

CITY PLAN COMMISSION STAFF REPORT

City of Kansas City, Missouri
City Planning & Development Department
www.kcmo.gov/cpc

June 21, 2022

Project Name

West Bottoms Mixed-Use Redevelopment

Docket 15

Request

CD-CPC-2022-00078
Rezoning to UR + Development Plan

Applicant

Roxsen Koch Polsinelli PC 900 W 48th Pl Kansas City, MO 64112

Owner

Various

Location Multiple Sites
Area About 21.85 acres
Zoning DX-10, M3-5, UR

Council District

County Jackson County School District KCMO 110

Surrounding Land Uses

North: UP RR

South: Industrial/Commercial uses,

zoned M3-5

East: UP RR

West: Industrial/Commercial uses,

zoned M3-5

Major Street Plan

W 12th St, a major East-West route in the area, (State Line to Genessee St) is identified as a Thoroughfare on the City's Major Street Plan.

Land Use Plan

The Greater Downtown Area Plan recommends Downtown Mixed Use for this location.

APPROVAL PROCESS

Staff
Review
City Plan
Commission
City Council

PROJECT TIMELINE

The application was filed on 5/04/2022, deviations from 2022 Cycle L have not occurred.

NEIGHBORHOOD AND CIVIC ORGANIZATIONS NOTIFIED

There are no Neighborhood or Homes Associations tied to the subject site.

REQUIRED PUBLIC ENGAGEMENT

Public engagement as required by 88-505-12 does apply to this request. Applicant hosted a meeting on June 7^{th,} 2022. Proof of meeting is attached to the staff report, see Exhibit A. Summary of discussion not provided.

EXISTING CONDITIONS

There is a mixture of industrial buildings and vacant lots in the proposed area. Several of the sites are listed on the National Register of Historic Places, including the Crane Company Building, Moline Plow Company building, Ridenour-Baker Grocery Company Building, Perfection Stove Company building, and the C.A. Murdock Manufacturing Company building.

SUMMARY OF REQUEST + KEY POINTS

The applicant is seeking to rezone the property to UR, with an associated development plan, to develop several blocks within the West Bottoms area.

PROFESSIONAL STAFF RECOMMENDATION

Docket 15 Recommendation Continue to July 5th

CONTROLLING + RELATED CASES

14394UR: Rezoning an area of approximately 2.68 acres generally located south of the Union Pacific railroad, north of Union Avenue, west of Santa Fe Street, and on either side of Mulberry Street, from District M3-5 to District UR, and approving a development plan for five existing industrial buildings, which also serves as a preliminary plat (Ordinance 150160)

 The ordinance noted above references a project to consider mixed-use development that includes 267 multi-family residential units and first-floor commercial within 5 existing industrial buildings.

14394UR-AA: A request to approve a final plan in District UR on approximately 2.68 acres generally located south of the Union Pacific Railroad, north of Union Avenue, west of Santa Fe Street, and on either side of Mulberry St, for a mixed-use development.

CD-SUP-2022-0021: A request to approve an event space in District M3-5 (Manufacturing) on about .396 acres generally located at W 11th St and Hickory St.

Central Industrial District PIEA: City staff was unable to find information about the Central Industrial District PIEA plan.

PLAN REVIEW

Urban Redevelopment (UR) Districts promote development and redevelopment of underdeveloped and blighted sections of the City and accommodate flexibility in design to help ensure the realization of the stated purposes in 88-260-01 with an approved Development Plan. The UR district may be applied only to property that has been designated as a blighted area, a conservation area, or an economic development area. Development plan review is a procedure to allow for City Council to review plans proposing significant development to determine whether such plans further the purposes of the Kansas City Zoning and Development Code.

The applicant is proposing a multi-phase mixed-use redevelopment within the West Bottoms area, generally located south of the Union Pacific Railroad, north of W 12th Street, west of Santa Fe St, and east of Hickory Street. Residential, hotel (50 rooms projected), and other uses permitted in the DX- zoning district are proposed. A list of prohibited uses is found in the applicant's submittal. The proposal consists of existing structures, sited for redevelopment, and new development.

Review Criteria (88-516-05)

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

- A. The plan must comply with all standards of this zoning and development code and all other applicable city ordinances and policies.
- See Plan Analysis below. AN
- The proposed project is within the Greater Downtown Area Plan. The current land use designation is Downtown Mixed Use, which accommodates office, commercial, some manufacturing, some light industrial, public, institutional, and residential development. This land use classification corresponds with the DX and DR zoning districts. The proposed project appears to align with the land use designation.

- The West Bottoms District Streetscape and Wayfinding Plan is also key to this proposal. Note that all improvements to streetscape, sidewalk, plaza, and open space amenity areas will be designed in accordance with the recommendation of the West Bottoms District Streetscape and Wayfinding Plan, see applicants submittal. AN
- B. The proposed use must be allowed in the district in which it is located.

 According to 88-260-03, the use and development standards established for a UR district must be in general conformance with the approved area plan and be compatible with desirable land use and development patterns in the surrounding area. City staff perceives that the proposed use supports the goals of the Greater Downtown Area Plan, see below.

"Attract and retain residents by providing a dynamic urban experience, amenities, quality education options, and housing choices.

- Preserve and restore historic buildings
- Create attractive and inviting public spaces and streetscapes to make the area more appealing." AN
- 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.

 Jeff Bryan from the Public Works Department has unresolved reviews related to this project. His corrections relate to the design of E 12th Street and a resubmission of the Traffic Impact Study associated with the project. AN
- D. The plan must provide for safe, efficient, and convenient non-motorized travel opportunities, being pedestrian and bicycle movement, on the subject site.

 See site plan, project appears to comply. AN
- E. The plan must provide for adequate utilities based on City Standards for the particular development proposed.
- Appropriate reviewers from City Staff to determine adequate utilities on-site have had the opportunity to review the proposed plans.
- The Water Services Stormwater review associated with the case has not been completed. AN
- 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 project is proposing to rehabilitate existing and site new structures. Building design review will occur during building permit processes. AN

- 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.
- See the site plan and conditions report attached to this staff report, project requires administrative adjustments.
- The open space amenities will be developed in later stages of the design process.
- In regards to trash containers, dumpsters, recycling bins, or other solid waste management facilities, the locations and pickup will be designed with each building proposal. AN
- 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.
 - See site plan, project appears to comply. AN
- 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 existing area is very industrial in nature and contains little to no trees. AN

PLAN ANALYSIS

Use-Specific (88-300), and Development Standards (88-400)

*indicates adjustment/deviation

Standards	Applicability	Meets	More Information
Boulevard and Parkway Standards (88-323)	No	-	
Parkland Dedication (88-408)	Yes	Yes	See Site Plan.
Parking and Loading Standards (88-420)	Yes	Yes	See Site Plan.
Landscape and Screening Standards (88-425)*	Yes	Administrative Adjustment Requested	See Site Plan and Conditions Report.
Outdoor Lighting Standards (88-430)	Yes	Yes	See Site Plan
Sign Standards (88-445)	Yes	-	The signage plan provided was not detailed enough for a full analysis. All signage must comply with 88-
Pedestrian (88-450)	Yes	Yes	See Site Plan

PROFESSIONAL STAFF RECOMMENDATION

City staff recommends the following Continuance to July 5th.

Respectfully Submitted,

Ahnna Nanoski, AICP Lead Planner

KANSAS CITY Planning & Dev

Plan Conditions

Report Date: June 15, 2022

Case Number: CD-CPC-2022-00078

Project: West Bottoms Mixed-Use Redevelopment

Condition(s) by City Planning and Development Department. Contact Ahnna Nanoski at (816) 513-8816 / Ahnna.Nanoski@kcmo.org with questions.

- 1. Plan sheets may be submitted in "concept" form for a Development Plan if the applicant 1) expressly consents to subsequent project plan approval wherein a detailed form of the same sheets is required, and 2) the applicant submits design standards to regulate the design of all buildings (along with transparency) within the plan area ensuring such buildings are harmonious in their design and materiality.
- 2. Administrative adjustments for alternative compliance are approved pursuant to 88-425-23 for the submitted street tree plan to satisfy landscaping requirements and will be maintained or replaced on the subject site.
- 3. An administrative adjustment to the screening of mechanical/utility equipment standards is approved to selectively exempt lots. Noting, screening of mechanical/utility equipment will be designed wherever possible as part of each building proposed and will be subject to final review and approval by the City Planning and Development Department and Historic Preservation review.
- 4. All signage must comply with 88-445.

Condition(s) by City Planning and Development Department. Contact Brad Wolf at (816) 513-2901 / Bradley. Wolf@kcmo.org with questions.

5. Historic Preservation

Condition(s) by City Planning and Development Department. Contact Lucas Kaspar at (816) 513-2558 / Lucas.Kaspar@kcmo.org with questions.

- 6. The developer shall submit a Storm Drainage analysis from a Missouri-licensed civil engineer to the Land Development Division evaluating proposed improvements and impact to drainage conditions. Since this project is within a "Combined Sewer Overflow" (CSO) district, the project shall be designed to retain rainfall of 1.5 inch depth over the entire site to simulate natural runoff conditions and reduce small storm discharge to the combined sewer system. Manage the 10-year storm and 100-year storm per currently adopted APWA standards. The analysis shall be submitted prior to issuance of any building permits, and the developer secure permits to construct any improvements required by the Land Development Division prior to issuance of any certificate of occupancy.
- 7. 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.
- 8. The developer must 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.
- 9. The developer must submit plans for approval and permitting by the Land Development Division prior to beginning construction 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.
- 10. 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.

Condition(s) by City Planning and Development Department. Contact Lucas Kaspar at (816) 513-2558 / Lucas.Kaspar@kcmo.org with questions.

- 11. The developer must 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
- 12. The owner/developer must submit plans for grading, siltation, and erosion control to Land Development Division 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.
- 13. The developer must enter into a covenant agreement for the maintenance of any stormwater detention area tracts as required by the Land Development Division, prior to recording the plat.

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

- 14. The turning radius for fire department access roads shall be 30 feet inside and 50 feet outside radius. (IFC-2018: § 503.2.4)
- 15. Required fire department access roads shall be an all weather surface. (IFC-2012: § 503.2.3)
 - Fire Department access roads shall be provided prior to construction/demolition projects begin. (IFC-2018 § 501.4 and 3310.1; NFPA 241-2013 § 7.5.5)
 - Required fire department access roads shall designed to support a fire apparatus with a gross axle weight of 85,000 pounds. (IFC-2018: § 503.2.3)
- 16. 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)
- 17. 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).
- 18. The project shall meet the fire flow requirements as set forth in Appendix B of the International Fire Code 2018. (IFC-2018 § 507.1)
- 19. 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)
- 20. (for buildings under 30 ft) Required fire department access roads shall be a minimum unobstructed width of twenty (20) feet and 13 ft. 6 in clearance height. Check with Streets & Traffic (KCMO Public Works) or Missouri Department of Transportation (MODOT) that may have street planning regulations that supersede the Fire Code. (IFC-2018: § 503.2.1)

Condition(s) by Parks & Recreation. Contact Justin Peterson at (816) 513-7599 / Justin.Peterson@kcmo.org with questions.

- 21. The developer shall submit a streetscape plan with street tree planting plan per 88-425-03 for approval by the Parks & Recreation Department's Forestry Division prior to beginning work in the public right-of-way.
- 22. The developer is responsible for dedication of parkland, private open space in lieu of parkland, or payment of cash-in-lieu of either form of dedication, or any combination thereof in accordance with 88-408. Should the developer choose to pay cash-in-lieu of dedicating all or a portion of the required area, the amount due shall be based upon the (2022) acquisition rate of (\$64,220.18) per acre. This requirement shall be satisfied prior to certificate of occupancy for each phase/building.

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

23. The developer shall ensure that water and fire service lines should meet current Water Services Department Rules and Regulations. Prior to C of O. https://www.kcwater.us/wp-content/uploads/2019/04/2018-Rules-and-Regulations-for-Water-Service-Lines.pdf

Condition(s) by Water Services Department. Contact Jerald Windsor at (816) 513-0413 / Jerald.Windsor@kcmo.org with questions.

Condition(s) by Water Services Department. Contact Jerald Windsor at (816) 513-0413 / Jerald.Windsor@kcmo.org with questions.

24. The developer must submit water main extension drawings prepared by a registered professional Engineer in Missouri to the main extension desk for review, acceptance and contracts per the KC Water Rules and Regulations for Water main extensions and Relocations.

(https://www.kcwater.us/wp-content/uploads/2019/04/2018-Rules-and-Regulations-for-Water-Main-Extensions.pdf

SHEET INDEX

SHEET NUMBER

SHEET NAME

G000	VICINITY MAP, PHASING NARRATIVE AND UR REZONING INFORMATION
G001	SINAGE PLAN, PARKING, PROHIBITED USE, AND LEGAL BOUNDARY DESCRIPTION
P001	PHASING MAP
C002	OVERALL EXISTING CONDITIONS
C003	OVERALL BOUNDARY
C004	PARCEL PLAN A & B
C005	PARCEL PLAN C
C006	PARCEL PLAN D
C007	PARCEL PLAN E
C008	PARCEL PLAN F
C009	PARCEL PLAN G
C010	PARCEL PLAN H
C011	PARCEL PLAN I
C012	PARCEL PLAN J
C013	PROPOSED WATER LINES
L000	STREETSCAPE DEVELOPMENT GUIDELINES
L001	PRELIMINARY LANDSCAPE PLAN
L002	PRELIMINARY LANDSCAPE SCHEDULES
L003	STREETSCAPE TYPICAL SECTIONS
S001	STREETSCAPE PLAN
S002	STREET TYPOLOGY
S003	STREET SECTIONS
S004	BUILDING STANDARDS
E.01	SITE PLAN - ELECTRICAL
E.02	ELECTRICAL - DETAILS & SPECIFICATIONS

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

ALL PROPOSED BUILDING ABOVE 5 STORIES IN HEIGHT MUST BE APPROVED BY AVIATION DEPARTMENT PRIOR TO FILING FOR ANY APPLICATION WITH THE CITY

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

PHASING OUTLINE

PHASE 1 CONSISTS OF THE FOLLOWING:

- FINAL PLATTING OF BLOCKS B/1 AND B/3
- DEMOLITION OF WELD WHEEL 9 STORY STRUCTURE, BLOCK B/1 AND 2 STORY BUILDING ON BLOCK D/2
- VACATION OF ST. LOUIS AVE BETWEEN MULBERRY AND SANTA FE
 VACATION OF UTILITY EASEMENT BETWEEN BLOCK B/3 AND B/1
- VACATION OF ALLEY BETWEEN BLOCK B/1 AND RAILROAD PROPERTY NORTH OF ST LOUIS
- VACATION OF ARIEL EASEMENT NORTH OF BLOCK C/1
- VACATION OF EASEMENT UNDER FORESTER OVERPASS
- VACATION OF FAULTLESS ACCESS EASEMENT
 DEVELOPMENT OF BLOCKS A/1, C/1,C/2, F/1, AND A PORTION OF BLOCK D/2 INTO SURFACE PARKING
- ADAPTIVE REUSE DEVELOPMENT OF BLOCKS B/2, B/3, E/1, E/2, E/3, E/4, H/2
- DEVELOPMENT OF BLOCK B/1
- PUBLIC IMPROVEMENTS ALONG UNION AVE FROM MULBERRY ST TO SANTA FE ST, ON SANTA FE ST FROM 12TH ST TO ST LOUIS AVE, 11TH FROM MULBERRY ST TO SANTA FE AND, MULBERRY BETWEEN 11TH ST NORTH TO THE ALLEY EASEMENT

PHASE 2 CONSISTS OF THE FOLLOWING:

- DEMOLITION OF SINGLE AND TWO STORY STRUCTURES, BLOCK D/1 AND D/2
- FINAL PLATTING OF BLOCKS D/1 AND D/2
 DEVELOPMENT OF BLOCKS D/1 AND D/2
- PUBLIC IMPROVEMENTS ALONG UNION AVE FROM MULBERRY ST TO HICKORY ST, 11TH ST TO HICKORY ST, AND MULBERRY BETWEEN UNION SOUTH TO ALLEY EASEMENT

PHASE 3 CONSISTS OF THE FOLLOWING:

- VACATION OF ALLEY BETWEEN BLOCK G/1 AND G/2
- ADAPTIVE REUSE DEVELOPMENT OF BLOCK G/1
- DEVELOPMENT OF BLOCK G/3
- PUBLIC IMPROVEMENTS ALONG 12TH ST FROM HICKORY ST TO MULBERRY ST

PHASE 4 CONSISTS OF THE FOLLOWING:

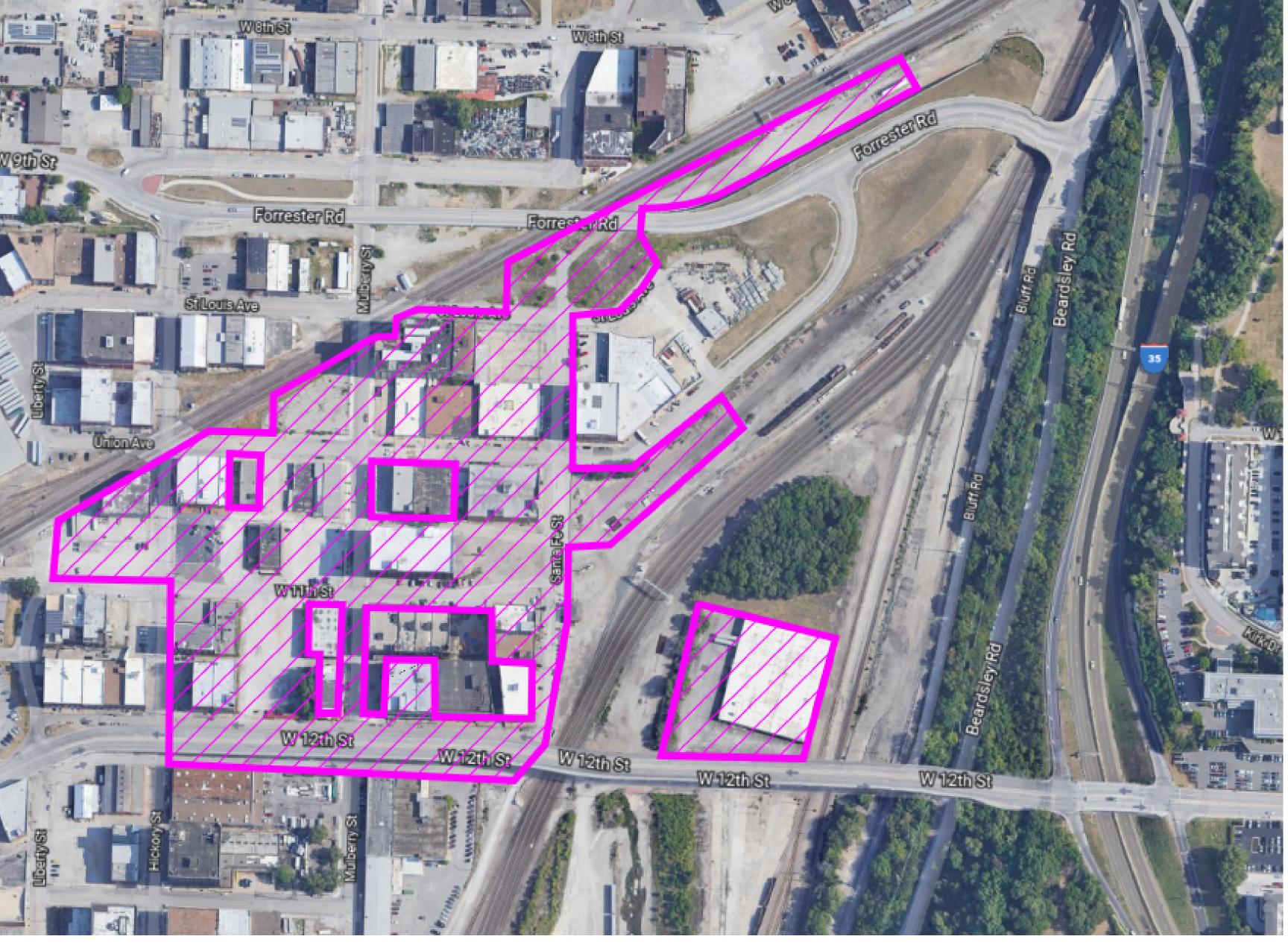
- DEMOLITION OF 2 STORY STRUCTURE ON BLOCK J/1
- DEVELOPMENT OF BLOCKS AND A/1, C/1, AND J/1
- ADAPTIVE REUSE DEVELOPMENT OF BLOCK G/2, H/1, AND I/1
- PUBLIC IMPROVEMENTS ALONG 12TH ST BETWEEN HICKORY

PHASE 5 CONSISTS OF THE FOLLOWING:

- ADAPTIVE REUSE DEVELOPMENT OF BLOCK D/3, D/4, J/1, J/2
- PUBLIC IMPROVEMENTS ALONG HICKORY ST BETWEEN 11TH STAND UNION AVE

PARKLAND DEDICATION WILL BE SATISFIED THROUGH A COMBINATION OF CREDITS FOR ALLOCATED OPEN SPACE AND / OR RECREATIONAL SPACE AND MONEY -IN-LIEU OF PARKLAND DEDICATION. THE TOTAL AREA THAT WILL BE DEDICATED TO THE PUBLIC RECREATION HAS NOT BEEN ESTABLISHED AND WILL BE DETERMINED IN A PHASE-BY-PHASE TIMELINE AS PROJECT DESIGNS ARE COMPLETED.

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN







WEST BOTTOMS
REDEVELOPMENT UR
DISTRICT AND
PRELIMINARY PLAT
West Bottoms, Kansas City, MO

SomeraRoad

Kansas City, MO 64101

Somera Road

300 West 22nd Street Kansas City, MO 64108 USA t +1 816 472 3360 f+1 816 472 2100

In Association with

Consultant Name

CIVIL ENGINEER

SK DESIGN GROUP, LNC.

4600 COLLEGE BLVD SUITE 10

MASTER PLAN ARCHITECT S9 ARCHITECTURE 322 8TH AVENUE NEW YORK, NY 10001

ASSOCIATE ARCHITECT BKV GROUP 222 NORTH 2ND STREET, SUITE 101 MINNEAPOLIS, MN 55401

MEP ENGINEER LANKFORD FENDLER + ASSOCIATES 1730 WALNUT KANSAS CITY, MO 64108

UR REZONING INFORMATION (28)

Block / Lot #	Building name	A. EX/PRE. ZONING	B. LAND AREA (AC.)	B. LAND AREA (SF.)	D. NET LAND AREA	E. USE***	F. HEIGHT ABOVE GRADE/ FLOORS	G.GROSS AREA TOTAL	G.GROSS FLOOR AREA PER FLOOR (ADVERAGE)	H. COVERAGE/ FLOOR AREA RATIO	I. RESIDEINTALS UNITS	I. RESIDEINTAL NET DENSITY (DU/Ac)	J. REQUIRED PARKING^	J. PARKING PROVIDED	BIKE PARKING PROVIDED LONG TERM	BIKE PARKING PROVIDED SHORT TERM	PHASE	COMMENCE & COMPLTETE DATES
A / 1*	D	UR / UR	0.43	18,734	17,250	PARKING		18,734						41			EXISTING	Q1.2023 - Q4.2025
A / 1*	D	UR / UR	0.43	18,734	17,241	MIXED USE/RESIDENTAL	150'/15	74,129	14,826	3.96	72	167	39	23	14	3	PHASE 4	Q4.2029-Q4-2030
B/1	E/F	UR / UR	2.05	89,170	76,650	MIXED USE/RESIDENTAL	150'/15	132,592	26,518	1.49	266	130	152	138	53	14	PHASE 1	Q1.2023 - Q4.2025
B / 2	WELD WHEEL	UR / UR	0.25	10,794	6,863	MIXED USE	75' / 2	13,726	13,726	1.27			21	23	11	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
B / 3	PSB	UR / UR	0.45	19,487	16,418	MIXED USE	55' / 3	63,826	15,957	0.82			96		49	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
C / 1*	G	DX-10 / UR	0.41	17,863	20,386	PARKING		74,129						46			PHASE 1	Q1.2023 - Q4.2025
C/1*	G	DX-10 / UR	0.58	25,180	20,386	MIXED USE/RESIDENTAL	150'/15	74,129	12,355	2.94	72	125	36	23	14	3	PHASE 4	Q4.2029-Q4-2030
C / 2	FAULTLESS	M3-5 / UR	0.66	28,591	28,551	PARKING		28,591						46			PHASE 1	Q1.2023 - Q4.2025
D/1	В	M3-5 / UR	0.26	11,473	28,713	MIXED USE/RESIDENTAL	150'/15	82,433	16,487	7.18	148	562	88		30	3	PHASE 2	Q4.2024-Q4.2026
D / 2*	Α	M3-5 / UR	1.06	46,345	42,547	PARKING		42,547						200			EXISTING	Q1.2023 - Q4.2025
D / 2*	Α	M3-5 / UR	1.06	46,345	42,547	MIXED USE/RESIDENTAL	150'/15	254,032	42,339	5.48	160	150	94	379	32	38	PHASE 2	Q4.2024-Q4.2026
D/3	NATHAN	M3-5 / UR	0.26	11,473	11,552	MIXED USE/RESIDENTAL	55'/4	46,208	11,552	4.03	43	164	33		9	3	EXISTING/PHASE 5	Q1.2030 - Q4.2035
D / 4	1323	M3-5 / UR	0.07	2,897	2,888	MIXED USE/RESIDENTAL	45'/3	8,664	2,888	2.99	11	163	8		2	3	EXISTING/PHASE 5	Q1.2030 - Q4.2035
D/5	1317	M3-5 / UR	0.13	5,808	4,835	MIXED USE/RESIDENTAL	31'/2	9,670	4,835	1.66	12	91	9		2	3	EXISTING/PHASE 2	Q4.2024-Q4.2026
E / 1	FIREHOUSE	M3-5 / UR	0.08	3,615	1,943	MIXED USE	31'/ 2	3,352	2,136	0.93			3		2	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
E / 2	LARMIE	M3-5 / UR	0.45	19,583	19,430	MIXED USE	80' / 5	116,580	19,578	5.95			175		88	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
E /3	MOLINE	M3-5 / UR	0.52	22,810	19,242	MIXED USE/RESIDENTAL	120' / 7	159,670	19,959	7.00	127	243	73		25	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
E /4**	TOWN CENTER	M3-5 / UR	0.39	17,119	OPEN	PARK		17,119									EXISTING/PHASE 1	Q1.2023 - Q4.2025
F / 1	SANTA FE PARKING	/ UR	1.20	52,119	53,664	PARKING		53,664						187			EXISTING/PHASE 1	Q1.2023 - Q4.2025
G / 1	CRANE	M3-5 / UR	0.41	17,976	5,863	MIXED USE/RESIDENTAL	92' / 6	35,178	5,871	1.96	31	75	21	22	6	3	EXISTING/PHASE 3	Q4.2026 - Q4.2028
G / 2	BOLT-NUT	M3-5 / UR	0.41	18,004	10,230	MIXED USE/RESIDENTAL	90' / 5	51,150	10,230	2.84	45	108	33	14	9	3	EXISTING/PHASE 4	Q4.2029 - Q4.2030
G/3	С	M3-5 / UR	1.03	44,994	44,994	MIXED USE/RESIDENTAL	150'/15	258,225	17,215	5.74	236	228	126	184	47	18	PHASE 3	Q4.2026 - Q4.2028
H/1	ADVANCE	M3-5 / UR	0.32	13,851	13,797	MIXED USE	110' / 6	82,782	13,678	5.98			124		63		EXISTING/PHASE 1	Q1.2023 - Q4.2025
H / 2	AVERY	M3-5 / UR	0.13	5,770	5,663	HOTEL^^	120' / 7	39,641	5,663	6.87			15	30	3	3	EXISTING/PHASE 4	Q4.2029 - Q4.2030
1/1	1000 W 12TH	M3-5 / UR	3.09	134,600	83,710	MIXED USE	18' / 1	50,890	50,890	0.38			76	103	39	10	EXISTING/PHASE 4	Q4.2029 - Q4.2030
J/1	CONVIVIAL	M3-5 / UR	0.18	7,847	7,715	MIXED USE/RESIDENTAL	55'/4	30,860	7,715	3.93	27		21		24	3	EXISTING/PHASE 5	Q1.2030 - Q4.2035
J/2	LOT	M3-5 / UR	0.67	29,256	29,296	PARKING		29,256						70			EXISTING/PHASE 5	Q1.2030 - Q4.2035
		^^^GROSS AREA	21.85							TOTAL UNITS	1250	TOTAL	1242	1242	524	125		
	•			_						GROSS DENSITY	57.20						_	

^{*}Parcels are 2 phases, re: phasing plan

Key Plan

NOT FOR CONSTRUCTION

001	UR SUBMITTAL	05.02.202
002	UR RE-SUBMITTAL	06.06.202

Project No: 21.70187.00

VICINITY MAP, PHASING NARRATIVE AND UR REZONING INFORMATION

Original is 48 x 36. Do not scale contents of this drawing.

