CITY PLAN COMMISSION STAFF REPORT

CD-CPC-2026-00069

Costco UR Major Amendment

July 15, 2026

Docket #12

Request
Major Amendment to a previously approved UR Plan

Applicant
Dan Koziatek
CEC, Inc.

Owner
Costco Wholesale Corporation

Site Information

Location	241 E Linwood Blvd.
Area	13.64 Acres
Zoning	UR
Council District	4th
County	Jackson
School District	Kansas City

Surrounding Land Uses

North: Commercial, B3-2/B4-5
South: Residential/Commercial, R-1.5/B4-5
East: Commercial, B4-5
West: Commercial, UR

KC Spirit Playbook Alignment
CD-CPC-2026-00069, Medium

Land Use Plan
The Midtown/Plaza Area Plan recommends Mixed Use Community for this location. The proposed plan has a medium alignment with this designation. See Criteria A for more information.

Major Street Plan
East Linwood Boulevard and Gillham Plaza are identified as established boulevards in this location.

Approval Process

Overview
The applicant seeks approval of a major amendment to a previously approved UR Plan to allow a second use (outdoor storage) on the subject property.

Existing Conditions
The subject site is developed with the existing Costco Retail Store and accessory parking lot. The site is relatively flat.

Neighborhood(s)
This site is located within the Midtown KC Now and Old Hyde Park Historic District Neighborhood Association, Inc.

Required Public Engagement
Section 88-505-12, Public Engagement does apply to this request. The applicant hosted a meeting on July 7, 2026. A meeting summary is attached; see Attachment #3.

Controlling + Related Cases
10744-URD-6 – approving an amendment to a previously approved development plan in District URD on approximately a 32 acre tract of land located at the southeast corner of Main Street and Linwood Boulevard (Ord. 991374 approved November 23, 199).

Project Timeline
The application was filed on May 21, 2026. No scheduling deviations have occurred.

Professional Staff Recommendation
Docket #12 Approval, subject to conditions

VICINITY MAP

PLAN REVIEW

The major amendment request is to allow a second use to the previously approved UR Plan for Costco and Home Depot. The second use is only being proposed for the Costco property (241 E Linwood) and would allow for 22,286 square feet of outdoor storage. This storage area will provide parking for 25 truck stalls and will be fenced with a 10-foot wrought iron fence. The additional use is being proposed to aid the transition of the site from a Costco Retail Store to a Costco Business Center.

The applicant provided a letter with operating characteristics and the proposed changes to the business operations for the Costco Store (see the final page of the Applicant Submittal).

Other than the outdoor storage area, there are no additional proposed changes to the site layout, building footprint, impervious surface coverage, and parking. The applicant is proposing additional landscaping to fill in missing landscaping from the previously approved plan and to increase the landscaping surrounding the outdoor storage area to comply with Code.

The applicant is improving the median to the west of the subject site and will replace the previously existing median on Gillham Plaza (see Criteria C).

PLAN ANALYSIS

Standards	Meets	Notes
Lot and Building Standards (88-260)	Yes	The applicant is proposing to add a second use to the existing UR Plan.
Boulevard & Parkway Standards (88-323)	No	See notes below; applicant is requesting a deviation to fence height.
Warehousing, Wholesaling, Storage, and Freight Movement (88-378)	Yes	The outdoor storage area complies with these standards.
Parking & Loading (88-420)	Yes	
Landscaping & Screening (88-425)	Yes	
Outdoor Lighting (88-430)	No	There is an outstanding lighting correction. The correction will need to be addressed prior to ordinance request (Condition 12).
Signs (88-445)	Yes, subject to conditions	
Pedestrian Standards (88-450)	Yes, subject to conditions	

Boulevard & Parkway Standards (88-323)

East Linwood Boulevard and Gillham Plaza are identified as established boulevards; therefore, the subject property must comply with the Boulevard and Parkway Standards. Staff reviewed the application against the following boulevard and parkway standards:

- The proposed outdoor storage area will be fenced with a 10-foot wrought iron fence. The materials comply with the required construction materials for fences visible from a boulevard, however the applicant will need a deviation for the height. The boulevard and parkway standards limit fences to be 6 feet in height in the rear and 4 feet in height on the front and the sides of the lot.
- The proposed plan complies with the landscaping standards in both the boulevard and parkway standards and the landscaping standards.
- There are no proposed façade updates with this amendment. Staff included a condition that should façade changes be proposed in the future that they comply with the transparency standards of this section or receive variances from the Board of Zoning Adjustment (Condition 11).

SPECIFIC REVIEW CRITERIA

Development Plan, Project Plan, or Site Plan (88-516-05)

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

A. The plan must comply with all standards of the Zoning and Development Code and all other applicable city ordinances and policies.

The plan does not comply with all standards of the Zoning and Development Code. The applicant is requesting a deviation to the boulevard and parkway standards for a 10-foot-tall wrought iron fence visible from a boulevard.

"The changes to the Midtown Costco proposed in this application have a **Medium** alignment with the KC Spirit Playbook and Midtown/Plaza Area Plan because there is no land use change and minimal façade changes. The applicant's plan significantly increases landscaping across the site, improving the site's alignment with design guidelines. Alignment with mobility goals remains low as the site is significantly over parked, and truck traffic may conflict with other vehicles in the parking lot." – Luke Ranker, 4th District Planner, Community Planning Division

B. The proposed use must be allowed in the district in which it is located.

The controlling plan approved a retail use for the subject property, specifically Costco and Home Depot. The applicant is proposing to add a second use, outdoor storage, to the property for the storage of fleet vehicles. The approval of the major amendment would allow for outdoor storage as an allowed use in the UR Plan

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.

Vehicular ingress and egress to and from the site and within the site provides for safe and convenient movement of traffic on the site and onto adjacent roadways. The applicant is not adding new vehicular access points along E Linwood Boulevard.

