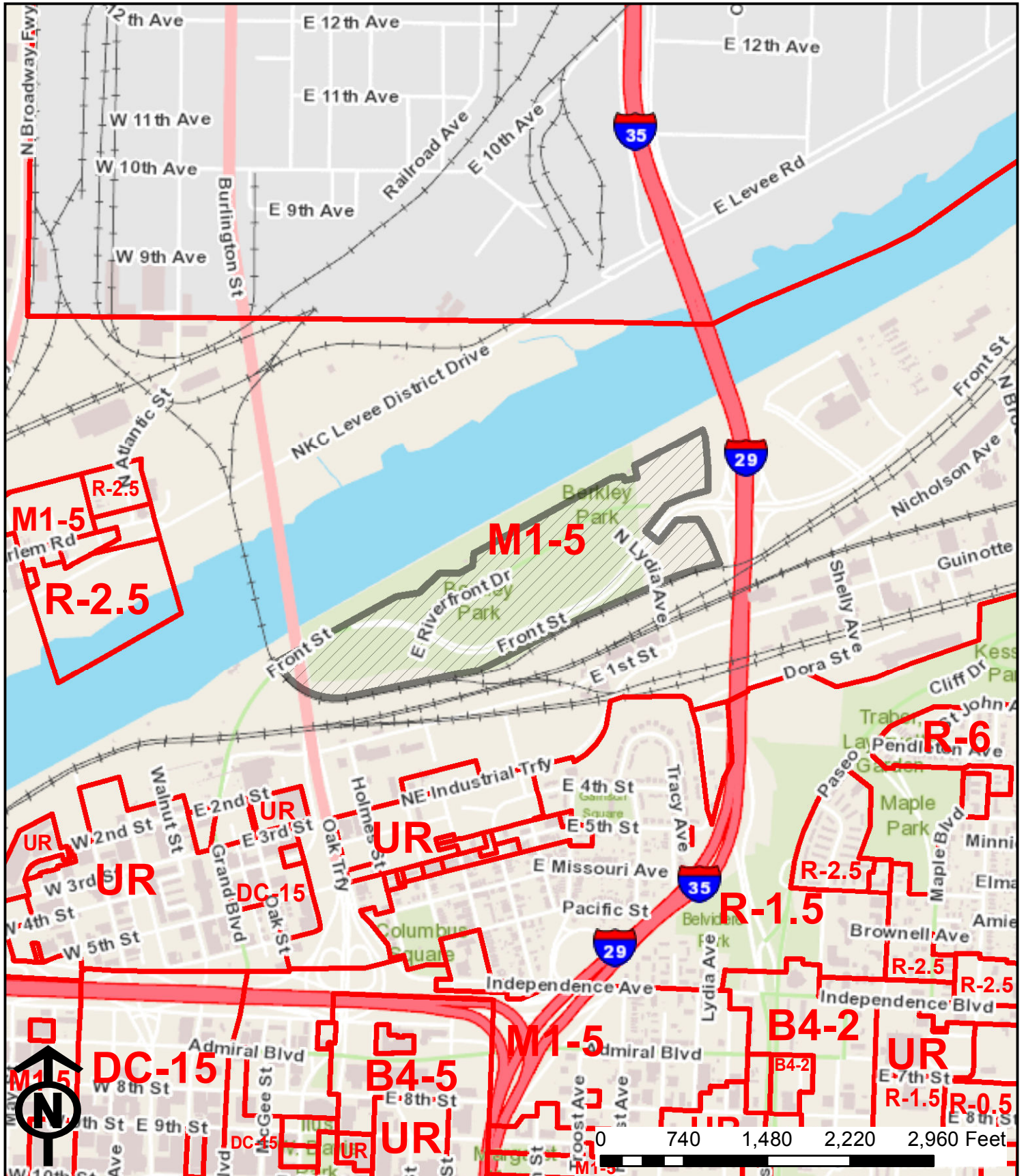


# 14462-MPD





## City Planning & Development Department

Development Management Division

15th Floor, City Hall  
414 East 12th Street  
Kansas City, Missouri 64106-2795

816 513-2846  
Fax 816 513-2838

### STAFF REPORT

May 6, 2014

(15)

**RE:** **Case No. 14462-MPD**

**APPLICANT:** Brad Satterwhite  
Kem Studio  
1505 Genessee Street, Suite 200  
Kansas City MO 64102

**OWNER/AGENT:** Port Authority of Kansas City  
300 Wyandotte Street, Suite 100  
Kansas City, MO 64105

**LOCATION:** Generally bounded by Missouri River on the north, Interstate 29/35 on the east, KCS/IMRL Railroad on the south and Heart of America Bridge/MO Hwy 9 on the west.

**AREA:** Approximately 78.67 acres

**REQUESTS:** **Case No. 14462-MPD** - A request to rezone approximately 80 acres in an area bordered by The Missouri river on the north and west, I-29 to the east and railroad tracks (KCS/ I&MRL/ UP & BNSF) to the south, from District M1-5 (Manufacturing 1 dash 5 to MPD (Master Planned District) and approval of a development plan which also serves as a preliminary plat, to allow for the a mixed use development in two phases within 13 parcels.

**SURROUNDING LAND USE:**

**North:** zoned M1-5, industrial uses within Harlem.

**South:** zoned M1-5/R1.5/UR, immediately adjacent is industrial uses with Columbus Park above on the hill which includes multi-family housing and mixed use.

**East:** zoned M1-5, Interstate 29/35, Isle of Capri casino.

**West:** zoned M1-5, MO Hwy 9/Heart of America Bridge, property owned by the Port Authority and City of Kansas City.

**LAND USE PLAN:** The Greater Downtown Area Plan recommends Downtown Mixed Use at this location. The area plan further recommends this area as a future "Activity Center", which is a destination for arts, dining, and entertainment.

**MAJOR STREET PLAN:** Front Street, which enters the property from the east, is a four-lane thoroughfare. Grand is a two lane boulevard which enters the site from the west. The Major Street Plan does not classify the main road (Grand Boulevard) through the site.

**ARTERIAL STREET IMPACT FEE:** The project is located within an exempt district.

**EXISTING CONDITIONS:**

The proposed redevelopment project site is located along the Missouri River and includes Berkley Park. The project is generally bounded by Missouri River on the north, Interstate 29/35 on the east, KCS/IMRL Railroad on the south and Heart of America Bridge/ MO Highway 9 on the west. The site is about 78.67 acres and consists of 13 parcels to be developed in two phases. Front Street / Grand Boulevard traverses the property from east to west with E Riverfront Drive connecting from Front Street and extending east bound along the southern edge of the park. Active rail lines run along the southern edge of the property. Access can be gained from Interstate 29/35 on the east but there is no access from the Heart of America Bridge on the west. There are no existing structures on the site and the site is ready for development.

The current zoning on the site is M1-5. To the south is existing M1-5 zoning which allows for industrial uses. There are several buildings that sit above the railroad tracks and to the south of a large treed area. These buildings as well as proposed mixed use development will overlook the proposed development.

**PLAN REVIEW & ANALYSIS:**

The proposed MPD also serves as a preliminary plat. The plat proposes 13 lots and two tracts. The two tracts consist of Berkley Park on the north and Riverfront Road which will be a private drive. The plan proposes zero setbacks allowing for a more urban development. The plan maintains the current road network and provides for

north / south connections developing a grid system allowing for view corridors to the Missouri River. This design creates 6 blocks (Parcels 1-6) of developable area, leaving two large parcels (Parcels 8&9) to the east adjacent to Interstate 29/35 and an additional large parcel (Parcel 12) located to the southwest. Four additional parcels (Parcels 7, 10, 11 and 13) include Berkley Park, detention and parking tracts/lots. The following is a table of proposed uses:

Parcel	Acreage	Use	Height	Area (sf)	FAR
1	2.8	Mixed Use/Residential	5 floors/65'-0"	333,560	3.75
2	2.56	Mixed Use/Residential	5 floors/65'-0"	370,085	4.57
3	2.62	Mixed Use/Residential	5 floors/65'-0"	348,330	4.28
4	2.82	Mixed Use/Residential	5 floors/65'-0"	380,855	4.24
5	2.79	Mixed Use/Residential	5 floors/65'-0"	387,700	4.34
6	1.88	Mixed Use/Residential	5 floors/65'-0"	223,580	3.89
7	10.78	Berkley Park			
8	7.09	Mixed Use/Residential	10 floors/130'	664,641	2.99
9	4.57	Residential	10 floors/130'	424,109	2.87
10	1.53	Storm water Detention			
11	2.50	Site Drainage			
12	15.79	Residential	5 floors/65'-0"	629,656	1.22
13	1.00	Surface Parking			
<b>Total</b>	<b>58.73*</b>			<b>3,762,516</b>	

\*Additional acreage is right-of-way to be dedicated.

As highlighted above, the plan includes 3,762,516 square feet of proposed development with a mix of uses and buildings ranging from 5 floors to 10 floors. This breaks down to 3,563 residential units and approximately 230,000 square feet of mixed use commercial / office space. The proposed height of development will allow for the buildings to the south and east to have views of the river and bridges as well as the buildings closer to the river.

The development of the plan is proposed in two phases. The first phase consists of Parcels 1 and 2, right-of-way dedication for all of Grand Boulevard, and the following proposed north/south roads: Gillis Street, the Commons and Lydia south of Grand. The first plat proposes to include Parcel 1 and 2, Berkley Park tract, and the Riverfront Road tract. The second phase consists of the remaining Parcels 3-13, and the remaining right-of-way. The timeline for phase one construction is to begin Fall 2014 and end Fall 2018, while the second phase is planned for a start of Fall 2016 and completion of Fall 2026.

The development proposes open space within the north/south street rights-of-ways

which will be passive park space. These areas which meet the standards for open space will be used toward the parkland dedication requirements. Other open space available to the development is the existing Berkley Park which lies to the north. The north/south streets propose on street, angled parking which will supplement the parking provided within parking garages in each block. Parking, within parking garages and parking lots, is provided at a rate of one parking space per residential unit and 4 parking spaces per 1000 square feet of mixed use. The total parking proposed is 4,695 parking spaces; this does not include the 256 on street parking spaces. Parking garages consist of approximately 1,392,169 square feet.

The plan proposes 442 short term bicycle parking and 847 long term bicycle parking spaces. Chapter 88 would require short term parking spaces at a rate of 10% of the parking spaces provided, which is approximately 470 short term parking spaces. For long term parking Chapter 88 would require one per three parking spaces for residential, which is approximately 1,188 bicycle parking spaces. Additional parking spaces would be required for the mixed use which cannot be fully calculated until the uses are identified.

A general landscape plan has been prepared by the applicant indicating street trees and shaded areas for planting beds in the common spaces. A more detailed landscape plan and guidelines will be provided at the time of the first phase.

The proposal does not provide any building elevations as the massing and mix of uses will be determined by the market demand. Upon the first phase of development the design guidelines, which will include building materials, architecture, lighting and signage, will be developed and submitted for review and approval. A condition has been provided to have a copy of the Greater Downtown Area Plan design guidelines placed on the face of the plan to ensure the design and character will be met within the design guidelines.

The project is in close proximity to the Charles B Wheeler Downtown Airport. The applicant has provided a statement on the plans acknowledging the airport zoning restrictions. The aviation department indicates the proposed development is within the Part 77 Horizontal Surface with an approximate elevation of 948 feet. The City's Airport height Zoning Ordinance 040342 and associated maps will need to be adhered to by the development.

Per Section 88-280-01, the MPD district is intended to accommodate development that may be difficult if not impossible to carry out under otherwise applicable zoning district standards. The proposed MPD also serves as a preliminary plat. The MPD district will allow for multiple buildings and uses on one

lot with a uniform setback.

### **88-280-01-B.Specific Objectives**

Different types of MPDs will promote different planning goals. In general, however, MPDs are intended to promote the following objectives:

1. flexibility and creativity in responding to changing social, economic, and market conditions and that results in greater public benefits than could be achieved using conventional zoning and development regulations;
2. implementation and consistency with the city's adopted plans and policies;
3. efficient and economical provision of public facilities and services;
4. sustainable, long-term communities that provide economic opportunity and environmental and social equity for residents;
5. variety in housing types and sizes to accommodate households of all ages, sizes, incomes, and lifestyle choices;
6. compact, mixed-use development patterns where residential, commercial, civic, and open spaces are located in close proximity to one another;
7. a coordinated transportation systems that includes an inter-connected hierarchy of appropriately designed improvements for pedestrians, bicycles, and vehicles;
8. compatibility of buildings and other improvements as determined by their arrangement, massing, form, character, and landscaping to establish a high-quality livable environment;
9. the incorporation of open space amenities and natural resource features into the development design;
10. low-impact development (LID) practices; and
11. attractive, high-quality landscaping, lighting, architecture, and signage that reflects the unique character of the development.

### **88-520-03-F. MPD Review Criteria**

In reviewing and making decisions on proposed MPD rezonings and preliminary development plans, review and decision-making bodies must consider at least the following factors:

- the preliminary development plan's consistency with any adopted land use plans for the area;
  - *The Greater Downtown Area Plan recommends Downtown Mixed Use at this location and this proposal is in compliance.*
- the preliminary development plan's consistency with the MPD district provisions of 88-280; and
  - *The applicant has submitted an MPD statement – Attached.*

- the sufficiency of the terms and conditions proposed to protect the interest of the public and the residents of the MPD in the case of a plan that proposes development over a long period of time.
  - *This plan is proposed to be developed in two phases with construction scheduled to begin in the Fall of 2014 with an anticipated completion date of 2026. The plan will be inclusive of the design guidelines from the Greater Downtown Area Plan which were development with community input. These guidelines will provide design and use standards to protect the long term interest of the project.*

### **88-280-06 Approval Criterion**

MPD zoning may be approved only when the city council, after receiving the recommendation of the city plan commission, determines that the proposed development cannot be reasonably accommodated by other available regulations of this zoning and development code, and that a MPD would result in a greater benefit to the city as a whole than would development under conventional zoning district regulations. Such greater benefit may include implementation of adopted planning policies, natural resource preservation, urban design, neighborhood/community amenities, or a general level of development quality.

### **Parkland Dedication:**

Parkland dedication is a requirement of platting for residential development. According to Section 88-405-17 the developer has three options for this dedication whenever residential development is proposed. Applicants can dedicate land to the City, provide private open space for park purposes or pay money in lieu of parkland dedication. The plan is identifying the possibility of residential within the development; therefore, this requirement shall be met prior to building permit for any residential units.

### **RECOMMENDATION:**

City Planning and Development Staff recommends approval **Case No. 14462-MPD** based on the application, plans, and documents provided for review prior to the hearing and subject to the following conditions as provided by the Development Review Committee at the April 23, 2014 meeting:

1. That five (5) collated, stapled and folded copies (and a CD containing a pdf file, a georeferenced monochromatic TIF file, and CAD/GIS compatible layer of the site plan boundary referenced to the Missouri state plane

coordinate system) of (a revised drawing /all listed sheets), revised as noted, be submitted to Development Management staff showing:

- a) Provide a list of permitted and prohibited uses on the plans.
- b) Attach a copy of the Greater Downtown Area Plan design guidelines to the face of the plan as required by City Development Department staff.
- c) Amend Section C on Sheet C001 to identify total square footage for each phase and the total for the project.
- d) Clarify existing and proposed property lines on the plans.
- e) Provide an access easement for Riverfront Road to allow public access.
- f) Modify the development plan so as to eliminate the two northbound angle parking spaces closest to Grand Boulevard on Lydia Avenue.
- g) Modify the development plan so as to eliminate the three northbound angle parking spaces closest to Grand Boulevard on The Commons road.
- h) Identify on Sheet C002 and C003 the pump station.
- i) Show driveway approach at 30 feet or provide a truck turning template per Public Works Department approval.
- j) Provide minimum 25' radius for R/W at intersections.
- k) Show sidewalk along paving R/W connecting at all intersections with ADA ramps as appropriate.
- l) Show and label more clearly on the MPD plan proposed public and/or private sanitary and storm sewers, combined sewer (upon verification by Water Services Department) water mains, gas mains greater than 6 inches, culverts, and other major above or below ground distribution or transmission lines within the proposed project or immediately adjacent thereto as necessary to address adequacy of existing utilities serving the site along with any proposed extension, relocations or abandonments.
- m) Depict more of the concept for storm water management mitigation and performance level for the proposed site improvements area including proposed outlet structure and site discharge locations, detention, BMP's, volume controls, pervious pavement, or treatment areas, etc., as appropriate to conceptualize ultimate stormwater management compliance with city standards. Show any off-site conveyance systems (enclosed, gutters, natural, or proposed whatever they are that are being utilized) for purposes of conveying conceptually how systems will be connected to or will convey of the 100-year post development flows from the site. Identify the private and public portions of the storm water management system and conveyance system. Show conceptually required private permanent



BMP's or surface drainage easements that are needed to address redevelopment disturbances and storm water mitigation/conveyance and their corresponding easements/covenant boundaries. BMP's and surface drainage easements require stand alone maintenance obligation conveyance documents (Easement or Covenant), but are not required for site maintenance activities or voluntary BMP enhancements that are not regulatory obligations.

