

# BERKLEY RIVERFRONT DEVELOPMENT MPD DISTRICT AND PRELIMINARY PLAT

FRACTIONAL SECTION 32 & 33 TOWNSHIP 50N RANGE 33W

**DEVELOPER:**

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PHONE: (816) 214-0896  
CONTACT: TIM DUGGAN / LANCE KLEIN

**SHEET LIST:**

- C001 COVER SHEET
- C001A GREATER DOWNTOWN AREA PLAN
- C002 EXISTING CONDITIONS - WESTERN HALF
- C003 EXISTING CONDITIONS - EASTERN HALF
- C004 PROPOSED CONDITIONS - WESTERN HALF
- C005 PROPOSED CONDITIONS - EASTERN HALF
- C006 PROPOSED PHASING PLAN & PROHIBITED USES
- C007 PARCELS 1, 2, & 3
- C008 PARCELS 4, 5, 6, & 7
- C009 PARCEL 8
- C010 PARCELS 9 & 10
- C011 PARCELS 12 & 13
- L001 ENLARGED SITE PLAN - WEST
- L002 ENLARGED SITE PLAN - EAST
- L003 STREET SECTIONS
- L004 SITE LIGHTING PLAN
- L005 STREET LANDSCAPE PLAN

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

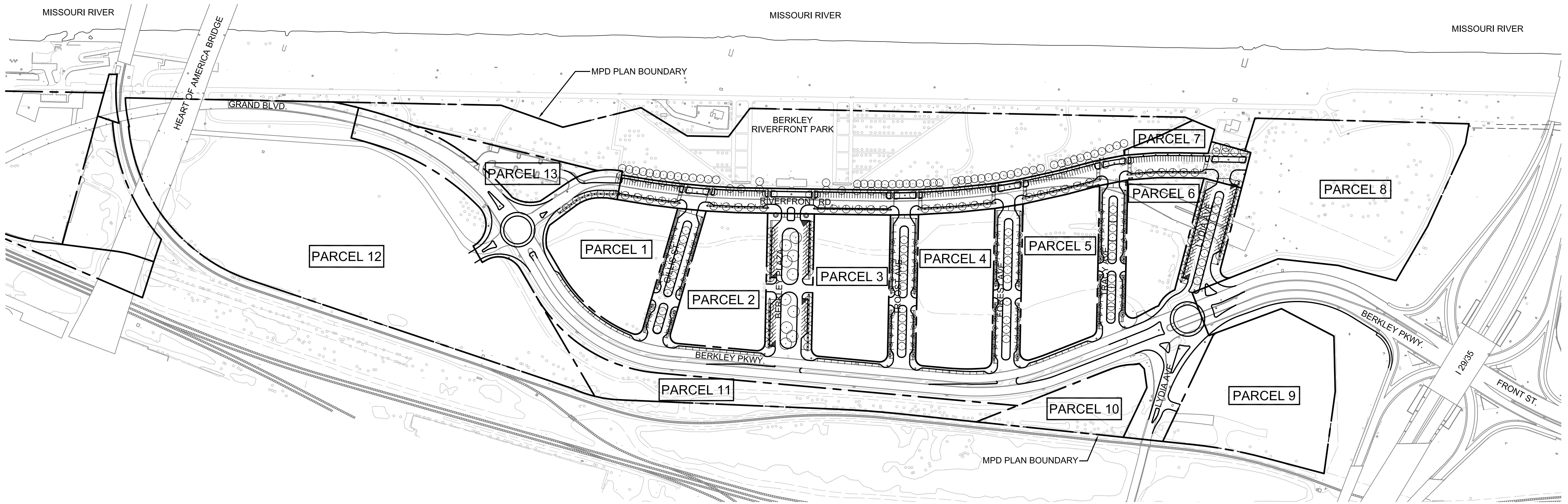
RIGHT-OF-WAY WILL BE DEDICATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MAJOR STREET PLAN UNLESS MODIFIED BY THE SUBDIVISION PROCESS OR BY THE CITY PLAN COMMISSION AND CITY COUNCIL.

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

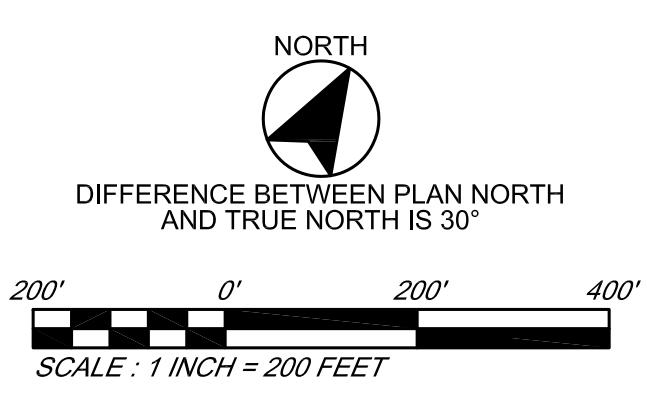
THIS MPD IDENTIFIES EXISTING UTILITY RIGHTS-OF-WAY, ADDITIONAL UTILITY RIGHTS-OF-WAY MAY NEED TO BE ESTABLISHED IN THE COURSE OF IMPLEMENTING THIS MPD, FOLLOWING FINAL DESIGN. IN SUCH EVENT, ALL SUCH PROPOSED UTILITY RIGHTS-OF-WAY SHALL BE IDENTIFIED ON THE FINAL PLAT SUBMITTAL.

**MPD REZONING INFORMATION**

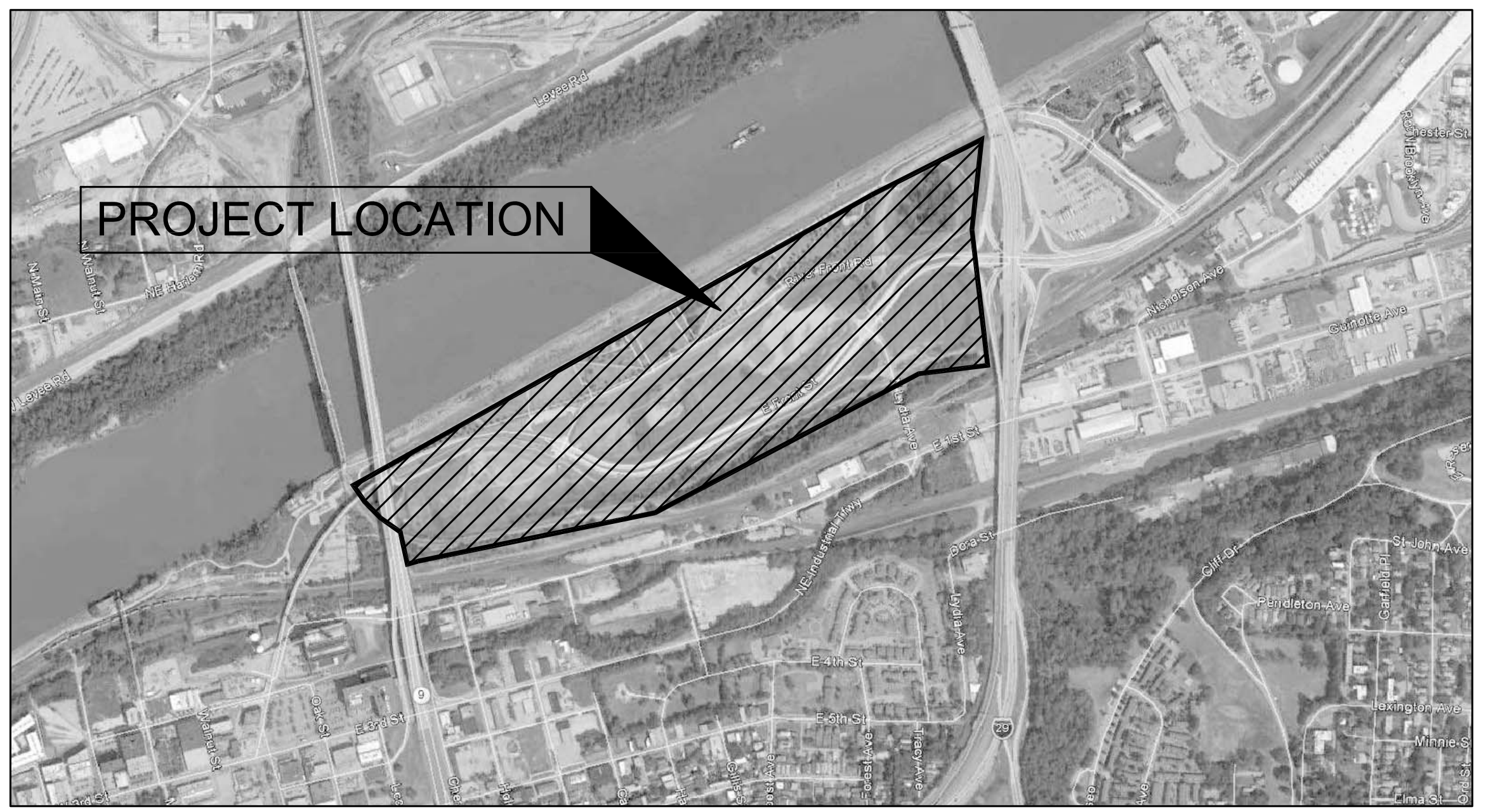
- A. ZONING INFORMATION**  
1. EXISTING ZONING: THE PROPERTY IS CURRENTLY ZONED M1-S, MANUFACTURING 1. (FROM KCMO WEB SITE - 02/26/2014)  
2. PROPOSED ZONING: MASTER PLANNED DEVELOPMENT DISTRICT
- B. TOTAL LAND AREA**  
3,426,893 SQ. FT. (78.87 ACRES) INCLUDING ALL CURRENT PROPERTY WITHIN THE BOUNDARY SHOWN
- C. LAND AREA FOR STREET RIGHT-OF-WAY**  
1. EXISTING STREET RIGHT-OF-WAY 9.92 FT. (0.22 ACRES)  
2. PROPOSED ADDITIONAL STREET RIGHT-OF-WAY: 704,044 SQ. FT. (16.16 ACRES) LAND TO BE DEDICATED TO R/W  
3. PROPOSED REMOVED STREET RIGHT-OF-WAY 0 SQ. FT. (0.00 ACRES) RIGHT-OF-WAY TO BE VACATED  
4. PROPOSED TOTAL STREET RIGHT-OF-WAY: 704,044 SQ. FT. (16.16 ACRES) AFTER VACATION & DEDICATION
- D. NET LAND AREA**  
2,722,849 SQ. FT. (62.51 ACRES) AFTER R/W DEDICATION AND VACATION - TOTAL ALL PHASES  
851,472 SQ. FT. (19.55 ACRES) AFTER R/W DEDICATION AND VACATION - PHASE 1  
1,871,377 SQ. FT. (42.96 ACRES) AFTER R/W DEDICATION AND VACATION - PHASE 2
- E., F., & G. BUILDING USE AND HEIGHT INFORMATION**  
SEE INDIVIDUAL BLOCKS  
THE MAXIMUM ALLOWABLE DEVELOPMENT SHALL BE LIMITED TO 5,154,685 S.F., THE MAXIMUM NUMBER OF STORES LIMITED TO 10 STORES, AND THE MAXIMUM BUILDING HEIGHT SHALL BE LIMITED TO 130'. THE CALCULATIONS PROVIDED FOR PARCELS 1 THROUGH 13 ARE BASED ON 5 STORY BUILDINGS AS A BASELINE FOR DEVELOPMENT DENSITIES. IT IS ANTICIPATED THAT THE DEVELOPER MAY ALLLOCATE BUILDING USAGE AND SQUARE FOOTAGE BETWEEN PARCELS, PROVIDED THAT THE SQUARE FOOTAGE DOES NOT EXCEED THE MAXIMUM OF 5,154,685 S.F. STATED ABOVE WITHOUT AMENDING THE MPD.  
FOR PROHIBITED USES, SEE SHEET C006.
- H. BUILDING COVERAGE AND FLOOR AREA RATIO**  
1. BUILDING COVERAGE - PHASE 1: 199,469 SF  
2. BUILDING COVERAGE - PHASE 2: 665,850 SF  
3. BUILDING COVERAGE - TOTAL: 865,319 SF  
4. FLOOR AREA RATIO - PHASE 1: 1.14 (10 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)  
5. FLOOR AREA RATIO - PHASE 2: 2.24 (10 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)  
6. FLOOR AREA RATIO - ALL PHASES: 1.89 (10 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)
- I. DENSITY**  
1. GROSS DENSITY: 45.29 UNITS / ACRE (BASED ON TOTAL LAND AREA)  
2. NET DENSITY: 56.95 UNITS / ACRE (NET LAND AREA)
- J. PROPOSED PARKING SPACES**  
**VEHICLE PARKING**
- | REQUIRED NO. OF SPACES   | PHASE 1 | PHASE 2 | TOTAL |
|--|---------|---------|-------|
| RESIDENTIAL (1 PER UNIT)   | 646     | 2,917   | 3,563 |
| MIXED USE (4 PER 1000 S.F.)  | 215     | 702     | 917   |
| TOTAL PARKING REQUIRED   | 861     | 3,619   | 4,480 |
| TOTAL PARKING PROVIDED   | 878     | 3,817   | 4,695 |
| PARKING COUNT DOES NOT INCLUDE APPROXIMATELY 250 ON-STREET PARKING SPACES. |         |         |       |
- BICYCLE PARKING**
- | REQUIRED NO. OF SPACES              | PHASE 1 | PHASE 2 | TOTAL |
|-------------------------------------|---------|---------|-------|
| SHORT TERM BICYCLE PARKING REQUIRED | 89      | 353     | 442   |
| LONG TERM BICYCLE PARKING REQUIRED  | 165     | 662     | 847   |
- K. PROJECT TIMELINE: (PROJECT WILL BE CONSTRUCTED IN TWO PHASES)**  
PHASE 1 CONSTRUCTION START: FALL 2014  
PHASE 1 CONSTRUCTION END: FALL 2018  
PHASE 2 CONSTRUCTION START: FALL 2016  
PHASE 2 CONSTRUCTION END: FALL 2026
- L. BOUNDARY DESCRIPTION**  
ALL THAT PART OF THE NE 1/4 OF SECTION 32 AND THE NW 1/4 OF SECTION 33, IN TOWNSHIP 50 NORTH, RANGE 33 WEST, KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING GENERALLY LOCATED NORTHERLY AND EASTERLY OF THE NORTHERLY RIGHT-OF-WAY LINE OF THE BURLINGTON NORTHERN AND SAN FRANCISCO RAILROAD (BNSF RR), SOUTHERLY OF THE MISSOURI RIVER LEVEE PROPERTY AND WESTERLY OF THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY I-29/35/US 71, BEING DESCRIBED AS FOLLOWS: COMMENCING AT THE SE CORNER OF SAID NE 1/4 OF SECTION 32; THENCE N01°27'20"E, ALONG THE COMMON LINE BETWEEN SAID SECTIONS 32 AND 33, 628.40 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF SAID BNSF RR AND THE POINT OF BEGINNING OF THE TRACT OF LAND HEREIN DESCRIBED; THENCE S86°00'08"W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 35.30 FEET, TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE LEFT, TANGENT TO THE LAST DESCRIBED COURSE, WITH A RADIUS OF 291.94 FEET, A CENTRAL ANGLE OF 1°31'34", AN ARC DISTANCE OF 178.59 FEET; THENCE S62°23'34"W, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 716.01 FEET, TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE RIGHT, TANGENT TO THE LAST DESCRIBED COURSE, WITH A RADIUS OF 409.28 FEET, A CENTRAL ANGLE OF 2°05'01", AN ARC DISTANCE OF 157.75 FEET; THENCE S78°34'27"W, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 1092.04 FEET, TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE RIGHT, TANGENT TO THE LAST DESCRIBED COURSE, WITH A RADIUS OF 667.11 FEET; THENCE N78°28'12"E, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 3.04 FEET; THENCE NORTHWESTERLY, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE RIGHT, WITH AN INITIAL TANGENT BEARING OF N44°02'56"W, A RADIUS OF 44.28 FEET, A CENTRAL ANGLE OF 12°06'47", AN ARC DISTANCE OF 93.93 FEET, TO SAID SOUTHERLY LINE OF THE MISSOURI RIVER LEVEE PROPERTY; THENCE N61°08'23"E, ALONG SAID SOUTHERLY LINE, 1208.01 FEET; THENCE N79°31'07"E, CONTINUING ALONG SAID SOUTHERLY LINE, 210.90 FEET; THENCE N45°59'42"E, CONTINUING ALONG SAID SOUTHERLY LINE, 258.82 FEET; THENCE S89°36'12"E, CONTINUING ALONG SAID SOUTHERLY LINE, 173.91 FEET; THENCE N60°59'52"E, CONTINUING ALONG SAID SOUTHERLY LINE, 153.00 FEET; THENCE N7°03'44"E, CONTINUING ALONG SAID SOUTHERLY LINE, 113.81 FEET; THENCE N61°11'54"E, CONTINUING ALONG SAID SOUTHERLY LINE, 1142.11 FEET; THENCE N82°47'57"E, CONTINUING ALONG SAID SOUTHERLY LINE, 102.11 FEET; THENCE S13°00'26"E, CONTINUING ALONG SAID SOUTHERLY LINE, 40.27 FEET; THENCE N75°31'52"E, CONTINUING ALONG SAID SOUTHERLY LINE, 111.57 FEET; THENCE N12°42'22"W, CONTINUING ALONG SAID SOUTHERLY LINE, 110.22 FEET; THENCE N61°29'57"E, CONTINUING ALONG SAID SOUTHERLY LINE, 688.25 FEET, TO SAID WESTERLY RIGHT-OF-WAY LINE; THENCE S19°45'19"E, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 64.97 FEET; THENCE S0°25'56"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 293.02 FEET; THENCE S00°11'29"W, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 201.18 FEET; THENCE S74°41'16"W, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 192.31 FEET; THENCE S66°16'07"W, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 194.04 FEET; THENCE S38°33'17"W, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 297.35 FEET; THENCE S51°26'43"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 148.11 FEET; THENCE N39°04'46"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 248.48 FEET; THENCE N67°34'34"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 190.52 FEET; THENCE S31°18'54"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 178.01 FEET; THENCE S22°11'24"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 266.30 FEET, TO SAID NORTHERLY RIGHT-OF-WAY LINE OF THE BURLINGTON NORTHERN AND SAN FRANCISCO RAILROAD (BNSF RR); THENCE S74°52'29"W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 188.28 FEET, TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE LEFT, TANGENT TO THE LAST DESCRIBED COURSE, WITH A RADIUS OF 1492.89 FEET, A CENTRAL ANGLE OF 8°52'21", AN ARC DISTANCE OF 231.15 FEET; THENCE S68°00'08"W, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 920.82 FEET, TO THE POINT OF BEGINNING, CONTAINING 78.67 ACRES MORE OR LESS.