The applicant is proposing to update the median to the west of the subject site (between the Home Depot property and Costco Retail store). The update includes extending the median north towards Linwood Boulevard, and uneven rock surface between the curbs. The applicant will also add a new crosswalk to improve pedestrian safety.

The applicant is also proposing to update the access point off Gillham Plaza. The previously approved plan included a median that would limit exiting traffic to Gillham Plaza to right turns only. Sometime between 2012 and 2014, the median was removed and gradually allowed left and right turn exits onto Gillham Plaza. The amendment proposed with this plan would replace the previous median to allow for only right turn only exits which provides a safer vehicular circulation and pedestrian experience along Gillham Plaza.

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

The plan provides safe, efficient and convenient non-motorized travel opportunities. The pedestrian connections are not changing from the previously approved plan and bicycle parking is proposed in compliance with the Zoning and Development Code.

The applicant updated the ADA access due to the new loading docks proposed on site. This access is clearly identified on the plan, staff added a condition (condition 9) that will require painted crosswalks for added safety.

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

Not applicable as this application is requesting to add a second use to the property for outdoor storage.

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.

There are no proposed changes to the footprint, location, orientation of the building. City staff has included a condition (condition 11) that requires any future façade changes to comply with the boulevard and parkway standards or receive approval of a variance from the Board of Zoning Adjustment prior to the issuance of permits.

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.

The applicant worked with staff to update the landscaping not only surrounding the outdoor storage area but to replace dying landscaping and to ensure the landscaping in the parking lot and along the property lines matches or exceeds the previously approved plan.

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.

There are no proposed changes to impervious surface coverage on the property.

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

The plan identified trees to be removed and preserved with this application.

ATTACHMENTS

1. Conditions Report
2. Applicant's Submittal

3. Public Engagement Materials
4. Public Testimony
5. KC Spirit Alignment

PROFESSIONAL STAFF RECOMMENDATION

City staff recommends APPROVAL, SUBJECT TO CONDITIONS as stated in the conditions report.

Respectfully submitted,

Larisa Chambi, AICP

Planning Supervisor

Plan Conditions, Corrections, & Suggestions Report

Recommended To Applicant
Recommended By Staff

Report Date: July 9, 2026
Case Number: CD-CPC-2026-00069
Project: Costco UR Major Amendment

Plan Corrections

Correction(s) by Development Management of the City Planning and Development Department. Contact Larisa Chambi at (816) 513-8822 / Larisa.Chambi@kcmo.org with questions.

1. Provide a lighting plan in compliance with 88-430-06. The lighting along the southern property line needs to be reduced to not exceed 0.186 foot-candle onto an R-zoned property. The lighting along the right-of-way needs to be updated to not exceed more than 1.0 foot-candle onto the right-of-way. The photometric plan should not include existing street lights. UPDATED 07/02/2026: The revised photometric plan still show. foot-candles over 1.0 along Gillham Plaza, please identify or remove existing streetlights to ensure the lighting plan shows only lighting from the site so staff can confirm if it complies with Code. (7/06/2026)

Plan Conditions

Condition(s) by City Planning and Development Department. Contact Larisa Chambi at (816) 513-8822 / Larisa.Chambi@kcmo.org with questions.

2. All signage shall conform to Section 88-445 and shall require a sign permit prior to installation. This condition may be satisfied by an assigned City Planning and Development Department Building Inspector. (6/12/2026)
3. The developer shall screen all roof and/or ground mounted mechanical and utility equipment in compliance with Section 88-425-08 of the Zoning and Development Code. This condition may be satisfied by an assigned City Planning and Development Building Inspector. (6/12/2026)
4. 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. This condition may be satisfied by an assigned City Planning and Development Building Inspector. (6/12/2026)
5. That prior to issuance of the Certificate of Occupancy for each lot within the plat the developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that street trees have been installed in accordance with the approved Street Tree Planting Plan and are healthy. This condition may be satisfied by an assigned City Planning and Development Building Inspector. (6/12/2026)
6. The developer shall submit an affidavit, prepared by an engineer licensed in the State of Missouri, verifying that all outdoor lighting has been installed in accordance with approved plans and that lighting levels do not exceed that shown on the approved lighting plan at the property lines prior to Certificate of Occupancy. This condition may be satisfied by an assigned City Planning and Development Building Inspector. (6/12/2026)
7. The developer shall secure approval of a UR final plan from City Planning and Development Department - Development Management Division staff prior to any building permit. (6/12/2026)
8. Outdoor Storage is only allowed in the designated area as shown on the site plan. Any expansion of the use will need to comply with 88-516-06. (6/12/2026)
9. The ADA path shall have a painted crosswalk shown on the UR Final Plan and placed on site for areas where there are pedestrian and vehicular interaction. (7/02/2026)
10. That a deviation to 88-323-02-D-2, any fencing that is visible from the boulevard or parkway shall be 80% transparent and constructed of high quality permanent materials. Maximum height shall be 6 feet in the rear and 4 feet in the side, to allow for a 10 foot tall wrought iron fence around the outdoor storage area. (7/02/2026)
11. Any future facade changes shall comply with the boulevard and parkway standards or receive approval of a variance prior to the issuance of any permits. (7/08/2026)

Condition(s) by City Planning and Development Department. Contact Larisa Chambi at (816) 513-8822 / Larisa.Chambi@kcmo.org with questions.

