

CITY PLAN COMMISSION STAFF REPORT

CD-CPC-2026-00006

Tilden Station Major Amendment

March 4, 2026

Docket #5

Request

Rezoning to UR (Major Amendment)

Applicant

Alexandra Bojarski-Stauffer
Emerald Hive Design

Owner

Martin City Venture LLC

Site Information

Location 1 E 135th Street
Area 2.42 Acres
Zoning UR
Council District 6th
County Jackson
School District Grandview

Surrounding Land Uses

North: Commercial, B2-2
South: Industrial, M3-5
East: Industrial/Commercial, M1-5
West: Commercial, M3-5

KC Spirit Playbook Alignment

CD-CPC-2026-00006: Medium

Land Use Plan

The Martin City/Richards-Gebaur Area Plan recommends Mixed Use Neighborhood for this location. The proposed plan has a low-medium alignment with this designation. See Criteria A for more information.

Major Street Plan

East 135th Street is identified as an Activity Street with 2 lanes in each direction.

Approval Process



Overview

The applicant seeks to receive approval of a major amendment to a previously approved UR plan for Lot 2 to allow for Vehicle Sales, Used and additional uses on about 2.42 acres generally located at the southeast corner of E 135th Street and Wornall Road.

Existing Conditions

Lot 2 of the proposed development is located immediately adjacent to E 135th Street and currently developed with one building and associated parking areas.

Neighborhood(s)

This site is located within the Center Planning and Development Council (CPDC), Martin City Community Improvement District, South Kansas City Alliance areas.

Required Public Engagement

Section 88-505-12, Public Engagement does apply to this request. The applicant hosted a meeting on February 19, 2026. A meeting summary is attached; see Attachment #3.

Controlling Case

CD-AA-2025-00102 - approving a minor amendment to a previously approved plan in District UR and M3-5 to rehabilitate the existing building on Lot 2 on about 28 acres generally located at 1 E 135th Street (approved on November 24, 2025).

Project Timeline

The application was filed on January 22, 2026. No scheduling deviations have occurred.

Professional Staff Recommendation

Docket #5 Approval, subject to conditions

VICINITY MAP



RELATED CASES

CD-CPC-2024-00156 - approving a rezoning from District M3-5 to District UR (Urban Redevelopment), and approving a development plan which also serves as a preliminary plat allowing for a mix of uses that includes residential, office, and manufacturing on about 28 acres, generally located at the southeast corner of E 135th Street and Wornall Road (Ord. No. 250221 - approved, subject to conditions).

CLD-FnPlat-2025-00018 - approving a Final Plat in District UR (Urban Redevelopment) and M3-5 (Manufacturing) on about 28 acres generally located at the southeast corner of E 135th Street and Wornall Road, allowing for the creation of 3 lots and 6 tracts for a residential and commercial development (Ord. No. 251049 - in process).

CD-CPC-2025-00205 - approving a Final Plan in District UR on about 1 acre generally located at 1 E 135th Street, allowing for the reuse of an existing building (to be dismissed after approval of the Major Amendment).

CRBF-2025-50455 - Building Plan for a tenant finish and change of occupancy for the existing building on Lot 2 of the previously approved UR Plan for Vehicle Sales, Used (under review).

PLAN REVIEW

The applicant is proposing a major amendment for Lot 2 of the Tilden Station UR development project; this major amendment is amending the uses allowed on Lot 2 and finalizing the design for the site. The applicant provided sufficient details for the site, therefore removing the requirement for

project plan submittal and approval for Lot 2. All future lots (lot 2B and 2C) and phases will be required to apply for a project plan.

The application is allowing for Vehicle Sales, Used for what is currently identified as Lot 2 (future lot 2A). The lot was previously proposed to be subdivided into Lots 2A, 2B, and 2C. The applicant has provided plans showing the future lot lines for these lots and has worked with staff to ensure that future uses encourage pedestrian activity and meet the Tilden Station design standards from the controlling plan (conditions 5 and 6).

Lot 2 will not receive incentives; the incentives received through the controlling plan are proposed to be used for the future development of Lot 1, to the south of Lot 2.

Lot 2 shows the proposed parking, landscaping and access for the vehicle sales, used. It also includes future vehicle access, pedestrian connections, and roads for Lots 1 and 3 for when the lots are developed. The applicant provided sufficient detail during the submittal process for the Major Amendment to act as a UR Final Plan. All future development will be required to receive approval of a UR Final Plan prior to the issuance of any building permit (condition 9).

The applicant is proposing landscaping in compliance with code and has provided increased landscaping along the front of the existing building to create visual breaks along the front façade of the building, in lieu of added transparency.

PLAN ANALYSIS

Standards	Meets	Notes
Lot and Building Standards (88-260)	Yes	See below
Use-Specific Standards (88-372)	Yes	See below
Parking & Loading (88-420)	Yes	
Landscaping & Screening (88-425)	Yes, subject to conditions	
Outdoor Lighting (88-430)	Yes, subject to conditions	
Signs (88-445)	Yes, subject to conditions	
Pedestrian Standards (88-450)	Yes	

CD-CPC-2024-00156 – Design Standards

The previously approved plan included design standards for the development area. Those standards included required transparency, architectural materials, roofing, and canopies and awnings. All new buildings in the UR area are required to have 30% transparency on the front of the building and 20% transparency on the sides. The applicant worked with staff to increase landscaping in front of the existing structure in lieu of adding transparency to the existing building. Staff support the addition of landscaping as the intent of these design standards are for new structures. There is a condition (condition 5) requiring future buildings to comply with the design standards.

88-372 – Vehicle Sales, Used

The proposed use and development plan for Lot 2 complies with all six standards of the vehicle sales, used section of code. The applicant has stated that all vehicles will be stored indoors, as there are limited numbers of vehicles that will be available on site. Staff has added a condition (condition 7) ensuring all of the standards in this section of code are met.

SPECIFIC REVIEW CRITERIA

Development Plan, Project Plan, or Site Plan (88-516-05)

In order to be approved, a development plan, project plan, or site plan must comply with all of the following criteria:

A. The plan must comply with all standards of the Zoning and Development Code and all other applicable city ordinances and policies.

The plan will comply with all standards of the Zoning and Development Code when all conditions are met.

Susan Cronander, the 6th district planner from the Community Planning Division stated:

“The Applicant is requesting a storage use along with some office and occasional sales in an existing building on Lot 2 on proposed parcel "2A" in order to reuse an existing building. Currently, all of Lot 2 (all 3 proposed parcels) is approved with a UR zoning for retail and restaurants similar to some of the uses in a B1 zoning district. The proposed storage and occasional sales use does not match the Future Land Use of Mixed-Use Neighborhood or the B1 Neighborhood Commercial zoning district or the goals and key concepts in the Martin City Area Plan that show this section of E 135th east of Wornall as pedestrian oriented. The proposed storage use is not a use that promotes daily customer interface/activity and an activated street environment. This section of E 135th is described in the Area Plan as an Image Street and Activity street. However, reuse of existing buildings and infill sites are highly encouraged by the KC Spirit Playbook and the Martin City Area Plan. Additionally, the Applicant has agreed to amend the UR zoning to designate Lot 2 the equivalent of a B1 zoning so that any new development on Lot 2, including proposed Parcels 2B and 2C will be

developed to meet the equivalent of B1 zoning district use requirements which do promote activated commercial uses.

“As stated above - the eastern section of 135th is included in the Martin City Area Plan as a pedestrian oriented image and activity street. Multiple unit residential is planned for Lot 1 behind Lot 2. Wornall is a major bus corridor connection from south of the Plaza. Therefore, building and site design to promote a safe and pleasant walking environment are strongly encouraged. Pedestrian oriented design includes window transparency for eyes on the street, parking located in back of buildings with buildings close to the sidewalk and easy pedestrian access from the sidewalk to the front of the building. The proposed reuse of the existing building does not include an addition, but even so, the Applicant has included a pedestrian walkway from the front door of the building to the public sidewalk. Though there is no building transparency being added for "eyes on the street" safety, the Applicant is proposing abundant landscaping to be easily seen from the public sidewalk to help foster a well maintained and pleasant pedestrian environment.

“In addition to promoting walkable community concepts, the Martin City Area Plan and KC Spirit Playbook encourage the use of sustainable site design and building materials. The Applicant has not presented any evidence of green site design or green building materials.

“Some of the guiding principles and design guidelines within the Martin City Area Plan that promote an active pedestrian oriented, multi modal and sustainable environment are:

1. Create a walkable community & support alternative modes of transportation.
2. All new development should be built in a walkable, pedestrian oriented format, particularly along the areas specifically recommended for Pedestrian Oriented Development.
3. Existing auto-oriented areas should gradually be converted to a walkable format.
4. New development should also integrate and support other modes of transportation - including transit and biking... Streets should form a connected network and should safely accommodate all modes of transportation.
5. Integrate resilient and green infrastructure throughout the area for long-term sustainability.”

B. The proposed use must be allowed in the district in which it is located.

The applicant has applied for a major amendment to amend the uses allowed on Lot 2 of a previously approved UR. The current allowed uses for Lot 2 are: retail and restaurant uses. The request is to allow vehicle sales, used on Lot 2. The applicant worked with staff to include

a condition that would allow uses in a B1 zoning district along with a list of prohibited uses on future lots should Lot 2 be subdivided as shown on the original UR Plan (condition 8).

C. Vehicular ingress and egress to and from the site, and circulation within the site must provide for safe, efficient, and convenient movement of traffic not only within the site but on adjacent roadways.

Vehicular ingress and egress provides for safe and efficient movement of traffic on the site and on adjacent roadways. The applicant is using the existing vehicular access points for the proposed use. Any future development for lot 2 or the remainder of the lots will be reviewed at that time.

D. The plan must provide for safe, efficient, and convenient non-motorized travel opportunities, being pedestrian and bicycle movement, on the subject site.

The plan provides for safe and efficient non-motorized travel opportunities, the applicant is proposing a crosswalk from the building entrance to the sidewalk along E 135th Street.

E. The plan must provide for adequate utilities based on City standards for the particular development proposed.

The plan will provide adequate utilities based on City standards.

F. The location, orientation, and architectural features, including design and material, of buildings and other structures on the site must be designed to be compatible with adjacent properties.

The proposed development is contained within an existing building. The building consists of brick stamped CMU and stucco. The applicant will add gray reclaimed wood as an accent surrounding the front entrance. Any future buildings on Lot 2 (should it be subdivided) will be required to meet the design standards of the original UR Plan (condition 5).

G. Landscaping, berms, fences, and/or walls must be provided to buffer the site from undesirable views, noises, lighting, or other off-site negative influences and to buffer adjacent properties from negative influences that may be created by the plan.

The previously approved design standards for the UR required a specific amount of transparency for buildings along E 135th Street to improve the pedestrian experience. Since the applicant is reusing the building on site, they are proposing robust landscaping along the front of the building in lieu of transparency. Staff is in support of the applicant's proposal to use landscaping to improve aesthetic aspect of the building. The applicant is proposing landscaping on the site in compliance with the zoning and development code.

H. The design of streets, drives, and parking areas within the project should result in a minimum of area devoted to asphalt or other impervious surfaces consistent with the needs of the project and city code requirements.

The applicant is not proposing any new impervious surfaces. Access to the site is off 135th Street. The amount of impervious surface is consistent with uses of this type.