**LOCATION MAP**  
SCALE: 1" = 200'



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



**VICINITY MAP**  
NOT TO SCALE

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

<p><b>KEM STUDIO</b> 1505 GENESEE ST SUITE 200 KANSAS CITY MO 64102 T 816.756.1808 F 816.756.1828</p>	<p><b>phro-ne-sis</b> landscape • planning • infrastructure • build 2433 TRACY AVE KANSAS CITY MO 64108 T 816.214.0896</p>	<p><b>Taliaferro &amp; Browne, Inc.</b> Civil / Structural Engineering, Landscape Architecture &amp; Surveying 1020 E. 8th STREET KANSAS CITY, MISSOURI 64106 PH (816) 283-3456 FAX (816) 283-0810 PROFESSIONAL ENGINEERING CORPORATION MISSOURI LICENSE NO. 00066 KANSAS LICENSE NO. E-1481 PROFESSIONAL LAND SURVEYING CORPORATION MISSOURI LICENSE NO. 00094</p>	<p><b>Port Authority</b> of Kansas City, Missouri 300 WYANDOTTE, SUITE 100 KANSAS CITY, MO 64105 816.559.3750</p>	<p><b>BERKLEY RIVERFRONT DEVELOPMENT</b> PORT AUTHORITY OF KANSAS CITY, MISSOURI 300 WYANDOTTE, SUITE 100 KANSAS CITY, MO 64105</p>	<p>SEAL</p>	<p>PHASE ISSUED FOR: MPD SET - 21 MAR 2014 KCMO COMMENTS - 10 JUN 2014</p> <p>COVER SHEET <b>C001</b></p> <p>TASK NO. 30134-19-3 COPYRIGHT © 2014 TALIAFERRO &amp; BROWNE</p>
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# 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 read 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).
- **Intense 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 drive 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 meet 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 (use diagrams) and street type. The Functional Use Diagrams reflect the general character of the various districts downtown.
  - **Development Guidelines** - The guidelines supplement the Functional Use Diagrams and provide more detail about the character, scale, design and layout of development projects.



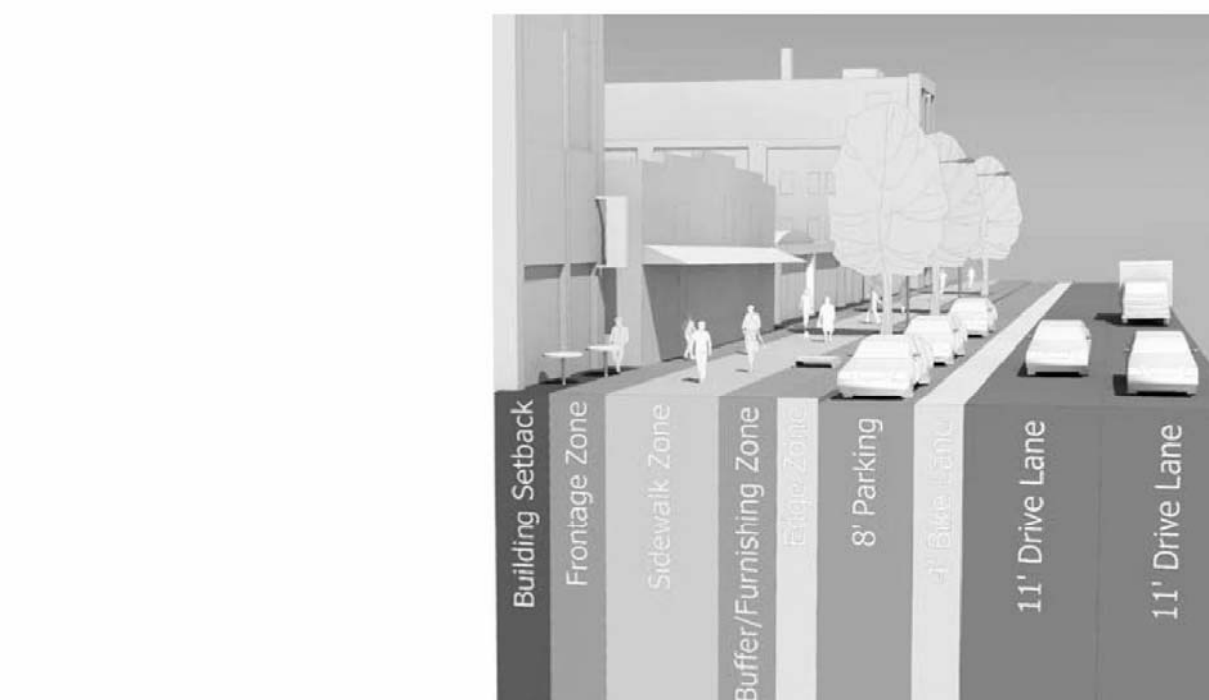
APPENDIX C 95

## URBAN DESIGN MATRIX

The Urban Design Matrix outlines 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.

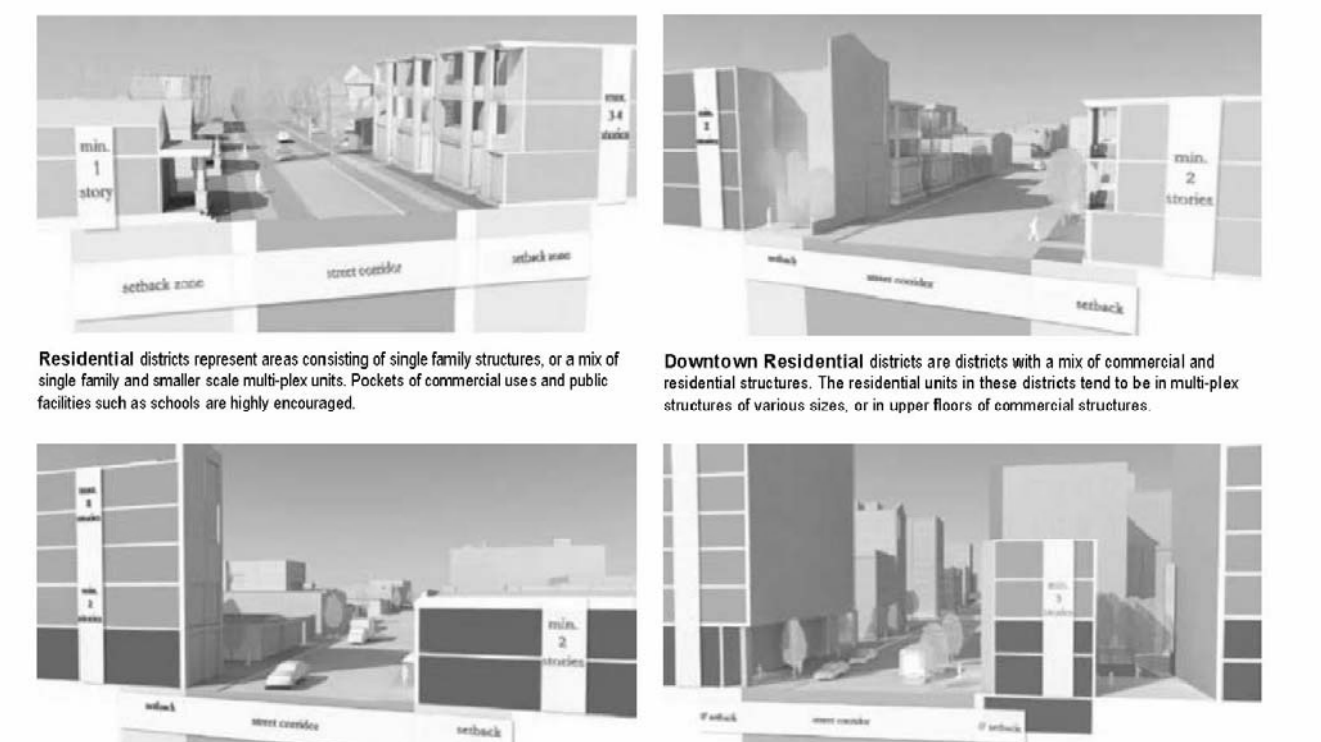
Primary Building Height Category	Street Type	Urban Design Matrix	Urban Design Matrix	Urban Design Matrix	Urban Design Matrix	Urban Design Matrix	Urban Design Matrix	Urban Design Matrix	Urban Design Matrix
1-2 stories	Local Street	1-2 stories	1-2 stories	1-2 stories	1-2 stories	1-2 stories	1-2 stories	1-2 stories	1-2 stories
3-4 stories	Local Street	3-4 stories	3-4 stories	3-4 stories	3-4 stories	3-4 stories	3-4 stories	3-4 stories	3-4 stories
5-6 stories	Local Street	5-6 stories	5-6 stories	5-6 stories	5-6 stories	5-6 stories	5-6 stories	5-6 stories	5-6 stories
7-8 stories	Local Street	7-8 stories	7-8 stories	7-8 stories	7-8 stories	7-8 stories	7-8 stories	7-8 stories	7-8 stories
9-10 stories	Local Street	9-10 stories	9-10 stories	9-10 stories	9-10 stories	9-10 stories	9-10 stories	9-10 stories	9-10 stories
11-12 stories	Local Street	11-12 stories	11-12 stories	11-12 stories	11-12 stories	11-12 stories	11-12 stories	11-12 stories	11-12 stories
13-14 stories	Local Street	13-14 stories	13-14 stories	13-14 stories	13-14 stories	13-14 stories	13-14 stories	13-14 stories	13-14 stories
15-16 stories	Local Street	15-16 stories	15-16 stories	15-16 stories	15-16 stories	15-16 stories	15-16 stories	15-16 stories	15-16 stories
17-18 stories	Local Street	17-18 stories	17-18 stories	17-18 stories	17-18 stories	17-18 stories	17-18 stories	17-18 stories	17-18 stories
19-20 stories	Local Street	19-20 stories	19-20 stories	19-20 stories	19-20 stories	19-20 stories	19-20 stories	19-20 stories	19-20 stories
21-22 stories	Local Street	21-22 stories	21-22 stories	21-22 stories	21-22 stories	21-22 stories	21-22 stories	21-22 stories	21-22 stories
23-24 stories	Local Street	23-24 stories	23-24 stories	23-24 stories	23-24 stories	23-24 stories	23-24 stories	23-24 stories	23-24 stories
25-26 stories	Local Street	25-26 stories	25-26 stories	25-26 stories	25-26 stories	25-26 stories	25-26 stories	25-26 stories	25-26 stories
27-28 stories	Local Street	27-28 stories	27-28 stories	27-28 stories	27-28 stories	27-28 stories	27-28 stories	27-28 stories	27-28 stories
29-30 stories	Local Street	29-30 stories	29-30 stories	29-30 stories	29-30 stories	29-30 stories	29-30 stories	29-30 stories	29-30 stories
31-32 stories	Local Street	31-32 stories	31-32 stories	31-32 stories	31-32 stories	31-32 stories	31-32 stories	31-32 stories	31-32 stories
33-34 stories	Local Street	33-34 stories	33-34 stories	33-34 stories	33-34 stories	33-34 stories	33-34 stories	33-34 stories	33-34 stories
35-36 stories	Local Street	35-36 stories	35-36 stories	35-36 stories	35-36 stories	35-36 stories	35-36 stories	35-36 stories	35-36 stories
37-38 stories	Local Street	37-38 stories	37-38 stories	37-38 stories	37-38 stories	37-38 stories	37-38 stories	37-38 stories	37-38 stories
39-40 stories	Local Street	39-40 stories	39-40 stories	39-40 stories	39-40 stories	39-40 stories	39-40 stories	39-40 stories	39-40 stories
41-42 stories	Local Street	41-42 stories	41-42 stories	41-42 stories	41-42 stories	41-42 stories	41-42 stories	41-42 stories	41-42 stories
43-44 stories	Local Street	43-44 stories	43-44 stories	43-44 stories	43-44 stories	43-44 stories	43-44 stories	43-44 stories	43-44 stories
45-46 stories	Local Street	45-46 stories	45-46 stories	45-46 stories	45-46 stories	45-46 stories	45-46 stories	45-46 stories	45-46 stories
47-48 stories	Local Street	47-48 stories	47-48 stories	47-48 stories	47-48 stories	47-48 stories	47-48 stories	47-48 stories	47-48 stories
49-50 stories	Local Street	49-50 stories	49-50 stories	49-50 stories	49-50 stories	49-50 stories	49-50 stories	49-50 stories	49-50 stories
51-52 stories	Local Street	51-52 stories	51-52 stories	51-52 stories	51-52 stories	51-52 stories	51-52 stories	51-52 stories	51-52 stories
53-54 stories	Local Street	53-54 stories	53-54 stories	53-54 stories	53-54 stories	53-54 stories	53-54 stories	53-54 stories	53-54 stories
55-56 stories	Local Street	55-56 stories	55-56 stories	55-56 stories	55-56 stories	55-56 stories	55-56 stories	55-56 stories	55-56 stories
57-58 stories	Local Street	57-58 stories	57-58 stories	57-58 stories	57-58 stories	57-58 stories	57-58 stories	57-58 stories	57-58 stories
59-60 stories	Local Street	59-60 stories	59-60 stories	59-60 stories	59-60 stories	59-60 stories	59-60 stories	59-60 stories	59-60 stories
61-62 stories	Local Street	61-62 stories	61-62 stories	61-62 stories	61-62 stories	61-62 stories	61-62 stories	61-62 stories	61-62 stories
63-64 stories	Local Street	63-64 stories	63-64 stories	63-64 stories	63-64 stories	63-64 stories	63-64 stories	63-64 stories	63-64 stories
65-66 stories	Local Street	65-66 stories	65-66 stories	65-66 stories	65-66 stories	65-66 stories	65-66 stories	65-66 stories	65-66 stories
67-68 stories	Local Street	67-68 stories	67-68 stories	67-68 stories	67-68 stories	67-68 stories	67-68 stories	67-68 stories	67-68 stories
69-70 stories	Local Street	69-70 stories	69-70 stories	69-70 stories	69-70 stories	69-70 stories	69-70 stories	69-70 stories	69-70 stories
71-72 stories	Local Street	71-72 stories	71-72 stories	71-72 stories	71-72 stories	71-72 stories	71-72 stories	71-72 stories	71-72 stories
73-74 stories	Local Street	73-74 stories	73-74 stories	73-74 stories	73-74 stories	73-74 stories	73-74 stories	73-74 stories	73-74 stories
75-76 stories	Local Street	75-76 stories	75-76 stories	75-76 stories	75-76 stories	75-76 stories	75-76 stories	75-76 stories	75-76 stories
77-78 stories	Local Street	77-78 stories	77-78 stories	77-78 stories	77-78 stories	77-78 stories	77-78 stories	77-78 stories	77-78 stories
79-80 stories	Local Street	79-80 stories	79-80 stories	79-80 stories	79-80 stories	79-80 stories	79-80 stories	79-80 stories	79-80 stories
81-82 stories	Local Street	81-82 stories	81-82 stories	81-82 stories	81-82 stories	81-82 stories	81-82 stories	81-82 stories	81-82 stories
83-84 stories	Local Street	83-84 stories	83-84 stories	83-84 stories	83-84 stories	83-84 stories	83-84 stories	83-84 stories	83-84 stories
85-86 stories	Local Street	85-86 stories	85-86 stories	85-86 stories	85-86 stories	85-86 stories	85-86 stories	85-86 stories	85-86 stories
87-88 stories	Local Street	87-88 stories	87-88 stories	87-88 stories	87-88 stories	87-88 stories	87-88 stories	87-88 stories	87-88 stories
89-90 stories	Local Street	89-90 stories	89-90 stories	89-90 stories	89-90 stories	89-90 stories	89-90 stories	89-90 stories	89-90 stories
91-92 stories	Local Street	91-92 stories	91-92 stories	91-92 stories	91-92 stories	91-92 stories	91-92 stories	91-92 stories	91-92 stories
93-94 stories	Local Street	93-94 stories	93-94 stories	93-94 stories	93-94 stories	93-94 stories	93-94 stories	93-94 stories	93-94 stories
95-96 stories	Local Street	95-96 stories	95-96 stories	95-96 stories	95-96 stories	95-96 stories	95-96 stories	95-96 stories	95-96 stories
97-98 stories	Local Street	97-98 stories	97-98 stories	97-98 stories	97-98 stories	97-98 stories	97-98 stories	97-98 stories	97-98 stories
99-100 stories	Local Street	99-100 stories	99-100 stories	99-100 stories	99-100 stories	99-100 stories	99-100 stories	99-100 stories	99-100 stories

Note: Angled parking may also be appropriate in certain areas.



GREATER DOWNTOWN AREA PLAN 96

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



## Guidelines

- INTENT**
- The following design recommendations are supplemental to the Urban Design Matrix and Diagrams and are intended to guide future development plans.
  - The guidelines are intended to be flexible. Not every guideline will apply to every project. However, as many guidelines as are practicable, feasible and applicable to the unique 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 characteristics.
  - These guidelines are not intended to be all inclusive of acceptable materials and/or design features or to preclude or inhibit creative architectural designs.

APPENDIX C 97

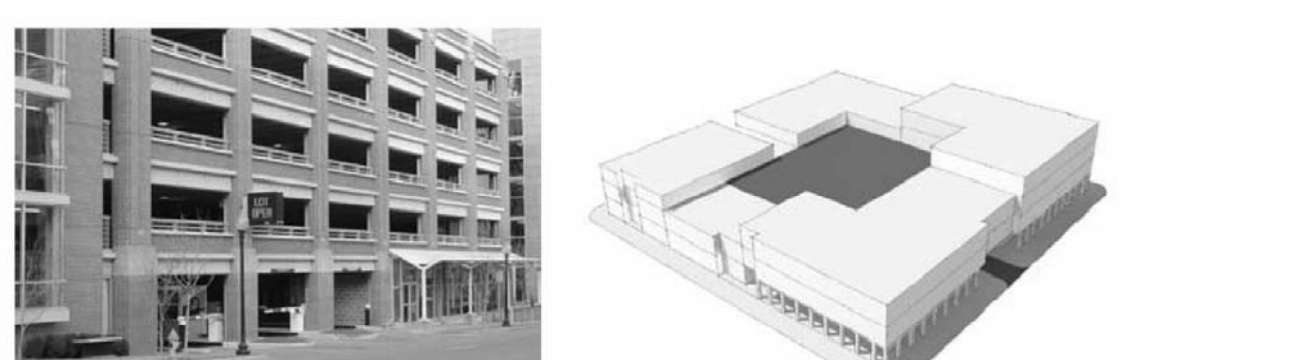
## PARKING

- GENERAL PARKING GUIDELINES**
- On-street parking should be preserved whenever possible.
  - Parking lots should include bicycle and scooter parking facilities and be designed with designated pedestrian pathways.
  - 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 the percent of all building users for commercial or institutional buildings; provide covered storage facilities for bicycles for at least 15 percent of the building occupants for residential buildings.
  - Parking lot lighting and light from vehicles should not glare into adjacent properties. Consider light in access drive locations. Vehicle entrances and pedestrian entrances should be clearly marked and visible from the street.
  - Curb cuts for parking lots should be kept to a minimum. Access should be from alleys (two choice) or major arterials (two choice) instead of residential streets.
  - Parking should be located at the rear of the property behind buildings, or in a 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 on the block. Where feasible, parking is encouraged to be in below-grade structures (ensuring safety through both active and passive security measures).

