



CITY PLAN COMMISSION STAFF REPORT

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

October 19, 2021

Project Name

I-49 Industrial Center North

Docket #10 Request

CD-CPC-2021-00109 - Development Plan.

Applicants

Chris Hafner
Davidson Architecture & Engineering.

Owners

Platform Ventures

Location	Generally located at NEC of Botts Rd and M-150 Hwy.
Area	About 256 acres
Zoning	M2-2 & M3-5
Council District	6 th
County	Jackson
School District	Grandview 130

Surrounding Land Uses

North: City of Grandview, Industrial and residential (existing).

South: zoned M1-5, Industrial uses.

East: zoned M1-5/ M2-2, Apartments and Industrial uses.

West: zoned UR, NNSA Federal Complex.

Major Street Plan

The City's Major Street Plan classifies Botts Road as Thoroughfare with 4 Through lanes. Missouri Route 150 is classified as a freeway.

Land Use Plan

The Martin City Area Plan recommends Industrial land use for the subject property. The request conforms to this recommendation.

APPROVAL PROCESS



NEIGHBORHOOD AND CIVIC ORGANIZATIONS NOTIFIED

The subject property does not lie within any registered neighborhood or civic organization therefore none were notified. Notice of the public hearing was sent to surrounding properties within 300 feet.

REQUIRED PUBLIC ENGAGEMENT

Public engagement as required by 88-505-12 applies to this request. The applicant held a virtual public meeting on July 22, 2021, a summary of which is attached. The meeting included abutting residents within Grandview city limits.

EXISTING CONDITIONS

The project site comprises of 13 parcels generally located at the northeast corner of MO Route 150 and Botts Road. The project is mostly undeveloped except for the existing Ideka Asphalt Plant located at the southeast corner of the site. The plan proposes to relocate the plant south of MO Route 150 (Docket No. 3). Botts Road at this location is elevated over 150 Hwy with on and off ramps. Access to the site is proposed via Botts Road and Colorado Avenue. The site is bisected by existing regulated streams.

Surrounding land uses includes existing industrial and residential uses with the City of Grandview to the north. To the east is the Cloverleaf apartments and industrial uses. The NNSA Federal Complex is on the west of Botts Road. To the south is the second plat of the CenterPoint Intermodal development. The parcel further south is I-49 Industrial Center approved in July 2021.

SUMMARY OF REQUEST

The applicant is seeking approval of a Development Plan (preliminary plat) to allow for 2.5 million square foot of office, commercial and warehouse development on 12 lots and two (2) tracts.

PROFESSIONAL STAFF RECOMMENDATION

Docket #10 Approval with conditions.

CONTROLLING CASE – There is no controlling case on this project site.

RELATED RELEVANT CASES

Case No. 14309-P - On July 3, 2012, the City Plan Commission approved a major site plan in District M3-5 (manufacturing 3-5) to allow for an asphalt plant on about 16.5 acres generally located at the northwest quadrant of Missouri Highway 150 and Colorado Avenue.

PLAN LOCATION



PLAN REVIEW

The applicant is seeking approval of a Development Plan for the "I 49 Industrial Center North" a logistics and warehousing facility on about 245 acres generally located at northeast corner of Botts Road and M 150 Hwy. The development plan proposed 12 industrial warehouse manufacturing and distribution buildings totaling approximately 2.5 million square feet with a total of 1,857 parking spaces and 747 trailer parking spaces. The buildings are proposed to be constructed of tilt up concrete panels accented with 3-tone paints. The rendering shows relief features and on the span of the building with entry treatments with canopies. The plan proposes additional semi-truck parking along the frontage of M-150 Hwy right-of-way along the southern edge of the site. The shown sidewalks complete the pedestrian sidewalk network for this area of the campus and provide proper internal pedestrian connections. Access to the development is proposed off M-150 Highway and Botts Road.

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

Standards	Applicability	Meets	More Information
<i>Boulevard and Parkway Standards (88-323)</i>	NO		
<i>Parkland Dedication (88-408)</i>	NO		
<i>Parking and Loading Standards (88-420)</i>	YES		SEE ANALYSIS
<i>Landscape and Screening Standards (88-425)</i>	YES		SEE ANALYSIS
<i>Outdoor Lighting Standards (88-430)</i>	YES		SEE ANALYSIS
<i>Sign Standards (88-445)</i>	YES		SEE ANALYSIS
<i>Pedestrian Standards (88-450)</i>	YES		SEE ANALYSIS

Requested Deviations

The plan does not stipulate or request any deviations.

PLAN ANALYSIS

Staff expressed concern about the location of the proposed semi-truck parking and visibility from the public right of way. The applicant has provided perspectives showing the limited visibility due to the topography of the site. They have also proposed additional screening from the public right of way.

The developer has submitted a stream buffer waiver request application to the Land Development Division for review. This is an administrative review by staff with a recommendation to the City Council. Staff recommends that the ordinance request for this development plan proceed to City Council concurrently with the Stream Buffer Waiver request as the Council's action will have significant impact of the plan.

Parking and Loading Standards (88-420)

Section 88-420-06 Parking Ratios stipulates that for "Manufacturing, Production and Industrial Service" and "Warehousing, Wholesaling, Freight Movement" uses provide 1 parking space per 4 employees. Staff recommends adding long term and short term bicycle parking to the data table. The applicant's request conforms to the applicable requirements of this section subject to the correction.

Pedestrian Standards (88-450)

Staff recommends that the plan be revised so that the eastern sidewalk along Botts Rd should be extended northward to a point and connect to the west sidewalk to cross Hwy 150. Subject to the recommended conditions/plan corrections, the applicant's request conforms to the applicable provisions of this section.

Landscape and Screening Standards (88-425)

The applicant will install new street trees and interior landscaping throughout the site. Subject to the recommended conditions/plan corrections, the applicant's request conforms to the applicable provisions of this section.

Outdoor Lighting Standards (88-430)

A lighting plan is required with any new Development Plan application. A lighting plan has been provided which shows conformance to the sign regulations of the city's zoning and development code. Subject to the recommended conditions/plan corrections, the applicant's request conforms to the applicable provisions of this section.

Sign Standards (88-445)

The applicant is proposing to install several new signs throughout the site. A sign plan is required with any Development Plan application that proposes signage that exceeds the zoning and development code base regulations. Three new oversized monument signs are proposed on the southwest corner of the site near the intersection of M-150 Highway and Botts Road and also near the western and southeastern entrances. These will provide greater visibility to motorists and the sign near the intersection is needed to due to the grade change in this area. Development district monument signs are also shown along Botts Road and will list the tenants within the site. Additional individual building monument signs are also near the front of each individual building.

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

88-516-05-A. The plan must comply with all standards of this zoning and development code and all other applicable city ordinances and policies.

Staff Analysis: The proposed development meets the requirements of the zoning and development code and follows the recommended land use of the Martin City Area Plan.

88-516-05-B. The proposed use must be allowed in the district in which it is located.

Staff Analysis: The warehouse, industrial, manufacturing, and warehousing uses are permitted within the M1-5 zoning district.

88-516-05-C. Vehicular ingress and egress to and from the site, and circulation within the site, must provide for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways.

Staff Analysis: The proposed plan meets the requirements for vehicular access and circulation.

88-516-05-D. The plan must provide for safe, efficient, and convenient non-motorized travel opportunities, being pedestrian and bicycle movement, on the subject site.

Staff Analysis: The applicant has revised the proposed site plans for consideration and review by the City Plan Commission that met the city's requirements for public sidewalk and internal pedestrian (non-motorized) travel.

88-516-05-E. The plan must provide for adequate utilities based on City standards for the particular development proposed.

Staff Analysis: There are adequate utilities to serve the proposed development.

88-516-05-F. The location, orientation, and architectural features, including design and material, of buildings and other structures on the site must be designed to be compatible with adjacent properties.

Staff Analysis: The applicant has revised the proposed building elevations to add additional architectural details and color improvements.

88-516-05-G. Landscaping, berms, fences and/or walls must be provided to buffer the site from undesirable views, noises, lighting or other off-site negative influences and to buffer adjacent properties from negative influences that may be created by the plan.

Staff Analysis: The proposed uses are very similar to those of the surrounding property. Therefore, no berms, fences, or other buffers are required. However, the applicant has provided a landscaping plan that focuses landscaping elements along the public roadway frontages rather than extensive internal landscaping elements for the warehouse and distribution buildings.

88-516-05-H. The design of streets, drives, and parking areas within the project should result in a minimum of area devoted to asphalt or other impervious surfaces consistent with the needs of the project and city code requirements.

Staff Analysis: The proposed site plan provides an efficient layout for the proposed uses and does not create unnecessary impervious surfaces.

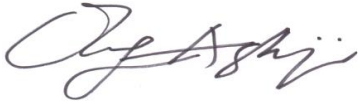
88-516-05-I. The plan must identify trees to be removed and trees to be preserved during the development of the subject property with the goal of saving trees that are not required to be removed for the development of the property.

Staff Analysis: The site currently has very few, if any, mature trees that would be removed for this development.

PROFESSIONAL STAFF RECOMMENDATION

Staff recommends Approval Subject to the Corrections and Conditions as reflected in the attached Plan Correction Report and Plan Conditions Report.

Respectfully Submitted,



Olofu Agbaji
Planner



Plan Conditions, Corrections, & Recommendations Report

Recommended to City Plan Commission
Recommended by Development Review Committee

Report Date: October 13, 2021
Case Number: CD-CPC-2021-00109
Project: I-49 Industrial Center North

Plan Corrections

Correction(s) by Development Management of the City Planning and Development Department. Contact Olofu Agbaji at 816-513-8815 / Olofu.Agbaji@kcmo.org with questions.

1. Overall parking along MO Route 150 shall be properly screened with a significant berm. Extend screening and berming along the west side of Colorado Avenue north of MO Route 150 to ensure that the truck parking is properly screened. Revise Plans and Resubmit (10/13/2021)

Correction(s) by Land Development Division of the City Planning and Development Department. Contact Stacey Lowe at 816-513-2552 / stacey.lowe@kcmo.org with questions.

2. Preliminary stream buffer plan was not submitted in accordance with the requirements of Section 88-415. Ensure that the plan includes the information regarding the floodplain limits for the property and all of the regulated streams present on the property. (7/27/2021)
3. Preliminary plat drawing needs to be revised to remove any proposed easements shown inside the City's right of way for the proposed east-west roadway. Any existing easements will need to be subordinated prior to recording of the plat. Revise Plat and Resubmit (10/07/2021)

Correction(s) by Water Services - Stormwater of the Water Services Department. Contact Amy Bunnell at / amy.bunnell@kcmo.org with questions.

4. Not approved without stream buffer exception. (7/28/2021)

Correction(s) by Water Services - Water of the Water Services Department. Contact Jerald Windsor at 816-513-2904 / Jerald.Windsor@kcmo.org with questions.

5. Show and label the public and private water mains and fire hydrants. Label the sizes of the water mains. Show and label public street ROW and water main easements. Submit plans at 1"=100' maximum scale.

10-7-21 -- Please label & show size of the public & Private water mains, Fire hydrants, domestic water service lines and fire service lines. Please show location of Fire Hydrants (both public & private) existing & proposed - located every 300' feet or less. Please label/ name all street by name or proposed name, please label private drives. The drawings show fire lines(wtrf) in public R.O.W. and water mains (wtrm) in private R.O.W) & no domestic lines(wtrd) are shown entering any building. Some fire lines(wtrf) are not shown entering the buildings. Please update plan sheets to show proper water services to all buildings. Please email jerald.windsor@kcmo.org to get any further clarifications. (7/28/2021)

Plan Conditions

Condition(s) by City Planning and Development Department. Contact Olofu Agbaji at 816-513-8815 / Olofu.Agbaji@kcmo.org with questions.

6. The developer shall secure approval of a project plan from the City Plan Commission for each building or phase prior to issuance building permit. (10/13/2021)
7. The developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that all landscaping required of the approved plan has been installed in accordance with the plan and is healthy prior to Certificate of Occupancy. (10/13/2021)
8. The developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that street trees have been installed in accordance with the approved street tree planting plan and are healthy prior to Certificate of Occupancy. (10/13/2021)
9. That the developer submit a design guideline for the proposed development per staff approval prior to ordinance request. The design guidelines shall incorporate the Martin City Area Plan design guidelines wherever the opportunity presents itself. The guidelines shall call out all preferred and prohibited building materials. (10/13/2021)
10. Prior to issuance of a final certificate of occupancy, all landscaping as shown on the approved landscape plan, including trees, plant material and structural elements, must be in place and healthy, as certified by a sealed letter submitted by a registered landscape architect licensed in the State of Missouri. (10/13/2021)

Condition(s) by City Planning and Development Department. Contact Stacey Lowe at 816-513-2552 / stacey.lowe@kcmo.org with questions.

11. The developer must [grant on City approved forms, a STREAM BUFFER Easement to the City] or [show and label the final stream buffer zones on the subdivision plat within a private open space tract], as required by Chapter 88 and Land Development Division, prior to issuance of any stream buffer permits. (7/27/2021)
12. The developer shall submit verification of vertical and horizontal sight distance for the drive connection to public right-of-way to the Land Development Division and make improvements to ensure local jurisdiction and/or minimum AASHTO adequate sight distance standards are met, prior to issuance of any certificate of occupancy. (7/27/2021)
13. 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. (7/27/2021)
14. The developer must secure permits to extend public sanitary and storm water conveyance systems to serve all proposed lots within the development and determine adequacy of receiving systems as required by the Land Development Division, prior to recording the plat or issuance of a building permit whichever occurs first. (7/27/2021)
15. 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. (7/27/2021)
16. The developer must obtain the executed and recorded city approved grading, temporary construction, drainage/sewer, or any other necessary easements from the abutting property owner(s) that may be required prior to submitting any public improvements crossing properties not controlled by the developer and include said document(s) within the public improvement applications submitted for permitting (7/27/2021)
17. The developer must submit covenants, conditions and restrictions to the Land Development Division for review by the Law Department for approval and enter into covenant agreements for the maintenance of any private open space tracts with stream buffer zones or stormwater detention area tracts, prior to recording the plat. (7/27/2021)
18. The developer must grant a [BMP and/or Surface Drainage Easement] to the City as required by the Land Development Division, prior to recording the plat or issuance of any building permits. (7/27/2021)
19. The developer must 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, prior to issuance of any construction permits within said right-of-way, and that the owner/developer shall be responsible for all costs associated with subordination activities now and in the future. (7/27/2021)
20. The developer must provide an erosion hazard analysis for areas where any improvements or public right-of-way dedications are proposed within stream buffer zones or adjacent to the outside of stream meanders as required by Water Services. (7/27/2021)

Condition(s) by City Planning and Development Department. Contact Stacey Lowe at 816-513-2552 / stacey.lowe@kcmo.org with questions.

21. The developer must pay impact fees as required by Chapter 39 of the City's Code of ordinances as required by the Land Development Division. (7/27/2021)
22. The developer must show the limits of the 100-year floodplain on the final plat and show the Minimum Low Opening Elevation (MLOE) of any structure on each lot that abuts a 100-year flood prone area (including detention basins and engineered surface drainage conveyances) on any plat and plan, as required by the Land Development Division. (7/27/2021)
23. The developer must enter into a covenant agreement for the maintenance of any stormwater detention area tracts as required by the Land Development Division, prior to recording the plat. (7/27/2021)
24. The developer shall submit a Preliminary Stream Buffer plan prior to approval of the [Special Use /Development/Rezoning] plan in accordance with the Section 88-415 requirements. (7/27/2021)
25. The owner/developer must submit plans for grading, siltation, and erosion control to Land Development Division for review and acceptance, and secure a Site Disturbance permit for any proposed disturbance area equal to one acre or more prior to beginning any construction activities. (7/27/2021)
26. The developer shall submit a final stream buffer plan to the Land Development Division for approval prior to issuance of any building permits and obtain permits for the Stream Buffer prior to removal of any mature riparian species within the buffer zones due to construction activities on the site, in accordance with the Section 88-415 requirements. (7/27/2021)
27. After the City Plan Commission enters its disposition for the development plan, the developer shall not enter into any agreement that would encumber or otherwise have any impact on the proposed right-of-way dedications for the planned project without the prior written consent of the Land Development Division. (7/27/2021)
28. The developer must design and construct all interior public streets to City Standards, as required by Chapter 88 and the Land Development Division, including curb and gutter, storm sewers, street lights, and sidewalks. (7/27/2021)
29. The developer must submit a Macro storm drainage study with the first Plat or Phase, from a Missouri-licensed civil engineer to the Land Development Division showing compliance with current adopted standards in effect at the time of submission, including Water Quality BMP's, to the Land Development Division for review and acceptance for the entire development area, and submit Micro storm drainage study with each subsequent Plat or Phase showing compliance with the approved Macro and adopted standards. The developer shall secure permits to construct any improvements as necessary to mitigate impacts from rate, volume, and quality of runoff from each proposed phase, prior to recording the plat or prior to issuance of a Building Permit, whichever occurs first as required by the Land Development Division. (7/27/2021)
30. The developer must obtain a floodplain certificate from Development Services prior to beginning any construction activities with the floodplain. (7/27/2021)

Condition(s) by Fire Department. Contact Michael Schroeder at 816-513-4611 / michael.schroeder@kcmo.org with questions.

31. • The expectation is the project will meet the fire flow requirements as set forth in Appendix B of the International Fire Code 2018. (IFC-2018 § 507.1) (7/22/2021)
32. • Fire hydrant distribution shall follow IFC-2018 Table C102.1 (7/22/2021)
33. • Fire hydrants shall be installed and operable prior to the arrival of any combustible building materials onto the site. (IFC-2018 § 501.4 and 3312.1; NFPA 241-2013 § 8.7.2) (7/22/2021)
34. • Buildings equipped with a fire standpipe system shall have an operable fire hydrant within 100 feet of the Fire Department Connection (FDC). (IFC2018 § 507.5.1.1) (7/22/2021)
35. • Fire Department access roads shall be provided prior to construction/demolition projects begin. (IFC-2018 § 501.4 and 3310.1; NFPA 241-2013 § 7.5.5) (7/22/2021)
36. • Required fire department access roads are designed to support a fire apparatus with a gross axle weight of 85,000 pounds. (IFC-2018: § 503.2.3) (7/22/2021)
37. • Aerial Fire Apparatus access roads shall be provided for any building that is 30 feet in height or greater. Aerial Fire Apparatus Roads are a minimum 26 feet wide, at least 15 feet away from the building but not more than 30 feet from the structure. (IFC-2018 § D105). (7/22/2021)

Condition(s) by Fire Department. Contact Michael Schroeder at 816-513-4611 / michael.schroeder@kcmo.org with questions.

38. • Buildings exceeding 62,000 square feet in area shall have at least two means of fire apparatus access (IFC-2018: § D104.2) (7/22/2021)
39. • Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses. (IFC-2018: § D104.3) (7/22/2021)

Condition(s) by Public Works Department. Contact Jeffrey Bryan at 816-513-9865 / Jeffrey.Bryan@kcmo.org with questions.