- I. The plan must identify trees to be removed and trees to be preserved during the development of the subject property with the goal of saving trees that are not required to be removed for the development of the property.**

The applicant submitted landscaping plans showing that no trees will be removed with this proposed use. Future applications for the remaining lots will be required to provide plans identifying trees to be removed.

ATTACHMENTS

1. Conditions Report
2. Applicant's Submittal
3. Public Engagement Materials
4. KC Spirit Alignment

PROFESSIONAL STAFF RECOMMENDATION

City staff recommends Approval, subject to conditions as stated in the conditions report.

Respectfully submitted,



Larisa Chamb, AICP

Planning Supervisor



Plan Conditions

Report Date: February 26, 2026

Case Number: CD-CPC-2026-00006

Project: Tilden Station Major Amendment

Condition(s) by City Planning and Development Department. Contact Larisa Chambi at (816) 513-8822 / Larisa.Chambi@kcmo.org with questions.

1. All signage shall conform to 88-445 and shall require a sign permit prior to installation. This condition may be satisfied by an assigned City Planning and Development Building Inspector.
2. The developer shall submit an affidavit, prepared by an engineer licensed in the State of Missouri, verifying that all outdoor lighting has been installed in accordance with approved plans and that lighting levels do not exceed that shown on the approved lighting plan at the property lines prior to Certificate of Occupancy. This condition may be satisfied by an assigned City Planning and Development Building Inspector.
3. The developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that all landscaping required of the approved plan has been installed in accordance with the plan and is healthy prior to Certificate of Occupancy. This condition may be satisfied by an assigned City Planning and Development Building Inspector.
4. The developer shall screen all roof and/or ground mounted mechanical and utility equipment in compliance with Section 88-425-08 of the Zoning and Development Code. This condition may be satisfied by an assigned City Planning and Development Building Inspector.
5. Future buildings located on Lot 2, including those that may be developed should the property be subdivided as Lot 2A, 2B, and 2C shall comply with the Tilden Station design standards as approved in the Controlling Plan.
6. Prohibited uses for Lot 2 (including future subdivision of the property) include: indoor/outdoor storage, data centers, non-accessory parking, and car washes.
7. The vehicle sales, used use shall remain in compliance with all standards as listed in Section 88-372-02 of the Zoning and Development Code.
8. This development plan is acting as a special use permit for Lot 2A (as shown on the submitted site plan), when Lot 2 is further subdivided into lots 2B and 2C the uses for the two lots will be restricted to those allowed in the B1 zoning district.
9. All future development, including new structures on Lot 2 (Lots 2B and 2C) will be required to receive approval of a UR Final Plan prior to the issuance of any building permit.

Condition(s) by Fire Department. Contact Michael Schroeder at (816) 513-4604 / michael.schroeder@kcmo.org with questions.

10. Proposed buildings shall have a fire department access road within 150 feet of any exterior portion of the structure. (IFC-2018: § 503.1.1)
11. Fire hydrants shall be installed and operable prior to the arrival of any combustible building materials onto the site. (IFC-2018 § 501.4 and 3312.1; NFPA 241-2013 § 8.7.2)
12. Buildings equipped with a fire standpipe system shall have an operable fire hydrant within 100 feet of the Fire Department Connection (FDC). (IFC2018 § 507.5.1.1)
13. The building's FDC shall be immediately recognizable from the street or nearest point of Fire Department access (IFC-2018 § 912.2.1).
14. The developer shall meet the fire flow requirements as set forth in Appendix B of the project International Fire Code 2018. (IFC-2018 § 507.1)
15. The turning radius for fire department access roads shall be 30 feet inside and 50 feet outside radius. (IFC-2018: § 503.2.4)
16. The Fire Department Connection (FDC) shall not be located that obstructs access/egress to the building when in use (IFC-2018 § 912.2).

Condition(s) by Fire Department. Contact Michael Schroeder at (816) 513-4604 / michael.schroeder@kcmo.org with questions.

17. If an approved security gate spans across a fire access road, an approved means for emergency operation shall be provided. Electric gates shall require a siren sensor device typically referred to as a “yelp gate” (IFC-2018 § 503.6)
18. Multi-family residential developments greater than 200 dwelling units shall have at least two separate and approved fire apparatus access roads (IFC-2018 § D106.2)
19. A Knox Box shall be provided near the main entrance to the building (IFC-2018 § 506.1).
To ensure proper keying to Kansas City, Missouri; Knox Boxes may be ordered online at www.knoxbox.com or on an official order form obtained through this Office.
20. Fire hydrant(s) shall be within 400 feet on a fire access road following an approved route established by the Authority Having Jurisdiction (AHJ) of any exterior portion of a building. The use of existing fire hydrant(s) may be used to satisfy this requirement otherwise a private fire hydrant(s) or hydrant system may be required. This distance may be increased to 600 feet for R-3 and U occupancy(s) or the building(s) is fully protected by an approved automatic fire sprinkler system(s). (IFC-2018: § 507.5.1)
21. The developer shall provide Fire Department access roads prior to construction/demolition projects begin. (IFC-2018 § 501.4 and 3310.1; NFPA 241-2013 § 7.5.5)
22. All Fire Department Connections (FDC) shall be threaded connections, Storz connections are not allowed in the City of Kansas City, Missouri (IFC-2018 § 903.3.6; NFPA 13-2010 § 6.8.1).
23. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses. (IFC-2018: § D106.3)
24. All required fire department access roads shall be an all weather surface. Grass pavers are not permitted. (IFC-2012: § 503.2.3)
25. The developer shall provide fire lane signage on fire access drives.
26. Required fire department access roads shall designed to support a fire apparatus with gross axle weight of 85,000 pounds. (IFC-2018: § 503.2.3)
27. Buildings exceeding three (3) stories or 30 feet in height shall have at least two means of fire apparatus access. (IFC-2018: § D104.1) Aerial Fire Apparatus Roads must be a minimum 26 feet wide, at least 15 feet away from the building but not more than 30 feet from the structure. (IFC-2018 § D105).

Condition(s) by Public Works Department. Contact Terry Thomas at (816) 513-2510 / Terry.A.Thomas@kcmo.org with questions.

28. The developer shall integrate into the existing street light system any relocated existing street lights within the street right-of-way impacted by the new drive or approach entrances as required by the Land Development Division, and the relocated lights must comply with all adopted lighting standards.
29. The developer shall submit construction plans in compliance with adopted standards for all improvements required by the traffic study approved by the Public Works Department, and shall secure permits for those improvements as required by the Land Development Division, prior to recording the plat.
30. The developer shall grant a city approved pedestrian right-of-way easement, for the portions of the public sidewalks approved to be outside of the street right-of-way, to the City as required by the Land Development Division, prior to recording the plat.
31. The developer shall pay impact fees as required by Chapter 39 of the City’s Code of ordinances as required by the Land Development Division.
32. The developer shall submit a streetscape plan for approval and permitting by the Land Development Division prior to beginning construction of the streetscape improvements in the public right of way, and construct ADA compliant ramps at all required locations where new private drives are being added, or where existing sidewalks are modified or repaired.

Condition(s) by Public Works Department. Contact Terry Thomas at (816) 513-2510 / Terry.A.Thomas@kcmo.org with questions.

33. The developer shall submit a letter to the Land Development Division from a Licensed Civil Engineer, Licensed Architect, or Licensed Landscape Architect, who is registered in the State of Missouri, that identifies sidewalks, curbs, and gutters in disrepair as defined by Public Works Department's "OUT OF REPAIR CRITERIA FOR SIDEWALK, DRIVEWAY AND CURB revised 11/5/2013" and based on compliance with Chapters 56 and 64 of the Code of Ordinances for the sidewalks, curbs, and gutters where said letter shall identify the quantity and location of sidewalks, curbs, gutters that need to be constructed, repaired, or reconstructed to remedy deficiencies and/or to remove existing approaches no longer needed by this project. The developer shall secure permits to repair or reconstruct the identified sidewalks, curbs, and gutters as necessary along all development street frontages as required by the Land Development Division and prior to issuance of any certificate of occupancy permits including temporary certificate occupancy permits.
34. The developer shall submit verification of vertical and horizontal sight distance for the drive connection to public right-of-way to the Land Development Division and make improvements to ensure local jurisdiction and/or minimum AASHTO adequate sight distance standards are met, prior to issuance of any certificate of occupancy.

Condition(s) by Water Services Department. Contact Heather Massey at (816) 513-2111 / heather.massey@kcmo.org with questions.

35. Branch service lines one-and-one-half inches and larger in diameter for domestic water services or fire protection lines shall be connected to the main by cutting in a minimum 6" branch service tee, installing three gate valves, and two solid sleeves on the main. Line valves on the main shall be the same nominal size as the main.
36. A full flow fire meter shall be required when the fire protection service line serves more than one building, or combination service lines 6 inches and larger, or that have private fire hydrants connected to them.
37. The developer shall ensure that water and fire service lines should meet current Water Services Department Rules and Regulations. Prior to issuance of Certificate of Occupancy.
<https://www.kcwater.us/wp-content/uploads/2025/02/2025-Final-Rules-and-Regulations-for-Water-Service-Lines.pdf>
38. The developer shall have a water flow test done to ensure there is adequate water pressure to serve the development.
South of River contact - Patrick Lewis (816) 513-0423
North of River contact - David Gilyard (816) 513-4772
39. Water/Sewer Service lines shall serve only one lot or tract and shall not cross a separate lot or tract.

Condition(s) by Water Services Department. Contact Lucas Kaspar at (816) 513-2131 / Lucas.Kaspar@kcmo.org with questions.

40. The developer shall cause the area to be platted and processed in accordance with Chapter 88, Code of Ordinances of the City of Kansas City, Missouri, as amended, commonly known as the Development Regulations.
41. The developer must submit a Macro storm drainage study with the first Plat or Phase, from a Missouri-licensed civil engineer to KC Water showing compliance with current adopted standards in effect at the time of submission, including Water Quality BMP's, to KC Water for review and acceptance for the disturbed area, and submit Micro storm drainage study with each subsequent Plat or Phase showing compliance with the approved Macro and adopted standards. The developer shall secure permits to construct any improvements as necessary to mitigate impacts from rate, volume, and quality of runoff from each proposed phase, prior to recording the plat or prior to issuance of a Building Permit, whichever occurs first as required by KC Water.
42. The owner/developer must submit plans for grading, siltation, and erosion control to KC Water for review and acceptance, and secure a Site Disturbance permit for any proposed disturbance area equal to one acre or more prior to beginning any construction activities.
43. The developer shall submit an analysis to verify adequate capacity of the existing sewer system as required by KC Water prior to issuance of a building permit to connect private system to the public sewer main and depending on adequacy of the receiving system, make other improvements may be required.
44. The developer must secure permits to extend private sanitary and storm water conveyance systems to serve all proposed lots within the development and determine adequacy of receiving systems as required by KC Water, prior to recording the plat or issuance of a building permit whichever occurs first.
45. The developer must grant a BMP Easement to the City as required by KC Water, prior to recording the plat or issuance of any building permits.
46. The developer shall submit a Preliminary Stream Buffer plan prior to approval of the plan in accordance with the Section 88-415 requirements.