Sheet Number

^{**} Does not include the ROW on 11th

^{***}Use and density may be interchanged among the parcels

[^]Residential Parking required for existing building is base on unit count + 50% Net Land Area mixed use

[^]Residential Parking required for new building is base on unit count + 25% Net Land Area mixed use

^{^^}based on 50 keys

^{^^^}includes area in RoW

Use and density may be interchanged among the parcels

SIGNAGE PLAN (KCMO Zoning & Development code 88-445 Signs)

Block / Lot #	EX/PRE. ZONING	USE	HEIGHT ABOVE GRADE/ FLOORS	Monument Sign 88-445-08.A	Oversized Monument Sign 88-445-08.B	Wall Sign 88-445-08.C	Awning, Canopy, Large Marquee Under Marquee Sign 88-445-08.D	Projecting Signs (Blade) 88-445-08.E	Roof Signs 88-445-08.F	Site Signage
A/1	UR/UR	PARKING						1		
A/1	UR/UR	MIXED USE/RESIDENTAL	84' / 5			4		1		
B/1	UR/UR	MIXED USE/RESIDENTAL	78' / 5			6		2		
B/2	UR/UR	MIXED USE	75' / 2			4		4		
B/3	UR / UR	MIXED USE	55'/3			3		2	1	
C/1	DX-10 / UR	PARKING						2		
C/1	DX-10 / UR	MIXED USE/RESIDENTAL	75' / 6			2				
C/2	M3-5 / UR	PARKING						2		
D/1	M3-5 / UR	MIXED USE/RESIDENTAL	90' / 5			2				
D/2*	M3-5 / UR	PARKING						2		
D/2*	M3-5 / UR	MIXED USE/RESIDENTAL	90'/6			3		1		
D/3	M3-5 / UR	MIXED USE/RESIDENTAL	55' / 4			6		6		
D/4	M3-5 / UR	MIXED USE/RESIDENTAL	45'/3			2		2		
E/1	M3-5 / UR	RESTAURANT	317/ 2			2		1		
E/2	M3-5 / UR	MIXED USE	80' / 5			5	2	6		
E/3	M3-5 / UR	MIXED USE/RESIDENTAL	120'/7			10		8		
E/4	M3-5 / UR	PARK			1					
F/1	/ UR	PARKING								2
G/1	M3-5 / UR	MIXED USE/RESIDENTAL	92'/6			2				
G/2	M3-5 / UR	MIXED USE/RESIDENTAL	90'/5			2				
G/3	M3-5 / UR	MIXED USE/RESIDENTAL	95' / 7			2				
H/1	M3-5 / UR	MIXED USE/RESIDENTAL	110'/6			2				
H/2	M3-5 / UR	HOTEL	120'/7			3	1	1		
1/1	M3-5 / UR	MIXED USE	18'/1	1		3		1		
1/2	/ UR	PARK								2
J/1	M3-5 / UR	MIXED USE/RESIDENTAL	55'/3			4		3		
J/2	M3-5 / UR	MIXED USE/RESIDENTAL								2
Entire	- Site	OFF-SITE DISTRICT								6
L11(11 6		IN-DISTRICT								3

irectional Messaging to be implemented on the Existin Out-of-District Signs and provided NEW Out-of-District wayfinding and district welcome signs per current city-wide wayfinding

J. PURPOSED PARKING

88-420-02-C. CHANGE OF USE OR OCCUPANCY:

UNLESS OTHERWISE EXPRESSLY STATED, WHEN THE USE OR OCCUPANCY OF PROPERTY CHANGES, ADDITIONAL OFF-STREET PARKING AND LOADING FACILITIES MUST BE PROVIDED TO SERVE THE NEW USE OR OCCUPANCY ONLY WHEN THE NUMBER OF PARKING OR LOADING SPACES REQUIRED FOR THE USE OF OCCUPANCY EXCEEDS THE NUMBER OF SPACES REQUIRED FOR THE USE THAT MOST RECENT OCCUPIED THE BUILDING BASED ON THE STANDARDS OF THIS ZONING AND DEVELOPMENT CODE IN OTHER WORDS, "CREDIT" IS GIVEN TO THE MOST RECENT LAWFUL USE OF THE PROPERTY FOR THE NUMBER OF PARKING SPACES THAT WOULD BE REQUIRED UNDER THE ZONING AND DEVELOPMENT CODE, REGARDLESS OF WHETHER SUCH SPACES ARE ACTUALLY PROVIDED. A NEW NONRESIDENTIAL USE IS NOT REQUIRED TO ADDRESS A LAWFUL, EXISTING PARKING DEFICIT

NOTE: THE DEVELOPMENT WILL BE RECOGNIZED AS A HISTORIC DISTRICT.

88-420-04-H. LANDMARKS AND HISTORIC DISTRICT:

- 1. NO OFF-STREET PARKING OR LOADING SPACED ARE REQUIRED FOR REHABILITATION OR REUSE OF AN OFFICIAL LOCAL OR NATIONALLY HISTRIONIC DISTRICT
- 2. NO OFF-STREET PARKING SPACES ARE REQUIRED FOR REHABILITATE OR REUSE OF AN EXISTING CONTRIBUTING BUILDING WITHIN AN OFFICIAL LOCAL OR NATIONAL HISTORIC DISTRICT

UR VEHICLE PARKING RATIOS

RESIDENTIAL - .5 PER UNIT

MIXED USE - 2 PER 1K

RESTAURANT - 2 PER 1K SF

HOTEL - .3 PER KEY

VEHICLE PARKING	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	TOTA
REQUIRED	643	191	147	199	62	1242
PROVIDED	681	379	206	193	70	1242*

*227 ON-STREET PARKING STALLS NOT INCLUDED IN TOTAL

UR BICYCLE PARKING RATIOS LONG TERM BICYCLE PARKING -

- RESIDENTIAL 1 PER 5 DWELLING UNITS
- MIXED USE 1 + 1PER 10K SF
- RESTAURANT 1 + 1 PER 5K SF
- HOTEL 1 + 1PER 30 ROOMS

SHORT TERM BICYCLE PARKING - RESIDENTIAL/ NONRESIDENTIAL - 3 OR EQUAL NUMBER TO AT LEAST 10% OF THE ACTUAL NUMBER – WHICH EVER ONE IS GREATER

BICYCLE PARKING REQUIRED NUMBER

OF SPACES
SHORT TERM BIG

REGUITED HOMBER						
<u>OF SPACES</u>	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	TOTAL
SHORT TERM BICYCLE PARKING	292	64	53	80	35	524
LONG TERM BICYCLE PARKING	29	44	21	22	9	125

USE GROUPSALLOWED

ALL USES ALLOWED IN DX ZONING IN CONSTITUTE A PERMITTED USE IN THIS UR AREA, EXCEPT THOSE USES EXPRESSLY LISTED BELOW UNDER "PROHIBITED USE GROUPS". EACH BUILDING PROJECT WILL CONFORM TO THE PERMITTED USES AND WILL BE SUBMITTED FOR FINAL PLAN APPROVAL PRIOR TO CONSTRUCTION.

PROHIBITED USE GROUPS

RESIDENTIAL

- **GROUP LIVING (AS LISTED)**
- DOMESTIC VIOLENCE RESIDENCE
- DOMESTIC VIOLENCE SHELTER GROUP HOMES
- NURSING HOMES (UNASSOCIATED WITH ASSISTED LIVING FACILITIES)

PUBLIC/CIVIC

- **DAY CARE (AS LISTED)**
- HOME BASED FAMILY (6 AND UP) **DETENTION AND CORRECTIONAL FACILITIES - ALL**
- **HALFWAY HOUSE** ALL
- **SAFETY SERVICE** (AS LISTED)
- AMBULANCE FIRE STATION
- POLICE STATION (WITH MULTI-VEHICULAR RESPONSE SERVICES)

COMMERCIAL ADULT BUSINESS - ALL

ANIMAL (AS LISTED) STABLE

BUILDING EQUIPMENT SALES AND SERVICE - ALL CONVENIENCE STORE (NON NEIGHBORHOOD SERVING) (AS LISTED)

WITH FUELING STATION

 OFFERING THE SALE OF MATERIALS AND EQUIPMENT TO BE USED IN CONSUMING OR PREPARING ILLEGAL SUBSTANCES

DAY LABOR EMPLOYMENT AGENCY - ALL FUNERAL AND INTERNMENT SERVICES - ALL

GASOLINE AND FUEL SALES - ALL **HOOKAH BAR** - ALL

HOSPITAL (FULL-SERVICE) - ALL

LODGING (AS LISTED) MANUFACTURED HOME PARKS

 RECREATIONAL VEHICLE PARK **MOTION PICTURE ARCADE BOOTH - ALL**

OFFICE, **MEDICAL** (AS LISTED)

 BLOOD/PLASMA CENTER **PAWN SHOP** - ALL

RETAIL AND WHOLESALE SALES (AS LISTED)

AUTOMOTIVE PARTS

 FIREARMS AND WEAPONS **SHELTER - ALL**

TRANSPORTATION (AS LISTED) MAINTENANCE FACILITIES

VEHICLE SALES AND SERVICE (AS LISTED)

SHORT-TERM LOAN ESTABLISHMENT - ALL

- CAR WASH/CLEANING SERVICE (FREE-STANDING)
- HEAVY EQUIPMENT SALES/RENTAL
- MOTOR VEHICLE REPAIR, GENERAL
- VEHICLE STORAGE/TOWING

INDUSTRIAL AUTO WRECKING - ALL JUNK/SALVAGE YARD - ALL MINING AND QUARRYING - ALL **RECYCLING SERVICE - ALL**

WASTE-RELATED USE - ALL

AGRICULTURE

ANIMAL - ALL **WIRELESS COMMUNICATION FACILITY (AS LISTED)**

FREESTANDING FACILITY

SomeraRoad

WEST BOTTOMS REDEVELOPMENT UR DISTRICT AND PRELIMINARY PLAT

West Bottoms, Kansas City, MO

Prepared For Somera Road Kansas City, MO 64101



300 West 22nd Street Kansas City. MO 64108 USA t +1 816 472 3360 f +1 816 472 2100

Consultant Name SK DESIGN GROUP, LNC. 4600 COLLEGE BLVD SUITE 1

MASTER PLAN ARCHITEC 322 8TH AVENUE NEW YORK, NY 10001

ASSOCIATE ARCHITECT BKV GROUP 222 NORTH 2ND STREET, SUITE 101 MINNEAPOLIS. MN 55401

MEP ENGINEER LANKFORD FENDLER + ASSOCIATES KANSAS CITY, MO 64108

NOT FOR CONSTRUCTION

No. Description

SINAGE PLAN, PARKING,

PROHIBITED USE, AND LEGAL BOUNDARY DESCRIPTION

.. BOUNDARY DESCRIPTION

CONTAINING IN ALL 21.85 ACRES OF LAND MORE OR LESS.

DESCRIPTION

A TRACT OF LAND BEING PART OF THE NORTHEAST QUARTER, THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 33 WEST, TURNER AND CO'S ADDITION, PART OF BLOCKS 39, 40, 42, 43, 44, 45, 53, 54, 57 AND 58, WEST KANSAS ADDITION PART OF BLOCKS 28 AND 29. ALL IN THE CITY OF KANSAS CITY, JACKSON COUNTY, MISSOURI DESCRIBED AS:

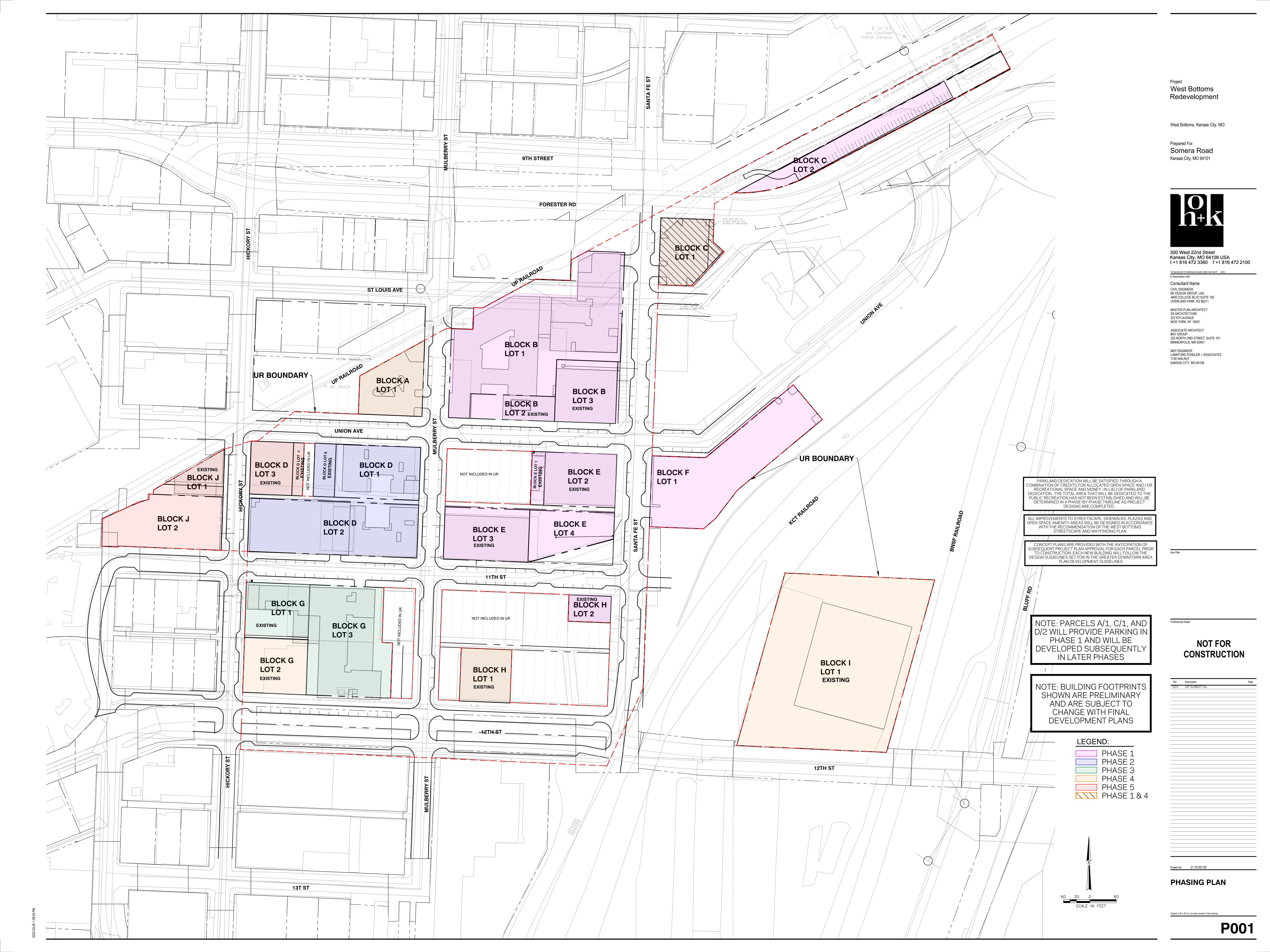
BEGINNING AT THE NORTHWEST CORNER OF LOT 16, OF BLOCK 3 OF WEST KANSAS 2ND ADDITION IN SAID SOUTHWEST CORNER OF BLOCK 3 OF WEST KANSAS 2ND ADDITION IN SAID SOUTHWEST CORNER OF BLOCK 58 OF SAID TURNER AND CO'S ADDITION; THENCE NORTH 02°01'25" EAST 414.37 FEET TO THE

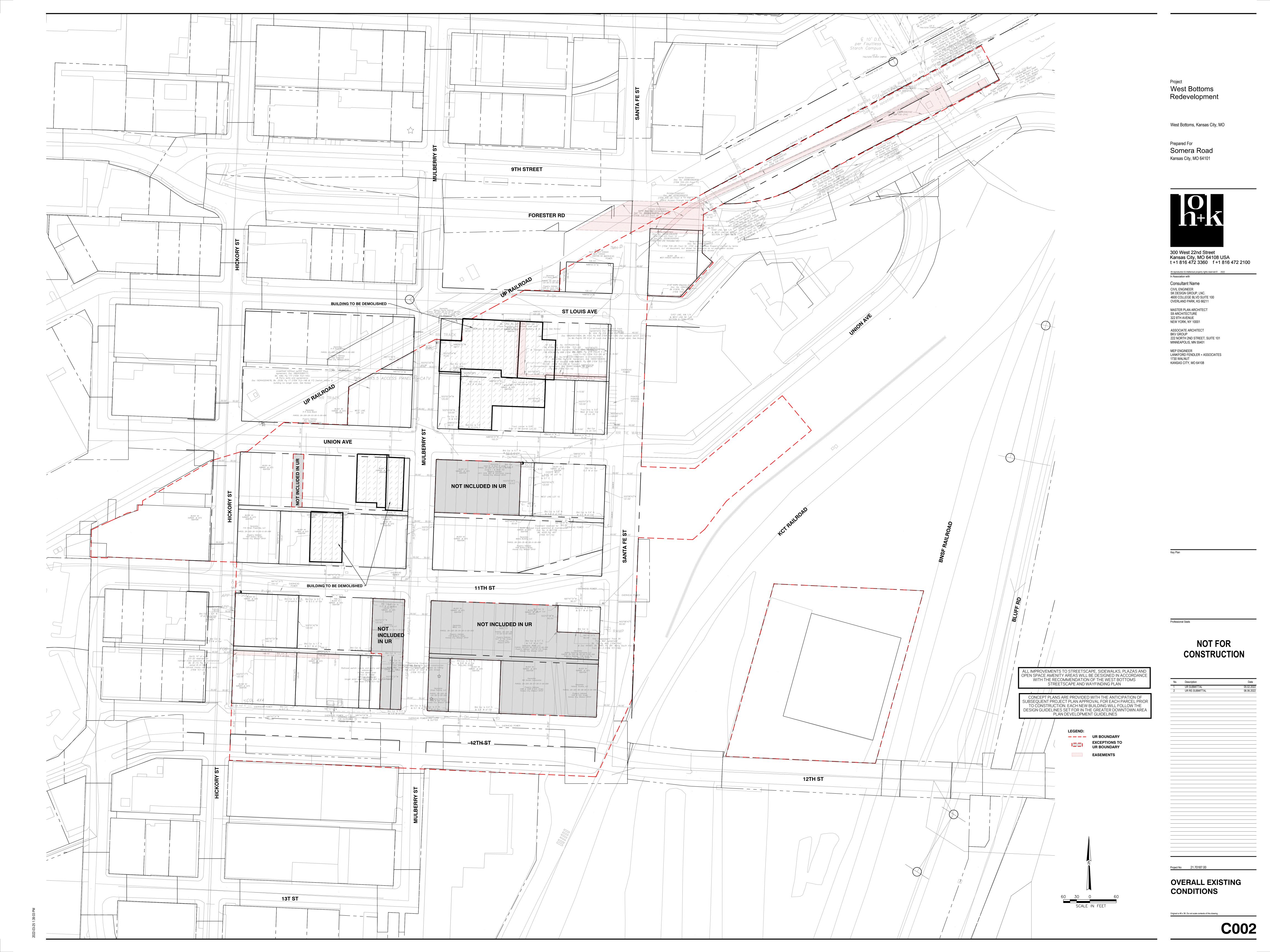
SOUTHWEST CORNER OF LOT 32 OF BLOCK 44 OF SAID TURNER AND CO'S ADDITION; THENCE NORTH 87°40'37" WEST ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER; THENCE SOUTH 01°56'54" WEST ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER 2,30 FEET: THENCE NORTH 64°55'20" EAST 61,92 FEET: THENCE NORTH 64°55'20" EAST 43.05 FEET TO A POINT ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID BLOCK 45: THENCE NORTH 65°18'55" EAST 19.42 FEET TO A POINT ON THE WEST LINE OF LOT 25 OF SAID BLOCK 45: THENCE NORTH 63° 05'10" EAST 27.43 FEET TO A POINT ON THE EAST LINE OF LOT 25 OF SAID BLOCK 45, 18.69 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 25 OF SAID BLOCK 45, 11.03 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 24 OF SAID BLOCK 45; THENCE NORTH 02°02'41" EAST 11.03 FEET TO THE NORTH EAST 10.00 FEET TO A POINT ON THE SOUTH LINE OF LOT 10 OF SAID BLOCK 45; THENCE NORTH 60°08'56" EAST ALONG THE SOUTHERLY LINE OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT ON THE EAST LINE OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45, SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH BLOCK 45, SAID POINT BLOCK 45, 45: THENCE NORTH 86°40'53" EAST 60.17 FEET TO A POINT ON THE WEST LINE OF LOT 1 OF SAID BLOCK 44: THENCE NORTH 51°13'28" EAST 106.53 FEET TO A POINT ON THE SOUTH LINE OF BLOCK 39 OF SAID TURNER AND CO'S ADDITION; THENCE SOUTH 87°41'45" EAST 144.31 FEET TO THE SOUTHEAST CORNER OF LOT 23 86.70 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF THE UNION PACIFIC RAILROAD; THENCE NORTH 61°16'47" EAST ALONG THE SOUTHERLY RIGHT OF WAY OF SAID UNION PACIFIC RAILROAD. 223.37 FEET: THENCE SOUTH 87°44'54" EAST 60.49 FEET TO A POINT ON THE WEST LINE OF LOT 3 OF BLOCK 40 OF SAID TURNER AND CO'S ADDITION; THENCE NORTH 02°07'16" EAST 50.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 3; THENCE SOUTH 87°44'54" EAST ALONG THE NORTH LINE OF BLOCK 29 OF SAID WEST KANSAS ADDITION; THENCE SOUTH 87°44'54" EAST 78.65 FEET TO THE SOUTHEAST CORNER OF LOT 23 OF SAID BLOCK 29; THENCE NORTH 02°14'35" EAST ALONG THE EAST LINE OF SAID UNION PACIFIC RAILROAD; THENCE NORTH 61°36'35" EAST ALONG THE SOUTHERLY RIGHT OF WAY LINE OF SAID UNION PACIFIC RAILROAD 371.36 FEET TO A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID UNION PACIFIC RAILROAD, 711.10 FEET; THENCE SOUTH 28°01'41" EAST 88.22 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF BRUCE FORESTER VIADUCT; THENCE SOUTH 61°56'44" WEST ALONG THE NORTH RIGHT OF WAY LINE OF SAID BRUCE FORESTER VIADUCT, 0.39 FEET; THENCE SOUTH 62°11'14" WEST ALONG THE NORTH LINE OF SAID BRUCE FORESTER VIADUCT, 231.79 FEET; THENCE WESTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 340.00 FEET AND AN ARC LENGTH OF 175.51 FEET; THENCE NORTH 87°49'35" WEST 3.28 FEET; THENCE SOUTH 60°32'12" WEST 48.72 FEET TO A POINT ON THE WEST LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 48°21'39" EAST 33.26 FEET TO A POINT ON THE NORTH RIGHT OF WAY OF ST. LOUIS AVE. AS NOW ESTABLISHED; THENCE SOUTH 42°11'21" WEST ALONG THE NORTH RIGHT OF WAY LINE OF SAID ST. LOUIS AVE., 78.00 FEET TO A POINT ON THE EAST LINE OF SANTA FE STREET AS NOW ESTABLISHED; THENCE SOUTH 02°14'17" WEST ALONG THE EAST LINE OF SAID SANTA FE STREET 387.93 FEET TO THE NORTHEAST CORNER OF LOT 5 OF SAID BLOCK 42, SAID POINT BEING ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 6; THENCE SOUTH 50°11'21" EAST ALONG THE SOUTH 80°53'30" EAST 102.55 FEET; THENCE SOUTH 50°11'21" WEST PARALLEL WITH THE SOUTH RIGHT OF WAY LINE OF SAID UNION AVE., 250.65 FEET: THENCE SOUTH 37°32'32" WEST 80,98 FEET: THENCE SOUTH 49°27'54" WEST 35,74 FEET TO A POINT ON THE WEST LINE OF THE NORTHEAST CORNER OF LOT 6 OF BLOCK 42 OF SAID TURNER AND CO'S ADDITION: THENCE NORTH 87°53'02" WEST 123.19 FEET TO THE SOUTHWEST CORNER OF SAID LOT 6, SAID POINT BEING ON THE EAST RIGHT OF WAY LINE OF SAID SANTA FE STREET; THENCE SOUTH 24°50'22" WEST 194.76 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF 12TH STREET IN THE SOUTHWEST QUARTER OF SAID 12TH STREET, 448,86 FEET TO THE NORTHEAST CORNER OF LOT 1. BLOCK 3 WEST KANSAS 2ND ADDITION: THENCE

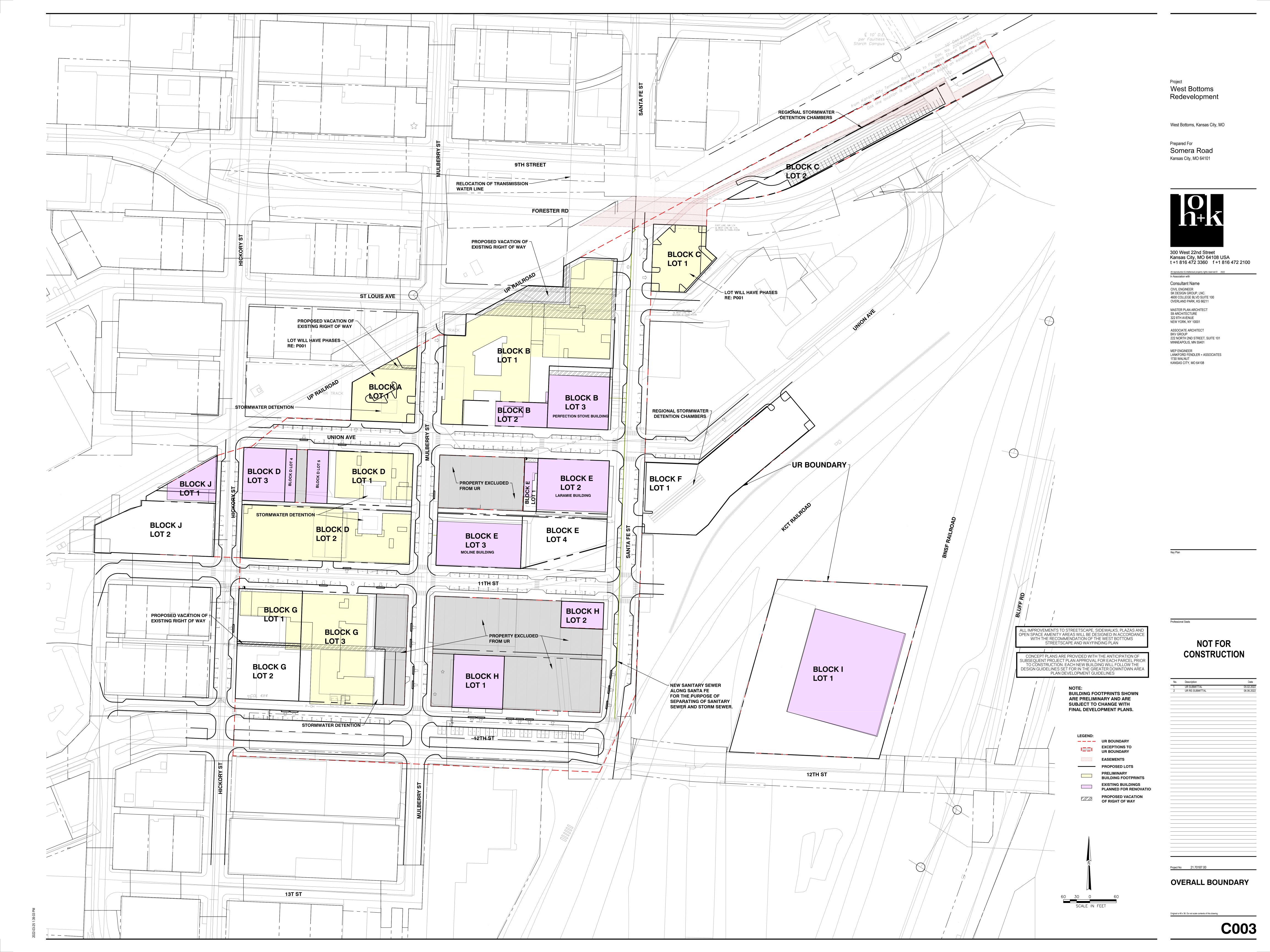
NORTH 87°25'28" WEST 383.69 FEET TO THE POINT OF BEGINNING. A TRACT OF LAND BEING PART OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 49 NORTH, TOWNSHIP 33 WEST, IN THE CITY OF KANSAS CITY, JACKSON COUNTY, MISSOURI DESCRIBED AS: COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER, 91.21 FEET; THENCE NORTH 02°38'49" EAST 30.00 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF WEST 12TH STREET AND THE POINT OF BEGINNING; THENCE NORTH 15°37'19" EAST 406.35 FEET; THENCE SOUTH 87°21'11" WEST 339.92 FEET; THENCE SOUTH 87°21'11" WEST 339.92 FEET; THENCE SOUTH 15°37'19" WEST 406.35 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF SAID WEST 12TH STREET; THENCE NORTH 87°21'11" WEST 339.92 FEET TO THE POINT OF BEGINNING.