40. Prior to certificate of occupancy for any building in the north phase of construction, the developer shall construct a southbound left turn lane with at least 140 feet of storage on Botts Road at the North NNSA Access Road. (10/07/2021)
41. Prior to certificate of occupancy for any building in the south phase of construction, the developer shall construct a southbound left turn lane with at least 140 feet of storage and 100 feet of taper on Botts Road at the South NNSA Access Road. (10/07/2021)
42. Prior to certificate of occupancy for any building in the south phase of construction, the developer shall construct a northbound right turn lane with at least 90 feet of storage and 100 feet of taper on Botts Road at the South NNSA Access Road. (10/07/2021)
43. Prior to certificate of occupancy for any building in the south phase of construction, the developer shall construct traffic signals at the intersection of Botts Road and the South NNSA Access Road. (10/07/2021)

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

44. The developer shall have a water flow test done to ensure there is adequate water pressure to serve the development.
South of River contact –Sean Allen -816-513-0318
North of River contact Dan Richardson – 816-513-4883 (7/28/2021)
45. The developer shall ensure that water and fire service lines should meet current Water Services Department Rules and Regulations.

<https://www.kcwater.us/wp-content/uploads/2019/04/2018-Rules-and-Regulations-for-Water-Service-Lines.pdf>
(7/28/2021)

Condition(s) by Water Services Department. Contact Jerald Windsor at 816-513-2904 / Jerald.Windsor@kcmo.org with questions.

46. The developer must submit water main extension drawings prepared by a registered professional Engineer in Missouri to the main extension desk for review, acceptance and contracts per the KC Water Rules and Regulations for Water main extensions and Relocations.
(<https://www.kcwater.us/wp-content/uploads/2019/04/2018-Rules-and-Regulations-for-Water-Main-Extensions.pdf>)
(7/28/2021)

Plan Recommendations

Recommendation(s) by Water Services Department. Contact Amy Bunnell at / amy.bunnell@kcmo.org with questions.

47. Note: Drainage studies are not reviewed or approved through this process. (10/01/2021)

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code review:
 governing municipality: Kansas City, MO
 governing code: 2018 International Building Code
 2018 International Fire Code
 2018 NFPA 101 Life Safety
 2018 International Mechanical Code
 2018 Uniform Plumbing Code
 2012 IECC
 2018 IFGC
 2017 NEC

 Construction Type: IIB
 Zoning: M1-5
 Fire Protection: ESFR fire sprinkler system
 Total Site Area: 10,693,914 sq. ft., 245 ac.
 Total Building Area: 2,460,408 sq. ft.
 Building Area Ratio: .23
 Total Impervious Area: 5,433,131 sq. ft., 51%
 Total Green Space: 5,261,114 sq. ft., 49%

project description:
 new spec buildings of various sizes north of Hwy 150 at the I-49 Industrial Center

sheet index:

A0.0 cover sheet

ARCHITECTURAL SITE PLANS
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 A1.2 Enlarged Site Plan
 A1.3 Enlarged Site Plan
 A1.4 Enlarged Site Plan
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 A1.6 Signage Plan
 A1.7 View Sections

LANDSCAPE
 L1.1 Landscape Plan

PHOTOMETRIC
 P1.1 Photometric Cut Sheet
 P1.2 Photometric Plan

CIVIL
 C1.1 Overall Site Plan
 C1.1A Overall Site Plan A
 C1.1B Overall Site Plan B
 C1.1C Overall Site Plan C
 C1.2 Overall Utility Plan
 C1.2A Overall Utility Plan A
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 C1.3 Preliminary Plat
 C2.1 Overall Grading Plan
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 C2.1B Overall Grading Plan B
 C2.1C Overall Grading Plan C

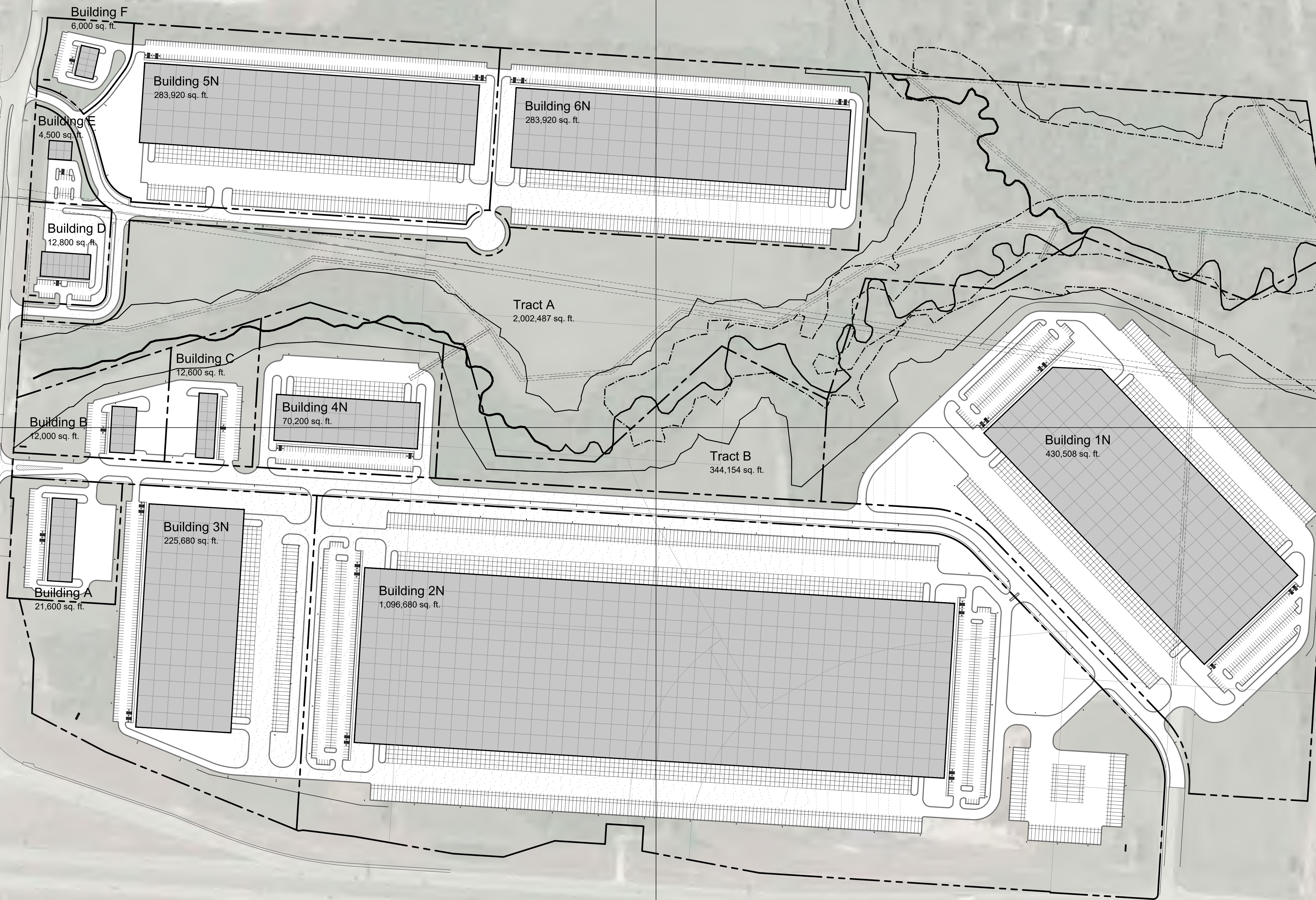
ARCHITECTURAL
 A3.1 Typical Elevations
 A3.2 Typical Elevations
 A3.3 Typical Elevations
 A3.4 Building Renderings

A1.2

A1.3

A1.4

A1.5



1 Site Plan
scale: 1" = 150'-0"
north

Project Synopsis

Governing Municipality: Kansas City, Missouri
Governing Code: 2018 IBC, 2018 IFGC, 2018 IPC, 2018 IMC, 2017 NEC, 2018 IECC
Construction Type: IB
Zoning: M1-5
Fire Protection: ESFR fire sprinkler system
Total Site Area: 10,693,914 sq. ft., 245 ac.
Total Building Area: 2,460,408 sq. ft.
Building Area Ratio: 23
Total Impervious Area: 5,433,131 sq. ft., 51%
Total Green Space: 5,261,114 sq. ft., 49%

Building 2N
Site Area: 2,901,400 sq. ft., 66.61 ac.
Building Area: 1,096,680 sq. ft.
Stories: 1
Clear Height: 40'
Parking Spaces: 565
Trailer Spaces: 380
Dock Positions: Up to 232
Drive-In Doors: 4
Warehouse occupancy: 1,096,680 / 500 = 2,194 occupants
Impervious Area: 2,130,332 sq. ft., 73%
Green Space: 771,907 sq. ft., 27%

Building 3N
Site Area: 736,446 sq. ft., 16.91 ac.
Building Area: 225,680 sq. ft.
Stories: 1
Clear Height: 32'
Parking Spaces: 160
Trailer Spaces: 51
Dock Positions: Up to 42
Drive-In Doors: 2
Warehouse occupancy: 225,680 / 500 = 452 occupants
Impervious Area: 444,960 sq. ft., 60%
Green Space: 291,488 sq. ft., 40%

Building 4N
Site Area: 298,107 sq. ft., 6.84 ac.
Building Area: 70,200 sq. ft.
Stories: 1
Clear Height: 28'
Parking Spaces: 100
Trailer Spaces: Up to 25
Dock Positions: 2
Drive-In Doors: 2
Warehouse occupancy: 70,200 / 500 = 141 occupants
Impervious Area: 179,692 sq. ft., 60%
Green Space: 118,414 sq. ft., 40%

Building 5N
Site Area: 723,813 sq. ft., 16.62 ac.
Building Area: 283,920 sq. ft.
Stories: 1
Clear Height: 32'
Parking Spaces: 248
Trailer Spaces: 80 to 67
Dock Positions: 0
Drive-In Doors: 2
Warehouse occupancy: 283,920 / 500 = 568 occupants
Impervious Area: 568,484 sq. ft., 78%
Green Space: 157,329 sq. ft., 22%

Building 6N
Site Area: 698,640 sq. ft., 16.04 ac.
Building Area: 283,920 sq. ft.
Stories: 1
Clear Height: 32'
Parking Spaces: 246
Trailer Spaces: 87
Dock Positions: Up to 67
Drive-In Doors: 2
Warehouse occupancy: 283,920 / 500 = 568 occupants
Impervious Area: 575,958 sq. ft., 82%
Green Space: 122,682 sq. ft., 18%

Building A
Site Area: 139,056 sq. ft., 3.19 ac.
Building Area: 21,600 sq. ft.
Stories: 1
Clear Height: 24'
Parking Spaces: 66
Trailer Spaces: 0
Dock Positions: 0
Drive-In Doors: 0
Warehouse occupancy: 21,600 / 500 = 44 occupants
Impervious Area: 85,592 sq. ft., 62%
Green Space: 53,464 sq. ft., 38%

Building B
Site Area: 122,767 sq. ft., 2.82 ac.
Building Area: 12,000 sq. ft.
Stories: 1
Clear Height: 24'
Parking Spaces: 33
Trailer Spaces: 0
Dock Positions: 0
Drive-In Doors: 0
Warehouse occupancy: 12,000 / 500 = 24 occupants
Impervious Area: 56,097 sq. ft., 46%
Green Space: 66,669 sq. ft., 54%

Building C
Site Area: 135,442 sq. ft., 3.11 ac.
Building Area: 12,600 sq. ft.
Stories: 1
Clear Height: 24'
Parking Spaces: 50
Trailer Spaces: 0
Dock Positions: 0
Drive-In Doors: 0
Warehouse occupancy: 12,600 / 500 = 26 occupants
Impervious Area: 47,398 sq. ft., 35%
Green Space: 88,045 sq. ft., 65%

Building D
Site Area: 87,096 sq. ft., 2.00 ac.
Building Area: 12,800 sq. ft.
Stories: 1
Clear Height: 24'
Parking Spaces: 30
Trailer Spaces: 0
Dock Positions: 0
Drive-In Doors: 0
Warehouse occupancy: 12,800 / 500 = 26 occupants
Impervious Area: 56,130 sq. ft., 64%
Green Space: 30,964 sq. ft., 36%

Building E
Site Area: 48,020 sq. ft., 1.10 ac.
Building Area: 4,500 sq. ft.
Stories: 1
Clear Height: 18'
Parking Spaces: 19
Trailer Spaces: 0
Dock Positions: 0
Drive-In Doors: 0
Warehouse occupancy: 4,500 / 500 = 9 occupants
Impervious Area: 20,567 sq. ft., 43%
Green Space: 27,452 sq. ft., 57%

Building F
Site Area: 70,005 sq. ft., 1.61 ac.
Building Area: 6,000 sq. ft.
Stories: 1
Clear Height: 18'
Parking Spaces: 27
Trailer Spaces: 0
Dock Positions: 0
Drive-In Doors: 0
Warehouse occupancy: 6,000 / 500 = 12 occupants
Impervious Area: 32,080 sq. ft., 46%
Green Space: 37,925 sq. ft., 54%

development plan

Development Plan for I-49 Industrial Center - North

150 & Botts
Kansas City, Missouri

date: 09.30.2021
drawn by: DAE
checked by: DAE
revisions:

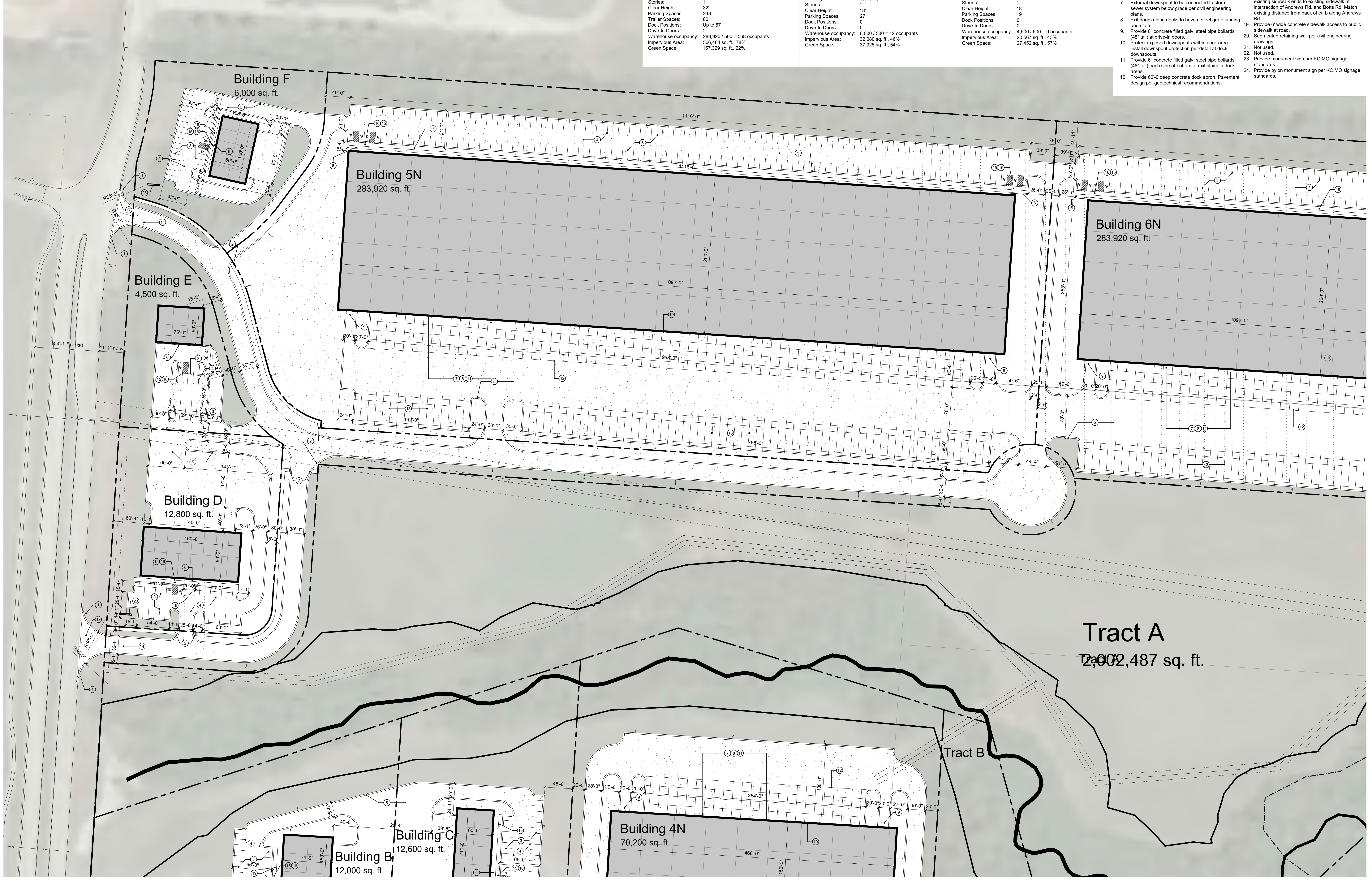
sheet number

A1.1

drawing type: preliminary
project number: 19239

Building 4N Site Area: 298,107 sq. ft., 6.84 ac. Building Area: 70,200 sq. ft. Stories: 1 Clear Height: 28' Parking Spaces: 100 Dock Positions: Up to 25 Drive-in Doors: 2 Warehouse occupancy: 179,692 sq. ft., 60% Impervious Area: 179,692 sq. ft., 60% Green Space: 118,414 sq. ft., 40%	Building 5N Site Area: 723,813 sq. ft., 16.62 ac. Building Area: 283,920 sq. ft. Stories: 1 Clear Height: 32' Parking Spaces: 248 Trailer Spaces: 80 Dock Positions: Up to 67 Drive-in Doors: 2 Warehouse occupancy: 283,920 / 500 = 568 occupants Impervious Area: 566,484 sq. ft., 78% Green Space: 157,329 sq. ft., 22%	Building 6N Site Area: 698,640 sq. ft., 16.04 ac. Building Area: 283,920 sq. ft. Stories: 1 Clear Height: 32' Parking Spaces: 246 Trailer Spaces: 87 Dock Positions: Up to 67 Drive-in Doors: 2 Warehouse occupancy: 283,920 / 500 = 568 occupants Impervious Area: 575,956 sq. ft., 82% Green Space: 122,682 sq. ft., 18%	Building D Site Area: 87,095 sq. ft., 2.00 ac. Building Area: 12,800 sq. ft. Stories: 1 Clear Height: 24' Parking Spaces: 30 Dock Positions: 0 Drive-in Doors: 0 Warehouse occupancy: 12,800 / 500 = 26 occupants Impervious Area: 56,130 sq. ft., 64% Green Space: 30,964 sq. ft., 36%	Building E Site Area: 48,020 sq. ft., 1.10 ac. Building Area: 4,500 sq. ft. Stories: 1 Clear Height: 18' Parking Spaces: 18 Dock Positions: 0 Drive-in Doors: 0 Warehouse occupancy: 4,500 / 500 = 9 occupants Impervious Area: 20,567 sq. ft., 43% Green Space: 27,452 sq. ft., 57%
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- Planning Notes**
1. Provide ADA accessible ramps at the ends of sidewalks along Botts Road or Andrews Road.
 2. Provide ADA accessible ramps in sidewalks for pedestrian access to buildings and public way, per detail and per Civil.
 3. Parking lot striping to be painted white with 4" stroke.
 4. Parking stall and drive aisle pavement design per geotechnical report recommendations.
 5. Asphalt paving and concrete curb and gutters to meet Kansas City Missouri construction standards per Civil.
 6. Provide 5'-0" x 6'-0" concrete stoop at all at-grade exit doors.
 7. External downspout to be connected to storm sewer system below grade per civil engineering plans.
 8. Exit doors along docks to have a steel grate landing and stairs.
 9. Provide 8" concrete filled galv. steel pipe bollards (48" tall) at drive-in doors.
 10. Protect exposed downspouts within dock area. Install downspout protection per detail at dock downspouts.
 11. Provide 6" concrete filled galv. steel pipe bollards (48" tall) each side of bottom of exit stairs in dock areas.
 12. Provide 60'-0" deep concrete dock apron. Pavement design per geotechnical recommendations.
 13. Provide 55'-0" deep trailer storage spaces. 12'-0" wide with 10" concrete dolly apron. Striping to be painted white with 4" stroke.
 14. 30'-0" wide internal drives to be installed per plan, with connection between Botts Road or Andrews Road.
 15. Handicap and universal symbol painted white with 4" stroke.
 16. Install handicap signage. Mount sign at not more than 60" a.f.g. to bottom. Sign to contain the universal handicap symbol and "van accessible" as required per ADA. See detail.
 17. Demolish existing sidewalk at new road entrance.
 18. Provide 5' wide (match existing width) concrete sidewalk on north side of Andrews Rd. from where existing sidewalk ends to existing sidewalk at intersection of Andrews Rd. and Botts Rd. Match existing distance from back of curb along Andrews Rd.
 19. Provide 6' wide concrete sidewalk access to public sidewalk at road.
 20. Segmented retaining wall per civil engineering drawings.
 21. Not used.
 22. Not used.
 23. Provide monument sign per KC.MO signage standards.
 24. Provide pylon monument sign per KC.MO signage standards.