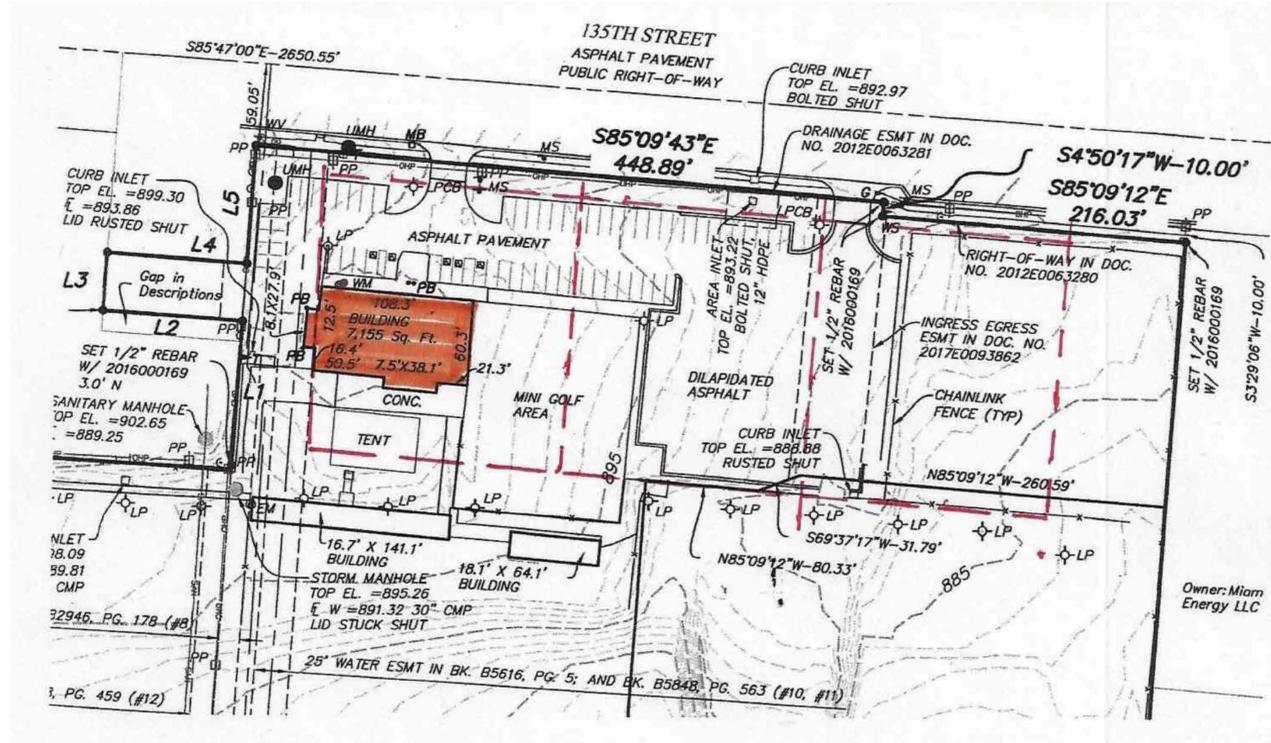
47. The developer shall submit a final stream buffer plan to KC Water for approval prior to issuance of any building permits and obtain permits for the Stream Buffer prior to removal of any mature riparian species within the buffer zones due to construction activities on the site, in accordance with the Section 88-415 requirements.
48. The developer must grant on City approved forms, a STREAM BUFFER Easement to the City, as required by Chapter 88 and KC Water, prior to issuance of any stream buffer permits.
49. The developer must obtain a Floodplain Development Permit from Development Services prior to beginning any construction activities with the floodplain.
50. The developer must show the limits of the 100-year floodplain on the final plat and show the Minimum Low Opening Elevation (MLOE) of any structure on each lot that abuts a 100-year flood prone area (including detention basins and engineered surface drainage conveyances) on any plat and plan, as required by KC Water.
51. The developer must submit covenants, conditions and restrictions to KC Water for review by the Law Department for approval and enter into covenant agreements for the maintenance of any private open space tracts with stream buffer zones or stormwater detention area tracts, prior to recording the plat.
52. The internal storm and sanitary sewers shall be private utility mains located within private storm drainage and private sanitary sewer easements and be covered by a Covenant to Maintain Private Storm and Sanitary Sewer Mains acceptable to KC Water.
53. The developer shall provide a Covenant to Maintain Private Storm Sewer Main acceptable to KC Water for any private storm sewer mains prior to the issuance of any building permits.
54. The developer shall provide a Covenant to Maintain Private Sanitary Sewer Main acceptable to KC Water for any private sanitary sewer mains prior to the issuance of any building permits.
55. The developer shall provide private storm drainage and sanitary sewer easements for any private mains prior to the issuance of any building permits.

MARTIN CITY STORAGE BUILDING

1 E. 135th St. Kansas City, MO, 64145



CONCEPT RENDERING (PROVIDED BY OWNER)
N.T.S.



SITE LOCATION PLAN
N.T.S.

PROJECT INFORMATION/ CODE CRITERIA

PROJECT ADDRESS:
1E. 135th ST.
KANSAS CITY, MO, 64145

COUNTY: JACKSON COUNTY
STATE: MISSOURI

LEGAL DESCRIPTION: SEC-20 TWP-47 RNG-33 PT OF SW 1/4 DAF: BEG NW COR OF LOT 1, MARTIN CITY ACRES, TH S 1656.75' TH E 93.70' TH S 30 DEG E 32' TH S 50 DEG E 42' TH S 26 DEG W 30' TH S 60 DEG W 43.39' TH N 43 DEG W 18.92' TH N 59 DEG W 47.50' TH N 53 DEG W 44.21' TH N 43 DEG W 28.51' TH S 86 DEG W 32.22' TH N 61 DEG W 23.56' TH N 46 DEG 20.94' TH N 58 DEG W 22.64' TH N 52 DEG W 26.71' TH N 47 DEG W 26.08' TH N 75 DEG, W 51.15' TH N 84 DEG W 32.61' TH N 60 DEG W 16.93' TH N 30 DEG W 29.32' TH N 16 DEG W 37.78' TH N 26 DEG W 33.06' TH N 22 DEG W 32.42' TH N 20 DEG W 16.82' TH N 34 DEG W 27.14' TH N 39 DEG W 33.67' TH N 0 DEG E 22.36' TH N 7 DEG E 13.84' TH N 55 DEG E 29.54' TH N (SEE PAGE 2) 50 DEG E 33.27' TH S 78 DEG E 27.98' TH N 30 DEG E 12.62' TH N 6 DEG E 26.17' TH N 1 DEG W 29.96' TH N 36 DEG W 43.54' TH N 24 DEG W 25.32' TH N 48 DEG W 29.91' TH N 59 DEG W 30.26' TH N 70 DEG W 26.27' TH S 83 DEG W 24.88' TH S 79 DEG W 25.38' TH S 75 DEG W 29.91' TH S 76 DEG W 31.12' TH S 84 DEG W 24.36' TH S 81 DEG W 52.79' TH N 85 DEG W 216.72' TH S 43 DEG W 64.73' TH S 66 DEG W 45.55' TH S 44 DEG W 197.54' TH N 1139.85' TH E 313.34' TH N 92.40' TH W 100' TH N 42.04' TH E 100' TH N 110' TH E 665.07' TO; POB(KNOWN AS LOTS 1 AND 2 PER CERT SURV BK 45 PG-97)

ZONING: URBAN REDEVELOPMENT

CONSTRUCTION TYPE: IIB

SPRINKLERED: NO

INTERIOR RENOVATION: 6,283 SF

STORIES/HEIGHT: 1 STORY, 15'-3"

OCCUPANCY: MIXED USE, NONSEPARATED (2018 IBC §508.3); GROUP B (BUSINESS - OFFICES/CONFERENCE) + GROUP S-2 (STORAGE - WAREHOUSE), SMALL ASSEMBLY ROOMS <750 SF OR OL<50 ARE B PER §303.1.2.

OCCUPANCY COUNT: 36 (See Occupancy Table on A101)

CHANGE OF LEGAL OCCUPANCY FROM A3, ASSEMBLY (USE: SPORTS COMPLEX) TO B, BUSINESS (USE: USED VEHICLE SALES)

BUILDING CODES

JACKSON COUNTY CODE, CHAPTER 54 - BUILDING CODE
JACKSON COUNTY CODE CHAPTER 240 - UNIFIED DEVELOPMENT CODE (UDC)
JACKSON COUNTY CODE CHAPTER 241 - SEDIMENT & EROSION
2018 INTERNATIONAL BUILDING CODE (IBC)
2021 INTERNATIONAL ENERGY CONSERVATION CODE (IECC)
2018 INTERNATIONAL MECHANICAL CODE (IMC)
2018 INTERNATIONAL FIRE CODE (IFC)
2018 INTERNATIONAL PLUMBING CODE (IPC)
2018 INTERNATIONAL EXISTING BUILDING CODE
2017 NATIONAL ELECTRICAL CODE (NEC / NFPA 70)
2020 NATIONAL GREEN BUILDING STANDARD ICC-700-2020 (GUIDELINE ONLY)

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CLIMATE AND GEOGRAPHIC DESIGN CRITERIA:

GROUND SNOW LOAD: 20

WIND SPEED (MPH): 115

SEISMIC DESIGN CATEGORY: A

WEATHERING: SEVERE

TERMITE: MODERATE TO HEAVY

DECAY: SLIGHT TO MODERATE

WINTER DESIGN TEMP: 6°F

ICE SHIELD UNDER-LAMENT REQ: YES

AIR FREEZING INDEX: 1,000°F

MEAN ANNUAL TEMP: 54.7°F

GENERAL NOTES:

THERE WILL BE NO EXCAVATED MATERIAL OR FILL MATERIAL. THE CONTRACTOR WILL BE RESPONSIBLE FOR KEEPING ALL SURROUNDING STREETS FREE FROM DIRT OR MUD COMING FROM THIS PROJECT.

811 DIG SAFE: WHEN PLANNING ANY TYPE OF EXCAVATION, CALL 811 AT LEAST THREE FULL WORKING DAYS BEFORE DIGGING, DRILLING, OR BLASTING.

LOCAL UTILITY CONTACT INFORMATION INCLUDING UG SANITARY AND STORM, SEWER MAINTENANCE.

GENERAL NOTES:

LOT 2A VEHICLE SALES USE APPROVED PER CD-CPC-2026-00006. FUTURE LOTS 2B AND 2C RESTRICTED TO USES PERMITTED IN B1 DISTRICT. PROHIBITED USES INCLUDE INDOOR/OUTDOOR STORAGE, DATA CENTERS, NON-ACCESSORY PARKING, CAR WASHES.

RE: RESOLUTION NO. 5-2-21 - TAX ABATEMENT CLARIFICATION

PER DISCUSSION WITH THE COMMUNITY PLANNING DIVISION, RESOLUTION NO. 5-2-21 REGARDING SALES AND PROPERTY TAX EXEMPTIONS APPLIES TO LOT 1 ONLY.

LOT 2 SHALL NOT UTILIZE OR RECEIVE ANY SALES TAX EXEMPTION, PROPERTY TAX ABATEMENT, OR RELATED INCENTIVE AUTHORIZED UNDER RESOLUTION NO. 5-2-21.

NO TAX INCENTIVE, ABATEMENT, OR EXEMPTION IS BEING REQUESTED OR APPLIED FOR AS PART OF THE DEVELOPMENT OF LOT 2.