- n) Revise drawings to show 25' easement for 12" water mains.
2. The developer shall cause the area to be platted and processed in accordance with Chapter 88, Code of Ordinances of the City of Kansas City, Missouri, as amended, commonly known as the Development Regulations.
3. The developer must submit a detailed Macro/Micro storm drainage study to Development Services, in general compliance with adopted standards, including a BMP level of service analysis, the outflow must not exceed the existing system capacity (the existing system was designed for two year storm) and that the developer secure permits to construct any improvements as required by the Land Development Division prior to recording the plat or prior to issuance of a Building Permit, whichever occurs first.
4. 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.
5. The owner/developer must submit plans for grading, siltation, and erosion control to Land Development Division for review, acceptance, and permitting for any proposed disturbance area equal to one acre or more prior to beginning any construction activities.
6. The owner/developer must secure a Site Disturbance permit from the Land Development Division prior to beginning any construction, grading, clearing, or grubbing activities, if the disturbed area equals one acre or more during the life of the construction activity.
7. The owner/developer shall verify adequate capacity of the existing sewer system as required by the Land Development Division for the amended use of the property prior to recording the plat or prior to issuance of a Building Permit, whichever occurs first.
8. Provide a covenant to maintain for the private stormwater management in the public ROW and for the detention tracts.
9. The developer must secure permits to extend sanitary and storm water conveyance systems to serve the development and determine adequacy

of receiving systems as required by the Land Development Division, prior to recording the plat or prior to issuance of a Building Permit, whichever occurs first.

10. The owner/developer must grant on City approved forms, surface drainage easement, BMP Easement to the City, as required by Chapter 88 and Land Development Division, prior to recording the plat or prior to issuance of a Building Permit, whichever occurs first.
11. The developer dedicate right of way for (Gillis Street, the Commons, Troost Avenue, Forest Avenue, Tracy Avenue and Lydia Avenue) per the sections shown on the development Plan, and ensure right of way dedication is adequate for any proposed road improvements as required by Land Development Division adjacent to this project.
12. The developer dedicate additional right of way for (Front Street / Grand Blvd) as required by the adopted Major Street Plan, so as to provide a minimum of 50 feet of right of way as measured from the centerline, and ensure right of way dedication is adequate for any proposed road improvements as required by Land Development Division adjacent to this project.
13. That all streets are constructed per the proposed sections in this MPD including curbs, gutters, sidewalks, street lights prior to recording the plat or prior to issuance of a Building Permit, whichever occurs first.
14. The developer grant a Noise and Aviation Easement to the City as required by the Land Development Division, prior to recording the plat.
15. The developer obtain the executed and recorded grading consents and all 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.
16. The developer subordinate to the City all private interest in the area of any right-of-way dedication, in accordance with Chapter 88 and as required by the Land Development Division, and that the owner/developer shall be responsible for all costs associated with subordination activities now and in the future.
17. The developer petition for the vacation of the north-south street as shown on the development plan and relocate sewers as required by the Departments of Water Services, the Land Development Division, and Development Services prior to recording of the final plat.
18. The developer show the limits of the 100-year floodplain on the plans and the final plat, as required by the Land Development Division.
19. The developer show the lowest opening or elevation or Minimum Low Opening (MLO) of any structure on each lot that abuts a 100-year flood

- prone area on any plat and plan, as required by the Land Development Division.
20. The developer shall work with MoDOT and the City of Kansas City to convey a portion of Grand Blvd. to the city of Kansas City so that the intersection of Grand Blvd and Lydia Ave. is completely within city jurisdiction.
  21. That prior to each phase after Phase 1, the developer shall submit a traffic study update to the Public Works Department for review and approval using specific detailed land uses, and developer shall construct any improvements as required by Public Works Department based on the approved updated traffic impact study for each phase.
  22. That prior to ordinance the developer shall update the traffic study as required by Public Works Department so as to establish an overall trip budget for the full build-out of the development.
  23. The development is within the area where the Charles B Wheeler Downtown Airport height zoning restrictions apply. No structure in this area should be constructed which exceeds these restrictions.
  24. Extend water mains as required by Water Services Department
  25. Provide water and sewer easements as required by Water Services Department.
  26. That the developer contribute parkland dedication money at a rate of \$16,815.50 per acre in satisfaction of Section 88-405-17 of the Zoning and Development Code.
  27. The developer shall submit a final MPD Development Plan for each project or phase of the development to the Director of City Planning and Development for approval by the Development Review Committee prior to issuance of a building permit. The final MPD Development Plan shall meet the development standards of Chapter 88-400 including; plan information; property uses; setback distances; lighting (with a photometric study); landscaping, including information on (i) species, planting size, and spacing of all trees and shrubbery; (ii) buildings and dumpster elevation drawings; (iii) fencing, if utilized, identifying material, color, height, setback and type, with an elevation drawing of a section; streetscaping; signage (including elevations); and architectural characteristics.

Respectfully submitted,

Olofu O. Agbaji  
Planner

# BERKLEY RIVERFRONT DEVELOPMENT MPD DISTRICT AND PRELIMINARY PLAT

FRACTIONAL SECTION 32 & 33 TOWNSHIP 50N RANGE 33W

**DEVELOPER:**

PORT AUTHORITY OF KANSAS CITY, MISSOURI  
300 WYANDOTTE AVENUE, SUITE 100  
KANSAS CITY, MO 64105  
PHONE: (816) 559-3750  
FAX: (816) 559-3759  
JOE PERRY / RYAN ADAMS

**CIVIL ENGINEER:**

TALIAFERRO & BROWNE, INC.  
1020 EAST 8th STREET  
KANSAS CITY, MO 64106  
PHONE: (816) 283-3456  
FAX: (816) 283-0810  
CONTACT: LEONARD GRAHAM  
DICK MONTGOMERY / BOB GREGOR

**PLANNING:**

KEM STUDIO  
1505 GENESEE STREET, SUITE 200  
KANSAS CITY, MO 64102  
PHONE: (816) 756-1808  
FAX: (816) 756-1828  
CONTACT: BRAD SATTERWHITE

**LANDSCAPE ARCHITECT:**

PHRONESIS  
2433 TRACY AVENUE  
KANSAS CITY, MO 64108  
PHONE: (816) 214-0896  
CONTACT: TIM DUGGAN / LANCE KLEIN

**SHEET LIST:**

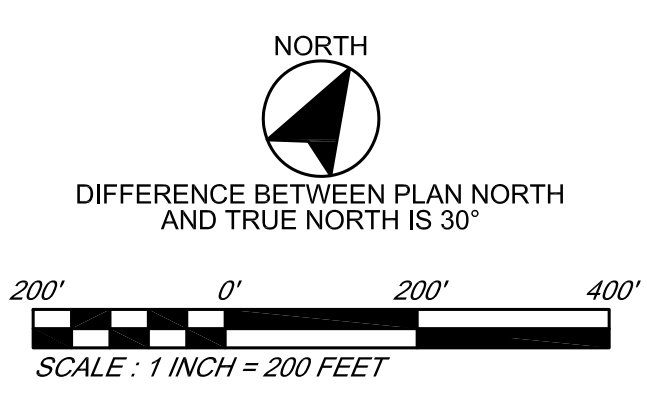
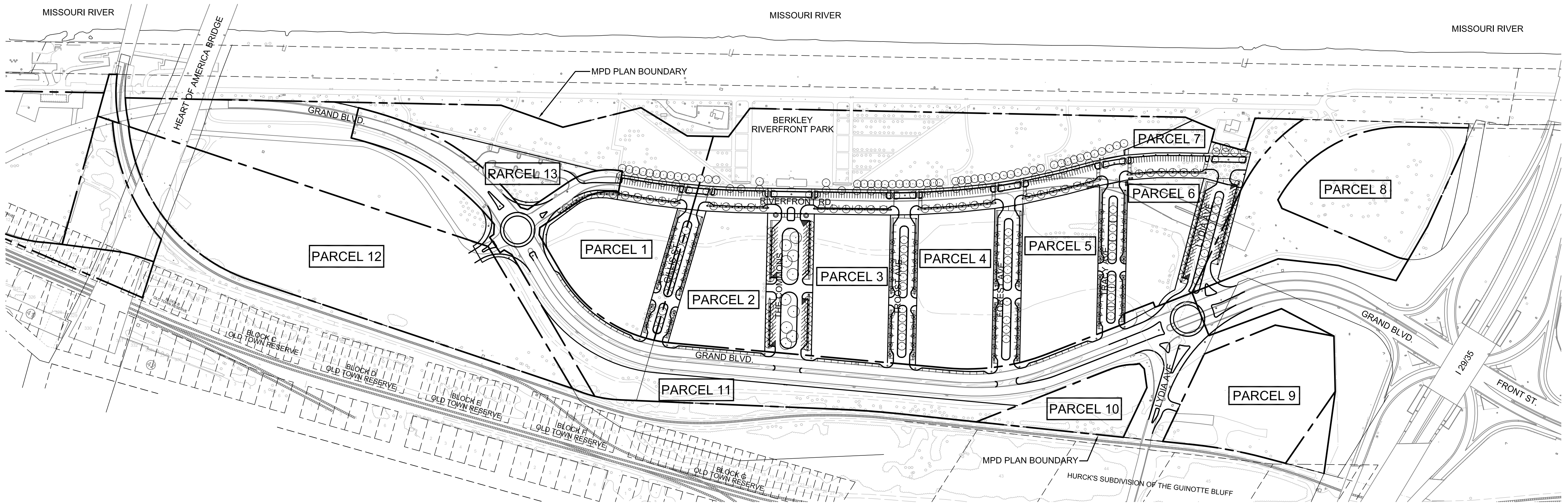
- C001 COVER SHEET
- C002 EXISTING CONDITIONS - WESTERN HALF
- C003 EXISTING CONDITIONS - EASTERN HALF
- C004 PROPOSED CONDITIONS - WESTERN HALF
- C005 PROPOSED CONDITIONS - EASTERN HALF
- C006 PROPOSED PHASING PLAN
- C007 PARCELS 1, 2, & 3
- C008 PARCELS 4, 5, 6, & 7
- C009 PARCEL 8
- C010 PARCELS 9 & 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.

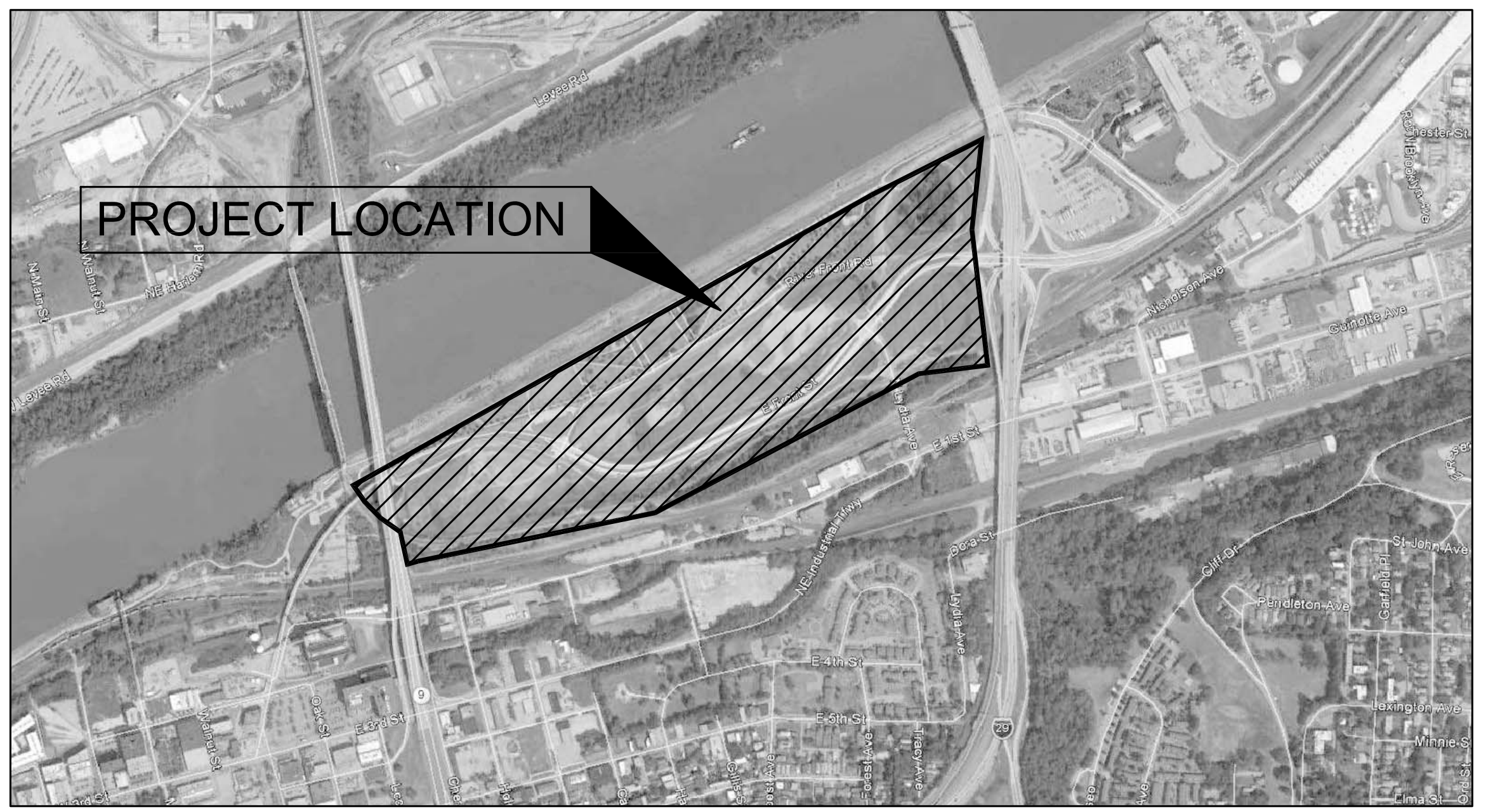
RIGHT-OF-WAY WILL BE DEDICATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MAJOR STREET PLAN UNLESS MODIFIED BY THE SUBDIVISION PROCESS OR BY THE CITY PLAN COMMISSION AND CITY COUNCIL.

**MPD REZONING INFORMATION**

- A. ZONING INFORMATION**
- EXISTING ZONING: THE PROPERTY IS CURRENTLY ZONED M1-6, MANUFACTURING 1. (FROM KCMO WEB SITE - 02/26/2014)
  - PROPOSED ZONING: MASTER PLANNED DEVELOPMENT DISTRICT
- B. TOTAL LAND AREA**
- 3,426,893 SQ. FT. (78.67 ACRES) INCLUDING ALL CURRENT PROPERTY WITHIN THE BOUNDARY SHOWN
- C. LAND AREA FOR STREET RIGHT-OF-WAY**
- EXISTING STREET RIGHT-OF-WAY 0 SQ. FT. (0.00 ACRES)
  - PROPOSED ADDITIONAL STREET-RIGHT-OF-WAY: 701,828 SQ. FT. (16.11 ACRES) LAND TO BE DEDICATED TO R/W
  - PROPOSED REMOVED STREET-RIGHT-OF-WAY: 0 SQ. FT. (0.00 ACRES) RIGHT-OF-WAY TO BE VACATED
  - PROPOSED TOTAL STREET-RIGHT-OF-WAY: 701,828 SQ. FT. (16.11 ACRES) AFTER VACATION & DEDICATION
- D. NET LAND AREA**
- 2,725,065 SQ. FT. (62.56 ACRES) AFTER R/W DEDICATION AND VACATION - TOTAL, ALL PHASES  
851,985 SQ. FT. (19.56 ACRES) AFTER R/W DEDICATION AND VACATION - PHASE 1  
1,873,079 SQ. FT. (43.00 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 STORIES LIMITED TO 10 STORIES, AND THE MAXIMUM BUILDING HEIGHT SHALL BE LIMITED TO 130'. THE CALCULATIONS PROVIDED FOR PARCELS 1 THROUGH 6 ARE BASED ON 5 STORY BUILDINGS AS A BASING FOR DEVELOPMENT DENSITIES. IT IS ANTICIPATED THAT THE DEVELOPER MAY ALLOCATE 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, THE BUILDING USE SHALL BE A MIXED-USE DEVELOPMENT.
- H. BUILDING COVERAGE AND FLOOR AREA RATIO**
- BUILDING COVERAGE - PHASE 1: 966,505 SF
  - BUILDING COVERAGE - PHASE 2: 4,188,180 SF
  - BUILDING COVERAGE - TOTAL: 5,154,685 SF
  - FLOOR AREA RATIO - PHASE 1: 1.13 (10 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)
  - FLOOR AREA RATIO - PHASE 2: 2.24 (10 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)
  - FLOOR AREA RATIO - ALL PHASES: 1.89 (10 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)
- I. DENSITY**
- GROSS DENSITY: 45.29 UNITS / ACRE (BASED ON TOTAL LAND AREA)
  - 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 256 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 2016  
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 N02°17'26"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 S88°00'00"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 3°31'34", AN ARC DISTANCE OF 179.39 FEET; THENCE S62°29'34"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 22°55'01", AN ARC DISTANCE OF 157.75 FEET; THENCE S78°35'42"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 578.80 FEET, A CENTRAL ANGLE OF 68°21'17", AN ARC DISTANCE OF 687.11 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 83.93 FEET; TO SAID SOUTHERLY LINE OF THE MISSOURI RIVER LEVEE PROPERTY; THENCE N61°05'21"E, ALONG SAID SOUTHERLY LINE, 1268.01 FEET; THENCE N73°10'17"E, CONTINUING ALONG SAID SOUTHERLY LINE, 210.92 FEET; THENCE N45°59'42"E, CONTINUING ALONG SAID SOUTHERLY LINE, 258.82 FEET; THENCE S88°36'12"E, CONTINUING ALONG SAID SOUTHERLY LINE, 173.91 FEET; THENCE N69°59'52"E, CONTINUING ALONG SAID SOUTHERLY LINE, 133.00 FEET; THENCE N7°23'14"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 S15°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, 698.25 FEET; TO SAID WESTERLY RIGHT-OF-WAY LINE; THENCE S19°45'19"E, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 84.97 FEET; THENCE S5°25'58"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 S89°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, 207.26 FEET; THENCE S51°29'43"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 148.11 FEET; THENCE N39°40'48"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 248.48 FEET; THENCE N87°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, 198.28 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 0°52'21", AN ARC DISTANCE OF 231.15 FEET; THENCE S86°00'00"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'



