

lot that abuts a 100-year floodplain area (including detention basins and engineered surface drainage conveyances) on any plat and plan, as required by the Kansas City Water Services Department.

40. The developer shall enter into a covenant agreement for the maintenance of any stormwater detention area tracts as required by the Kansas City Water Services Department, prior to recording the plat.
41. The developer shall provide covenants to maintain private storm sewer mains acceptable to the Kansas City Water Services Department for any private storm sewer mains prior to the issuance of any building permits.
42. The developer shall provide covenants to maintain private sanitary sewer mains acceptable to the Kansas City Water Services Department for any private sanitary sewer mains prior to the issuance of any building permits.
43. The developer shall provide covenants to maintain private water mains acceptable to the Kansas City Water Services Department for any private water mains prior to the issuance of any building permits.
44. The developer shall provide private (water, storm drainage, sanitary sewer) easements for any private mains prior to issuance of any building permits.

A copy of said development plan is on file in the office of the City Clerk with this ordinance and is made a part hereof.

Section B. That the Council finds and declares that before taking any action on the proposed amendment and development plan hereinabove, all public notices and hearings required by the Zoning and Development Code have been given and had.

I hereby certify that as required by Chapter 88, Code of Ordinances, the foregoing ordinance was duly advertised and public hearings were held.



Authenticated as Passed

Quinton Lums, Mayor

Marilyn Sanders, City Clerk

MAY 01 2025

Date Passed

Sara Copeland, FAICP
Secretary, City Plan Commission

Approved as to form:

Sarah Baxter
Senior Associate City Attorney



File #: 250361

ORDINANCE NO. 250361

Approving a development plan on about 86 acres in District M1-5 generally located at Stadium Drive and Raytown Road to allow for warehousing, wholesaling, freight movement, general manufacturing, production and industrial service uses. CD-CPC-2025-00027

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section A. That a development plan in District M1-5 (Manufacturing 1 (Dash 5)) generally located at Stadium Drive and Raytown Road, and more specifically described as follows:

TRACT 1: A tract of land in Section 24, Township 49, Range 33, including part of Blocks 32, 33, 34, 35, 37 and 38 in Leeds, a subdivision of land, and also part of the vacated streets and alleys therein, all in Kansas City, Jackson County Missouri, being more particularly described as follows: Commencing at the Northeast corner of the Southwest quarter of the Northeast Quarter of said Section 24, Township 49 Range 33; thence North 90 degrees 00 minutes 00 seconds east along the North line of the Southeast Quarter of the Northeast Quarter of said section 24, a distance of 25.47 feet; thence South 0 degrees 00 minutes 00 seconds West, at right angles to said North line, a distance of 30.50 feet to the intersection of the South right-of-way line of 37th street, as now established, with the Westerly right-of-way line of the Kansas City Southern Railway Company, as now established; thence Southerly along said Westerly right-of-way line, the following courses: South 3 degrees 01 minute 33 seconds West, a distance of 340.13 feet; thence South 0 degrees 07 minutes 34 seconds east, a distance of 109.03 feet; thence South 89 degrees 52 minutes 52 seconds east, a distance of 2.00 feet; thence South 0 degrees 05 minutes 08 seconds West, a distance of 70.00 feet; thence North 89 degrees 52 minutes 52 seconds West, a distance of 11.08 feet; thence South 7 degrees 28 minutes 32 seconds West, a distance of 50.48 feet; thence South 2 degrees 44 minutes 21 seconds West, a distance of 200.25 feet; thence South 4 degrees 22 minutes 12 seconds West, a distance of 373.25 feet; thence South 90 degrees 00 minutes 00 seconds west, a distance of 4.24 feet; thence South 06 degrees 11 minutes 08 seconds West, a distance of 116.82 feet; thence North 89 degrees 59 minutes 35 seconds West, a distance of 47.82 feet; thence South 06 degrees 11 minutes 08 seconds west, a distance of 60.35 feet; thence South 89 degrees 59 minutes 35 seconds east; a distance of 42.74 feet; thence South 6 degrees 01 minute 44 seconds West, a distance of 1,329.34 feet to the point of beginning of the tract of land herein described; thence departing from