THE PURPOSE OF THE REFERENCED ABATEMENT UNDER RESOLUTION NO. 5-2-21 IS TO SUPPORT DEVELOPMENT IMPROVEMENTS ON LOT 1 ONLY AND IS NOT ASSOCIATED WITH THE IMPROVEMENTS PROPOSED UNDER THIS PERMIT SET.

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HIVE

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LENEXA, KS 66219
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ELECTRICAL: BEN RYAN, MANDS ELECTRIC
P.O. BOX 1147
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No.	Description	Date
1	CD SUBMITTAL	9/10/2025
2	REVISION 02	10/29/2025
3	REVISION 03	11/18/2025
5	REVISION 05	12/23/2025
6	REVISION 06	01/15/2026
7	REVISION 07	02/24/2026

MARTIN CITY S-1

COVER SHEET

Project Number 250810

Date 02/24/2026

Drawn By Alexandra Bojarski-Stauffer

Checked By ABS

A001

Scale

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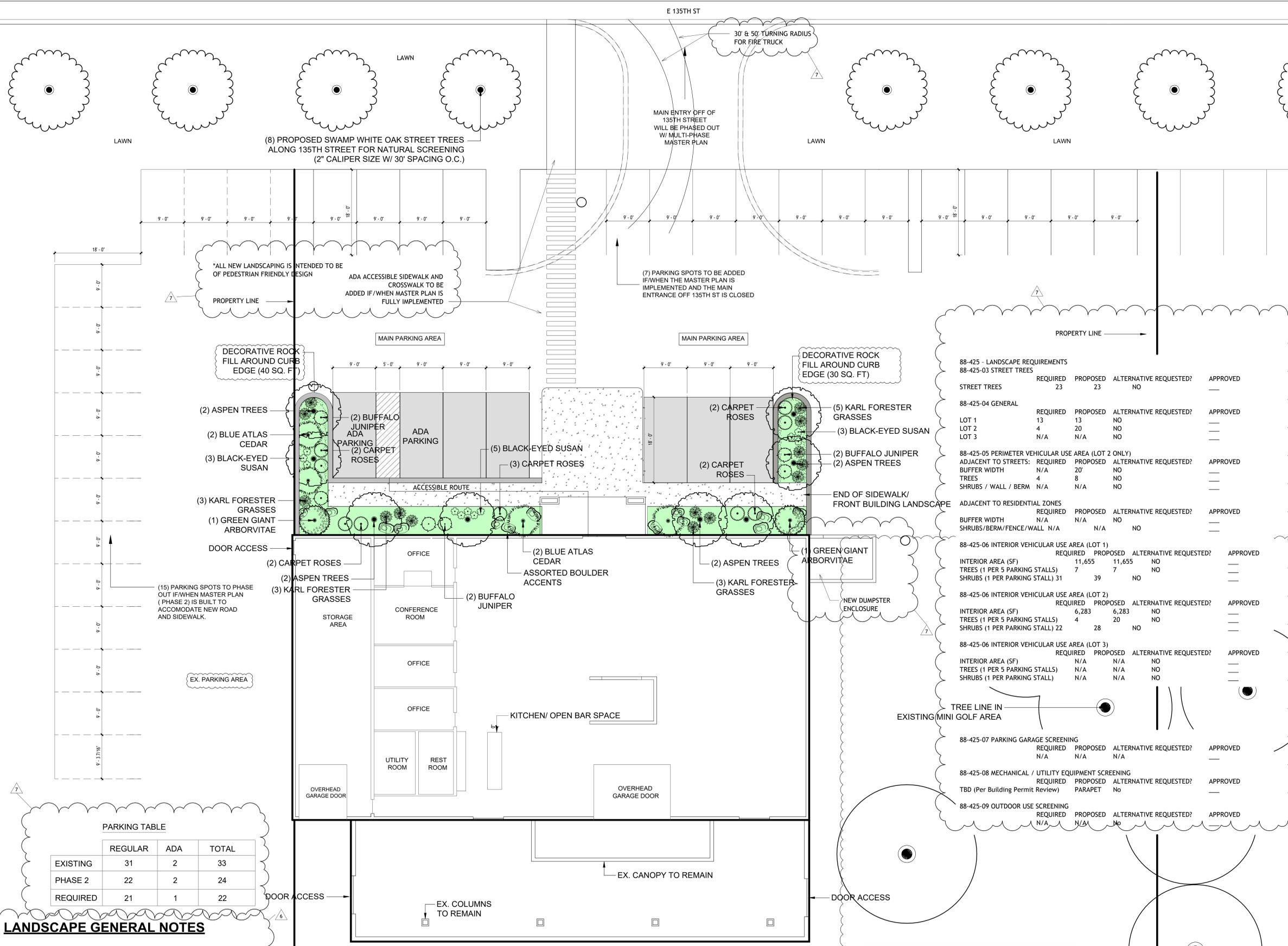
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2	REVISION 02	10/29/2025
6	REVISION 06	01/15/2026
7	REVISION 07	02/24/2026

MARTIN CITY S-1 LANDSCAPE PLAN

Project Number	250810
Date	02/24/2026
Drawn By	Alexandra Bojarski-Stauffer
Checked By	ABS
A004	
Scale	1/8" = 1'-0"



88-425 - LANDSCAPE REQUIREMENTS	REQUIRED	PROPOSED	ALTERNATIVE REQUESTED?	APPROVED
88-425-03 STREET TREES	23	23	NO	---
88-425-04 GENERAL				
LOT 1	13	NO	---	---
LOT 2	4	20	NO	---
LOT 3	N/A	N/A	NO	---
88-425-05 PERIMETER VEHICULAR USE AREA (LOT 2 ONLY)				
ADJACENT TO STREETS:	REQUIRED	PROPOSED	ALTERNATIVE REQUESTED?	APPROVED
BUFFER WIDTH	N/A	20'	NO	---
TREES	4	8	NO	---
SHRUBS / WALL / BERM	N/A	N/A	NO	---
ADJACENT TO RESIDENTIAL ZONES				
BUFFER WIDTH	REQUIRED	PROPOSED	ALTERNATIVE REQUESTED?	APPROVED
SHRUBS/BERM/FENCE/WALL	N/A	N/A	NO	---
88-425-06 INTERIOR VEHICULAR USE AREA (LOT 1)				
INTERIOR AREA (SF)	REQUIRED	PROPOSED	ALTERNATIVE REQUESTED?	APPROVED
TREES (1 PER 5 PARKING STALLS)	11,655	11,655	NO	---
SHRUBS (1 PER PARKING STALL)	7	7	NO	---
88-425-06 INTERIOR VEHICULAR USE AREA (LOT 2)				
INTERIOR AREA (SF)	REQUIRED	PROPOSED	ALTERNATIVE REQUESTED?	APPROVED
TREES (1 PER 5 PARKING STALLS)	6,283	6,283	NO	---
SHRUBS (1 PER PARKING STALL)	4	28	NO	---
88-425-06 INTERIOR VEHICULAR USE AREA (LOT 3)				
INTERIOR AREA (SF)	REQUIRED	PROPOSED	ALTERNATIVE REQUESTED?	APPROVED
TREES (1 PER 5 PARKING STALLS)	N/A	N/A	NO	---
SHRUBS (1 PER PARKING STALL)	N/A	N/A	NO	---
88-425-07 PARKING GARAGE SCREENING				
REQUIRED	N/A	PROPOSED	ALTERNATIVE REQUESTED?	APPROVED
		N/A	NO	---
88-425-08 MECHANICAL / UTILITY EQUIPMENT SCREENING				
REQUIRED	PROPOSED	ALTERNATIVE REQUESTED?	APPROVED	
TBD (Per Building Permit Review)	PARAPET	No	---	
88-425-09 OUTDOOR USE SCREENING				
REQUIRED	PROPOSED	ALTERNATIVE REQUESTED?	APPROVED	
	N/A	N/A	NO	---

	REGULAR	ADA	TOTAL
EXISTING	31	2	33
PHASE 2	22	2	24
REQUIRED	21	1	22

LANDSCAPE GENERAL NOTES

- PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR EACH LOT WITHIN THE PLAT THE DEVELOPER SHALL SUBMIT AN AFFIDAVIT COMPLETED BY A LANDSCAPE ARCHITECT LICENSED IN THE STATE OF MISSOURI, VERIFYING THAT STREET TREES AND LANDSCAPING HAVE BEEN INSTALLED IN ACCORDANCE WITH THE APPROVED STREET TREE PLANTING PLAN AND ARE HEALTHY. THIS CONDITION MAY BE SATISFIED BY AN ASSIGNED CITY PLANNING AND DEVELOPMENT BUILDING INSPECTOR.

1 LANDSCAPING PLAN
 1/8" = 1'-0"

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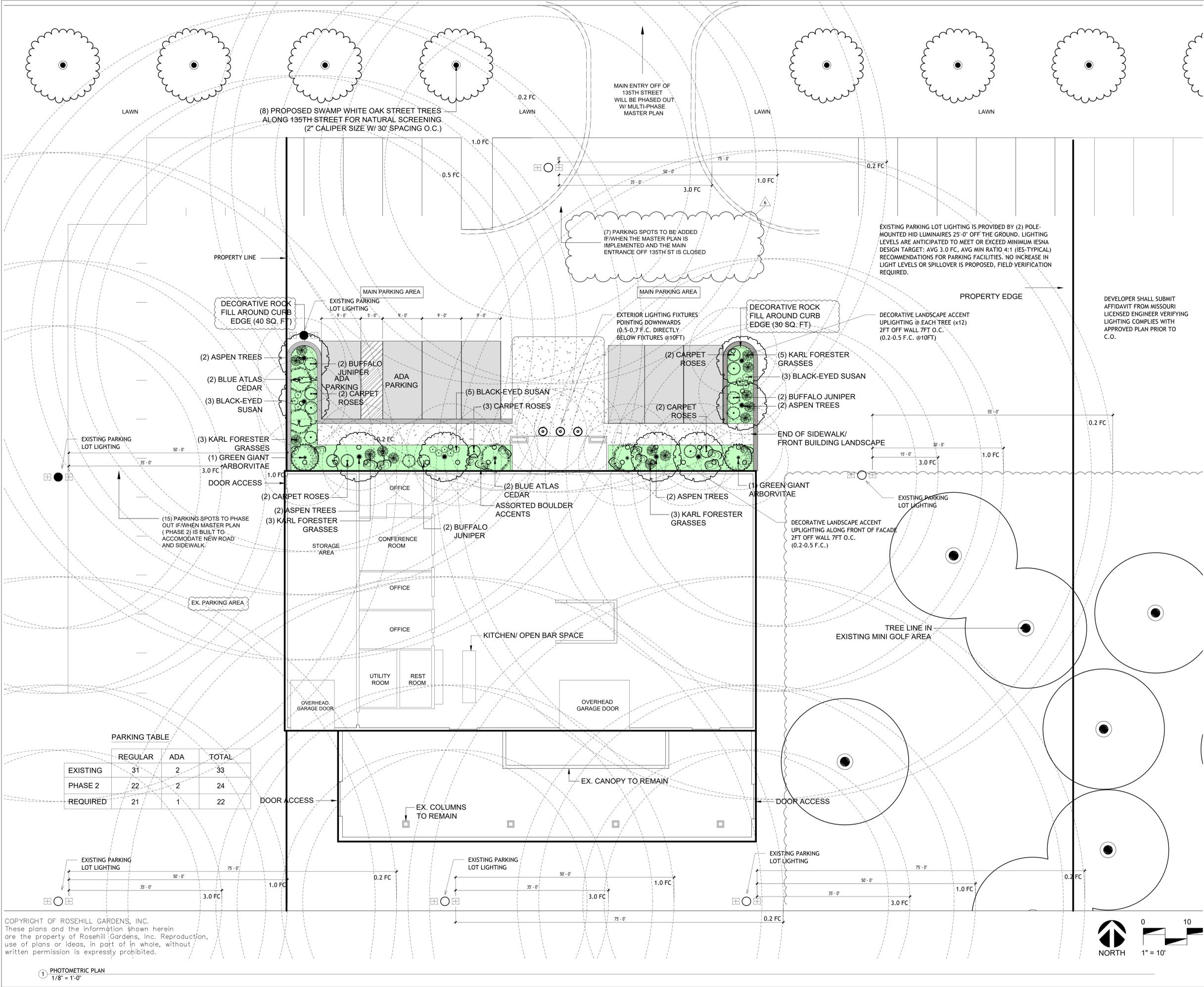
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No.	Description	Date
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2	REVISION 02	10/29/2025
6	REVISION 06	01/15/2026