**VICINITY MAP**  
NOT TO SCALE

PLAN SUBMITTAL DATE: 21 MARCH 2014

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1505 GENESEE ST SUITE 200 KANSAS CITY MO 64102  
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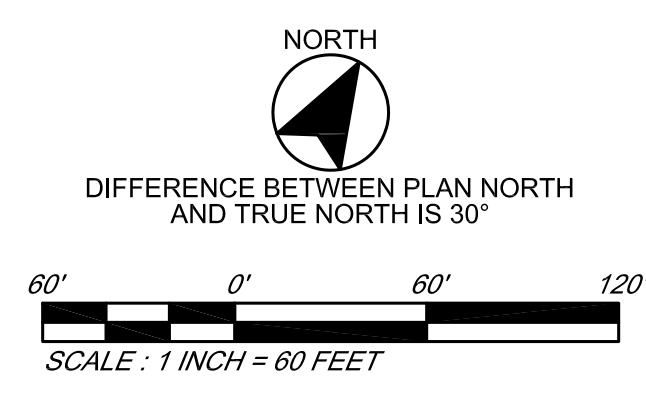
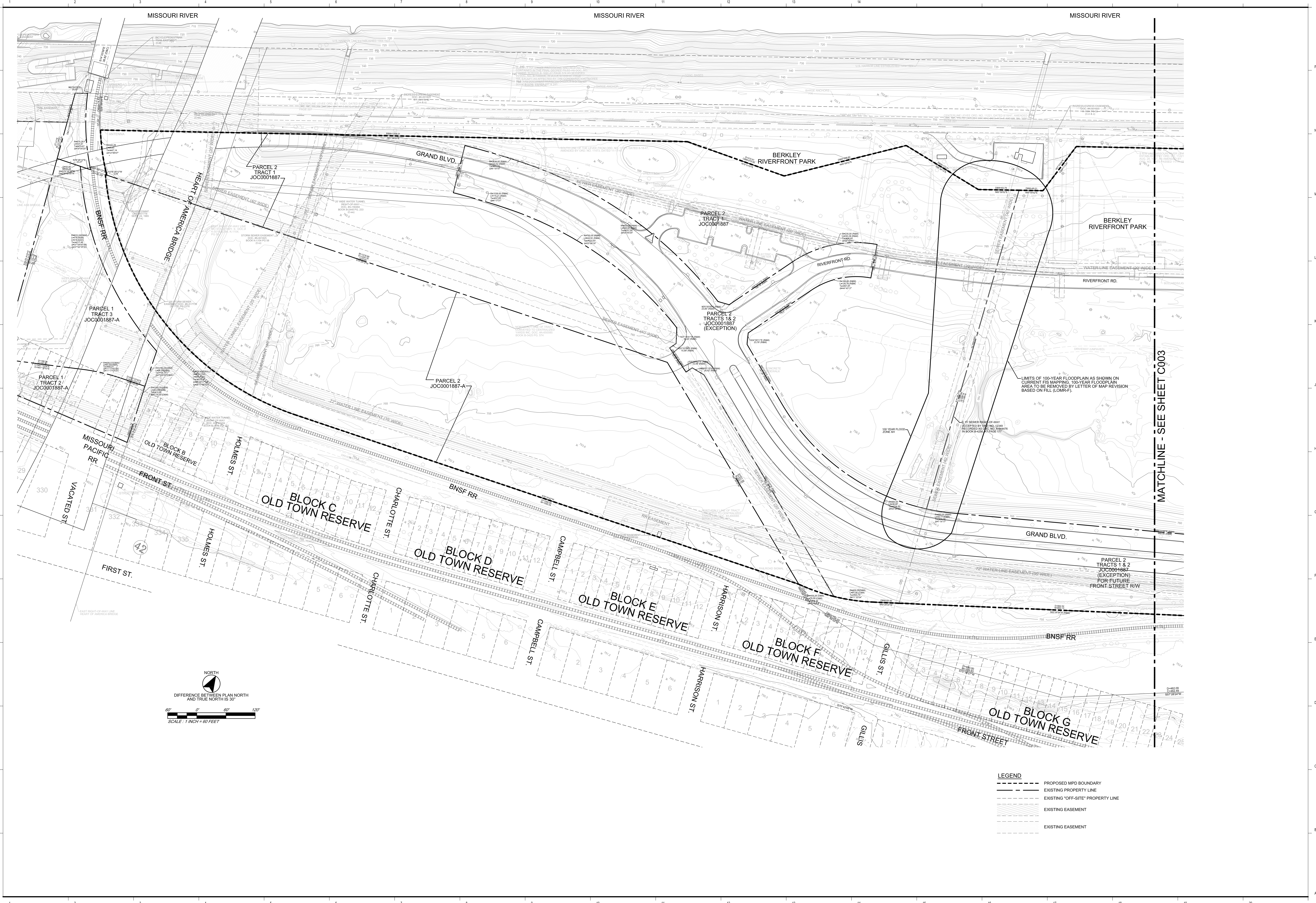
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**BERKLEY RIVERFRONT DEVELOPMENT**  
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SEAL  
PHASE  
ISSUED FOR:  
MPD SET - 21 MAR 2014  
COVER SHEET  
**C001**  
TASK NO. 30134-19-3



**LEGEND**

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

MATCHLINE - SEE SHEET C003

LIMITS OF 100-YEAR FLOODPLAIN AS SHOWN ON CURRENT FIS MAPPING. 100-YEAR FLOODPLAIN AREA TO BE REMOVED BY LETTER OF MAP REVISION BASED ON FILL (LOMR-F).

15" SEWER HIGH-OR-WAY (EXCEPTION) FOR FUTURE FRONT STREET R/W

PARCEL 2 TRACTS 1 & 2 JOC0001887 (EXCEPTION) FOR FUTURE FRONT STREET R/W

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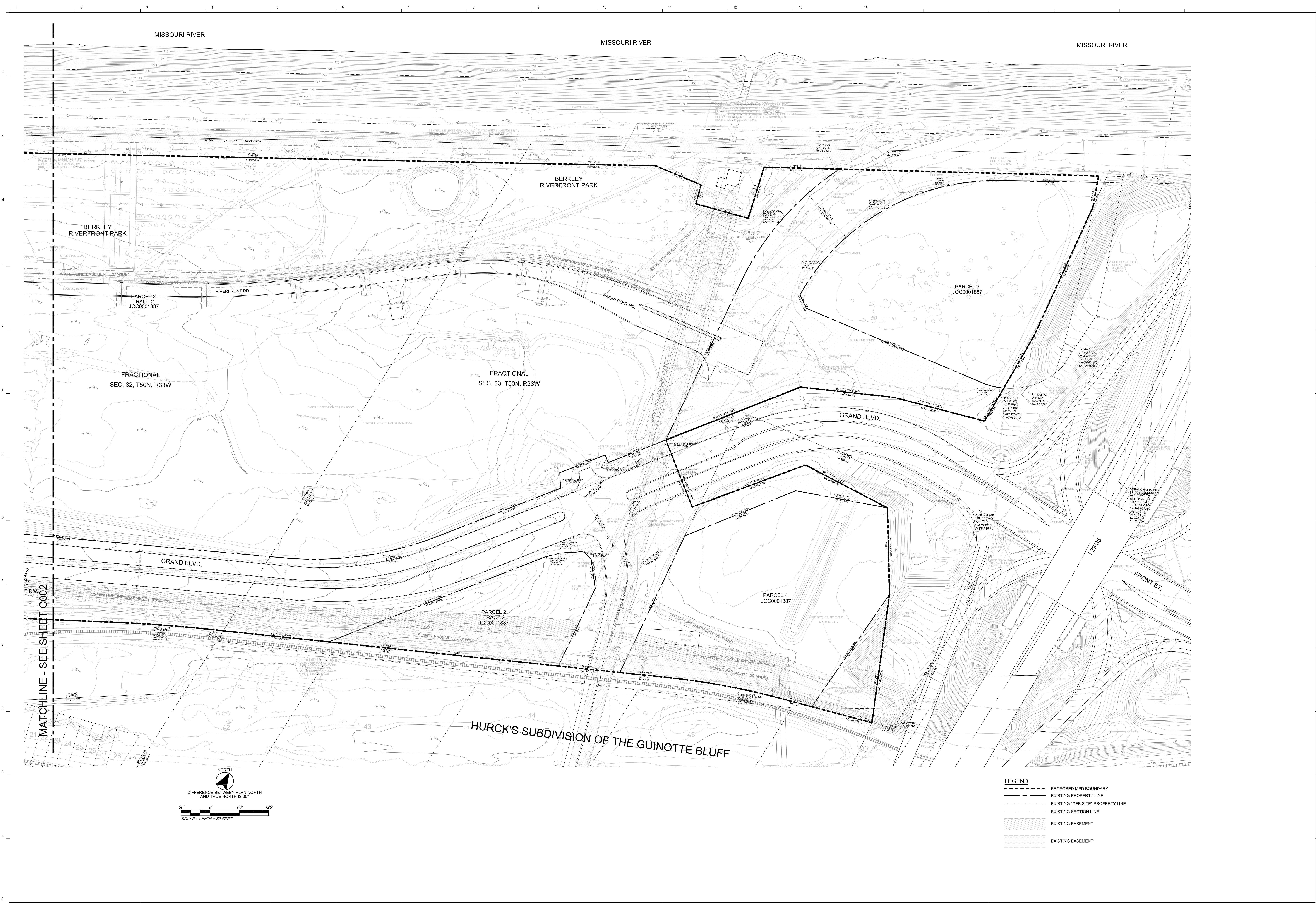
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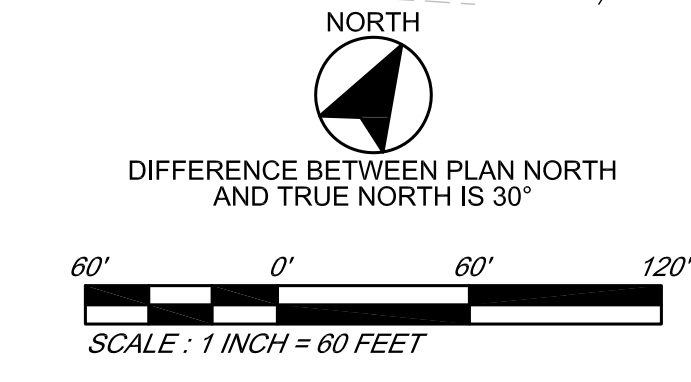
SEAL

PHASE  
ISSUED FOR:  
MPD SET - 21 MAR 2014

EXISTING CONDITIONS - WESTERN HALF  
**C002**



MATCHLINE - SEE SHEET C002



**LEGEND**

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

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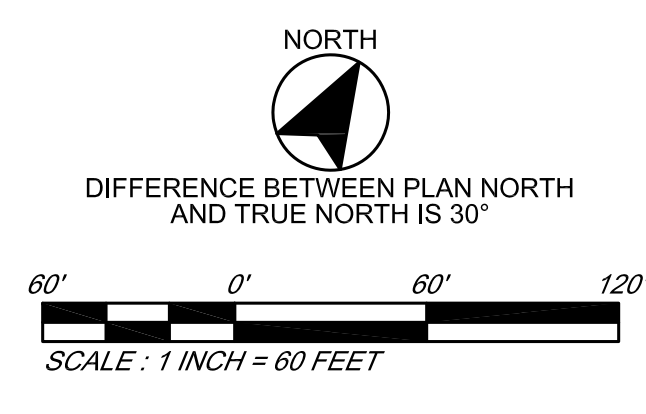
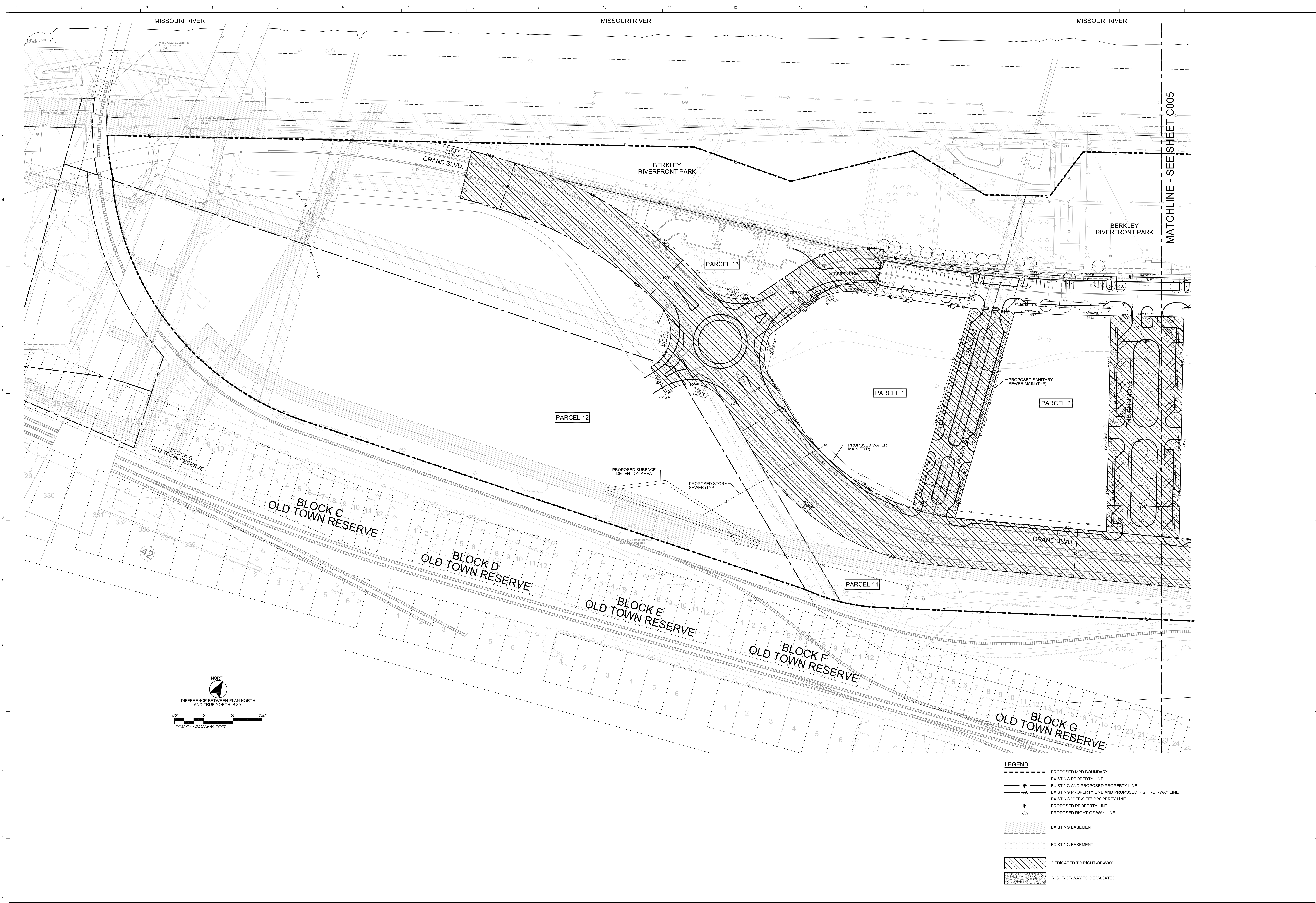
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SEAL