- STRUCTURED PARKING**
- Additional surface parking lots in mixed-use areas, particularly those with street frontage, are discouraged.
  - All surface parking lots are encouraged to incorporate Green solutions including (but not limited to) the following:
    - Greenways landscaped areas with plants suited to the urban landscape, adequate planting area and quality soils.
    - Rainwater harvesting on-site with 80% infiltration, but not limited to native plantings, permeable pavement and bio-retention basins.

- At a minimum, all surface parking lots are encouraged to provide a combination of pedestrian and interior landscaping per the Downtown Surface Lot Design Guidelines requirements (Chapter 52). Provide direct, and safe pedestrian connections through the lot.
- If walls are utilized to screen surface parking lots, materials should complement the architectural character of the associated building.
- Multiple small parking lots are more desirable than single large lots. Larger surface lots should be subdivided with landscaped islands including shade trees.

GREATER DOWNTOWN AREA PLAN 98



- STRUCTURED PARKING**
- Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible or at the rear 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, equipment surrounding buildings and screen the parking area. Blank walls on parking structures are discouraged, particularly in historic districts (see page 97).
  - Parking structure signage should relate to the scale, proportion, and character of the district.
  - Openings should be screened to obscure parked vehicles. Ramps and loading 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 may include the following:
    - Provide accommodations for bicycle storage, tool dry, etc.
    - Allow preferred parking for car pools and hybrid vehicles.
    - Provide locations for storm water filtration and infiltration from garage deck.
    - Provide street trees and other landscaping opportunities in native species.
    - Provide high shade string for deck surfaces.
- Energy Considerations**
- Use energy efficient lighting with daylight sensors, time clocks and possible motion detectors.
  - Consider shade that provides for greater daylight penetration into the garage.
  - Use energy efficient elevator equipment.
  - Consider use of renewable generation at the top deck.

APPENDIX C 99

## 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:
    - Outdoor cafe
    - Privacy entrance enhancement
    - Screened wall
    - Extension of the pedestrian walk
    - Public plaza
    - Landscaping which is complementary and accessory to pedestrian activity and public space (see the Urban Core Plan).
    - 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. Street 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 are encouraged to have multiple entrances that open out to the public realm of the street.
- New development should incorporate design elements and interactive 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:
  - Including vertical panels in front of the wall with climbing vines or plant materials.
  - Setting the wall back and providing a landscaped or stone planter in front of the wall.
  - Providing a new or alternative portion of the blank wall surface.
  - Dividing the mass of the wall to create a visual impression of a series of smaller buildings or sections.
- In residential areas, garages should be located behind residences and accessed from an alley when possible.

GREATER DOWNTOWN AREA PLAN 100

## 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 architectural 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 wherever possible as a way to provide transitions between uses.
  - A combination of landscaping, walls, fences and/or berms should be used where other transition tools are not possible or not adequate, but should not mask areas from view and decrease "natural surveillance".
  - Where appropriate or feasible, the enhancement and utilization of alleys as public space is encouraged.
  - Buildings featuring a less intensive use shall provide "buffer" edges using materials consistent with primary elevations and adjacent neighborhood.
  - Developments should be designed to minimize signs or signs from commercial projects into adjacent residential neighborhoods.

- LIGHTING**
- All new development should include a site lighting plan.
  - Glass and signage on 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 street-use plans) should have pedestrian level lighting.
  - The design of exterior light fixtures should be consistent throughout a development, 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, stone, cast stone, terrazzo, tile and masonry. High quality sustainable architectural materials are also encouraged.
  - New downtown buildings should be designed in such a way that they don't appear to have been built significantly earlier than their work.
    - Care should be taken to avoid nostalgic reproductions or imitation of the historical record.
    - The guidelines do not preclude conservation of the use of materials, scale or massing found in older buildings. Preservation or restoration of original facade materials is desired.
    - Applied "face" facades or other inappropriate materials should be avoided.
  - Non-urban construction materials, such as imitation stone, or plywood are discouraged.
  - Encourage public art to be integrated into the building/site design.
  - Quality building 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 position.
    - Clearly articulating different uses at lower building levels will aid in creating a sense of human scale in mid- and high-rise buildings.

APPENDIX C 101

## FENESTRATION

- Provide transparency or openness to create a visual connection at the street level. The street level of commercial/limited-use structures should have a dominant transparent facade.
- Windows at the street level of all buildings should be transparent. Reflective glass is discouraged.
- Building renovation projects are encouraged to restore windows to the original design and restore window openings that have been closed during past renovations.

- AWNINGS AND CANOPIES**
- Awnings and canopies are encouraged on non-residential facades and should include the following elements:
    - Be made of durable materials like an opaque fabric, material, canvas or metal.
    - Be a color consistent with the building facade.
    - 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) and enhance the overall character of the area.
  - Architectural elements that project from the building, such as building-mounted lighting, awnings, canopies and signage, should be designed so as to ensure pedestrian safety and comfort.

- SIGNAGE**
- All signs should be made of high quality and durable materials.
  - The design of the sign should complement the character of the building or structure and the surrounding neighborhood.
  - Signage should focus towards either vehicular or pedestrian traffic, not both.
  - The design and scale of signage should be appropriate for the location.
  - Pedestrian-oriented signs, such as blade signs affixed perpendicular to the building or suspended from a canopy and artistic signs are encouraged.
  - Signs should reinforce and enhance the neighborhood character not define it.
  - Window signs that are painted or affixed on display windows are encouraged and should preserve first floor transparency.
  - Sandwich board signs, subject to City approval, may be appropriate for street level uses.
  - Signs must not obscure important architectural features.
  - New billboards, freestanding sign mounted signs and pylon signs are inappropriate with the character of Downtown and are strongly discouraged.
  - Existing billboards should be removed whenever possible, particularly when tax incentives are requested.
  - Billboard, flashing, neon, electronic or moving signs are discouraged.
- (Refer to the Public Realm Chapter for more recommendations relating to signs in public spaces)

GREATER DOWNTOWN AREA PLAN 102

## ACCESS

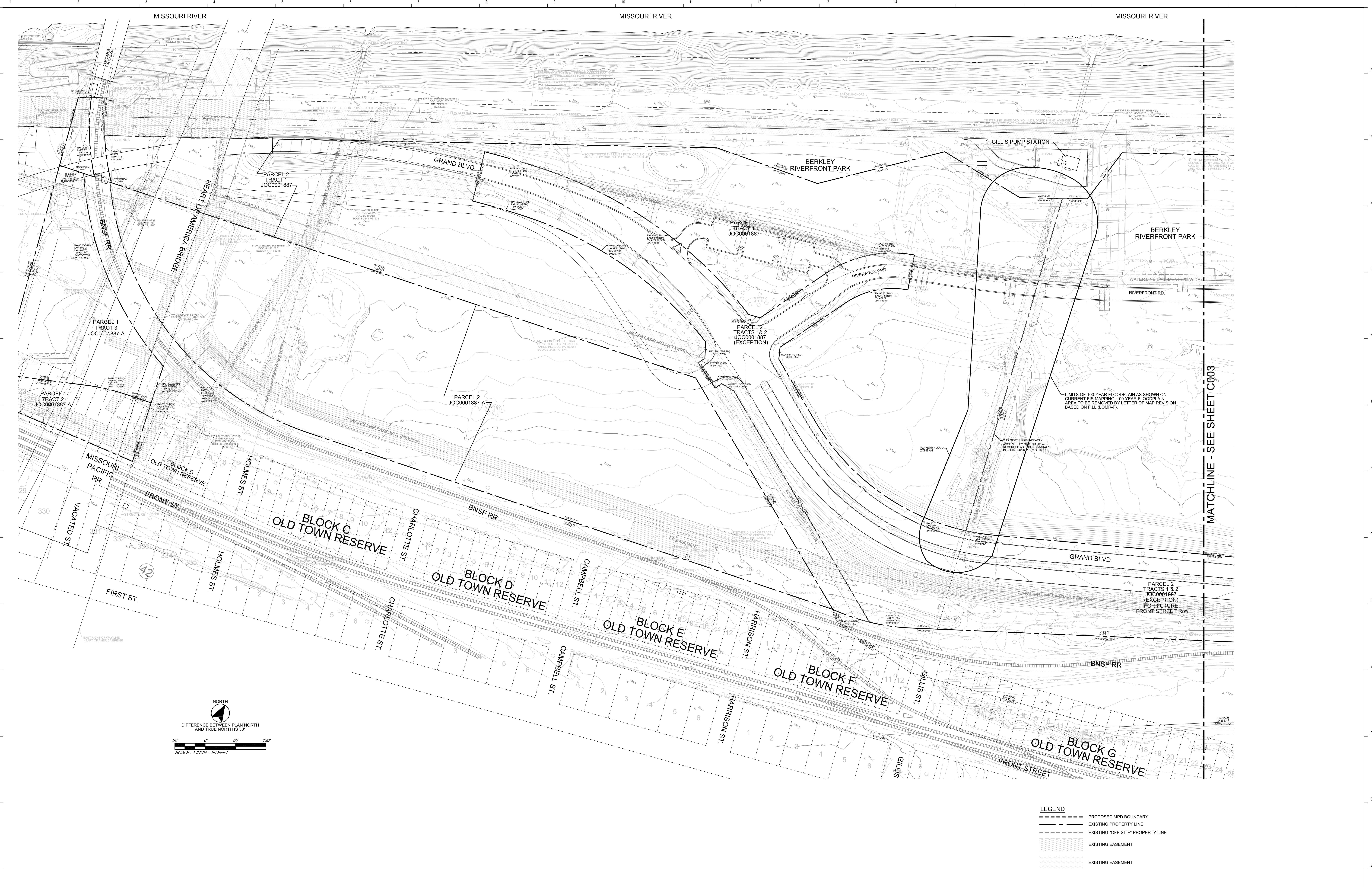
- Small pedestrian scale blocks should be utilized in development projects. Large "superblocks" which degrade the existing street connections are discouraged.
- When large developments do occur, they should be designed to maintain pedestrian permeability. There should be at least one pedestrian-through connection every block (approximately every 600 feet).
- Pedestrian walkways and plazas should be clearly delineated or partially separated from parking and driveway through use of elements including bollards, landscaping, and special pavement treatments.
- Alleys should be integrated with overall scale and site circulation whenever possible. When buildings are built to the alley edge, consider opportunities for alley display windows and secondary entrance or employee entries.
- When intent, historic alley facades should be preserved along with original features and materials.
- Efforts to create public spaces out of alleys are encouraged.
- Provide convenient access for service and delivery vehicles without disrupting pedestrian flow.
- Provide direct, safe and convenient access to public transit facilities and integrate into the overall site design wherever possible.
- Buildings should have pedestrian entrances accessible directly from the adjacent street.
- Ensure design that is accessible to all people including those with physical limitations. All access improvements including sidewalks and crosswalks shall meet the requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
- Curb cuts should be kept to a minimum within mixed-use areas. Continuous curbs are not appropriate anywhere within the planning area.
- When commercial uses about residential areas, there should be a pedestrian connector (public use private) from residential area to the commercial area at least once a block.

- 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 follow for a cohesive skyline.
  - 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 hills and overviews, the relationship to nearby historic or landmark buildings, or corner locations.

APPENDIX C 103

## PURPOSE AND USE

- Promote and encourage building practices that effectively manage stormwater (reduced impervious surface, improved water quality, rainwater harvesting, green 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:



MATCHLINE - SEE SHEET C003

**LEGEND**

	PROPOSED MPD BOUNDARY
	EXISTING PROPERTY LINE
	EXISTING "OFF-SITE" PROPERTY LINE
	EXISTING EASEMENT
	EXISTING EASEMENT

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

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 MISSOURI LICENSE NO. 000666 KANSAS LICENSE NO. E-1481  
 PROFESSIONAL LAND SURVEYING CORPORATION  
 MISSOURI LICENSE NO. 000094

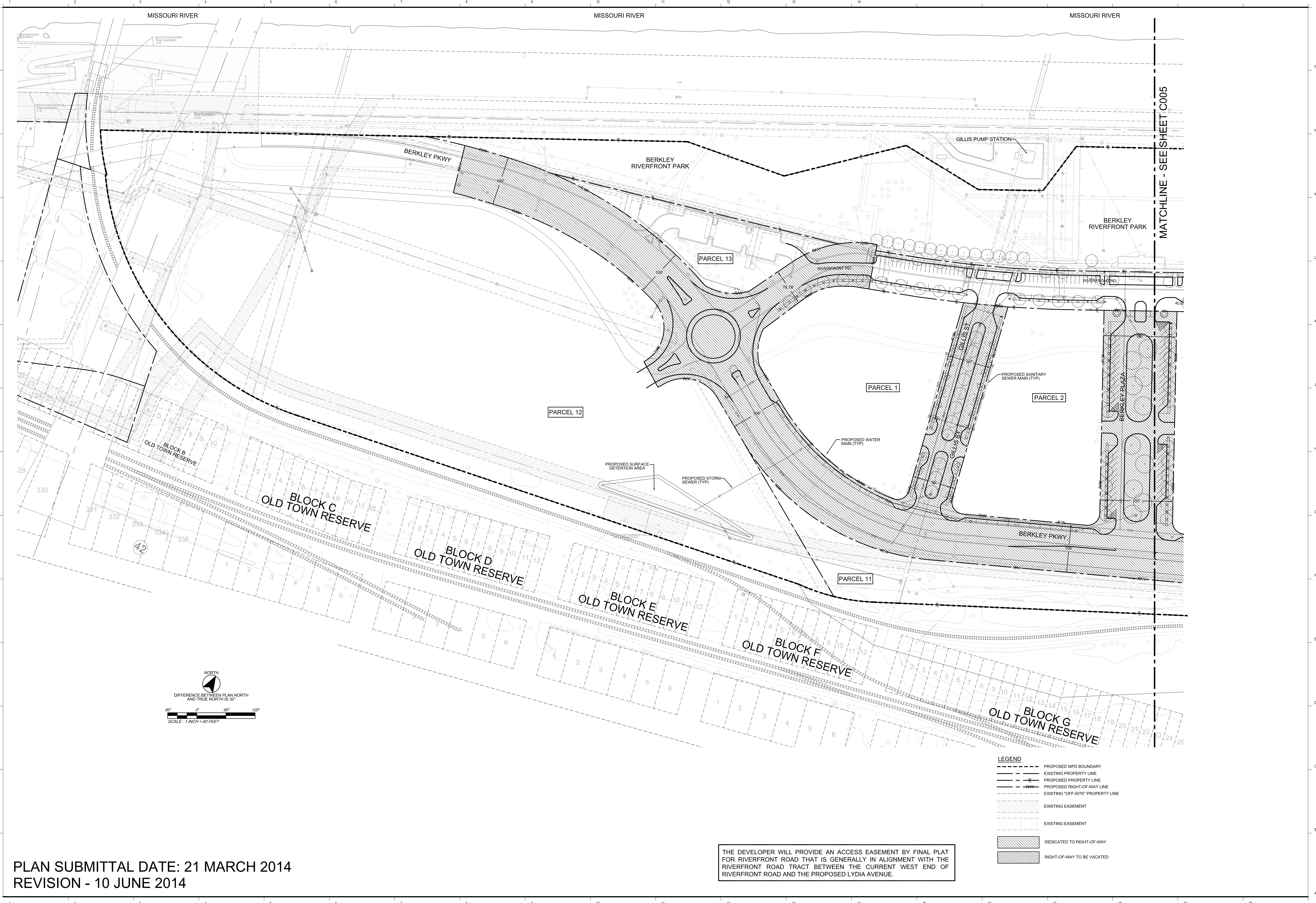
**Port Authority**  
 of Kansas City, Missouri  
 300 WYANDOTTE, SUITE 100  
 KANSAS CITY, MO 64105  
 816.559.3750

**BERKLEY RIVERFRONT DEVELOPMENT**  
 PORT AUTHORITY OF KANSAS CITY, MISSOURI  
 300 WYANDOTTE, SUITE 100  
 KANSAS CITY, MO 64105  
 TASK NO. 30134-19-3