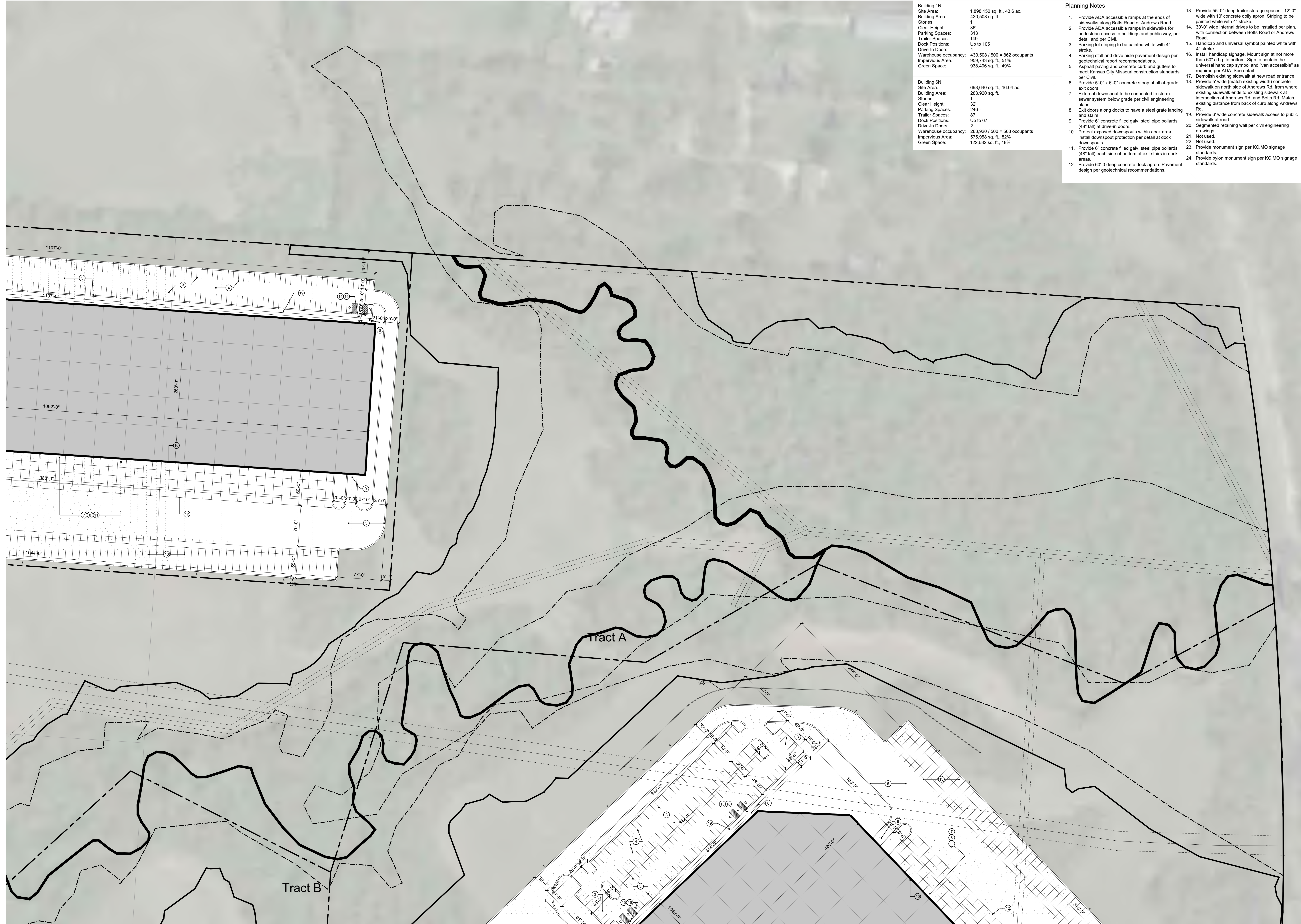
a new
Development Plan for I-49 Industrial Center - North
150 & Botts
Kansas City, Missouri

date 09.30.2021
drawn by DAE
checked by DAE
revisions

sheet number
A1.2
drawing type preliminary
project number 19239

Building 1N	
Site Area:	1,898,150 sq. ft., 43.6 ac.
Building Area:	430,508 sq. ft.
Stories:	1
Clear Height:	36'
Parking Spaces:	313
Trailer Spaces:	149
Dock Positions:	Up to 105
Drive-in Doors:	4
Warehouse occupancy:	430,508 / 500 = 862 occupants
Impervious Area:	959,743 sq. ft., 51%
Green Space:	938,406 sq. ft., 49%
Building 6N	
Site Area:	698,640 sq. ft., 16.04 ac.
Building Area:	283,920 sq. ft.
Stories:	1
Clear Height:	32'
Parking Spaces:	246
Trailer Spaces:	87
Dock Positions:	Up to 67
Drive-in Doors:	2
Warehouse occupancy:	283,920 / 500 = 568 occupants
Impervious Area:	575,958 sq. ft., 82%
Green Space:	122,682 sq. ft., 18%

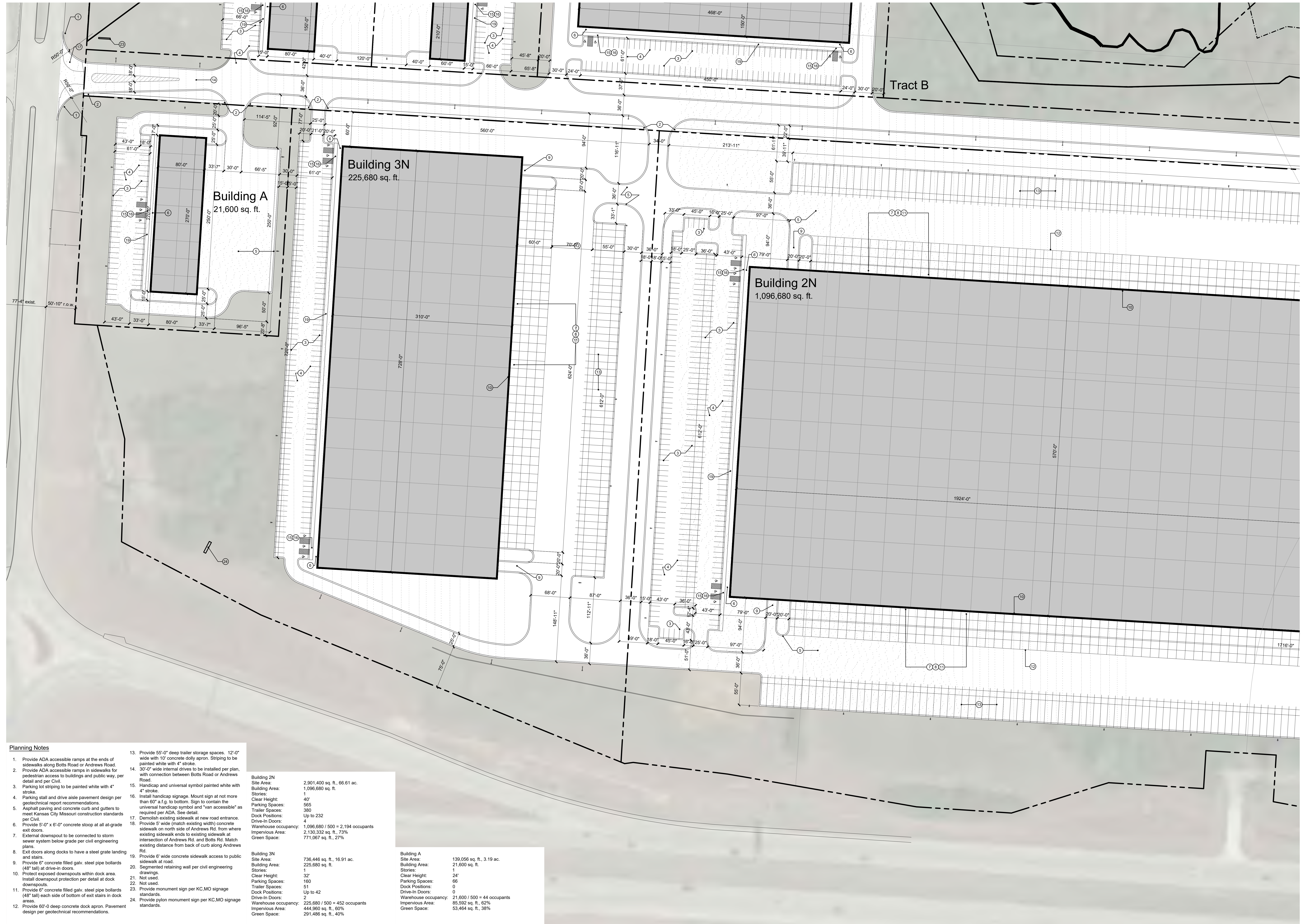
- Planning Notes**
- Provide ADA accessible ramps at the ends of sidewalks along Botts Road or Andrews Road.
 - Provide ADA accessible ramps in sidewalks for pedestrian access to buildings and public way, per detail and per Civil.
 - Parking lot striping to be painted white with 4" stroke.
 - Parking stall and drive aisle pavement design per geotechnical report recommendations.
 - Asphalt paving and concrete curb and gutters to meet Kansas City Missouri construction standards per Civil.
 - Provide 5'-0" x 6'-0" concrete stoop at all at-grade exit doors.
 - External downspout to be connected to storm sewer system below grade per civil engineering plans.
 - Exit doors along docks to have a steel grate landing and stairs.
 - Provide 6" concrete filled galv. steel pipe bollards (48" tall) at drive-in doors.
 - Protect exposed downspouts within dock area. Install downspout protection per detail at dock downspouts.
 - Provide 6" concrete filled galv. steel pipe bollards (48" tall) each side of bottom of exit stairs in dock areas.
 - Provide 60'-0" deep concrete dock apron. Pavement design per geotechnical recommendations.
 - Provide 55'-0" deep trailer storage spaces. 12'-0" wide with 10' concrete dolly apron. Striping to be painted white with 4" stroke.
 - 30'-0" wide internal drives to be installed per plan, with connection between Botts Road or Andrews Road.
 - Handicap and universal symbol painted white with 4" stroke.
 - Install handicap signage. Mount sign at not more than 60" a.f.g. to bottom. Sign to contain the universal handicap symbol and "van accessible" as required per ADA. See detail.
 - Demolish existing sidewalk at new road entrance.
 - Provide 5' wide (match existing width) concrete sidewalk on north side of Andrews Rd. from where existing sidewalk ends to existing sidewalk at intersection of Andrews Rd. and Botts Rd. Match existing distance from back of curb along Andrews Rd.
 - Provide 6' wide concrete sidewalk access to public sidewalk at road.
 - Segmented retaining wall per civil engineering drawings.
 - Not used.
 - Not used.
 - Provide monument sign per KC.MO signage standards.
 - Provide pylon monument sign per KC.MO signage standards.



a new
Development Plan for I-49 Industrial Center - North
150 & Botts
Kansas City, Missouri

date
09.30.2021
drawn by
DAE
checked by
DAE
revisions

sheet number
A1.3
drawing type
development plan
project number
19239



Tract B

Building A
21,600 sq. ft.

Building 3N
225,680 sq. ft.

Building 2N
1,096,680 sq. ft.

- Planning Notes**
- Provide ADA accessible ramps at the ends of sidewalks along Botts Road or Andrews Road.
 - Provide ADA accessible ramps in sidewalks for pedestrian access to buildings and public way, per detail and per Civil.
 - Parking lot striping to be painted white with 4" stroke.
 - Parking stall and drive aisle pavement design per geotechnical report recommendations.
 - Asphalt paving and concrete curb and gutters to meet Kansas City Missouri construction standards per Civil.
 - Provide 5'-0" x 6'-0" concrete stoop at all at-grade exit doors.
 - External downspout to be connected to storm sewer system below grade per civil engineering plans.
 - Exit doors along docks to have a steel grade landing and stairs.
 - Provide 6" concrete filled galv. steel pipe bollards (48" tall) at drive-in doors.
 - Protect exposed downspouts within dock area. Install downspout protection per detail at dock downspouts.
 - Provide 6" concrete filled galv. steel pipe bollards (48" tall) each side of bottom of exit stairs in dock areas.
 - Provide 60'-0" deep concrete dock apron. Pavement design per geotechnical recommendations.
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 - Segmented retaining wall per civil engineering drawings.
 - Not used.
 - Not used.
 - Provide monument sign per KC.MO signage standards.
 - Provide pylron monument sign per KC.MO signage standards.

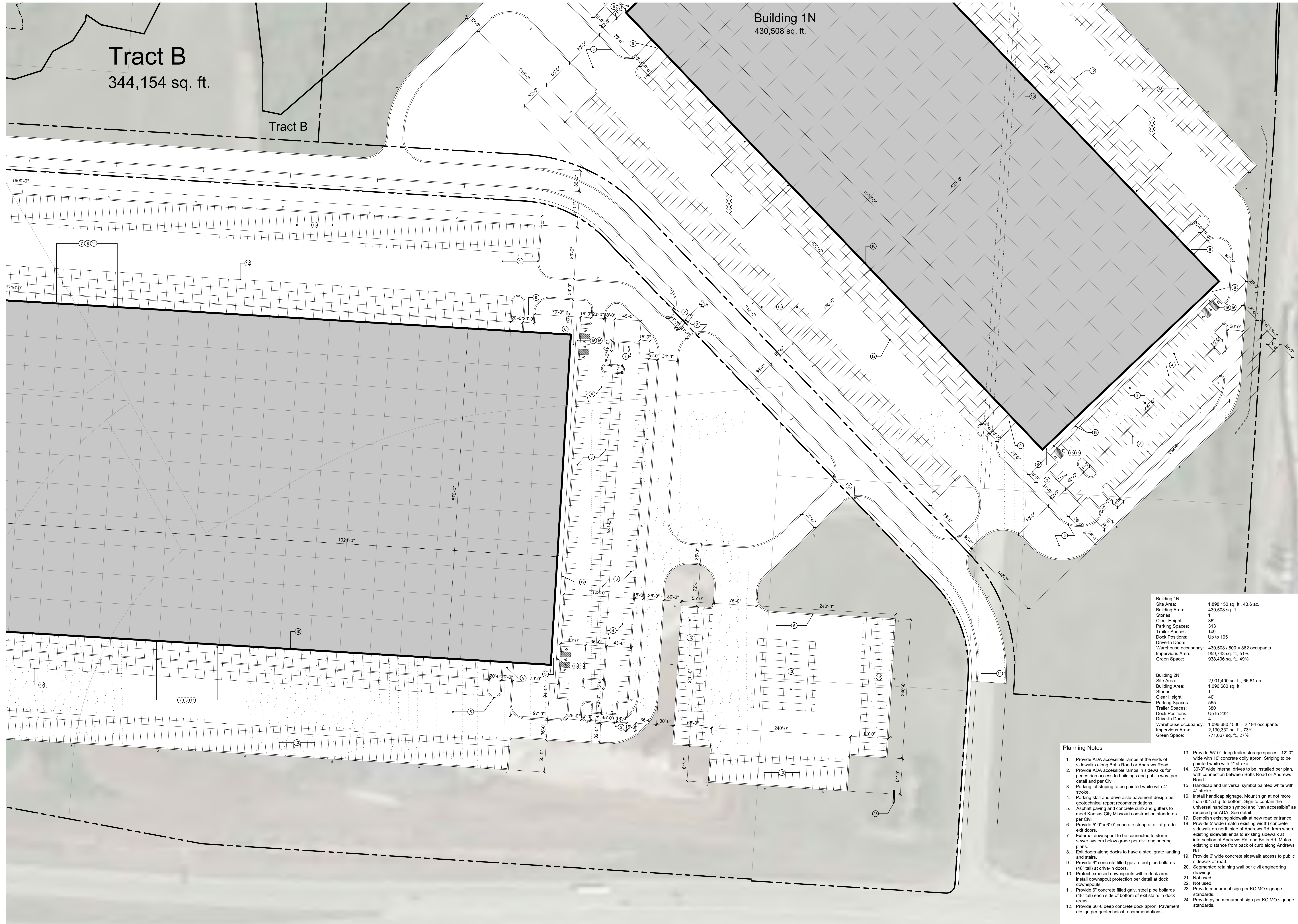
Building 2N	Site Area: 2,901,400 sq. ft., 66.61 ac.
Building Area:	1,096,680 sq. ft.
Stories:	1
Clear Height:	40'
Parking Spaces:	565
Trailer Spaces:	380
Dock Positions:	Up to 232
Drive-In Doors:	4
Warehouse occupancy:	1,096,680 / 500 = 2,194 occupants
Impervious Area:	2,130,332 sq. ft., 73%
Green Space:	771,067 sq. ft., 27%

Building 3N	Site Area: 736,446 sq. ft., 16.91 ac.
Building Area:	225,680 sq. ft.
Stories:	1
Clear Height:	32'
Parking Spaces:	160
Trailer Spaces:	51
Dock Positions:	Up to 42
Drive-In Doors:	2
Warehouse occupancy:	225,680 / 500 = 452 occupants
Impervious Area:	444,960 sq. ft., 60%
Green Space:	291,486 sq. ft., 40%

Building A	Site Area: 139,056 sq. ft., 3.19 ac.
Building Area:	21,600 sq. ft.
Stories:	1
Clear Height:	24'
Parking Spaces:	66
Dock Positions:	0
Drive-In Doors:	0
Warehouse occupancy:	21,600 / 500 = 44 occupants
Impervious Area:	85,592 sq. ft., 62%
Green Space:	53,464 sq. ft., 38%

a new
Development Plan for I-49 Industrial Center - North
150 & Botts
Kansas City, Missouri

date: 09.30.2021
drawn by: DAE
checked by: DAE
revisions:



Tract B
344,154 sq. ft.