PHASE  
ISSUED FOR:  
MPD SET - 21 MAR 2014

EXISTING CONDITIONS - EASTERN HALF  
**C003**



**LEGEND**

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

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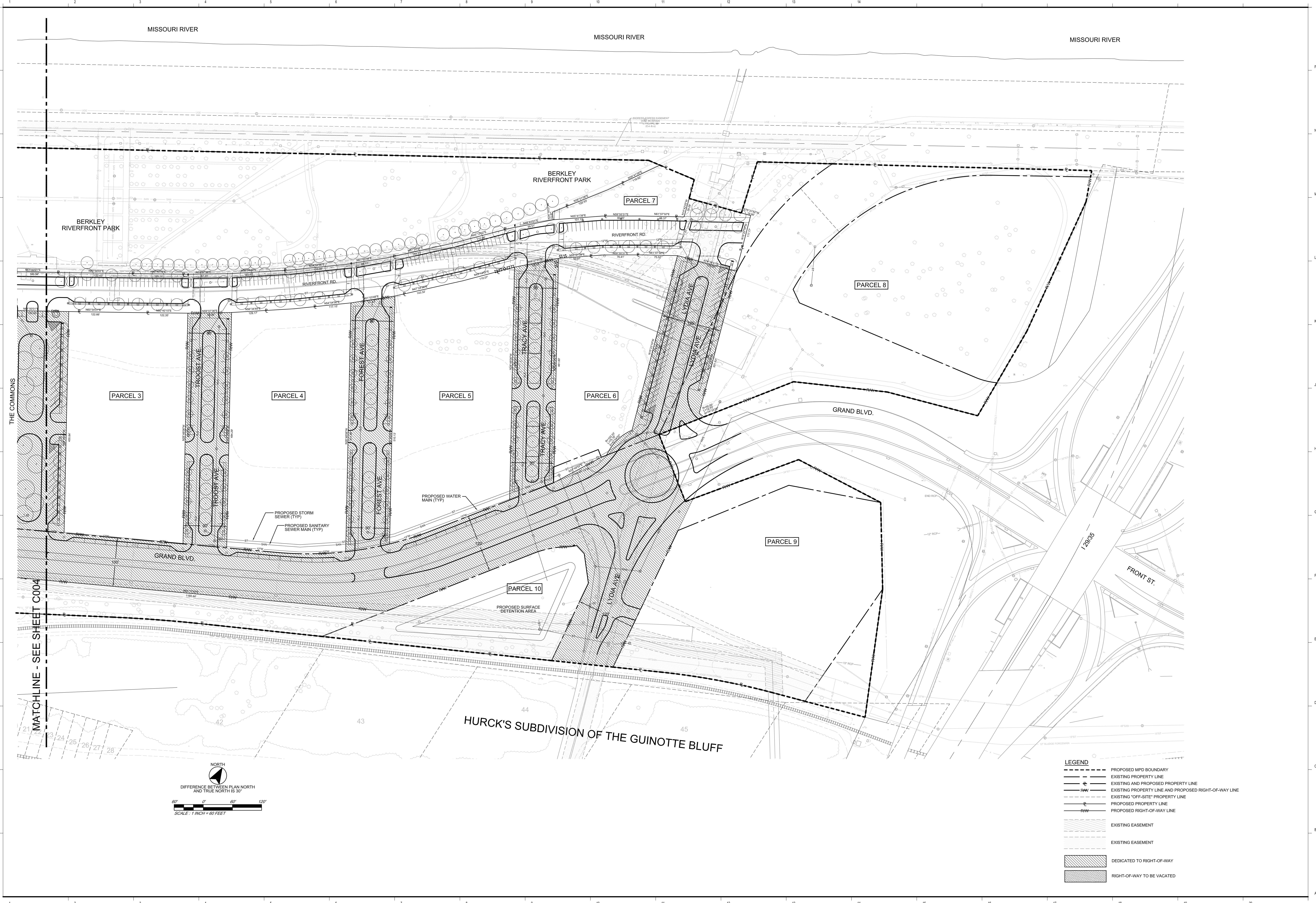
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SEAL

PHASE  
 ISSUED FOR:  
 MPD SET - 21 MAR 2014

PROPOSED CONDITIONS - WESTERN HALF  
**C004**



MATCHLINE - SEE SHEET C004

MISSOURI RIVER

MISSOURI RIVER

MISSOURI RIVER

BERKLEY RIVERFRONT PARK

BERKLEY RIVERFRONT PARK

PARCEL 3

PARCEL 4

PARCEL 5

PARCEL 6

PARCEL 7

PARCEL 8

PARCEL 9

PARCEL 10

GRAND BLVD

GRAND BLVD.

LYDIA AVE

PROPOSED SURFACE DETENTION AREA

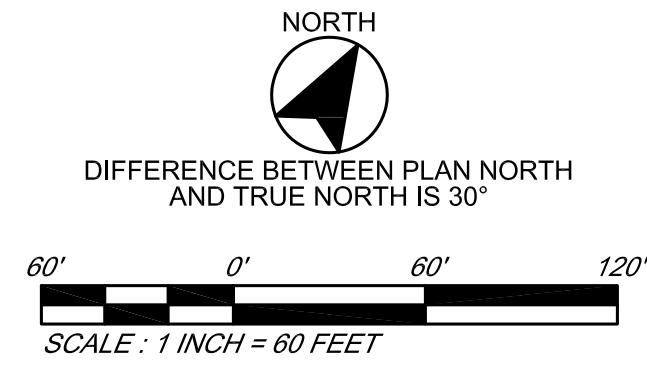
PROPOSED WATER MAIN (TYP)

PROPOSED STORM SEWER (TYP)

PROPOSED SANITARY SEWER MAIN (TYP)

HURCK'S SUBDIVISION OF THE GUINOTTE BLUFF

FRONT ST.



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

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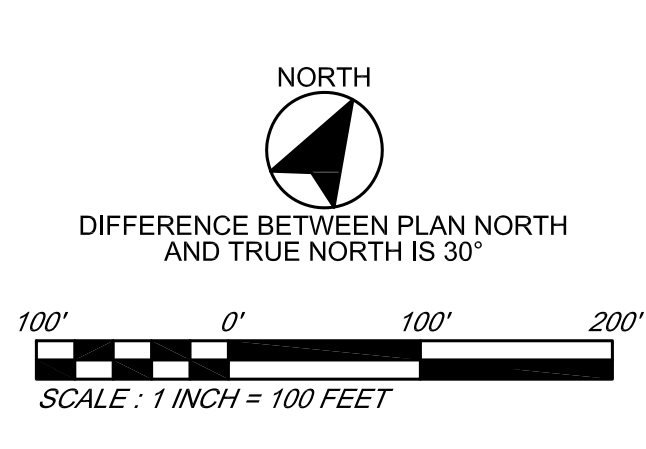
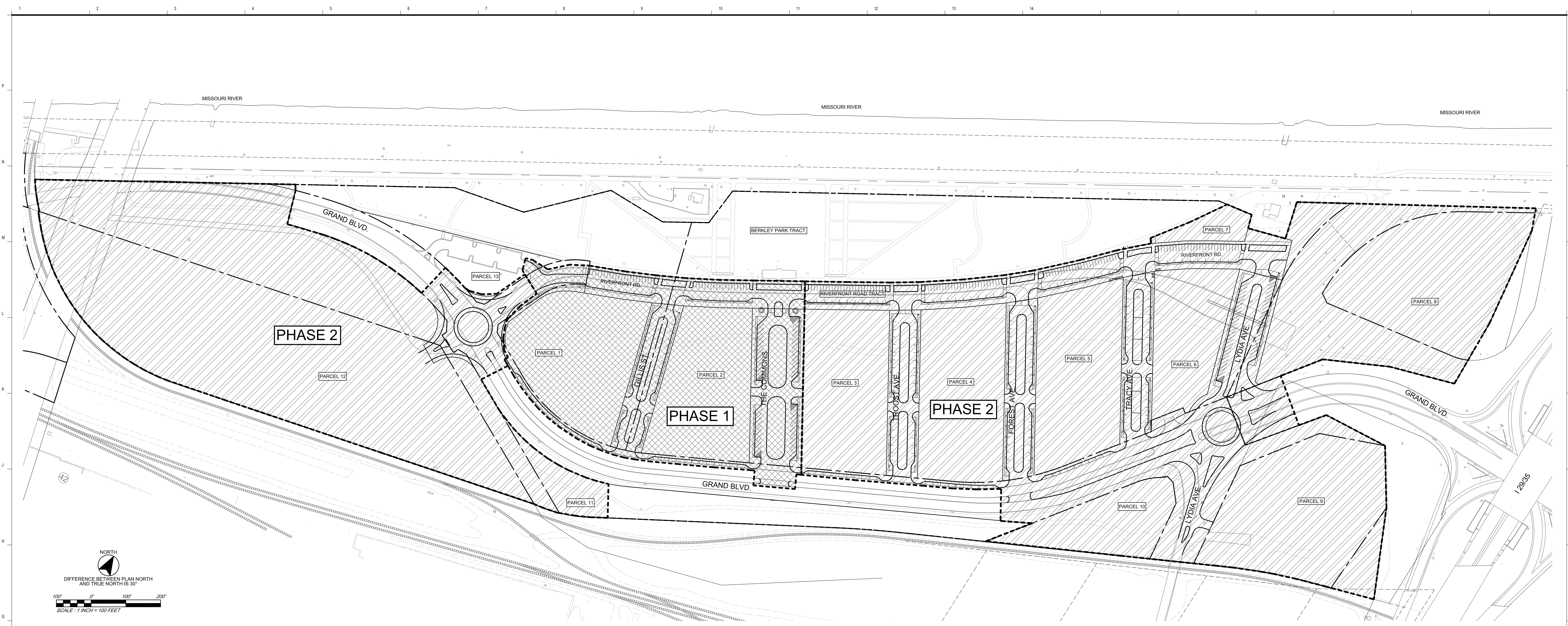
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SEAL

PHASE  
ISSUED FOR:  
MPD SET - 21 MAR 2014

PROPOSED CONDITIONS - EASTERN HALF  
**C005**





**LEGEND**

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

**PHASING PLAN**

**PHASE 1**  
 PHASE 1 CONSISTS OF THE FOLLOWING:  
 DEVELOPMENT OF PARCELS 1 AND 2  
 • RIGHT-OF-WAY DEDICATION FOR ALL OF GRAND BOULEVARD, GILLIS STREET, THE COMMONS, AND LYDIA AVENUE SOUTH OF GRAND BOULEVARD  
 • PLATTING PARCEL 1, PARCEL 2, THE BERKLEY PARK TRACT, AND THE RIVERFRONT ROAD TRACT  
 • CONSTRUCTION OF GILLIS STREET AND THE COMMONS  
 • IMPROVEMENTS TO RIVERFRONT ROAD ALONG THE NORTH SIDE OF PARCELS 1 AND 2  
 • CONSTRUCTION OF THE PARALLEL PARKING LANE ON GRAND BOULEVARD ALONG THE SOUTH SIDE OF PARCELS 1 AND 2  
 • CONSTRUCTION OF A MEDIAN BREAK ON GRAND BOULEVARD TO ALLOW VEHICULAR ACCESS BETWEEN THE COMMONS AND EASTBOUND GRAND BOULEVARD  
 • 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 GRAND BOULEVARD  
 • 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 GRAND BOULEVARD ALONG THE SOUTH SIDE OF PARCELS 3, 4, AND 5  
 • CONSTRUCTION OF THE ROUNDABOUT AT THE INTERSECTION OF GRAND BOULEVARD AND RIVERFRONT ROAD  
 • CONSTRUCTION OF THE ROUNDABOUT AT THE INTERSECTION OF GRAND BOULEVARD AND LYDIA AVENUE, INCLUDING THE ELIMINATION OF THE LEFT TURN LANE FROM EASTBOUND GRAND BOULEVARD TO NORTHBOUND LYDIA AVENUE  
 • CONSTRUCTION OF A MEDIAN BREAK ON GRAND BOULEVARD TO ALLOW VEHICULAR ACCESS BETWEEN FOREST AVENUE AND EASTBOUND GRAND BOULEVARD  
 • 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

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

PHASE 1 CONSTRUCTION START: FALL 2014  
 PHASE 1 CONSTRUCTION END: FALL 2015  
 PHASE 2 CONSTRUCTION START: FALL 2016  
 PHASE 2 CONSTRUCTION END: FALL 2020

**KEMSTUDIO**  
 1505 GENESSEE ST SUITE 200 KANSAS CITY MO 64102  
 T 816.756.1808 F 816.756.1828

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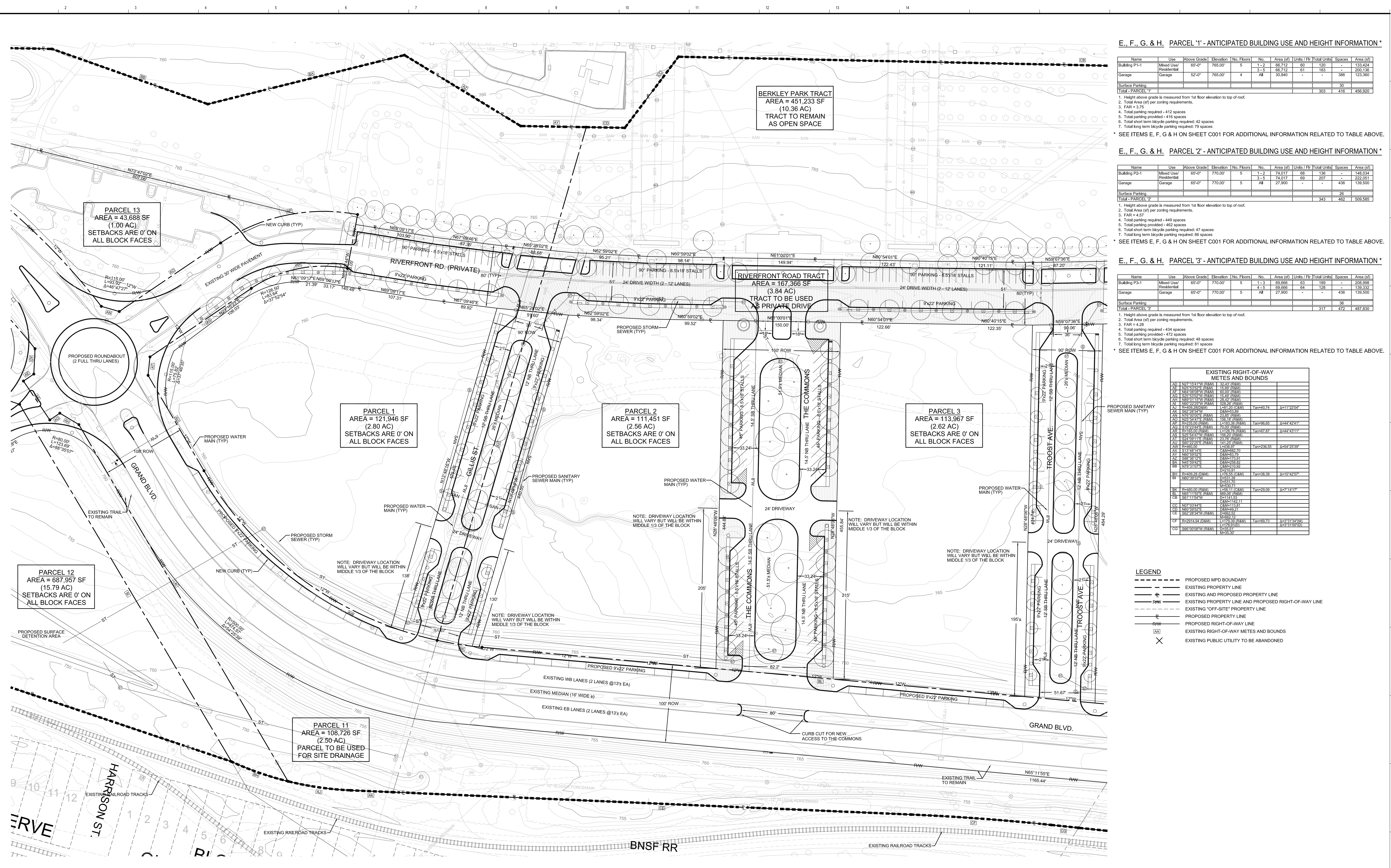
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SEAL

PHASE  
 ISSUED FOR:  
 MPD SET - 21 MAR 2014

PROPOSED PHASING PLAN  
**C006**



**E., F., G. & H. PARCEL '1' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION \***

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ftr	Total Units	Spaces	Area (sf)
Building P-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										303
Total - PARCEL '1'										416

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

\* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ftr	Total Units	Spaces	Area (sf)
Building P-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										30
Total - PARCEL '2'										462

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 4.57
- Total parking required - 448 spaces
- Total parking provided - 462 spaces
- Total short term bicycle parking required - 47 spaces
- Total long term bicycle parking required - 71 spaces

\* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ftr	Total Units	Spaces	Area (sf)
Building P-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										36
Total - PARCEL '3'										317