**PHASE**  
 ISSUED FOR:  
 MPD SET - 21 MAR 2014  
 KCMO COMMENTS - 10 JUN 2014

**EXISTING CONDITIONS - WESTERN HALF**  
**C002**





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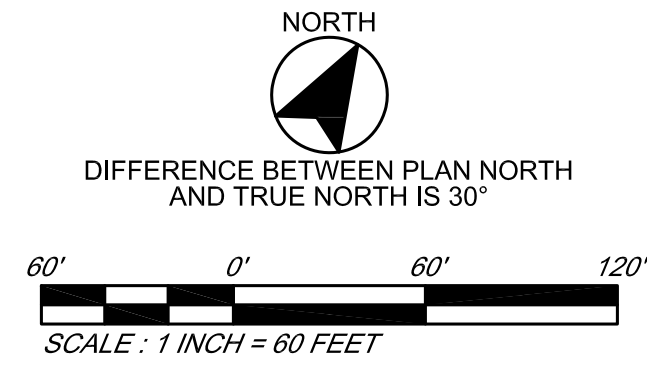
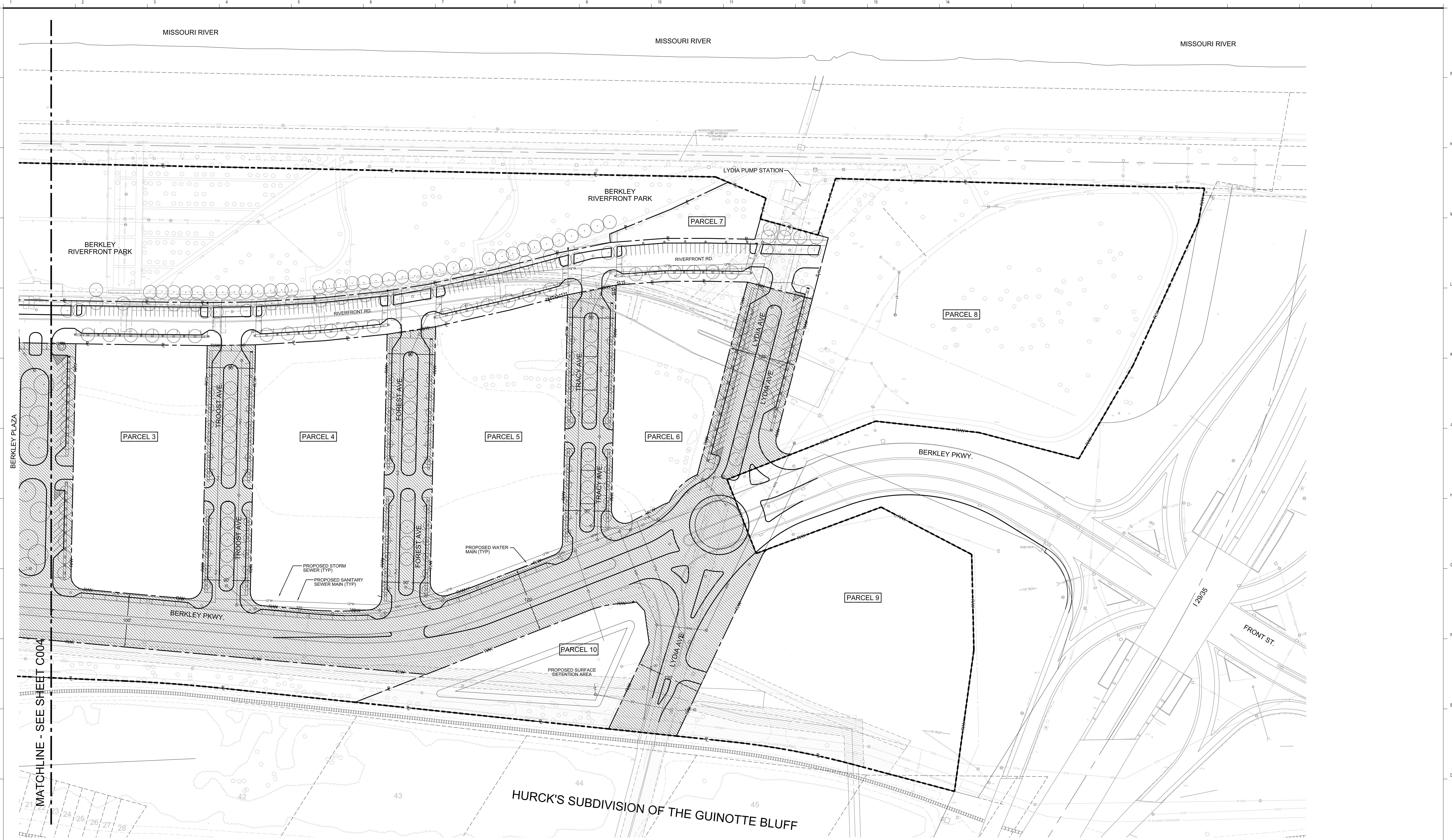
**BERKLEY RIVERFRONT DEVELOPMENT**  
PORT AUTHORITY OF KANSAS CITY, MISSOURI  
300 WYANDOTTE, SUITE 100  
KANSAS CITY, MO 64105

SEAL

PHASE  
ISSUED FOR:  
MPD SET - 21 MAR 2014  
KCOM COMMENTS - 10 JUN 2014

PROPOSED CONDITIONS - WESTERN HALF  
**C004**

TASK NO. 30134-19-3

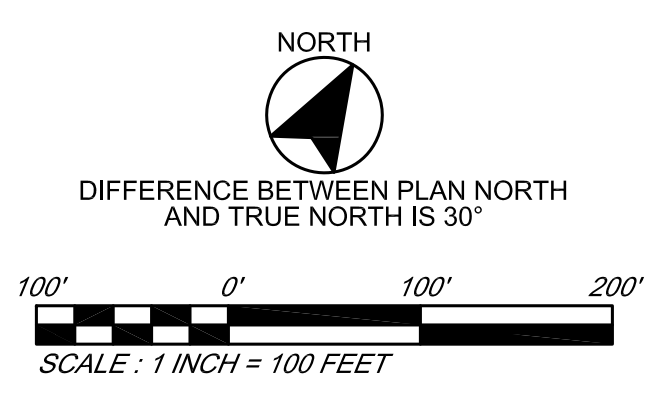
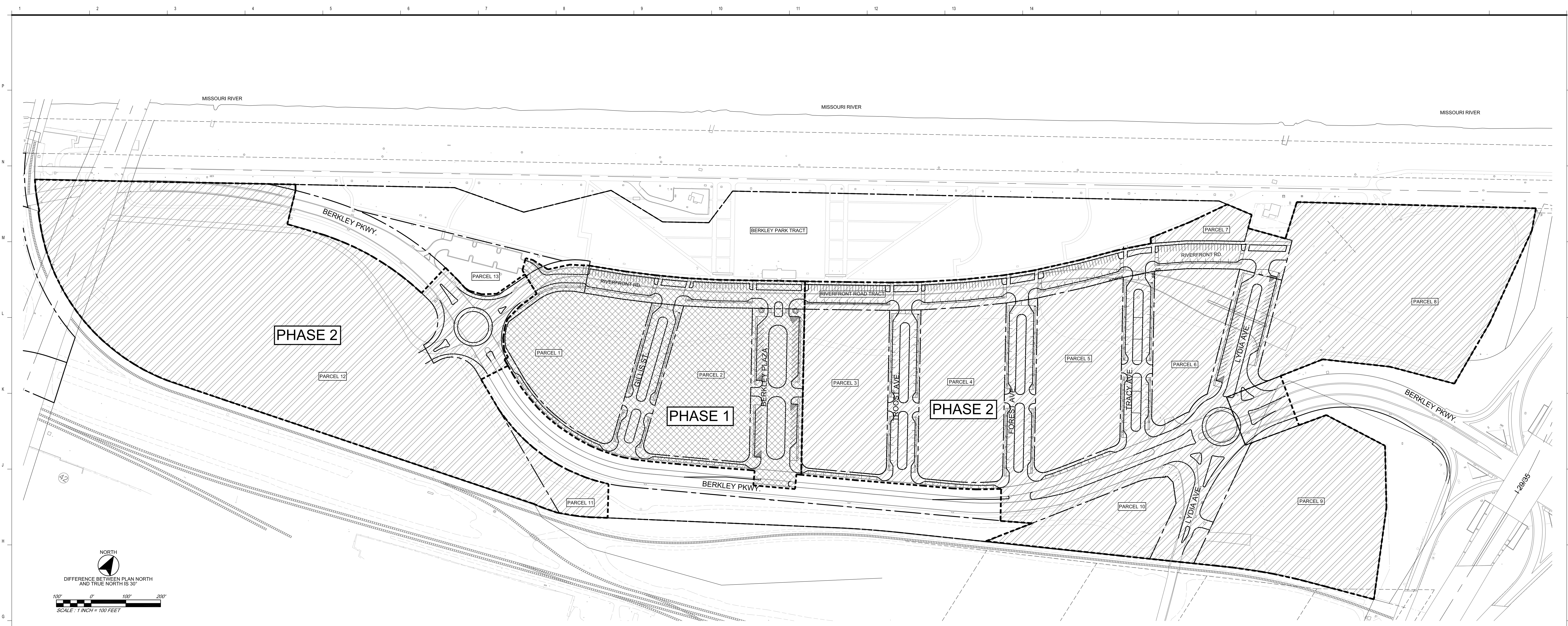


- LEGEND**
- PROPOSED MPD BOUNDARY
  - - - EXISTING PROPERTY LINE
  - PROPOSED PROPERTY LINE
  - PROPOSED RIGHT-OF-WAY LINE
  - EXISTING "OFF-SITE" PROPERTY LINE
  - EXISTING EASEMENT
  - EXISTING EASEMENT
  - DEDICATED TO RIGHT-OF-WAY
  - RIGHT-OF-WAY TO BE VACATED

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

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

<p><b>KEMSTUDIO</b>          1505 GENESSEE ST SUITE 200 KANSAS CITY MO 64102          T 816.756.1808 F 816.756.1828</p>	<p><b>phro•ne•sis</b>          landscape • planning • infrastructure • build          2433 TRACY AVE KANSAS CITY MO 64108          T 816.214.0896</p>	<p><b>TB</b> Taliaferro &amp; Browne, Inc.          Civil / Structural Engineering,          Landscape Architecture &amp; Surveying          1020 E. 86 STREET          KANSAS CITY, MISSOURI 64106          PH (816) 283-3456 FAX (816) 283-0810          PROFESSIONAL ENGINEERING CORPORATION          MISSOURI LICENSE NO. 00096 KANSAS LICENSE NO. E-1481          PROFESSIONAL LAND SURVEYING CORPORATION          MISSOURI LICENSE NO. 00094</p>	<p><b>Port Authority</b>          of Kansas City, Missouri          300 WYANDOTTE, SUITE 100          KANSAS CITY, MO 64105          816.556.3750</p>	<p><b>BERKLEY RIVERFRONT DEVELOPMENT</b>          PORT AUTHORITY OF KANSAS CITY, MISSOURI          300 WYANDOTTE, SUITE 100          KANSAS CITY, MO 64105</p>	<p>SEAL</p>	<p>PHASE          ISSUED FOR: _____          MPD SET - 21 MAR 2014          KCMO COMMENTS - 10 JUN 2014</p> <p>PROPOSED CONDITIONS - EASTERN HALF  <b>C005</b></p> <p>TASK NO. 30134-19-3</p>
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**LEGEND**

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

**PROJECT TIMELINE: (PROJECT WILL BE CONSTRUCTED IN TWO PHASES)**

PHASE 1 CONSTRUCTION START: FALL 2014  
 PHASE 1 CONSTRUCTION END: FALL 2018  
 PHASE 2 CONSTRUCTION START: FALL 2016  
 PHASE 2 CONSTRUCTION END: FALL 2020

**PHASING PLAN**

- PHASE 1**  
 PHASE 1 CONSISTS OF THE FOLLOWING:
- DEVELOPMENT OF PARCELS 1 AND 2
  - RIGHT-OF-WAY DEDICATION FOR ALL OF BERKLEY PARKWAY, GILLIS STREET, BERKLEY PLAZA, AND LYDIA AVENUE SOUTH OF BERKLEY PARKWAY
  - PLATTING PARCEL 1, PARCEL 2, THE BERKLEY PARK TRACT, AND THE RIVERFRONT ROAD TRACT
  - CONSTRUCTION OF GILLIS STREET AND BERKLEY PLAZA
  - IMPROVEMENTS TO RIVERFRONT ROAD ALONG THE NORTH SIDE OF PARCELS 1 AND 2
  - CONSTRUCTION OF THE PARALLEL PARKING LANE ON BERKLEY PARKWAY ALONG THE SOUTH SIDE OF PARCELS 1 AND 2
  - CONSTRUCTION OF A MEDIAN BREAK AND LEFT TURN LANE ON BERKLEY PARKWAY TO ALLOW VEHICULAR ACCESS BETWEEN BERKLEY PLAZA AND EASTBOUND BERKLEY PARKWAY
  - CONSTRUCTION OF PUBLIC WATER MAINS, SANITARY SEWER MAINS, AND STORM SEWER INFRASTRUCTURE TO SERVICE PARCELS 1 AND 2
  - CONSTRUCTION OF WATER, SANITARY SEWER, AND STORM SEWER SERVICE LINES TO SERVICE PARCELS 1 AND 2
- PHASE 2**  
 PHASE 2 CONSISTS OF THE FOLLOWING:
- DEVELOPMENT OF PARCELS 3 THROUGH 13
  - RIGHT-OF-WAY DEDICATION FOR TROOST AVENUE, FOREST AVENUE, TRACY AVENUE, AND LYDIA AVENUE NORTH OF BERKLEY PARKWAY
  - PLATTING PARCELS 3 THROUGH 13
  - CONSTRUCTION OF TROOST AVENUE, FOREST AVENUE, TRACY AVENUE, AND LYDIA AVENUE
  - IMPROVEMENTS TO RIVERFRONT ROAD ALONG THE NORTH SIDE OF PARCELS 3, 4, 5, AND 6
  - CONSTRUCTION OF THE PARALLEL PARKING LANE ON BERKLEY PARKWAY ALONG THE SOUTH SIDE OF PARCELS 3, 4, AND 5
  - CONSTRUCTION OF THE ROUNDABOUT AT THE INTERSECTION OF BERKLEY PARKWAY AND RIVERFRONT ROAD
  - CONSTRUCTION OF THE ROUNDABOUT AT THE INTERSECTION OF BERKLEY PARKWAY AND LYDIA AVENUE, INCLUDING THE ELIMINATION OF THE LEFT TURN LANE FROM EASTBOUND BERKLEY PARKWAY TO NORTHBOUND LYDIA AVENUE
  - CONSTRUCTION OF A MEDIAN BREAK AND LEFT TURN LANE ON BERKLEY PARKWAY TO ALLOW VEHICULAR ACCESS BETWEEN FOREST AVENUE AND EASTBOUND BERKLEY PARKWAY
  - CONSTRUCTION OF PUBLIC WATER MAINS, SANITARY SEWER MAINS, AND STORM SEWER INFRASTRUCTURE TO SERVICE PARCELS 3 THROUGH 13
  - CONSTRUCTION OF WATER, SANITARY SEWER, AND STORM SEWER SERVICE LINES TO SERVICE PARCELS 3 THROUGH 13

**PROHIBITED USES**

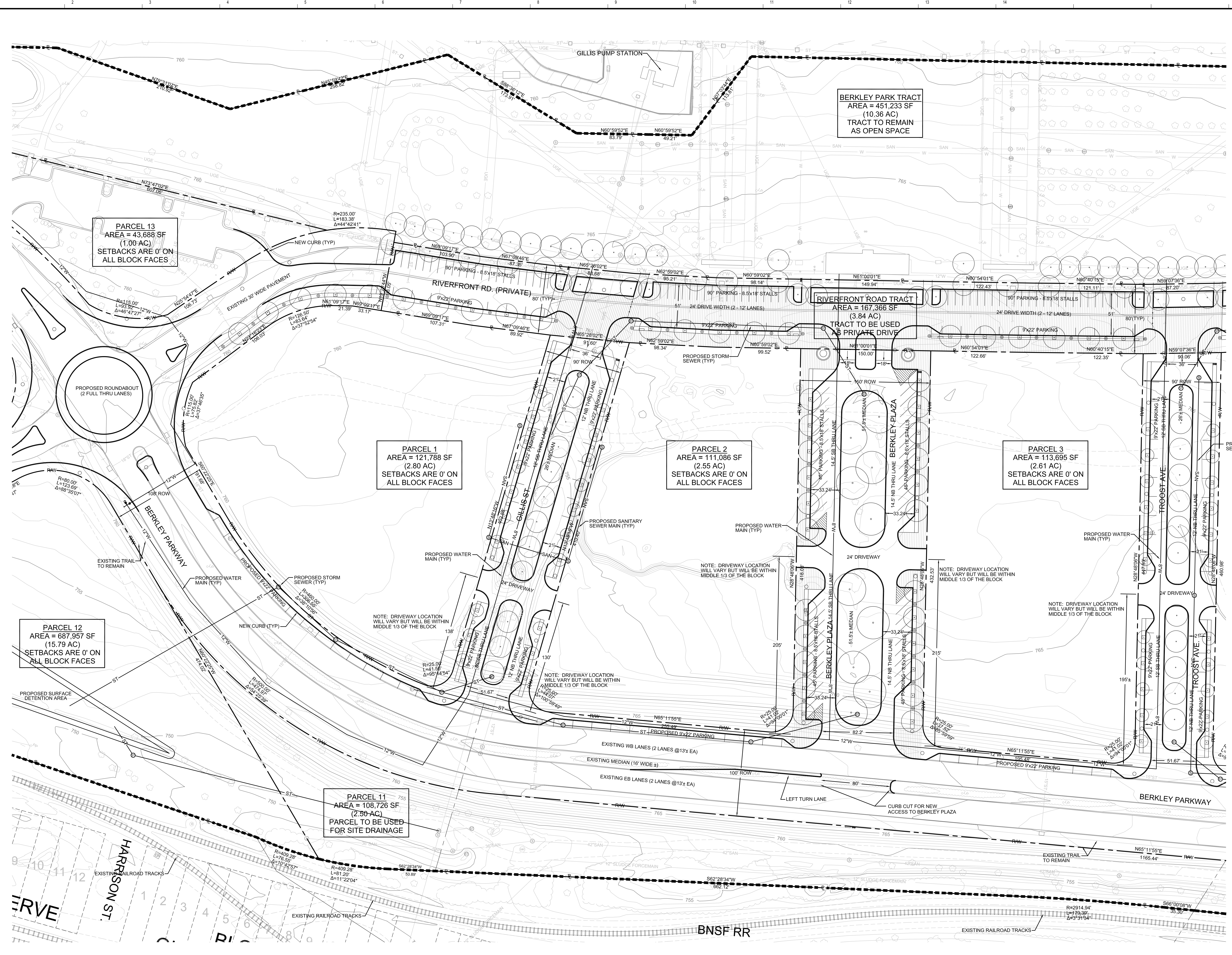
In addition to the applicable prohibited use provisions of the Kansas City, Missouri Development and Zoning Code adopted May 21, 2009 (the "Development Code"), the following prohibitions shall apply to the property subject to this MPD, notwithstanding more permissive provisions of the Development Code to the contrary. Although uses related to the land use categories of school, liquor, tobacco and drive-through are not listed as strictly prohibited uses on the table below, such uses may be limited by covenants and restrictions hereinafter imposed upon the property subject to the MPD.