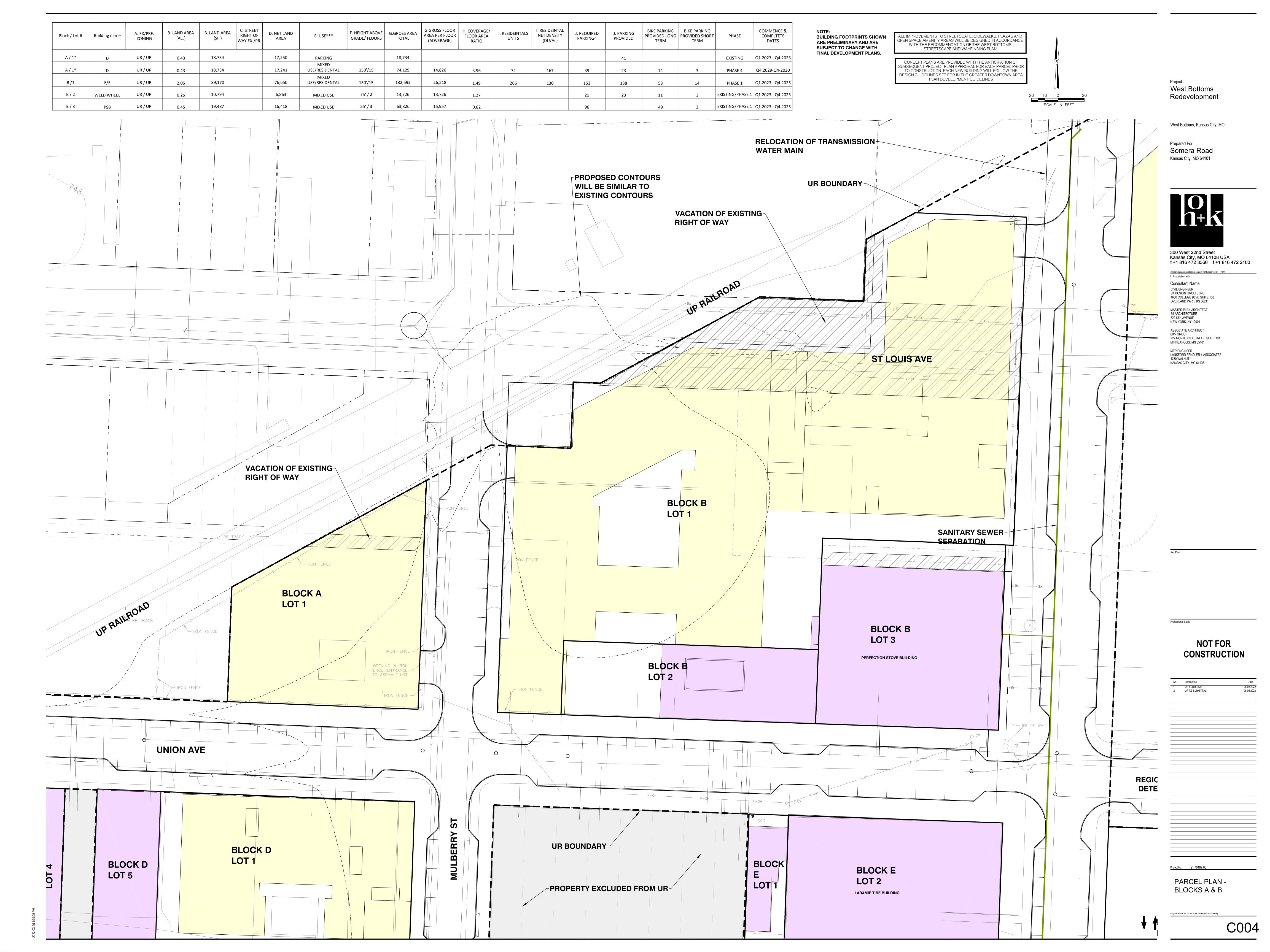
EXCEPT 21, 22, 23, 24, 25, THE EAST 4.95 OF LOT 26, LOTS 31, 32, AND THE 10.0' ALLEY IN BLOCK 54, IN TURNER AND CO'S ADDITION TO SAID CITY OF KANSAS CITY.

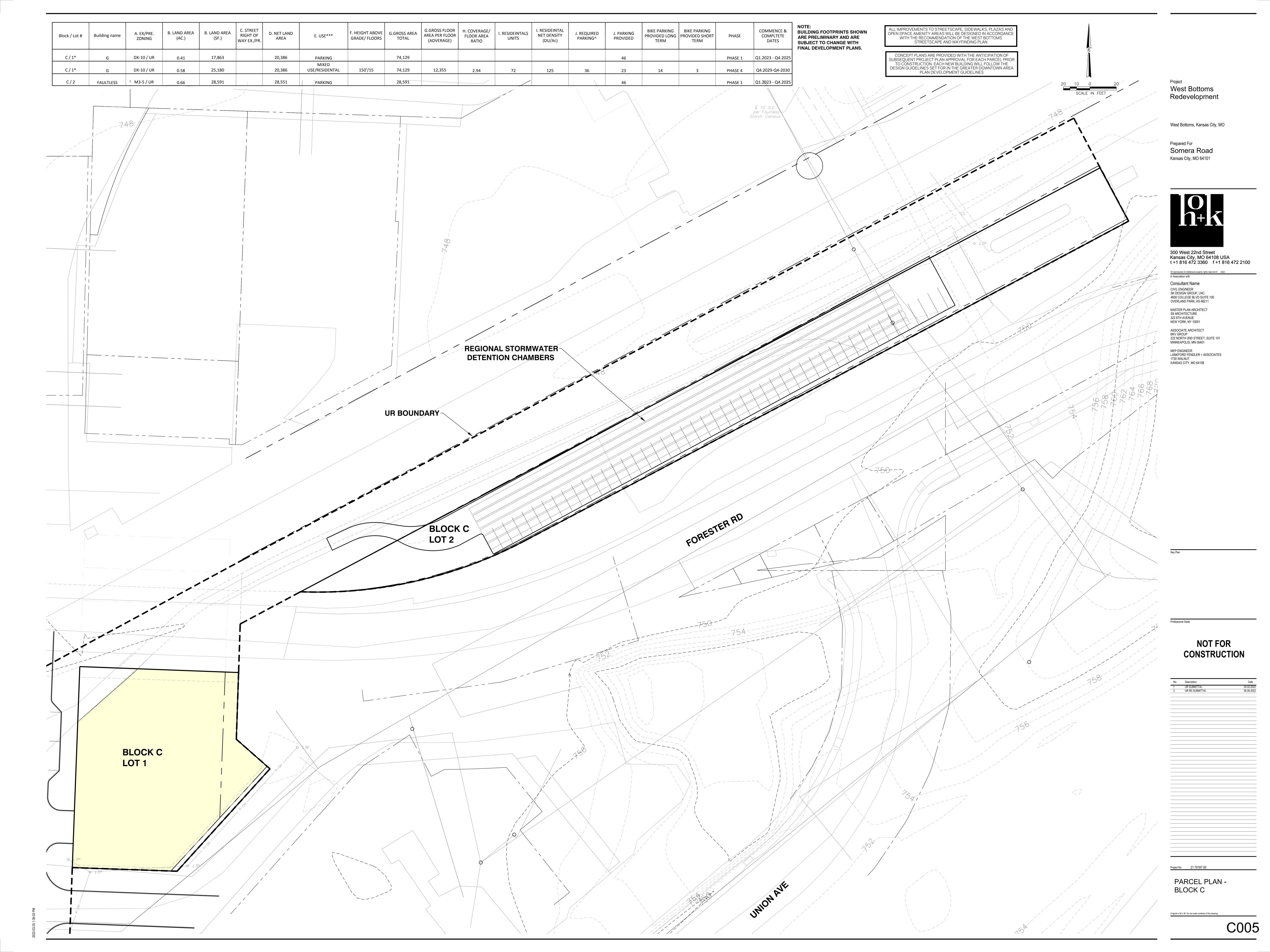
G001



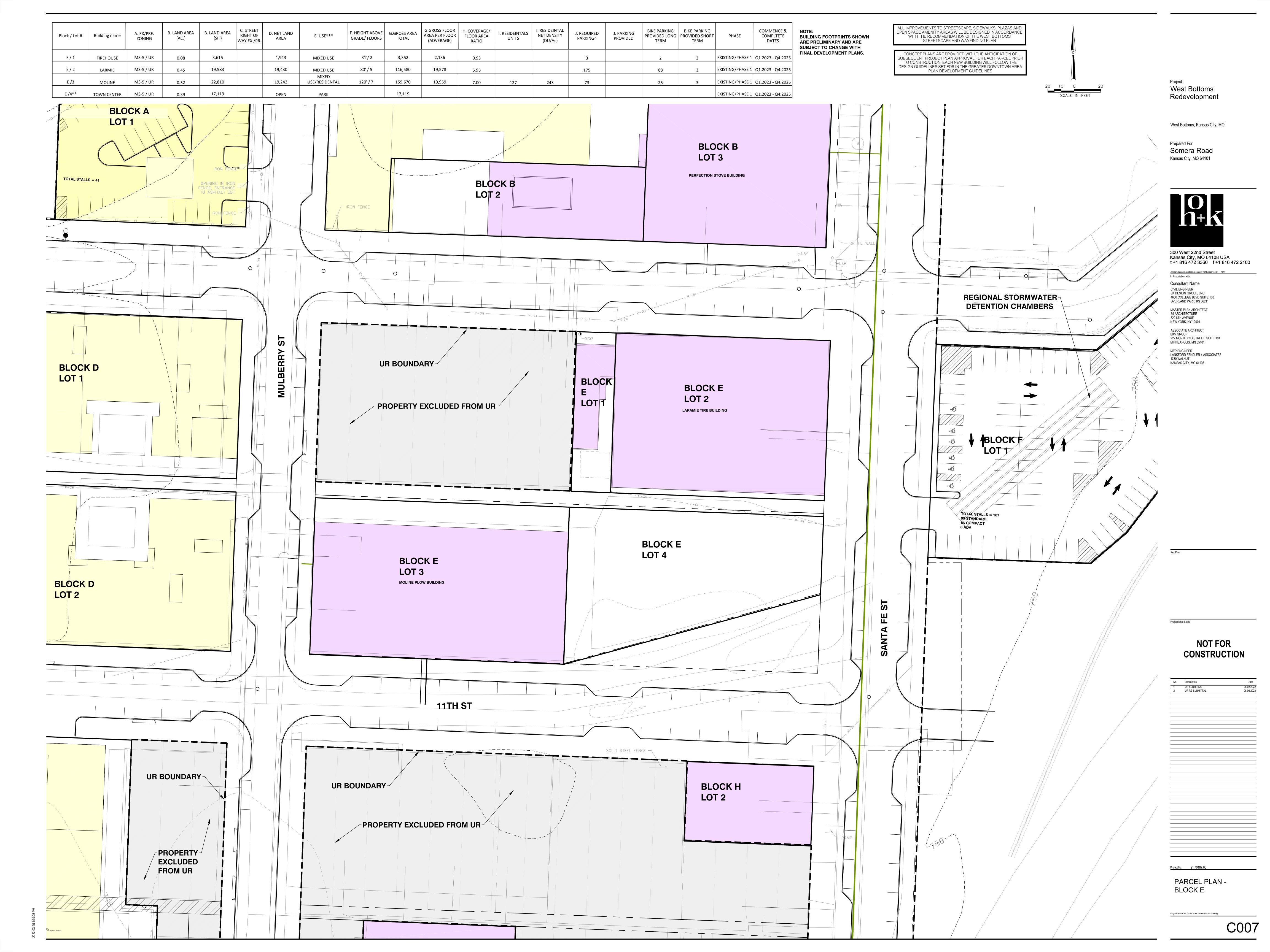


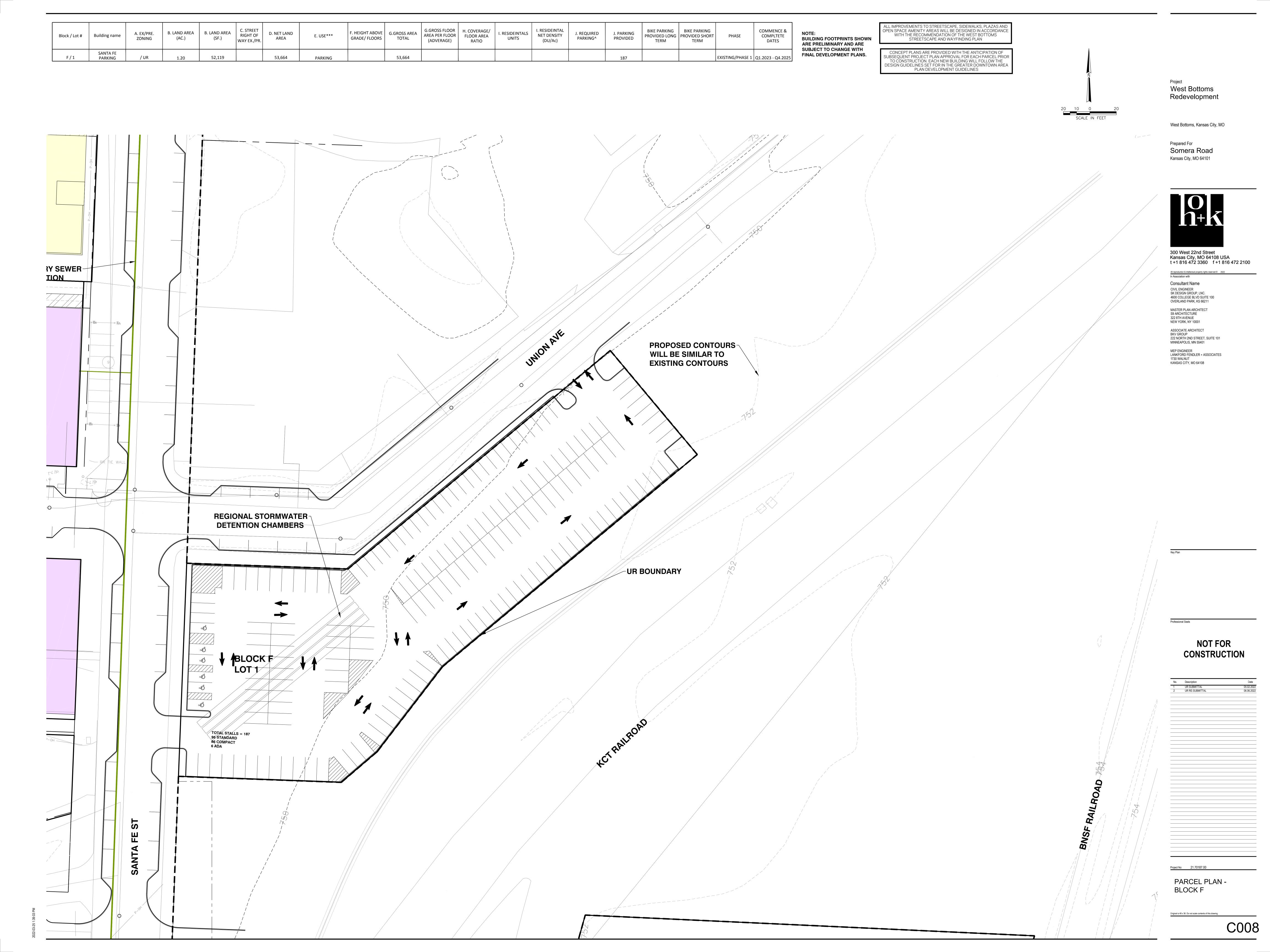




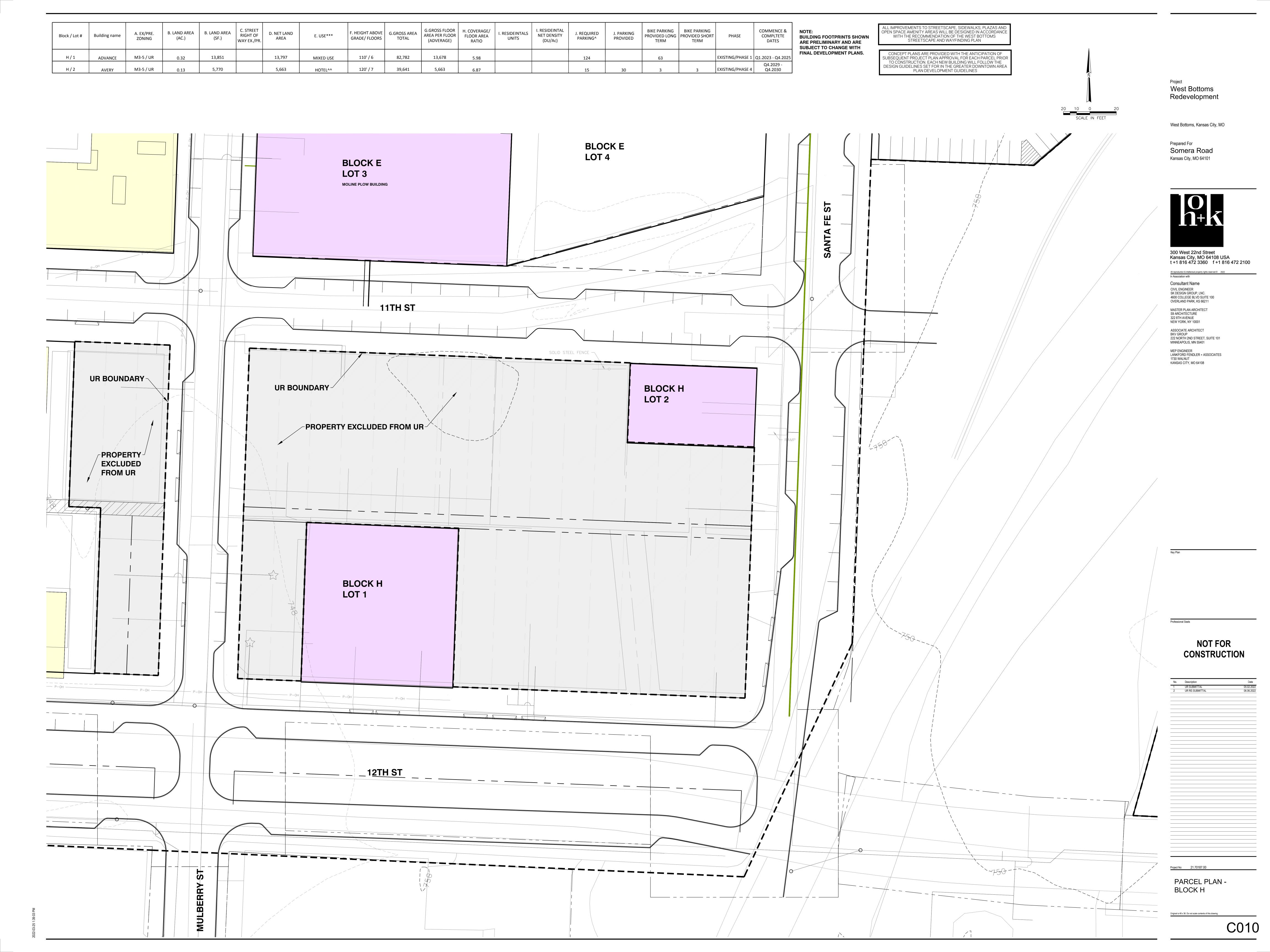


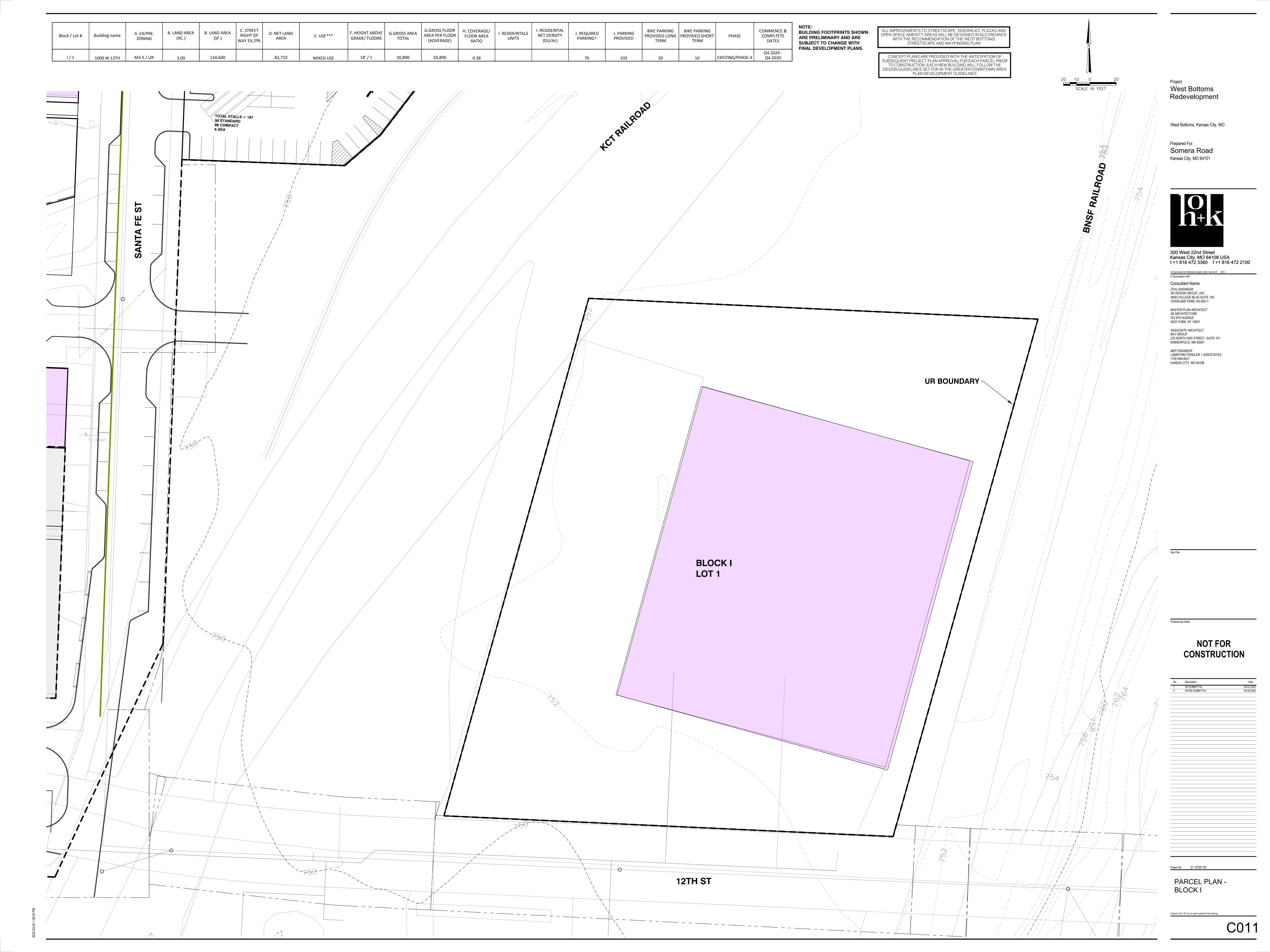
D/3 NATHAN M3-5/UR 0.26 11,473 11,552 USC/RESIDENTAL 55'/4 46,208 11,552 4.03 43 164 33 9 3 EXISTING/PHASE 5 Q1,2030 - Q4,2035 MIXED USC/RESIDENTAL 45'/3 8,664 2,888 2.99 11 163 8 2 3 EXISTING/PHASE 5 Q1,2030 - Q4,2035 MIXED USC/RESIDENTAL 45'/3 8,664 2,888 2.99 11 163 8 2 3 EXISTING/PHASE 5 Q1,2030 - Q4,2035 MIXED USC/RESIDENTAL 31'/2 9,670 4,835 1.66 12 91 9 2 3 EXISTING/PHASE 2 Q4,2024-Q4,2026	Project West Bottoms Redevelopment West Bottoms, Kansas City, MO Prepared For
BLOCK A LOT 1 BLOCK D LOT 3 BLOCK D LOT 1	Somera Road Kansas City, MO 64101 300 West 22nd Street Kansas City, MO 64108 USA t +1 816 472 3360 f +1 816 472 2100 All reproduction 4 intercital property represented 9 2022 In Association with Consultant Name COMPLENC 4800 COLLEGE BLYD SUITE 100 OVERLAND PARK, KS 65211 MASTER PLAN ARCHITECT 89 ARCHITECTURE 322 8TH AVENUE NEW YORK, NY 10001 ASSOCIATE ARCHITECT BWY GROUP 222 NORTH 2ND STREET, SUITE 101 MINNEAPOLIS, MN 55401 MEP ENGINEER LANKFORD FENDLER + ASSOCIATES 1730 WALNUT KANSAS GITY, MO 64108
BLOCK J LOT 2 PROPOSED CONTOURS WILL BE SIMULAT TO EXISTING CONTOURS LOT 2 BLOCK D LOT 2 11TH STREET	Project No: 21.70187.00 PARCEL PLAN - BLOCK D Cognal a 49: 36. Do not scare contents of this drawing.