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 4.28
- Total parking required - 434 spaces
- Total parking provided - 472 spaces
- Total short term bicycle parking required - 48 spaces
- Total long term bicycle parking required - 71 spaces

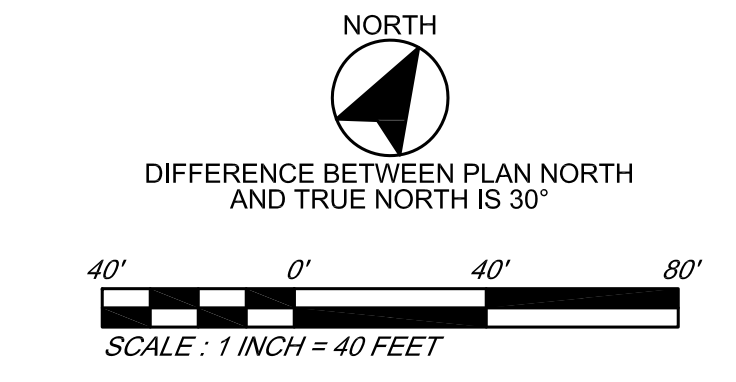
\* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

**EXISTING RIGHT-OF-WAY METES AND BOUNDS**

Point	Metes and Bounds	Area (sf)
AP	N20°12'42"E 100.00'	10,000.00
BP	S20°12'42"E 100.00'	10,000.00
CP	N20°12'42"E 100.00'	10,000.00
DP	S20°12'42"E 100.00'	10,000.00
EP	N20°12'42"E 100.00'	10,000.00
FP	S20°12'42"E 100.00'	10,000.00
GP	N20°12'42"E 100.00'	10,000.00
HP	S20°12'42"E 100.00'	10,000.00
IP	N20°12'42"E 100.00'	10,000.00
JP	S20°12'42"E 100.00'	10,000.00
KP	N20°12'42"E 100.00'	10,000.00
LP	S20°12'42"E 100.00'	10,000.00
MP	N20°12'42"E 100.00'	10,000.00
NP	S20°12'42"E 100.00'	10,000.00
OP	N20°12'42"E 100.00'	10,000.00
QP	S20°12'42"E 100.00'	10,000.00
RP	N20°12'42"E 100.00'	10,000.00
SP	S20°12'42"E 100.00'	10,000.00
TP	N20°12'42"E 100.00'	10,000.00
UP	S20°12'42"E 100.00'	10,000.00
VP	N20°12'42"E 100.00'	10,000.00
WP	S20°12'42"E 100.00'	10,000.00
XP	N20°12'42"E 100.00'	10,000.00
YP	S20°12'42"E 100.00'	10,000.00
ZP	N20°12'42"E 100.00'	10,000.00

**LEGEND**

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



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:

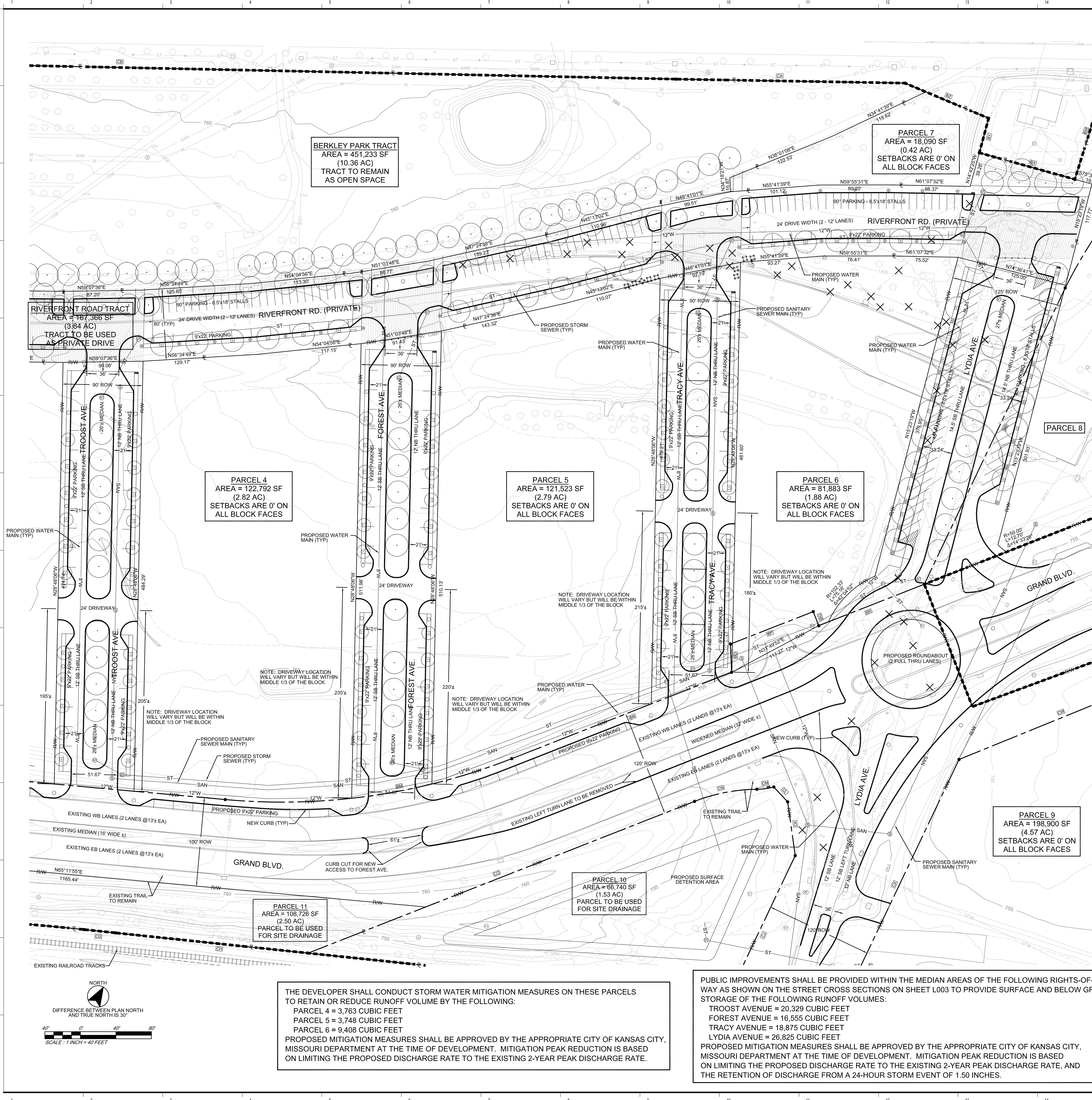
- GILLIS STREET = 30,260 CUBIC FEET
- THE COMMONS = 38,147 CUBIC FEET
- TROOST AVENUE = 20,329 CUBIC FEET

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.



**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 = 176,356 SF  
 (3.84 AC)  
 TRACT TO BE USED  
 AS PRIVATE DRIVE

**PARCEL 4**  
 AREA = 122,792 SF  
 (2.82 AC)  
 SETBACKS ARE 0' ON  
 ALL BLOCK FACES

**PARCEL 5**  
 AREA = 121,523 SF  
 (2.79 AC)  
 SETBACKS ARE 0' ON  
 ALL BLOCK FACES

**PARCEL 6**  
 AREA = 81,883 SF  
 (1.88 AC)  
 SETBACKS ARE 0' ON  
 ALL BLOCK FACES

**PARCEL 9**  
 AREA = 198,900 SF  
 (4.57 AC)  
 SETBACKS ARE 0' ON  
 ALL BLOCK FACES

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

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

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.

**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	A1	27,900	-	-	436	139,500		
Surface Parking										36		
Total - PARCEL 4										383	472	580,355

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 4.24
- Total parking required - 436 spaces
- Total parking provided - 472 spaces
- Total short term bicycle parking required: 48 spaces
- 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	A1	77,540	74	370	-	387,700		
Garage	Garage	65'-0"	705.00'	5	A1	27,900	-	-	436	139,500		
Surface Parking										36		
Total - PARCEL 5										376	472	527,200

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 4.34
- Total parking required - 446 spaces
- Total parking provided - 472 spaces
- Total short term bicycle parking required: 54 spaces
- 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 \***

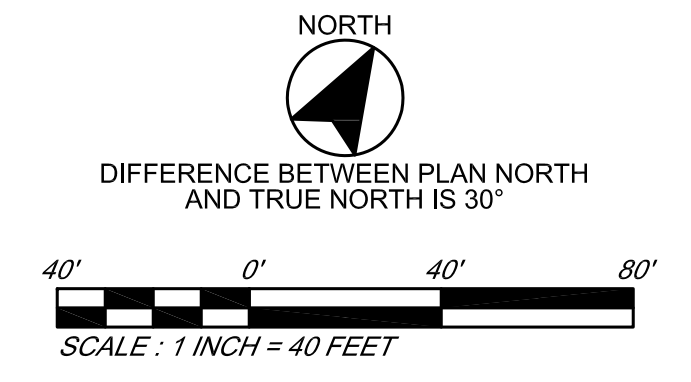
Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)		
Building P6-1	Mixed User Residential	65'-0"	705.00'	5	1	44,716	34	34	-	44,716		
Garage	Garage	65'-0"	705.00'	5	A1	18,910	-	-	285	94,550		
Surface Parking										36		
Total - PARCEL 6										174	333	318,130

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 3.89
- Total parking required - 321 spaces
- Total parking provided - 333 spaces
- Total short term bicycle parking required: 34 spaces
- Total long term bicycle parking required: 56 spaces
- SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

**EXISTING RIGHT-OF-WAY METES AND BOUNDS**

LINE	DESCRIPTION	LENGTH	BEARING
AA	12.50' THRU LANE	12.50'	N89°07'36"E
AB	12.50' THRU LANE	12.50'	N89°07'36"E
AC	12.50' THRU LANE	12.50'	N89°07'36"E
AD	12.50' THRU LANE	12.50'	N89°07'36"E
AE	12.50' THRU LANE	12.50'	N89°07'36"E
AF	12.50' THRU LANE	12.50'	N89°07'36"E
AG	12.50' THRU LANE	12.50'	N89°07'36"E
AH	12.50' THRU LANE	12.50'	N89°07'36"E
AI	12.50' THRU LANE	12.50'	N89°07'36"E
AJ	12.50' THRU LANE	12.50'	N89°07'36"E
AK	12.50' THRU LANE	12.50'	N89°07'36"E
AL	12.50' THRU LANE	12.50'	N89°07'36"E
AM	12.50' THRU LANE	12.50'	N89°07'36"E
AN	12.50' THRU LANE	12.50'	N89°07'36"E
AO	12.50' THRU LANE	12.50'	N89°07'36"E
AP	12.50' THRU LANE	12.50'	N89°07'36"E
AQ	12.50' THRU LANE	12.50'	N89°07'36"E
AR	12.50' THRU LANE	12.50'	N89°07'36"E
AS	12.50' THRU LANE	12.50'	N89°07'36"E
AT	12.50' THRU LANE	12.50'	N89°07'36"E
AU	12.50' THRU LANE	12.50'	N89°07'36"E
AV	12.50' THRU LANE	12.50'	N89°07'36"E
AW	12.50' THRU LANE	12.50'	N89°07'36"E
AX	12.50' THRU LANE	12.50'	N89°07'36"E
AY	12.50' THRU LANE	12.50'	N89°07'36"E
AZ	12.50' THRU LANE	12.50'	N89°07'36"E
BA	12.50' THRU LANE	12.50'	N89°07'36"E
BB	12.50' THRU LANE	12.50'	N89°07'36"E
BC	12.50' THRU LANE	12.50'	N89°07'36"E
BD	12.50' THRU LANE	12.50'	N89°07'36"E
BE	12.50' THRU LANE	12.50'	N89°07'36"E
BF	12.50' THRU LANE	12.50'	N89°07'36"E
BG	12.50' THRU LANE	12.50'	N89°07'36"E
BH	12.50' THRU LANE	12.50'	N89°07'36"E
BI	12.50' THRU LANE	12.50'	N89°07'36"E
BJ	12.50' THRU LANE	12.50'	N89°07'36"E
BK	12.50' THRU LANE	12.50'	N89°07'36"E
BL	12.50' THRU LANE	12.50'	N89°07'36"E
BM	12.50' THRU LANE	12.50'	N89°07'36"E
BN	12.50' THRU LANE	12.50'	N89°07'36"E
BO	12.50' THRU LANE	12.50'	N89°07'36"E
BP	12.50' THRU LANE	12.50'	N89°07'36"E
BQ	12.50' THRU LANE	12.50'	N89°07'36"E
BR	12.50' THRU LANE	12.50'	N89°07'36"E
BS	12.50' THRU LANE	12.50'	N89°07'36"E
BT	12.50' THRU LANE	12.50'	N89°07'36"E
BU	12.50' THRU LANE	12.50'	N89°07'36"E
BV	12.50' THRU LANE	12.50'	N89°07'36"E
BW	12.50' THRU LANE	12.50'	N89°07'36"E
BX	12.50' THRU LANE	12.50'	N89°07'36"E
BY	12.50' THRU LANE	12.50'	N89°07'36"E
BZ	12.50' THRU LANE	12.50'	N89°07'36"E
CA	12.50' THRU LANE	12.50'	N89°07'36"E
CB	12.50' THRU LANE	12.50'	N89°07'36"E
CC	12.50' THRU LANE	12.50'	N89°07'36"E
CD	12.50' THRU LANE	12.50'	N89°07'36"E
CE	12.50' THRU LANE	12.50'	N89°07'36"E
CF	12.50' THRU LANE	12.50'	N89°07'36"E
CG	12.50' THRU LANE	12.50'	N89°07'36"E
CH	12.50' THRU LANE	12.50'	N89°07'36"E
CI	12.50' THRU LANE	12.50'	N89°07'36"E
CJ	12.50' THRU LANE	12.50'	N89°07'36"E
CK	12.50' THRU LANE	12.50'	N89°07'36"E
CL	12.50' THRU LANE	12.50'	N89°07'36"E
CM	12.50' THRU LANE	12.50'	N89°07'36"E
CN	12.50' THRU LANE	12.50'	N89°07'36"E
CO	12.50' THRU LANE	12.50'	N89°07'36"E
CP	12.50' THRU LANE	12.50'	N89°07'36"E
CQ	12.50' THRU LANE	12.50'	N89°07'36"E
CR	12.50' THRU LANE	12.50'	N89°07'36"E
CS	12.50' THRU LANE	12.50'	N89°07'36"E
CT	12.50' THRU LANE	12.50'	N89°07'36"E
CU	12.50' THRU LANE	12.50'	N89°07'36"E
CV	12.50' THRU LANE	12.50'	N89°07'36"E
CW	12.50' THRU LANE	12.50'	N89°07'36"E
CX	12.50' THRU LANE	12.50'	N89°07'36"E
CY	12.50' THRU LANE	12.50'	N89°07'36"E
CZ	12.50' THRU LANE	12.50'	N89°07'36"E

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



**KEMSTUDIO**  
 1505 GENESSEE ST SUITE 200 KANSAS CITY MO 64102  
 T 816 756 1808 F 816 756 1823

**phro•ne•sis**  
 landscape • planning • infrastructure • build  
 2433 TRACY AVE KANSAS CITY MO 64108  
 T 816 214 0896

**Taliaferro & Browne, Inc.**  
 Civil / Structural Engineering,  
 Landscape Architecture & Surveying  
 2029 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. 00066A

**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

PARCELS  
 4, 5, 6, & 7

**C008**

TASK NO. 30134-103

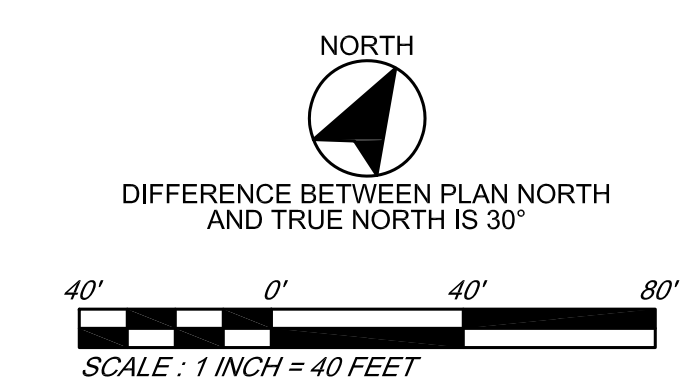
E., F., G. & H. PARCEL '8' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION \*

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / FR	Total Units	Spaces	Area (sf)		
Building PB-1	Mixed User Residential	130'-0"	700.00'	10	1	66,410	-	-	-	66,410		
					2	66,410	07	07	-	66,410		
					3-10	66,410	68	544	-	531,921		
Garage	Garage	65'-0"	700.00'	5	AM	51,840	-	-	810	-		
Surface Parking									100			
<b>Total - PARCEL 8'</b>										611	910	923,301

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.