12. All corrections shall be addressed prior to Ordinance Request. (7/09/2026)

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

13. All required fire department access roads shall be an all weather surface. Grass pavers are not permitted. (IFC-2012: § 503.2.3) (6/05/2026)

14. The developer shall provide Fire Department access roads prior to construction/demolition projects begin. (IFC-2018 § 501.4 and 3310.1; NFPA 241-2013 § 7.5.5) (6/05/2026)

15. Required fire department access roads shall designed to support a fire apparatus with gross axle weight of 85,000 pounds. (IFC-2018: § 503.2.3) (6/05/2026)

16. The developer shall meet the fire flow requirements as set forth in Appendix B of the project International Fire Code 2018. (IFC-2018 § 507.1) (6/05/2026)

17. Required fire department access roads shall be a minimum unobstructed width of twenty (20) feet and 13 ft-6 in clearance height. Check with Streets & Traffic (KCMO Public Works Department) or Missouri Department of Transportation (MODOT) that may have street planning regulations that supersede the Fire Code. (IFC-2018: § 503.2.1) (6/05/2026)

Condition(s) by Parks & Recreation. Contact Richard Sanchez at (816) 513-7678 / richard.sanchez@kcmo.org with questions.

18. Linwood Boulevard and Gillham Plaza are both classified as Boulevards; therefore, any new developments, façade changes, or additions as listed in the applicability section of 88-232-01-A, shall comply with the Parkway and Boulevard Standards or granted a variance from the Board of Zoning Adjustments prior to obtaining a building permit. (6/09/2026)

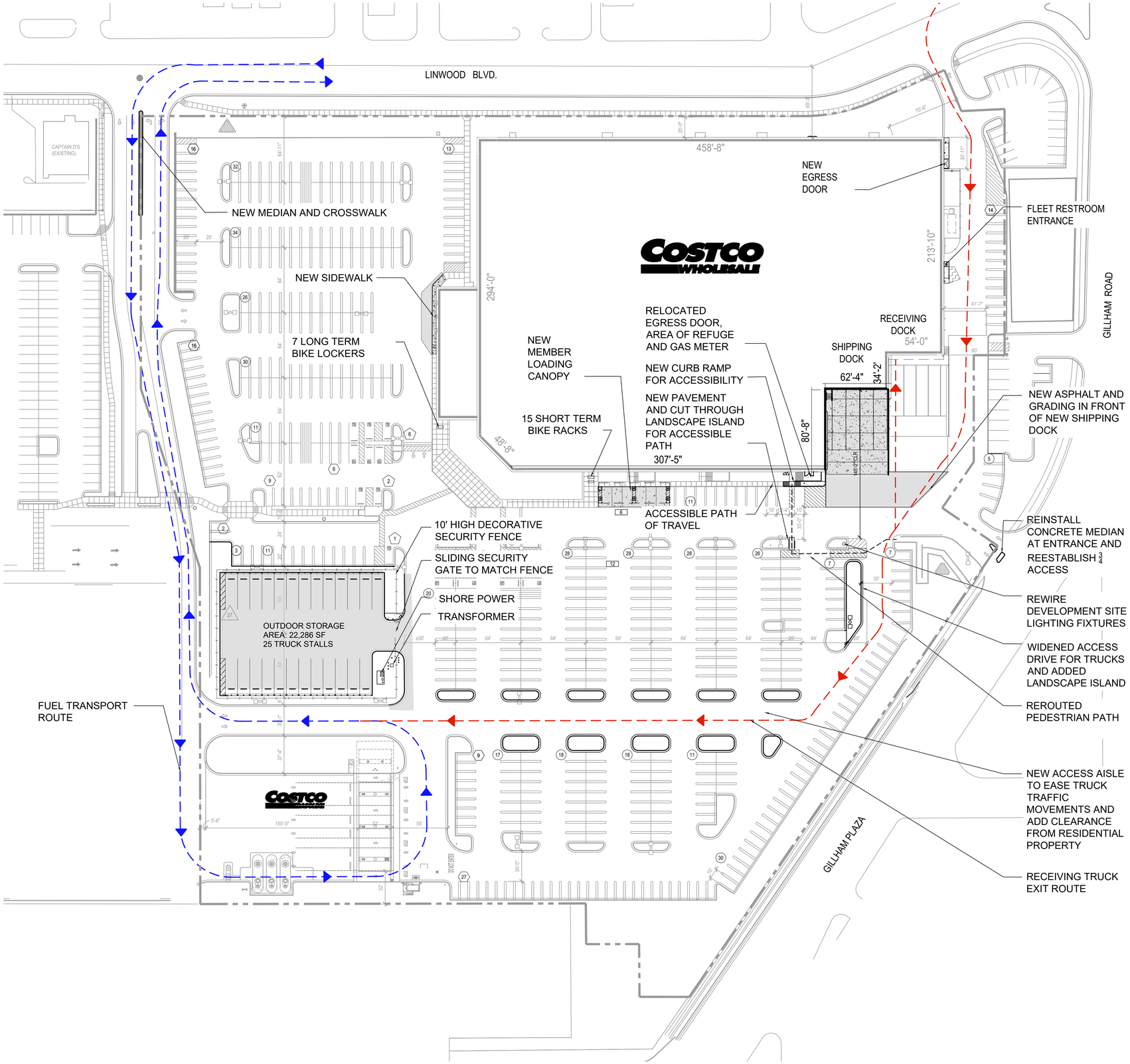
Condition(s) by Public Works Department. Contact Terry Thomas at (816) 513-2510 / Terry.A.Thomas@kcmo.org with questions.