USE GROUP	RESIDENTIAL
Group Living	Domestic Violence Residence Domestic Violence Shelter Group Homes
PUBLIC/CIVIC	Nursing Homes (unassociated with assisted living facilities)
Day Care	Home-based Family (6 and up)
Detention and Correctional Facilities	
Halfway House	
Safety Service	Ambulance Fire Station Police Station (with multi-vehicular response services)
COMMERCIAL	
Adult Business	
Animal	Stable
Building Equipment Sales and Service	
Convenience Store (non-neighborhood serving)	With fueling station
Day Labor Employment Agency	Offering the sale of materials and equipment to be used in consuming or preparing illegal substances
Funeral and Intermment Services	
Gasoline and Fuel Sales	
Hookah Bar	
Hospital (full-service)	
Lodging	Manufactured Home Parks Motel Recreational Vehicle Park
Motion Picture Arcade	

USE GROUP	INDUSTRIAL
Auto Wrecking	
Junk/Salvage Yard	
Manufacturing	
Production and Industrial Services	
Mining and Quarrying	
Recycling Service	
Waste-Related Use	
Warehousing	
Wholesaling, Freight Movement	Exterior
AGRICULTURE	
Animal	
Wireless Communication Facility	Freestanding Facility

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

<p>1505 GENESSEE ST SUITE 200 KANSAS CITY MO 64102        1 816 756 1808 f 816 756 1823</p>	<p>landscape • planning • infrastructure • build        2433 TRACY AVE KANSAS CITY MO 64108        T 816 214 0896</p>	<p>Taliaferro &amp; Browne, Inc.        Civil / Structural Engineering,        Landscape Architecture &amp; Surveying        10201 E. 86th STREET        KANSAS CITY, MISSOURI 64106        PH (816) 283-3456 FAX (816) 283-0810        PROFESSIONAL ENGINEERING CORPORATION        MISSOURI LICENSE NO. 00066 KANSAS LICENSE NO. E-1481        PROFESSIONAL LAND SURVEYING CORPORATION        MISSOURI LICENSE NO. 00094</p>	<p>300 WYANDOTTE, SUITE 100        KANSAS CITY, MO 64105        816.559.3750</p>	<p>BERKLEY RIVERFRONT DEVELOPMENT        PORT AUTHORITY OF KANSAS CITY, MISSOURI        300 WYANDOTTE, SUITE 100        KANSAS CITY, MO 64105</p>	<p>SEAL</p>	<p>PHASE ISSUED FOR: _____        MPD SET - 21 MAR 2014        KCDM COMMENTS - 10 JUN 2014</p>	<p>PROPOSED PHASING PLAN &amp; PROHIBITED USES  <b>C006</b></p> <p>COPYRIGHT © 2014 TALIAFERRO &amp; BROWNE</p>
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**E., F., G. & H. PARCEL '1' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION \***

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spans	Area (sf)
Building P-1-1	Mixed User Residential	65'-0"	705.00'	5	1-2	66,712	60	120	-	133,424
Garage	Garage	52'-0"	705.00'	4	3-5	66,712	61	183	-	200,136
Surface Parking										
Total - PARCEL '1'										456,920

1. Height above grade is measured from 1st floor elevation to top of roof.
2. Total Area (sf) per zoning requirements.
3. FAR = 3.75
4. Total parking required - 412 spaces
5. Total parking provided - 416 spaces
6. Total short term bicycle parking required - 42 spaces
7. Total long term bicycle parking required - 79 spaces

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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spans	Area (sf)
Building P-2-1	Mixed User Residential	65'-0"	770.00'	5	1-2	74,017	68	136	-	148,034
Garage	Garage	65'-0"	770.00'	5	3-5	74,017	69	207	-	222,051
Surface Parking										
Total - PARCEL '2'										509,585

1. Height above grade is measured from 1st floor elevation to top of roof.
2. Total Area (sf) per zoning requirements.
3. FAR = 4.59
4. Total parking required - 448 spaces
5. Total parking provided - 452 spaces
6. Total short term bicycle parking required - 47 spaces
7. Total long term bicycle parking required - 81 spaces

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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spans	Area (sf)
Building P-3-1	Mixed User Residential	65'-0"	770.00'	5	1-3	69,666	63	189	-	208,998
Garage	Garage	65'-0"	770.00'	5	4-5	69,666	64	128	-	139,332
Surface Parking										
Total - PARCEL '3'										487,830

1. Height above grade is measured from 1st floor elevation to top of roof.
2. Total Area (sf) per zoning requirements.
3. FAR = 4.29
4. Total parking required - 434 spaces
5. Total parking provided - 472 spaces
6. Total short term bicycle parking required - 48 spaces
7. Total long term bicycle parking required - 81 spaces

**LEGEND**

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

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

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

THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:

- PARCEL 1 = 7,893 CUBIC FEET
- PARCEL 2 = 13,765 CUBIC FEET
- PARCEL 3 = 8,419 CUBIC FEET

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

PUBLIC IMPROVEMENTS SHALL BE PROVIDED WITHIN THE MEDIAN AREAS OF THE FOLLOWING RIGHTS-OF-WAY AS SHOWN ON THE STREET CROSS SECTIONS ON SHEET L003 TO PROVIDE SURFACE AND BELOW GRADE STORAGE OF THE FOLLOWING RUNOFF VOLUMES:

- GILLIS STREET = 30,260 CUBIC FEET
- BERKLEY PLAZA = 38,147 CUBIC FEET
- TROOST AVENUE = 20,329 CUBIC FEET

PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE, AND THE RETENTION OF DISCHARGE FROM A 24-HOUR STORM EVENT OF 1.50 INCHES.

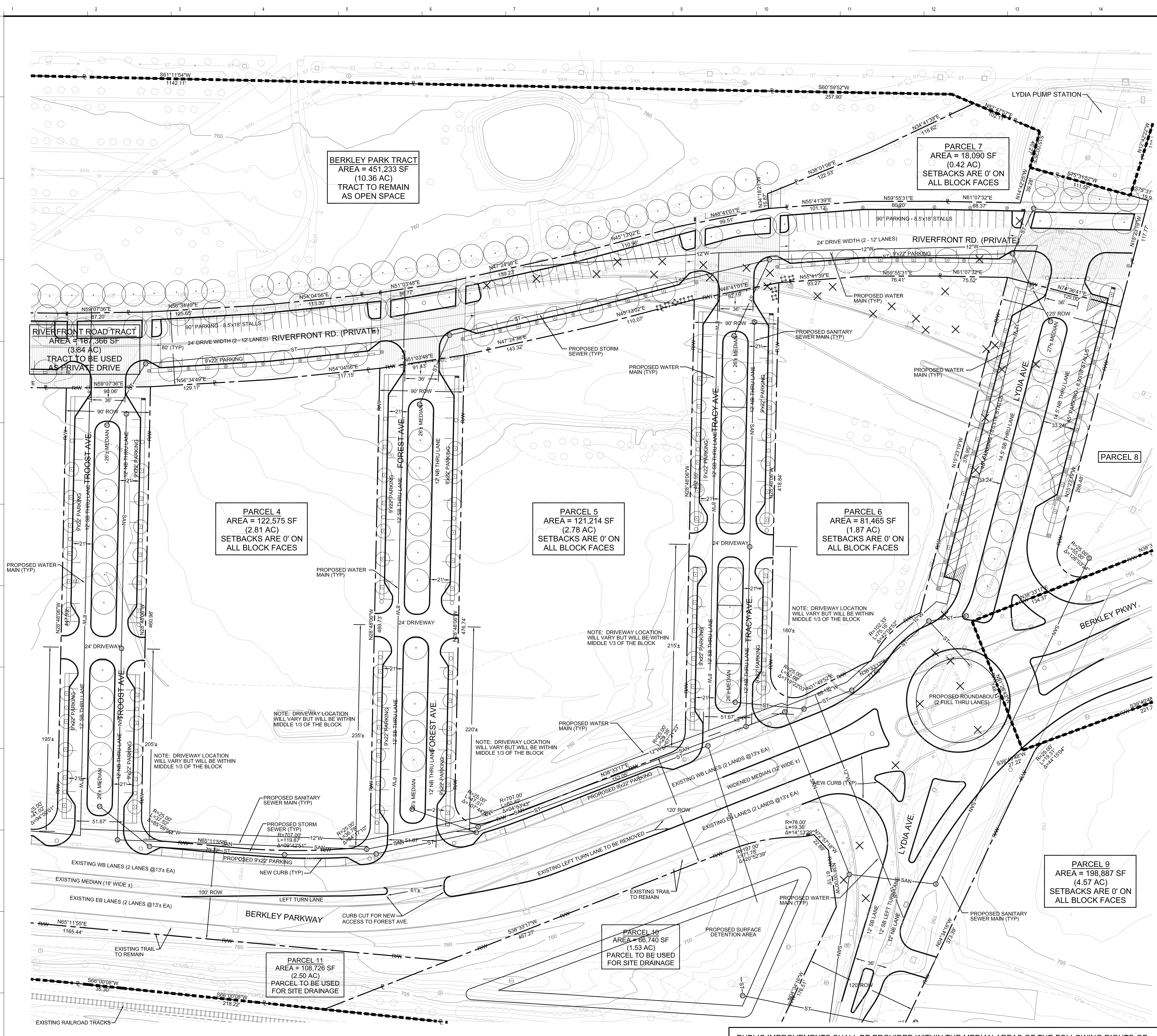
THE DEVELOPER SHALL CONSTRUCT SURFACE DETENTION IN THE FOLLOWING AREAS AND OF THE FOLLOWING VOLUMES, WHEN DEVELOPMENT OCCURS ON SAID PARCELS:

- PARCEL 1 = 17,599 CUBIC FEET (CONSTRUCTED ON PARCEL 12)
- PARCEL 3 = 10,000 CUBIC FEET (CONSTRUCTED ON PARCEL 10)

PROPOSED DETENTION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. VOLUME OF DETENTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE, AND THE UTILIZATION OF ADDITIONAL STORAGE WITHIN THE PUBLIC RIGHTS-OF-WAY AND WITHIN THE PARCELS AS DESCRIBED ELSEWHERE ON THIS SHEET.

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





**BERKLEY PARK TRACT**  
 AREA = 451,233 SF  
 (10.36 AC)  
 TRACT TO REMAIN  
 AS OPEN SPACE

**PARCEL 7**  
 AREA = 18,090 SF  
 (0.42 AC)  
 SETBACKS ARE 0' ON  
 ALL BLOCK FACES

**RIVERFRONT ROAD TRACT**  
 AREA = 176,386 SF  
 (3.84 AC)  
 TRACT TO BE USED  
 AS PRIVATE DRIVE

**PARCEL 4**  
 AREA = 122,575 SF  
 (2.81 AC)  
 SETBACKS ARE 0' ON  
 ALL BLOCK FACES

**PARCEL 5**  
 AREA = 121,214 SF  
 (2.78 AC)  
 SETBACKS ARE 0' ON  
 ALL BLOCK FACES

**PARCEL 6**  
 AREA = 81,465 SF  
 (1.87 AC)  
 SETBACKS ARE 0' ON  
 ALL BLOCK FACES

**PARCEL 9**  
 AREA = 198,887 SF  
 (4.57 AC)  
 SETBACKS ARE 0' ON  
 ALL BLOCK FACES

**PARCEL 11**  
 AREA = 108,726 SF  
 (2.50 AC)  
 PARCEL TO BE USED  
 FOR SITE DRAINAGE

**PARCEL 10**  
 AREA = 66,740 SF  
 (1.53 AC)  
 PARCEL TO BE USED  
 FOR SITE DRAINAGE

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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)
Building P4-1	Mixed User Residential	65'-0"	705.00'	5	1-2	78,171	72	144	-	152,342
Garage	Garage	65'-0"	705.00'	5	AH	27,900	-	-	436	139,500
Surface Parking										36
Total - PARCEL '4'										383

1. Height above grade is measured from 1st floor elevation to top of roof.
  2. Total Area (sf) per zoning requirements.
  3. FAR = 4.25
  4. Total parking required - 436 spaces
  5. Total parking provided - 472 spaces
  6. Total short term bicycle parking required: 48 spaces
  7. Total long term bicycle parking required: 88 spaces
- \* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)
Building P5-1	Mixed User Residential	65'-0"	705.00'	5	1	44,718	34	34	-	44,718
Garage	Garage	65'-0"	705.00'	5	AH	27,900	-	-	436	139,500
Surface Parking										36
Total - PARCEL '5'										370

1. Height above grade is measured from 1st floor elevation to top of roof.
  2. Total Area (sf) per zoning requirements.
  3. FAR = 4.35
  4. Total parking required - 448 spaces
  5. Total parking provided - 472 spaces
  6. Total short term bicycle parking required: 48 spaces
  7. Total long term bicycle parking required: 88 spaces
- \* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)
Building P6-1	Mixed User Residential	65'-0"	705.00'	5	1	44,718	34	34	-	44,718
Garage	Garage	65'-0"	705.00'	5	AH	18,910	-	-	285	94,550
Surface Parking										36
Total - PARCEL '6'										174

1. Height above grade is measured from 1st floor elevation to top of roof.
  2. Total Area (sf) per zoning requirements.
  3. FAR = 3.91
  4. Total parking required - 321 spaces
  5. Total parking provided - 333 spaces
  6. Total short term bicycle parking required: 34 spaces
  7. Total long term bicycle parking required: 55 spaces
- \* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

**LEGEND**

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

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

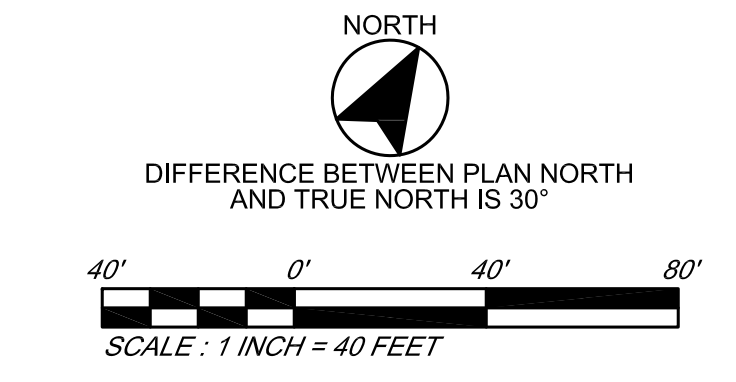
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THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:  
 PARCEL 4 = 3,763 CUBIC FEET  
 PARCEL 5 = 3,748 CUBIC FEET  
 PARCEL 6 = 9,408 CUBIC FEET  
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE.

PUBLIC IMPROVEMENTS SHALL BE PROVIDED WITHIN THE MEDIAN AREAS OF THE FOLLOWING RIGHTS-OF-WAY AS SHOWN ON THE STREET CROSS SECTIONS ON SHEET L003 TO PROVIDE SURFACE AND BELOW GRADE STORAGE OF THE FOLLOWING RUNOFF VOLUMES:  
 TROOST AVENUE = 20,329 CUBIC FEET  
 FOREST AVENUE = 16,555 CUBIC FEET  
 TRACY AVENUE = 18,875 CUBIC FEET  
 LYDIA AVENUE = 26,825 CUBIC FEET  
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE, AND THE RETENTION OF DISCHARGE FROM A 24-HOUR STORM EVENT OF 1.50 INCHES.

THE DEVELOPER SHALL CONSTRUCT SURFACE DETENTION IN THE FOLLOWING AREAS AND OF THE FOLLOWING VOLUMES, WHEN DEVELOPMENT OCCURS ON SAID PARCELS:  
 PARCEL 4 = 22,973 CUBIC FEET (CONSTRUCTED ON PARCEL 10)  
 PARCEL 5 = 22,973 CUBIC FEET (CONSTRUCTED ON PARCEL 10)  
 PARCEL 6 = 10,000 CUBIC FEET (CONSTRUCTED ON PARCEL 10)  
 PROPOSED DETENTION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. VOLUME OF DETENTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE, AND THE UTILIZATION OF ADDITIONAL STORAGE WITHIN THE PUBLIC RIGHTS-OF-WAY AND WITHIN THE PARCELS AS DESCRIBED ELSEWHERE ON THIS SHEET.

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



**KEMSTUDIO**  
 1505 GENESSEE ST SUITE 200 KANSAS CITY MO 64102  
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**Taliaferro & Browne, Inc.**  
 Civil / Structural Engineering,  
 Landscape Architecture & Surveying  
 4029 E. 86th STREET  
 KANSAS CITY, MISSOURI 64106  
 PH (816) 283-3456 FAX (816) 283-0810  
 PROFESSIONAL ENGINEERING CORPORATION  
 MISSOURI LICENSE NO. 00066 KANSAS LICENSE NO. E-1481  
 PROFESSIONAL LAND SURVEYING CORPORATION  
 MISSOURI LICENSE NO. 00064

**Port Authority**  
 of Kansas City, Missouri  
 300 WYANDOTTE, SUITE 100  
 KANSAS CITY, MO 64105  
 816.559.3702

**BERKLEY RIVERFRONT DEVELOPMENT**  
 PORT AUTHORITY OF KANSAS CITY, MISSOURI  
 300 WYANDOTTE, SUITE 100  
 KANSAS CITY, MO 64105

PHASE  
 ISSUED FOR:  
 MPD SET - 21 MAR 2014  
 MPD COMMENTS - 10 JUN 2014

PARCELS  
 4, 5, 6, & 7

**C008**

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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / PSF	Total Units	Spaces	Area (sf)
Building PB-1	Mixed User Residential	130'-0"	760.00'	10	1	66,410	-	-	-	66,410
					2	66,410	67	-	66,410	
Garage	Garage	65'-0"	760.00'	5	AM	51,840	-	-	810	-
Surface Parking										100
Total - PARCEL 8										611

1. Height above grade is measured from 1st floor elevation to top of roof.
  2. Total Area (sf) per zoning requirements.
  3. FAR = 2.99
  4. Total parking required - 900 spaces
  5. Total parking provided - 910 spaces
  6. Total short term bicycle parking required: 71 spaces
  7. Total long term bicycle parking required: 135 spaces
- \* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

LEGEND

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

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

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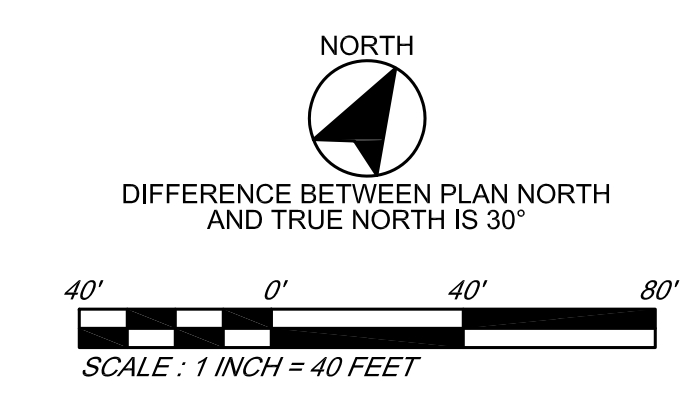
PARCEL 8  
AREA = 308,337 SF  
(7.08 AC)  
SETBACKS ARE 0' ON ALL BLOCK FACES

NOTE THAT ALL SURFACE PARKING ON THIS PARCEL WILL HAVE PARKING STALLS WITH A MINIMUM DIMENSION OF 8.5' x 18' AND A MINIMUM DRIVE AISLE WIDTH OF 25'