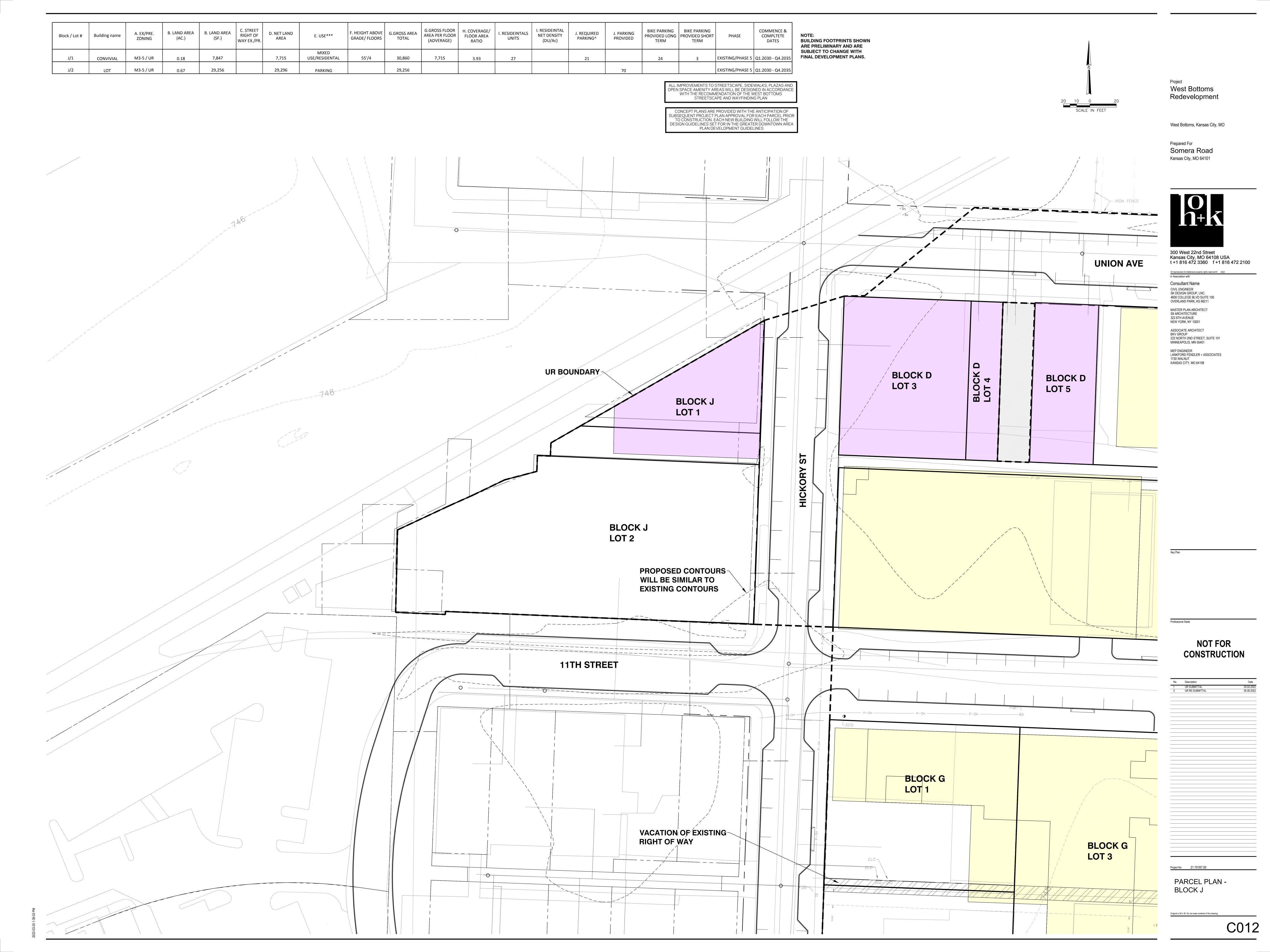


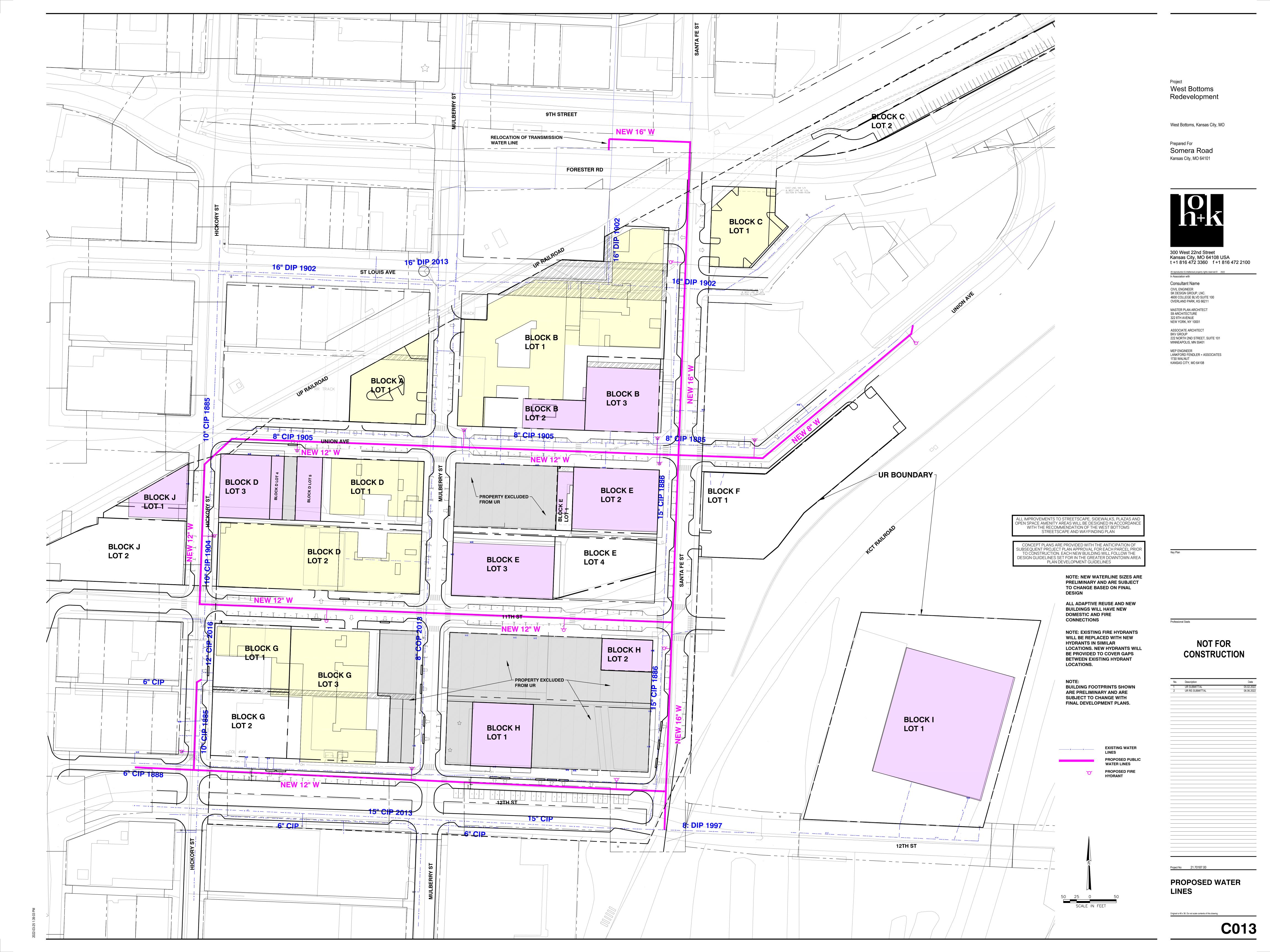


Right Righ	Project West Bottoms Redevelopment West Bottoms, Kansas City, MO
PROPOSED CONTOURS WILL BE SIMILAR TO EXISTING CONTOURS 11TH STREET 11TH STREET	Somera Road Kansas City, MO 64101 300 West 22nd Street Kansas City, MO 64108 USA t +1 816 472 2100 Alimptodiction & inflatcatas property rights reserved © 2022 In Association with Consultant Name CIVIL ENGINEER SK DESIGN GROUP, INC. 4600 COLLEGE BLVD SUITE 100 OVERLAND PARK, KS 66211 MASTER PLAN ARCHITECT S9 ARCHITECTURE 322 21TH AVENUE NEW YORK, NY 100001 ASSOCIATE ARCHITECT SKV GROUP 222 NORTH 2ND STREET, SUITE 101 MINNEAPOLIS, MM 55401 MEP ENGINEER LANKFORD FENDLER + ASSOCIATES 1730 WALNUT KANSAS CITY, MO 64108
BLOCK G LOT 2 BLOCK H LOT 1	NOT FOR CONSTRUCTION No. Description Date 1 UR SUBMITTAL 05 02 2022 2 UR RE-SUBMITTAL 06 06 2022
UR BOUNDARY WANT BEEN A VARIABLE BY A VARIA	Project No: 21.70187.00 PARCEL PLAN - BLOCK G Original is 48 x 36. Do not scale contents of this drawing.









SomeraRoad

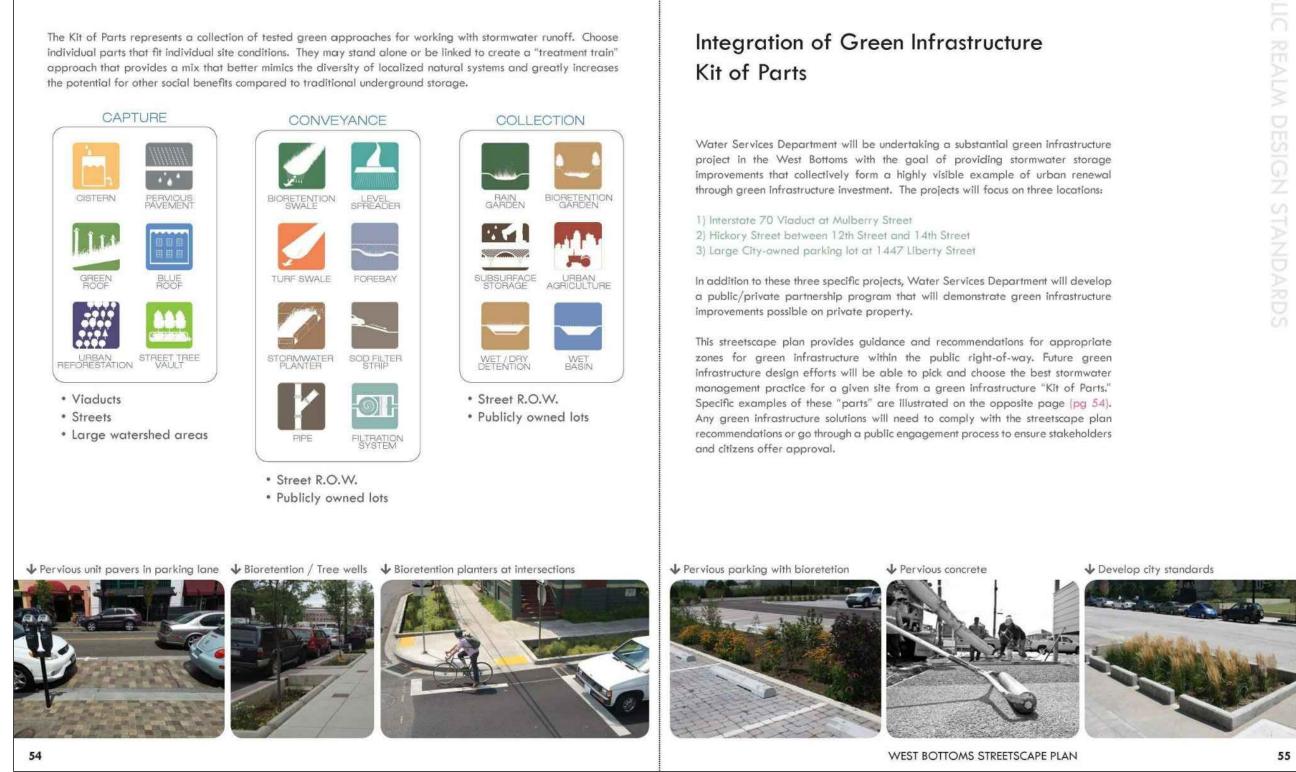
West Bottoms Redevelopmer

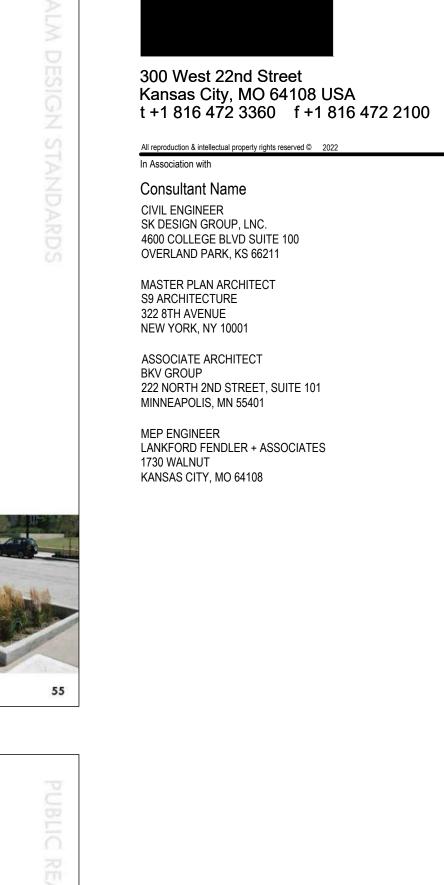
West Bottoms, Kansas City, MO

Prepared For Somera Road Kansas City, MO 64101



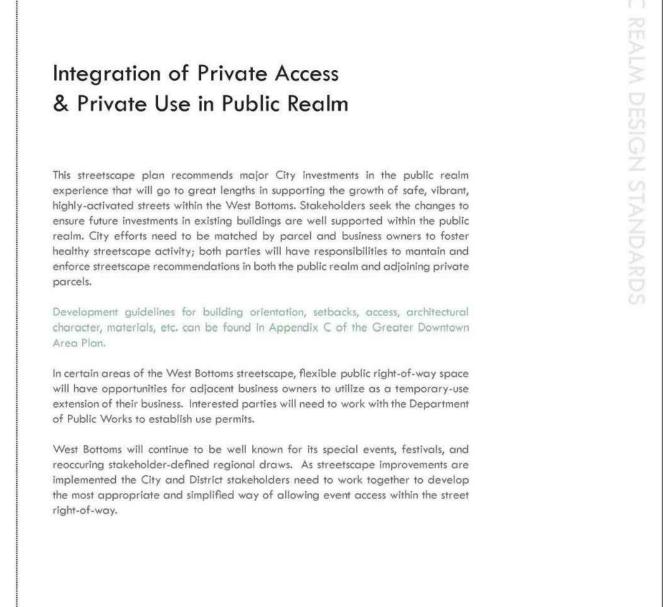


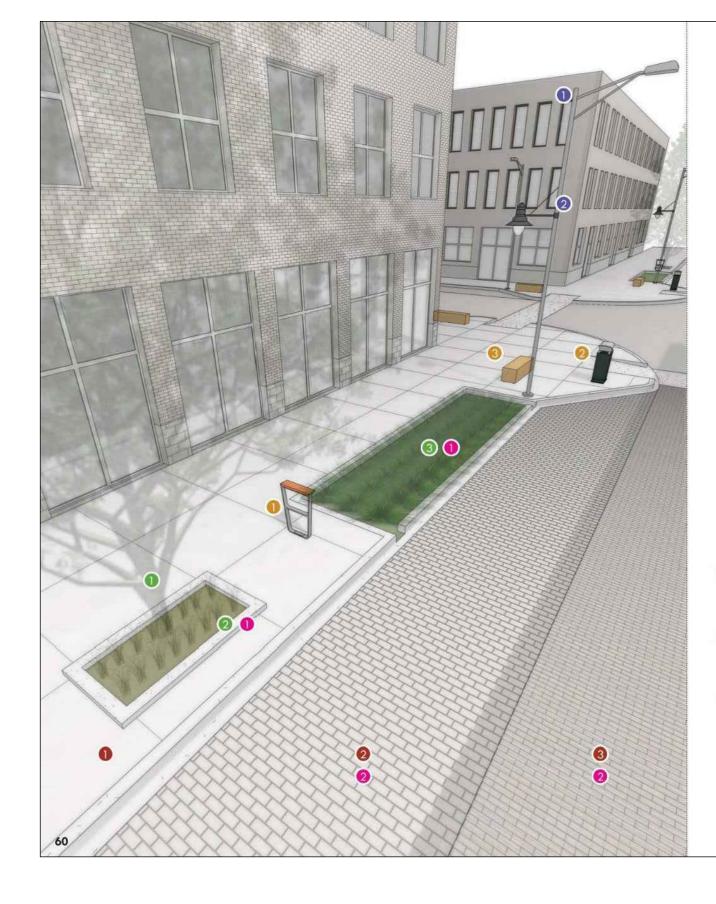




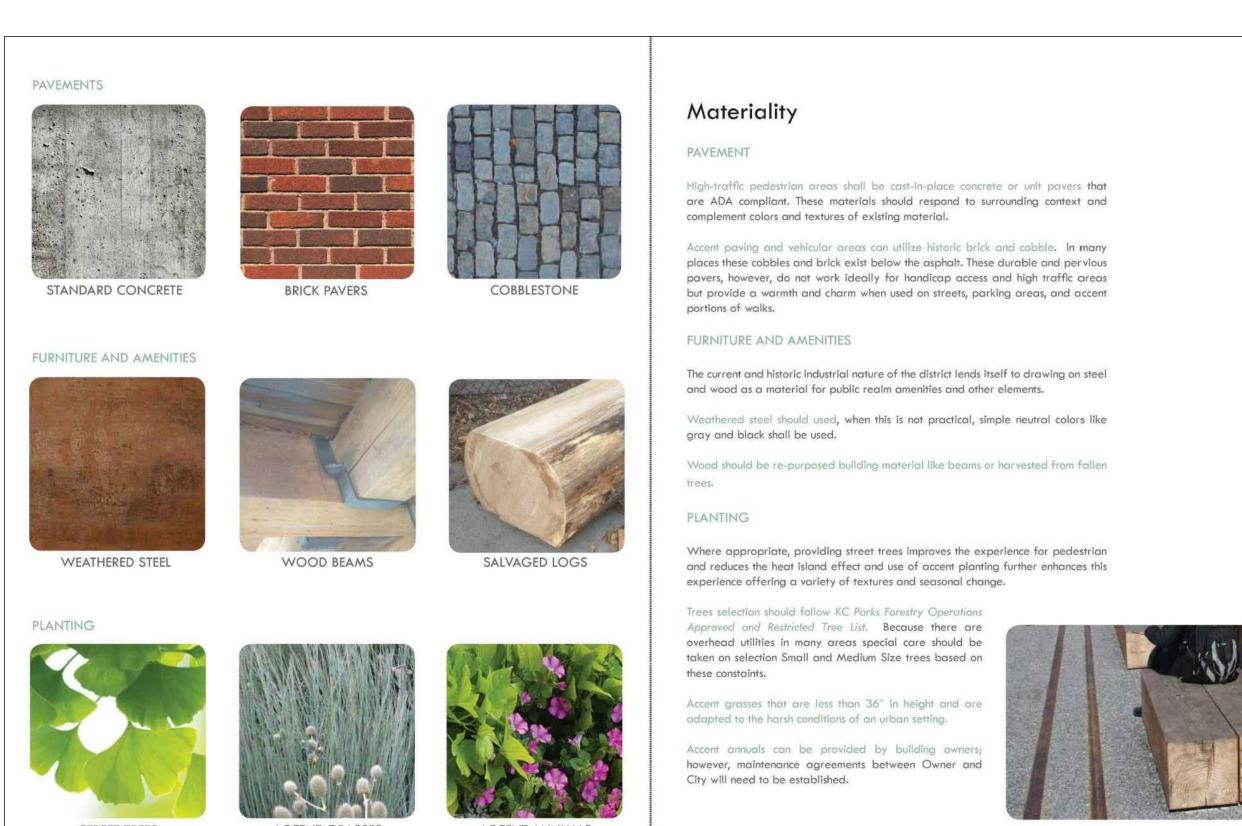


↑ Future streetscape improvements will provide more permanent amenities



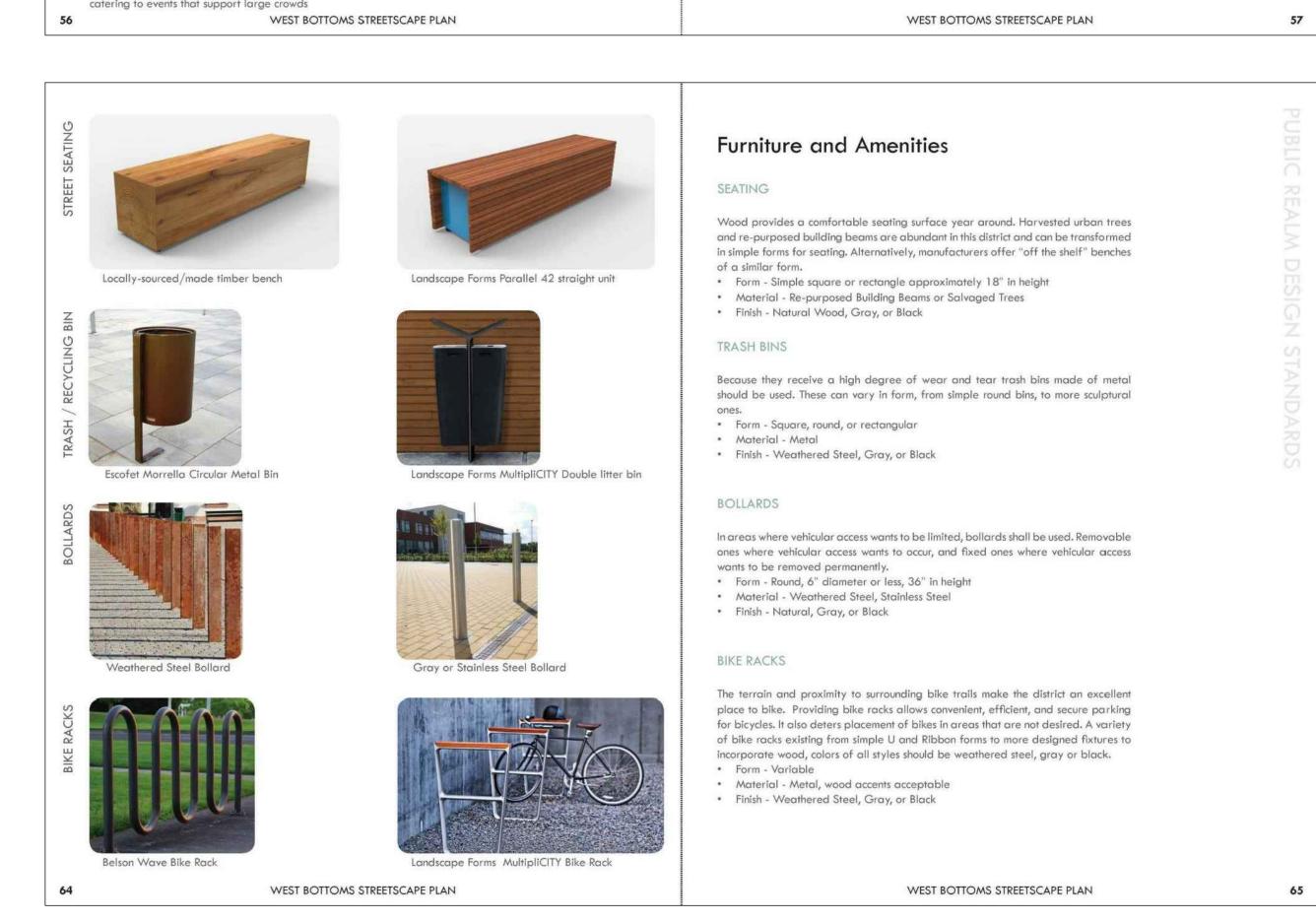


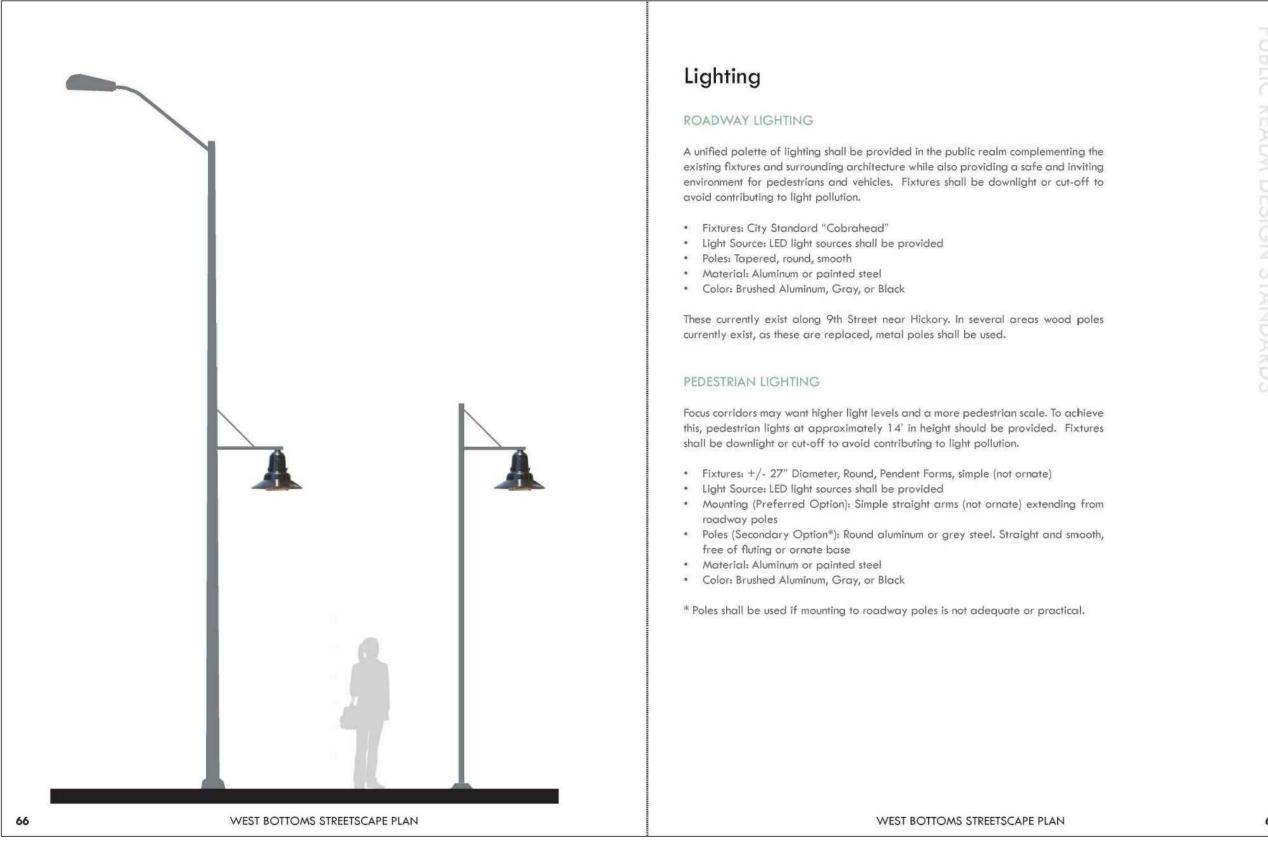




WEST BOTTOMS STREETSCAPE PLAN







ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES GENERAL NOTES: 1. CONCEPT LANDSCAPING PLANS ARE PROVIDED IN UR SUBMITTAL WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL

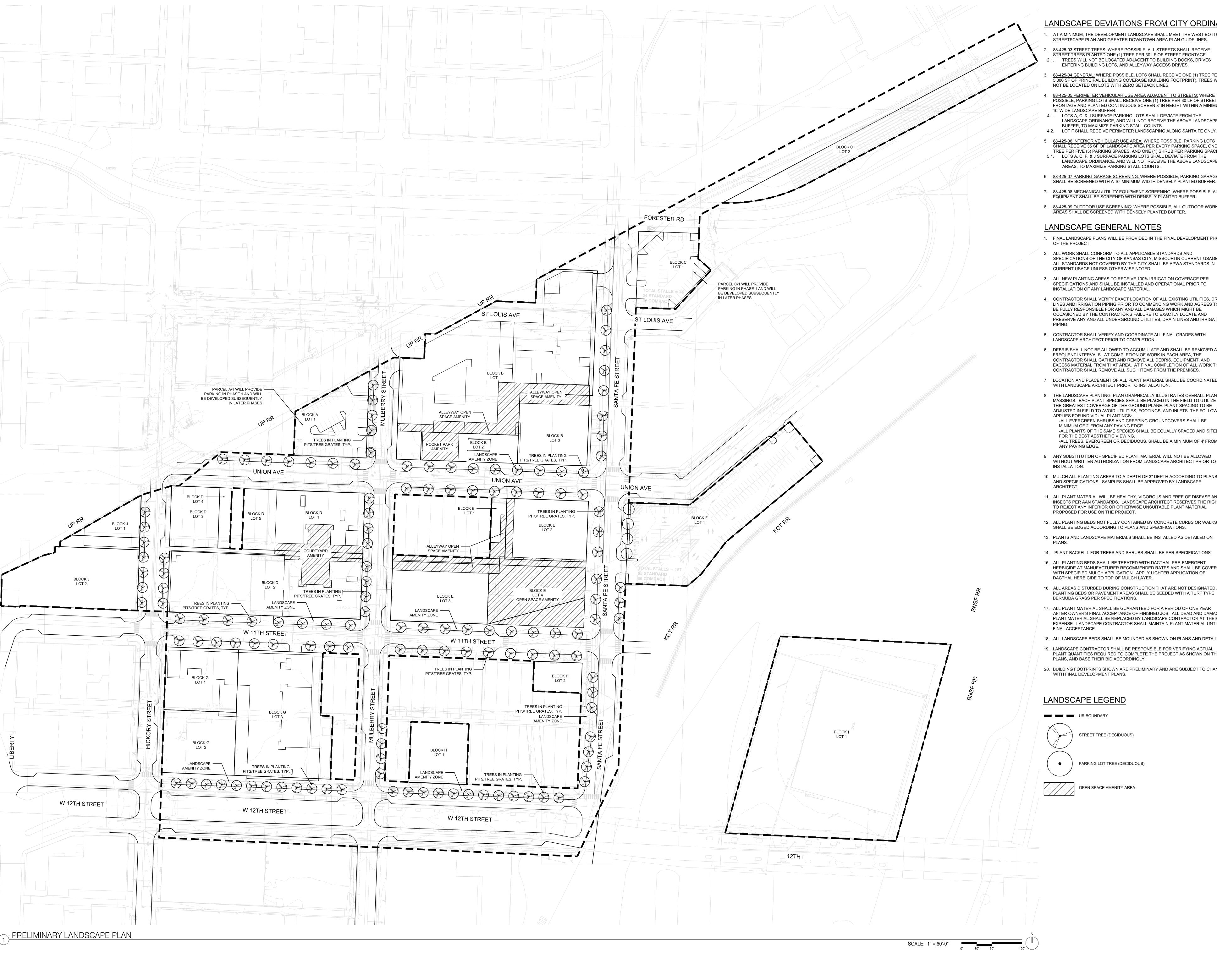
PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN

GUIDELINES SET FORTH IN THE GREATER DOWNTOWN AREA PLAN

DEVELOPMENT STANDARDS.

WEST BOTTOMS STREETSCAPE PLAN

STREETSCAPE DEVELOPMEN^{*} **GUIDELINES**



LANDSCAPE DEVIATIONS FROM CITY ORDINANCE 88-425

1. AT A MINIMUM, THE DEVELOPMENT LANDSCAPE SHALL MEET THE WEST BOTTOMS STREETSCAPE PLAN AND GREATER DOWNTOWN AREA PLAN GUIDELINES.

88-425-03 STREET TREES: WHERE POSSIBLE, ALL STREETS SHALL RECEIVE STREET TREES PLANTED ONE (1) TREE PER 30 LF OF STREET FRONTAGE. 2.1. TREES WILL NOT BE LOCATED ADJACENT TO BUILDING DOCKS, DRIVES ENTERING BUILDING LOTS, AND ALLEYWAY ACCESS DRIVES.

88-425-04 GENERAL: WHERE POSSIBLE, LOTS SHALL RECEIVE ONE (1) TREE PER 5,000 SF OF PRINCIPAL BUILDING COVERAGE (BUILDING FOOTPRINT). TREES WILL NOT BE LOCATED ON LOTS WITH ZERO SETBACK LINES.

88-425-05 PERIMETER VEHICULAR USE AREA ADJACENT TO STREETS: WHERE POSSIBLE, PARKING LOTS SHALL RECEIVE ONE (1) TREE PER 30 LF OF STREET FRONTAGE AND PLANTED CONTINUOUS SCREEN 3' IN HEIGHT WITHIN A MINIMUM

10' WIDE LANDSCAPE BUFFER. 4.1. LOTS A, C, & J SURFACE PARKING LOTS SHALL DEVIATE FROM THE LANDSCAPE ORDINANCE, AND WILL NOT RECEIVE THE ABOVE LANDSCAPE BUFFER, TO MAXIMIZE PARKING STALL COUNTS.

88-425-06 INTERIOR VEHICULAR USE AREA: WHERE POSSIBLE, PARKING LOTS SHALL RECEIVE 35 SF OF LANDSCAPE AREA PER EVERY PARKING SPACE, ONE (1) TREE PER FIVE (5) PARKING SPACES, AND ONE (1) SHRUB PER PARKING SPACE. 5.1. LOTS A, C, F, & J SURFACE PARKING LOTS SHALL DEVIATE FROM THE

LANDSCAPE ORDINANCE, AND WILL NOT RECEIVE THE ABOVE LANDSCAPE AREAS, TO MAXIMIZE PARKING STALL COUNTS. 88-425-07 PARKING GARAGE SCREENING: WHERE POSSIBLE, PARKING GARAGES

SHALL BE SCREENED WITH A 10' MINIMUM WIDTH DENSELY PLANTED BUFFER. 88-425-08 MECHANICAL/UTILITY EQUIPMENT SCREENING: WHERE POSSIBLE, ALL EQUIPMENT SHALL BE SCREENED WITH DENSELY PLANTED BUFFER.

8. <u>88-425-09 OUTDOOR USE SCREENING:</u> WHERE POSSIBLE, ALL OUTDOOR WORK

LANDSCAPE GENERAL NOTES

1. FINAL LANDSCAPE PLANS WILL BE PROVIDED IN THE FINAL DEVELOPMENT PHASE

2. ALL WORK SHALL CONFORM TO ALL APPLICABLE STANDARDS AND SPECIFICATIONS OF THE CITY OF KANSAS CITY, MISSOURI IN CURRENT USAGE. ALL STANDARDS NOT COVERED BY THE CITY SHALL BE APWA STANDARDS IN CURRENT USAGE UNLESS OTHERWISE NOTED.

ALL NEW PLANTING AREAS TO RECEIVE 100% IRRIGATION COVERAGE PER SPECIFICATIONS AND SHALL BE INSTALLED AND OPERATIONAL PRIOR TO INSTALLATION OF ANY LANDSCAPE MATERIAL.

CONTRACTOR SHALL VERIFY EXACT LOCATION OF ALL EXISTING UTILITIES, DRAIN LINES AND IRRIGATION PIPING PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, DRAIN LINES AND IRRIGATION

5. CONTRACTOR SHALL VERIFY AND COORDINATE ALL FINAL GRADES WITH LANDSCAPE ARCHITECT PRIOR TO COMPLETION.

6. DEBRIS SHALL NOT BE ALLOWED TO ACCUMULATE AND SHALL BE REMOVED AT FREQUENT INTERVALS. AT COMPLETION OF WORK IN EACH AREA, THE CONTRACTOR SHALL GATHER AND REMOVE ALL DEBRIS, EQUIPMENT, AND EXCESS MATERIAL FROM THAT AREA. AT FINAL COMPLETION OF ALL WORK THE CONTRACTOR SHALL REMOVE ALL SUCH ITEMS FROM THE PREMISES.

7. LOCATION AND PLACEMENT OF ALL PLANT MATERIAL SHALL BE COORDINATED WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

8. THE LANDSCAPE PLANTING PLAN GRAPHICALLY ILLUSTRATES OVERALL PLANT MASSINGS. EACH PLANT SPECIES SHALL BE PLACED IN THE FIELD TO UTILIZE THE GREATEST COVERAGE OF THE GROUND PLANE. PLANT SPACING TO BE ADJUSTED IN FIELD TO AVOID UTILITIES, FOOTINGS, AND INLETS. THE FOLLOWING APPLIES FOR INDIVIDUAL PLANTINGS:

-ALL EVERGREEN SHRUBS AND CREEPING GROUNDCOVERS SHALL BE MINIMUM OF 2' FROM ANY PAVING EDGE. -ALL PLANTS OF THE SAME SPECIES SHALL BE EQUALLY SPACED AND SITED FOR THE BEST AESTHETIC VIEWING. -ALL TREES, EVERGREEN OR DECIDUOUS, SHALL BE A MINIMUM OF 4' FROM ANY PAVING EDGE.

9. ANY SUBSTITUTION OF SPECIFIED PLANT MATERIAL WILL NOT BE ALLOWED WITHOUT WRITTEN AUTHORIZATION FROM LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

10. MULCH ALL PLANTING AREAS TO A DEPTH OF 3" DEPTH ACCORDING TO PLANS AND SPECIFICATIONS. SAMPLES SHALL BE APPROVED BY LANDSCAPE

11. ALL PLANT MATERIAL WILL BE HEALTHY, VIGOROUS AND FREE OF DISEASE AND INSECTS PER AAN STANDARDS. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY INFERIOR OR OTHERWISE UNSUITABLE PLANT MATERIAL PROPOSED FOR USE ON THE PROJECT.

12. ALL PLANTING BEDS NOT FULLY CONTAINED BY CONCRETE CURBS OR WALKS SHALL BE EDGED ACCORDING TO PLANS AND SPECIFICATIONS.

13. PLANTS AND LANDSCAPE MATERIALS SHALL BE INSTALLED AS DETAILED ON

14. PLANT BACKFILL FOR TREES AND SHRUBS SHALL BE PER SPECIFICATIONS.

15. ALL PLANTING BEDS SHALL BE TREATED WITH DACTHAL PRE-EMERGENT HERBICIDE AT MANUFACTURER RECOMMENDED RATES AND SHALL BE COVERED WITH SPECIFIED MULCH APPLICATION. APPLY LIGHTER APPLICATION OF DACTHAL HERBICIDE TO TOP OF MULCH LAYER.

16. ALL AREAS DISTURBED DURING CONSTRUCTION THAT ARE NOT DESIGNATED AS PLANTING BEDS OR PAVEMENT AREAS SHALL BE SEEDED WITH A TURF TYPE BERMUDA GRASS PER SPECIFICATIONS.

17. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR AFTER OWNER'S FINAL ACCEPTANCE OF FINISHED JOB. ALL DEAD AND DAMAGED PLANT MATERIAL SHALL BE REPLACED BY LANDSCAPE CONTRACTOR AT THEIR EXPENSE. LANDSCAPE CONTRACTOR SHALL MAINTAIN PLANT MATERIAL UNTIL FINAL ACCEPTANCE.

18. ALL LANDSCAPE BEDS SHALL BE MOUNDED AS SHOWN ON PLANS AND DETAILS. 19. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ACTUAL PLANT QUANTITIES REQUIRED TO COMPLETE THE PROJECT AS SHOWN ON THE PLANS, AND BASE THEIR BID ACCORDINGLY.

20. BUILDING FOOTPRINTS SHOWN ARE PRELIMINARY AND ARE SUBJECT TO CHANGE WITH FINAL DEVELOPMENT PLANS.

LANDSCAPE LEGEND

UR BOUNDARY STREET TREE (DECIDUOUS) PARKING LOT TREE (DECIDUOUS)

OPEN SPACE AMENITY AREA

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND PPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

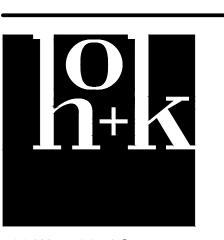
CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF UBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

SomeraRoad

West Bottoms Redevelopmen^a

Prepared For Somera Road Kansas City, MO 64101

West Bottoms, Kansas City, MO



300 West 22nd Street Kansas City, MO 64108 USA

t +1 816 472 3360 f +1 816 472 2100

Consultant Name CIVIL ENGINEER SK DESIGN GROUP, LNC. 4600 COLLEGE BLVD SUITE 100 OVERLAND PARK, KS 66211

MASTER PLAN ARCHITECT S9 ARCHITECTURE 322 8TH AVENUE NEW YORK, NY 10001

BKV GROUP 222 NORTH 2ND STREET, SUITE 101 MINNEAPOLIS, MN 55401

MEP ENGINEER LANKFORD FENDLER + ASSOCIATES 1730 WALNUT KANSAS CITY, MO 64108

No. Description

PRELIMINARY LANDSCAPE PLAN

L001

PRELIMINARY O	VERSTORY PLANT SCHEDULE			
DECIDUOUS TREES	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
AMM	ACER MIYABEI 'MORTON' TM	STATE STREET MIYABEI MAPLE	3" CAL.	B&B
ATP	ACER TRUNCATUM X PLATANOIDES 'WARRENRED' TM	PACIFIC SUNSET MAPLE	3" CAL.	B&B
GBA	GINKGO BILOBA 'AUTUMN GOLD' TM	AUTUMN GOLD MAIDENHAIR TREE	3" CAL.	B&B
GDE	GYMNOCLADUS DIOICA 'ESPRESSO'	KENTUCKY COFFEETREE	3" CAL.	B&B
NSW	NYSSA SYLVATICA 'WILDFIRE'	WILDFIRE BLACK GUM	3" CAL.	B&B
OV	OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM	3" CAL.	B&B
PAM	PLATANUS X ACERIFOLIA 'MORTON CIRCLE' TM	EXCLAMATION! LONDON PLANE TREE	3" CAL.	B&B
PTN	POPULUS TREMULOIDES 'NE ARB' TM	PRAIRIE GOLD QUAKING ASPEN	3" CAL.	B&B
QB	QUERCUS BICOLOR	SWAMP WHITE OARK	3" CAL.	B&B
QS	QUERCUS SHUMARDII	SHUMARD OAK	3" CAL.	B&B
TDM	TAXODIUM DISTICHUM 'MICKELSON' TM	SHAWNEE BRAVE BALD CYPRESS	3" CAL.	B&B
				•
ORNAMENTAL TREES	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
AGA	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE APPLE SERVICEBERRY	2" CAL.	B&B
ССТ	CERCIS CANADENSIS TEXENSIS 'OKLAHOMA'	OKLAHOMA TEXAS REDBUD	2" CAL.	B&B
CV	CHIONANTHUS VIRGINICUS	WHITE FRINGETREE	2" CAL.	B&B
HID	HAMAMELIS X INTERMEDIA 'DIANE'	DIANE WITCH HAZEL	2" CAL.	B&B
MB	MAGNOLIA X 'BUTTERFLIES'	BUTTERFLIES MAGNOLIA	2" CAL.	B&B

PRELIMINARY UN	DERSTORY PLANT SCHEDULE				
DECIDUOUS SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SF
HQS	HYDRANGEA QUERCIFOLIA 'SIKE'S DWARF' SPACING PER PLAN	SIKE'S DWARF OAKLEAF HYDRANGEA	5 GAL.	CONTAINER	+
PMS	PHILADELPHUS X 'MINIATURE SNOWFLAKE' SPACING PER PLAN	MINIATURE SNOWFLAKE MOCKORANGE	5 GAL.	CONTAINER	
POS	PHYSOCARPUS OPULIFOLIUS 'SMPOTW' TM SPACING PER PLAN	TINY WINE NINEBARK	5 GAL.	CONTAINER	
RTB	RHUS TYPHINA 'BAILTIGER' TM SPACING PER PLAN	TIGER EYES STAGHORN SUMAC	3` HT.	CONTAINER	
RB	ROSA BLANDA SPACING PER PLAN	SMOOTH ROSE	5 GAL.	CONTAINER	
VC	VIBURNUM CARLESII SPACING PER PLAN	KOREANSPICE VIBURNUM	5 GAL.	CONTAINER	
WFA	WEIGELA FLORIDA 'ALEXANDRA' TM SPACING PER PLAN	WINE & ROSES WEIGELA	5 GAL.	CONTAINER	
ORNAMENTAL GRASSES	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SF
BGB	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	1 GAL.	CONTAINER	18
PN	PANICUM VIRGATUM 'NORTHWIND'	NORTHWIND SWITCH GRASS	1 GAL.	CONTAINER	₩
SSC	SCHIZACHYRIUM SCOPARIUM 'CAROUSEL'	CAROUSEL LITTLE BLUESTEM	1 GAL.	CONTAINER	_
PERENNIALS	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SF
AM	ALLIUM X 'MILLENIUM'	MILLENIUM ORNAMENTAL ONION	1 GAL.	CONTAINER	12
Al	ASCLEPIAS INCARNATA	SWAMP MILKWEED	1 GAL.	CONTAINER	12
AOO	ASTER OBLONGIFOLIUS 'OCTOBER SKIES'	OCTOBER SKIES FALL ASTER	1 GAL.	CONTAINER	18
BSF	BAPTISIA X 'SOLAR FLARE' TM	SOLAR FLARE PRAIRIEBLUES FALSE INDIGO	2 GAL.	CONTAINER	36
CNN	CALAMINTHA NEPETA NEPETA	LESSER CALAMINT	1 GAL.	CONTAINER	18
CVZ	COREOPSIS VERTICILLATA 'ZAGREB'	ZAGREB TICKSEED	1 GAL.	CONTAINER	+
 EM	ECHINACEA PURPUREA 'MAGNUS'	MAGNUS PURPLE CONEFLOWER	1 GAL.	CONTAINER	_
EYM	ECHINACEA X 'YELLOW MY DARLING' TM	COLOR CODED YELLOW MY DARLING CONEFLOWER	1 GAL.	CONTAINER	_
 EP	EUPHORBIA POLYCHROMA	CUSHION SPURGE	1 GAL.	CONTAINER	_
HG	HOSTA X 'GUACAMOLE'	GUACAMOLE HOSTA	1 GAL.	CONTAINER	_
HH	HOSTA X 'HALCYON'	HALCYON HOSTA	1 GAL.	CONTAINER	_
MOC	MONARDA X 'OUDOLF'S CHARM'	OUDOLF'S CHARM BEE BALM	1 GAL.	CONTAINER	_
NCP	NEPETA X 'CAT'S PAJAMAS'	CAT'S PAJAMAS CATMINT	1 GAL.	CONTAINER	_
PAD	PEROVSKIA ATRIPLICIFOLIA `DENIM `N LACE`	DENIM 'N LACE RUSSIAN SAGE	1 GAL.	CONTAINER	+
POV	POLYGONATUM ODORATUM 'VARIEGATUM'	VARIEGATED SOLOMON'S SEAL	1 GAL.	CONTAINER	_
RPE		ELEGANT RODGERSIA		CONTAINER	_
	RODGERSIA PINNATA 'ELEGANS'		1 GAL.		-
RFS	RUDBECKIA FULGIDA SULLIVANTII 'LITTLE GOLDSTAR'	LITTLE GOLDSTAR CONEFLOWER	1 GAL.	CONTAINER	+
SNM	SALVIA NEMOROSA 'MAY NIGHT'	MAY NIGHT SAGE	1 GAL.	CONTAINER	+
SAJ	SEDUM X 'AUTUMN JOY'	AUTUMN JOY SEDUM	1 GAL.	CONTAINER	+
SMH	STACHYS MONIERI 'HUMMELO'	COMMON BETONY	1 GAL.	CONTAINER	18
ORNAMENTAL GRASS AREAS	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SF
CD	CAREX DIVULSA	GRASSLAND SEDGE	1 GAL.	CONTAINER	18
CE	CAREX EBURNEA	BRISTLELEAF SEDGE	1 GAL.	CONTAINER	12
HM	HAKONECHLOA MACRA	JAPANESE FOREST GRASS	1 GAL.	CONTAINER	18
JE	JUNCUS EFFUSUS	COMMON RUSH	1 GAL.	CONTAINER	24
 JIB	JUNCUS INFLEXUS 'BLUE ARROWS'	BLUE ARROWS JUNCUS	1 GAL.	CONTAINER	24
SA	SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS	1 GAL.	CONTAINER	12
PERENNIAL AREAS	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	Or
AH	AMSONIA HUBRICHTII	ARKANSAS BLUESTAR		CONTAINER	_
			1 GAL.	 	+
ATS AC	AMSONIA TABERNAEMONTANA 'STORM CLOUD' ASARUM CANADENSE	STROM CLOUD EASTERN BLUESTAR WILD GINGER	1 GAL.	CONTAINER	+
			1 GAL.		┿
BMJ	BRUNNERA MACROPHYLLA 'JACK FROST' TM	JACK FROST SIBERIAN BUGLOSS MAX FREI BLOODRED GERANIUM	1 GAL.	CONTAINER	+
GSM	GERANIUM SANGUINEUM 'MAX FREI'		1 GAL.	CONTAINER	+
HR	HEUCHERA RICHARDSONII	PRAIRIE ALUM ROOT	1 GAL.	CONTAINER	ן וא'

MAGNOLIA X BUTTERFLIES BUTTERFLIES MAGNOLIA 2" CAL. |B&B

> ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR
TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE
DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA
PLAN DEVELOPMENT GUIDELINES

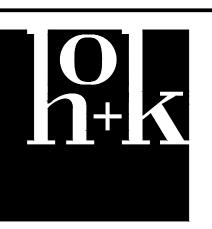
1 PRELIMINARY LANDSCAPE SCHEDULES

SomeraRoad

Project
West Bottoms Redevelopment

West Bottoms, Kansas City, MO

Prepared For Somera Road Kansas City, MO 64101



300 West 22nd Street Kansas City, MO 64108 USA t +1 816 472 3360 f+1 816 472 2100

Consultant Name CIVIL ENGINEER SK DESIGN GROUP, LNC. 4600 COLLEGE BLVD SUITE 100 OVERLAND PARK, KS 66211

MASTER PLAN ARCHITECT S9 ARCHITECTURE 322 8TH AVENUE NEW YORK, NY 10001 ASSOCIATE ARCHITECT

BKV GROUP 222 NORTH 2ND STREET, SUITE 101 MINNEAPOLIS, MN 55401

MEP ENGINEER LANKFORD FENDLER + ASSOCIATES 1730 WALNUT KANSAS CITY, MO 64108

No. Description

No. Description Date

011 UR SUBMITTAL 05.02.2022

002 UR RE-SUBMITTAL 06.06.2022

PRELIMINARY LANDSCAPE SCHEDULES

L002

2th ST CONSTRUCTION COST ESTIMATION BY LINEAR FT.

AL PROBABLE COST per Linear Ft......\$ 1,61

otal Probable Cost is an estimate of professional services and construction services of the corridor.

See Appendix for more detailed cost breakdown.

TYPICAL STREET SECTION: pedestrian focused mall

See pg 58-67 for public-realm materials & amenities

Opt 1: salvaged cobble pavers:

match pattern to historic equivalent Opt 2: Flex use zone cobble pavers only:

~10' FLEXIBLE USE , 12' LIMITED VEHICLE

Historic Core Alley Improvements through Stormwater Management

Many alleys, primarily in the Historic Warehouse Distirct core, are in need of infrastructure improvements. Existing alleys suffer from a lack of proper drainage, lighting, consistent pavement, and accessability. Adjacent private property spatially contiguous to alley R.O.W. need to be included in alley infrastructure upgrades, requiring a public/private partnership. Water Services Department has earmarked funding to explore public/private partnerships in the West Bottoms that provide added value to property owners and capture stormwater.

Alley Infrastructure Recommendations:

- Provide basic infrastructure including proper stormwater drainage, pavement, lighting, utility consolidation, and improved functional accessibility to buildings. 2. Follow recommendations spelled out in Greater Downtown Area Plan
- development guidelines regarding access, screening, setbacks, etc. Where appropriate or feasible, utilize alleys as public space.







Example updated alley

WEST BOTTOMS STREETSCAPE PLAN



12th Street Streetscape Design Intent

12th Street pedestrian mall streetscape is designed to give significant priority to the pedestrain rather than the vehicle. This is accomplished by allowing for free movement for pedestrians while limiting movement for vehicles through design of vertical elements (such as bollards, street trees, planters, amenities) and traffic slowing features (such as speed tables, serpentine drive paths, signage). Stakeholders have already reclaimed the roadway during warehouse weekends and festivals: this

12th Street Pedestrian Mall primary focus corridor priorities are as follows:

Design and implement a pedestrian-focused right-of-way north of 12 Street adjacent outdoor spaces next to the Viaduct (1150 lin. ft.)

occuring along Hickory Street corridor (p. 32-33) 4. Provide amenities and signage beneath the Viaduct deck at the intersection

the existing events and gatherings occurring there Develop a street design for Liberty between 12th and 11th continuing to the east along 11th Street that solves existing safety and circulation issues

↑ Typical Cobble Street example with concrete sidewalks & amenities

Hickory Street will serve as the Historic Warehouse District's pedestrian focused

livable street north-south spine. Stakeholders want to preserve the district's historic

character but allow the land use to become mixed residential, retail, and light

industrial; the streetscape will embody that desire by carefully allowing existing

historic elements to remain when possible. Simple, authentic, durable materials are chosen to help frame the district's architectural character. The historic cobble street

surface must adhere to Department of Public Works requirements. If not possible,

consider cobble for parking areas and alternative permeable pavement solutions

Upgrade pedestrian realm experience in coordination with green

3. Finish streetscape implementation beyond green infrastructure project limits

4. Streetscape design elements must match or complement other improvements

5. Preserve Hickory Street R.O.W. south through the Liberty Street Parking Lot

occuring along 12th Street corridor (p. 24-25) and 11th Street corridor

Address safety concerns for pedestrians at the railroad crossing where the

crossing arm and building pass within inches when lowered into operation

Return Hickory Street pavement to original cobble surface where feasible

infrastructure improvements occuring between 12th St and 14th St (1020

Hickory Street primary focus carridor priorities are as follows:

from 9th Street to 12th Street (1190 lin. ft.)

to connect to 16th Street in the Stockyards District

Hickory Streetscape Design Intent

streetscape design intends to formalize their actions.