MARTIN CITY S-1 PHOTOMETRIC PLAN

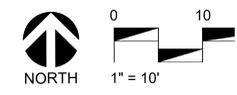
Project Number	250810
Date	02/24/2026
Drawn By	Alexandra Bojarski-Stauffer
Checked By	ABS
A005	
Scale	1/8" = 1'-0"



PARKING TABLE

	REGULAR	ADA	TOTAL
EXISTING	31	2	33
PHASE 2	22	2	24
REQUIRED	21	1	22

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1	CD SUBMITTAL	9/10/2025
5	REVISION 05	12/23/2025
7	REVISION 07	02/24/2026

MARTIN CITY S-1

FLOOR PLANS

Project Number: 250810
 Date: 02/24/2026
 Drawn By: Alexandra Bojarski-Stauffer
 Checked By: ABS

A101

Scale: 1/8" = 1'-0"

Mark	Door			Material	Finish	Frame				Fire Rating Label	Comments	
	Width	Height	Thickness			Material	Type	Finish	Head			Jamb
108	16'-0"	9'-0"	0'-1 1/2"								ZHR	
109	10'-0"	9'-0"	0'-1 1/2"								ZHR	
110	3'-0"	7'-0"	0'-1 3/4"								ZHR	PANIC HARDWARE
112	3'-0"	7'-0"	0'-2 1/4"									
113	3'-0"	7'-0"	0'-2 1/4"									
115	6'-0"	7'-0"	0'-2 1/4"									
116	6'-0"	7'-0"	0'-1 3/4"									PANIC HARDWARE
117	6'-0"	7'-0"	0'-1 3/4"									PANIC HARDWARE
118	3'-0"	7'-0"	0'-1 3/4"								ZHR	
119	3'-0"	7'-0"	0'-1 3/4"								ZHR	
120	3'-0"	7'-0"	0'-1 3/4"								ZHR	
124	6'-0"	8'-0"	0'-1 3/4"								ZHR	
127	3'-0"	7'-0"	0'-1 3/4"								ZHR	
128	3'-0"	8'-0"	0'-1 3/4"								ZHR	
129	3'-0"	8'-0"	0'-1 3/4"								ZHR	
130	3'-0"	8'-0"	0'-1 3/4"								ZHR	
131	3'-0"	8'-0"	0'-1 3/4"								ZHR	
114	8'-0"	8'-0"	0'-1 3/4"								ZHR	
125	8'-0"	8'-0"	0'-1 3/4"								ZHR	
126	8'-0"	7'-6"	0'-1 3/4"								ZHR	

OCCUPANT LOAD TABLE:

SPACE/USE	AREA (SF)	OLF (SF/OCC)	CALC. OCCUPANTS
STORAGE / WAREHOUSE (S-2)	914	300 (GROSS)	3
BUSINESS AREAS	4,882	150 (GROSS)	32
MECH ROOMS/ACCESSORY STORAGE	110	300 (GROSS)	1
TOTAL OCCUPANT LOAD			36

W-BEAM HEADER STRUCTURAL REQUIREMENTS

CODES: IBC 2018, ASCE 7-16, AISC 360, TMS 402/602, ACI 318 (ANCHORS).
LOADS (ROOF): DEAD D = 15 PSF (DECK + ROOFING + MEP), LIVE LR = 20 PSF (OR SNOW IF LARGER).
CMU WEIGHT: = 130 PCF.
CLEAR SPAN (HEADER): 16'-0".
MASONRY HEIGHT ABOVE HEADER TO DECK: USE 3.5-4.25 FT
ASD CHECKS: FB = 33 KSI (0.66FY FOR FY=50 KSI). DEFLECTION LIMIT: L/600
EXTERIOR WALL → TRIBUTARY WIDTH IS ONE SIDE ONLY (HALF THE JOIST BAY - 6FT)

LINE LOAD TO THE HEADER (PLF):
 $w = (D+LR) \cdot \text{TRIB} + (0.667FT) \cdot \text{HWALL} \cdot 130$

CASE	TRIBUTARY WIDTH	CMU HEIGHT ABOVE HEADER	LINE LOAD w
1	6FT	3.5 FT	= 513 PLF
2	6FT	4.25 FT	= 578 PLF

* (ADD ≈ 7 PLF FOR EACH EXTRA INCH OF WALL HEIGHT.)

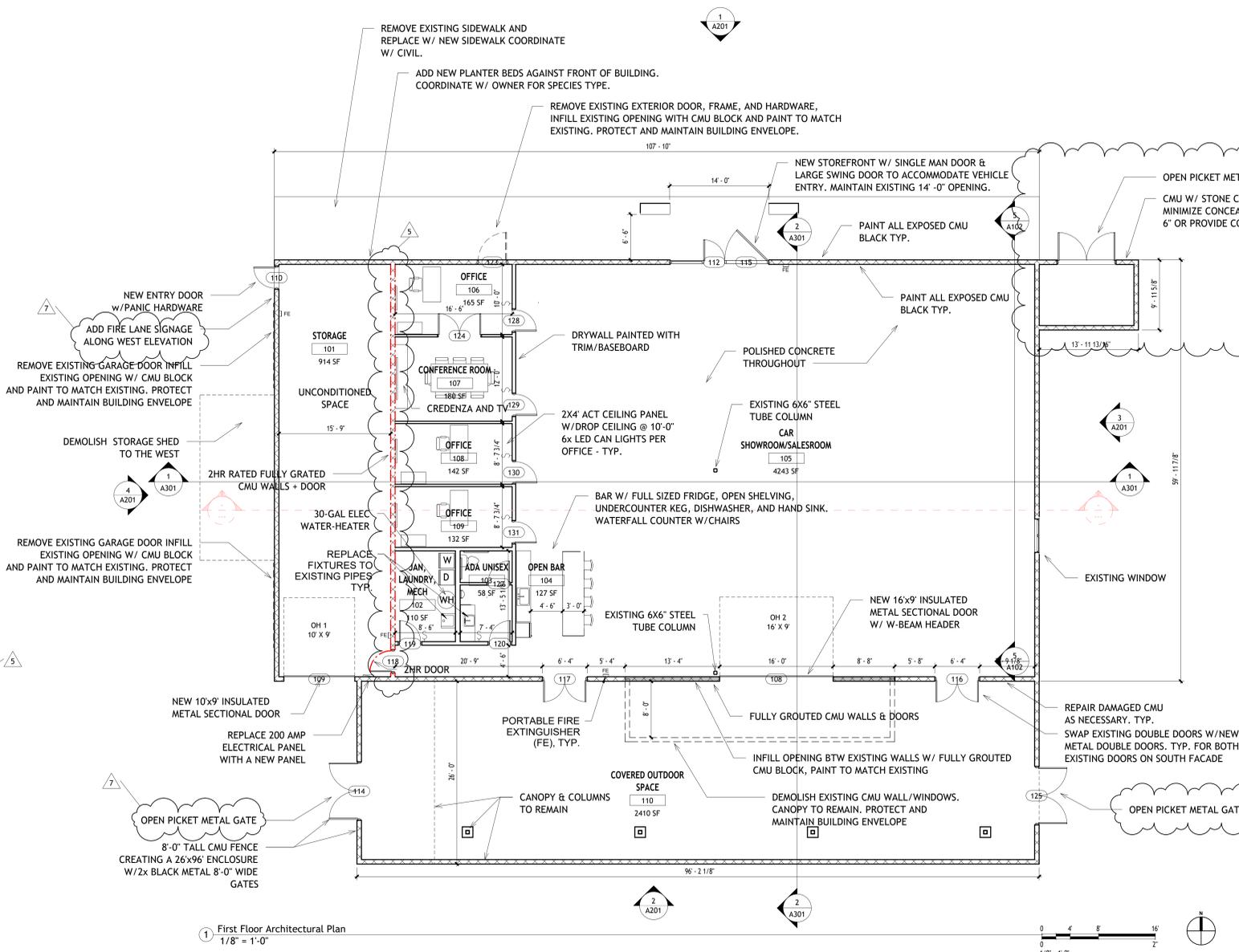
STRENGTH & DEFLECTION CHECKS (L = 16'-0", E=29,000 KSI):
 $M = wL^2/8, R = wL/2$
 $S_{req} = M/33KSI (ASD)$
 $I_{req} = 5wL^4/384E (L/600)$

CASE	M (K-FT)	R (KIPS)	S_REQ (IN ³)	I_REQ (IN ⁴)
1 (H=3.5FT)	16.4	4.11	6.0	= 82
2 (H=4.25FT)	18.5	4.63	6.7	= 92

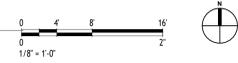
GOVERNING SERVICE REACTION IS ≈ 4.6 KIPS (CASE 2)
 LIGHTEST THAT MEETS CASE 1 (L/600): W8x18 (IX = 87 IN⁴, SX = 21.7 IN⁴) → OK FOR 3.5' WALL; JUST SHORT ON IX FOR 4.25' WALL.
 COVERS BOTH CASES WITH MARGIN: W8x21 (IX = 102 IN⁴, SX = 25 IN⁴) OR W10x19 (IX = 119 IN⁴, SX = 24 IN⁴). THESE EASILY EXCEED S_REQ AND MEET THE I_REQ FOR L/600 WHEN THE TOP FLANGE IS BRACED PER NOTES
 CMU BEARING PLATE: 8"x12"x2" → BEARING STRESS = 4,630 LB / 96 IN² = 48 PSI (WELL WITHIN TYPICAL TMS 402 ALLOWABLES).
 HSS4x4 SIDE: 1/2" END PLATE ON THE W-BEAM, BOLTED/WELDED TO AN HSS CAP/SEAT PLATE —DESIGN FOR ≥ 4.6 K REACTION.
 TOP-FLANGE BRACING TO EACH LIGHT-GAUGE TRUSS SEAT (OR 4'-0" O.C.) TO CONTROL LTB IN CALCS.
 JAMBS: EACH SIDE (2) #5 VERT., FULL-GROUT; DOWEL TO FOOTING; LAP/ANCHOR TO HEADER PLATE.
 SHORING & SEQUENCE: SHORE → CUT → SET/HEADER/GROUT → CURE → REMOVE SHORES → INSTALL DOOR/TRACK TO STEEL ANGLES/PLATES (NOT HOLLOW CMU).