Building 1N
430,508 sq. ft.

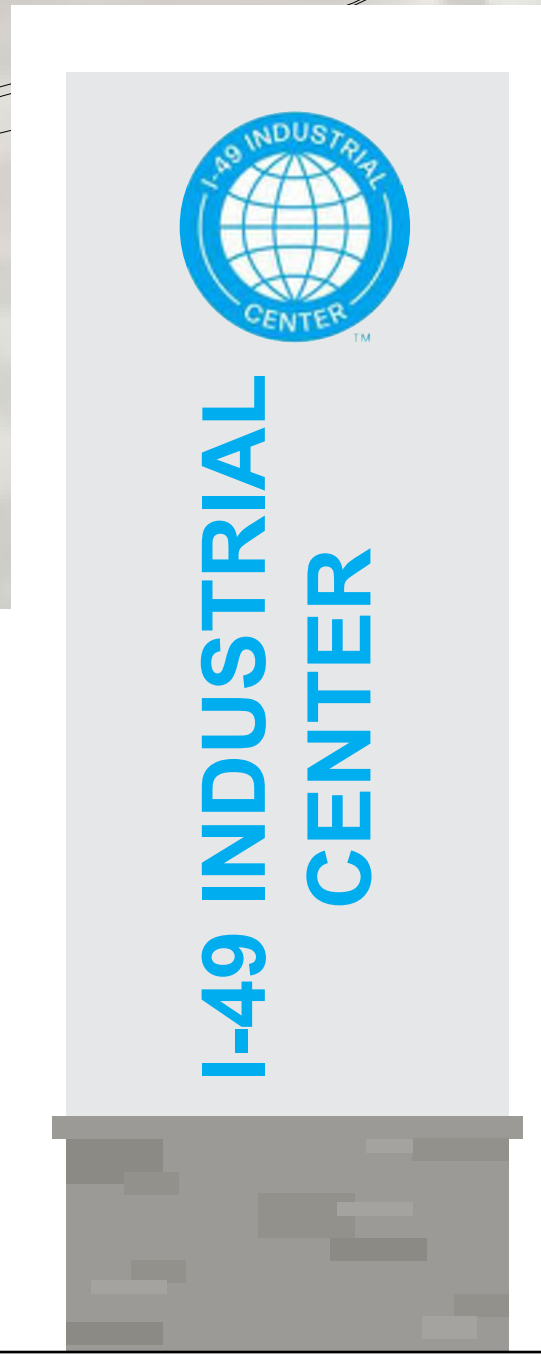
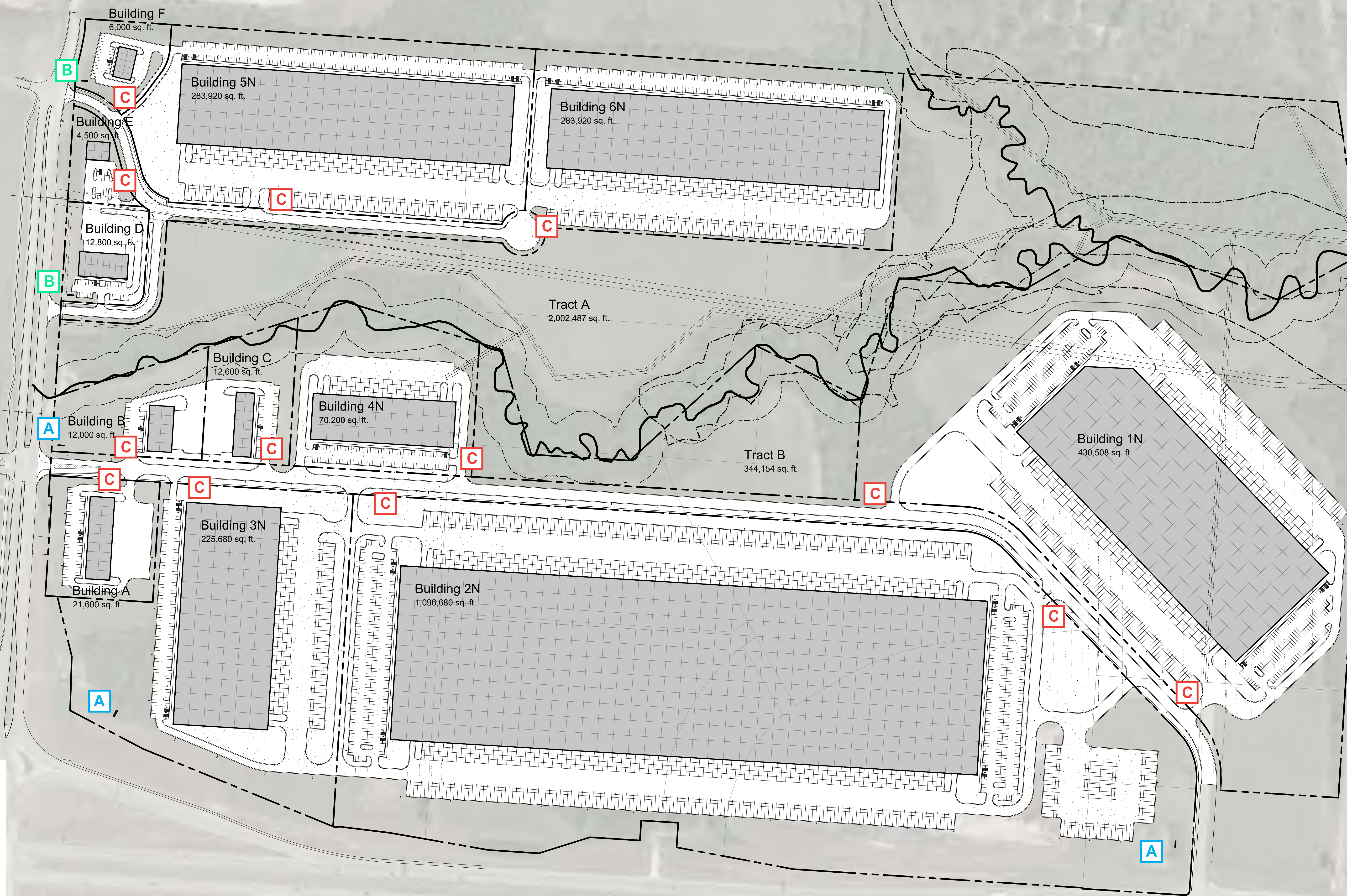
Building 1N	1,898,150 sq. ft., 43.6 ac.
Site Area:	430,508 sq. ft.
Building Area:	1
Stories:	36'
Clear Height:	313
Parking Spaces:	149
Trailer Spaces:	Up to 105
Dock Positions:	4
Drive-In Doors:	430,508 / 500 = 862 occupants
Warehouse occupancy:	958,743 sq. ft., 51%
Impervious Area:	938,406 sq. ft., 49%
Green Space:	
Building 2N	2,901,400 sq. ft., 66.61 ac.
Site Area:	1,096,680 sq. ft.
Building Area:	1
Stories:	40'
Clear Height:	565
Parking Spaces:	380
Trailer Spaces:	Up to 232
Dock Positions:	4
Drive-In Doors:	1,096,680 / 500 = 2,194 occupants
Warehouse occupancy:	2,130,332 sq. ft., 73%
Impervious Area:	771,067 sq. ft., 27%
Green Space:	

- Planning Notes**
- Provide ADA accessible ramps at the ends of sidewalks along Botts Road and Andrews Road.
 - Provide ADA accessible ramps in sidewalks for pedestrian access to buildings and public way, per detail and per Civil.
 - Parking lot striping to be painted white with 4" stroke.
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 - Provide 6' wide concrete sidewalk access to public sidewalk at road.
 - Segmented retaining wall per civil engineering drawings.
 - Not used.
 - Not used.
 - Provide monument sign per KC,MO signage standards.
 - Provide bylan monument sign per KC,MO signage standards.

a new
Development Plan for I-49 Industrial Center - North
150 & Botts
Kansas City, Missouri

date 09.30.2021
drawn by DAE
checked by DAE
revisions

sheet number
A1.5
development type
development plan
project number
19239



A TYPE B Sign-
Quantity: 1 per major street frontage
Max Area: 200 sq. ft.
Setback: 20 ft.
Max Height: 24 ft.
Illumination: Internal or external
Additional notes: Oversized Monument Sign may be swapped for a Type C monument sign.

B TYPE A Sign-
Quantity: 2 per entrance (1 per frontage without entrance)
Max Area: 75 sq. ft.
Setback: 10 ft.
Max Height: 8 ft.
Illumination: Internal or external

C TYPE C Sign-
Quantity: 1 per street frontage
Max Area: 50 sq. ft.
Setback: 10 ft.
Max Height: 8 ft.
Illumination: Internal or external

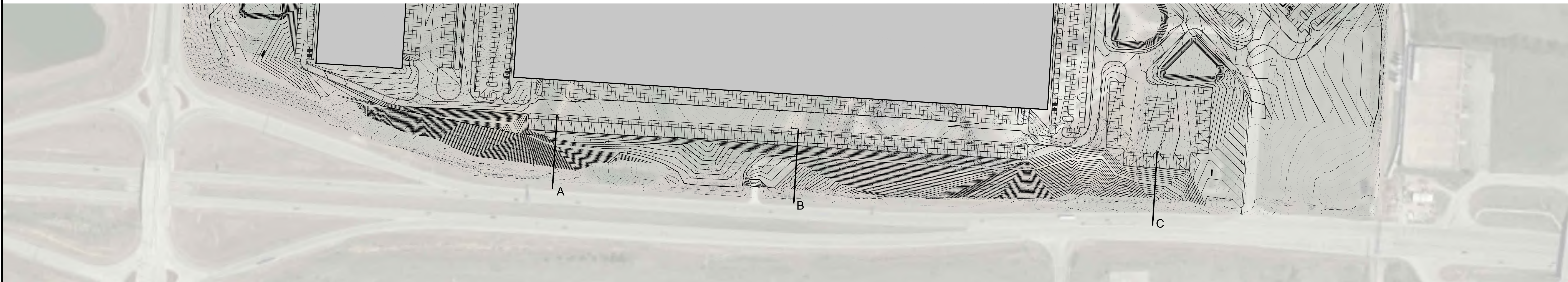
This plan is preliminary. The quantity, location, and design of signs may change due to factors such as, but not limited to changes in site design, building occupancy, and tenant needs. Signs are designed and placed throughout the development to create a consistent visual wayfinding experience for visitors. The ability to modify sign quantity, location, and design will allow the developer to maintain cohesive wayfinding into the future. All signs shall meet all requirements of section 88-445 Signs of the Kansas City Missouri Development Code regardless of location or quantity.

1 Site Plan
scale: 1" = 150'-0" north

a new development for
I-49 Industrial Center - North
150 & Botts
Kansas City, Missouri

date: 06.18.2021
drawn by: DAE
checked by: DAE
revisions:

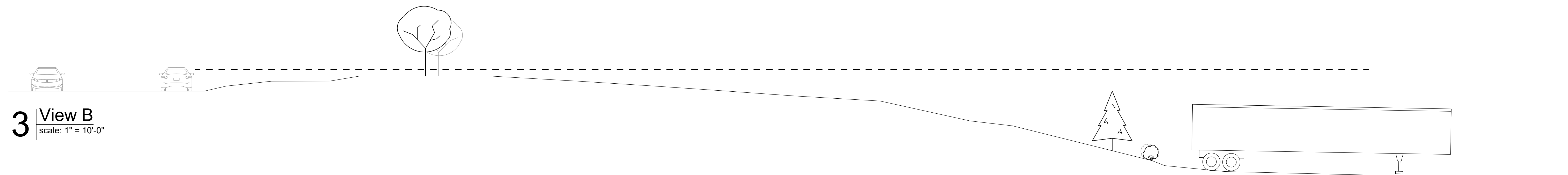
sheet number
A1.6
drawing type: preliminary
project number: 19239



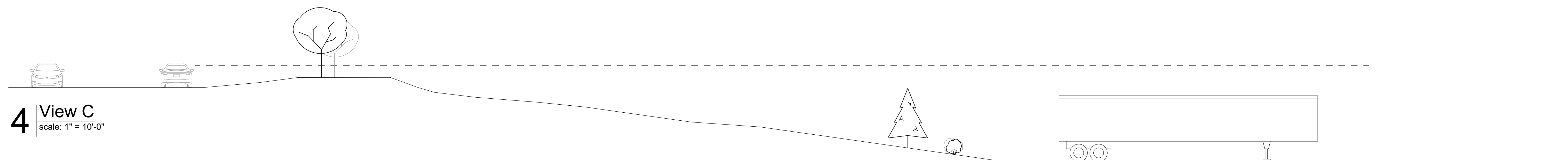
1 Site Plan
scale: 1" = 150'-0"
north



2 View A
scale: 1" = 10'-0"



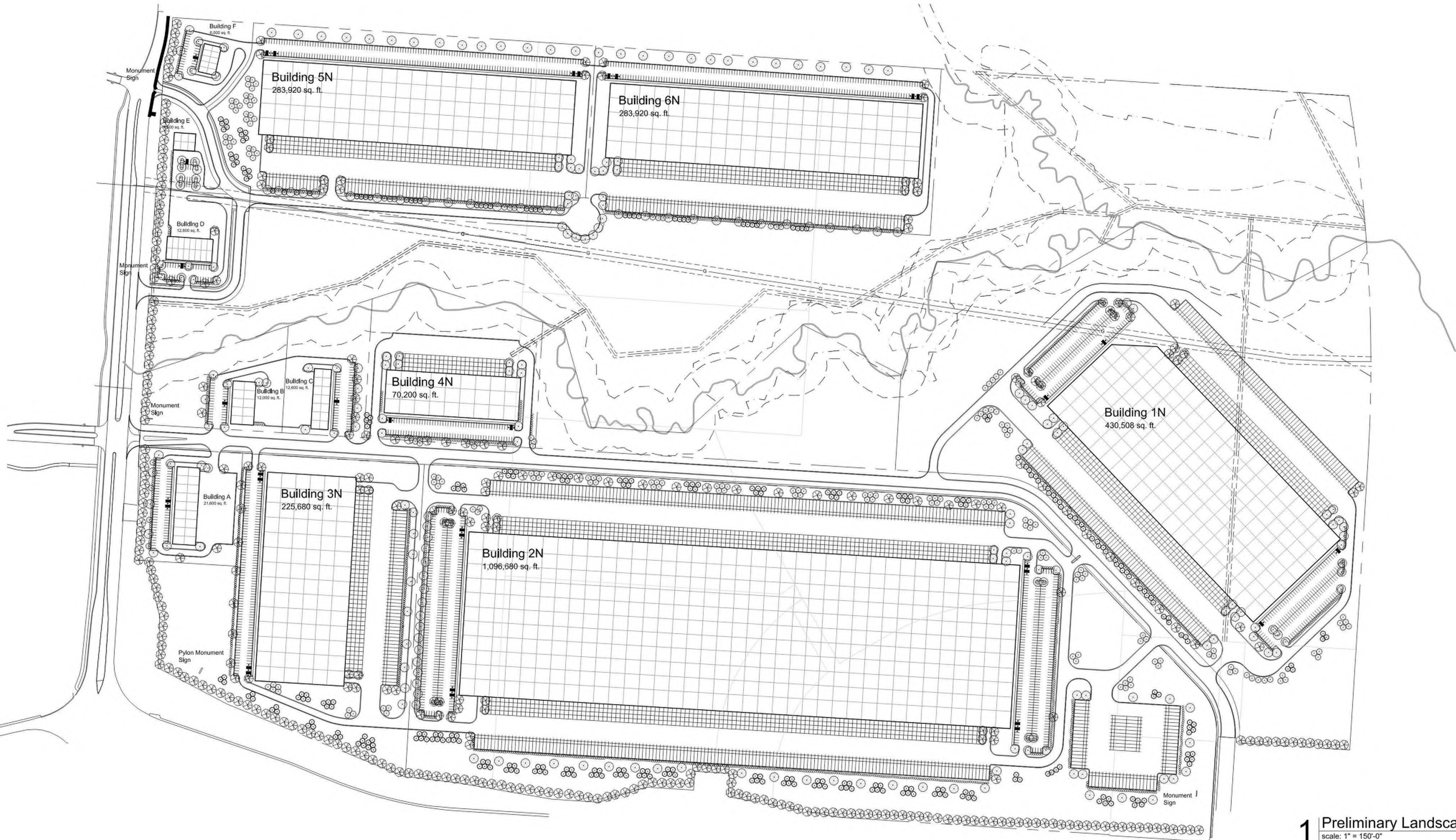
3 View B
scale: 1" = 10'-0"



4 View C
scale: 1" = 10'-0"

a new
Development Plan for I-49 Industrial Center - North
150 & Botts
Kansas City, Missouri

date
09.30.2021
drawn by
DAE
checked by
DAE
revisions



1 Preliminary Landscape Plan
scale: 1" = 150'-0"

LANDSCAPE LEGEND:

- DECIDUOUS / STREET / SHADE TREE
- DECIDUOUS / STREET / SHADE TREE
- ORNAMENTAL TREE
- EVERGREEN TREE
- SHRUB

LANDSCAPE CALCULATIONS:

PER CHAPTER 88-425 OF THE KANSAS CITY, MO ZONING AND DEVELOPMENT CODE, THE FOLLOWING LANDSCAPE IS REQUIRED:

CITY LANDSCAPE REQUIREMENT:

- 88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE
1 TREE PER 5 SPACES
1 SHRUB PER SPACE

- BUILDING 1N**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
430,508 / 5,000 = 86 TREE REQUIRED / 86 TREES PROVIDED
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE 313 = 10,965 SF REQUIRED / 12,315 S.F. PROVIDED
1 TREE PER 5 SPACES 313 / 5 = 63 TREES REQUIRED / 63 TREES PROVIDED
1 SHRUB PER SPACE 313 SHRUBS REQUIRED / 313 PROVIDED
- BUILDING 2N**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
1,096,880 / 5,000 = 219 TREE REQUIRED / 219 TREES PROVIDED
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE 248 = 8,680 SF REQUIRED / 9,265 S.F. PROVIDED
1 TREE PER 5 SPACES 248 / 5 = 49 TREES REQUIRED / 50 TREES PROVIDED
1 SHRUB PER SPACE 248 SHRUBS REQUIRED / 248 PROVIDED
- BUILDING 3N**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
225,680 / 5,000 = 45 TREE REQUIRED / 45 TREES PROVIDED
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE 160 = 5,600 SF REQUIRED / 6,305 S.F. PROVIDED
1 TREE PER 5 SPACES 160 / 5 = 32 TREES REQUIRED / 32 TREES PROVIDED
1 SHRUB PER SPACE 160 SHRUBS REQUIRED / 160 PROVIDED