19. The developer shall submit a streetscape plan for approval and permitting by the Land Development Division prior to beginning construction of the streetscape improvements in the public right of way, and construct ADA compliant ramps at all required locations where new private drives are being added, or where existing sidewalks are modified or repaired. (6/09/2026)

20. The developer shall submit a letter to the Land Development Division from a Licensed Civil Engineer, Licensed Architect, or Licensed Landscape Architect, who is registered in the State of Missouri, that identifies sidewalks, curbs, and gutters in disrepair as defined by Public Works Department's "OUT OF REPAIR CRITERIA FOR SIDEWALK, DRIVEWAY AND CURB revised 11/5/2013" and based on compliance with Chapters 56 and 64 of the Code of Ordinances for the sidewalks, curbs, and gutters where said letter shall identify the quantity and location of sidewalks, curbs, gutters that need to be constructed, repaired, or reconstructed to remedy deficiencies and/or to remove existing approaches no longer needed by this project. The developer shall secure permits to repair or reconstruct the identified sidewalks, curbs, and gutters as necessary along all development street frontages as required by the Land Development Division and prior to issuance of any certificate of occupancy permits including temporary certificate occupancy permits. (6/09/2026)

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

21. The developer shall ensure that water and fire service lines should meet current Water Services Department Rules and Regulations. Prior to issuance of Certificate of Occupancy. https://www.kcwater.us/wp-content/uploads/2025/02/2025-Final-Rules-and-Regulations-for-Water-Service-Lines.pdf (5/29/2026)



PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	MIDTOWN MARKET PLACE KANSAS CITY, MISSOURI
ZONING:	URD (CITY OF KANSAS CITY, MO)
SITE AREA:	13.41 ACRES (584,413 S.F.)
JURISDICTION:	CITY OF KANSAS CITY
SETBACKS:	N/A - SITE PLAN AS APPROVED BY THE TAX INCREMENT FINANCING (TIF) COMMISSION
BOUNDARIES INFORMATION:	THIS PLAN HAS BEEN PREPARED BY USING A SITE PLAN PROVIDED BY CEC ENGINEERS DATED 6-26-26

BUILDING DATA:

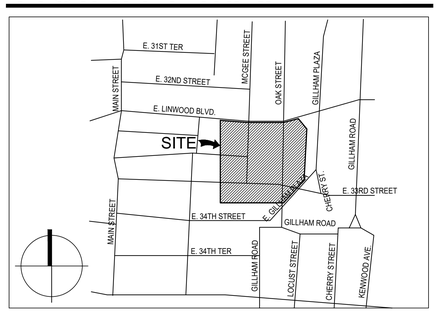
EXISTING BUILDING AREA:	148,663 S.F.
BUILDING AREA	143,463 S.F.
TIRE CENTER	5,200 S.F.
PROPOSED BUILDING AREA	144,163 S.F.
DEMOLISHED AREA	4,500 S.F.

PARKING DATA:

EXISTING PARKING PROVIDED:	
(#) 10' WIDE STALLS	504 STALLS
(#) 9' WIDE STALLS	150 STALLS
(#) ACCESSIBLE STALLS	21 (3 VAN) STALLS
TOTAL EXISTING PARKING	675 STALLS
EXISTING STALLS PER 1,000 SF OF BUILDING AREA:	4.54 STALLS
PROPOSED PARKING:	
(#) 10' WIDE STALLS	420 STALLS
(#) 9' WIDE STALLS	112 STALLS
(#) ACCESSIBLE STALLS	21 (3 VAN) STALLS
[#] LOADING STALLS (20')	6 STALLS
PROPOSED TOTAL PARKING	559 STALLS
PROPOSED STALLS PER 1,000 SF OF BUILDING AREA:	3.88 STALLS
(#) TRUCK STALLS	25 STALLS

NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED.

VICINITY MAP



0 20' 40' 80'
1" = 40'-0"

COSTCO BUSINESS CENTER
KANSAS CITY
BC CONVERSION

241 EAST LINWOOD BLVD
KANSAS CITY, MO

1101 Second Ave, Ste 100
Seattle, WA 98101

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25-6038-01
JUNE 29, 2026

CONCEPT SITE PLAN

P11-10

COSTCO BUSINESS CENTER CONVERSION PROPOSED SITE PLAN

KANSAS CITY, MISSOURI

JUNE 29 ,2026

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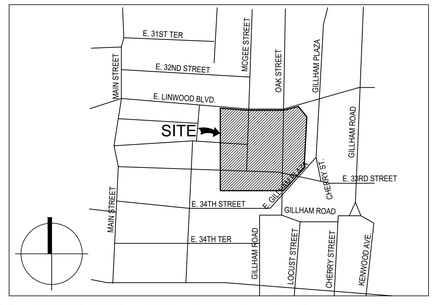

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CONCEPT SITE PLAN

P13-10

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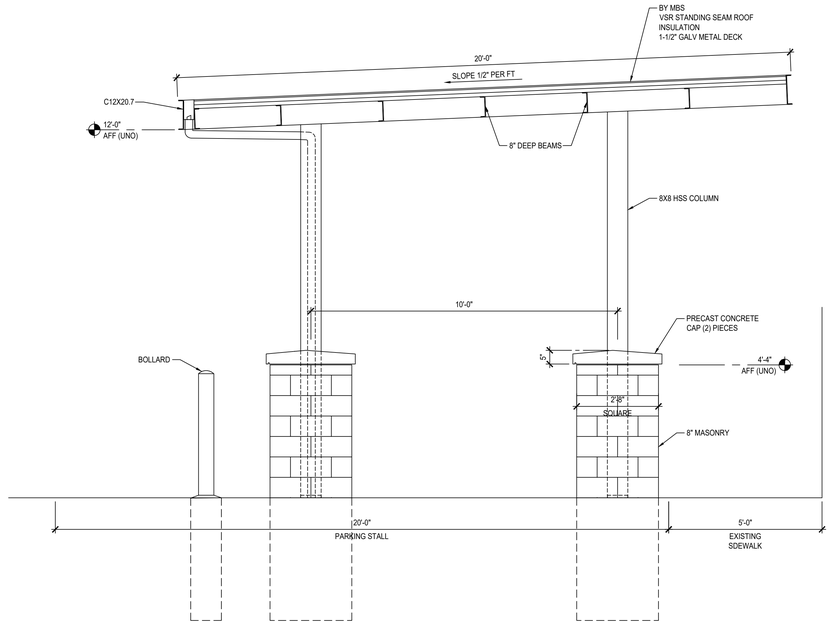
COSTCO WHOLESALE