said westerly right-of-way line, North 89 degrees 59 minutes 35 seconds West, a distance of 1,229.06 feet to a point on the Easterly high bank of the Big Blue River; thence Southeasterly along said Easterly high bank, the following courses; South 38 degrees 21 minutes 23 seconds east, a distance of 278.71 feet; thence South 33 degrees 14 minutes 16 seconds east, a distance of 274.96 feet; thence South 22 degrees 41 minutes 20 seconds east, a distance of 100.85 feet; thence South 27 degrees 45 minutes 39 seconds East, a distance of 251.14 feet; thence south 44 degrees 51 minutes 33 seconds east, a distance of 239.67 feet; thence South 29 degrees 49 minutes 05 seconds east, a distance of 159.52 feet; thence South 13 degrees 08 minutes 53 seconds East, a distance of 225.17 feet, to a point on the South right-of-way line of vacated 43rd street; thence departing said Easterly high bank and continuing along said South right-of-way line, South 89 degrees 54 minutes 28 seconds East, a distance of 116.64 feet to a point on the aforesaid West right-of-way line of the Kansas City Southern Railway Company; thence departing said South right-of-way line and continuing Northerly along said west right-of-way line the following courses: North 0 degrees 22 minutes 55 seconds west, a distance of 15.00 feet to a point on the centerline of vacated 43rd street; thence South 89 degrees 54 minutes 16 seconds East and along said centerline, a distance of 30.00 feet; thence departing said centerline, North 0 degrees 22 minutes 55 seconds west, a distance of 15.00 feet to a point on the North right-of-way line of vacated 43rd street; thence North 26 degrees 15 minutes 58 seconds East, a distance of 111.42 feet; thence North 5 degrees 08 minutes 50 seconds East, a distance of 165.64 feet; thence South 0 degrees 52 minutes 59 seconds East, a distance of 112.00 feet; thence Northerly along a curve to the left, having an initial tangent bearing of North 24 degrees 49 minutes 33 seconds East, with a radius of 1,432.79 feet, a central angle of 15 degrees 29 minutes 24 seconds and an arc distance of 387.33 feet; thence North 10 degrees 05 minutes 21 seconds East, a distance of 647.23 feet; thence North 6 degrees 01 minute 44 seconds East, a distance of 102.77 feet to the point of beginning.

TRACT 2: A tract of land in Section 24, Township 49, Range 33, including part of Blocks 11, 12, 28, 29, 30 and 31, in Leeds, a subdivision of land and also part of the vacated streets and alleys therein, all in Kansas City, Jackson County, Missouri, being more particularly described as follows: Commencing at the Northeast corner of the Southwest quarter at the Northeast Quarter of said Section 24, Township 49, Range 33, Jackson County, Missouri; thence North 90 degrees 00 minutes 00 seconds East along the north line of the Southeast Quarter of the Northeast Quarter of said Section 24, a distance of 25.47 feet; thence South 0 degrees 00 minutes 00 seconds west at right angles to said north line, a distance of 30.50 feet to the intersection of the South right-of-way line of 37th Street, as now established, with the Westerly right-of-way line of the Kansas City Southern Railway Company, as now established; thence Southerly along said Westerly right-of-way line, the following courses: thence South 3 degrees 01 minute 33 seconds West, a distance of 340.13 feet; thence South 0 degrees 07 minutes 34 seconds East, a distance of 109.03 feet; thence South 89 degrees 52 minutes 52 seconds East, a distance of 2.00 feet; thence South 0 degrees 05 minutes 08

seconds West, a distance of 70.00 feet; thence North 89 degrees 52 minutes 52 seconds West, a distance of 11.08 feet; thence South 7 degrees 28 minutes 32 seconds West, a distance of 50.48 feet; thence South 2 degrees 44 minutes 21 seconds West, a distance at 200.25 feet; thence South 4 degrees 22 minutes 12 seconds West, a distance of 373.25 feet; thence South 90 degrees 00 minutes 00 seconds West, a distance of 4.24 feet; thence South 6 degrees 11 minutes 08 seconds west, a distance of 116.82 feet; thence north 89 degrees 59 minutes 35 seconds, West, a distance of 47.82 feet; thence South 6 degrees 11 minutes 08 seconds West, a distance at 60.35 feet; thence South 89 degrees 59 minutes 35 seconds East, a distance of 42.74 feet; thence South 6 degrees 01 minute 44 seconds West, a distance of 819.34 feet to the true point of beginning; thence continuing South 06 degrees 01 minute 44 seconds West, a distance of 509.99 feet; thence North 89 degrees 59 minutes 35 seconds West, a distance at 1229.06 feet to a point on the Easterly high bank of the big blue river; thence Northwesterly along said Easterly high bank the following courses: thence North 38 degrees 21 minutes 23 seconds West, a distance of 32.39 feet; thence North 44 degrees 40 minutes 12 seconds west, a distance of 185.19 feet; thence north 54 degrees 46 minutes 27 seconds West, a distance of 87.97 feet to a point on the Easterly right-of-way of the Missouri Pacific Railroad; thence departing aforesaid Easterly high bank of the Big Blue River and Northerly along said Easterly right-of-way of the Missouri Pacific Railroad the following courses: North 37 degrees 27 minutes 48 seconds east, a distance of 193.48 feet; thence Northerly along a curve to the left, being tangent to the last described course and having a radius of 2526.35 feet, a central angle of 6 degrees 45 minutes 07 seconds an arc distance of 297.72 feet; thence South 60 degrees 01 minute 53 seconds East, a distance of 118.08 feet; thence North 29 degrees 20 seconds 45 minutes East, a distance of 263.46 feet; thence South 60 degrees 57 minutes 51 seconds East, a distance of 559.21 feet; thence South 89 degrees 59 minutes 35 seconds East, a distance of 500.00 feet to the point of beginning. TRACT 3: An easement for access, ingress and egress, established in the instrument dated November 13, 2006, recorded November 29, 2006, as Document No. 2006E0128982. Subject to the terms, provisions and conditions contained in said instrument.