 Complete a traffic study at the intersection of 12th Street & Liberty Street and 12th Street & Hickory Street to determine if safety concerns warrant signalization, traffic redirection, or other design solutions.

Viaduct on 12th Street that limits vehicular traffic and accentuates the Streetscape design elements must match or complement other improvements

of Hickory to direct people arriving to the West Bottoms and accommodate

WEST BOTTOMS STREETSCAPE PLAN

NOT FOR CONSTRUCTION

SomeraRoad

West Bottoms

Redevelopment

West Bottoms, Kansas City, MO

Prepared For

Somera Road

Kansas City, MO 64101

300 West 22nd Street

Consultant Name

SK DESIGN GROUP, LNC.

4600 COLLEGE BLVD SUITE 100

222 NORTH 2ND STREET, SUITE 101

LANKFORD FENDLER + ASSOCIATES

OVERLAND PARK, KS 66211

MASTER PLAN ARCHITECT

MINNEAPOLIS, MN 55401

KANSAS CITY, MO 64108

S9 ARCHITECTURE 322 8TH AVENUE NEW YORK, NY 10001

BKV GROUP

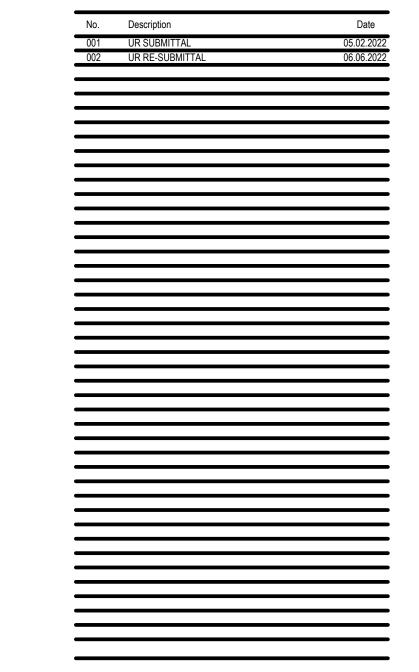
MEP ENGINEER

1730 WALNUT

CIVIL ENGINEER

Kansas City, MO 64108 USA

t +1 816 472 3360 f +1 816 472 2100



STREETSCAPE TYPICAL SECTIONS

L003

11th ST CONSTRUCTION COST ESTIMATION BY LINEAR FT TAL PROBABLE COST per Linear Ft......\$ 1,14 Total Probable Cost is an estimate of professional services and construction services of the corridor. See Appendix for more detailed cost breakdown. TYPICAL STREET SECTION: Pedestrian amenities focus corridor with maximized parking Standard asphaltic concrete 8 PARALLEL N 17 20' PARKING 90° ____ 70' ROW ____ DBABLE CONSTRUCTION COST......\$ 1 TAL PROBABLE COST per Linear Ft...... \$ 1,42 al Probable Cost is an estimate of professional services and construction services of the corridor.

WEST BOTTOMS STREETSCAPE PLAN

See pg 58-67 for public-realm materials & amenities specifications (including pedestrian lighting option)

Stormwater Capture / Infiltration Zone in blue

Opt 2: Parking lane cobble pavers only

HICKORY R.O.W.

Provide roll-over curbs Parking zone uses:

11 DRIVE LANE 11 DRIVE LANE PARKING LANE 7 SIDE

Adjacent business us

STREET PARK

STUDY AREA

on half-blocks with 2 or

Cobble Parking 4. Allow access to existing properties, including undeveloped parcels currently Cobble Street used for event parking while also providing a defined edge that accommodates Crosswalk vehicular and pedestrian movement O Street Trees Street Landscape 5. Streetscape design elements must match or complement other improvements Existing Building occuring along Hickory Street corridor (p. 32-33) Public/Private Partnership

WEST BOTTOMS STREETSCAPE PLAN



Hickory Streetscape Design Intent

11th Street Streetscape Design Intent

11th Street is the only street in the West Bottoms that does not have any street lights,

and also lacks curbs and sidewalks, yet is one of the more trafficed routes within the historic core. It is a important east-west connection north of 12th Street that sees

a significant amount of vehicular and pedestrian traffic, especially on Warehouse

Weekends. Compared to other streets, 11th contains a number of undeveloped

parcels that are easily accessible for parking because of a lack of curbs that prevent

easy access. The streetscape design for 11th Street will accommodate a number of

on-street parking spaces, provide access to existing temporary parking lots, define

street upgrades will improve access and safety within the district.

11th Street corridor priorities are:

sidewalks (1480 lin. ft.)

Street and Liberty intersection

space for pedestrian movement, and allow for future street level retail infill. The

1. Provide streetscape infrastructure including pavements, street lights, curbs,

11th Street corridor extends south along Liberty to 12th Street: the corridor's

carrying capacity will depend on traffic study solutions identified at 12th

Provide 90 degree on-street parking on south end of R.O.W.

Hickory Street will serve as the Historic Warehouse District's pedestrian focused livable street north-south spine. Stakeholders want to preserve the district's historic character but allow the land use to become mixed residential, retail, and light industrial; the streetscape will embody that desire by carefully allowing existing historic elements to remain when possible. Simple, authentic, durable materials are chosen to help frame the district's architectural character. The historic cobble street surface must adhere to Department of Public Works requirements. If not possible, consider cobble for parking areas and alternative permeable pavement solutions for roadway.

Hickory Street primary focus corridor priorities are as follows: Return Hickory Street pavement to original cobble surface where feasible Upgrade pedestrian realm experience in coordination with green infrastructure improvements occuring between 12th St and 14th St (1020

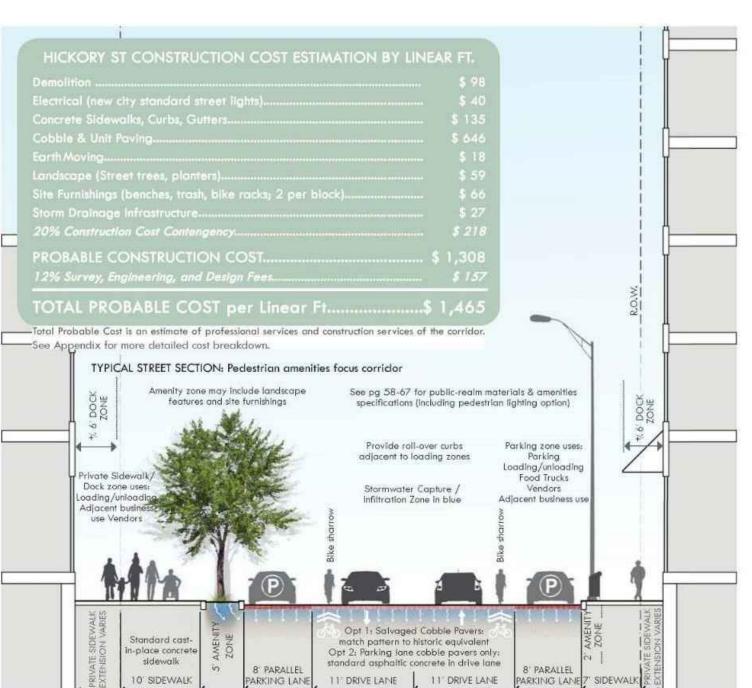
lin. ft.) Finish streetscape implementation beyond green infrastructure project limits from 9th Street to 12th Street (1190 lin. ft.)

4. Streetscape design elements must match or complement other improvements occuring along 12th Street corridor (p. 24-25) and 11th Street corridor (p. 38-39)

5. Preserve Hickory Street R.O.W. south through the Liberty Street Parking Lot to connect to 16th Street in the Stockyards District 6. Address safety concerns for pedestrians at the railroad crossing where the

crossing arm and building pass within inches when lowered into operation

AL PROBABLE COST per Linear Ft......\$ 1,4 Total Probable Cost is an estimate of professional services and construction services of the corridor. See Appendix for more detailed cost breakdown. TYPICAL STREET SECTION: Pedestrian amenities focus corridor See pg 58-67 for public-realm materials & amenities specifications (including pedestrian lighting option) Parking zone uses: Parking Provide roll-over curbs adjacent to loading zones Stormwater Capture / Infiltration Zone in blue Adjacent business us Opt 2: Parking lane cobble pavers only: standard asphaltic concrete in drive lane PARKING LANE 11 DRIVE LANE 11' DRIVE LANE PARKING LANE 7' SIDEW



match cobble match cobble stormwater capture area backfill vault

12TH ST

~19' FLEXIBLE USE

WEST BOTTOMS STREETSCAPE PLAN

Brick Surface Cobble Parking Cobble Street Crosswalk Street Trees Street Landscape Existing Building Potential New Green Space Existing Green Space Public/Private Partnership

HICKORY R.O.W. CITY PARKING FUTURE JOY LOT STORMWATER STREET PARK STUDY AREA PROJECT AREA

WEST BOTTOMS STREETSCAPE PLAN

on half-blocks with 2 or

for roadway.

lin. ft.)

WEST BOTTOMS STREETSCAPE PLAN

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND Brick Surface DPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE Cobble Parking WITH THE RECOMMENDATION OF THE WEST BOTTOMS Cobble Street Crasswalk STREETSCAPE AND WAYFINDING PLAN Street Trees Street Landscape Existing Building CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF Potential New Green Space SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR Existing Green Space TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE Public/Private Partnership DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

WEST BOTTOMS STREETSCAPE PLAN

CITY PARKING

LOT STORMWATER

PROJECT AREA

See Appendix for more detailed cost breakdown.

See Appendix for more detailed cost breakdown.

ICKORY ST CONSTRUCTION COST ESTIMATION BY LINEAR

TAL PROBABLE COST per Linear Ft......\$ 1, Total Probable Cost is an estimate of professional services and construction services of the corridor.