KANSAS CITY, MISSOURI

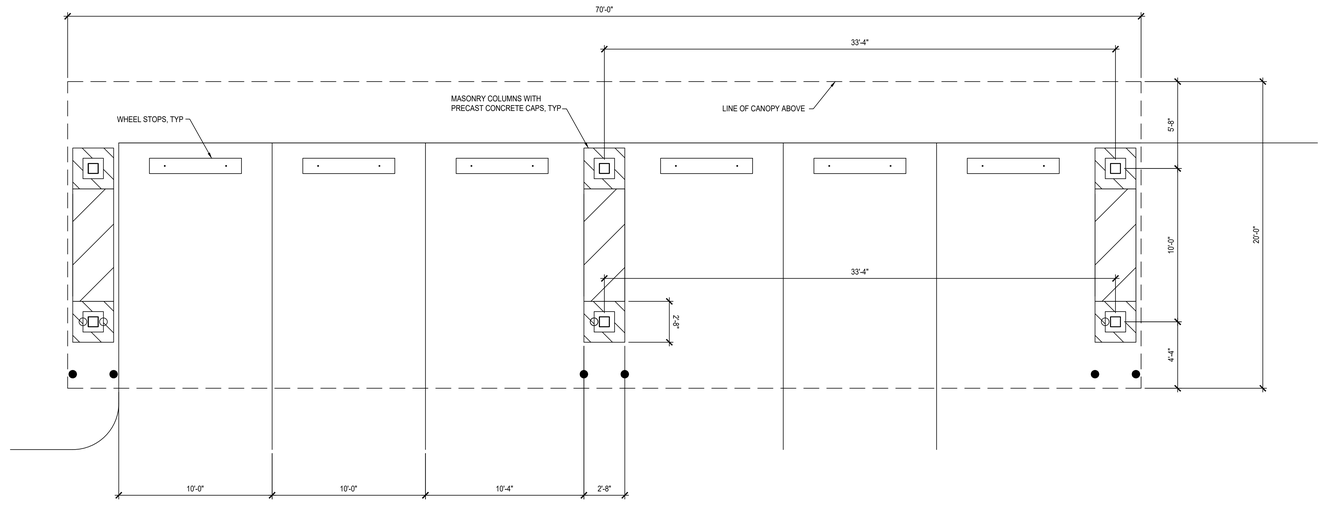
AERIAL SITE PLAN

JUNE 29,2026



MEMBER LOADING CANOPY SECTION

SCALE: 1/2" = 1'-0"



MEMBER LOADING CANOPY PLAN

SCALE: 1/4" = 1'-0"

COSTCO WHOLESALE

KANSAS CITY MISSOURI

MEMBER LOADING CANOPY

JUNE 29. 2026

COSTCO BUSINESS CENTER

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MEMBER LOADING
CANOPY

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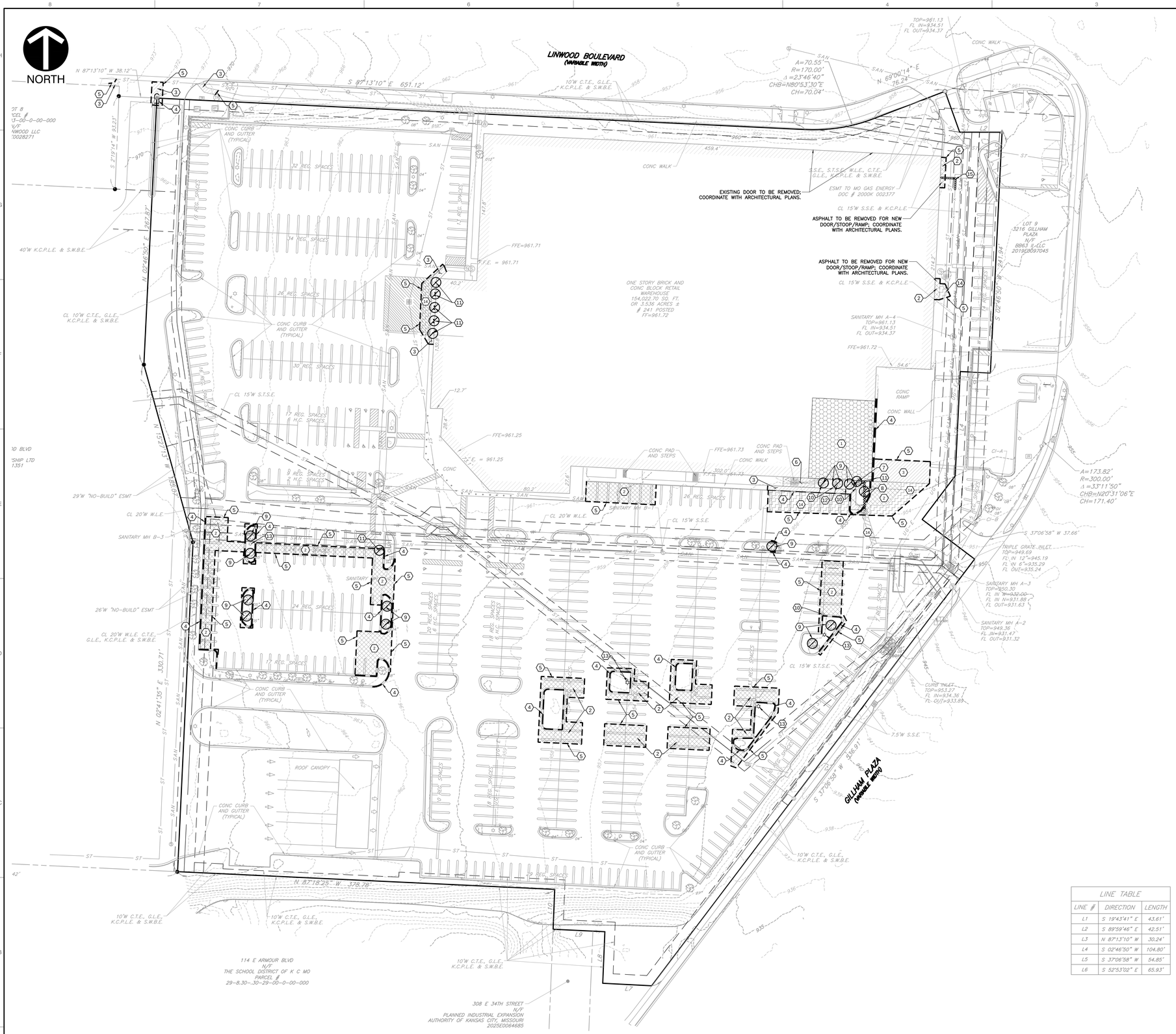
GATE REFERENCE IMAGE