TRACT 4: A tract of land in Section 24, Township 49, Range 33, including part of Blocks 5, 6, 11, 12, 26, 27, 28, 29, 30 and 31, in LEEDS, a subdivision of land, and also part of the vacated streets and alleys therein, all in Kansas City, Jackson County, Missouri, being more particularly described as follows: Commencing at the Northeast corner of the Southwest Quarter of the Northeast Quarter of said Section 24, Township 49, Range 33; thence North 90 degrees 00 minutes 00 seconds East along the North line of the Southeast Quarter of the Northeast Quarter of said Section 24, a distance of 25.47 feet; thence South 0 degrees 00 minutes 00 seconds West at right angles to said North line, a distance of 30.50 feet to the intersection of the South right-of-way line of 37th Street, as now established, with the Westerly right-of-way line of the Kansas City Southern Railway Company, as now established, said point also being the point of beginning of the tract of land herein described; thence Southerly along said

Westerly right-of-way line, the following courses: thence South 3 degrees 01 minute 33 seconds West, a distance of 340.13 feet; thence South 0 degrees 07 minutes 34 seconds East, a distance of 109.03 feet; thence South 89 degrees 52 minutes 52 seconds East, a distance of 2.00 feet; thence South 0 degrees 05 minutes 08 seconds West, a distance of 70.00 feet; thence North 89 degrees 52 minutes 52 seconds West, a distance of 11.08 feet; thence South 7 degrees 28 minutes 32 seconds West, a distance of 50.48 feet; thence South 2 degrees 44 minutes 21 seconds West, a distance of 200.25 feet; thence South 4 degrees 22 minutes 12 seconds West, a distance of 373.25 feet; thence South 90 degrees 00 minutes 00 seconds West, a distance of 4.24 feet; thence South 6 degrees 11 minutes 08 seconds West, a distance of 116.82 feet; thence North 89 degrees 59 minutes 35 seconds West, a distance of 47.82 feet; thence South 6 degrees 11 minutes 08 seconds West, a distance of 60.35 feet; thence South 89 degrees 59 minutes 35 seconds East, a distance of 42.74 feet; thence South 6 degrees 01 minute 44 seconds West, a distance of 1329.34 feet; thence North 89 degrees 59 minutes 35 seconds West, a distance of 1229.06 feet to a point on the Easterly high bank of the Big Blue River; thence Northwesterly along said Easterly high bank, the following courses; thence North 38 degrees 21 minutes 23 seconds West, a distance of 32.39 feet; thence North 44 degrees 40 minutes 12 seconds West, a distance of 185.19 feet; thence North 54 degrees 46 minutes 27 seconds West, a distance of 88.53 feet to a point on the Easterly right-of-way line of line Missouri Pacific Railroad; thence departing aforesaid Easterly high bank of the Big Blue River and Northerly along said Easterly right-of-way line of the Missouri Pacific Railroad, the following courses: North 37 degrees 29 minutes 16 seconds East, a distance of 193.53 feet; thence Northerly along a curve to the left, being tangent to the last described course and having a radius of 2526.35 feet, a central angle of 16 degrees 35 minutes 41 seconds an arc distance of 731.72 feet; thence North 11 degrees 12 minutes 38 seconds East along a line that is not tangent to the last described curve, a distance of 1672.49 feet to a point on the aforesaid South right-of-way line of 37th Street; thence departing the aforesaid Easterly right-of-way line of the Missouri Pacific Railroad; thence North 90 degrees 00 minutes 00 seconds East, along said South right-of-way line, a distance of 892.61 feet to the point of beginning. Except that part thereof described as follows: A tract of land in Section 24, Township 49, Range 33, including part of Blocks 11, 12, 28, 29, 30 and 31, in Leeds, a subdivision of land and also part of the vacated streets and alleys therein, all in Kansas City, Jackson County, Missouri, being more particularly described as follows: Commencing at the Northeast corner of the Southwest quarter at the Northeast Quarter of said Section 24, Township 49, Range 33, Jackson County, Missouri; thence north 90 degrees 00 minutes 00 seconds east along the north line of the Southeast Quarter of the Northeast Quarter of said Section 24, a distance of 25.47 feet; thence south 0 degrees 00 minutes 00 seconds west at right angles to said north line, a distance of 30.50 feet to the intersection of the South right-of-way line of 37th Street, as now established, with the Westerly right-of-way line of the Kansas City Southern Railway Company, as now established; thence Southerly along said Westerly right-of-way line, the following courses: thence South 3 degrees 01 minute 33