EXISTING RIGHT-OF-WAY METES AND BOUNDS			
BR	N38°37'17"E	127.87 (BAM)	127.87
BR	S20°14'19"W (BAM)	350.32 (BAM)	350.32
BT	S25°07'23"W	1,200.24 (B)	1,200.24
BT	N81°22'23"E	1,211.26 (B)	1,211.26
BW	S12°42'22"W	1,115.72	1,115.72
BR	N07°31'03"E	1,014.11 (B)	1,014.11
BY	S18°30'26"E	1,014.11 (B)	1,014.11
BR	N82°27'31"E	1,014.11 (B)	1,014.11
BT	S18°30'26"W (BAM)	1,014.11 (BAM)	1,014.11
BT	S88°07'19"W (BAM)	1,014.11 (BAM)	1,014.11
BT	S11°56'31"E (BAM)	1,014.11 (BAM)	1,014.11
BT	S00°15'00"W (BAM)	1,014.11 (BAM)	1,014.11
BT	N05°18'56"W	250.15 (BAM)	250.15
BT	S11°18'17"W	1,014.11 (B)	1,014.11
BT	S00°15'00"E	1,014.11 (B)	1,014.11
BT	N44°00'00"	1,014.11 (B)	1,014.11
BT	S25°07'23"W (BAM)	1,200.24 (BAM)	1,200.24
BT	N44°00'00"W (BAM)	1,200.24 (BAM)	1,200.24

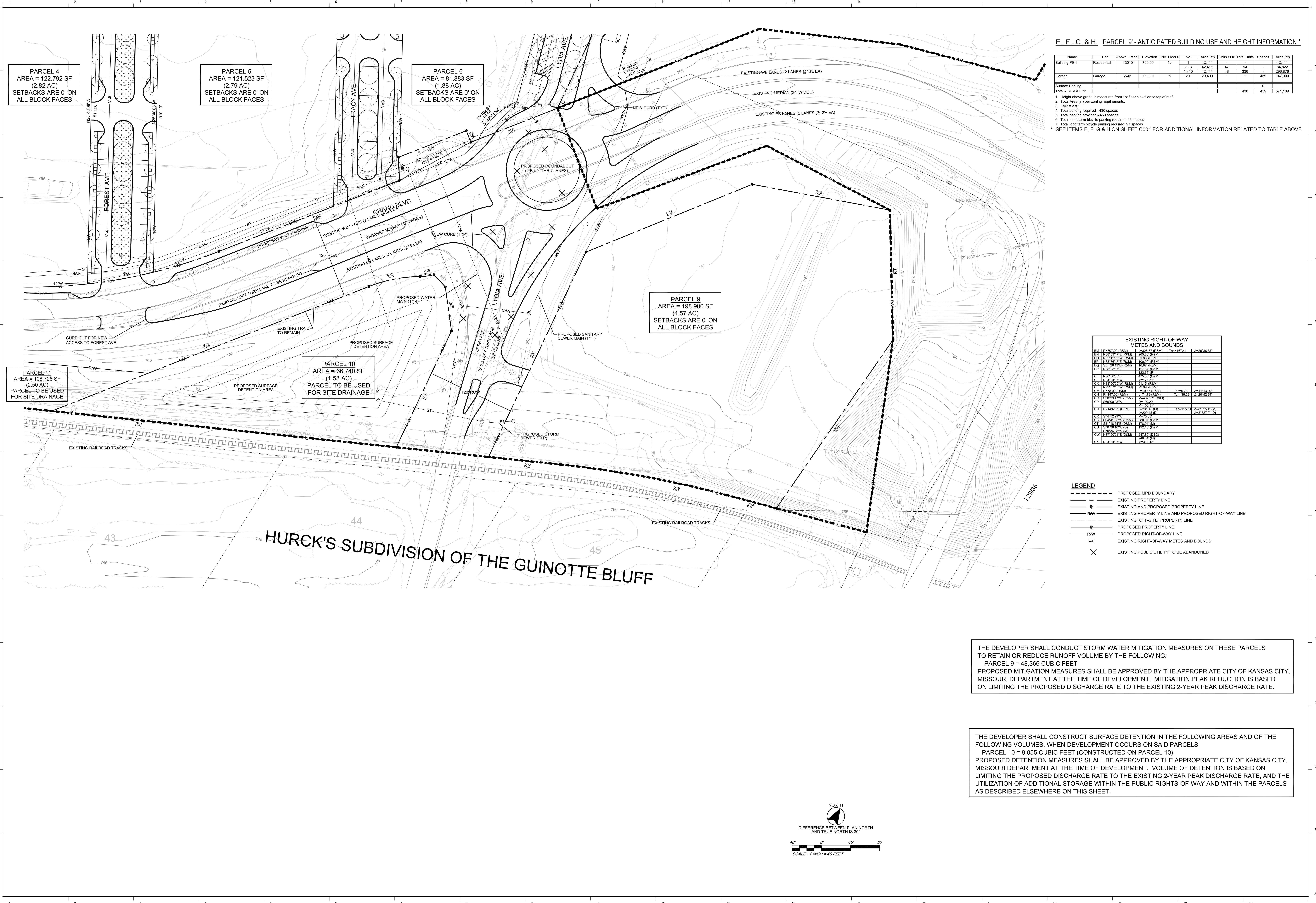
- LEGEND**
- PROPOSED MPD BOUNDARY
  - EXISTING PROPERTY LINE
  - EXISTING AND PROPOSED PROPERTY LINE
  - RW --- EXISTING PROPERTY LINE AND PROPOSED RIGHT-OF-WAY LINE
  - EXISTING 'OFF-SITE' PROPERTY LINE
  - PROPOSED PROPERTY LINE
  - RW --- PROPOSED RIGHT-OF-WAY LINE
  - EXISTING RIGHT-OF-WAY METES AND BOUNDS
  - ✕ EXISTING PUBLIC UTILITY TO BE ABANDONED



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'

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.



**E., F., G. & H. PARCEL '9' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION \***

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / SF	Total Units	Spaces	Area (sf)
Building P9-1	Residential	130'-0"	760.00'	10	1	42,411	-	-	-	42,411
						2-3	42,411	47	38	84,822
Garage	Garage	65'-0"	760.00'	5	AM	29,400	-	-	459	147,000
Surface Parking										0
<b>Total - PARCEL 9</b>										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.

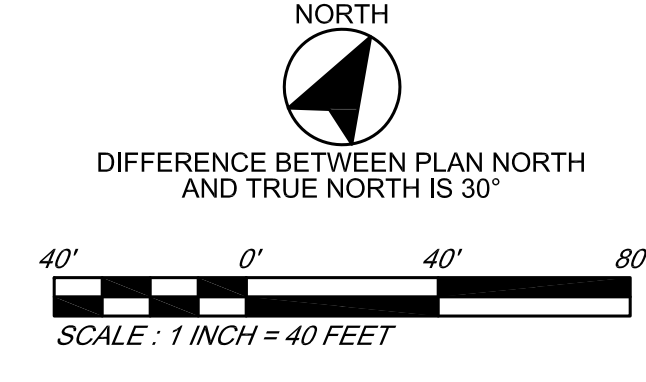
**EXISTING RIGHT-OF-WAY METES AND BOUNDS**

LINE	DESCRIPTION	LENGTH	BEARING	AREA
101	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
102	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
103	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
104	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
105	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
106	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
107	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
108	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
109	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
110	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
111	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
112	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
113	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
114	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
115	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
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119	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
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123	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
124	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
125	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
126	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
127	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
128	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
129	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
130	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
131	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
132	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
133	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
134	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
135	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
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137	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
138	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
139	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
140	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
141	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
142	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
143	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
144	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
145	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
146	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
147	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
148	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
149	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
150	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
151	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
152	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
153	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
154	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
155	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
156	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
157	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
158	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
159	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
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161	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
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163	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
164	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
165	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
166	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
167	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
168	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
169	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
170	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
171	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
172	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
173	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
174	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
175	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
176	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
177	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
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179	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
180	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
181	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
182	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
183	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
184	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
185	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
186	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
187	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
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189	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
190	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
191	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
192	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
193	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
194	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
195	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
196	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
197	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
198	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
199	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00
200	12.00' (10.00' R.O.W.)	12.00'	S 89° 57' 00" W	144.00

- LEGEND**
- PROPOSED MPD BOUNDARY
  - - - EXISTING PROPERTY LINE
  - - - EXISTING AND PROPOSED PROPERTY LINE
  - - - EXISTING PROPERTY LINE AND PROPOSED RIGHT-OF-WAY LINE
  - - - EXISTING 'OFF-SITE' PROPERTY LINE
  - - - PROPOSED PROPERTY LINE
  - - - PROPOSED RIGHT-OF-WAY LINE
  - - - EXISTING RIGHT-OF-WAY METES AND BOUNDS
  - ⊗ EXISTING PUBLIC UTILITY TO BE ABANDONED

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.



**KEMSTUDIO**  
 1505 GENESSEE ST SUITE 200 KANSAS CITY MO 64102  
 T 816 756 1808 F 816 756 1828

**phro•ne•sis**  
 landscape • planning • infrastructure • build  
 2433 TRACY AVE KANSAS CITY MO 64108  
 T 816.214.0896

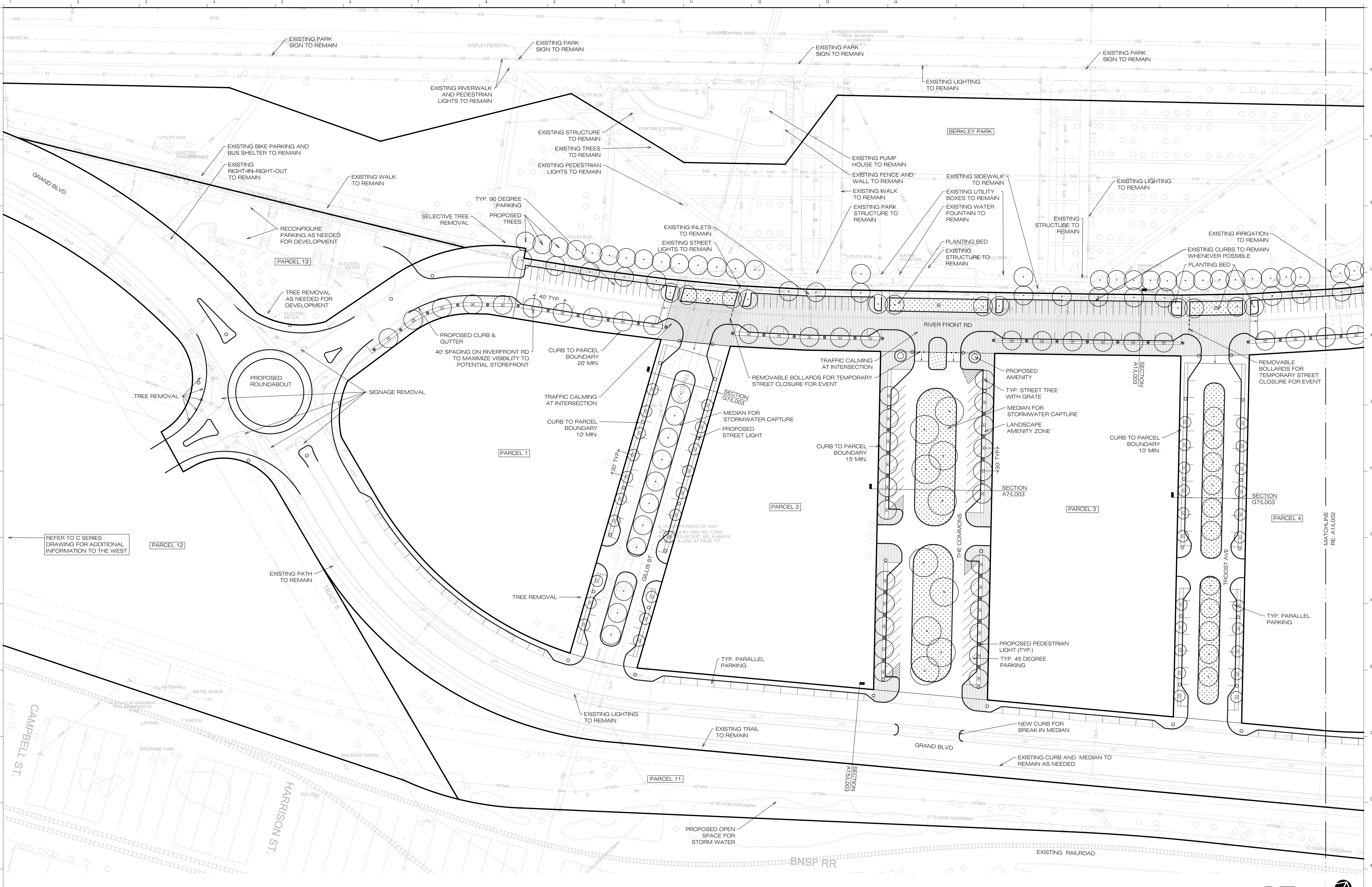
**TB** Taliaferro & Browne, Inc.  
 Civil / Structural Engineering,  
 Landscape Architecture & Surveying  
 7020 E. 86 STREET  
 KANSAS CITY, MISSOURI 64106  
 PH (816) 283-3456 FAX (816) 283-0810  
 PROFESSIONAL ENGINEERING CORPORATION  
 MISSOURI LICENSE NO. 00066 KANSAS LICENSE NO. E-1481  
 PROFESSIONAL LAND SURVEYING CORPORATION  
 MISSOURI LICENSE NO. 00094

**Port Authority**  
 of Kansas City, Missouri  
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 KANSAS CITY, MO 64105  
 816.559.3750

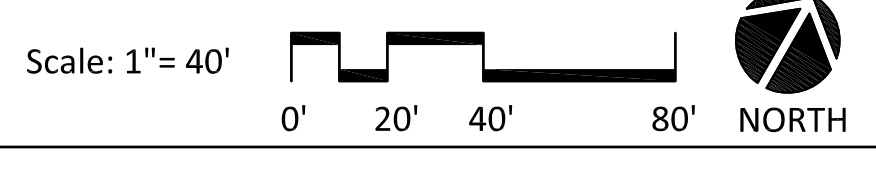
**BERKLEY RIVERFRONT DEVELOPMENT**  
 PORT AUTHORITY OF KANSAS CITY, MISSOURI  
 300 WYANDOTTE, SUITE 100  
 KANSAS CITY, MO 64105  
 TASK NO. 30134-19-3

SEAL  
 PHASE  
 ISSUED FOR:  
 MPD SET - 21 MAR 2014  
 PARCELS  
 9 & 10  
**C010**





REFER TO C SERIES DRAWING FOR ADDITIONAL INFORMATION TO THE WEST



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

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T 816.756.1808 F 816.756.1823

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T 816.214.0896

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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. 000694

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816.559.3750

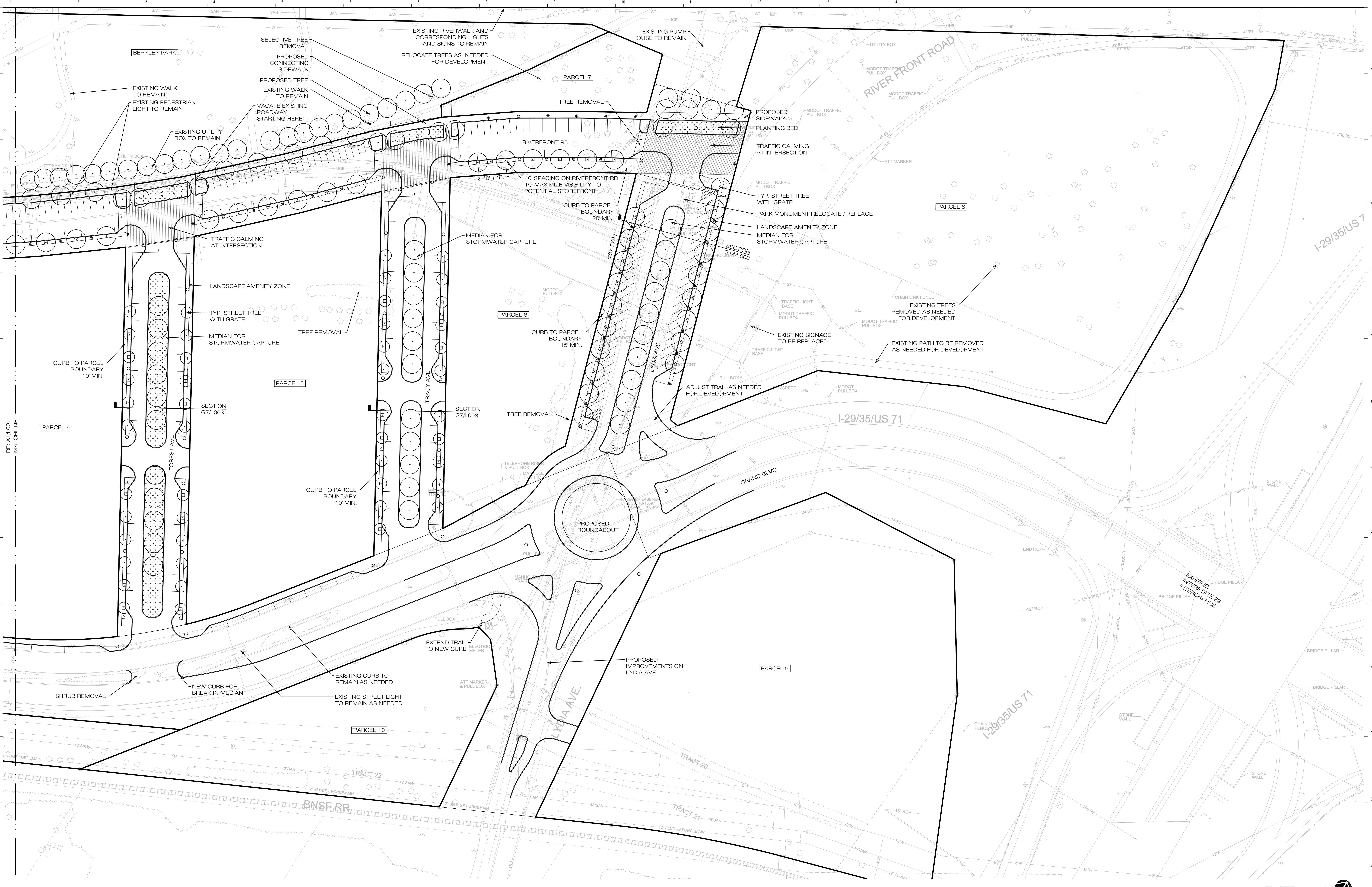
**BERKLEY RIVERFRONT DEVELOPMENT**  
PORT AUTHORITY OF KANSAS CITY, MISSOURI  
300 WYANDOTTE, SUITE 100  
KANSAS CITY, MO 64105  
TASK NO. 30134-19-3