FENCE REFERENCE IMAGE

1 SECURITY FENCE ELEVATION

SCALE: 1/16" = 1'-0"



LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S 19°43'41" E	43.61'
L2	S 89°59'46" E	42.51'
L3	N 87°13'10" W	30.24'
L4	S 02°46'50" W	104.80'
L5	S 37°06'58" W	54.85'
L6	S 52°53'02" E	65.93'

DEMOLITION NOTES

1. ALL EXISTING ABOVE AND BELOW GROUND STRUCTURES WITHIN THE LIMITS OF CONSTRUCTION SHALL BE REMOVED UNLESS NOTED OTHERWISE WITHIN THIS CONSTRUCTION SET AND/OR PROJECT SPECIFICATIONS. THIS INCLUDES FOUNDATION SLABS, WALLS AND FOOTINGS. CAVITIES LEFT BY STRUCTURE REMOVAL SHALL BE BACKFILLED WITH SATISFACTORY MATERIALS AND COMPACTED TO THE GEOTECHNICAL ENGINEER'S RECOMMENDATION.
2. CLEARING LIMITS SHALL BE PHYSICALLY MARKED IN THE FIELD BY THE CONTRACTOR.
3. NO TREES SHALL BE REMOVED, NOR VEGETATION DISTURBED BEYOND THE LIMITS OF CONSTRUCTION WITHOUT THE EXPRESS WRITTEN APPROVAL OF THE OWNER'S REPRESENTATIVE.
4. TREE PROTECTION FENCING SHALL BE IN ACCORDANCE WITH KANSAS CITY STANDARDS – OR – IN ACCORDANCE WITH THE DETAILED DRAWINGS. DO NOT OPERATE OR STORE EQUIPMENT, NOR HANDLE OR STORE MATERIALS WITHIN THE DRIP LINES OF THE TREES SHOWN TO REMAIN.
5. PROTECTION OF EXISTING TREES AND VEGETATION: PROTECT EXISTING TREES AND OTHER VEGETATION INDICATED TO REMAIN IN PLACE AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, SKINNING OR BRUISING OF BARK, SMOTHERING OF TREES BY STOCKPILING CONSTRUCTION MATERIALS OR EXCAVATED MATERIALS WITHIN DRIP LINE, EXCESS FOOT OR VEHICULAR TRAFFIC, OR PARKING OF VEHICLES WITHIN DRIP LINE. PROVIDE TEMPORARY GUARDS TO PROTECT TREES AND VEGETATION TO BE LEFT STANDING.
6. ALL DEMOLITION WASTE AND CONSTRUCTION DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE DESIGNATED AND SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF OFFSITE IN A STATE APPROVED WASTE SITE AND IN ACCORDANCE WITH ALL LOCAL AND STATE CODES AND PERMIT REQUIREMENTS. TAKE CARE TO PROTECT UTILITIES THAT ARE TO REMAIN. REPAIR DAMAGE ACCORDING TO THE APPROPRIATE UTILITY COMPANY STANDARDS AND AT THE CONTRACTOR'S EXPENSE.
7. ALL UTILITY DISCONNECTION, REMOVAL, RELOCATION, CUTTING, CAPPING AND/OR ABANDONMENT SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY / AGENCY. UTILITY CONTACTS ARE LISTED ON THE COVER SHEET.
8. THE BURNING OF CLEARED MATERIAL AND DEBRIS SHALL NOT BE ALLOWED UNLESS CONTRACTOR OBTAINS PRIOR WRITTEN AUTHORIZATION FROM THE LOCAL AUTHORITIES.
9. EROSION & SEDIMENT CONTROL MEASURES AROUND AREAS OF DEMOLITION SHALL BE PROPERLY INSTALLED AND FUNCTION PROPERLY PRIOR TO INITIALIZATION OF DEMOLITION ACTIVITIES.
10. ASBESTOS OR HAZARDOUS MATERIALS ARE NOT EXPECTED, IF FOUND ON SITE, SUCH MATERIALS SHALL BE REMOVED BY A LICENSED HAZARDOUS MATERIALS CONTRACTOR. CONTRACTOR SHALL NOTIFY OWNER IMMEDIATELY IF HAZARDOUS MATERIALS ARE ENCOUNTERED.
11. CONTRACTOR SHALL ADHERE TO ALL LOCAL, STATE, FEDERAL AND OSHA REGULATIONS DURING ALL DEMOLITION ACTIVITIES.
12. CONTRACTOR SHALL PROTECT ALL CORNER PINS, MONUMENTS, PROPERTY CORNERS AND BENCHMARKS DURING DEMOLITION ACTIVITIES. IF DISTURBED, CONTRACTOR SHALL HAVE DISTURBED ITEMS RESET BY A LICENSED SURVEYOR AT NO ADDITIONAL COST TO THE OWNER.
13. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES, STRUCTURES, AND FEATURES TO REMAIN. ANY ITEMS TO REMAIN THAT HAVE BEEN DISTURBED OR DAMAGED AS A RESULT OF CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT CONTRACTOR'S EXPENSE.
14. CONTRACTOR SHALL PROVIDE AND MAINTAIN TRAFFIC CONTROL MEASURES IN ACCORDANCE WITH STATE DEPARTMENT OF TRANSPORTATION REGULATIONS AND AS REQUIRED BY LOCAL AGENCIES WHEN WORKING IN AND/OR ALONG STREETS, ROADS, HIGHWAYS, ETC., IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN APPROVAL AND COORDINATE WITH LOCAL AND/OR STATE AGENCIES REGARDING THE NEED, EXTENT AND LIMITATIONS ASSOCIATED WITH INSTALLING AND MAINTAINING TRAFFIC CONTROL MEASURES.
15. PROVIDE NEAT, STRAIGHT, FULL DEPTH, SAW CUTS OF EXISTING PAVEMENT WHERE INDICATED ALONG LIMITS OF PAVEMENT DEMOLITION.
16. ALL UTILITY AND STRUCTURE REMOVAL, RELOCATION, CUTTING, CAPPING AND/OR ABANDONMENT SHALL BE COORDINATED AND PROPERLY DOCUMENTED BY A CERTIFIED PROFESSIONAL, WHEN APPLICABLE, WITH THE APPROPRIATE UTILITY COMPANY, MUNICIPALITY AND/OR AGENCY. DEMOLITION OF REGULATED ITEMS MAY INCLUDE, BUT ARE NOT LIMITED TO WELLS, ASBESTOS, UNDER GROUND STORAGE TANKS, SEPTIC TANKS AND ELECTRIC TRANSFORMERS. DEMOLITION CONTRACTOR SHALL REFER TO ANY ENVIRONMENTAL STUDIES FOR DEMOLITION RECOMMENDATIONS AND GUIDANCE. AVAILABLE ENVIRONMENTAL STUDIES MAY INCLUDE, BUT ARE NOT LIMITED TO PHASE I ESA, PHASE II, WETLAND AND STREAM DELINEATION AND ASBESTOS SURVEY. ALL APPLICABLE ENVIRONMENTAL STUDIES SHALL BE MADE AVAILABLE UPON REQUEST.
17. ALL PAVEMENT, BASE COURSES, SIDEWALKS, CURBS, BUILDINGS, FOUNDATIONS, ETC., WITHIN THE AREA TO BE DEMOLISHED SHALL BE REMOVED TO FULL DEPTH. EXISTING BASE COURSE MATERIALS MAY BE WORKED INTO THE NEW PAVEMENT OR BUILDING SUBGRADE IF THE GRADATION, CONSISTENCY, COMPACTION, SUBGRADE CONDITION, ETC., ARE IN ACCORDANCE WITH THE SPECIFICATIONS AND RECOMMENDATIONS OF THE REPORT OF GEOTECHNICAL INVESTIGATION. BASE COURSE MATERIALS SHALL NOT BE WORKED INTO THE SUBGRADE AREAS TO RECEIVE LANDSCAPING.
18. THE CONTRACTOR SHALL USE SUITABLE METHODS TO CONTROL DUST AND DIRT CAUSED BY THE DEMOLITION ACTIVITIES.

