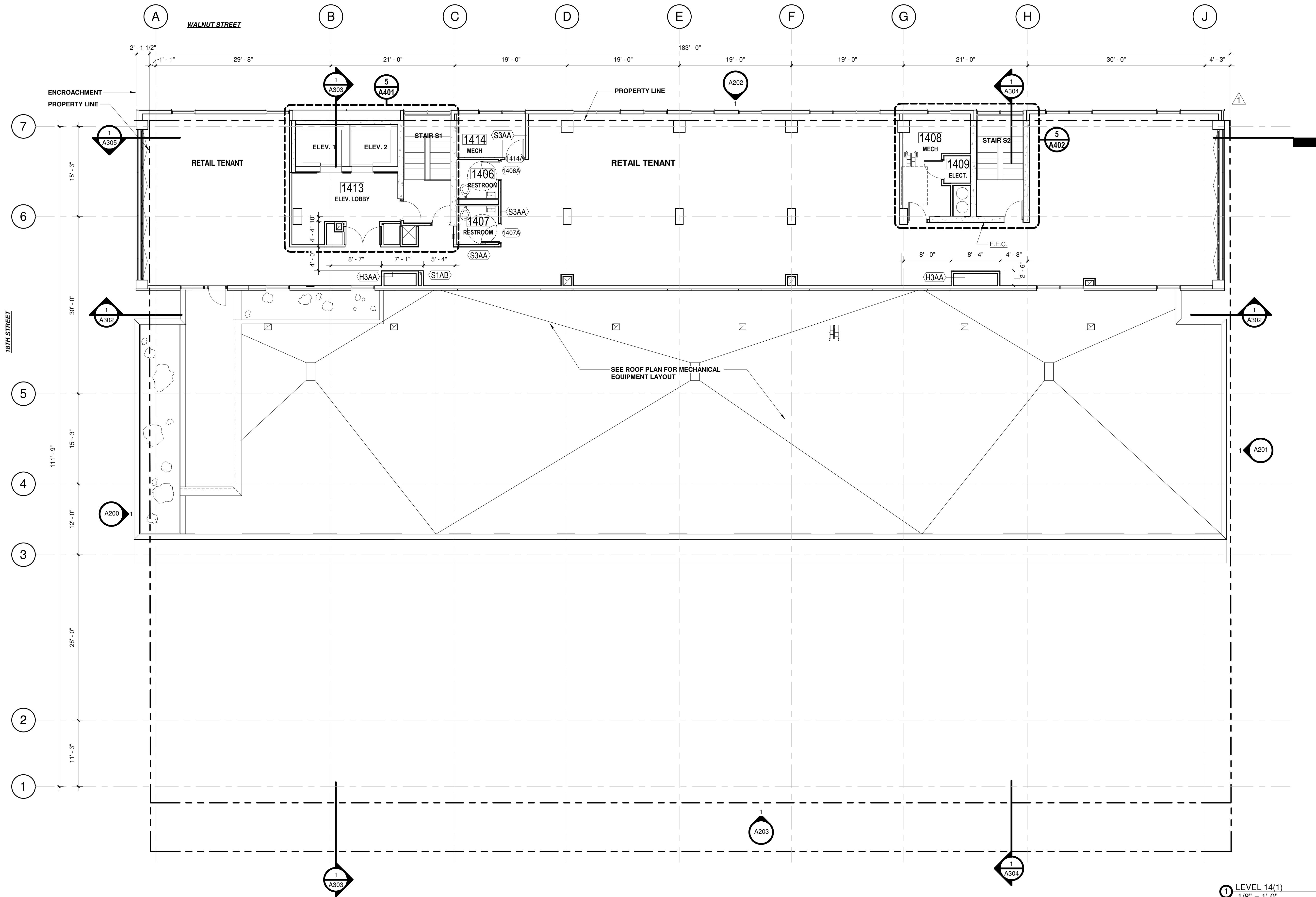
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FLOOR PLAN - LEVEL 13

project	108557	contract	CONTRACT
drawing	A108 — 2	rev.	
sheet	1	of	JMR
file			



FLOOR PLAN NOTES:

- 1 1/8" x 1" x 1" HOT ROLLED STEEL CORNER GUARD, FULL HEIGHT, FULLY ADHERED, CLEAR MATTE FINISH

no.	date	by	ckd	description
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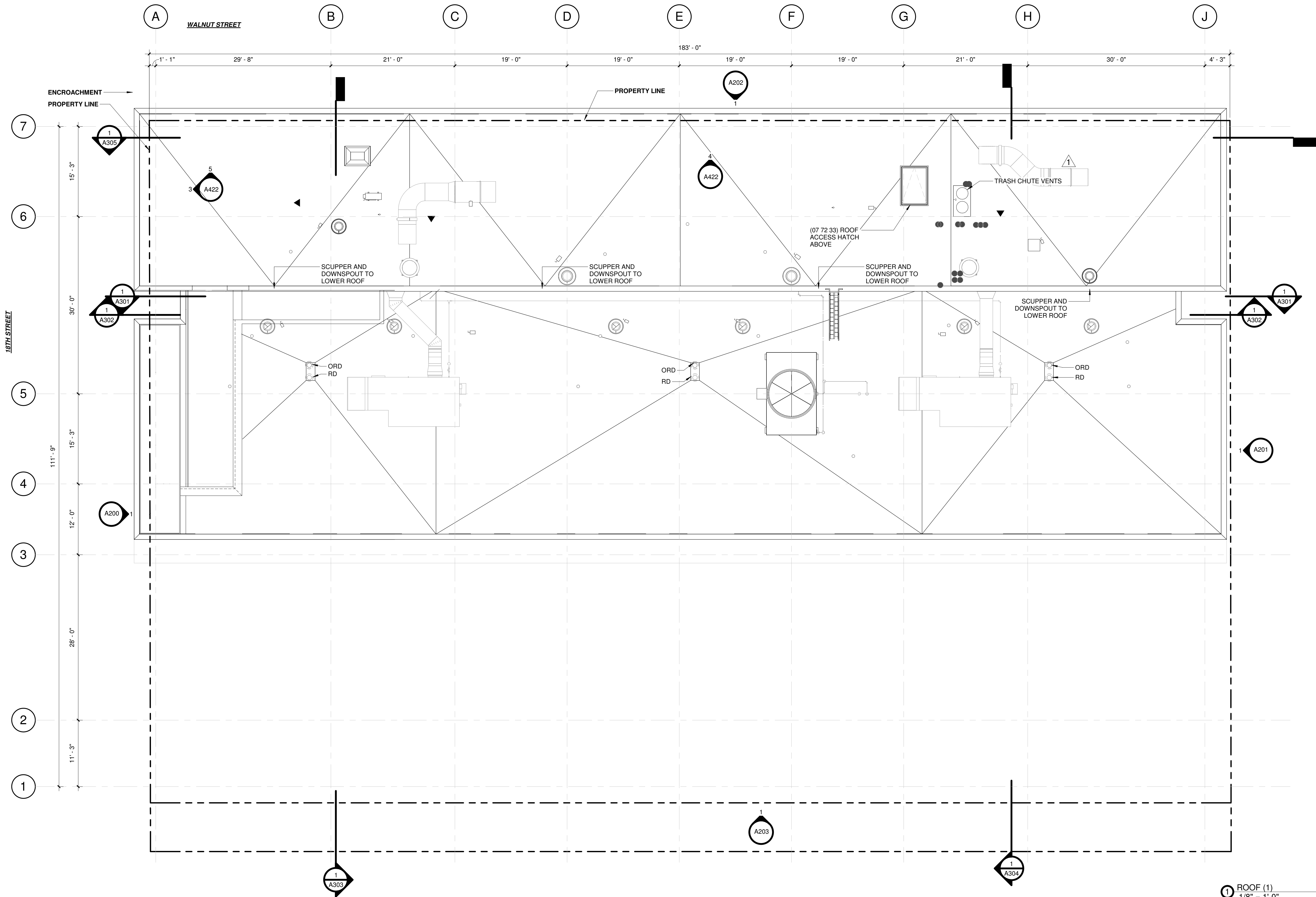
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FLOOR PLAN - LEVEL 14

project	108557	contract	CONTRACT
drawing		rev.	
sheet		of	JMR
file			sheets

1 LEVEL 14(1)
1/8" = 1'-0"

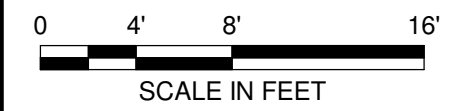




FLOOR PLAN NOTES:

- ① 1/8" x 1" x 1" HOT ROLLED STEEL CORNER GUARD, FULL HEIGHT, FULLY ADHERED, CLEAR MATTE FINISH

no.	date	by	ckd	description
1	03/11/19	DTR	KAS	IFC (ASI #05)
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ROOF PLAN			
project	108557	contract	CONTRACT
drawing	A110 — 2		
sheet	of	JMR	sheets
file			

A

1. ALL SIGNAGE SHALL COMPLY WITH 88-445 AND ARE SUBJECT TO SIGN PERMITS.

1. ALL SIGNAGE SHALL COMPLY WITH 88-445 AND ARE SUBJECT TO SIGN PERMITS.

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① South
1/8" = 1'-0"

1

2

3

4

5

6

7

1
A301

1
A302

1
A305

GENERAL NOTES:

1. ALL SIGNAGE SHALL COMPLY WITH 88-445 AND ARE SUBJECT TO SIGN PERMITS.

ROOF
250' - 6"

OPERABLE GLASS WALL
SYSTEM (TYPICAL)

METAL PANEL WALL
SYSTEM (TYPICAL)

LEVEL 14
234' - 6"

LEVEL 13
224' - 6"

LEVEL 12
214' - 6"

LEVEL 11
204' - 6"

LEVEL 10
194' - 6"

LEVEL 9
184' - 6"

LEVEL 8
174' - 6"

LEVEL 7
164' - 6"

LEVEL 6
154' - 6"

LEVEL 5
144' - 6"

LEVEL 4
134' - 6"

LEVEL 3
124' - 6"

LEVEL 2
114' - 0"

LEVEL 1
100' - 0"

WINDOW WALL
SYSTEM (TYPICAL)

OPERABLE GLASS WALL
SYSTEM (TYPICAL)

CONCRETE STRUCTURE

GLASS GUARDRAIL
SYSTEM (TYPICAL)

METAL PANEL WALL
SYSTEM (TYPICAL)