PARCEL 6  
AREA = 81,465 SF  
(1.87 AC)  
SETBACKS ARE 0' ON ALL BLOCK FACES

PARCEL 7  
AREA = 18,090 SF  
(0.42 AC)  
SETBACKS ARE 0' ON ALL BLOCK FACES

PARCEL 9

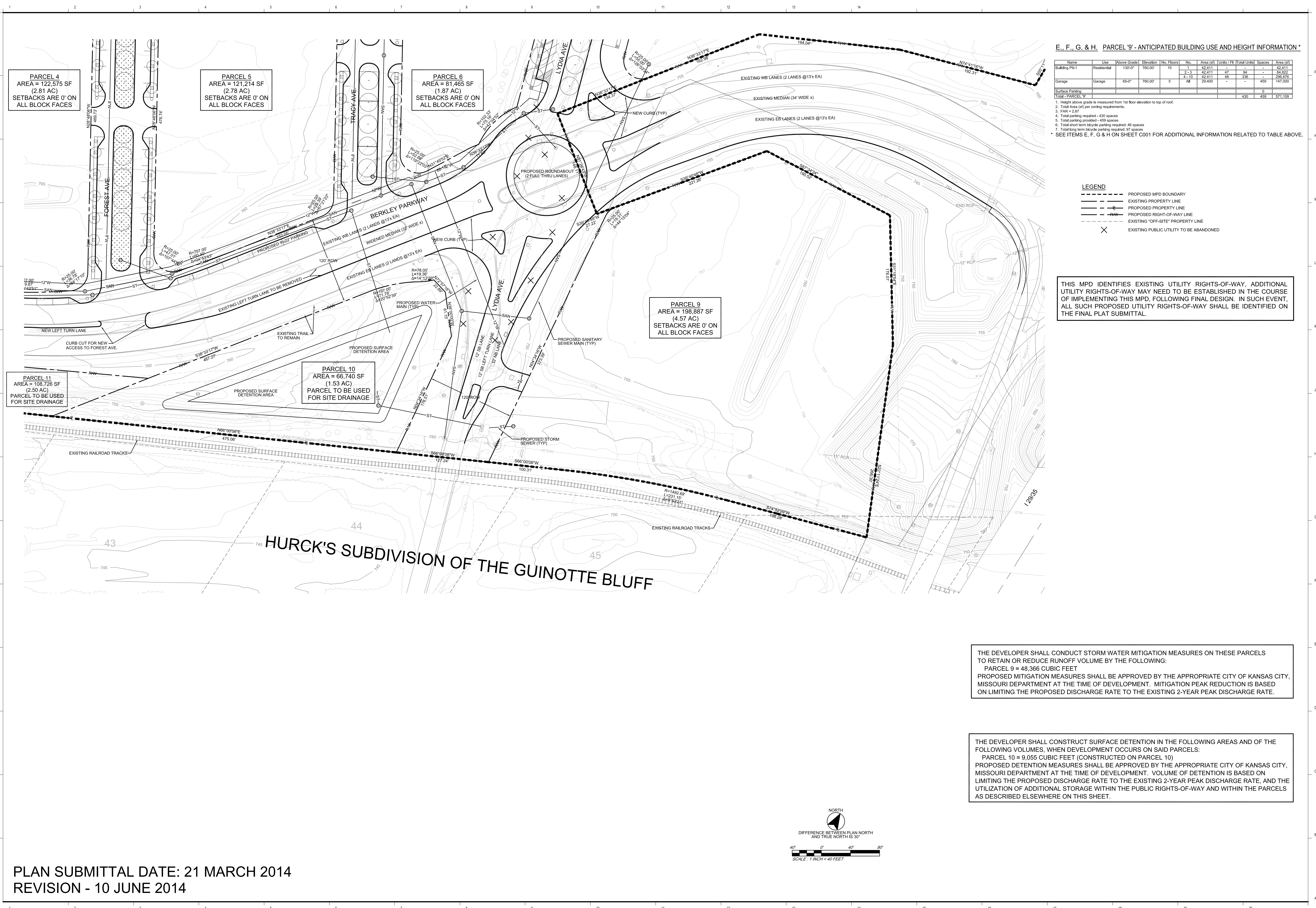


THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:  
PARCEL 6 = 71,153 CUBIC FEET  
PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE.

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

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

<p>1505 GENESSEE ST SUITE 200 KANSAS CITY MO 64102 T 816.756.1808 F 816.756.1828</p>	<p>phro•ne•sis landscape • planning • infrastructure • build 2433 TRACY AVE KANSAS CITY MO 64108 T 816.214.0896</p>	<p>Taliaferro &amp; Browne, Inc. Civil / Structural Engineering, Landscape Architecture &amp; Surveying 1020 E. 86th STREET KANSAS CITY, MISSOURI 64106 PH (816) 283-3456 FAX (816) 283-0810 PROFESSIONAL ENGINEERING CORPORATION MISSOURI LICENSE NO. 000666 KANSAS LICENSE NO. E-1481 PROFESSIONAL LAND SURVEYING CORPORATION MISSOURI LICENSE NO. 000994</p>	<p>300 WYANDOTTE, SUITE 100 KANSAS CITY, MO 64105 816.559.3750</p>	<p>BERKLEY RIVERFRONT DEVELOPMENT PORT AUTHORITY OF KANSAS CITY, MISSOURI 300 WYANDOTTE, SUITE 100 KANSAS CITY, MO 64105</p>	<p>SEAL</p>	<p>PHASE ISSUED FOR: MPD SET - 21 MAR 2014 KCMO COMMENTS - 10 JUN 2014</p> <p>PARCEL 8 C009</p> <p>TASK NO. 30134-19-3</p>
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**E., F., G. & H. PARCEL '9' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION \***

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / PS	Total Units	Spaces	Area (sf)
Building PS-1	Residential	130'-0"	760.00'	10	1	42,411	-	-	-	42,411
					2-3	42,411	47	94	-	84,822
Garage	Garage	65'-0"	760.00'	5	AM	29,400	-	-	459	147,000
Surface Parking										0
Total - PARCEL '9'										430

1. Height above grade is measured from 1st floor elevation to top of roof.
  2. Total Area (sf) per zoning requirements.
  3. FAR = 2.37
  4. Total parking required - 430 spaces
  5. Total parking provided - 459 spaces
  6. Total short term bicycle parking required: 48 spaces
  7. Total long term bicycle parking required: 37 spaces
- \* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

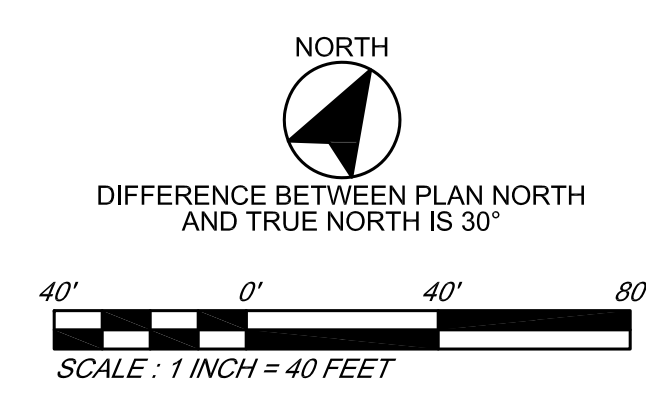
**LEGEND**

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

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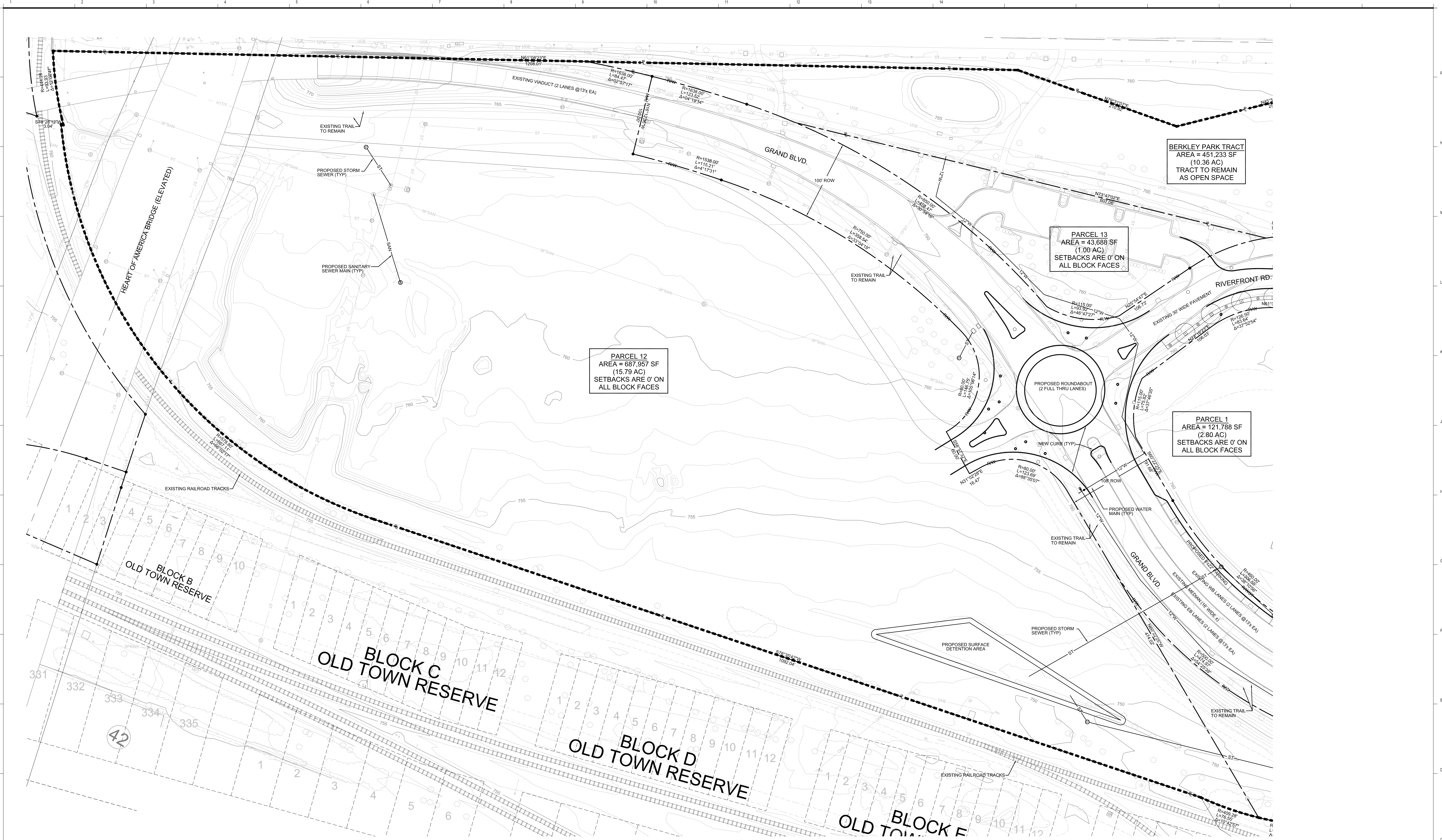
THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:  
 PARCEL 9 = 48,366 CUBIC FEET  
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION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

THE DEVELOPER SHALL CONSTRUCT SURFACE DETENTION IN THE FOLLOWING AREAS AND OF THE FOLLOWING VOLUMES, WHEN DEVELOPMENT OCCURS ON SAID PARCELS:  
 PARCEL 10 = 9,055 CUBIC FEET (CONSTRUCTED ON PARCEL 10)  
 PROPOSED DETENTION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. VOLUME OF DETENTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE, AND THE UTILIZATION OF ADDITIONAL STORAGE WITHIN THE PUBLIC RIGHTS-OF-WAY AND WITHIN THE PARCELS AS DESCRIBED ELSEWHERE ON THIS SHEET.



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

<p><b>KEMSTUDIO</b>          1505 GENESSEE ST SUITE 200 KANSAS CITY MO 64102          T 816.756.1808 F 816.756.1823</p>	<p><b>phro•ne•sis</b>          landscape • planning • infrastructure • build          2433 TRACY AVE KANSAS CITY MO 64108          T 816.214.0896</p>	<p><b>TB</b> Taliaferro &amp; Browne, Inc.          Civil / Structural Engineering,          Landscape Architecture &amp; Surveying          1020 E. 86th STREET          KANSAS CITY, MISSOURI 64106          PH (816) 283-3456 FAX (816) 283-0810          PROFESSIONAL ENGINEERING CORPORATION          MISSOURI LICENSE NO. 00066 KANSAS LICENSE NO. E-1481          PROFESSIONAL LAND SURVEYING CORPORATION          MISSOURI LICENSE NO. 00094</p>	<p><b>Port Authority</b>          of Kansas City, Missouri          300 WYANDOTTE, SUITE 100          KANSAS CITY, MO 64105          816.559.3750</p>	<p><b>BERKLEY RIVERFRONT DEVELOPMENT</b>          PORT AUTHORITY OF KANSAS CITY, MISSOURI          300 WYANDOTTE, SUITE 100          KANSAS CITY, MO 64105</p>	<p>SEAL</p>	<p>PHASE          ISSUED FOR:          PORT AUTHORITY OF KANSAS CITY, MISSOURI          MPD SET - 21 MAR 2014          MOCD COMMENTS - 10 JUN 2014</p> <p>PARCELS          9 &amp; 10  <b>C010</b></p> <p>TASK NO. 30134-19-3</p>
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**BERKLEY PARK TRACT**  
 AREA = 451,233 SF  
 (10.36 AC)  
 TRACT TO REMAIN  
 AS OPEN SPACE

**PARCEL 13**  
 AREA = 43,688 SF  
 (1.00 AC)  
 SETBACKS ARE 0' ON  
 ALL BLOCK FACES

**PARCEL 12**  
 AREA = 687,957 SF  
 (15.79 AC)  
 SETBACKS ARE 0' ON  
 ALL BLOCK FACES

**PARCEL 1**  
 AREA = 121,788 SF  
 (2.80 AC)  
 SETBACKS ARE 0' ON  
 ALL BLOCK FACES

HEART OF AMERICA BRIDGE (ELEVATED)

BLOCK B  
 OLD TOWN RESERVE

BLOCK C  
 OLD TOWN RESERVE

BLOCK D  
 OLD TOWN RESERVE

BLOCK E  
 OLD TOWN RESERVE

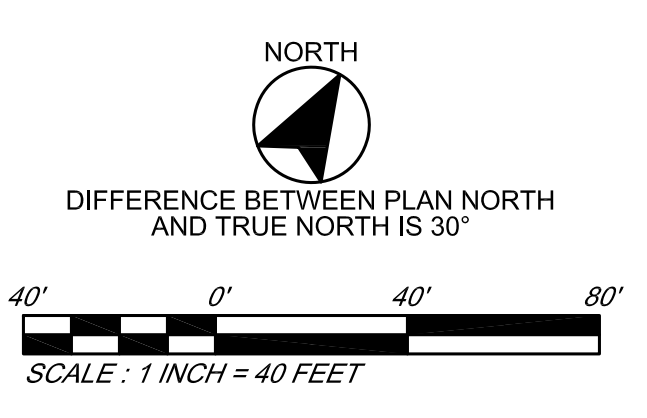
**E., F., G. & H. PARCEL '12' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION \***

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / FR	Total Units	Spaces	Area (sf)
Building P12-1	Residential	65'-0"	765.00'	5	1-4	62,969	05	200	-	251,892
Building P12-2	Residential	65'-0"	765.00'	5	5	62,969	06	66	-	62,969
Garage	Garage	65'-0"	765.00'	5	5	62,969	06	66	658	210,600
<b>Total - PARCEL '12'</b>										
1. Height above grade is measured from 1st floor elevation to top of roof.										
2. Total Area (sf) per zoning requirements.										
3. FAR = 1.22										
4. Total parking required - 652 spaces										
5. Total parking provided - 658 spaces										
6. Total short term bicycle parking required - 58 spaces										
7. Total long term bicycle parking required - 134 spaces										
* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.										

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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / FR	Total Units	Spaces	Area (sf)
Surface Parking									41	N/A
<b>Total - PARCEL '13'</b>										
1. Height above grade is measured from 1st floor elevation to top of roof.										
2. Total Area (sf) per zoning requirements.										
3. FAR = N/A										
4. Total parking required - 0 spaces										
5. Total parking provided - 41 spaces										
6. Total short term bicycle parking required - 0 spaces										
7. Total long term bicycle parking required - 0 spaces										
* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.										

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



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

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

THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:  
 PARCEL 12 = 146,099 CUBIC FEET  
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE.

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

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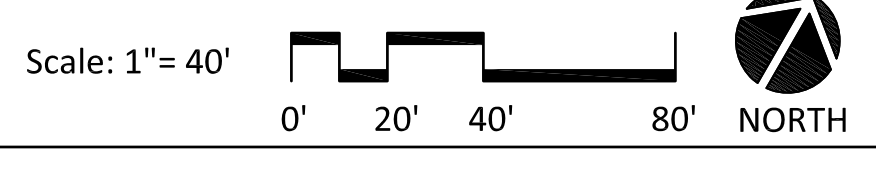
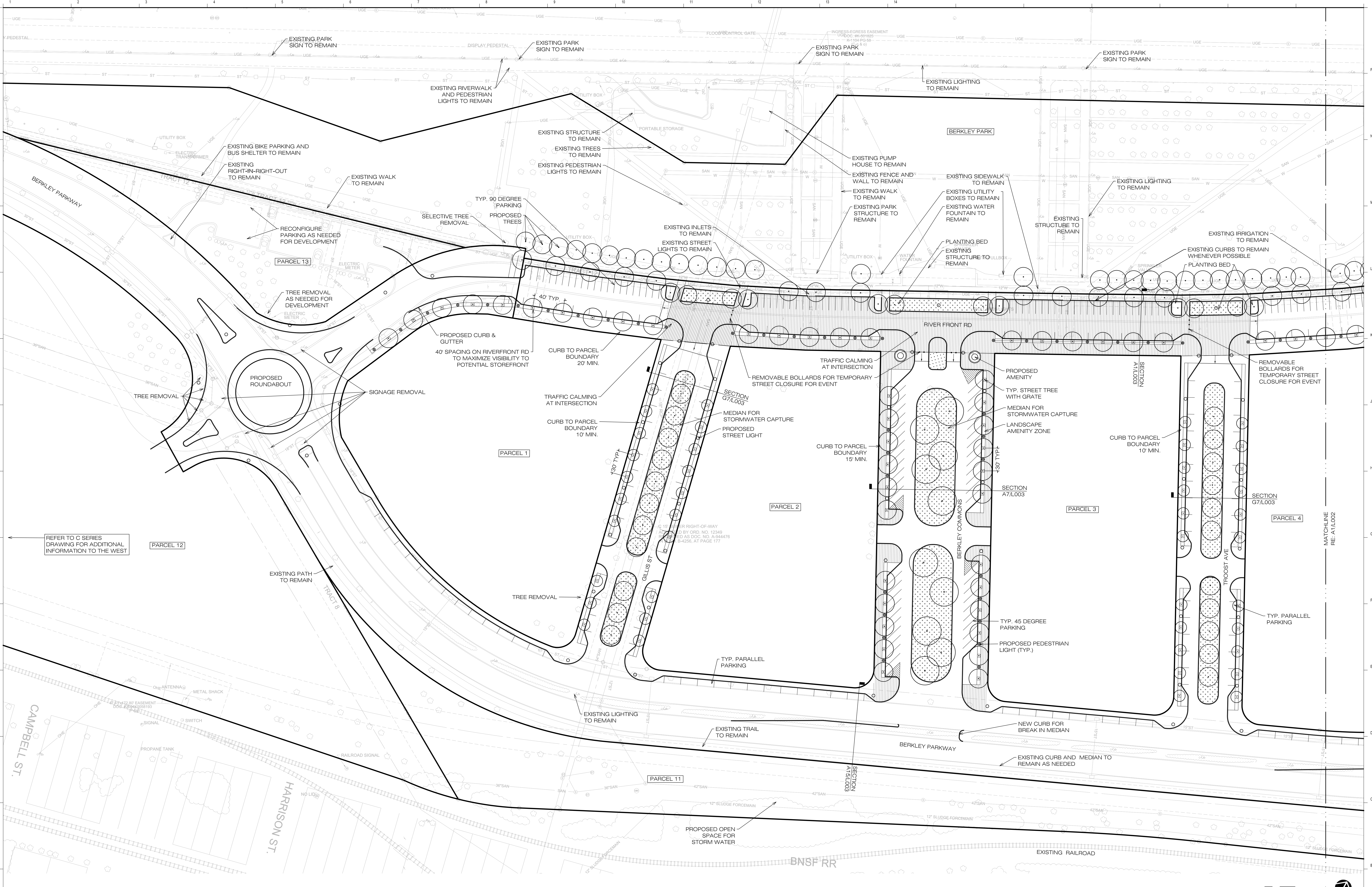
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**PHASE**  
 ISSUED FOR:  
 MPD SET - 21 MAR 2014  
 KCMO COMMENTS - 10 JUN 2014