TYPICAL STREET SECTION: Pedestrian amenities focus corridor

WEST BOTTOMS STREETSCAPE PLAN

LEGEND

Brick Surface

LEGEND

Brick Surface

Cobble Parking

Street Landscape

Existing Building

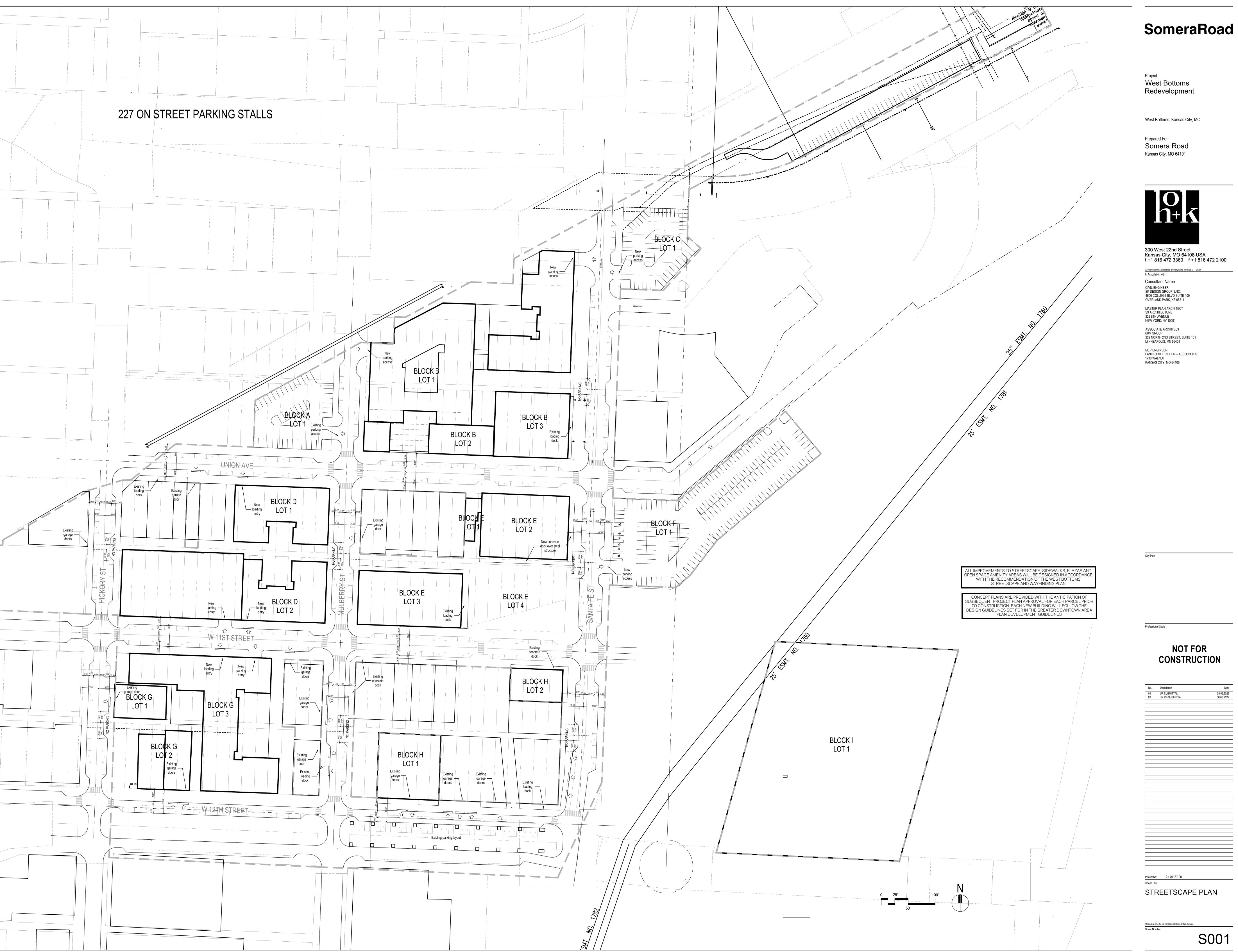
Pub/Priv Partner-

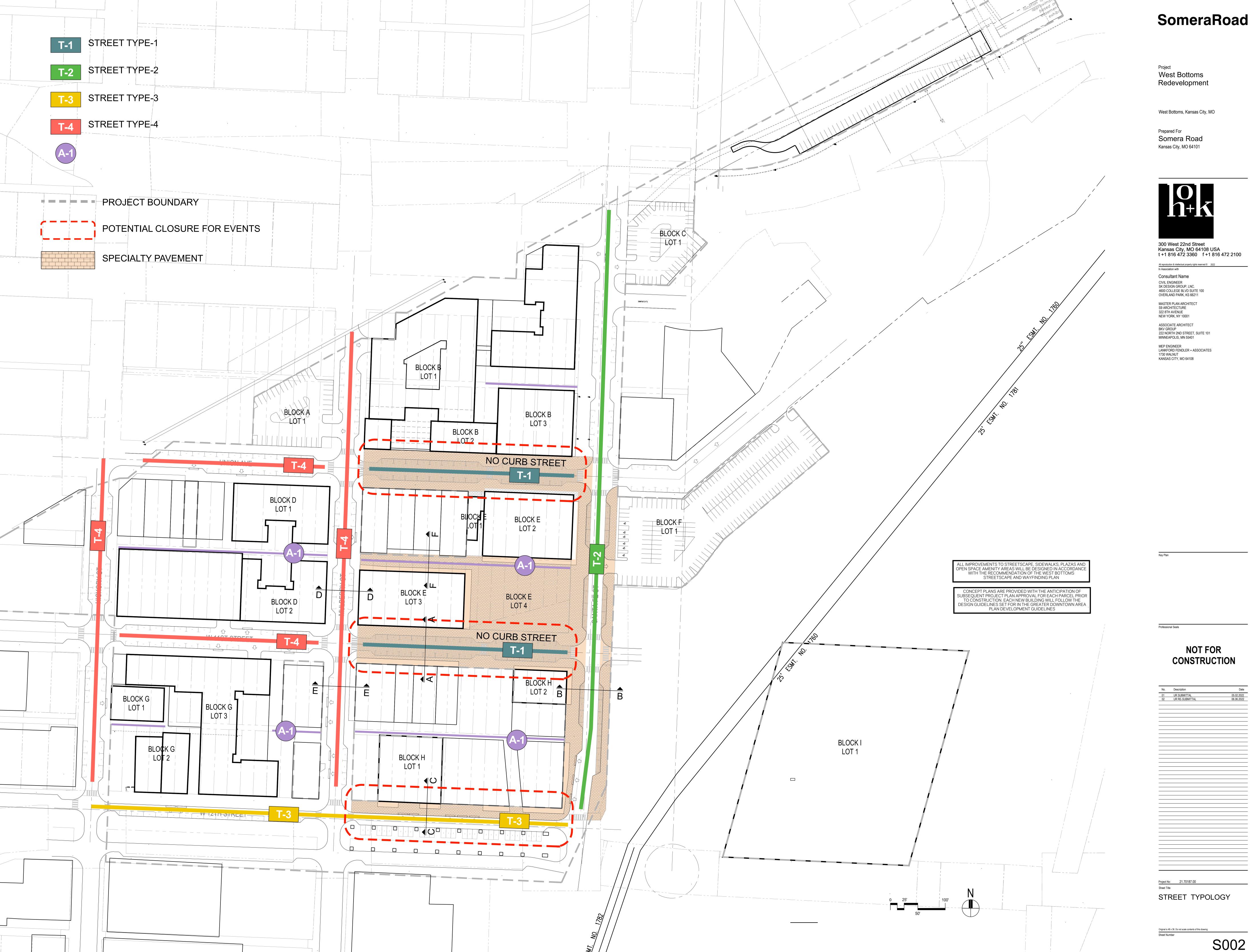
ship Opportunity

Cobble Street

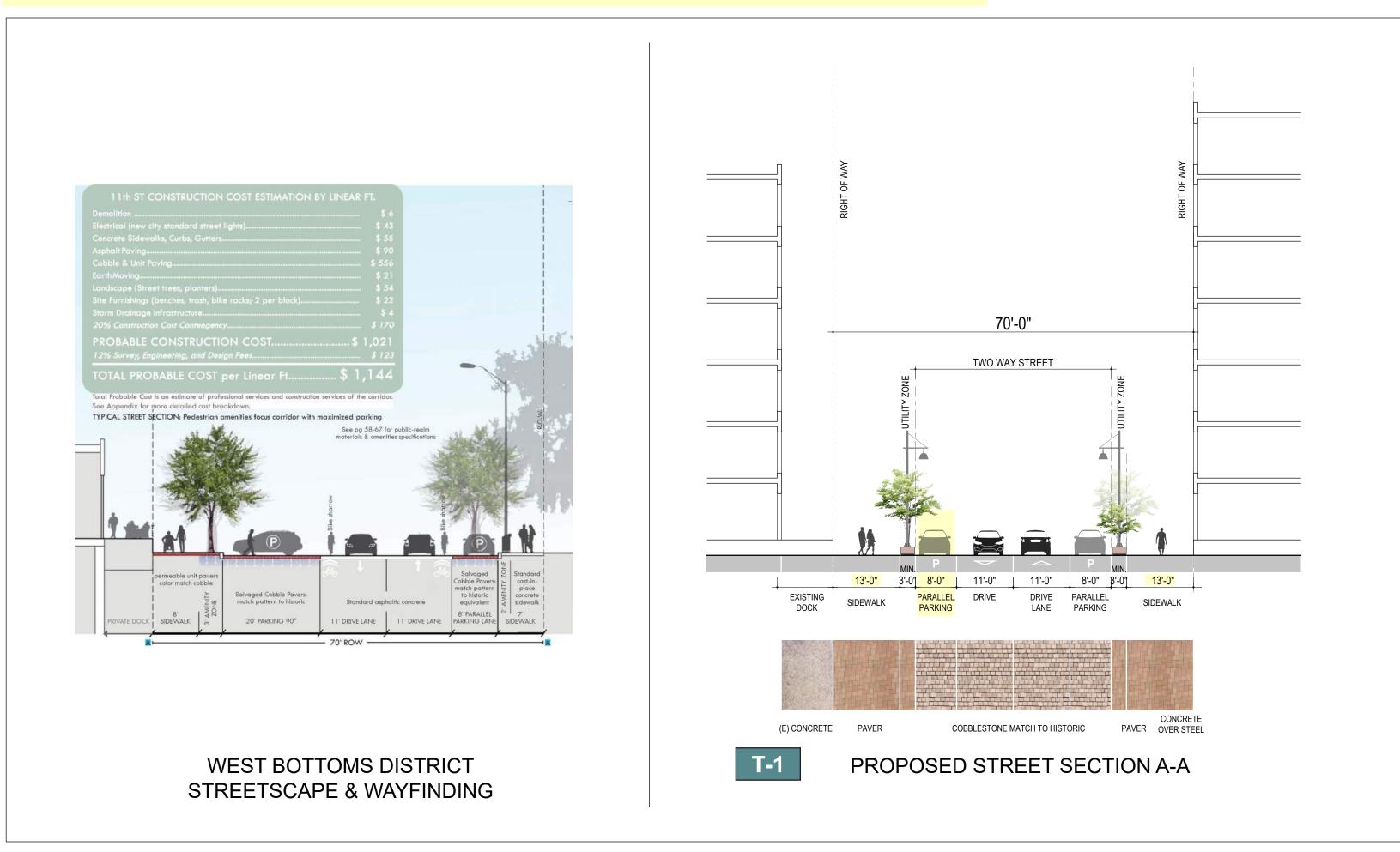
●●● Street Trees

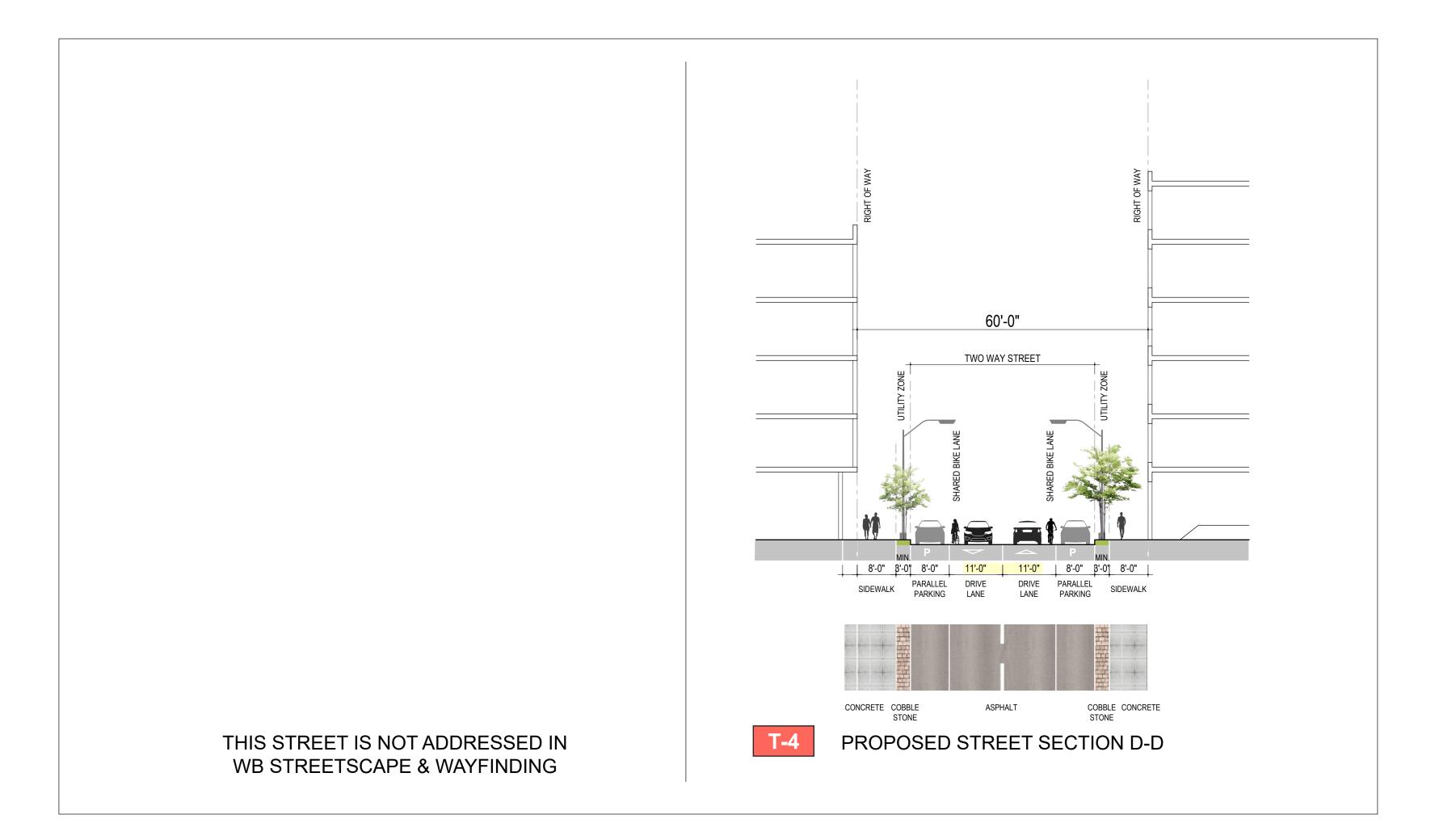
Sheet Number

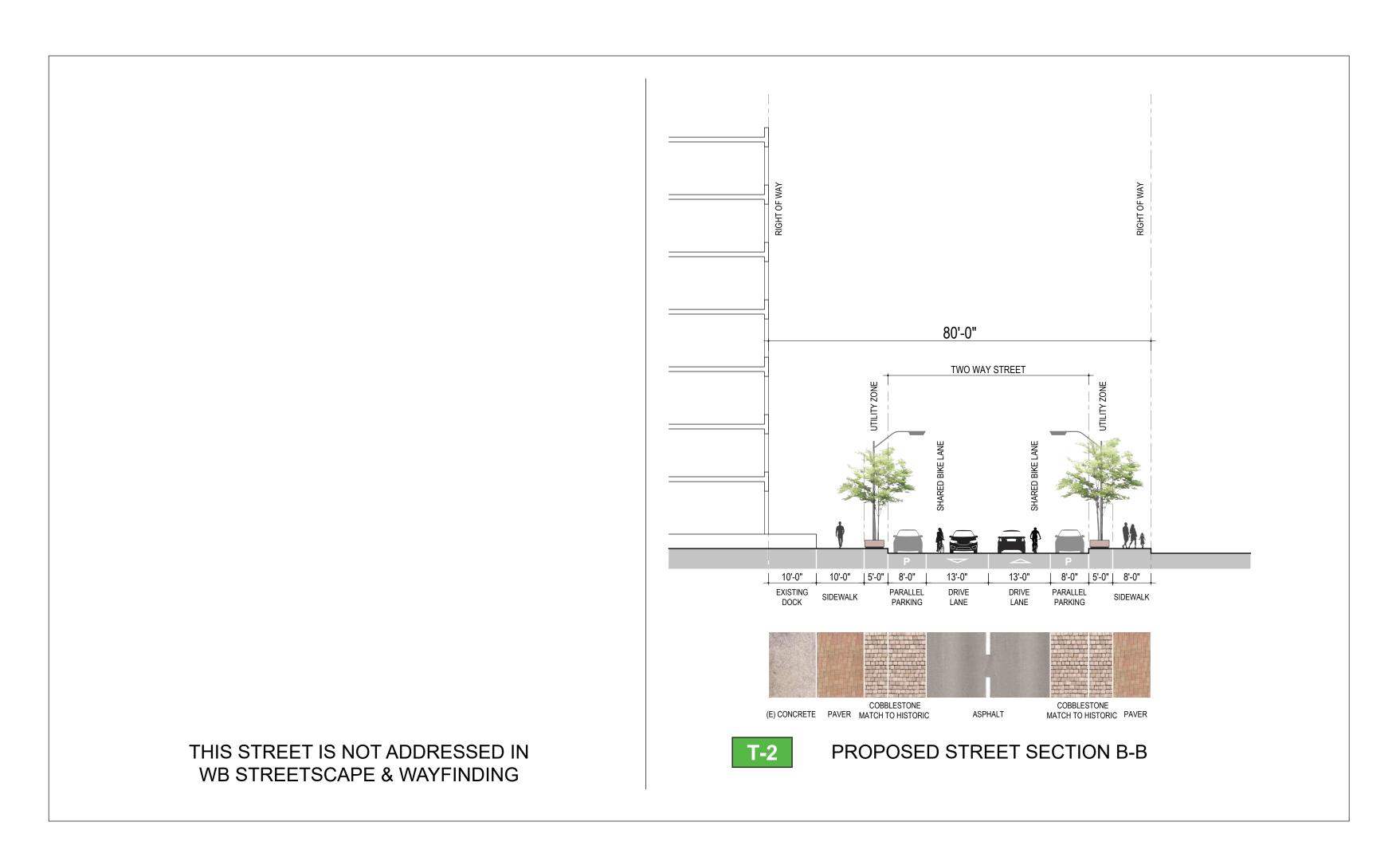


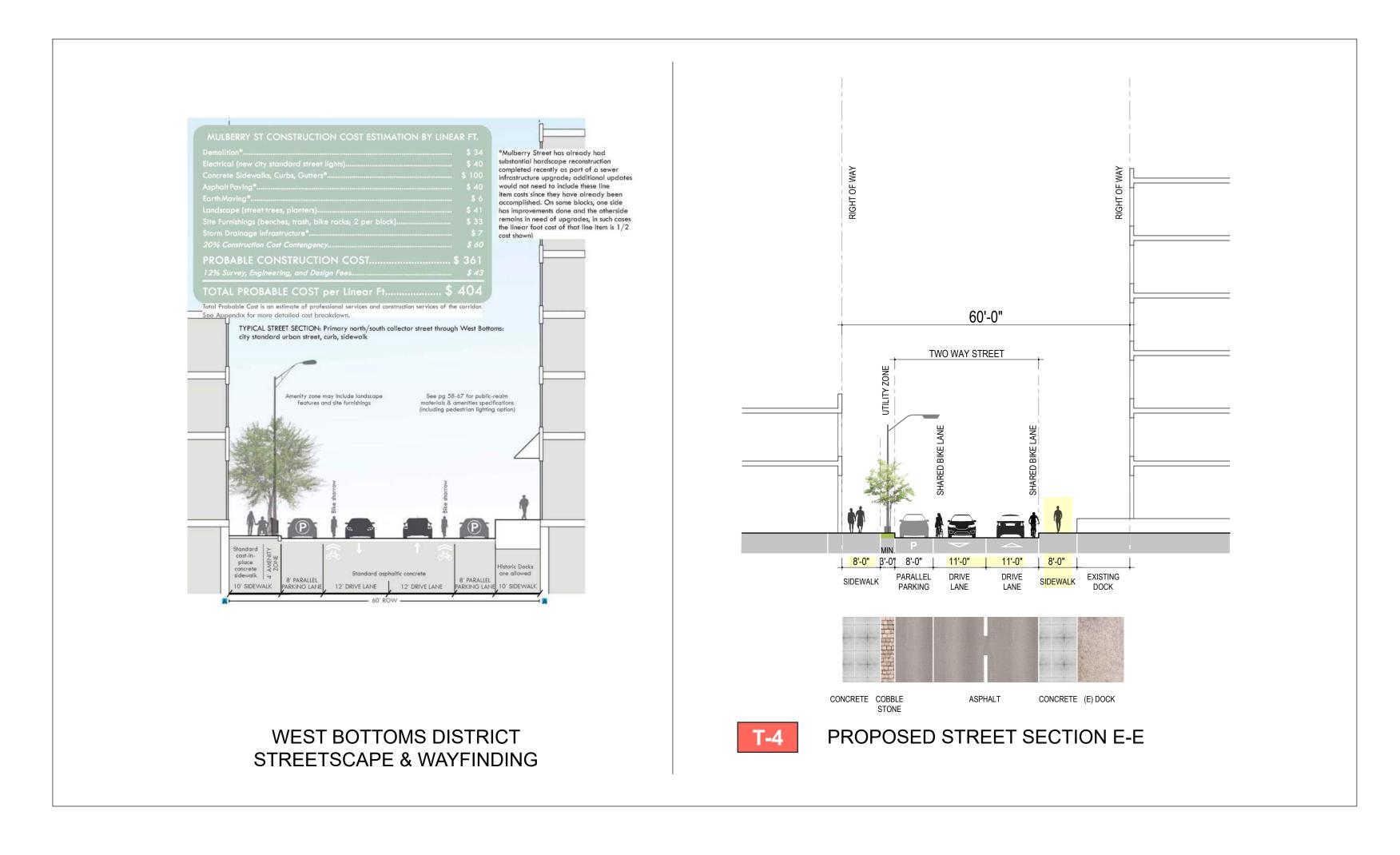


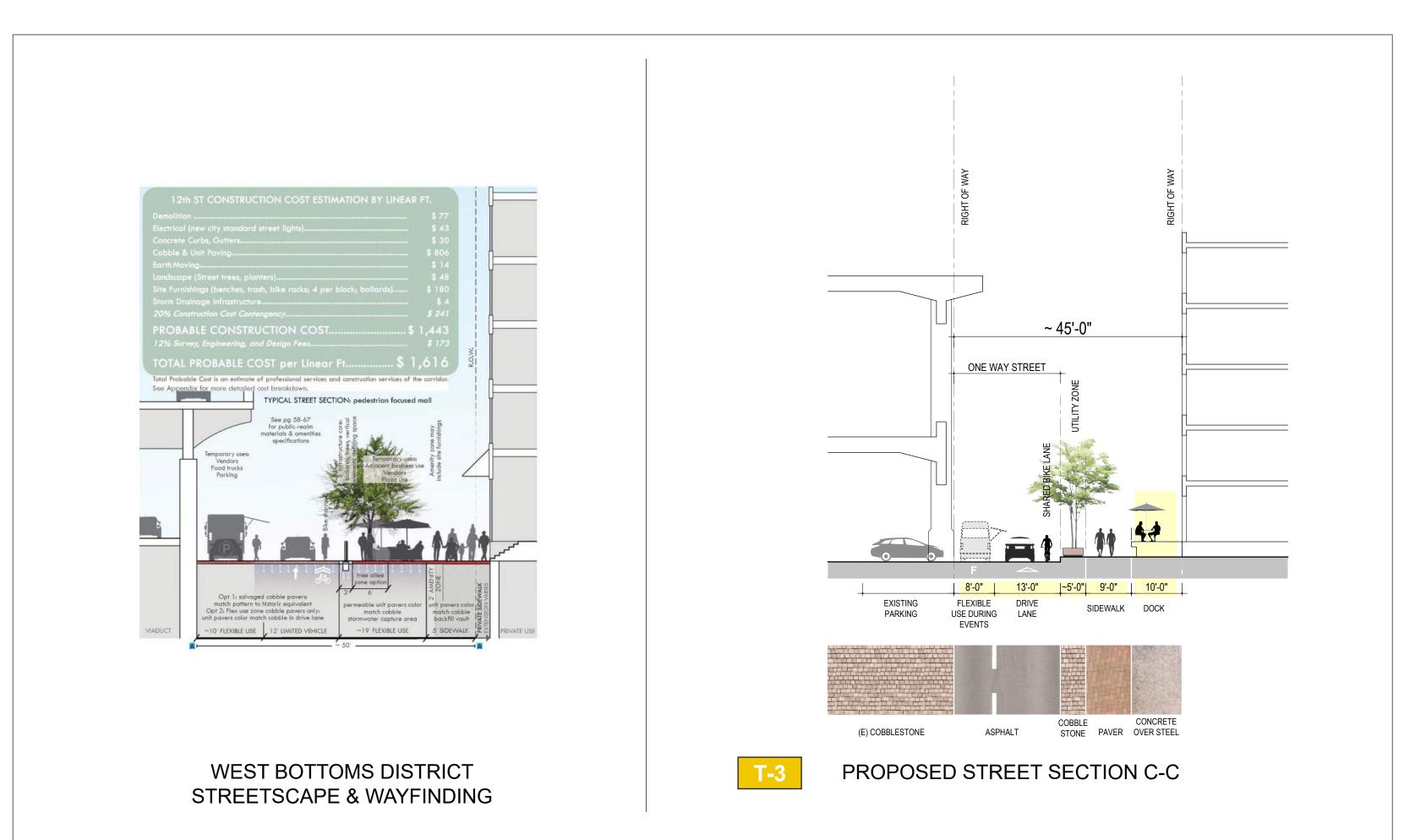
HIGHLIGHTED AREA DEVIATES FROM WEST BOTTOMS DISTRICT STREETSCAPE & WAYFINIDING

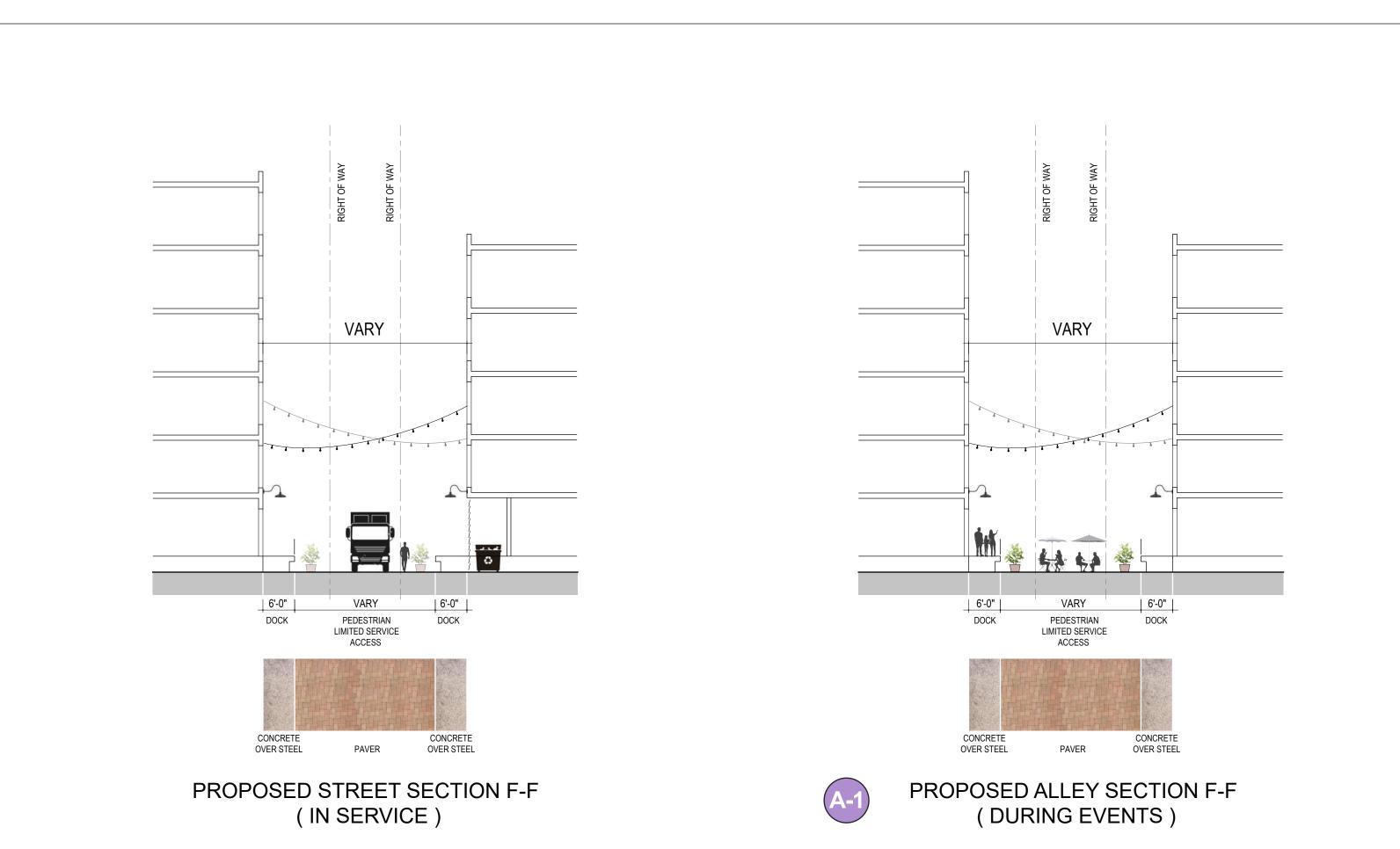












ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA

PLAN DEVELOPMENT GUIDELINES

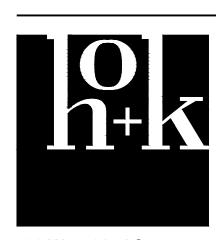
Project
West Bottoms

Redevelopment

SomeraRoad

West Bottoms, Kansas City, MO

Prepared For Somera Road Kansas City, MO 64101



300 West 22nd Street Kansas City, MO 64108 USA t +1 816 472 3360 f+1 816 472 2100

All reproduction & intellectual property rights reserved
In Association with

Consultant Name
CIVIL ENGINEER
SK DESIGN GROUP, LNC.
4600 COLLEGE BLVD SUITE 100
OVERLAND PARK, KS 66211

MASTER PLAN ARCHITECT
S9 ARCHITECTURE

NEW YORK, NY 10001

ASSOCIATE ARCHITECT
BKV GROUP
222 NORTH 2ND STREET, SUITE 101
MINNEAPOLIS, MN 55401

322 8TH AVENUE

MINNEAPOLIS, MN 55401

MEP ENGINEER
LANKFORD FENDLER + ASSOCIATES
1730 WALNUT

MEP ENGINEER LANKFORD FENDLER + ASSOCIATE 1730 WALNUT KANSAS CITY, MO 64108

Key Plan

Professional Seals

NOT FOR CONSTRUCTION

No. Description

roject No: 21.70187.00
heet Title

Sheet Title

STREET

SECTIONS

Original is 48 x 36. Do not scale contents of this drawing.

Sheet Number

appendix C

DEVELOPMENT GUIDELINES

PURPOSE AND USE

These guidelines provide a framework for quality design that is consistent with the Greater Downtown Area Plan vision, goals and objectives and the principles in the FOCUS Urban Core Plan and the FOCUS Quality Places to Live and Work. These guidelines should be used in conjunction with the Land Use Plan and Building Height recommendations to provide a framework to

shape future development in Greater Downtown. RELATIONSHIP TO FIVE PLAN GOALS

• **Double the Population** – By delineating and encouraging new areas of mixed use development (including residential).

- **Increase Employment** By encouraging and focusing density along the central business corridor and future transit corridor.
- **Create a Walkable Downtown** The design guidelines ensure that pedestrian amenities are provided and strive to produce the walkable urbanity to support public transit and 24-hour communities with broad economic bases. • Retain and Promote Safe, Authentic Neighborhoods – Urban design can have
- a major impact on safety. Recommendations focus on encouraging the design of defensible spaces and greater overall transparency between buildings and the street. Strategies that aim to increase pedestrian street activity will also have a positive impact on perceived and actual safety downtown. Urban design improvements should be designed to minimize the need for maintenance. Maintenance should be shared by public and private entities and responsibilities should be well-defined before construction.
- **Promote Sustainability** The guidelines encourage sustainable building practices which improve air and water quality, reduce energy consumption, and encourage alternative modes of transportation.

COMPONENTS

This section includes two components – the Urban Design Matrix, and the Development Guidelines.

- **Urban Design Matrix** The urban design matrix illustrates the ideal design elements based on district type (see diagrams) and street type. The Functional Use Diagrams reflect the general character of the various districts downtown.
- **Development Guidelines** The quidelines supplement the Functional Use Diagrams and provide more detail about the character, scale, design and layout of development projects.







URBAN DESIGN MATRIX

The Urban Design Matrix makes ideal design recommendations based on district and street type. The goal of the matrix is to influence the general

scale and massing patterns, not to dictate building style and materials.

		Downtown Residential		Downtown Mixed Use		Downtown Core		
Context	Resid	dential	Dense Res.	/Commercial	Complete Corridor		Complete	Corridor
	Complete	Corridor	Complete	Corridor	Complete	Comadi	rridor Complete	
nary Building Entrance Orientation	front, side	front, side	front, side	front	front, side	front	front	front
First Floor Building Facade Transparency	na	na	none	60%	40%	60%	40%	60%
imum Setback (from property line)	20 ft.	15 ft.	15 ft.	0 ft.	10 ft.	0 ft.	0 ft.	0 ft.
face Parking Access/Location (excluding driveways)	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear
estrian Zone								
ommended Total Ped. Zone Width	11 ft.	13 ft.	10 ft.	17 ft.	15 ft.	23 ft.	20 ft.	26 ft.
tage Zone Width	na	na	na	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.
walk Width	6 ft.	8 ft.	6 ft.	8 ft.	10 ft.	10 ft.	10 ft.	10 ft.
er/Furnishing Zone Width	5 ft.	5 ft.	4 ft.	4 ft.	0 ft.	5 ft.	5 ft.	8 ft.
e Zone Width	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.	3 ft.	2 ft.	3 ft.
et Tree Spacing	50 ft.	50 ft.	50 ft.	30 ft.	50 ft.	30 ft.	30 ft.	30 ft.
et Lighting	street	street	street	street, ped	street	street, ped	street, ped	street, ped
cular Zone (based on collector thoroughfares)								
red Operating Speed (mph)	25	30	30	30	30	30	30	30
gn Speed			Design Speed	should be a max.	of 5 mph over op	erating speed.		
ber of Through Lanes	2	2 to 4	2	2 to 4	2 to 4	2 to 4	2 to 4	4
• Width	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.
allel On-Street Parking Width (where applicable)	7 ft.	7 ft.	7 ft.	8 ft.	8 ft.	8 ft.	8 ft.	8 ft.
Combined Parking/Bike Lane Width (where applicable)				13	ft.			
ical Alignment	Use	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book						
lians (14' where applicable)	none	none	none	painted	painted	painted, raised	painted	painted, raise
Lanes (preferred min. width) (where applicable)				5-6	3 ft.			

Note: Angled parking may also be appropriate on certain streets.



Guidelines

• The following design recommendations are supplemental to the Urban Design Matrix and Diagrams and are intended to guide future development plans.

The following Functional Use Diagrams illustrate the general elements that

Residential districts represent areas consisting of single family structures, or a mix of Downtown Residential districts are districts with a mix of commercial and

single family and smaller scale multi-plex units. Pockets of commercial uses and public residential structures. The residential units in these districts tend to be in multi-plex

structures of various sizes, or in upper floors of commercial structures.

Downtown Core districts represent the most dense urban environments. They are

most successful when they contain a broad mix of commercial, residential, and other uses.

future development should achieve and represent the most characteristic

elements of each of the functional areas.

- The guidelines are intended to be flexible. Not every guideline will apply for every project. However, as many quidelines as are practicable, feasible and applicable to the unique site characteristics should be incorporated into development plans. Exceptions to the guidelines should be weighed against the Vision Statement and
- the Decision Making Criteria (see Implementation Chapter). Application of the guidelines should respond to factors such as the scope of the project (i.e. project size, new construction vs. renovation) and existing site
- These guidelines are not intended to be all inclusive of acceptable materials and/ or design features or to preclude or inhibit creative and eclectic ideas.





GREATER DOWNTOWN AREA PLAN

FENESTRATION

AWNINGS AND CANOPIES

pedestrian safety and comfort.

and the surrounding neighborhood.

should preserve first floor transparency.

incentives are requested.

signs in public spaces)

Signs must not obscure important architectural features.

- Be a color compatible with the building façade.

and enhance the overall character of the area.

the following elements:

On-Street parking should be preserved whenever possible.

entrances should be clearly marked and visible from the street.

with designated pedestrian pathways.

ing occupants for residential buildings.

SURFACE PARKING LOTS

quality soils.

(but not limited to) the following:

pavement and bio-retention swales.

If walls are utilized to screen

surface parking lots, materi-

als should complement the

associated building.

shade trees.

Multiple small parking lots

architectural character of the

are more desirable than single

large lots. Larger surface lots

should be subdivided with

landscaped islands including

Parking lots should include bicycle and scooter parking facilities and be designed

Encourage LEED guidelines for bike parking in publicly subsidized projects. Provide secure bike racks and/or storage as near as practicable to the building entrance for at least five percent of all building users for commercial or institutional buildings;

provide covered storage facilities for bicycles for at least 15 percent of the build-

Parking lot lighting and light from vehicles should not glare into adjacent properties. Consider light in access drive location. Vehicle entrances and pedestrian

Curb cuts for parking lots should be kept to a minimum. Access should be from

alleys (1st choice) or major arterials (2nd choice) instead of residential streets.

mixed use garage. Where this is not feasible, parking beside the building may be

appropriate but parking should comprise a small percentage of the street frontage

Additional surface parking lots in mixed use areas, particularly those with street

All surface parking lots are encouraged to incorporate Green solutions including

- Generous landscaped areas with plants suited to the urban landscape, adequate planting area and

Managing stormwater on-site utilizing BMPs including, but not limited to native plantings, porous

At a minimum, all surface parking lots are encouraged to provide a combination of

Provide 'transparency' or openness to create a visual connection at the street level.

Windows at the street level of all buildings should be transparent. Reflective glass

Building renovation projects are encouraged to restore windows to the original de-

sign and restore window openings that have been closed during past renovations.

Awnings and canopies are encouraged on non-residential facades and should include

- Building signage may be integrated as part of the overall awning and canopy design.

Be incorporated into the overall building design (including the supporting framework)

Architectural elements that project from the building, such as building-mounted

The design of the sign should complement the character of the building or structure

Signage should focus towards either vehicular or pedestrian traffic, not both. The

Pedestrian-oriented signs, such as blade signs affixed perpendicular to the building

lighting, awnings, canopies and signage, should be designed so as to ensure

- Be made of durable materials like an opaque fabric material, canvas or resin.

All signs should be made of high quality and durable materials.

design and scale of signage should be appropriate for the audience.

Signs should reinforce and enhance the neighborhood character not define it.

Window signs that are painted or etched on display windows are encouraged and

• Sandwich board signs, subject to City approval, may be appropriate for street

New billboards, freestanding pole mounted signs and pylon signs are inappropriate

• Existing billboards should be removed whenever possible, particularly when tax

(Refer to the Public Realm Chapter for more recommendations relating to

or suspended from a canopy and artistic signs are encouraged.

with the character of Downtown and are strongly discouraged.

Blinking, flashing, neon, electronic or moving signs are discouraged.

The street level of commercial/mixed use structures should have a dominant trans-

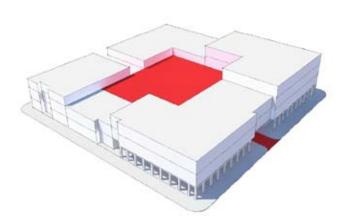
perimeter and interior landscaping per the Downtown Surface Lot Design Guideline

requirements (Chapter 52). Provide direct, and safe pedestrian connections through

on the block. Where feasible, parking is encouraged to be in below grade structures

Parking should be located at the rear of the property behind buildings, or in a

(ensuring safety through both active and passive security measures).



STRUCTURED PARKING

• Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible or at the zero lot line.

- When located along a street frontage, and where feasible, developments are encouraged to include first floor pedestrian active uses such as retail and services.
- The exterior finish and architectural articulation should enhance the facade design, complement surrounding buildings and screen the parking area. Blank walls on parking structures are discouraged, particularly on Corridor Streets (see page 27). Parking structure façades should relate to the scale, proportion, and
- character of the district. Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building,
- particularly on a facade with frontage on a primary street. • Where screening reduces visibility for "natural surveillance", other security measures
- should be provided. • Structured parking lots should incorporate green solutions where possible, that

- Provide street trees and other landscaping opportunities as native species.

may include the following: Site Considerations:

Consider use of renewable generation at the top deck.

- Provide accommodations for bicycle storage, bus drop, etc. - Allow preferred parking for car pools and hybrid vehicles. - Provide location for storm water filtration and infiltration from garage deck.
- Provide high albedo rating top deck surface. **Energy Considerations:**

- Use energy efficient lighting with daylight sensors, time clocks and possible motion - Create façade that provides for greater daylight penetration into the garage. Use energy efficient elevator equipment.





GREATER DOWNTOWN AREA PLAN

from an alley when possible.

(see also Sustainability Guidelines)

reduce energy costs.

SCREENING

appropriate.

SUSTAINABILITY

- Pervious Surfaces. - Rainwater Harvesting.

- Landscaping and Street Trees.

(See also Land Use recommendations)

streets, to help screen rooftop mechanical systems.

their visibility from taller buildings and from the street.

dumpsters and recycling areas are encouraged.



ORIENTATION AND SETBACKS

(Refer to the Functional Use Diagrams)

• In the Downtown Core and some other mixed use areas, buildings should be built to the property line. Buildings should define the street edge. Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm including:

SEE S003 FOR STREET TYPOLOGY

- Primary entrance enhancement Sidewalk retail - Extension of the pedestrian realm
- Public plaza - Landscaping which is complementary and accessory to pedestrian activity and public spaces (not the primary use). - Where appropriate or feasible, the enhancement and utilization of alleys as
- public space is encouraged. In mixed use areas buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This might include a design that: Provides street-level, pedestrian-oriented uses.
- Maintains a continuous, transparent, highly permeable and active street wall. - No more than 25% of any primary street frontage should be occupied by uses with no need for pedestrian traffic. Drive-through uses are discouraged. Buildings should define a majority of the street edge. Surface parking lots,
- large courtyards, plazas and open space areas are encouraged behind or along side buildings. On residential streets, buildings may be set back (see Functional Use Diagrams)
- to allow for landscaped planting beds. For rowhouses, elements like stoops should provide rhythm and interest along the street. Buildings should have a primary entrance facing and directly accessible from the
- public street, rather than oriented towards side or rear parking areas. For corner lots in mixed use areas, building entrances are encouraged on both streets. • Buildings are encouraged to have multiple entrances that open out to the public

In residential areas, garages should be located behind residences and accessed

• Flat roofs are encouraged in areas where it is the dominant roof type. Flat roofs

character of the building. Mansard or false roofs are discouraged.

should incorporate a parapet or other screening device along facades facing public

pitched roofs are encouraged to incorporate a color that complements the general

• Pitched roofs should only be used in areas where they are prevalent. Materials for

• Sustainable design techniques and materials such as green roofs are encouraged

• Roofs should be designed and constructed in such a way that they acknowledge

• All screening should be designed to maintain visibility for "natural surveillance".

Mechanical and technology equipment should be screened from view from public

• Waste dumpsters and recycling receptacles should be screened on all sides, with a

Any wall or fences shall be constructed of durable materials such as masonry,

the noise away from adjacent buildings (see Lighting Guidelines).

for public facilities and projects requesting incentives.

are encouraged. Examples include, but are not limited to:

gate or door for access. The recommended enclosure should be complementary with

the building facade materials and landscaped for additional screening. Shared waste

wrought iron or heavy wood. Plywood, chain link, and transparent materials are not

Any lights or outdoor speakers should be arranged to reflect the light and transmit

LEED Certification or equivalent sustainable design is encouraged, particularly

Stormwater Management - Green Solutions and BMPs that achieve multiple benefits

tion Through Environmental Design (CPTED) principles in design.