1-HR FIRE RATED METAL
PANEL WALL SYSTEM

MASONRY PARTITION
TYPE PER PLAN

GARAGE SCREEN
SYSTEM

0 4' 8' 16'
SCALE IN FEET



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SOUTH ELEVATION

project 108557

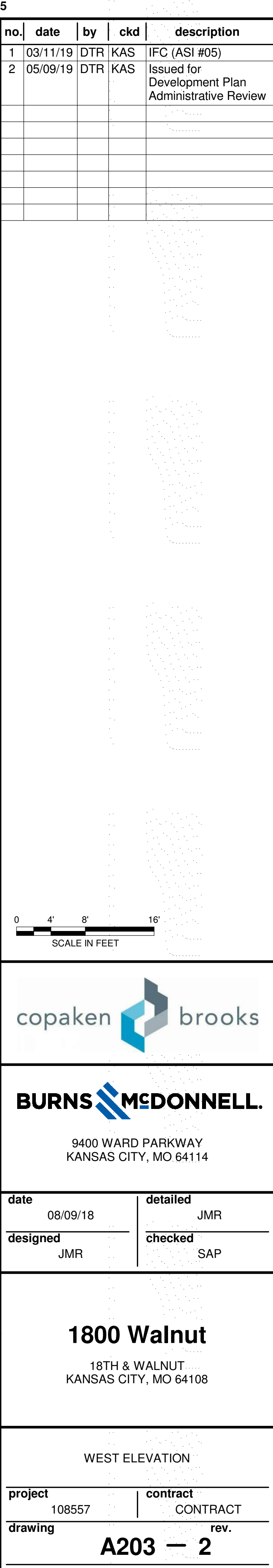
contract CONTRACT

drawing

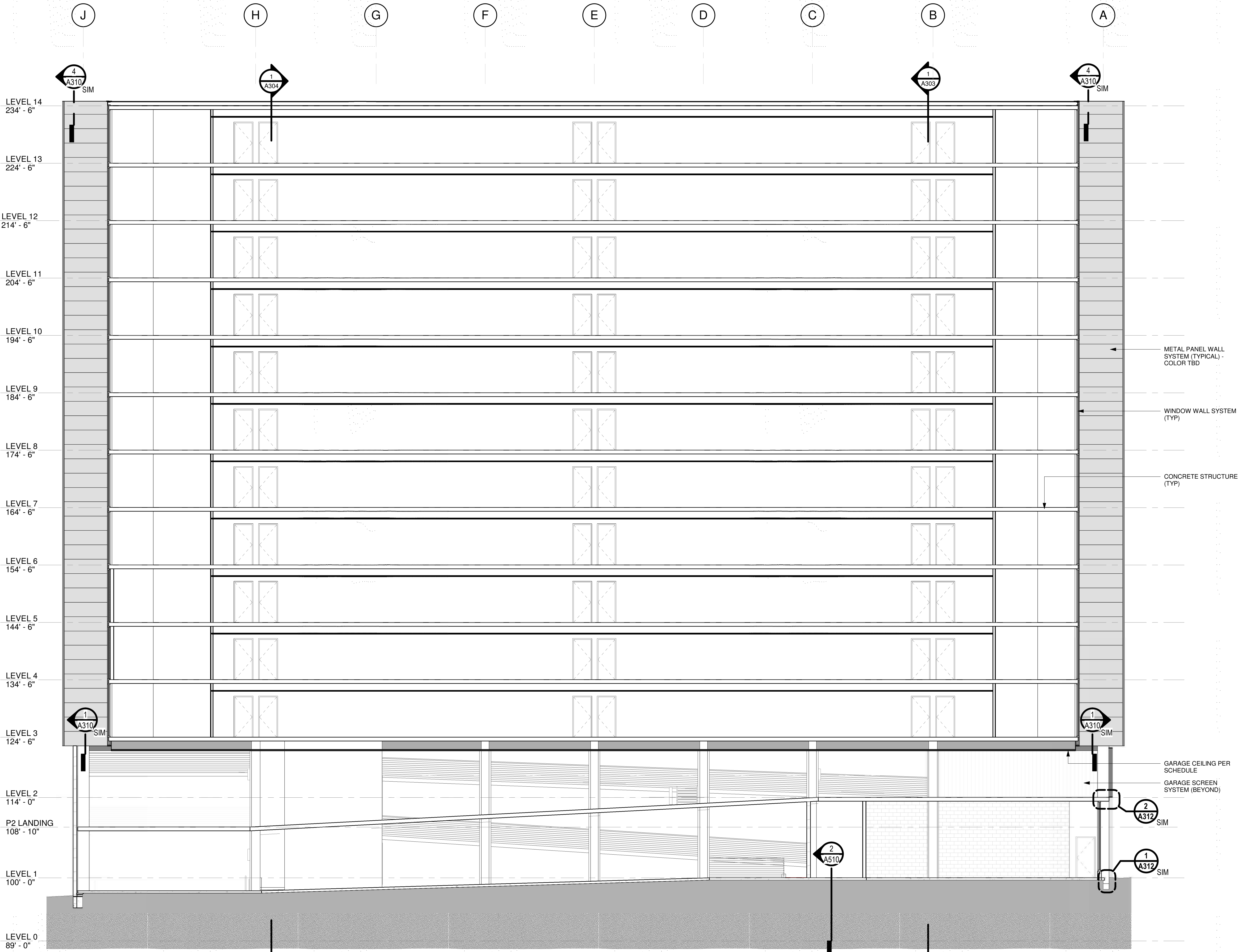
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sheet of JMR sheets

file



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15



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0 4' 8' 16'