IBC SECTION 903.2.9 SPRINKLER REQUIREMENTS

Storage consists of showroom vehicles stored exclusively without fuel and with batteries disconnected. No repair, fueling, or maintenance activities will occur in the space, and all vehicles are stored at floor level only.
 Although the occupancy is classified as **Group S-1 (Moderate-Hazard Storage)** based on use, the stored materials present **significantly reduced combustibility** due to the absence of fuel and ignition sources. Under these conditions, none of the sprinkler triggers in **IBC Section 903.2.9** apply; the space does not contain high-piled storage, repair garage operations, commercial parking, pallet/tire storage, or aerosol products.
 Item #4 applies **only if the S-1 area is a repair garage**, meaning:
 • Vehicle servicing
 • Fuel systems
 • Oil changes
 • Mechanical work
 • Engine or battery charging
 • Maintenance activities
 Since **no repair, fueling, charging, or maintenance occurs** and vehicles are stored without fuel and with batteries disconnected, Item #4 **does not apply**.
 Therefore, **IBC 903.2.9 does not require a fire sprinkler system for this S-1 storage use**, as the specific hazardous-storage conditions outlined in this section are not present.



1 First Floor Architectural Plan
 1/8" = 1'-0"



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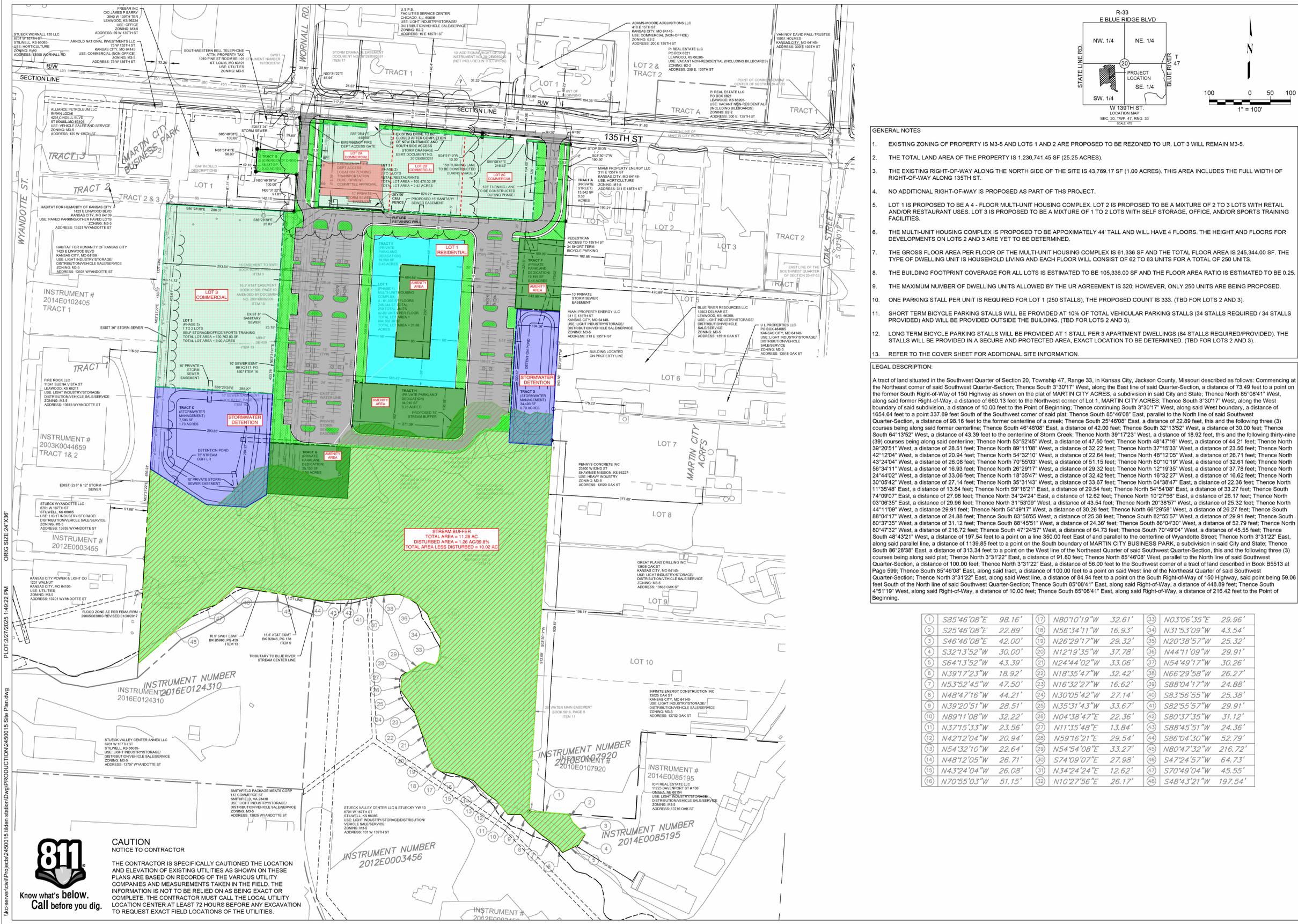
No.	Description	Date
1	CD SUBMITTAL	9/10/2025
7	REVISION 07	02/24/2026

MARTIN CITY S-1 SITE PLAN

Project Number	250810
Date	02/24/2026
Drawn By	Alexandra Bojarski-Stauffer
Checked By	ABS

C101

Scale



- ### GENERAL NOTES
- EXISTING ZONING OF PROPERTY IS M3-5 AND LOTS 1 AND 2 ARE PROPOSED TO BE REZONED TO UR. LOT 3 WILL REMAIN M3-5.
 - THE TOTAL LAND AREA OF THE PROPERTY IS 1,230,741.45 SF (25.25 ACRES).
 - THE EXISTING RIGHT-OF-WAY ALONG THE NORTH SIDE OF THE SITE IS 43,769.17 SF (1.00 ACRES). THIS AREA INCLUDES THE FULL WIDTH OF RIGHT-OF-WAY ALONG 135TH ST.
 - NO ADDITIONAL RIGHT-OF-WAY IS PROPOSED AS PART OF THIS PROJECT.
 - LOT 1 IS PROPOSED TO BE A 4 - FLOOR MULTI-UNIT HOUSING COMPLEX. LOT 2 IS PROPOSED TO BE A MIXTURE OF 2 TO 3 LOTS WITH RETAIL AND/OR RESTAURANT USES. LOT 3 IS PROPOSED TO BE A MIXTURE OF 1 TO 2 LOTS WITH SELF STORAGE, OFFICE, AND/OR SPORTS TRAINING FACILITIES.
 - THE MULTI-UNIT HOUSING COMPLEX IS PROPOSED TO BE APPROXIMATELY 44' TALL AND WILL HAVE 4 FLOORS. THE HEIGHT AND FLOORS FOR DEVELOPMENTS ON LOTS 2 AND 3 ARE YET TO BE DETERMINED.
 - THE GROSS FLOOR AREA PER FLOOR OF THE MULTI-UNIT HOUSING COMPLEX IS 61,336 SF AND THE TOTAL FLOOR AREA IS 245,344.00 SF. THE TYPE OF DWELLING UNIT IS HOUSEHOLD LIVING AND EACH FLOOR WILL CONSIST OF 62 TO 63 UNITS FOR A TOTAL OF 250 UNITS.
 - THE BUILDING FOOTPRINT COVERAGE FOR ALL LOTS IS ESTIMATED TO BE 105,336.00 SF AND THE FLOOR AREA RATIO IS ESTIMATED TO BE 0.25.
 - THE MAXIMUM NUMBER OF DWELLING UNITS ALLOWED BY THE UR AGREEMENT IS 320; HOWEVER, ONLY 250 UNITS ARE BEING PROPOSED.
 - ONE PARKING STALL PER UNIT IS REQUIRED FOR LOT 1 (250 STALLS). THE PROPOSED COUNT IS 333. (TBD FOR LOTS 2 AND 3).
 - SHORT TERM BICYCLE PARKING STALLS WILL BE PROVIDED AT 10% OF TOTAL VEHICULAR PARKING STALLS (34 STALLS REQUIRED / 34 STALLS PROVIDED) AND WILL BE PROVIDED OUTSIDE THE BUILDING. (TBD FOR LOTS 2 AND 3).
 - LONG TERM BICYCLE PARKING STALLS WILL BE PROVIDED AT 1 STALL PER 3 APARTMENT DWELLINGS (84 STALLS REQUIRED/PROVIDED). THE STALLS WILL BE PROVIDED IN A SECURE AND PROTECTED AREA, EXACT LOCATION TO BE DETERMINED. (TBD FOR LOTS 2 AND 3).
 - REFER TO THE COVER SHEET FOR ADDITIONAL SITE INFORMATION.

LEGAL DESCRIPTION:

A tract of land situated in the Southwest Quarter of Section 20, Township 47, Range 33, in Kansas City, Jackson County, Missouri described as follows: Commencing at the Northeast corner of said Southwest Quarter-Section; Thence South 3°30'17" West, along the East line of said Quarter-Section, a distance of 73.49 feet to a point on the former South Right-of-Way of 150 Highway as shown on the plat of MARTIN CITY ACRES, a subdivision in said City and State; Thence North 85°08'41" West, along said former Right-of-Way, a distance of 660.13 feet to the Northwest corner of Lot 1, MARTIN CITY ACRES; Thence South 3°30'17" West, along the West boundary of said subdivision, a distance of 10.00 feet to the Point of Beginning; Thence continuing South 3°30'17" West, along said West boundary, a distance of 1654.84 feet to a point 337.89 feet South of the Southwest corner of said plat; Thence South 85°46'08" East, parallel to the North line of said Southwest Quarter-Section, a distance of 98.16 feet to the former centerline of a creek; Thence South 25°46'08" East, a distance of 22.89 feet, this and the following three (3) courses being along said former centerline; Thence South 46°46'08" East, a distance of 42.00 feet; Thence South 32°1'35" West, a distance of 30.00 feet; Thence South 64°13'52" West, a distance of 43.39 feet to the centerline of Storm Creek; Thence North 39°17'23" West, a distance of 18.92 feet, this and the following thirty-nine (39) courses being along said centerline; Thence North 53°52'45" West, a distance of 47.50 feet; Thence North 48°47'16" West, a distance of 44.21 feet; Thence North 39°20'51" West, a distance of 28.51 feet; Thence North 89°1'09" West, a distance of 32.22 feet; Thence North 37°15'31" West, a distance of 23.56 feet; Thence North 42°12'04" West, a distance of 20.94 feet; Thence North 54°32'10" West, a distance of 22.64 feet; Thence North 48°12'05" West, a distance of 28.71 feet; Thence North 43°24'04" West, a distance of 26.08 feet; Thence North 70°55'03" West, a distance of 51.15 feet; Thence North 80°10'19" West, a distance of 32.61 feet; Thence North 56°34'11" West, a distance of 16.93 feet; Thence North 26°29'17" West, a distance of 29.32 feet; Thence North 12°19'35" West, a distance of 37.78 feet; Thence North 24°44'02" West, a distance of 33.06 feet; Thence North 18°35'47" West, a distance of 32.42 feet; Thence North 16°32'27" West, a distance of 16.62 feet; Thence North 30°05'42" West, a distance of 27.14 feet; Thence North 83°56'55" West, a distance of 25.38 feet; Thence South 82°55'57" West, a distance of 29.91 feet; Thence South 80°37'35" West, a distance of 13.84 feet; Thence North 59°16'21" East, a distance of 29.54 feet; Thence North 54°54'08" East, a distance of 33.27 feet; Thence North 74°09'07" East, a distance of 27.98 feet; Thence North 34°24'24" East, a distance of 12.62 feet; Thence North 10°27'56" East, a distance of 26.17 feet; Thence North 03°06'35" East, a distance of 29.96 feet; Thence North 31°53'09" West, a distance of 43.54 feet; Thence North 20°38'57" West, a distance of 25.32 feet; Thence North 44°11'09" West, a distance of 29.91 feet; Thence North 54°49'17" West, a distance of 30.26 feet; Thence North 66°29'58" West, a distance of 26.27 feet; Thence South 85°04'17" West, a distance of 24.88 feet; Thence South 83°56'55" West, a distance of 25.38 feet; Thence South 82°55'57" West, a distance of 29.91 feet; Thence South 80°37'35" West, a distance of 13.84 feet; Thence South 88°45'51" West, a distance of 24.36 feet; Thence South 86°04'30" West, a distance of 52.79 feet; Thence North 80°47'32" West, a distance of 216.72 feet; Thence South 47°24'57" West, a distance of 64.73 feet; Thence South 70°49'04" West, a distance of 45.55 feet; Thence South 48°43'21" East, a distance of 197.54 feet to a point on a line 350.00 feet East and parallel to the centerline of Wyandotte Street; Thence North 3°31'22" East, along said parallel line, a distance of 1139.85 feet to a point on the South boundary of MARTIN CITY BUSINESS PARK, a subdivision in said City and State; Thence South 86°28'38" East, a distance of 313.34 feet to a point on the West line of the Northeast Quarter of said Southwest Quarter-Section, this and the following three (3) courses being along said plat; Thence North 3°31'22" East, a distance of 91.80 feet; Thence North 85°46'08" West, parallel to the North line of said Southwest Quarter-Section, a distance of 100.00 feet; Thence North 3°31'22" East, a distance of 56.00 feet to the Southwest corner of a tract of land described in Book B5513 at Page 599; Thence South 85°46'08" East, along said tract, a distance of 100.00 feet to a point on said West line of the Northeast Quarter of said Southwest Quarter-Section; Thence North 3°31'22" East, along said West line, a distance of 84.94 feet to a point on the South Right-of-Way of 150 Highway, said point being 59.06 feet South of the North line of said Southwest Quarter-Section; Thence South 85°08'41" East, along said Right-of-Way, a distance of 448.89 feet; Thence South 4°51'19" West, along said Right-of-Way, a distance of 10.00 feet; Thence South 85°08'41" East, along said Right-of-Way, a distance of 216.42 feet to the Point of Beginning.

1	S85°46'08"E	98.16'	17	N80°10'19"W	32.61'	33	N03°06'35"E	29.96'
2	S25°46'08"E	22.89'	18	N56°34'11"W	16.93'	34	N31°53'09"W	43.54'
3	S46°46'08"E	42.00'	19	N26°29'17"W	29.32'	35	N20°38'57"W	25.32'
4	S32°1'35"W	30.00'	20	N12°19'35"W	37.78'	36	N44°11'09"W	29.91'
5	S64°13'52"W	43.39'	21	N24°44'02"W	33.06'	37	N54°49'17"W	30.26'
6	N39°20'51"W	18.92'	22	N18°35'47"W	32.42'	38	N66°29'58"W	26.27'
7	N53°52'45"W	47.50'	23	N16°32'27"W	16.62'	39	S88°04'17"W	24.88'
8	N48°47'16"W	44.21'	24	N30°05'42"W	27.14'	40	S83°56'55"W	25.38'
9	N39°20'51"W	28.51'	25	N35°31'43"W	33.67'	41	S82°55'57"W	29.91'
10	N89°11'08"W	32.22'	26	N04°38'47"E	22.36'	42	S80°37'35"W	31.12'
11	N37°15'33"W	23.56'	27	N11°35'48"E	13.84'	43	S88°45'51"W	24.36'
12	N42°12'04"W	20.94'	28	N59°16'21"E	29.54'	44	S86°04'30"W	52.79'
13	N54°32'10"W	22.64'	29	N54°54'08"E	33.27'	45	N80°47'32"W	216.72'
14	N48°12'05"W	26.71'	30	S74°09'07"E	27.98'	46	S47°24'57"W	64.73'
15	N43°24'04"W	26.08'	31	N34°24'24"E	12.62'	47	S70°49'04"W	45.55'
16	N70°55'03"W	51.15'	32	N10°27'56"E	26.17'	48	S48°43'21"W	197.54'

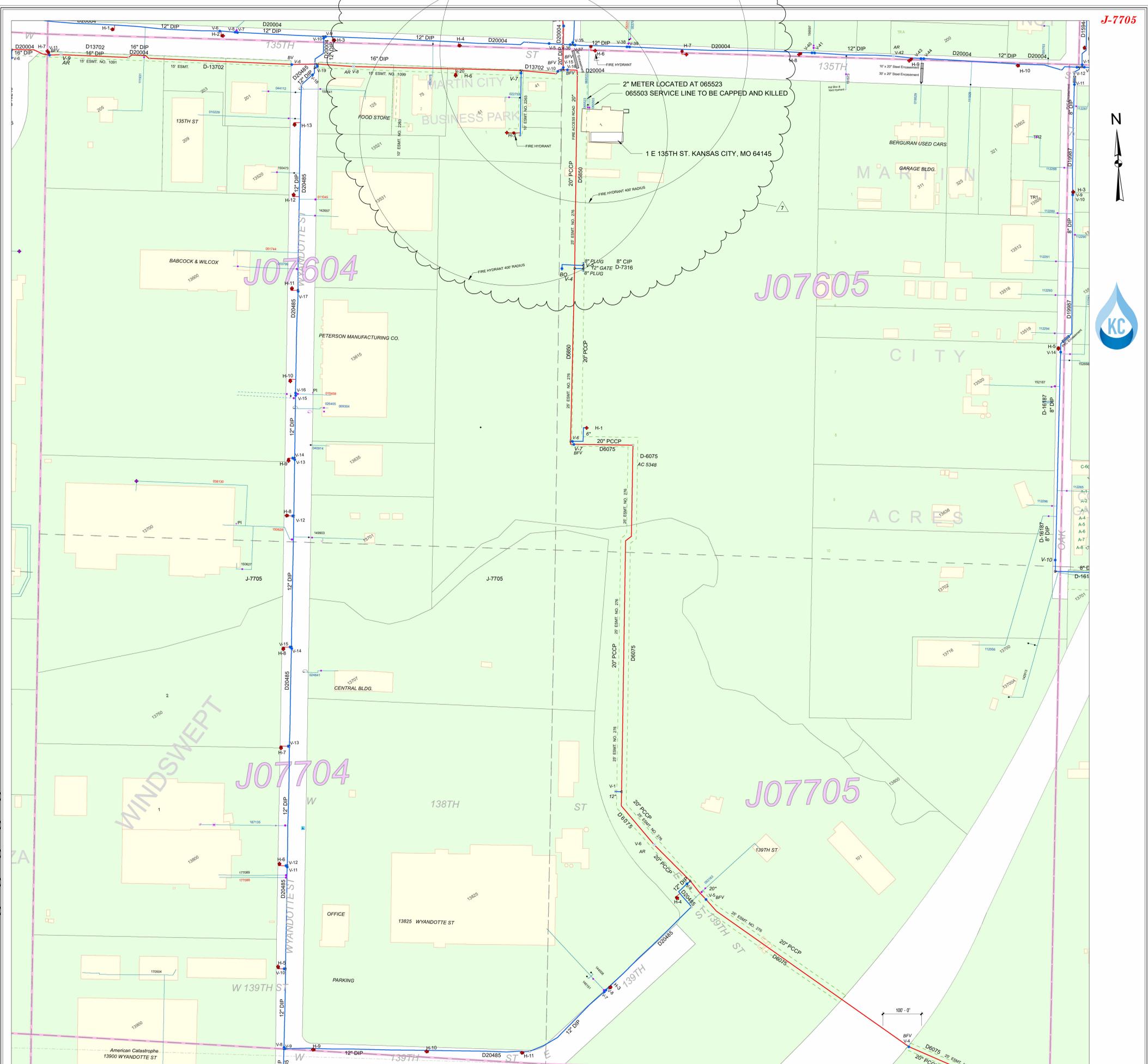
CAUTION
 NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THE LOCATION AND ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES.

W:\c-services\dwg\Projects\250810\15\150115\150115.dwg Plot Station: D:\PROJECTS\250810\15\150115\150115.dwg Site Plan.dwg
 PLOT: 2/27/2025 1:49:22 PM
 ORIG SIZE: 24X36"

GENERAL NOTES

- A) WATER MAP PROVIDED BY WATER.GIS@KCMO.ORG
- B) ALL WATER SERVICE INSTALLATIONS INCLUDING BACKFLOW DEVICES ARE SUBJECT TO FIELD VERIFICATION AND APPROVAL BY THE WATER DEPARTMENT INSPECTOR
- C) 2" WATER METER IS LOCATED WHERE 065523 CONNECTS TO THE BUILDING
- D) PROPOSED KILL TO EXISTING SERVICE LINE 065503
- E) SERVICE LINES MAY BE DISCONNECTED AT THE MAIN, UNDER THE PROVISIONS OF SECTION 78-23 OF THE CODE OF GENERAL ORDINANCES, KANSAS CITY, MISSOURI.
- F) IN ADDITION TO THESE PROVISIONS, SERVICE LINES SHALL BE DISCONNECTED AT THE MAIN, CURB BOX OR METER TILE AT THE DISCRETION OF THE KC WATER IN THE EVENT OF BUILDING DEMOLITION OR ALTERATION.
- G) ON TAP SERVICE CONNECTIONS, THE CORPORATION STOP SHALL BE UNCOVERED, THE CORPORATION STOP TURNED OFF, THE SERVICE LINE DISCONNECTED, AND THE THREADS CUT OFF OF THE CORPORATION. ALL CURB BOXES, METER TILES AND BACKFLOW PREVENTER VAULTS WHETHER ON PUBLIC OR PRIVATE PROPERTY, SHALL HAVE ALL RINGS, COVERS, AND LIDS REMOVED, WALL CASINGS REMOVED OR BROKEN DOWN TO A MINIMUM OF ONE FOOT BELOW GRADE. THE BACKFLOW VAULT SHALL BE BACKFILLED WITH SAND, CLEAN FILL OR AN APPROVED MATERIAL.
- H) ON BRANCH SERVICE CONNECTIONS, THE ABANDONMENT SHALL BE PERFORMED IN A MANNER SPECIFIED BY KC WATER. SERVICE LINES SHALL BE EXPOSED AT THE MAIN AND KC WATER CALLED FOR AN INSPECTION. AT THIS POINT THE KC WATER WILL ADVISE EITHER HOW TO KILL, OR TAKE OVER THE KILL. NORMALLY THE LICENSED MASTER PLUMBER WILL BE REQUIRED TO REMOVE ANY TEE OR TAP AND ASSOCIATED VALVES AND INSTALL A SECTION OF DUCTILE IRON PIPE AND SOLID SLEEVES IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS FOR WATER MAIN EXTENSIONS AS PUBLISHED BY KC WATER.
- I) THE APPLICANT ACKNOWLEDGES THAT ALL WATER SERVICES CONDITIONS ASSOCIATED WITH CPC-2024-00156 AND CD-AA-2025-00102, AS ADOPTED BY ORDINANCE 250221 ON MARCH 20, 2025, REMAIN IN FULL FORCE AND EFFECT AND WILL BE COMPLIED WITH.
- J) THE DEVELOPER SHALL HAVE A WATER FLOW TEST DONE TO ENSURE THERE IS ADEQUATE WATER PRESSURE TO SERVE THE DEVELOPMENT. SOUTH OF RIVER CONTACT - PATRICK LEWIS (816) 513-0423, NORTH OF RIVER CONTACT - DAVID GILYARD (816) 513-4772.
- K) THE DEVELOPER SHALL ENSURE THAT WATER AND FIRE SERVICE LINES SHOULD MEET CURRENT WATER SERVICES DEPARTMENT RULES AND REGULATIONS, PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY. [HTTPS://WWW.KCWATER.US/WP-CONTENT/UPLOADS/2025/02/2025-FINAL-RULES-AND-REGULATIONS-FOR-WATER-SERVICE-LINES.PDF](https://www.kcwater.us/wp-content/uploads/2025/02/2025-FINAL-RULES-AND-REGULATIONS-FOR-WATER-SERVICE-LINES.PDF)
- L) WATER/SEWER SERVICE LINES SHALL SERVE ONLY ONE LOT OR TRACT AND SHALL NOT CROSS A SEPARATE LOT OR TRACT.
- M) WATER SERVICE SHALL NOT CROSS LOT LINES
- N) MACRO STORM DRAINAGE STUDY REQUIRED
- O) SEWER CAPACITY VERIFICATION REQUIRED
- P) SITE DISTURBANCE PERMIT REQUIRED IF DISTURBING ONE ACRE OR MORE PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES.