- BUILDING 4N**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
70,200 / 5,000 = 14 TREE REQUIRED / 14 TREES PROVIDED
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE 100 = 3,500 SF REQUIRED / 4,200 S.F. PROVIDED
1 TREE PER 5 SPACES 100 / 5 = 20 TREES REQUIRED / 20 TREES PROVIDED
1 SHRUB PER SPACE 100 SHRUBS REQUIRED / 100 PROVIDED
- BUILDING 5N**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
283,920 / 5,000 = 57 TREE REQUIRED / 57 TREES PROVIDED
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE 248 = 8,680 SF REQUIRED / 9,235 S.F. PROVIDED
1 TREE PER 5 SPACES 248 / 5 = 50 TREES REQUIRED / 50 TREES PROVIDED
1 SHRUB PER SPACE 248 SHRUBS REQUIRED / 248 PROVIDED
- BUILDING 6N**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
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1 TREE PER 5 SPACES 248 / 5 = 50 TREES REQUIRED / 50 TREES PROVIDED
1 SHRUB PER SPACE 248 SHRUBS REQUIRED / 248 PROVIDED

- BUILDING 7**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
12,800 / 5,000 = 3 TREE REQUIRED / 3 TREES PROVIDED
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE 66 = 2,310 SF REQUIRED / 3,210 S.F. PROVIDED
1 TREE PER 5 SPACES 66 / 5 = 13 TREES REQUIRED / 13 TREES PROVIDED
1 SHRUB PER SPACE 66 SHRUBS REQUIRED / 66 PROVIDED
- BUILDING A**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
23,695 / 5,000 = 5 TREE REQUIRED / 5 TREES PROVIDED
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE 33 = 1,155 SF REQUIRED / 1,225 S.F. PROVIDED
1 TREE PER 5 SPACES 33 / 5 = 7 TREES REQUIRED / 7 TREES PROVIDED
1 SHRUB PER SPACE 33 SHRUBS REQUIRED / 33 PROVIDED
- BUILDING B**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
12,000 / 5,000 = 2 TREE REQUIRED / 2 TREES PROVIDED
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE 33 = 1,155 SF REQUIRED / 1,225 S.F. PROVIDED
1 TREE PER 5 SPACES 33 / 5 = 7 TREES REQUIRED / 7 TREES PROVIDED
1 SHRUB PER SPACE 33 SHRUBS REQUIRED / 33 PROVIDED
- BUILDING C**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
12,000 / 5,000 = 2 TREE REQUIRED / 2 TREES PROVIDED
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE 50 = 1,750 SF REQUIRED / 2,225 S.F. PROVIDED
1 TREE PER 5 SPACES 50 / 5 = 10 TREES REQUIRED / 10 TREES PROVIDED
1 SHRUB PER SPACE 50 SHRUBS REQUIRED / 50 PROVIDED

- BUILDING D**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
12,800 / 5,000 = 3 TREE REQUIRED / 3 TREES PROVIDED
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE 30 = 1,050 SF REQUIRED / 2,245 S.F. PROVIDED
1 TREE PER 5 SPACES 30 / 5 = 6 TREES REQUIRED / 6 TREES PROVIDED
1 SHRUB PER SPACE 30 SHRUBS REQUIRED / 30 PROVIDED
- BUILDING E**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
12,800 / 5,000 = 3 TREE REQUIRED / 3 TREES PROVIDED
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE 19 = 665 SF REQUIRED / 1,250 S.F. PROVIDED
1 TREE PER 5 SPACES 19 / 5 = 4 TREES REQUIRED / 4 TREES PROVIDED
1 SHRUB PER SPACE 19 SHRUBS REQUIRED / 19 PROVIDED
- BUILDING F**
88-425-03 STREET TREE: 30' O.C. REQUIRED / STREET TREES PROVIDED 30' O.C.
- 88-425-25 PERIMETER LANDSCAPE OF VEHICULAR AREAS 3' CONTINUOUS EVERGREEN HEDGE REQUIRED / 3' CONTINUOUS HEDGE PROVIDED
- 88-425-04 SETBACKS AND OPEN SPACE = 1 TREE PER 5K BLDG SF
6,000 / 5,000 = 1 TREE REQUIRED / 1 TREES PROVIDED
- 88-425-06 INTERIOR LANDSCAPE FOR CAR PARKING LOTS
35 S.F. PER SPACE 27 = 945 SF REQUIRED / 1,650 S.F. PROVIDED
1 TREE PER 5 SPACES 27 / 5 = 6 TREES REQUIRED / 6 TREES PROVIDED
1 SHRUB PER SPACE 27 SHRUBS REQUIRED / 27 PROVIDED

a new development for
I-49 Industrial Center - North
150 & Botts
Kansas City, Missouri

date
06.18.2021
drawn by
KLV
checked by
VSM
revisions

sheet number

L1.1

drawing type
preliminary
project number
19239



Luminaire Schedule										
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LF	Description	Tag	Lum. Watts	Total Watts	BUG Rating
□	149	RSXF2_LED_P6_40K_AWFD_BV	SINGLE	N.A.	0.950	BUILDING WALL MOUNT LITHONIA RSXF2 LED P6 40K AWFD BV FLOOD	F	246.6347	36748.57	B4-U3-G2
□	103	RSX2_LED_P6_40K_R4	SINGLE	N.A.	0.950	AREA LIGHT LITHONIA RSX2 LED P6 40K R4	AP	246.63	25402.89	B3-U0-G4
□	48	RLX-1_T3_15L_4K	SINGLE	N.A.	0.950	ROADWAY VISIONAIRE RLX-1-T3-15L-4K-UNV	R3	114	5472	B3-U0-G3
□	15	RSX2_LED_P6_40K_R5_1	BACK-BACK	N.A.	0.950	AREA TWIN HEAD RSX2 LED P6 40K R5	A5-2	246.63	7398.9	B5-U0-G4
□	14	DSXW1_LED_20C_1000_40K_TFTM_M	SINGLE	N.A.	0.950	WALL MOUNT DSXW1 LED 20C 1000 40K TFTM MVOLT	W1	73.2	1024.8	B1-U0-G2
□	9	RSXF2_LED_P6_40K_AWFD_FV_2	SINGLE	N.A.	0.950	FLOOD ON POLE RSXF2 LED P6 40K AWFD FV	A4F	246.6347	2219.712	B4-U2-G2

Numeric Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
BLDG 2N AND 3N DRIVE	Illuminance	Fc	1.14	5.5	0.5	2.28	11.00
BLDG 3N DRIVELANE	Illuminance	Fc	1.36	3.7	0.4	3.40	9.25
BLDG 4N DRIVELANE	Illuminance	Fc	2.40	14.9	0.6	4.00	24.83
BLDG 5N AND 6N CENTER LANE	Illuminance	Fc	1.63	3.8	0.3	5.43	12.67
BLDG 5N DRIVELANE	Illuminance	Fc	1.39	3.7	0.9	1.54	4.11
BLDG 6N DRIVELANE	Illuminance	Fc	1.32	13.1	0.5	2.64	26.20
BUILDING 1 ROADWAY AND DRIVELANE	Illuminance	Fc	1.67	6.1	0.4	4.18	15.25
BUILDING 1N N EAST TRUCK DOCKS	Illuminance	Fc	2.27	5.7	0.5	4.54	11.40
BUILDING 1N N EAST TRUCK PARKIN	Illuminance	Fc	2.63	6.9	0.8	3.29	8.63
BUILDING 1N NORTH CAR PKG	Illuminance	Fc	1.86	5.5	0.6	3.10	9.17
BUILDING 1N S WEST TRAILER PARKI	Illuminance	Fc	2.50	6.7	1.2	2.08	5.58
BUILDING 1N S WEST TRUCK DOCKS	Illuminance	Fc	2.26	5.8	0.5	4.52	11.60
BUILDING 1N SOUTH CAR PKG	Illuminance	Fc	2.23	17.9	0.7	3.19	25.57
BUILDING 2 ROADWAY AND DRIVELANE	Illuminance	Fc	1.34	6.0	0.4	3.35	15.00
BUILDING 2N EAST CAR PKG	Illuminance	Fc	2.72	13.5	0.3	9.07	45.00
BUILDING 2N N TRAILER DOCKS	Illuminance	Fc	2.55	8.4	0.4	6.38	21.00
BUILDING 2N N TRAILER PARKING	Illuminance	Fc	2.22	6.8	1.2	1.85	5.67
BUILDING 2N SOUTH TRAILER DOCKS	Illuminance	Fc	2.56	7.7	0.5	5.12	15.40
BUILDING 2N SOUTH TRAILER PARKIN	Illuminance	Fc	2.35	6.3	1.0	2.35	6.30
BUILDING 2N WEST CAR PKG	Illuminance	Fc	2.53	12.9	0.5	5.06	25.80
BUILDING 3N TRAILER DOCKS	Illuminance	Fc	2.62	8.0	0.5	5.24	16.00
BUILDING 3N TRAILER PKG	Illuminance	Fc	2.36	6.5	1.3	1.82	5.00
BUILDING 3N WEST CAR PKG	Illuminance	Fc	1.63	6.5	0.5	3.26	13.00
BUILDING 4N N TRAILER DOCKS	Illuminance	Fc	3.76	11.1	0.6	6.27	18.50
BUILDING 4N SOUTH CAR PKG	Illuminance	Fc	2.02	6.6	0.8	2.53	8.25
BUILDING 5N N CAR PKG	Illuminance	Fc	3.12	13.6	0.5	6.24	27.20
BUILDING 5N S TRAILER DOCKS	Illuminance	Fc	2.58	8.4	0.5	5.16	16.80
BUILDING 5N S TRAILER PKG	Illuminance	Fc	2.40	6.5	1.2	2.00	5.42
BUILDING 6N N CAR PKG	Illuminance	Fc	3.20	12.3	0.6	5.33	20.50
BUILDING 6N S TRAILER DOCKS	Illuminance	Fc	2.54	8.6	0.2	12.70	43.00
BUILDING 6N S TRAILER PKG	Illuminance	Fc	2.24	6.3	0.8	2.80	7.88
BUILDING A	Illuminance	Fc	1.74	6.4	0.5	3.48	12.80
BUILDING B	Illuminance	Fc	1.89	6.9	0.5	3.78	13.80
BUILDING C	Illuminance	Fc	1.71	6.2	0.5	3.42	12.40
BUILDING D	Illuminance	Fc	2.13	6.6	0.7	3.04	9.43
BUILDING E	Illuminance	Fc	1.96	3.6	0.5	3.92	7.20
BUILDING F	Illuminance	Fc	1.83	6.0	0.5	3.66	12.00
NORTH ROADWAY ARTERY	Illuminance	Fc	1.74	3.6	0.3	5.80	12.00
PROPERTY LINE	Illuminance	Fc	0.07	0.5	0.0	N.A.	N.A.
ROADWAY ARTERY EAST TO WEST	Illuminance	Fc	1.58	6.2	0.4	3.95	15.50
SATELLITE PARKING ROADWAY	Illuminance	Fc	1.83	6.3	0.6	3.05	10.50
SOUTH EAST SATELLITE TRAILER PKG	Illuminance	Fc	1.97	6.1	0.3	6.57	20.33



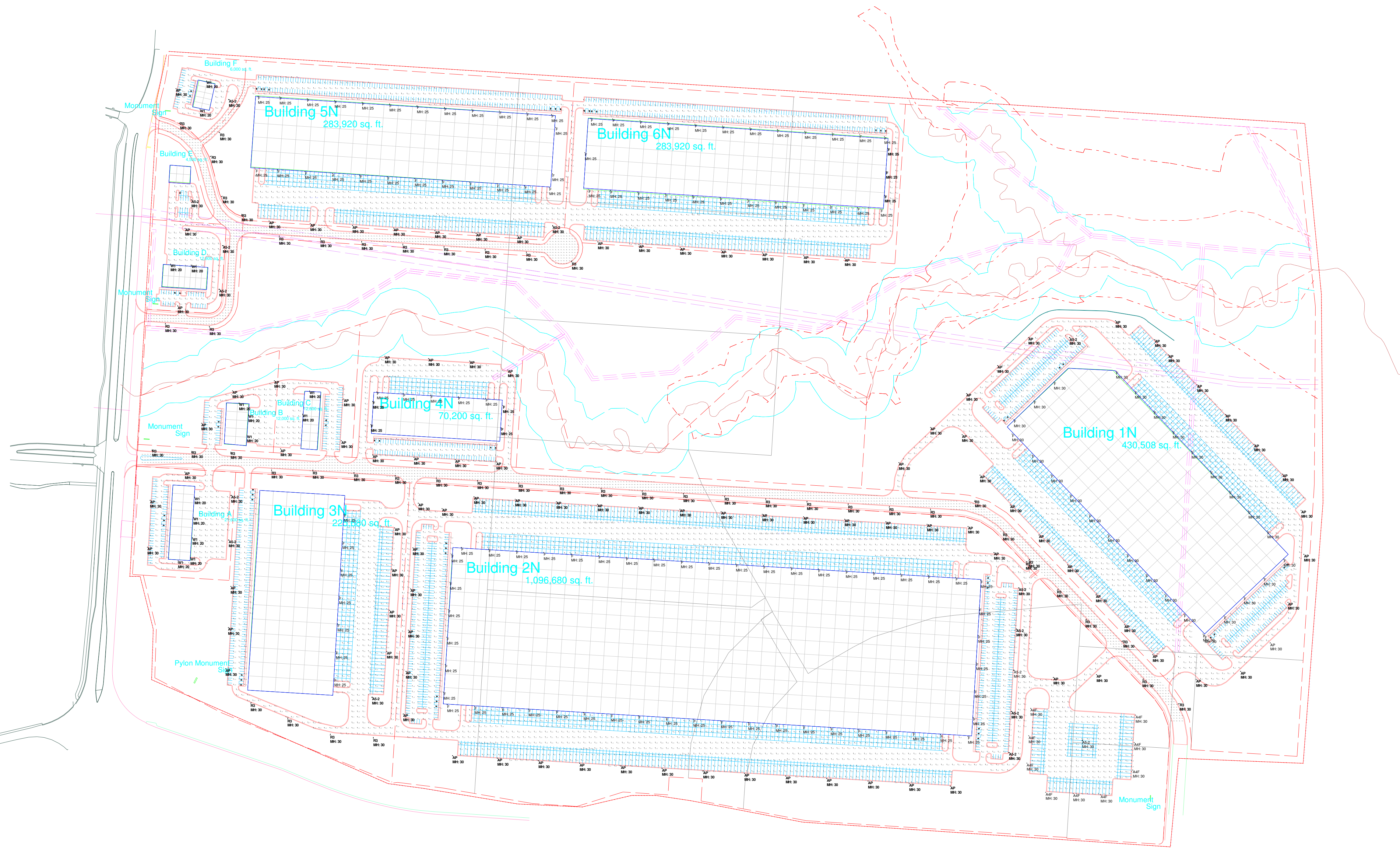
**30FT MOUNTING HEIGHT ON ALL FIXTURES.
 ALL POLE MOUNTS ARE FULL CUTOFF LUMINAIRES.
 ROADWAY LUMINAIRES TYPE R3, HAVE 5 FT MAST ARMS.**

#	Date	Comments

Revisions

Drawn By: GREGG GARNER
 Checked By:
 Date: 6/15/2021
 Scale:

149 INDUSTRIAL- SITE 2- NORTH
 PREMIER LIGHTING



#	Date	Comments

Revisions

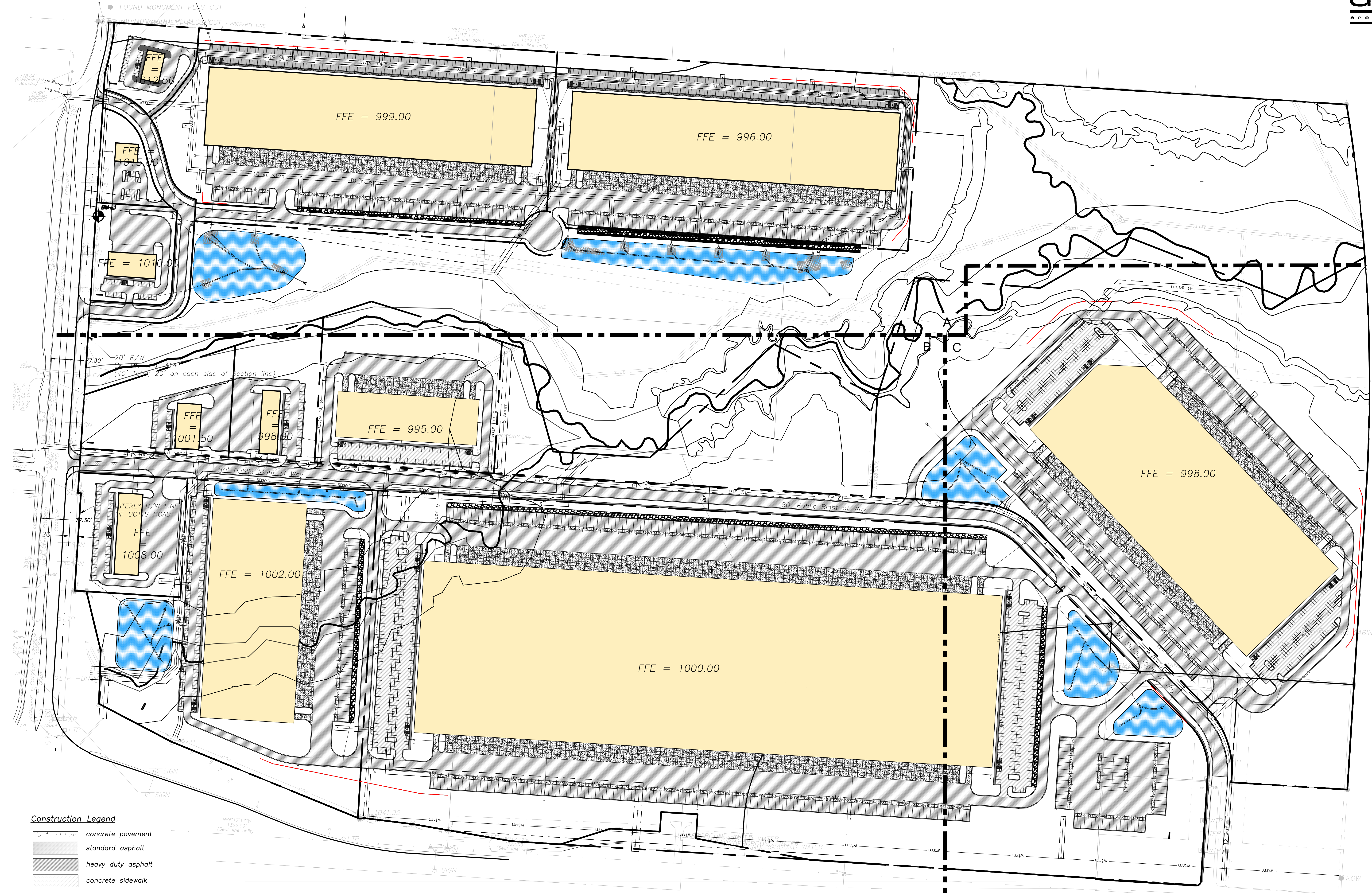
Drawn By: GREGG GARNER
 Checked By:
 Date: 6/15/2021
 Scale:

149 INDUSTRIAL- SITE 2- NORTH
 PREMIER LIGHTING

a new
Development Plan for I-49 Industrial Center - North
150 & Botts
Kansas City, Missouri

date
09.30.2021
drawn by
DAE
checked by
PAM
revisions

sheet number
C1.1
drawing type
PDP
project number
19239



Construction Legend

- concrete pavement
- standard asphalt
- heavy duty asphalt
- concrete sidewalk
- standard curb & gutter
- standard dry curb & gutter
- retaining wall
- detention basin

Property Legend

- right of way
- property lines
- easements
- setbacks

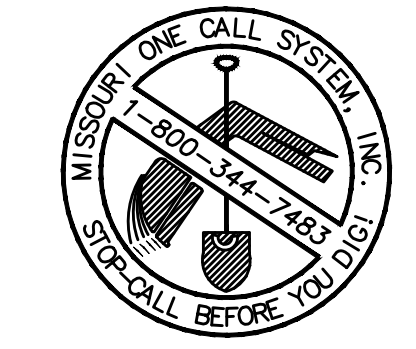
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- existing major contour
- proposed minor contour
- proposed major contour

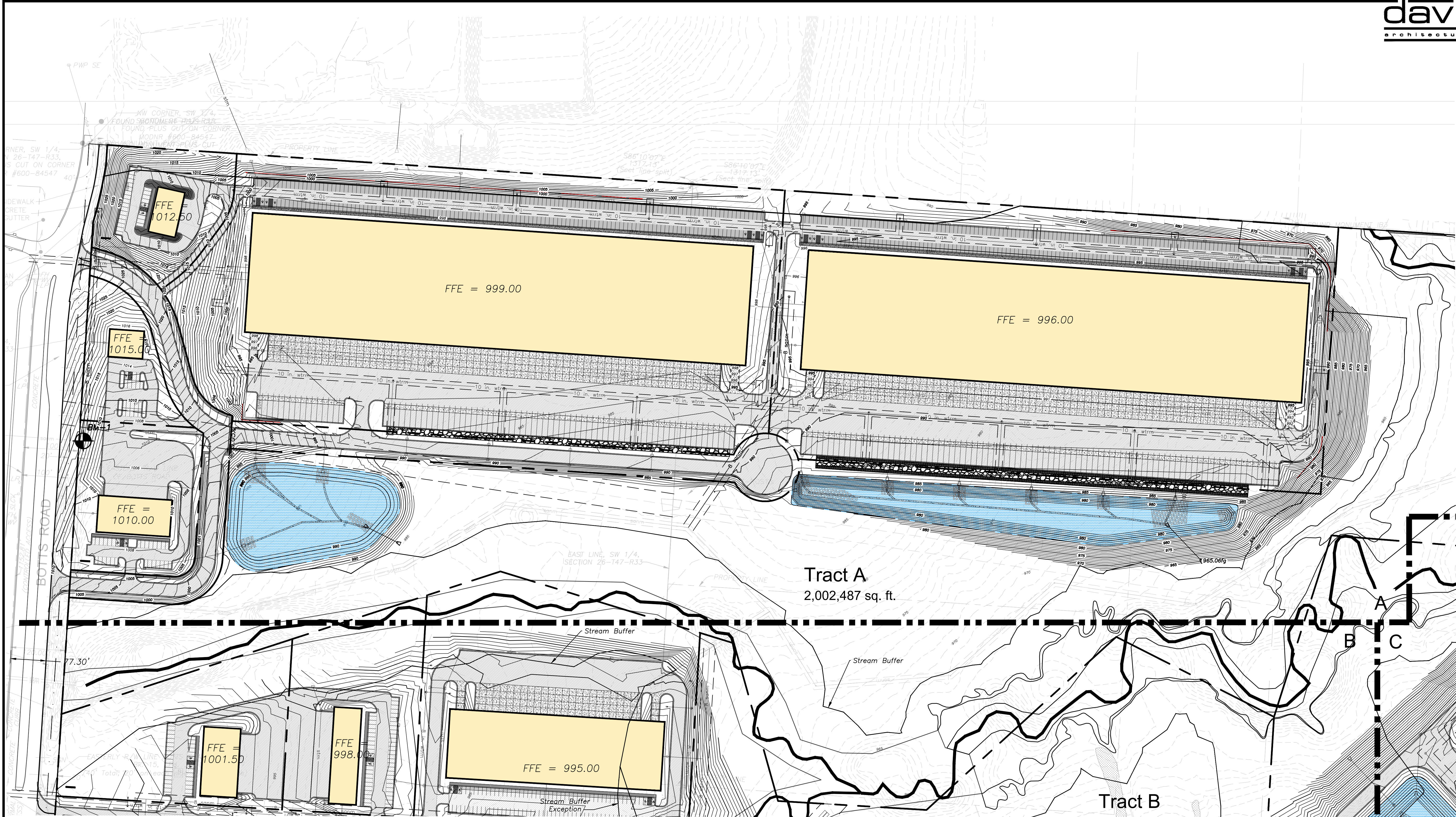
Utility Legend

- existing
- proposed

1 Overall Site Plan
scale: 1"=150'
0 75 150 300



a new
Development Plan for I-49 Industrial Center - North
150 & Botts
Kansas City, Missouri



Construction Legend

- concrete pavement
- standard asphalt
- heavy duty asphalt
- concrete sidewalk
- standard curb & gutter
- standard dry curb & gutter
- retaining wall
- detention basin

Property Legend

- right of way
- property lines
- easements
- setbacks

Grading Legend

- existing minor contour
- existing major contour
- proposed minor contour
- proposed major contour

Utility Legend

- existing
- proposed

1 Overall Site Plan A
scale: 1" = 100'
0 50 100 200

File Number: 2021-00109

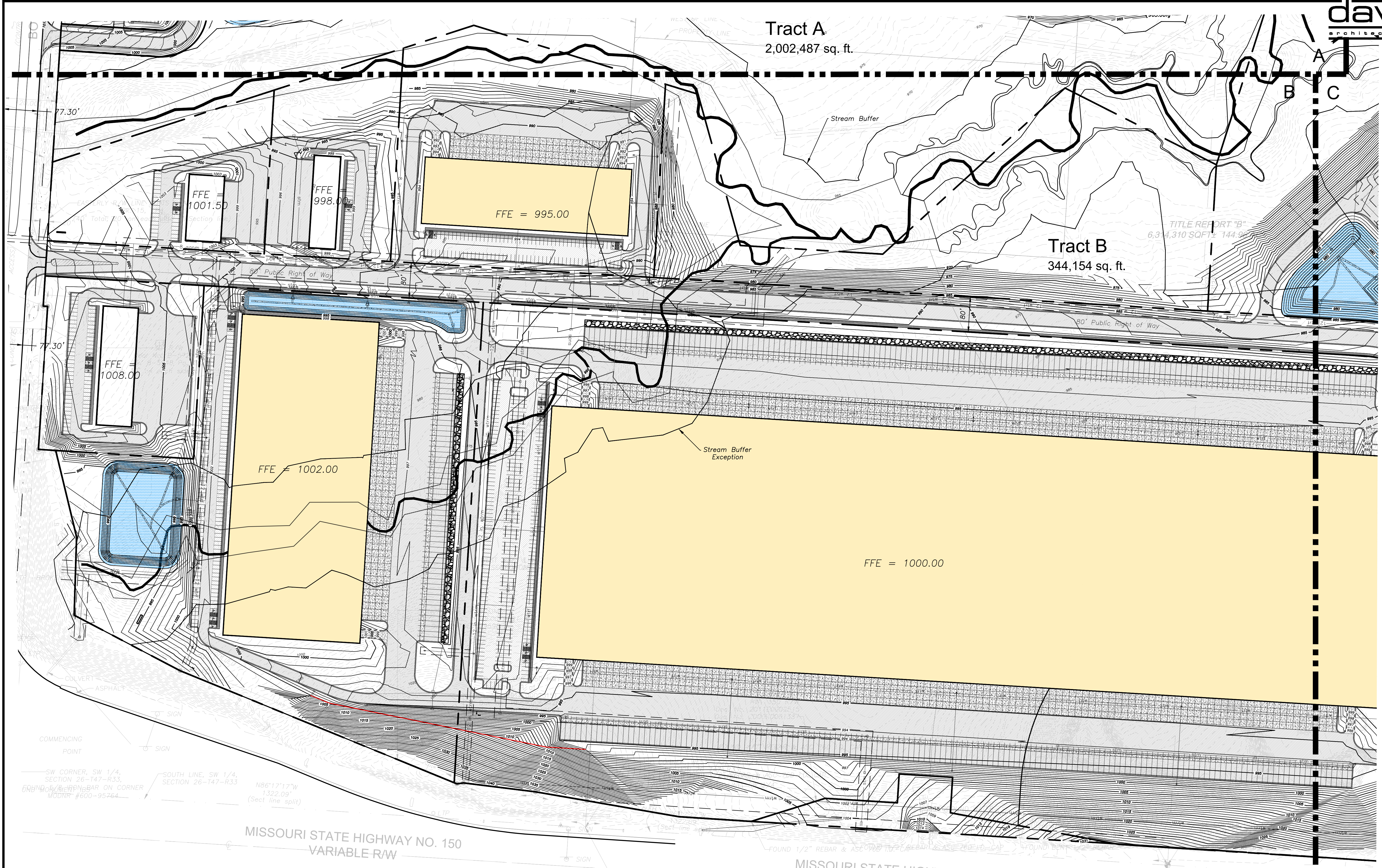


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drawn by
DAE
checked by
PAM
revisions

sheet number
C1.1A
drawing type
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project number
19239

Tract A
2,002,487 sq. ft.

Tract B
344,154 sq. ft.



Construction Legend

- concrete pavement
- standard asphalt
- heavy duty asphalt
- concrete sidewalk
- standard curb & gutter
- standard dry curb & gutter
- retaining wall
- detention basin

Property Legend

- right of way
- property lines
- easements
- setbacks

Grading Legend

- existing minor contour
- existing major contour
- proposed minor contour
- proposed major contour

Utility Legend

- existing
- proposed

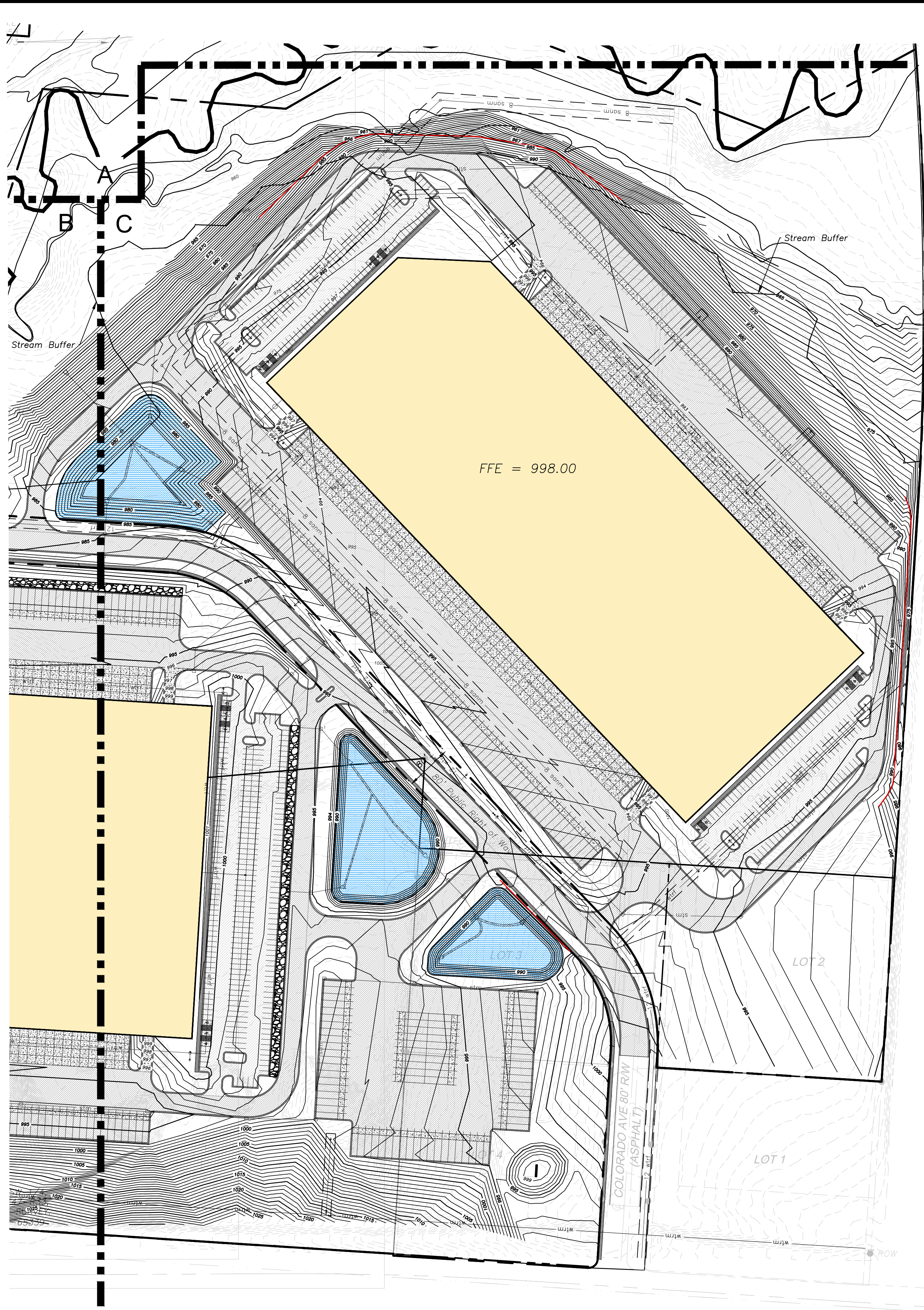
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Development Plan for I-49 Industrial Center - North
150 & Botts
Kansas City, Missouri

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drawn by DAE
checked by PAM
revisions

sheet number
C1.1B
drawing type
PDP
project number
19239



1 Overall Site Plan B
scale: 1"=100'
north
0 50 100 200



Construction Legend

	concrete pavement
	standard asphalt
	heavy duty asphalt
	concrete sidewalk
	standard curb & gutter
	standard dry curb & gutter
	retaining wall
	detention basin

Property Legend

	right of way
	property lines
	lot lines
	easements
	setbacks

Grading Legend

	existing minor contour
	existing major contour
	proposed minor contour
	proposed major contour

Utility Legend

	existing
	proposed

Linetypes

	sanm	sanitary main
	sons	sanitary service
	stm	storm sewer
	wtrm	water main
	wtrf	water service (fire)
	wtrd	water service (domestic)
	wtri	water service (irrigation)
	gasm	natural gas main
	gass	natural gas service
	elpu	underground primary electric
	elss	underground secondary electric
	elpo	overhead electric
	datu	underground cable/phone/data
	datss	underground cable/phone/data service
		fence-chainlink
		fence-wood
		fence-barbed wire
		treeline

Symbols		Symbols Cont.	
	sanitary manhole		primary switch gear
	service cleanout		light pole
	force main release valve		cable/phone/data junction box
	rectangular structure		street light
	circular structure		pedestrian street light
	fire hydrant		electric pole
	water valve		guy wire
	water meter		end section
	backflow preventer		
	natural gas meter		
	service transformer (pad mount)		

KANSAS CITY SOUTHERN
RAILROAD VARIABLE R/W

1 Overall Site Plan C
scale: 1"=100'
0 50 100 200

a new
Development Plan for I-49 Industrial Center - North
150 & Botts
Kansas City, Missouri

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revisions



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drawing type
PDP
project number
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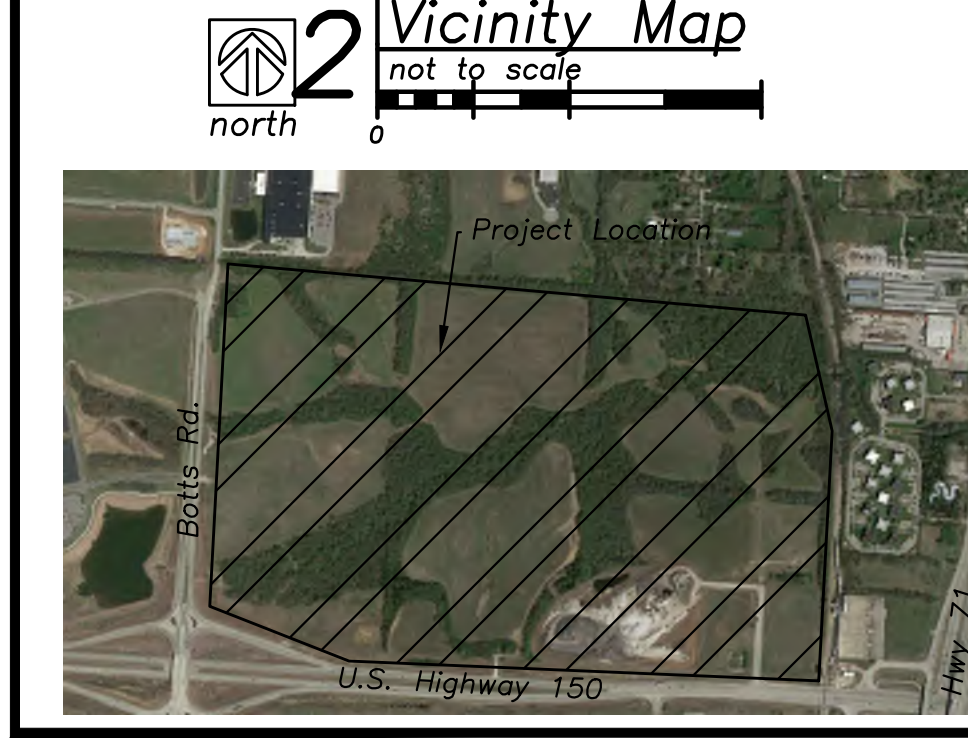
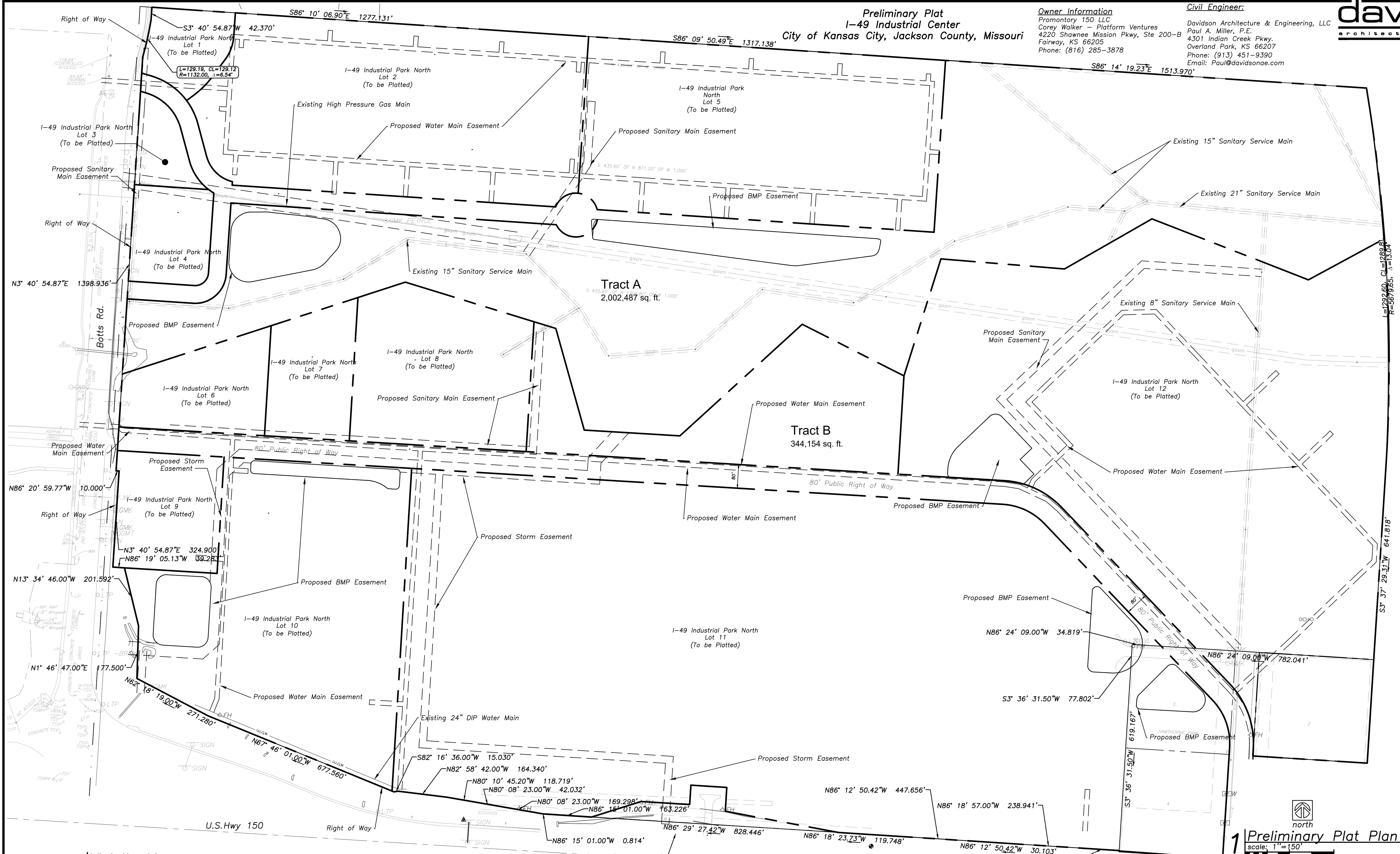
Preliminary Plat
I-49 Industrial Center
City of Kansas City, Jackson County, Missouri