SEAL

PHASE  
ISSUED FOR:  
MPD SET - 21 MAR 2014

ENLARGED  
SITE PLAN  
**L001**

TASK NO. 30134-19-3  
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Scale: 1"=40'  
 0' 20' 40' 80' NORTH

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

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 Landscape Architecture & Surveying  
 4020 E. 86 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  
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 300 WYANDOTTE, SUITE 100  
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 TASK NO. 30134-19-3

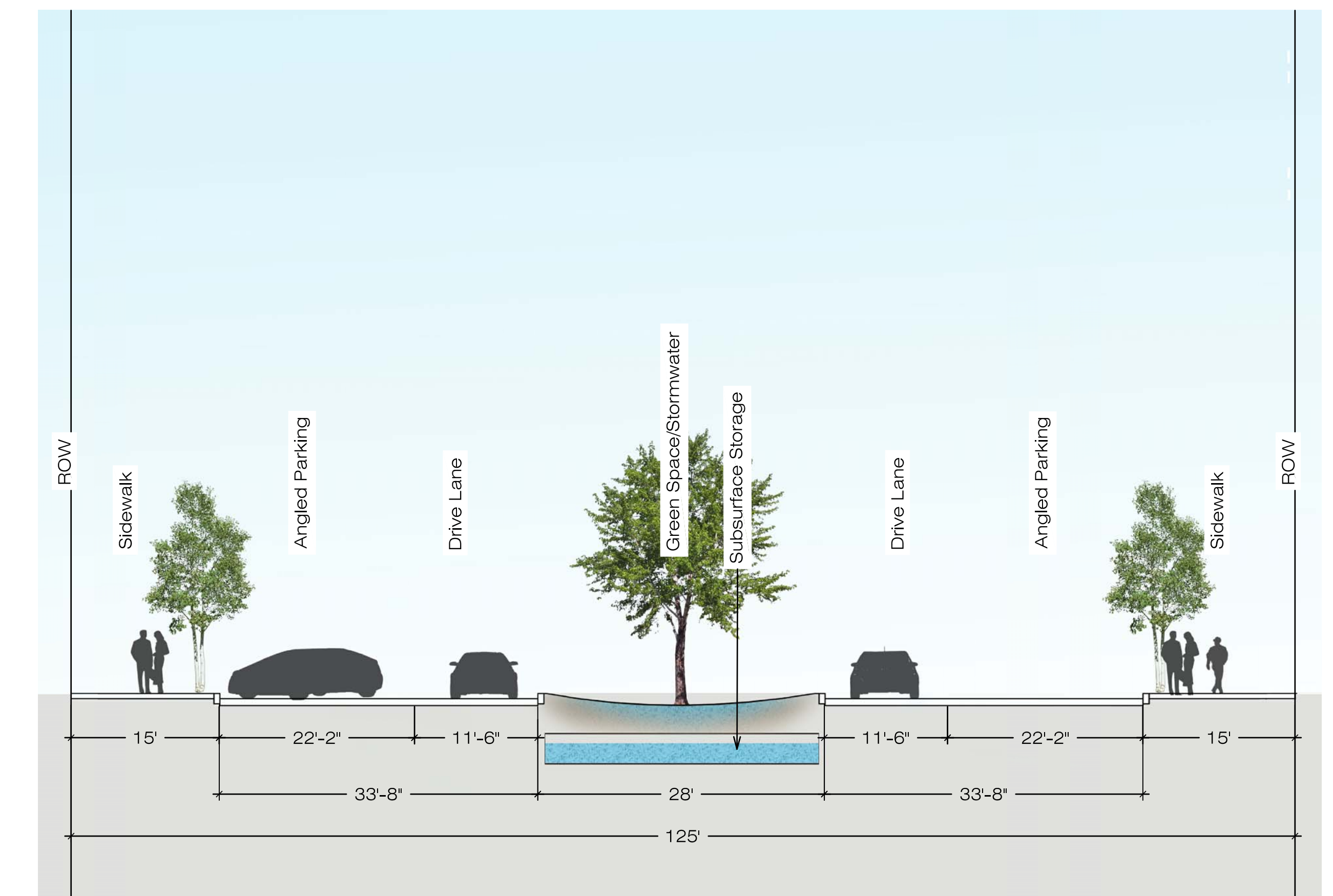
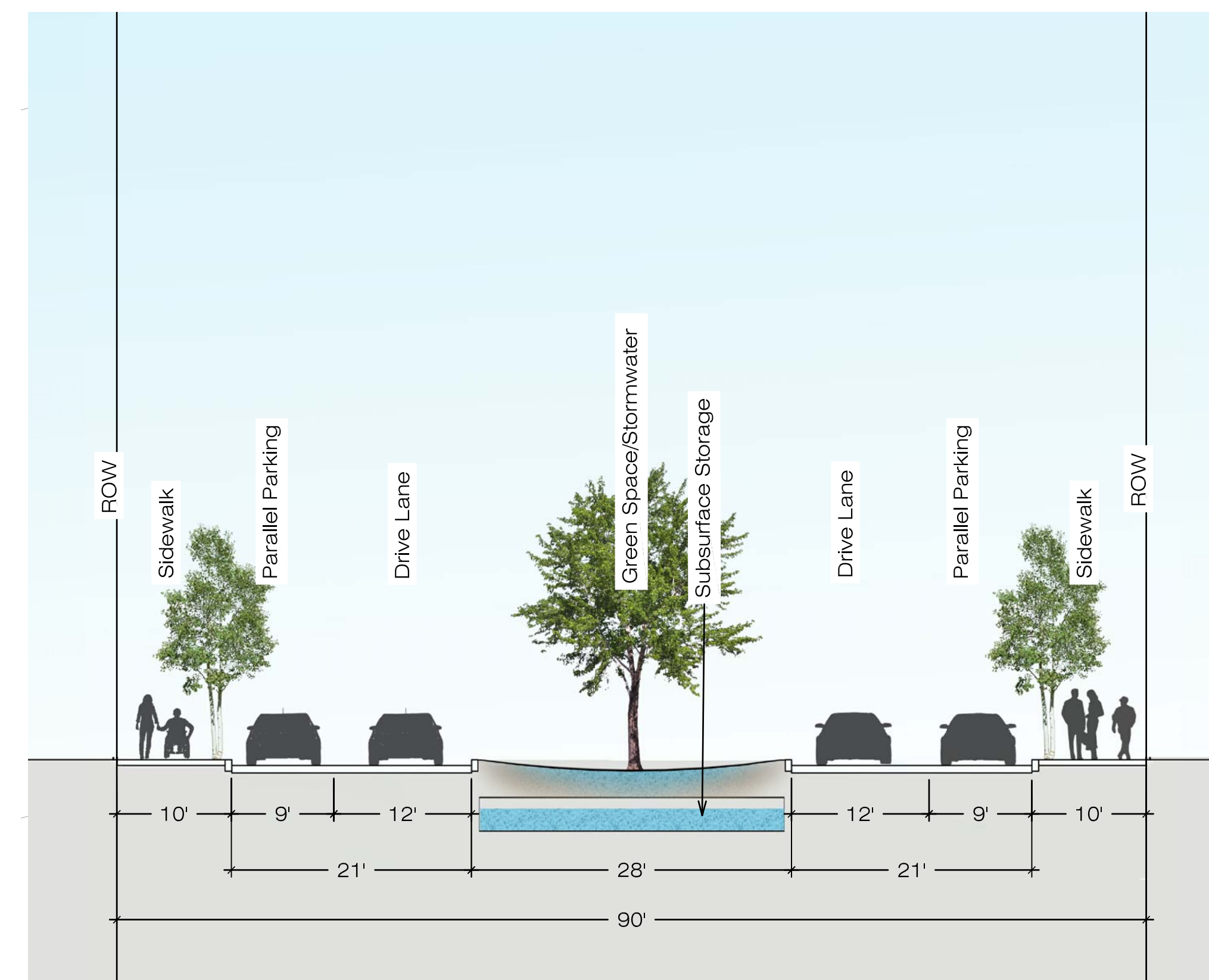
SEAL