DEMOLITION LEGEND:

- BUILDING TO BE REMOVED
- ASPHALT TO BE REMOVED
- MILL AND RESURFACE ASPHALT TO BE REMOVED
- CONCRETE TO BE REMOVED
- CURB TO BE REMOVED
- UTILITY TO BE REMOVED
- MISC. ITEM TO BE REMOVED
- SAWCUT EXISTING PAVEMENT
- MISC. ITEM TO BE REMOVED

KEY NOTES (#)

1. REMOVE PORTION OF EXISTING BUILDING COMPLETE; DISPOSE OF OFF SITE.
2. REMOVE ASPHALT PAVEMENT AND BASE COMPLETE; DISPOSE OF OFF SITE.
3. REMOVE CONCRETE PAVEMENT/SIDEWALK AND BASE COMPLETE; DISPOSE OF OFF SITE.
4. REMOVE CONCRETE CURB COMPLETE; DISPOSE OF OFF SITE.
5. FULL-DEPTH SAWCUT
6. REMOVE EXISTING CONCRETE STOOP AND RAILING COMPLETE; DISPOSE OF OFF SITE.
7. EXISTING GAS METER AND BOLLARDS TO BE RELOCATED; COORDINATE WITH UTILITY PROVIDER. COORDINATE WITH SHEET C500.
8. EXISTING GREASE INTERCEPTOR AND SANITARY LINE TO BE REMOVED. COORDINATE WITH SHEET C500.
9. EXISTING VEGETATION, SHRUB, TREE, ETC. TO BE REMOVED AND DISPOSED OF OFF SITE.
10. EXISTING SPRINKLER HEAD TO BE REMOVED AND DISPOSED OF OFF SITE.
11. EXISTING BOLLARD BE REMOVED AND DISPOSED OF OFF SITE.
12. EXISTING SANITARY CLEANOUT AND LINE TO REMAIN. COORDINATE WITH SHEET C500.
13. EXISTING LIGHT POLE TO REMAIN; RELOCATE AS NECESSARY. COORDINATE WITH PHOTOMETRIC PLAN.
14. EXISTING ASPHALT TO BE MILLED/RESURFACED
15. EXISTING FENCE TO BE REMOVED AND DISPOSED OF OFF SITE.

SCALE IN FEET
0 40' 80'

REFERENCE

EXISTING TOPOGRAPHIC DATA AND FEATURES BASED ON:
1. BOUNDARY AND TOPOGRAPHIC SURVEY (PRELIMINARY) DATED 01-06-2026 BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC.