**PARCELS 12 & 13**  
**C011**



**A1** ENLARGED SITE PLAN - WEST  
1" = 40' RE: A1/L001

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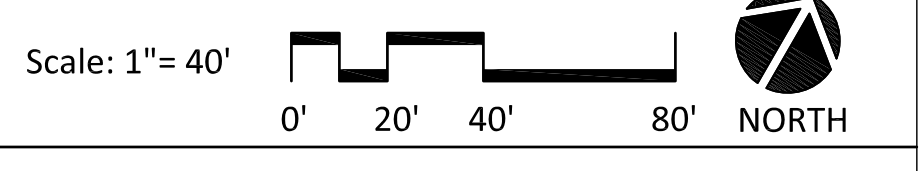
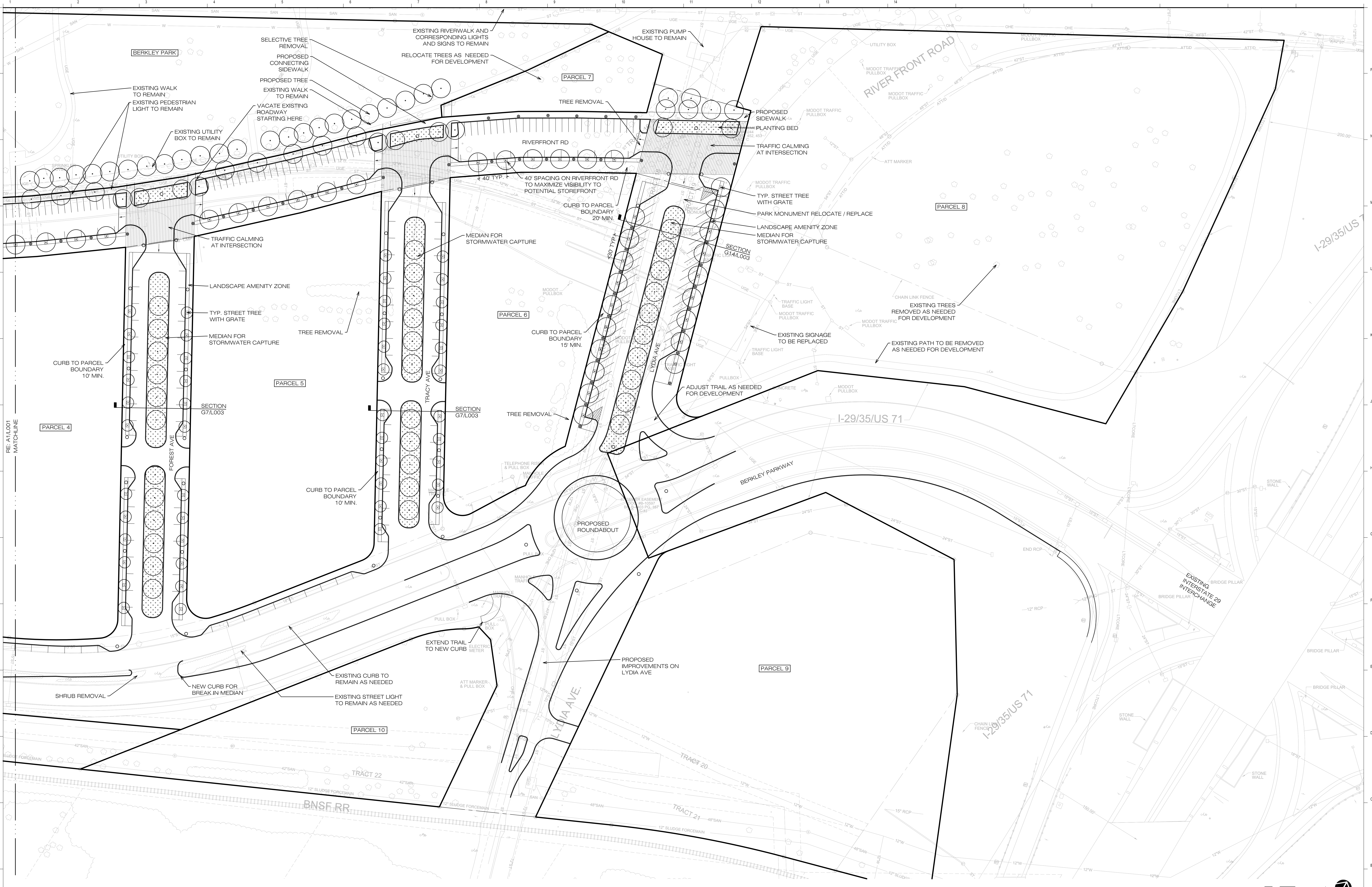
**BERKLEY RIVERFRONT DEVELOPMENT**  
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TASK NO. 30134-19-3

SEAL

PHASE  
ISSUED FOR: \_\_\_\_\_  
MPO SET: 21 MAR 2014  
KCMO COMMENTS: 10 JUNE 2014

ENLARGED  
SITE PLAN  
**L001**

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A1 ENLARGED SITE PLAN - EAST  
 1"=40'  
 RE:A1/L002

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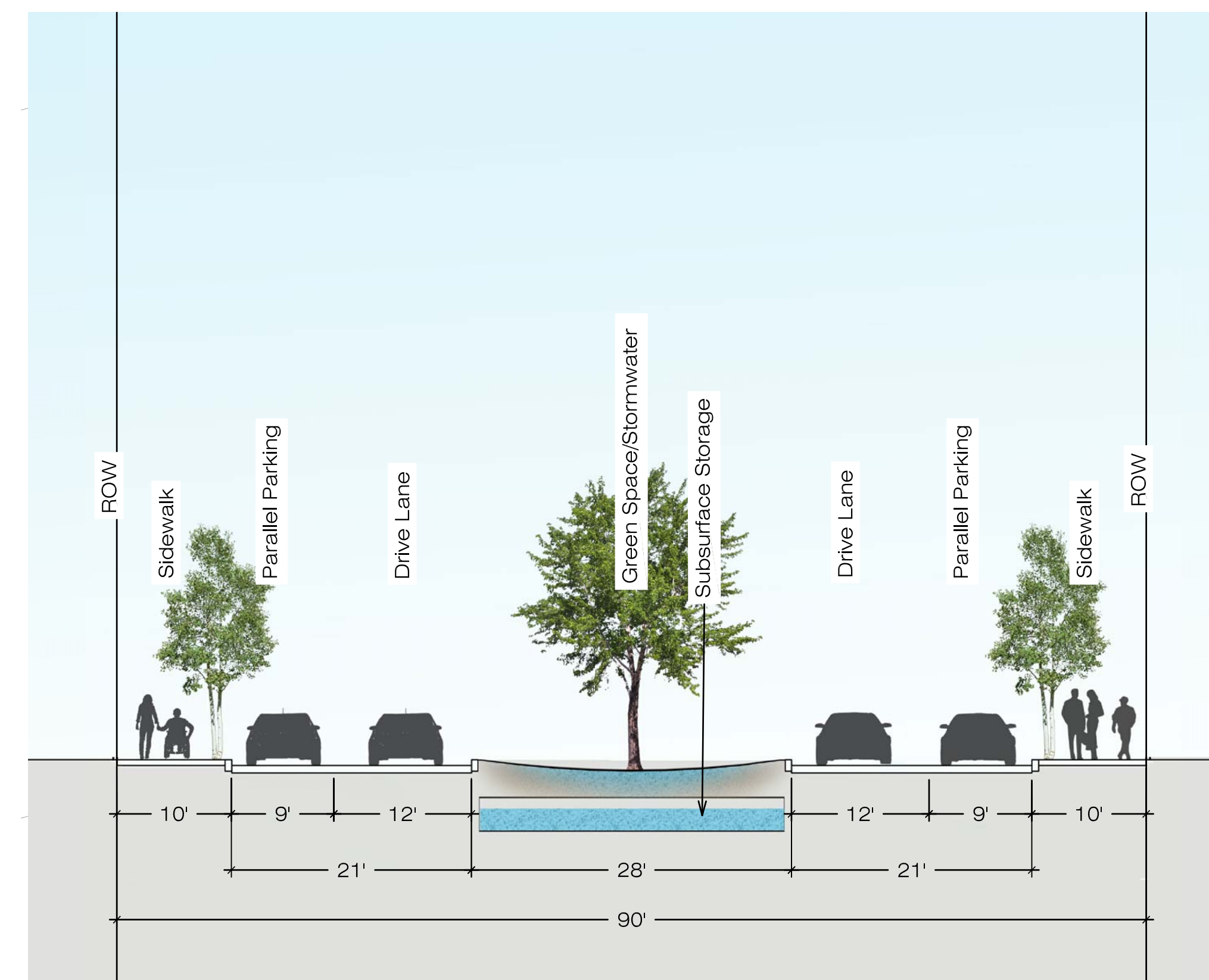
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 TASK NO. 30134-19-3

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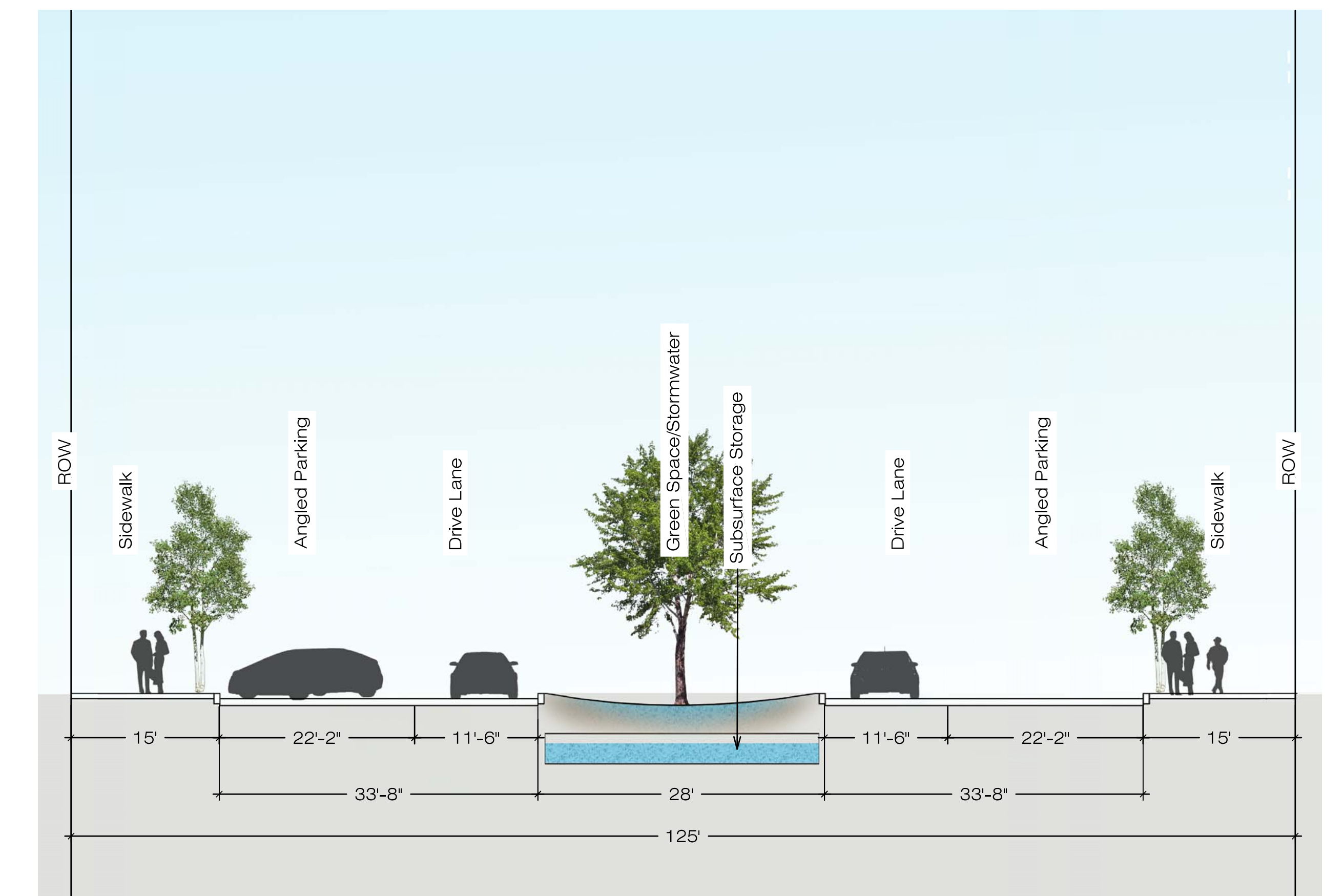
PHASE  
 ISSUED FOR: \_\_\_\_\_  
 MPO SET - 21 MAR 2014  
 KCMO COMMENTS - 10 JUNE 2014

ENLARGED  
 SITE PLAN  
**L002**

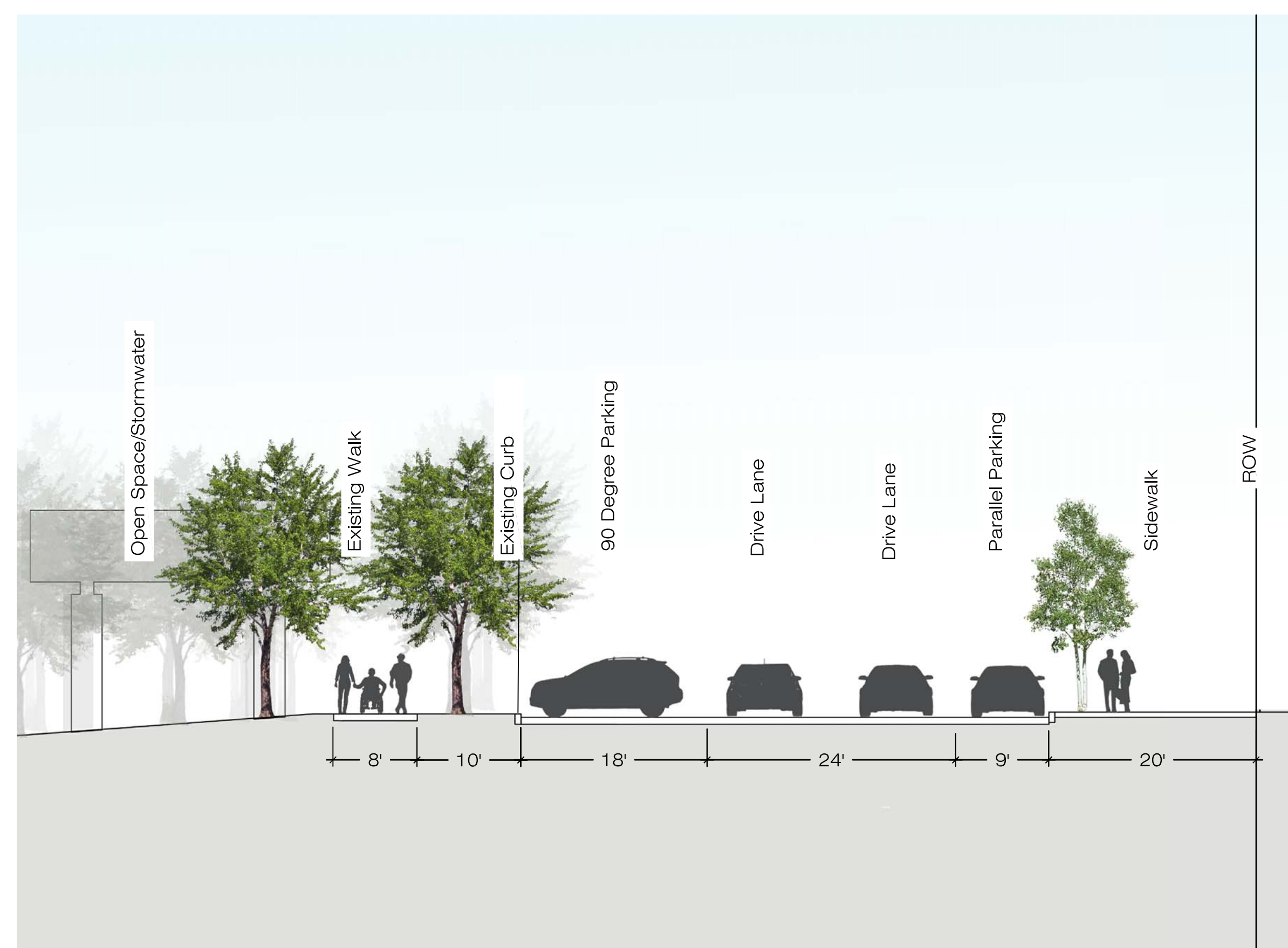
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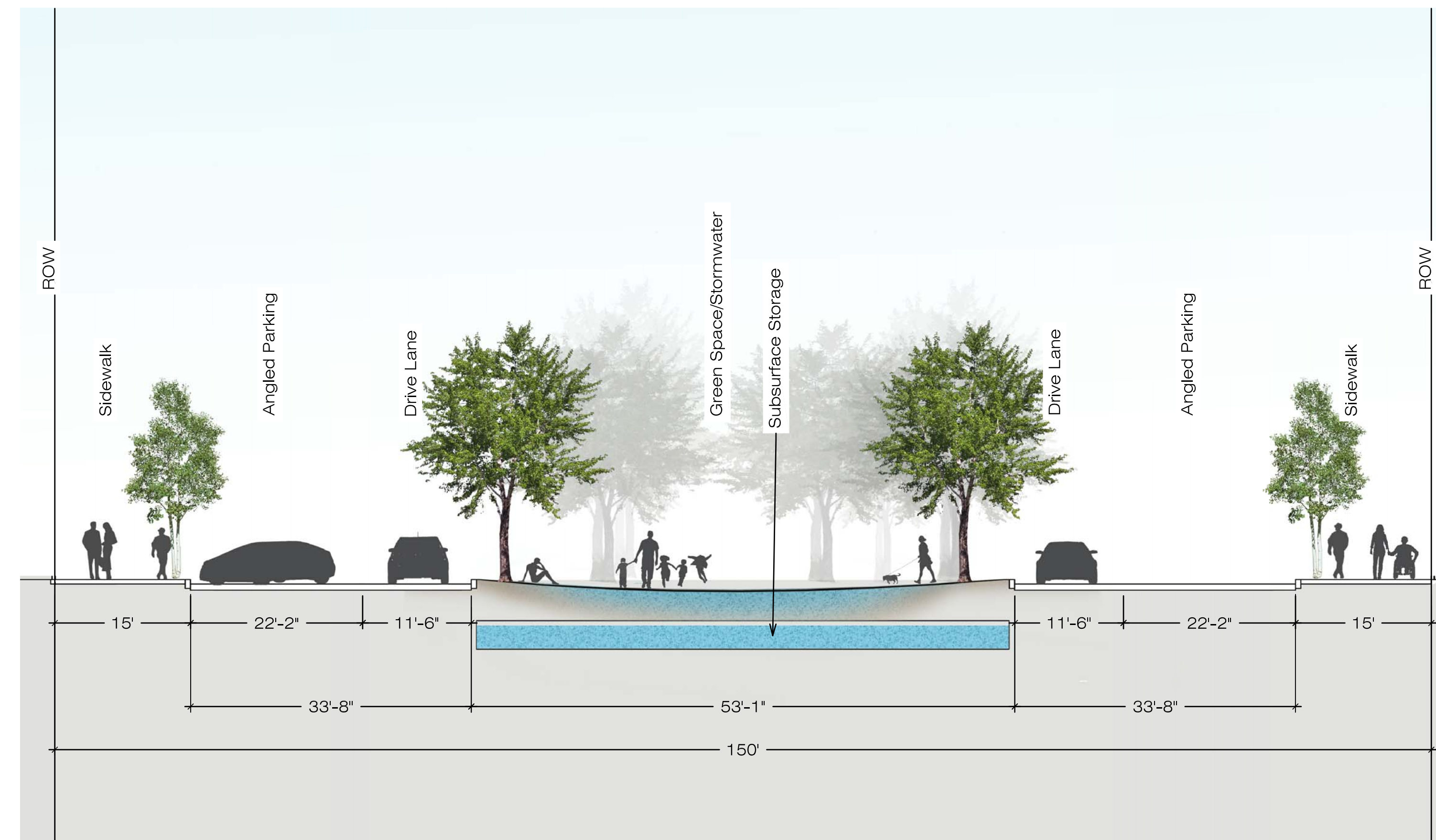
G7 GILLIS ST / TROOST AVE / FOREST AVE / TRACY AVE SECTION  
1"=10' RE: A1/L002, A1/L002