PHASE  
 ISSUED FOR:  
 MPD SET - 21 MAR 2014

ENLARGED  
 SITE PLAN  
**L002**

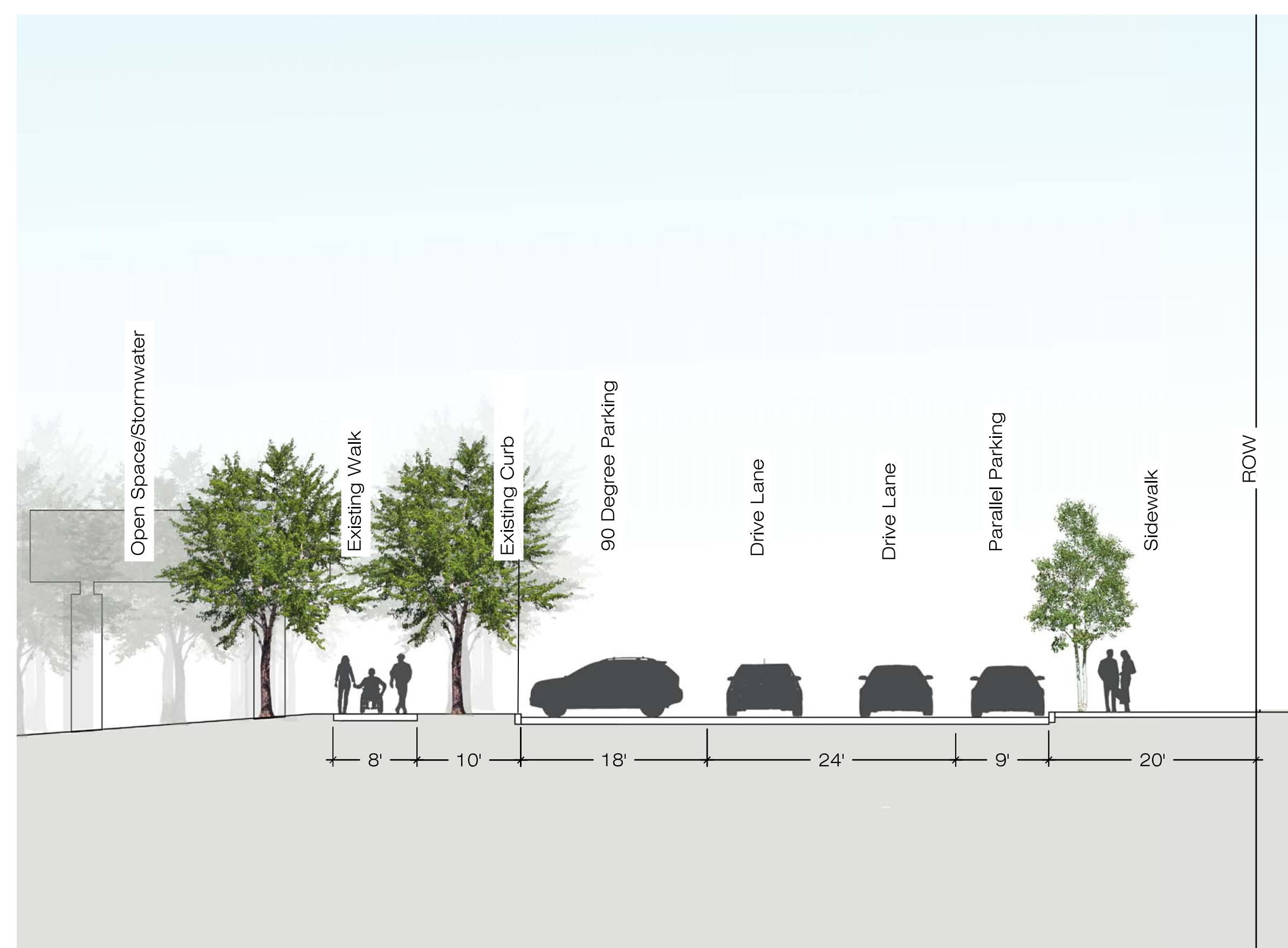
TASK NO. 30134-19-3



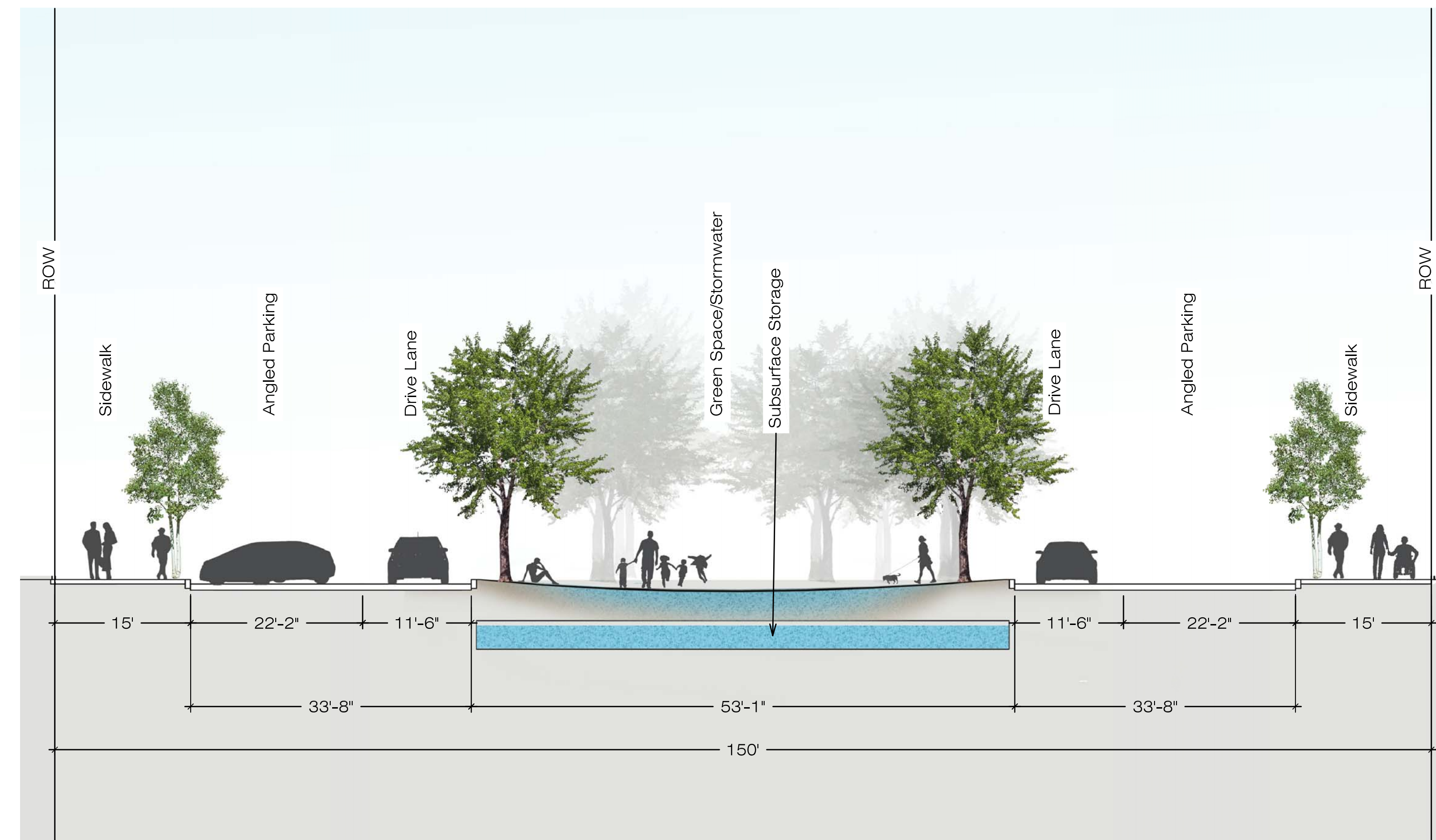


G7 GILLIS ST / TROOST AVE / FOREST AVE / TRACY AVE SECTION  
1"=10' RE: A1/L002, A1/L002

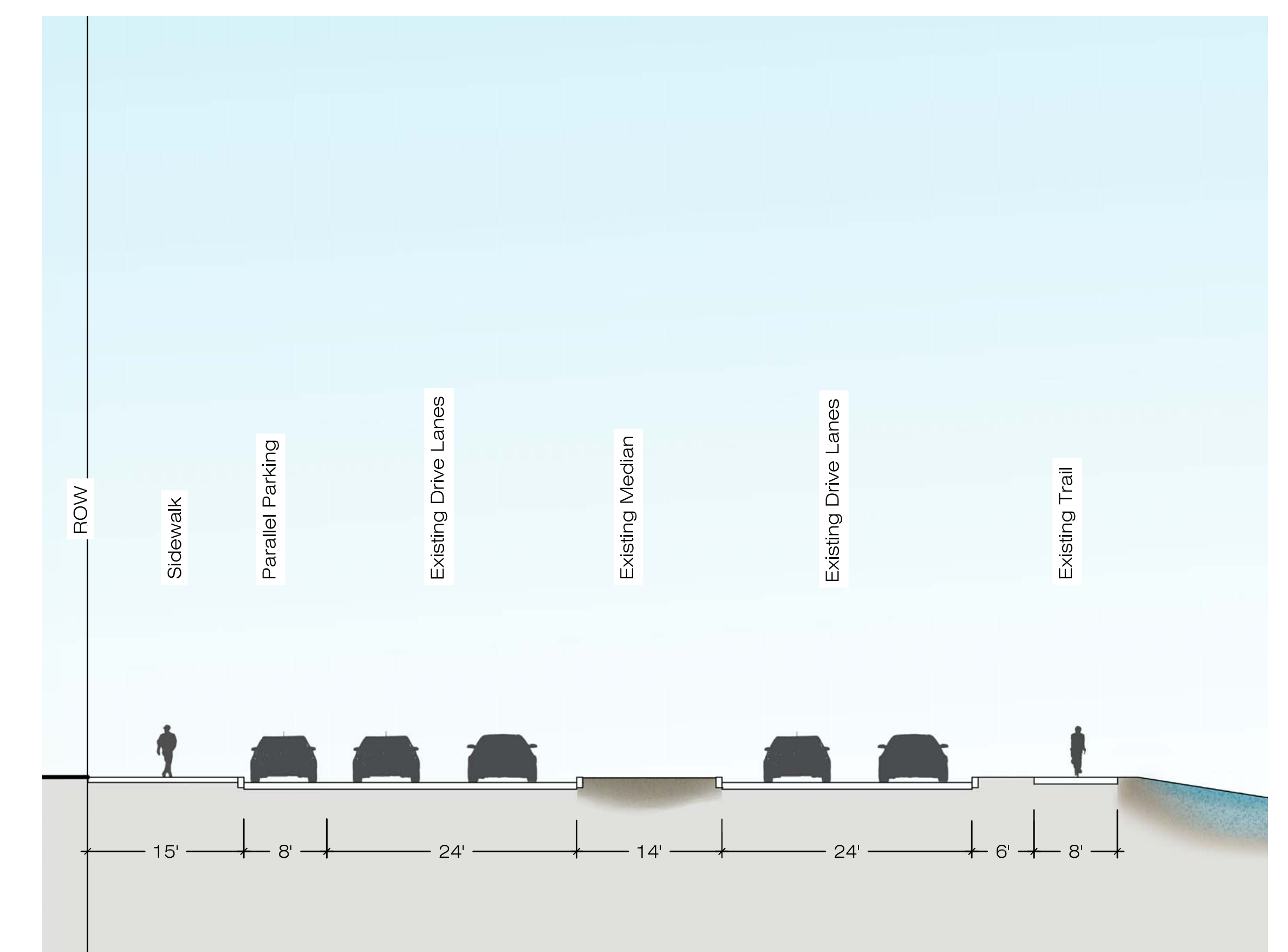
G14 LYDIA AVE SECTION  
1"=10' RE: A1/L002



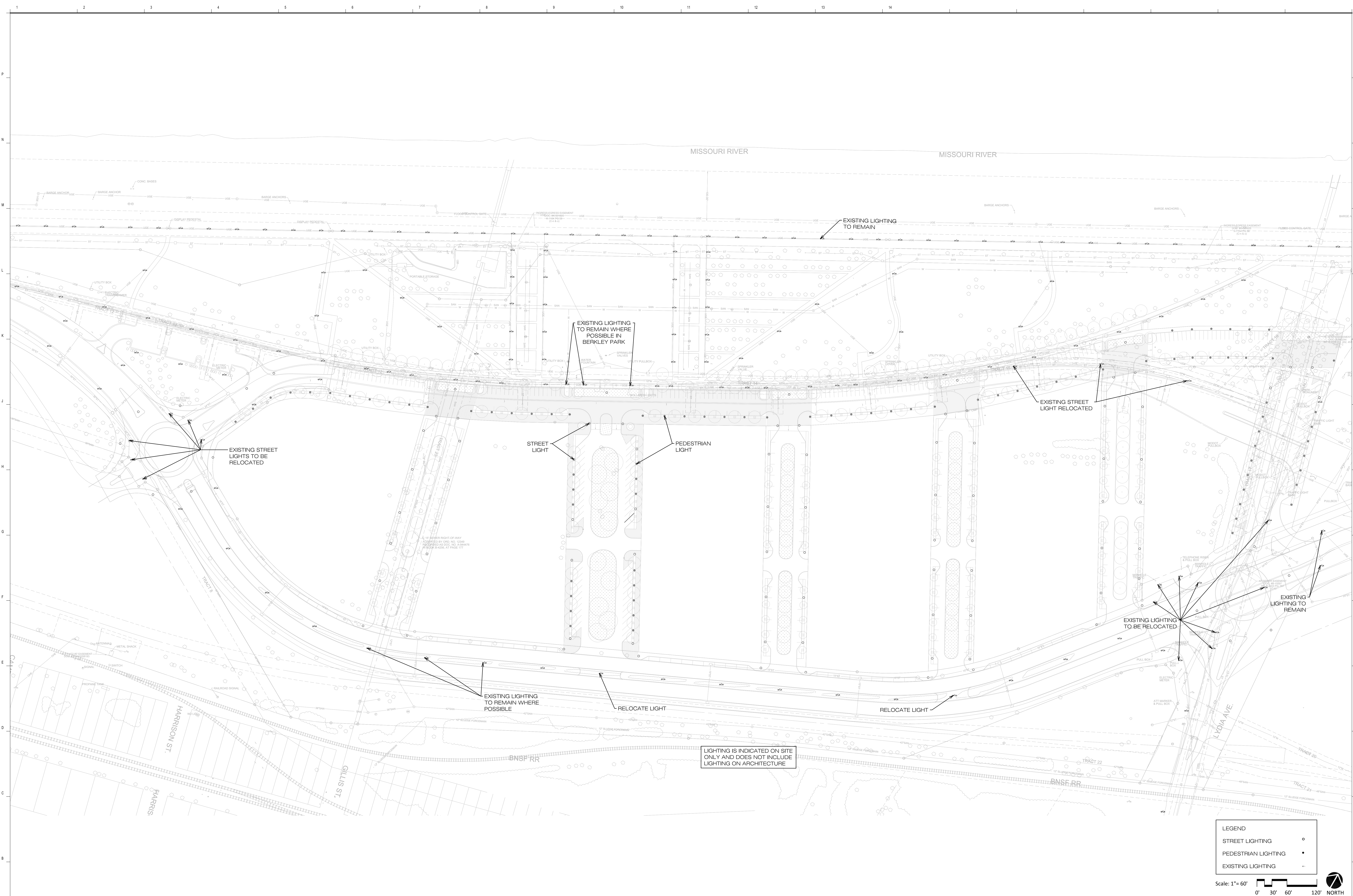
A1 RIVERFRONT RD SECTION  
1"=10' RE: A1/L001



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



A15 GRAND BLVD SECTION  
1"=10' RE: A1/L001



A1 SITE LIGHTING PLAN  
1"=60'

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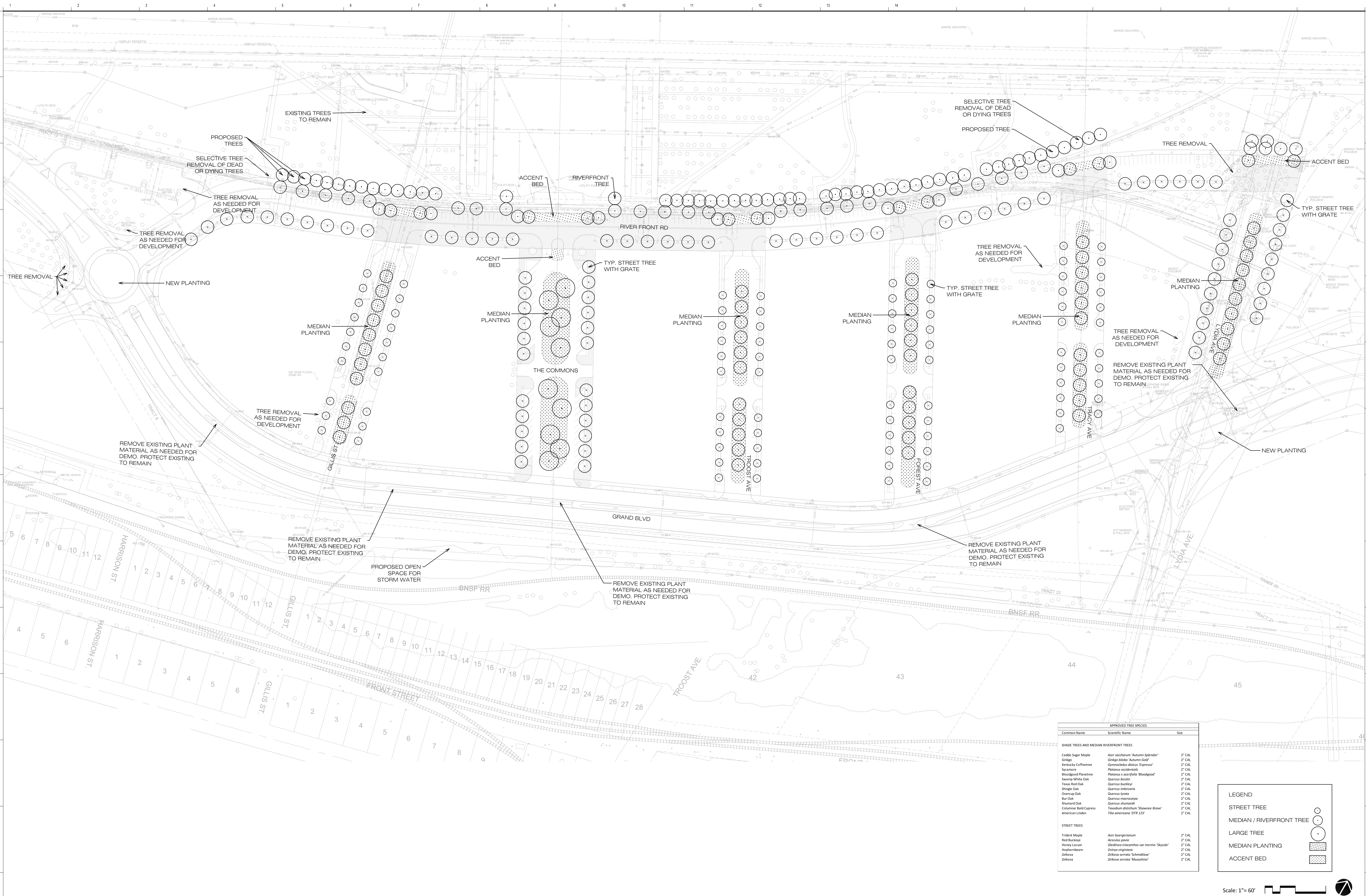
**Taliaferro & Browne, Inc.**  
Civil / Structural Engineering,  
Landscape Architecture & Surveying  
4209 E. 86th STREET  
KANSAS CITY, MISSOURI 64106  
PH (816) 283-3456 FAX (816) 283-0810  
PROFESSIONAL ENGINEERING CORPORATION  
MISSOURI LICENSE NO. 00000 KANSAS LICENSE NO. E-1481  
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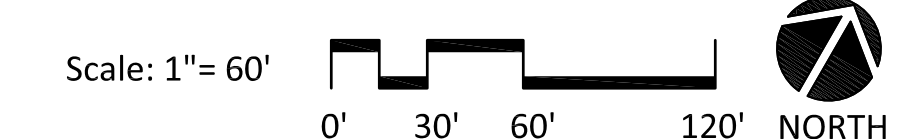
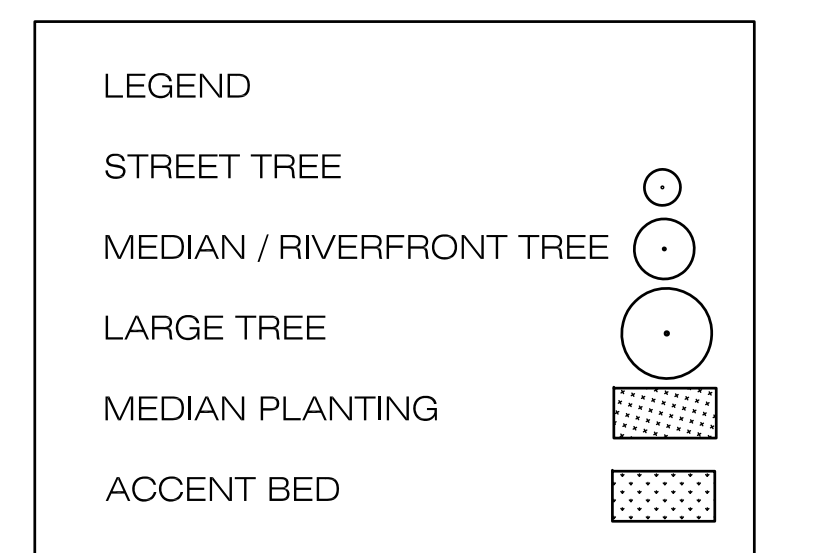
**BERKLEY RIVERFRONT DEVELOPMENT**  
PORT AUTHORITY OF KANSAS CITY, MISSOURI  
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PHASE ISSUED FOR: MPD SET - 21 MAR 2014  
SITE LIGHTING PLAN  
**L004**  
TASK NO. 30134-19-3  
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Common Name	Scientific Name	Size
<b>SHADE TREES AND MEDIAN RIVERFRONT TREES</b>		
Cascade Sugar Maple	<i>Acer saccharum 'Autumn Splendor'</i>	2" CAL
Gringo	<i>Griggo blabro 'Autumn Gold'</i>	2" CAL
Kentucky Coffeetree	<i>Gymnocladia dioica 'Yankee'</i>	2" CAL
Sycamore	<i>Platanus occidentalis</i>	2" CAL
Bloodgood Flametree	<i>Platanus x acerifolia '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
Columnar Bald Cypress	<i>Taxodium distichum 'Stawnee Brave'</i>	2" CAL
American Linden	<i>Tilia americana 'DIP 222'</i>	2" CAL
<b>STREET TREES</b>		
Tidwell Maple	<i>Acer buergerianum</i>	2" CAL
Red Barkline	<i>Aspidula javica</i>	2" CAL
Honey Locust	<i>Gleditsia inornata var. 'nervosa' 'Skyline'</i>	2" CAL
Hopbroom	<i>Osyris virginiana</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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1505 GENESSEE ST SUITE 200 KANSAS CITY MO 64102  
1 816 756 1908 f 816 756 1823

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T 816.214.0896

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Civil / Structural Engineering,  
Landscape Architecture & Surveying  
1020 E. 86th STREET  
KANSAS CITY, MISSOURI 64106  
PH (816) 283-3456 FAX (816) 283-0810  
PROFESSIONAL ENGINEERING CORPORATION  
MISSOURI LICENSE NO. 00086 KANSAS LICENSE NO. E-1481  
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**BERKLEY RIVERFRONT DEVELOPMENT**  
PORT AUTHORITY OF KANSAS CITY, MISSOURI  
300 WYANDOTTE, SUITE 100  
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STREET LANDSCAPE  
**L005**  
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