Owner Information
Promontory 150 LLC
Corey Walker - Platform Ventures
4220 Shawnee Mission Pkwy, Ste 200-B
Fairway, KS 66205
Phone: (816) 285-3878

Civil Engineer:
Davidson Architecture & Engineering, LLC
Paul A. Miller, P.E.
4301 Indian Creek Pkwy.
Overland Park, KS 66207
Phone: (913) 451-9390
Email: Paul@davidsonae.com



4301 Indian Creek Parkway
Overland Park, KS 66207
phone: 913.451.9390
fax: 913.451.9391
www.davidsonae.com



Legal Description:
A TRACT OF LAND IN THE SOUTHWEST QUARTER AND SOUTHEAST QUARTER OF SECTION 26 TOWNSHIP 47 NORTH, RANGE 33 WEST OF THE 5TH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI BEING BOUNDED AND DESCRIBED BY OR UNDER THE DIRECT SUPERVISION OF JASON S. ROUDEBUSH, P.L.S. 2002014092 AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 03°40'55" EAST, ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, 1100.00 FEET; THENCE SOUTH 86°19'05" EAST, 20.00 FEET TO THE POINT OF BEGINNING OF THE TRACT OF LAND TO BE HEREIN DESCRIBED, SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF BOTTIS ROAD AS ESTABLISHED BY BOOK 15 AT PAGE 314; THENCE NORTH 03°40'55" EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 1398.94 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF BOTTIS ROAD AS ESTABLISHED BY DOCUMENT NO. 2010E0079591 AND DOCUMENT NO. 2010E0079590; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE ALONG A CURVE TO THE LEFT HAVING AN INITIAL TANGENT BEARING OF NORTH 15°51'43" EAST WITH A RADIUS OF 1132.00 FEET, A CENTRAL ANGLE OF 06°32'21" AND AN ARC DISTANCE OF 129.19 FEET; THENCE NORTH 03°40'55" EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE 42.22 FEET TO A POINT ON THE NORTH LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH 86°10'11" EAST, ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER, 1,317.16 FEET; THENCE SOUTH 86°14'19" EAST, ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER, 1,513.97 FEET TO THE WEST RIGHT-OF-WAY LINE OF THE KANSAS CITY SOUTHERN RAILROAD; THENCE ON SAID WESTERLY RIGHT-OF-WAY LINE, SOUTHERLY ALONG A CURVE TO THE RIGHT HAVING AN INITIAL TANGENT BEARING OF SOUTH 09°24'54" EAST WITH A RADIUS OF 5,679.65 FEET, A CENTRAL ANGLE OF 13°02'23" AND AN ARC DISTANCE OF 1,292.60 FEET; THENCE SOUTH 03°37'29" WEST, 641.82 FEET TO THE NORTHEAST CORNER OF LOT 2, HAWTHORNE PARK, A SUBDIVISION RECORDED IN SAID JACKSON COUNTY; THENCE SOUTH 03°36'31" WEST, ALONG THE EAST LINE OF SAID LOT 2, 350.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTH 86°24'09" WEST, ALONG THE SOUTH LINE OF SAID LOT 2, 386.86 FEET TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE CONTINUING NORTH 86°24'09" WEST ALONG THE WESTERLY EXTENSION OF SAID SOUTH LOT LINE, 80.00 FEET TO THE NORTHEAST CORNER OF LOT 4, SAID HAWTHORNE PARK; THENCE SOUTH 03°36'31" WEST, ALONG THE EAST LINE OF SAID LOT 4, 335.00 FEET; THENCE SOUTHWESTERLY ALONG SAID EASTERLY LOT LINE, ALONG A CURVE TO THE RIGHT BEING TANGENT TO THE LAST DESCRIBED COURSE WITH A RADIUS OF 15.00 FEET, A CENTRAL ANGLE OF 89°59'20" AND AN ARC DISTANCE OF 23.56 FEET; THENCE NORTH 86°24'09" WEST, ALONG THE SOUTH LINE OF SAID LOT 4, 335.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 4; THENCE NORTH 86°24'09" WEST, ALONG THE NORTHERLY RIGHT OF WAY LINE OF MISSOURI STATE HIGHWAY NO. 150 AS NOW ESTABLISHED, 645.15 FEET; THENCE NORTH 82°52'54" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF SAID MISSOURI STATE HIGHWAY NUMBER 150, AS DESCRIBED IN DOCUMENT NUMBER 2011E0002515; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE THE FOLLOWING EIGHT (8) CALLS, NORTH 79°23'17" WEST, 156.03 FEET; THENCE NORTH 03°35'13" EAST, 80.57 FEET; THENCE NORTH 86°24'47" WEST, 121.39 FEET; THENCE SOUTH 03°35'13" WEST, 65.62 FEET; THENCE NORTH 86°24'47" WEST, 164.04 FEET; THENCE SOUTH 72°38'43" WEST, 175.64 FEET; THENCE NORTH 86°15'01" WEST, 164.04 FEET; THENCE NORTH 80°08'18" WEST, 211.33 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF SAID SECTION 26, SAID POINT ALSO BEING ON THE NORTHERLY RIGHT OF WAY LINE OF MISSOURI STATE HIGHWAY NO. 150 AS ESTABLISHED BY DOCUMENT NO. 2011E0002515, DOCUMENT NO. 1999K0065426 AND DOCUMENT NO. 1999K0040664; THENCE NORTH 80°10'54" WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 118.72 FEET; THENCE NORTH 82°58'42" WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 164.34 FEET; THENCE SOUTH 82°16'36" WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 15.03 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF SAID MISSOURI STATE HIGHWAY NO. 150 AS ESTABLISHED BY DOCUMENT NO. 2010E0079591 AND DOCUMENT NO. 2010E0079590; THENCE NORTH 13°34'46" WEST, ALONG SAID NORTHERLY RIGHT OF WAY LINE, 271.28 FEET; THENCE NORTH 01°46'47" EAST, ALONG THE EASTERLY RIGHT OF WAY LINE OF SAID BOTTIS ROAD AS ESTABLISHED BY SAID DOCUMENT NO. 2010E0079591 AND DOCUMENT NO. 2010E0079590, 177.50 FEET; THENCE NORTH 13°34'46" WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 201.59 FEET; THENCE NORTH 86°19'05" WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 39.28 FEET; THENCE NORTH 03°40'55" EAST, ALONG THE EASTERLY RIGHT OF WAY LINE OF SAID BOTTIS ROAD AS ESTABLISHED BY SAID DOCUMENT NO. B-572006, IN BOOK B-5948 AT PAGE 282, 324.90 FEET; THENCE NORTH 86°19'05" WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, 10.00 FEET TO THE POINT OF BEGINNING. CONTAINING 10,693,088 SQUARE FEET OR 245.48 ACRES, MORE OR LESS.

a new
Development Plan for I-49 Industrial Center - North
150 & Bottis
Kansas City, Missouri

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09.30.2021
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revisions

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project number
19239

Development Plan for I-49 Industrial Center - North

150 & Botts
Kansas City, Missouri

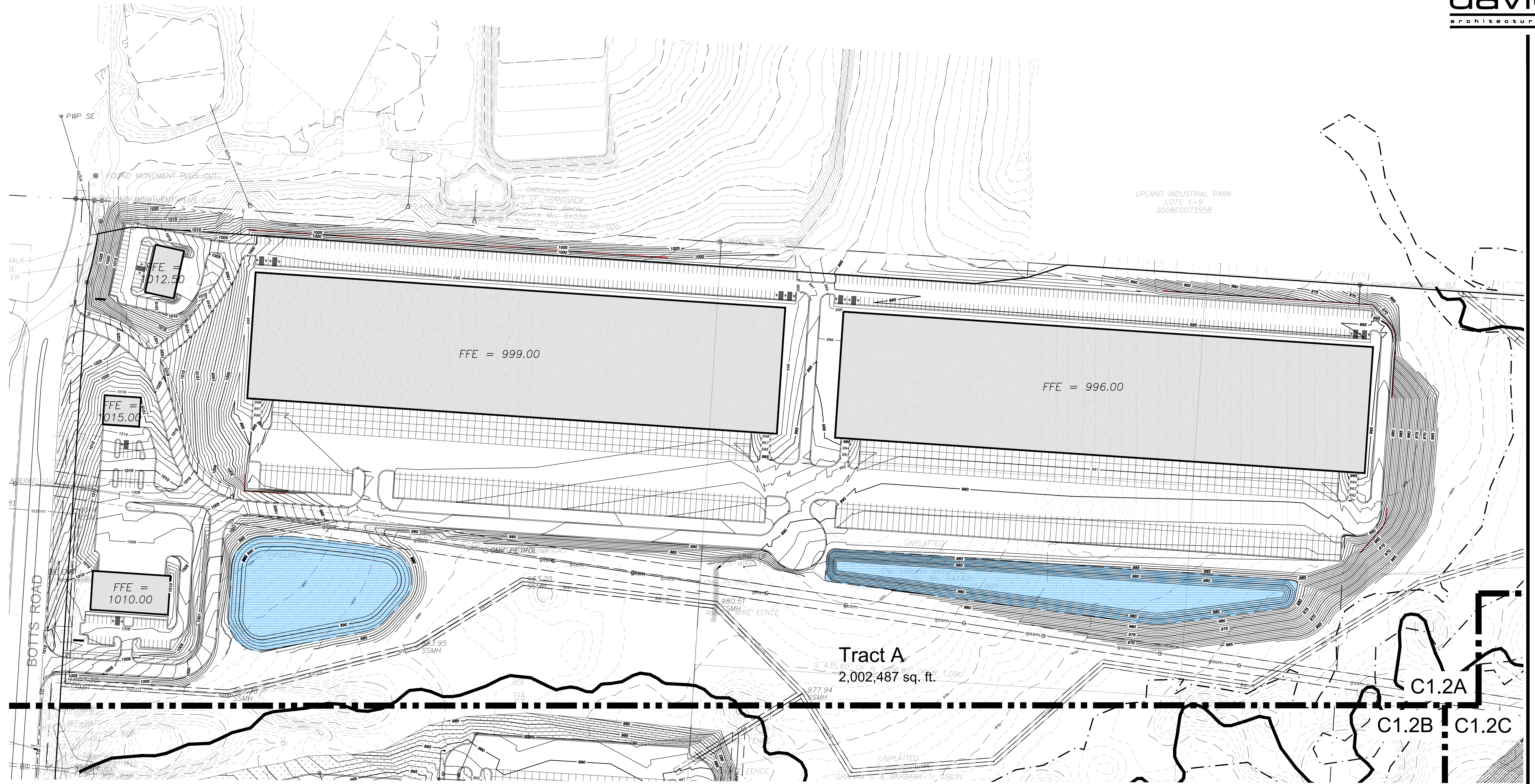
a new

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C2.1A

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Construction Legend

- concrete pavement
- standard asphalt
- heavy duty asphalt
- concrete sidewalk
- standard curb & gutter
- standard dry curb & gutter
- retaining wall
- detention basin

Property Legend

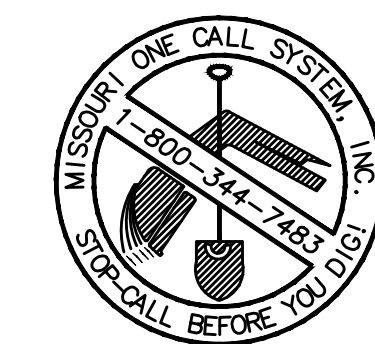
- right of way
- property lines
- easements
- setbacks

Grading Legend

- existing minor contour
- existing major contour
- proposed minor contour
- proposed major contour

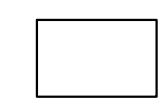
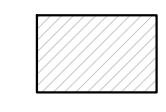
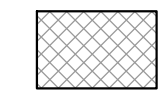
Utility Legend

- existing
- proposed



Exterior Materials and Finishes:

concrete tilt up panels:

-  P1 - color: Sherwin Williams SW7070 "Site White", Ultracrete Fine Texture, Low Sheen Eg-Shel, apply per manufacturer's recommendations
-  P2 - color: Sherwin Williams SW7030 "Anew Gray", Ultracrete Fine Texture, Low Sheen Eg-Shel, apply per manufacturer's recommendations
-  P3 - color: Sherwin Williams SW7067 "Cityscape", Ultracrete Fine Texture, Low Sheen Eg-Shel, apply per manufacturer's recommendations

caulk:
caulking colors selected to match adjacent walls

storefront:
anodized aluminum frame, color: clear

EIFS canopies:
1" drainable EIFS system, fine finish,

glass:
1" insulated low-E glass with argon fill
*use SOLARBAN 60 as basis (to meet U-value .29)

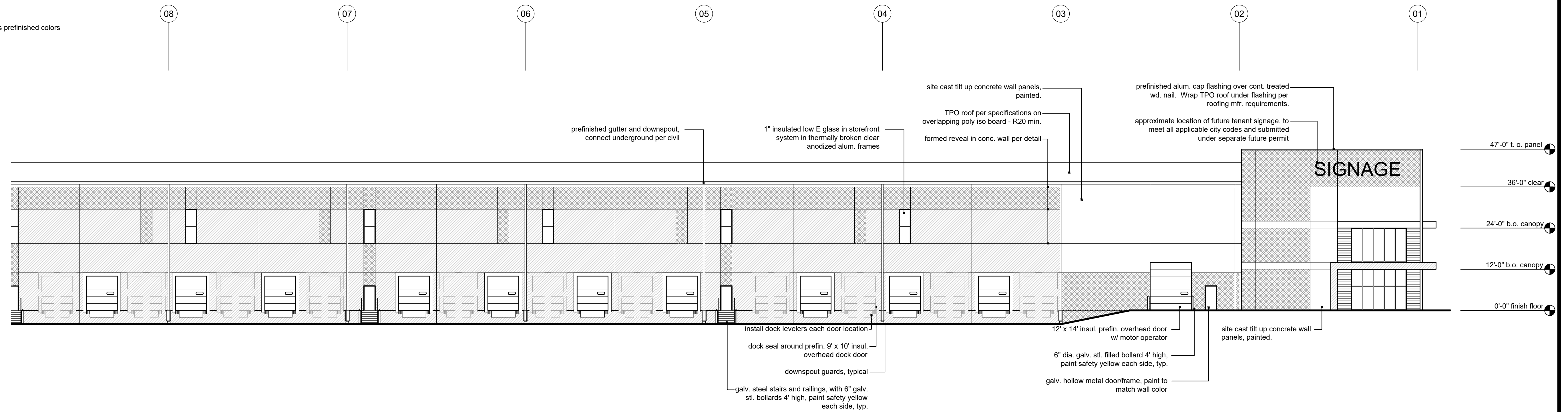
prefinished metal cap flashing, gutters, downspouts, and scuppers:
color to match EP3, Sherwin Williams SW7067 "Cityscape"

exterior hollow metal doors and frames paint to match adjacent wall:
Sherwin Williams SW7514 "Footfalls" (EP-5)
Pro Industrial High Performance Epoxy, semi-gloss, (1 coat primer, 2 coats paint to cover)

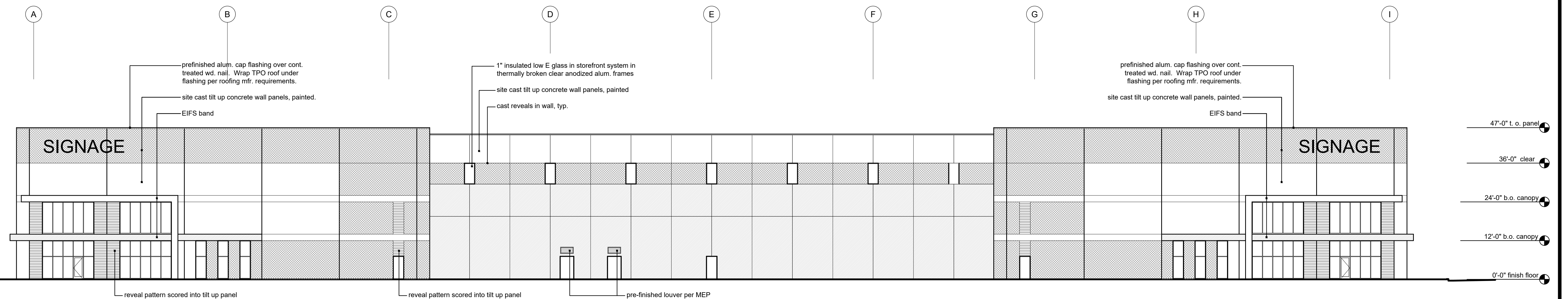
bollards:
galvanized, paint safety yellow

overhead doors:
to be selected from manufacturer's prefinished colors

dock seals:
dark gray



2 Building 1N SW Elevation
scale: 1/8" = 1'-0"



1 Building 1N SE Elevation
scale: 1/8" = 1'-0"

a new development for

I-49 Industrial Center

Botts Road & 150 Hwy
Kansas City, Missouri

date
06.18.2021
drawn by
DAE
checked by
DAE
revisions

sheet number

A3.1

drawing type
preliminary
project number
19239

Exterior Materials and Finishes:

concrete tilt up panels:

- P1 - color: Sherwin Williams SW7070 "Site White", Ultracrete Fine Texture, Low Sheen Eg-Shel, apply per manufacturer's recommendations
- P2 - color: Sherwin Williams SW7030 "Anew Gray", Ultracrete Fine Texture, Low Sheen Eg-Shel, apply per manufacturer's recommendations
- P3 - color: Sherwin Williams SW7067 "Cityscape", Ultracrete Fine Texture, Low Sheen Eg-Shel, apply per manufacturer's recommendations

caulk:
caulking colors selected to match adjacent walls

storefront:
anodized aluminum frame, color: clear

EIFS canopies:
1" drainable EIFS system, fine finish,

glass:
1" insulated low-E glass with argon fill
*use SOLARBAN 60 as basis (to meet U-value .29)

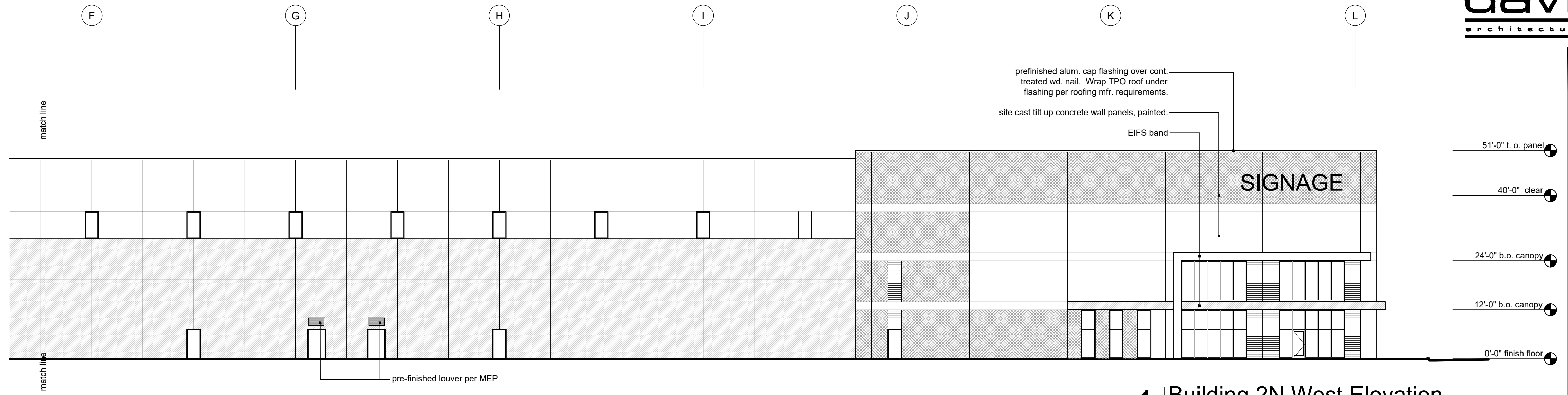
prefinished metal cap flashing, gutters, downspouts, and scuppers:
color to match EP3, Sherwin Williams SW7067 "Cityscape"

exterior hollow metal doors and frames paint to match adjacent wall:
Sherwin Williams SW7514 "Footfalls" (EP-5)
Pro Industrial High Performance Epoxy, semi-gloss, (1 coat primer, 2 coats paint to cover)

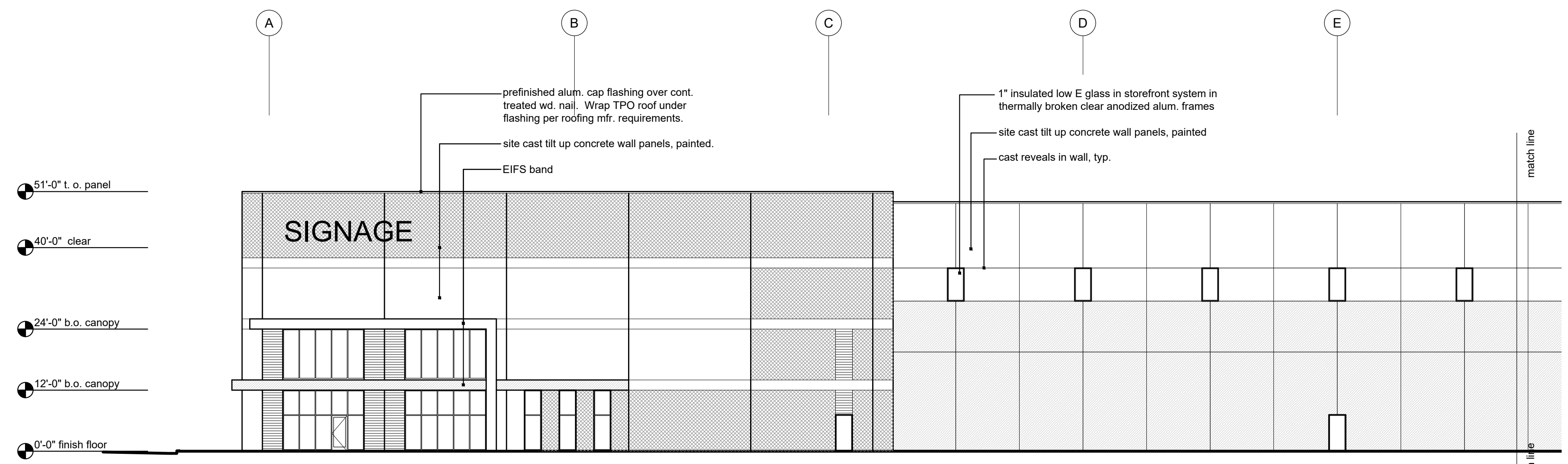
bollards:
galvanized, paint safety yellow

overhead doors:
to be selected from manufacturer's prefinished colors

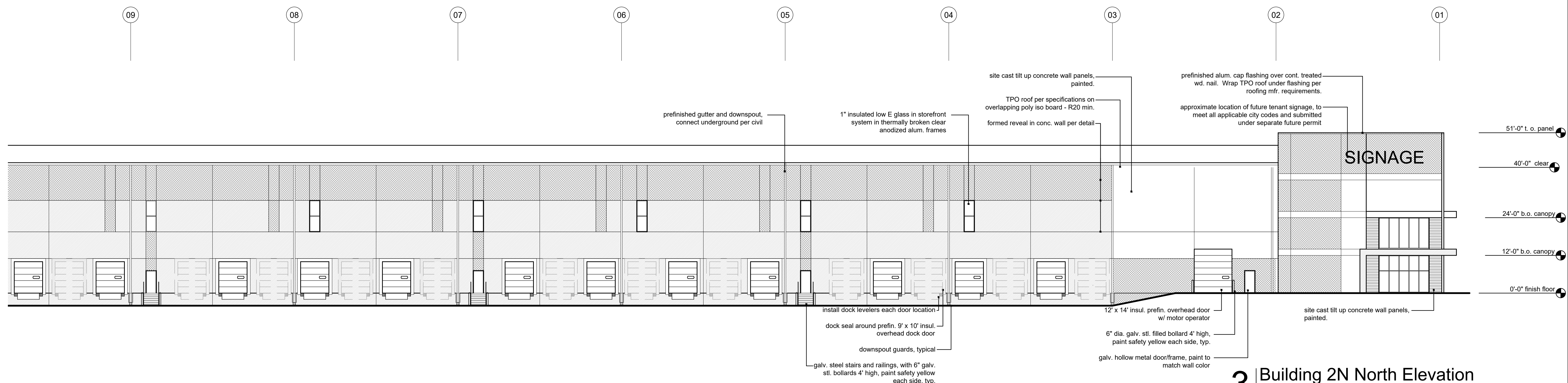
dock seals:
dark gray



1 Building 2N West Elevation
scale: 1/8" = 1'-0"



2 Building 2N West Elevation
scale: 1/8" = 1'-0"



3 Building 2N North Elevation
scale: 1/8" = 1'-0"

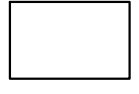

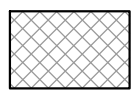
a new development for
I-49 Industrial Center
Botts Road & 150 Hwy
Kansas City, Missouri

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revisions

sheet number
A3.2
drawing type
preliminary
project number
19239

Exterior Materials and Finishes:

concrete tilt up panels:

-  P1 - color: Sherwin Williams SW7070 "Site White", Ultracrete Fine Texture, Low Sheen Eg-Shel, apply per manufacturer's recommendations
-  P2 - color: Sherwin Williams SW7030 "Anew Gray", Ultracrete Fine Texture, Low Sheen Eg-Shel, apply per manufacturer's recommendations
-  P3 - color: Sherwin Williams SW7067 "Cityscape", Ultracrete Fine Texture, Low Sheen Eg-Shel, apply per manufacturer's recommendations

caulk:

caulking colors selected to match adjacent walls

storefront:

anodized aluminum frame, color: clear

EIFS canopies:

1" drainable EIFS system, fine finish,

glass:

1" insulated low-E glass with argon fill
 *use SCLARBAN 60 as basis (to meet U-value .29)

prefinished metal cap flashing, gutters, downspouts, and scuppers:
 color to match EP3, Sherwin Williams SW7067 "Cityscape"

exterior hollow metal doors and frames paint to match adjacent wall:

Sherwin Williams SW7514 "Footfalls" (EP-5)
 Pro Industrial High Performance Epoxy, semi-gloss, (1 coat primer, 2 coats paint to cover)

bollards:

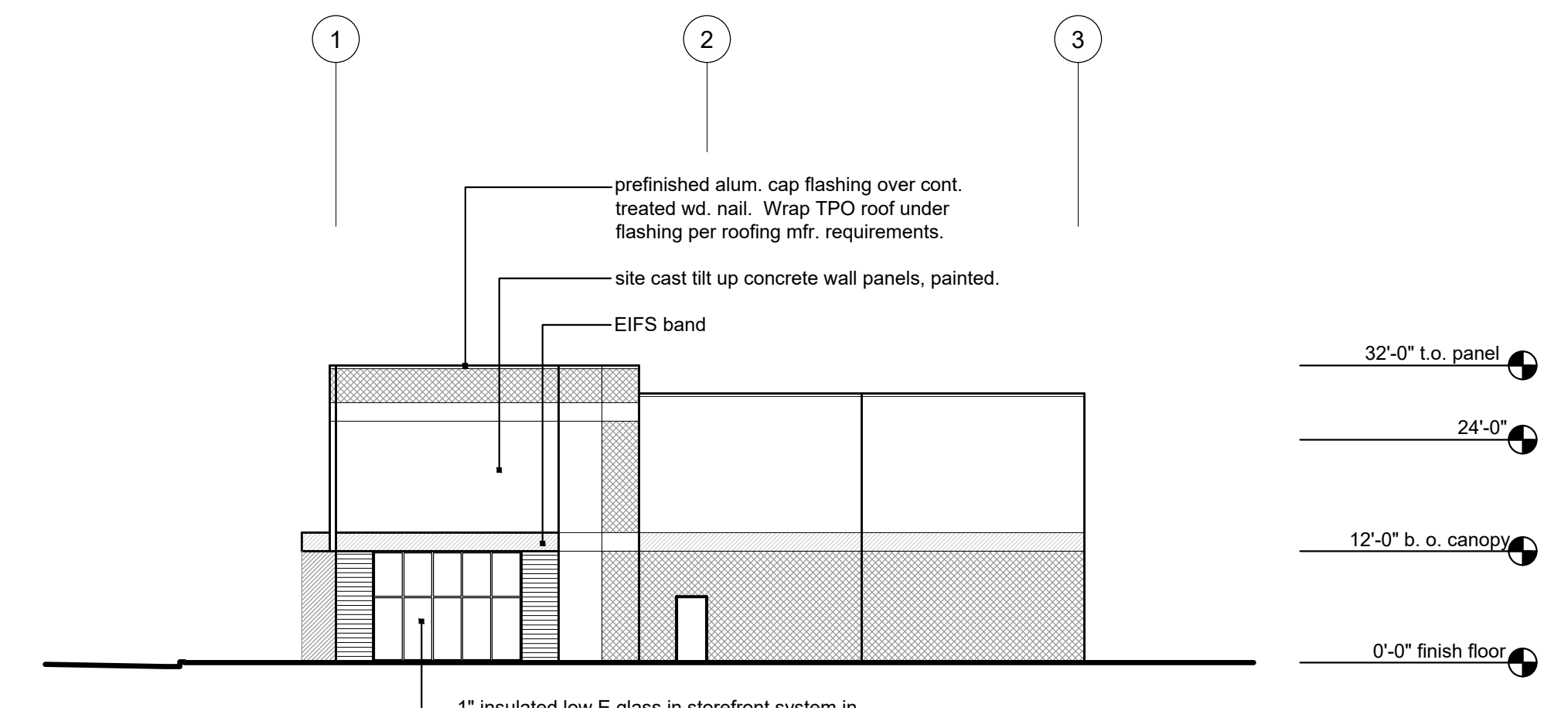
galvanized, paint safety yellow

overhead doors:

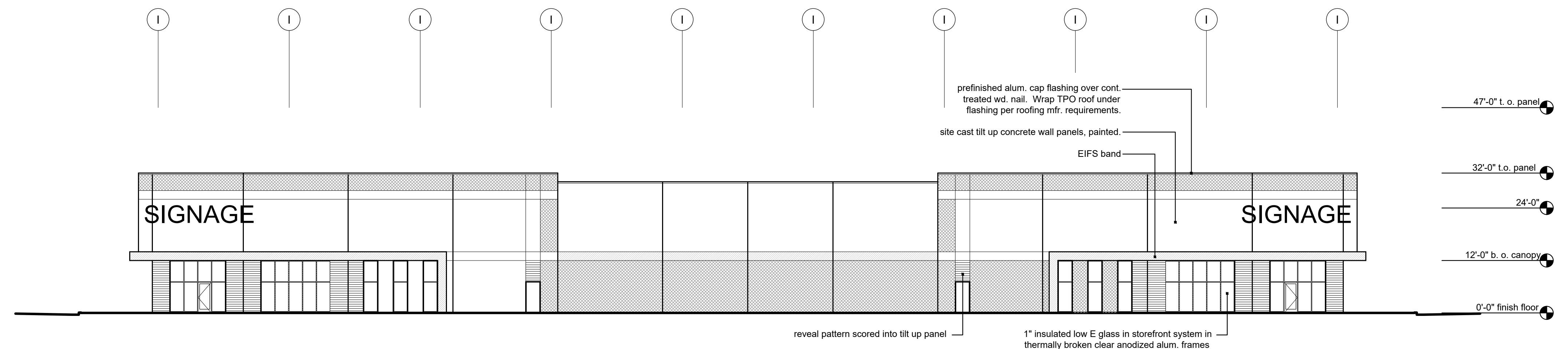
to be selected from manufacturer's prefinished colors

dock seals:

dark gray



2 Building A South Elevation
 scale: 1/8" = 1'-0"



1 Building A West Elevation
 scale: 1/8" = 1'-0"

a new development for
I-49 Industrial Center
 Botts Road & 150 Hwy
 Kansas City, Missouri

date
 06.18.2021
 drawn by
 DAE
 checked by
 DAE
 revisions



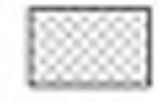
sheet number

A3.3

drawing type
 preliminary
 project number
 19239

Exterior Materials and Finishes:

concrete sit-up panels:

-  P1 - color: Sherwin Williams SW7270 "Site White", Ultracrete Fine Texture, Low Sheen Eg-Shel, apply per manufacturer's recommendations
-  P2 - color: Sherwin Williams SW7030 "Anew Gray", Ultracrete Fine Texture, Low Sheen Eg-Shel, apply per manufacturer's recommendations
-  P3 - color: Sherwin Williams SW7067 "Cityscape", Ultracrete Fine Texture, Low Sheen Eg-Shel, apply per manufacturer's recommendations

caulk:
caulking colors selected to match adjacent walls

storefront:
anodized aluminum frame, color: clear

EFS panels:
1" drainable EFS system, fine finish

glass:
1" insulated low-E glass with argon fill
*use SCLARAN 60 as basis (to meet U-value .29)

prefinished metal cap flashing, gutters, downspouts, and copings:
color to match P3, Sherwin Williams SW7067 "Cityscape"

exterior hollow metal doors and frames paint to match adjacent wall:
Sherwin Williams SW7154 "Foothills" (2P-1)
Pro Industrial High Performance Epoxy, semi-gloss, (1 coat primer, 2 coats paint to cover)

bollards:
galvanized, paint safety yellow

overhead doors:
to be selected from manufacturer's prefinished colors

deck seal:
dark gray



1 Building 1N Render
scale: 1/8" = 1'-0"



3 Building 2N Render
scale: 1/8" = 1'-0"



2 Building A Render
scale: 1/8" = 1'-0"

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Overland Park, KS 66207
phone: 913.421.8383
fax: 913.421.0091
www.davidsonae.com

a new development for
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Botts Road & 150 Hwy
Kansas City, Missouri

date: 06.18.2021
drawn by: DAE
checked by: DAE
revisions: 

sheet number
A3.4
drawing type: preliminary
project number: 19239

Meeting Sign-In Sheet

Project Name and Address

Project is located east of Botts, north of 150 Hwy, west of the BG&KC rail line, and bounded on the north by the line between Kansas City and Grandview.

Name	Address	Phone	Email
Lonnie Moore	14212 Denver St. Grandview, MO 64030		pmoore0317@att.net
Patty Moore	14212 Denver St. Grandview, MO 64030		pmoore0317@att.net
Bettie Tanquary	14215 Denver St. Grandview, MO 64030	816.761.5917	
Chris Chiodini City of Grandview	1200 Main St. Grandview, MO 64030	816.316.4820	cchiodini@grandview.org
James Mulick Port KC	110 Berkley Plaza, Kansas City MO 64120	816.559.3750	
Kevin Breslin RB LLP	4220 SMP Fairway, KS 66205		kbreslin@rb-llp.com
Corey Walker Platform Ventures	4220 SMP Fairway, KS 66205	816.285.3878	corey.walker@platformv.com
Jason Romero Platform Ventures	4220 SMP Fairway, KS 66205	816.285.3878	jason.romero@platformv.com
Will Dubois Davidson AE	4301 Indian Creek Pkwy Overland Park, KS 66207	913.451.9390	will@davidsonae.com



CITY PLANNING & DEVELOPMENT

Public Meeting Summary Form

Project Case #

Meeting Date:

Meeting Location:

Meeting Time (include start and end time):

Additional Comments (optional):

Three nearby residents of Grandview joined and expressed their concerns. The most discussed concerns involved visibility from their property to the project, storm water runoff, and connection of the site to their residential street.

Ownership and representatives highlighted the large portions of land by the stream that will not be developed and will provide a visual buffer, explained some of the civil engineering involving the storm water, and noted that the project does not connect to Denver St- which is unlikely to ever be a viable connection from the site into the community due to the stream location.

A representative from Port KC attended and expressed support for the project. They mentioned the relocation of the asphalt plant, something all participants were in support of.

The Grandview Director of Community Development joined the call to listen to the presentation and gather info he could take back to the community.