seconds West, a distance of 340.13 feet; thence South 0 degrees 07 minutes 34 seconds East, a distance of 109.03 feet; thence South 89 degrees 52 minutes 52 seconds East, a distance of 2.00 feet; thence South 0 degrees 05 minutes 08 seconds West, a distance of 70.00 feet; thence North 89 degrees 52 minutes 52 seconds West, a distance of 11.08 feet; thence South 7 degrees 28 minutes 32 seconds West, a distance of 50.48 feet; thence South 2 degrees 44 minutes 21 seconds West, a distance at 200.25 feet; thence South 4 degrees 22 minutes 12 seconds West, a distance of 373.25 feet; thence South 90 degrees 00 minutes 00 seconds West, a distance of 4.24 feet; thence South 6 degrees 11 minutes 08 seconds west, a distance of 116.82 feet; thence north 89 degrees 59 minutes 35 seconds, West, a distance of 47.82 feet; thence South 6 degrees 11 minutes 08 seconds West, a distance at 60.35 feet; thence South 89 degrees 59 minutes 35 seconds East, a distance of 42.74 feet; thence South 6 degrees 01 minute 44 seconds West, a distance of 819.34 feet to the true point of beginning; thence continuing South 06 degrees 01 minute 44 seconds West, a distance of 509.99 feet; thence North 89 degrees 59 minutes 35 seconds West, a distance at 1229.06 feet to a point on the Easterly high bank of the big blue river; thence Northwesterly along said Easterly high bank the following courses: thence North 38 degrees 21 minutes 23 seconds West, a distance of 32.39 feet; thence North 44 degrees 40 minutes 12 seconds west, a distance of 185.19 feet; thence north 54 degrees 46 minutes 27 seconds West, a distance of 87.97 feet to a point on the Easterly right-of-way of the Missouri Pacific Railroad; thence departing aforesaid Easterly high bank of the Big Blue River and Northerly along said Easterly right-of-way of the Missouri Pacific Railroad the following courses: North 37 degrees 27 minutes 48 seconds east, a distance of 193.48 feet; thence Northerly along a curve to the left, being tangent to the last described course and having a radius of 2526.35 feet, a central angle of 6 degrees 45 minutes 07 seconds an arc distance of 297.72 feet; thence South 60 degrees 01 minute 53 seconds East, a distance of 118.08 feet; thence North 29 degrees 20 seconds 45 minutes East, a distance of 263.46 feet; thence South 60 degrees 57 minutes 51 seconds East, a distance of 559.21 feet; thence South 89 degrees 59 minutes 35 seconds East, a distance of 500.00 feet to the point of beginning.

is hereby approved, subject to the following conditions:

1. 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.
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 a certificate of occupancy.