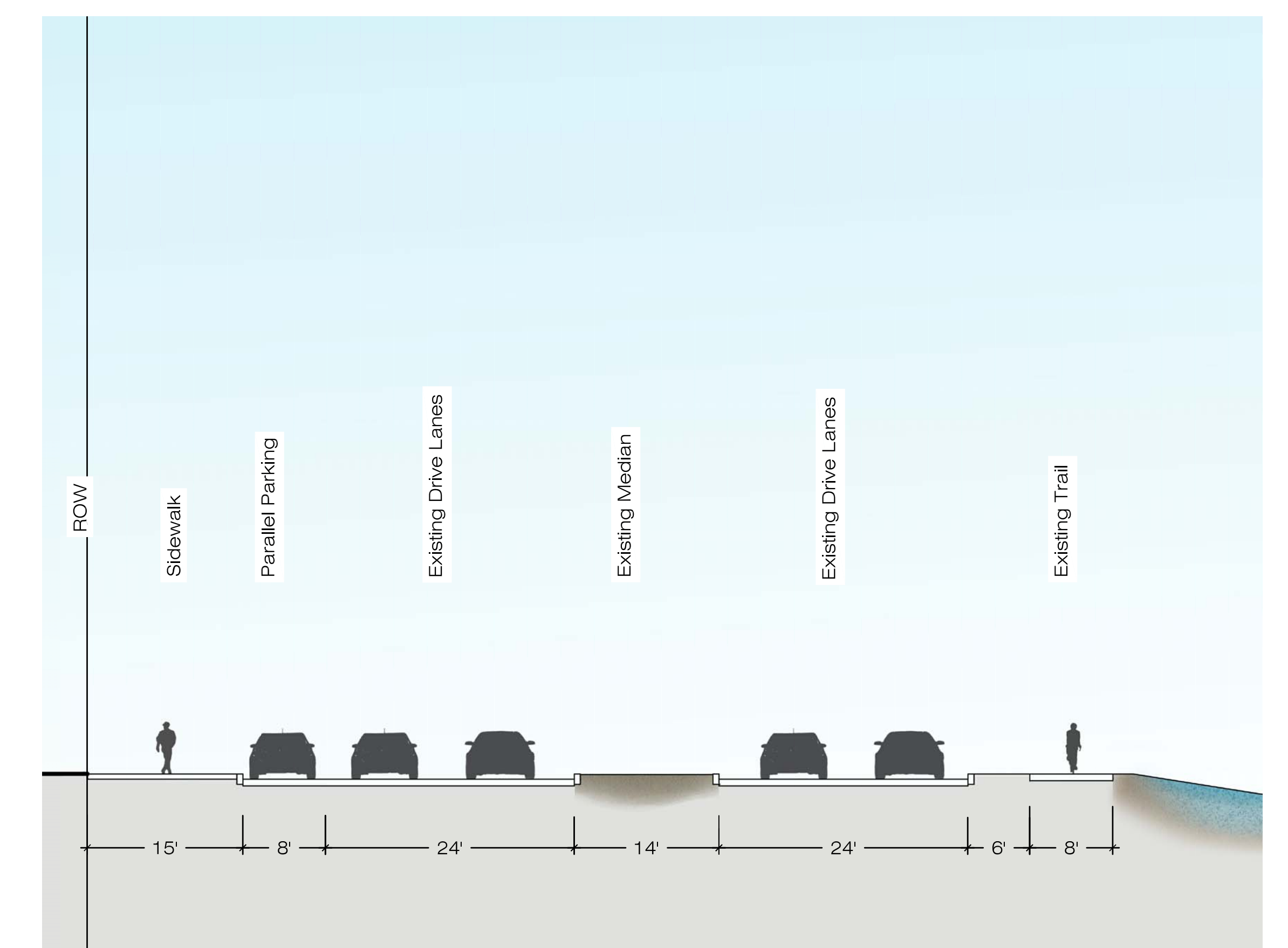
G14 LYDIA AVE SECTION  
1"=10' RE: A1/L002



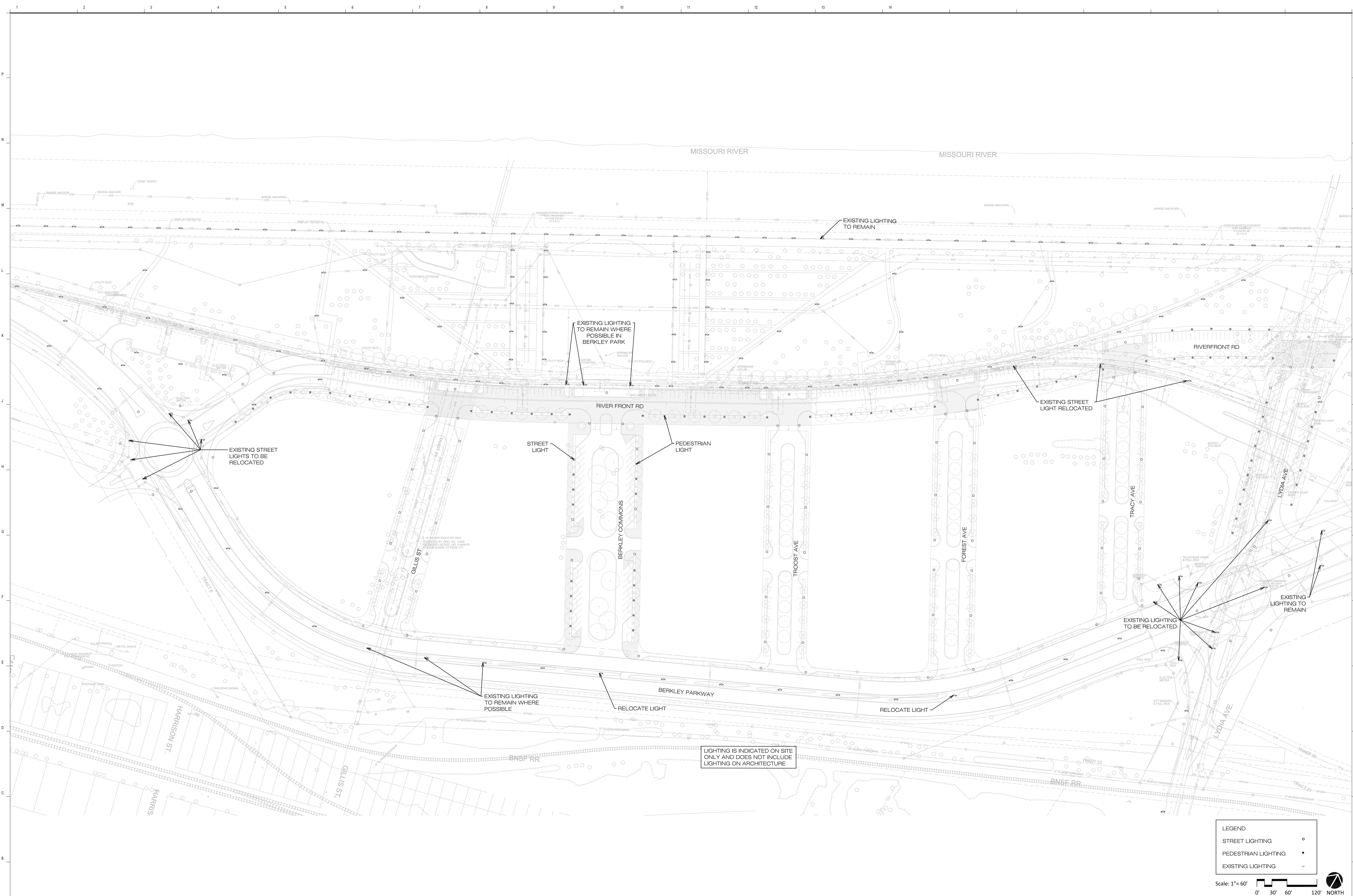
A1 RIVERFRONT RD SECTION  
1"=10' RE: A1/L001



A7 BERKLEY COMMONS SECTION  
1"=10' RE: A1/L001



A15 BERKLEY PARKWAY SECTION  
1"=10' RE: A1/L001



A1 SITE LIGHTING PLAN  
1"=60'

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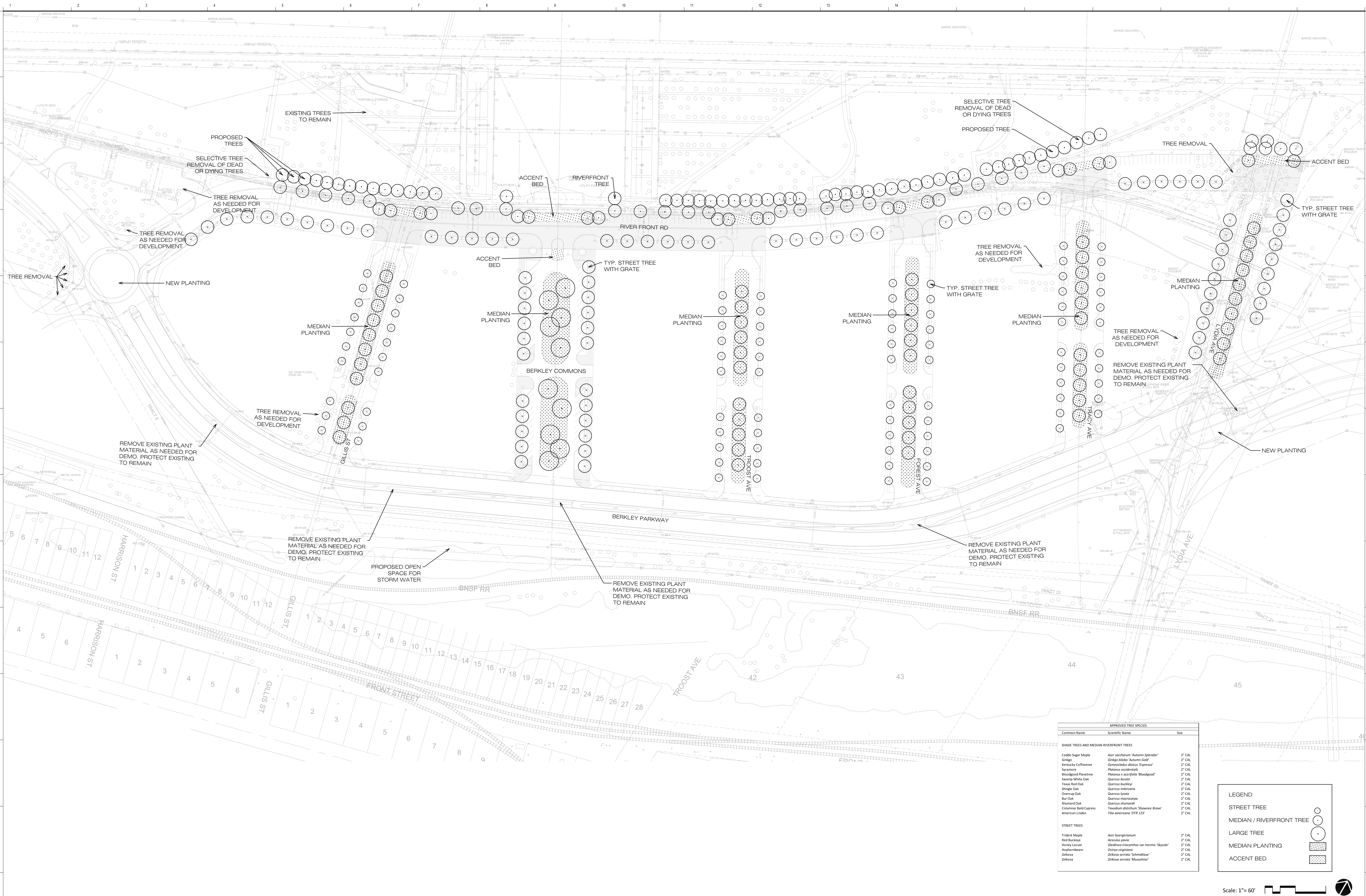
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PHASE ISSUED FOR: SITE LIGHTING PLAN  
MPD SET - 21 MAR 2014  
KCMO COMMENTS - 15 JUNE 2014  
**L004**

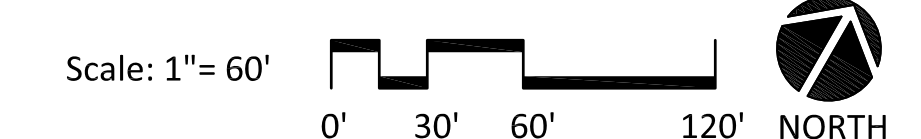
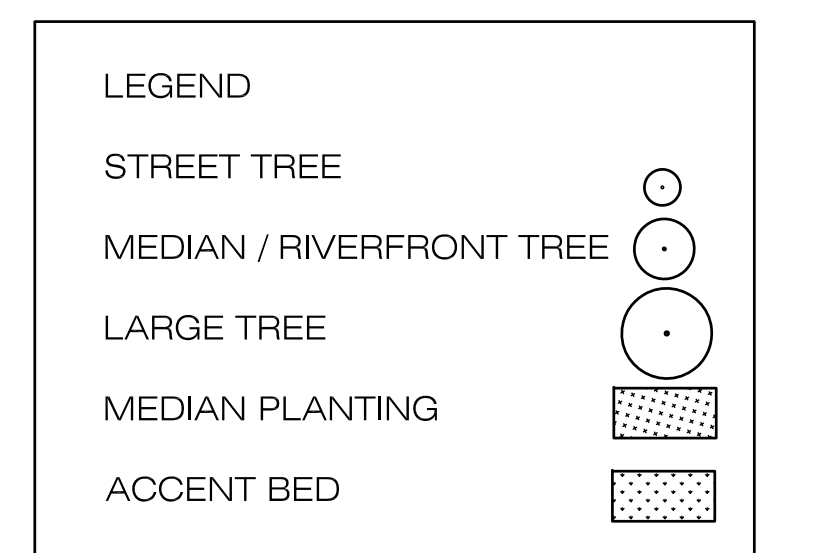
TASK NO. 30134-19-3

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APPROVED TREE SPECIES		
Common Name	Scientific Name	Size
<b>SHADE TREES AND MEDIAN RIVERFRONT TREES</b>		
Cascade Sugar Maple	<i>Acer saccharum 'Autumn Splendor'</i>	2" CAL
Gringo	<i>Quercus oblongifolia 'Autumn Gold'</i>	2" CAL
Kentucky Coffeetree	<i>Gymnocladia dioica 'Yvonne'</i>	2" CAL
Sycamore	<i>Platanus occidentalis</i>	2" CAL
Bloodgood Flametree	<i>Platanus acaulis 'Bloodgood'</i>	2" CAL
Swamp White Oak	<i>Quercus bicolor</i>	2" CAL
Texas Red Oak	<i>Quercus buckleyi</i>	2" CAL
Shingle Oak	<i>Quercus imbricaria</i>	2" CAL
Overcup Oak	<i>Quercus lyrata</i>	2" CAL
Burr Oak	<i>Quercus macrocarpa</i>	2" CAL
Shumard Oak	<i>Quercus shumardii</i>	2" CAL
Columbian Bald Cypress	<i>Taxodium distichum 'Shawnee Brave'</i>	2" CAL
American Linden	<i>Tilia americana 'D18 J22'</i>	2" CAL
<b>STREET TREES</b>		
Tidwell Maple	<i>Acer buergerianum</i>	2" CAL
Red Barkline	<i>Aspidula javala</i>	2" CAL
Honey Locust	<i>Gleditsia inornata var. 'nervosa' 'Skyline'</i>	2" CAL
Hesperumbam	<i>Quercus agrifolia</i>	2" CAL
Zelkova	<i>Zelkova serrata 'Schembrow'</i>	2" CAL
Zelkova	<i>Zelkova serrata 'Massachusetts'</i>	2" CAL



A1 STREET LANDSCAPE PLAN  
1"=60' RE:A1/L005

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**STREET LANDSCAPE**  
**L005**