SCALE IN FEET

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BUILDING SECTION - N/S			
project	108557	contract	CONTRACT
drawing		rev.	
sheet		of	JMR
file			sheets

1 BUILDING SECTION N/S - EAST
1/8" = 1'-0"

5/13/2019 11:38:29 AM
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1 BUILDING SECTION E/W - SOUTH
1/8" = 1'-0"

ROOF
250' - 6"

LEVEL 14
234' - 6"

LEVEL 13
224' - 6"

LEVEL 12
214' - 6"

LEVEL 11
204' - 6"

LEVEL 10
194' - 6"

LEVEL 9
184' - 6"

LEVEL 8
174' - 6"

LEVEL 7
164' - 6"

LEVEL 6
154' - 6"

LEVEL 5
144' - 6"

LEVEL 4
134' - 6"

LEVEL 3
124' - 6"

LEVEL 2
114' - 0"

P2 LANDING
108' - 10"

LEVEL 1
100' - 0"

LEVEL P1
99' - 0"

TPO ROOF SYSTEM
(TYPICAL)

WINDOW WALL SYSTEM
(TYPICAL)

METAL PANEL ROOF
SYSTEM

METAL PANEL SOFFIT
SYSTEM (TYPICAL)

CONCRETE STRUCTURE
(TYP)

GARAGE CEILING PER
SCHEDULE

GARAGE SCREEN
SYSTEM (BEYOND)

ROOF HATCH AND
ACCESS LADDER
(BEYOND)

METAL PANEL WALL
SYSTEM (TYPICAL)

0 4' 8' 16'
SCALE IN FEET



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date	09/21/18	detailed	JMR
designed	JMR	checked	SAP

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BUILDING SECTION - E/W

project	108557	contract	CONTRACT
drawing	A304 — 2		
sheet	of	JMR	rev. sheets
file			



VIEW LOOKING SOUTHWEST

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date	09/28/18	detailed	Author
designed	Designer	checked	Checker

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NORTH RENDERING			
project	108557	contract	CONTRACT
drawing	A-702 — 1		
sheet	of	Author	sheets
file			

A

B

C

D

E

F

G



I

J



VIEW LOOKING SOUTHWEST



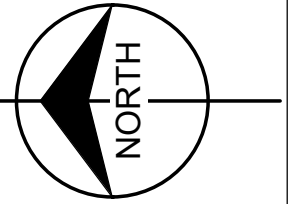
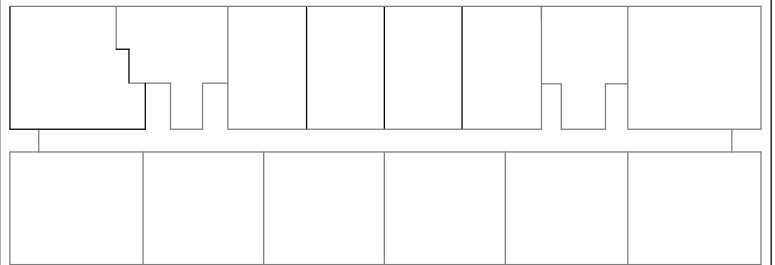
FOOD
TRUCK
PARKING

ENTRANCES
TO FIRST
FLOOR
RETAIL

PARKLET AND BUILDING ENTRANCE VIEW

7/3/2019 4:54:50 PM
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no.	date	by	ckd	description



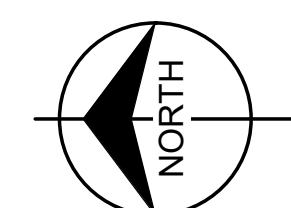
date	07/03/19	detailed	KAS
designed	Designer	checked	KAS

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PARKLET RENDERINGS			
project		contract	
108557		CONTRACT	
drawing		rev.	
A-704 — 1			
sheet	of	KAS	sheets
file			



PARKLET LOOKING NORTH

[illegible][illegible]

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PARKLET RENDERINGS

project	contract
108557	CONTRACT
drawing	rev.
A-705-1	
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file	