J-7705



www.linkedin.com/company/emerald-hive-design

CLIENT: DANNY BAKER
1 E 135TH ST. KANSAS CITY,
MO, 64145
(314) 267-9890

CLASS A GENERAL CONTRACTOR: 2025-0012004
EMERALD HIVE (BUILD) LLC
JARRED YOUNG
17406 W 93RD PL
LENEXA, KS 66219
(913) 706-3636

ARCHITECT: EMERALD HIVE DESIGN LLC
ALEXANDRA BOJARSKI-STAUFFER
2525 MAIN ST. SUITE 201
KANSAS CITY, MO 64108
(816) 695-7647

PE ENGINEER: PAUL FANCHER
14133 W 73RD ST, SHAWNEE, KS 66216
(913) 579-5201

MECHANICAL: MATT BOYER
5 SW 4TH ST. LEE'S SUMMIT, MO 64063
(816) 547-3601

ELECTRICAL: BEN RYAN, MANDS ELECTRIC
P.O. BOX 1147
BLUE SPRINGS, MO. 64013
(816) 365-6306

STRUCTURAL: HERRERA STUCCO LLC
PO BOX #12875 KANSAS CITY, MO 64063
(913) 548-2825



No.	Description	Date
1	CD SUBMITTAL	9/10/2025
2	REVISION 02	10/29/2025
7	REVISION 07	02/24/2026

MARTIN CITY S-1
CIVIL - WATER UTILITIES

Project Number 250810
Date 02/24/2026
Drawn By Alexandra Bojarski-Stauffer
Checked By ABS



CITY PLANNING & DEVELOPMENT

Public Meeting Summary Form

Project Case #

Meeting Date: February 19, 2026

Meeting Location: Rosehill Winery, 311 E. 135th Street, Kansas City, MO 64145

Meeting Time (include start and end time): 8:37 a.m.- 9:21 a.m.

Additional Comments (optional):

Danny Bake presented plans for his property located at 1 E. 135th Street, Kansas City, MO that would include a car dealership. The capacity would be 30-50 cars and all cars would be electric. In order to have a car dealership the zoning in the Urban Renewal district needs to be changed. It currently allows for retail and restaurants. Participants asked about building improvements already done and Danny addressed this with an extensive list.

Meeting Sign-In Sheet

Project Name and Address

Urban Redevelopment Amendment - permitted use

1 E. 135th Street, Kansas City, MO 64145

Name Address Phone Email

Name	Address	Phone	Email
Lee Allard	Stilwell, KS black 7000 W. 167th St	913-206-0127	leeallard@suburban.ky.com
Kathy Feist	13610 Washington KC MO	816-309-9248	martincitytelegrapheguard
Jenna Scott		816-291-2133	Jscott@edc.kc.com
Alexa Barkley	13203 McGee St KL, MO 64145	712-389-5508	Alexa@AlexaQuote MyInsurance.com
Danny Baker	11513 Prairie Cir. Leawood, KS 66211	314-267-9890	danny@exoticmotors ag.com
Shawn Boks	6870 Delmar Ln Prairie Village KS	816-867-6446	shawn@thinkviral.com
GEORGE HARRELL	403 N W 110th St CENTRALIA MO 64019	816-235-5905	george11@rosehillbank.com
Chad Powell	28815 Nelson Rd Cleveland, MO	816-848-8952	CPowell@Rosehillgardens copy

CD-CPC-2026-00006 - Alignment

Evaluation	Goal	Notes
Med	<p><i>CC- Connected City</i> Increase mobility options and create a more connected city</p>	<p>The Applicant has agreed to close the north access drive across the public sidewalk close to the Wornall/135th intersection when another parcel (2b or 2c) of Lot 2 is developed. Access will instead be provided along the back of the Lot and out to 135th on the east side of Lot 2 and an emergency access on the west side of Lot 2. The Applicant has placed notes on the plans.</p> <p>The Applicant has agreed to provide a walkway from the building entrance to the public sidewalk.</p> <p>To better align with the KC Spirit Playbook, the application could: Promote future pedestrian scale blocks in the development by providing for an access drive to future development on the south side of the property.</p>
Med	<p><i>DO - Diversity & Opportunity</i> Ensure the built environment strives to eliminate disparities, embrace diversity, and create economic opportunity</p>	<p>To align with the KC Spirit Playbook, the application could:</p> <p>Include uses that increase access to daily needs (shopping, services, recreation, healthy food, healthcare, jobs and economic opportunities, education etc.)</p> <p>Though the reuse of an existing building does not meet this goal, the amendment of the UR zoning to become B1 so that new development does provide neighborhood commercial services does meet this goal.</p>
Low	<p><i>HE - Healthy Environment</i> A healthy environment is critical to a healthy city. Natural systems clean the city's water and air, preserve</p>	<p>To align with the KC Spirit Playbook, the application could:</p> <p>Improve water quality and manage stormwater through "green" approaches.</p>

	important ecological functions, manage stormwater, and help mitigate the impacts of climate change	<p>Use permeable surfaces, rain gardens, bioswales, and green infrastructure techniques.</p> <p>Incorporate energy-saving techniques, clean energy sources, and sustainable building design, methods and materials.</p> <p>If the Applicant intends to do this - please place appropriate notes on the plans re: locations on the site, materials, building materials and mechanics.</p>
Low	<p><i>POS - Parks & Open Spaces</i></p> <p>Protect and expand our system of parks, boulevards, and open spaces</p>	<p>To align with the KC Spirit Playbook, the application could:</p> <p>Create usable public spaces like streetscapes, plazas and courtyards or minimally provide a bench or art.</p>
High	<p><i>SEG - Sustainable & Equitable Growth</i></p> <p>Target physical investments strategically and ensure that growth and revitalization are sustainable and equitable</p>	<p>Does:</p> <p>Contribute to development patterns that are fiscally sustainable</p> <p>Prioritize infill or contiguous development that utilizes existing infrastructure and services over "leapfrog" developments</p>
Low	<p><i>WDC - Well Designed City</i></p> <p>Promote high-quality design in public investments and development</p>	<p>To align with the KC Spirit Playbook, the application could:</p> <p>Comply with the Global Development Design Guidelines - see "Global Design Guidelines Evaluation" in the checklist uploaded to Energov</p> <p>Comply with Development Context and Form Guidelines which include window transparency (p.88-94 and 95-97)</p> <p>Use high quality, attractive, and durable construction materials</p>

Playbook Alignment: Med

Area Plan Alignment: Low-Med

Summary and Analysis:

Area Plan - Martin City

Future Land Use - Mixed Use Neighborhood (equates to B1 zoning district)

The Applicant is requesting a storage use along with some office and occasional sales in an existing building on Lot 2 on proposed parcel "2A" in order to reuse an existing building. Currently, all of Lot 2 (all 3 proposed parcels) is approved with a UR zoning for retail and restaurants similar to some of the uses in a B1 zoning district. The proposed storage and occasional sales use does not match the Future Land Use of Mixed-Use Neighborhood or the B1 Neighborhood Commercial zoning district or the goals and key concepts in the Martin City Area Plan that show this section of E 135th east of Wornall as pedestrian oriented. The proposed storage use is not a use that promotes daily customer interface/activity and an activated street environment. This section of E 135th is described in the Area Plan as an Image Street and Activity street. However, reuse of existing buildings and infill sites are highly encouraged by the KC Spirit Playbook and the Martin City Area Plan. Additionally, the Applicant has agreed to amend the UR zoning to designate Lot 2 the equivalent of a B1 zoning so that any new development on Lot 2, including proposed Parcels 2B and 2C will be developed to meet the equivalent of B1 zoning district use requirements which do promote activated commercial uses.

As stated above - the eastern section of 135th is included in the Martin City Area Plan as a pedestrian oriented image and activity street. Multiple unit residential is planned for Lot 1 behind Lot 2. Wornall is a major bus corridor connection from south of the Plaza. Therefore, building and site design to promote a safe and pleasant walking environment are strongly encouraged. Pedestrian oriented design includes window transparency for eyes on the street, parking located in back of buildings with buildings close to the sidewalk and easy pedestrian access from the sidewalk to the front of the building. The proposed reuse of the existing building does not include an addition, but even so, the Applicant has included a pedestrian walkway from the front door of the building to the public sidewalk. Though there is no building transparency being added for "eyes on the street" safety, the Applicant is proposing abundant landscaping to be easily seen from the public sidewalk to help foster a well maintained and pleasant pedestrian environment.

In addition to promoting walkable community concepts, the Martin City Area Plan and KC Spirit Playbook encourage the use of sustainable site design and building materials. The Applicant has not presented any evidence of green site design or green building materials.

Some of the guiding principles and design guidelines within the Martin City Area Plan that promote an active pedestrian oriented, multi modal and sustainable environment are:

1. Create a walkable community & support alternative modes of transportation.
2. All new development should be built in a walkable, pedestrian oriented format, particularly along the areas specifically recommended for Pedestrian Oriented Development.
3. Existing auto-oriented areas should gradually be converted to a walkable format.
4. New development should also integrate and support other modes of transportation - including transit and biking... Streets should form a connected network and should safely accommodate all modes of transportation.
5. Integrate resilient and green infrastructure throughout the area for long-term sustainability.