• Screen storage, loading docks, and parking facilities and incorporate Crime Preven-

to reduce the amount of storm water runoff, enhance the local environment and

- realm of the street. New development should incorporate design elements and interpretive signage that communicate the individual character of the area.
- Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest. Some possible methods for treating blank walls include: - Installing vertical trellis in front of the wall with climbing vines or plant materials. - Setting the wall back and providing a landscaped or raised planter in front of the wall.
- Providing art over a substantial portion of the blank wall surface. - Dividing the mass of the wall to create a visual impression of a series of smaller buildings
 - Create buildings with human scale.
 - Buildings should be designed with a variety of scales, creating a scale and level of detail at the street level appropriate to the pedestrian. - Clearly articulating different uses at lower building levels will aid in creating a sense of













TRANSITIONS

- (See Building Height Map and Land Use Plan) Create transitions between areas of different scales and intensities that are as
- seamless as possible and avoid abrupt transitions. Transitions may be provided through use of complementary materials and architec-
- tural character, setbacks, scale, and orientation of buildings. Transitions between high scale buildings and low scale buildings may be achieved by gradually stepping height down.
- Small green spaces, courtyards, squares, parks and plazas should be used whenever
- possible as a way to provide transitions between uses. A combination of landscaping, walls, fences and/or berms should be used where
- other transitions tools are not possible or not adequate, but should not mask areas from view and decrease "natural surveillance".
- Building elevations facing a less intensive use shall provide "finished" edges using
- materials consistent with primary elevations and adjacent neighborhood. • Developments should be designed to minimize ingress or egress from commercial
- projects into adjacent residential neighborhoods.
- All new development should include a site lighting plan.
- Glare and spillage into adjacent properties should be kept to a minimum through the use of cut-off fixtures or other devices. Low noise level lights should be used.
- All sidewalks and walkways in mixed use areas on Corridor Streets (or as specified in district streetscape plans) should have pedestrian level lighting. • The design of exterior light fixtures should be consistent throughout a develop-

ment, or within a district, but not throughout the planning area. The type and size of fixtures should be as consistent as possible along a single block.

- ARCHITECTURAL CHARACTER AND MATERIALS • Architectural materials should complement the character of the existing built environment through use of high quality, durable materials. Suggested materials include brick, wood, metal, glass, concrete, stone, stucco, cast stone, terracotta, tile and masonry. High quality sustainable architectural materials are also encouraged.
- to have been built significantly earlier than they were. - Care should be taken to avoid nostalgic reproductions and confusion of the historical This guideline does not preclude consideration of the use of materials, scale or massing found on older buildings. Preservation or restoration of original facade materials is desired.

New downtown buildings should be designed in such a way that they don't appear

- Applied 'faux' facades or other inappropriate materials should be removed. Non-urban construction materials, such as imitation masonry, or plywood are
- Encourage public art to be integrated into the building/site design.
- human scale in mid- and high-rise buildings.

APPENDIX C





• Small pedestrian scale blocks should be utilized in development projects. Large "superblocks" which degrade the existing street connections are discouraged.

- When large developments do occur, they should be designed to maintain pedestrian permeability. There should be at least one pedestrian-through connection every block (approximately every 600 feet). Pedestrian walkways and plazas should be clearly delineated or spatially sepa-
- rated from parking and driveways through use of elements including bollards, lighting, landscaping, and special pavement treatments. Alleys should be integrated with overall access and site circulation whenever possible. - Where buildings are built to the alley edge, consider opportunities for alley display windows and secondary customer or employee entries.
- Where intact, historic alley facades should be preserved along with original features and - Efforts to create public spaces out of alleys are encouraged. Provide convenient access for service and delivery vehicles without disrupting
- Provide direct, safe and convenient access to public transit facilities and integrate into the overall site design whenever possible.
- Buildings should have pedestrian entrances accessible directly from the adjacent Ensure design that is accessible to all people including those with physical limi-

tations. All access improvements including sidewalks and crosswalks shall meet

the requirements of the Americans with Disabilities Act Accessibility Guidelines

- Curb cuts should be kept to a minimum within mixed use areas. Continuous curb cuts are not appropriate anywhere within the planning area.
- When commercial uses abut residential areas, there should be a pedestrian connection (public or private) from residential area to the commercial area at least

MASSING AND PROPORTION

 The massing and proportion of buildings should generally be consistent with the Functional Use Diagrams and with adjacent historic buildings.

- Significant departures in height and mass can be visually disruptive. Building proportions should strive for a cohesive rhythm.
- The design of buildings should respond to unique aspects of the site, such as prominent locations at the termini of key streets and view corridors, prominent locations on bluffs and overlooks, the relationship to nearby historic or landmark buildings, or corner locations.





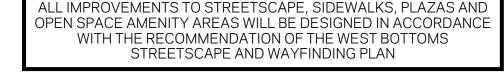
GREATER DOWNTOWN AREA PLAN



- Promote and encourage building practices that effectively manage stormwater (reduced impervious surface, improved water quality, rainwater harvesting, trees/ landscaping to improve air quality, etc.). Energy - Energy efficient design and measures to reduce energy consumption
- are encouraged. Examples include, but are not limited to: - Providing alternative energy production. - Employing efficient design practices, utilize efficient heating and cooling technology, and proper solar orientation.
- Materials "Sustainable" materials are encouraged (see Building Materials).
- Reduce Heat Island and improve air quality. Minimize impervious hard surfaces and provide trees and landscaping. Consider green roof or light color of roof to reduce heat.
- Transportation and Mobility Encourage transit, biking and walking.
- Waste Provide opportunities for recycling/composting.
- Encourage development projects requesting incentives to provide public spaces.







CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEOUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOF TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

HIGHLIGHTED AREA DEVIATES FROM WEST BOTTOMS DISTRICT STREETSCAPE & WAYFINIDING

BUILDING STANDARDS

SomeraRoad

West Bottoms

Redevelopmen

West Bottoms, Kansas City, MO

Prepared For

Somera Road

Kansas City, MO 64101

300 West 22nd Street

Consultant Name

SK DESIGN GROUP, LNC. 4600 COLLEGE BLVD SUITE 100 OVERLAND PARK, KS 66211

MASTER PLAN ARCHITECT S9 ARCHITECTURE 322 8TH AVENUE NEW YORK, NY 10001

MINNEAPOLIS, MN 55401

KANSAS CITY, MO 64108

222 NORTH 2ND STREET, SUITE 101

LANKFORD FENDLER + ASSOCIATES

CIVIL FNGINFFR

BKV GROUP

MEP ENGINEER

1730 WALNUT

Kansas City, MO 64108 USA

All reproduction & intellectual property rights reserved © 2022

t +1 816 472 3360 f +1 816 472 2100

Original is 48 x 36. Do not scale contents of this drawing. Sheet Number





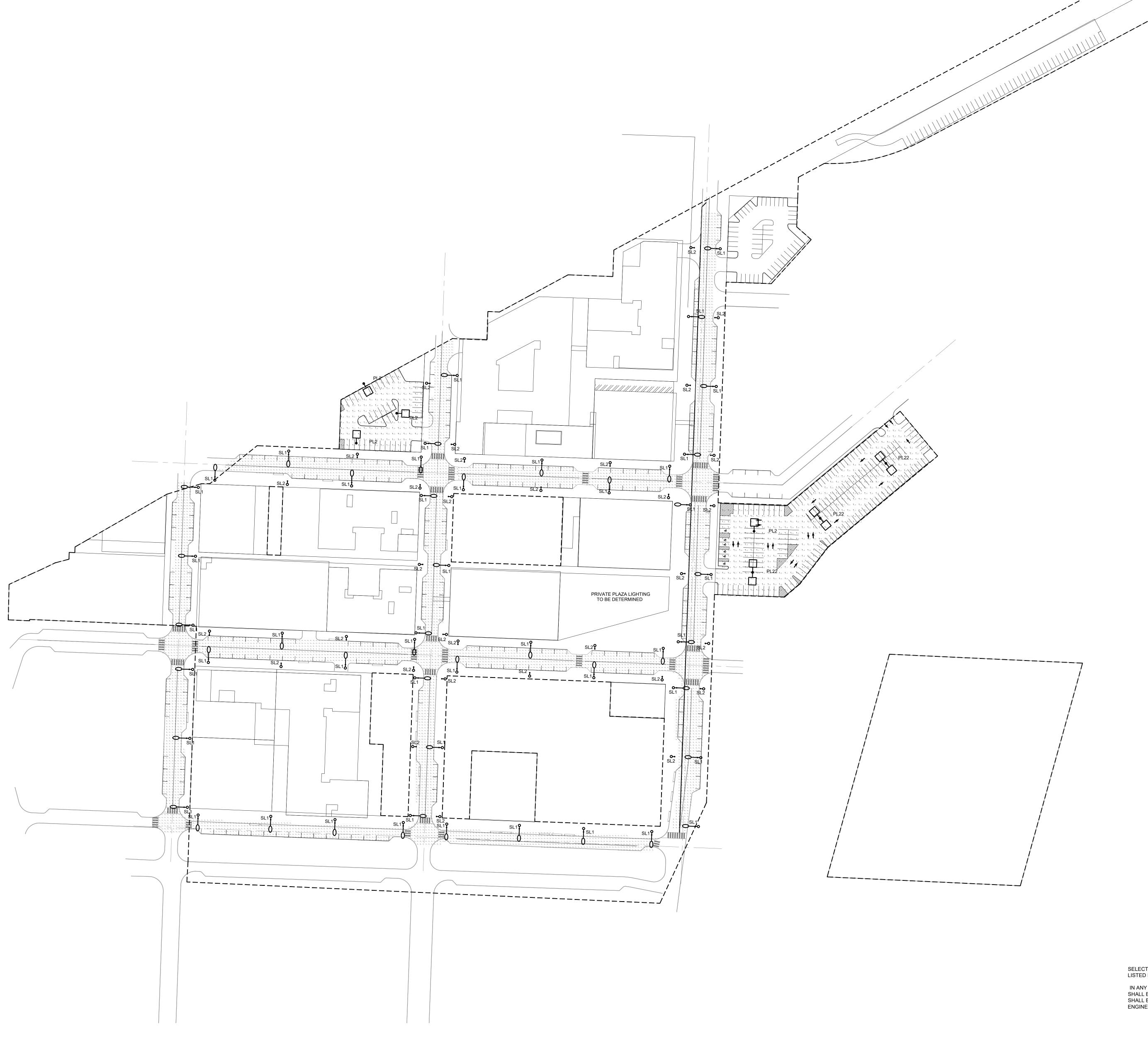












SITE PLAN - ELECTRICAL

SCALE: 1" = 70'-0"

Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
1000 Hickory	Illuminance	FC	2.89 fc	7.2 fc	1.3 fc	2.22 fc	5.54 fc
1000 Mulberry	Illuminance	FC	3.04 fc	7.6 fc	1.4 fc	2.17 fc	5.43 fc
1000 Santa Fe	Illuminance	FC	3.12 fc	7.6 fc	1.3 fc	2.40 fc	5.85 fc
1100 Hickory	Illuminance	FC	2.79 fc	7.1 fc	1.4 fc	1.99 fc	5.07 fc
1100 Mulberry	Illuminance	FC	3.10 fc	7.7 fc	1.4 fc	2.21 fc	5.50 fc
1100 Santa Fe	Illuminance	FC	3.11 fc	7.5 fc	1.0 fc	3.11 fc	7.50 fc
11th and Hickory Int	Illuminance	FC	4.41 fc	7.3 fc	1.0 fc	4.41 fc	7.30 fc
11th and Mulberry Int	Illuminance	FC	7.00 fc	10.6 fc	4.5 fc	1.56 fc	2.36 fc
11th and Santa Fe Int	Illuminance	FC	4.57 fc	7.2 fc	1.7 fc	2.69 fc	4.24 fc
12th and Hickory Int	Illuminance	FC	3.89 fc	7.1 fc	0.7 fc	5.56 fc	10.14 fc
12th and Mulberry Int	Illuminance	FC	6.24 fc	8.6 fc	3.7 fc	1.69 fc	2.32 fc
9000 Santa Fe	Illuminance	FC	3.05 fc	7.4 fc	0.6 fc	5.08 fc	12.33 fc
E. 11th Street	Illuminance	FC	2.99 fc	7.2 fc	1.3 fc	2.30 fc	5.54 fc
E. 12th Street	Illuminance	FC	3.36 fc	8.2 fc	1.4 fc	2.40 fc	5.86 fc
E. Union	Illuminance	FC	2.98 fc	7.1 fc	1.3 fc	2.29 fc	5.46 fc
East Parking Lot	Illuminance	FC	2.76 fc	18.4 fc	0.5 fc	5.52 fc	36.80 fc
N.W. Parking	Illuminance	FC	2.79 fc	8.5 fc	0.7 fc	3.99 fc	12.14 fc
Union and Mulberry Int	Illuminance	FC	6.56 fc	9.4 fc	4.3 fc	1.53 fc	2.19 fc
Union and Santa Fe Int	Illuminance	FC	4.03 fc	7.5 fc	1.0 fc	4.03 fc	7.50 fc
W. 11th Street	Illuminance	FC	3.00 fc	7.6 fc	1.3 fc	2.31 fc	5.85 fc
W. 12th Street	Illuminance	FC	3.47 fc	8.4 fc	1.5 fc	2.31 fc	5.60 fc
W. Union	Illuminance	FC	2.94 fc	7.1 fc	1.2 fc	2.45 fc	5.92 fc

SELECT POLE BASED ON MAXIMUM EPA LIGHTING STANDARD— LISTED IN MANUFACTURERS CATALOG. /— HANDHOLE WITH GASKET GROUNDING LUG BONDED TO IN ANY CASE MIN. POLE BASE DEPTH POLE INTERIOR NEAR HANDHOLE— GROUND WIRE, #8 SHALL BE 81". FINAL DEPTH OF POLE BASE SHALL BE VERIFIED WITH STRUCTURAL ENGINEER PRIOR TO PLACEMENT. CONDUIT BUSHING BEVEL EDGES— ANCHOR BOLTS - SIZE, NUMBER, AND PLACEMENT CAST ALUMINUM BASE COVER PER MFG. RECOMMENDATIONS —— FINISH PARKING SURFACE OR GRADE (6) #6 VERTICAL REINFORCING RODS EQUALLY SPACED *POLE BASE SHALL BE CALCULATED USING CONDUIT AND THE FOLLOWING CRITERIA: CONDUCTORS AS #8 BARE CU STRANDED SHOWN ON PLAN-GROUND CONDUCTOR <u>WWD LOADING</u> 80MPH (104 GUST) COPPER CLAD GROUND ROD 3/4" DIA. X 10'-0" LONG 24" DIA. DRILLED CONCRETE BASE— TOTAL EPA OF LUMINARIES +TOTAL EPA OF BRACKETS
=TOTAL EPA OF LUMINAIRES/BRACKETS #4 TIES AT 1'-0" CENTERS 6" LAP MIN—

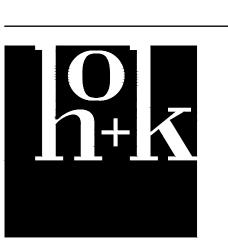
LIGHTING POLE BASE DETAIL

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA
PLAN DEVELOPMENT GUIDELINES Redevelopment

West Bottoms, Kansas City, MO

Prepared For Somera Road Kansas City, MO 64101



300 West 22nd Street Kansas City, MO 64108 USA t +1 816 472 3360 f+1 816 472 2100

In Association with Consultant Name CIVIL ENGINEER

SK DESIGN GROUP, LNC. 4600 COLLEGE BLVD SUITE 100 OVERLAND PARK, KS 66211

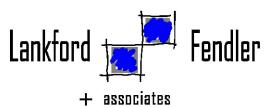
MASTER PLAN ARCHITECT S9 ARCHITECTURE 322 8TH AVENUE NEW YORK, NY 10001

ASSOCIATE ARCHITECT BKV GROUP 222 NORTH 2ND STREET, SUITE 101

MINNEAPOLIS, MN 55401

MEP ENGINEER LANKFORD FENDLER + ASSOCIATES 1730 WALNUT

KANSAS CITY, MO 64108



1730 Walnut Street Kansas City, Missouri 64108 1915 Frederick Avenue, St. Joseph, Missouri 64501 Phone: 816.221.1411 | Fax: 816.221.1429 LANKFORD | FENDLER + ASSOCIATES, CONSULTING ENGINEERS, INC. COPYRIGHT © 2021 Project No. 22.7010.00 COA No. 2006001168

·	
UR RE-SUBMITTAL	05.02.2022
UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

SITE PLAN -

Sheet Title

Sheet Number



The Philips Lumec RoadFocus LED Cobra Head luminaires feature a sleek design that

provides seamless replacement of existing HID luminaires. RoadFocus is available

Includes Service Tag, Philips innovative way to provide assistance throughout the life

AST 1.4 Pre-set driver for progressive start-up API Factory in

CDMGS75 ¹⁴ 4 hrs. 75% reduction PH8/480 ¹ Twist-lock Photoelectric Cell, 480VAC

OTL^{1,4} Pre-set driver to signal end of life of PH9 Shorting cap

4. Dimming choices: Select either DMG, DALI or one of the CDMG options. 6. FAWS not available with CDMG options, DALI or CLO. 7. FAWS table accuracy s/- 15% on these models

FAWS⁶ Field adjustable

PH8/347¹ Twist-lock Photoelectric Cell, 347VAC

HS House Side Shield, shield, **WH** White

CDMGE25^{1,4} 8 hrs. 25% reduction

CDMGE50 1.4 8 hrs. 50% reduction

CDMGE75 1,4 8 hrs. 75% reduction

CDMGM25 1,4 6 hrs. 25% reduction

CDMGM50^{1,4} 6 hrs. 50% reduction CDMGM75 1.4 6 hrs. 75% reduction

CDMGS25^{1,4} 4 hrs. 25% reduction

CDMGS50^{1,4} 4 hrs. 50% reduction

DALI 1.4 Digitally addressable lighting interface

depreciation

2. Not available with HS option.

3. Use of photoelectric cell or shorting cap is required to ensure proper illumination.

5. Please note this integrated feature come standard with RoadFocus.

7. FAWS table accuracy +/- 15% on these models.

8. Not available with driver options, AST, CLO, CDMG, DALI, OTL.

in three sizes, offers multiple lumen packages, and a complete array of optical distributions, making it an outstanding solution for all types of roadway applications.

of the product.

LUMEC

Roadway

RFL (large)

oadFocus

3000K
145W64LED3K
90W80LED3K7
135W80LED3K
180W80LED3K
160W96LED3K
190W112LED3K7
215W96LED3K
241W112LED3K
335W96LED3K8
335W96LED3K8

4000K

145W64LED4K
90W80LED4K
135W80LED4K
160W96LED4K
190W112LED4K
215W96LED4K
24W112LED4K
335W96LED4K
355W9112LED4K

347V and 480V not available.

RFL_Spec 09/17 page 1 of 5







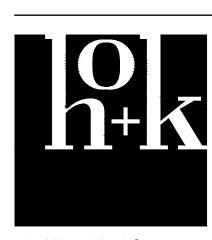
ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

> CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

Project West Bottoms Redevelopment

West Bottoms, Kansas City, MO

Prepared For Somera Road Kansas City, MO 64101



300 West 22nd Street Kansas City, MO 64108 USA t +1 816 472 3360 f +1 816 472 2100

All reproduction & intellectual property rights reserved © 2022 In Association with Consultant Name CIVIL ENGINEER SK DESIGN GROUP, LNC.

4600 COLLEGE BLVD SUITE 100 OVERLAND PARK, KS 66211 MASTER PLAN ARCHITECT S9 ARCHITECTURE 322 8TH AVENUE NEW YORK, NY 10001

ASSOCIATE ARCHITECT BKV GROUP 222 NORTH 2ND STREET, SUITE 101 MINNEAPOLIS, MN 55401

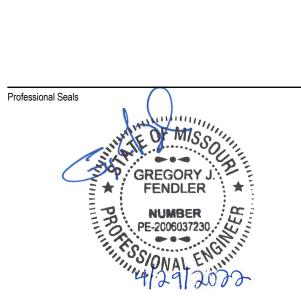
MEP ENGINEER LANKFORD FENDLER + ASSOCIATES 1730 WALNUT

KANSAS CITY, MO 64108



LANKFORD | FENDLER + ASSOCIATES, CONSULTING ENGINEERS, INC. COPYRIGHT © 2021 Project No. 22.7010.00 COA No. 2006001168





01 UR RE-SUBMITTAL

02 UR RE-SUBMITTAL

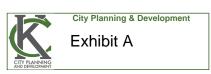
_____ ____ ____

Project No: 21.70187.00 Sheet Title **ELECTRICAL** -**DETAILS &**

Original is 48 x 36. Do not scale contents of this drawing.

Sheet Number

SPECIFICATIONS



Public Meeting Notice

Somera Road, Inc. Please join	
West Bottoms Redevelopment - UR District	
case numberCD-CPC-2022-00070	_
proposed for the following address: See attached site map.	

Meeting Date:

June 1, 2022

Meeting Time:

5:30 pm

Meeting Location:

Faultless Event Space

1009 W 8th Street, Kansas City, MO

Project Description:

Rezoning of approximately 21.85 acres in Historic west bottoms from various designations into one UR district

If you have any questions, please contact:

Name: Basel Bataineh

Phone: 646.491.8871

Email: basel@someraroadinc.com

You are receiving this notice in accordance with city code that requires a public meeting with neighborhoods for certain types of development projects. You can read more about the process requirements at kcmo.gov/publicengagement

COMPASSKC

If you would like further information on this proposed project, please visit the city's planning and permitting system, Compass KC, at Compasskc.kcmo.org. You may search by project type and address/case number to find project details.

Since









Project Name and Address

CD-CPC-2022-00078

Somera Road - West Bottoms Redevelopment				

Name	Address	Phone	Email
Jay Lusche	n 1301 W 111	1 913 636 06	67 Lyloscher@gma
Justiu Eastour	1401 W1314 A	816-805-8583	Orof Joba GMa: 1.
D. M. PHILE	1408 St Lan	\$ 816-844-)	160 dougpepm
Heidi Van	1060 Union Av	2 3167097110	heidiDbbckboxle
Tom Esselman	518 Santa Fe St.	816-799-2390	tesse manapostorpeople.com
CuffisStafford	1319 Hickory	913-645-3331	Cuctis Oolivibrio

Somera Road - West Bottoms Redevelopment	
CD-CPC-2022-00078	

Name	Address	Phone	Email	
Mlayn Alan Nick Allan Mick Allan Mick Allan Macob Allen Tony Krsnich	1320 West 1275+	814.599.3472	bella potrakco	gmail. (an
Nich Allen	1320 W. 12th 4	54m		
Amy Allen				
Jacob Allen	1320 W 12th ST	913-572-0574		
Tony Krsnich	730/ Missim	913,904,6747		

Project Name and Address

Somera Road - West Bottoms Redevelopment	
	_

CD-CPC-2022-00078

Name	Address	Phone	Email
Scott Brown		816-308-0080	dscott GASbaco, co
CHRIS BOLAND		816-694-3669	chris@ QRCKO
TENERIS		8163048035	Cfmpilote RO
CAWillis		716 3920470	
Bruce Hollows		616-678-605 1	brucee ho Howay gm
(
	l		

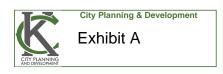
Somera Road - West Bottoms Redevelopment					
CD-CPC-2022-00078					

Name	Address	Phone	Email
Povid Lourance	Everland Park KS		Sassan@ Skdq. Com
SASSAN MAHOBIA	4600 College Blvs	913-451-1818	Sassan@ Skdq. Com
ZALHARY OFFE	OF THE W. SOIL		ZALHMEY. OF CORPOSITION. COM.



Somera Road - West Bottoms Redevelopment		
CD-CPC-2022-00078		

Name	Address	Phone	Email	
CHRISTINA SAVERY	1626 Hickory ST K.C. MO. 64101	816 522 6521	Christina @ barclay moore inc	·lom
Courad My Anamy	1428 St. LOVIS AVE	480-765-1572	Convaduca Ogmail	
SAMANTHA RIDGWAY	1428 St. Lavis Ave	913 660 4936	sridgway 64@gmci	1.00m
Fetett KCNO	1101 muberry St	816-425-1337	Fetetkermoogma	1.00-
Zack Parsons			Zparsons@gmail	icom
Victor Rether	1400 WEST 1218 ST.		martinsmemoris Kell	Igmail.com
Selly Martin	1400Wed 1245		martinsmemoens Kell Bet Bailon & g mas Martins Bemare	. Cen _



Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
Thomastriestad	1100 Main St. #2450	816-777-2207	threstad Obiziournals-com
Leo Popple well	4712 Roomote Pkw KCMO	913-709-36	leanciel Papplenthle Cushwa
Cased Bond	35 3, 74 H W	(913)579-394/2	Caxignoellebonde gman.com
Cathy Smith	1819 Baltimore	816-686-1364	, cathye fsbaco, con
Roy Smart		62597 1143	cathye fsbaco.com
1			



Somera Road - West Bottoms Redevelopment	
CD-CPC-2022-00078	

Name	Address	Phone	Email
Debleton Will	122 SWB (VA	816-668-5191	Deblo ar an real estate
Cherfell Shan	mon 1026 M.	ckony st 808	3283604/ info@ convivial/production
3 Acacia Vanla	ndingham	•	Consistarpoates
JOEY HRIMM	1100 W 12th St	913-648-7273	INFO A HOLSUMSTUDIOS, ORG
×	- C 38		



Somera Road - West Bottoms Redevelopment	
CD-CPC-2022-00078	

Name	Address	Phone	Email
Agron Lewis	1300 w 1319 st	910-797-8719	Anian Lewis 2585 Qg
Rose Coville	1323 W 13th St.	913-306-2726	Anion Lewis 258509, mpcoville es mail. con brooville es mail. con ngerder 22 egmil.co
Heather Goods	/·	913-523-578	Maerces 12 Edvill 1.co
Penny Sweeney Pam Kenney	1420 w.13th Terr.	816-591-9387	goodjujukeno@gmai

Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
Sean Rielley	1404 W-12th	816-471-8338	EPhillips 00 To hotelis Con
Edward Phillips	1321 Union	816-847-5099	EPhillips 00 20 ho Tobil. Com
7640 (1 2)01.00 h	1404 W. 17th	,	john-pojunosole gmail 1 com
Mike Zeller	15 E 68 St KC MO 64113	(816) 699 5808	MZeller@RockISland
700.0			

Somera Road - West Bottoms Redevelopment	
CD-CPC-2022-00078	

Name	Address	Phone	Email	į
JAKE BAKER	300 W 22ND ST KANSAS CITT MO	816.472.2011	JAKE BAKERO HOK. COM	
JAKE BAKER AShleyMcAlmond Roxsen Koch	900 W 40th Place Kemo 44112	814-360-4131	amialmend e polsinelli um	
Roxsen Koch	ĮV.	816-305-779	r Koch@pols;	nelli.com

Somera Road - West Bottoms Redevelopment	
CD-CPC-2022-00078	

199 Jill@Epcrealesta
111 Millaci Sistem
5500 strutsmartuutritio
666 NOORIJONES CEGNAIL, CON
1162 Swinger Lough Ogman Rom