3. 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 have been installed in accordance with the approved street tree planting plan and are healthy.
4. All signage shall conform to 88-445 and shall require a sign permit prior to installation.
5. 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 a certificate of occupancy.
6. The developer shall secure approval of a project plan from the City Plan Commission prior to a building permit.
7. Prior to the issuance of the certificate of occupancy for each structure built, a final plat must be approved and recorded in accordance with the Zoning and Development Code.
8. The developer shall meet the fire flow requirements as set forth in Appendix B of the International Fire Code 2018. (IFC-2018 § 507.1)
9. 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) Fire hydrant distribution shall follow IFC-2018 Table C102.1.
10. 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)
11. Required Fire Department access roads shall be an all-weather surface. (IFC-2012: § 503.2.3) (No Grass Pavers Allowed)
12. Fire Department access roads shall be provided before construction/demolition projects begin. (IFC-2018 § 501.4 and 3310.1; NFPA 241-2013 § 7.5.5)
13. Required Fire Department access roads shall be designed to support a fire apparatus with gross axle weight of 85,000 pounds. (IFC-2018: § 503.2.3)
14. The turning radius for Fire Department access roads shall be 30 feet inside and 50 feet outside radius and (IFC2018: § 503.2.4) shall provide fire lane signage on fire access drives.

15. Dead-end streets in excess of 150 feet in length resulting from a “phased” project shall provide an approved temporary turn around feature (i.e., cul-de-sac, hammerhead). (IFC-2018: § 503.2.5)
16. Aerial fire apparatus access roads shall be provided for any building that is 30 feet in height or greater. Aerial fire apparatus roads are 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).
17. New buildings shall have approved radio coverage for emergency responders within the building based on the existing coverage levels of the public safety communication systems utilized by the jurisdiction, measured at the exterior of the building. This section shall not require improvement of the existing public safety communication systems. (IFC 2018 510.1) and (NFPA1221)
18. The developer shall be responsible for intersection improvements to facilitate truck turning movements as shown in the traffic study. The intersections of Raytown and 39th Street and of Raytown Road and Stadium Drive shall be improved.
19. Sidewalks along frontage of Stadium Drive shall be analyzed for replacement and repairs. Improvements to frontage shall include streetscaping improvements to match City project along the corridor.
20. 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, Code of Ordinances, for the sidewalks, curbs, and gutters where said letter shall identify the quantity and location of sidewalks, curbs, and 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 of occupancy permits.
21. 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.
22. The developer shall construct temporary off-site cul-de-sacs and grant a City approved temporary cul-de-sac easement, for that portion outside of the dedicated street right-of-way, to the City as required by the Land Development Division, prior to recording the plat.

23. 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.
24. The developer shall integrate into the existing streetlight system any relocated streetlights 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.
25. 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.
26. 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.
27. The developer shall ensure that water and fire service lines should meet current Water Services Department rules and regulations prior to issuance of a certificate of occupancy.
28. The developer shall have a water flow test done to ensure there is adequate water pressure to serve the development.
29. If public water mains or public fire hydrant improvements are proposed then the developer shall submit plans to the Kansas City Water Services Department for review and approval prior to building permit issuance or plat recording. The plans shall be prepared by a Missouri professional engineer and follow all Kansas City Water rules and regulations for water main extensions.
30. 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.
31. The developer shall submit a macro storm drainage study with the first plat or phase, from a Missouri-licensed civil engineer to the Kansas City Water Services Department showing compliance with current adopted standards in effect at the time of submission, including water quality BMP's, to the Kansas City Water Services Department for review and acceptance for the disturbed area, and submit a 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 the Kansas City Water Services Department.

32. The developer shall obtain the executed and recorded City approved grading, temporary construction, drainage/sewer, or any other necessary easements from the abutting property owner(s) that may be required prior to submitting any public improvements crossing properties not controlled by the developer and include said document(s) within the public improvement applications submitted for permitting.
33. The developer shall submit plans for grading, siltation, and erosion control to the Kansas City Water Services Department 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.
34. The developer shall submit an analysis to verify adequate capacity of the existing sewer system as required by the Kansas City Water Services Department prior to issuance of a building permit to connect the private system to the public sewer main and depending on adequacy of the receiving system, make other improvements as may be required.
35. The developer shall secure permits to extend public sanitary and storm water conveyance systems to serve all proposed lots within the development and determine adequacy of receiving systems as required by the Kansas City Water Services Department, prior to recording the plat or issuance of a building permit, whichever occurs first.
36. The developer shall provide acceptable easement and secure permits to relocate sanitary sewers out from under proposed buildings and structures, while continuing to ensure individual service is provided to all proposed lots. Any existing public lines located under proposed structures must be abandoned in place or removed and easement vacated, or relocated and new easements shall be provided; as required by the Kansas City Water Services Department prior to recording the plat or issuance of a building permit, whichever occurs first.
37. The developer shall grant a BMP easement to the City as required by the Kansas City Water Services Department, prior to recording the plat or issuance of any building permits.
38. The developer shall obtain a floodplain development permit from Development Services prior to beginning any construction activities within the floodplain.
39. The developer shall 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