MISSOURI 811
811 or 1-800-344-7483
https://missouri-811.org

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REVISION RECORD

NO	DATE	DESCRIPTION

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Ph: 314.656.4566
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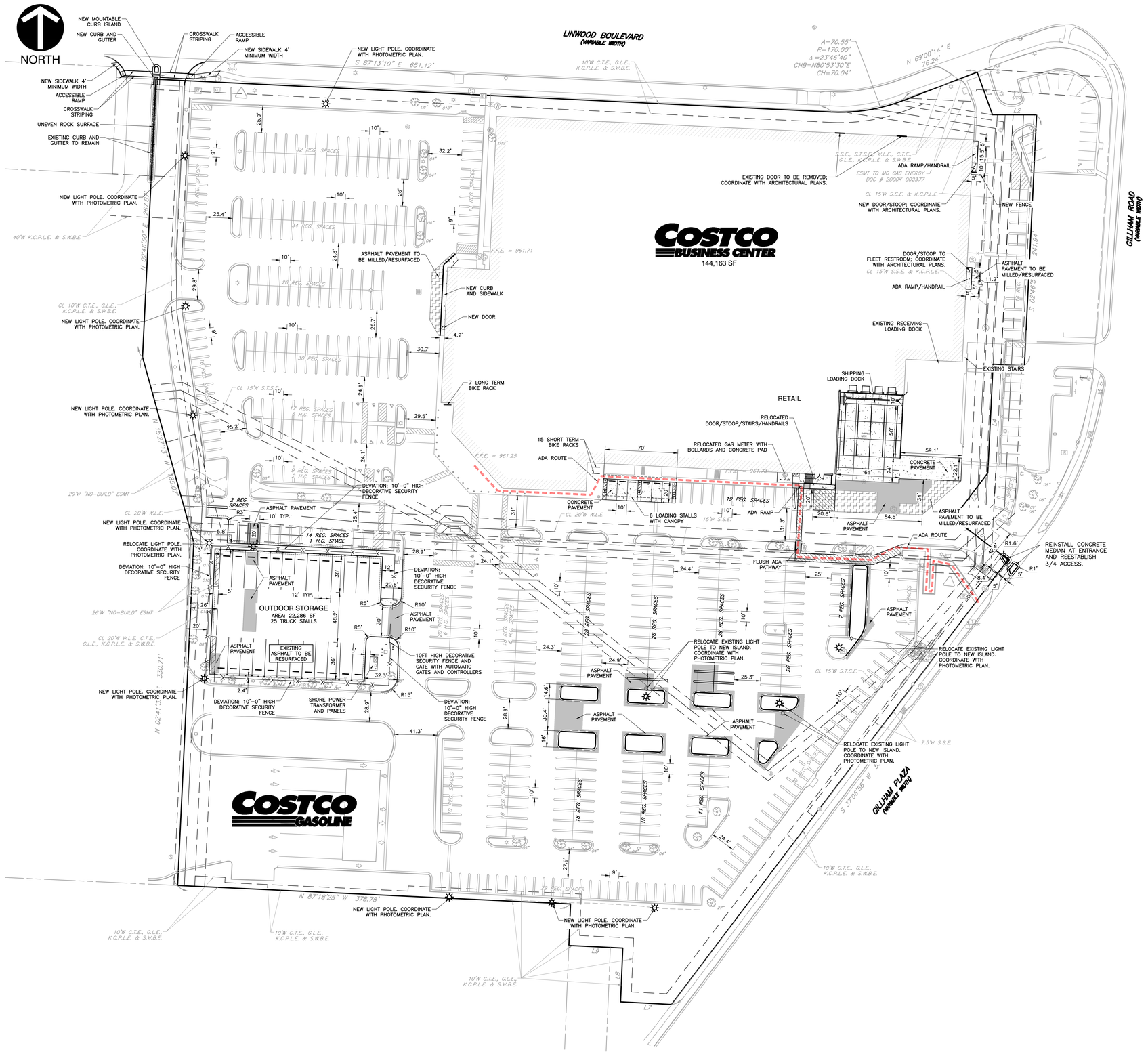
COSTCO BUSINESS CENTER
KANSAS CITY, MISSOURI

EXISTING CONDITIONS & DEMOLITION PLAN

DATE: MARCH 5, 2026 | DRAWN BY: JAR
DWG SCALE: 1" = 40' | CHECKED BY: DRK
PROJECT NO: 357-2317 | APPROVED BY: DRK

DRAWING NO.: C100

P:\350-000\357-2317\-CAD\Dwg\CIVIL-GREEN INFLIGHT\C100 EXISTING CONDITIONS & DEMOLITION PLAN.dwg(C100) LS:6/26/2026 (Screen) - LP: 6/26/2026 7:33 AM



SITE LAYOUT NOTES

1. ALL SITE WORK SHOWN HEREON SHALL BE PERFORMED IN ACCORDANCE WITH THE PROJECT'S SPECIFICATIONS, THE CURRENT EDITION OF KANSAS CITY STANDARD SPECIFICATIONS AND ALL APPLICABLE FEDERAL, STATE AND LOCAL BUILDING CODES AND ORDINANCES.
2. THE CONTRACTOR SHALL CHECK EXISTING GRADES, DIMENSIONS, AND INVERTS IN THE FIELD AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK.
3. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL EXISTING UTILITIES AND PROTECT UTILITIES THAT ARE TO REMAIN. RELOCATE EXISTING UTILITIES AS INDICATED, OR AS NECESSARY FOR CONSTRUCTION.
4. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. FIELD ADJUSTMENT OF FINAL GRADES MAY BE NECESSARY. INSTALL ALL UTILITIES, INCLUDING IRRIGATION SLEEVES, PRIOR TO INSTALLATION OF PAVED SURFACES.
5. ALL DAMAGE TO EXISTING PAVEMENT TO REMAIN WHICH RESULTS FROM THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED WITH LIKE MATERIALS AT THE CONTRACTOR'S EXPENSE.
6. SITE DIMENSIONS AND/OR COORDINATES SHOWN ARE TO THE FACE OF CURB, EDGE OF PAVEMENT, EXTERIOR BUILDING WALL, CENTER OF MANHOLE, CENTER AT FACE OF CURB FOR DRAIN INLETS AND CENTERLINE OF PIPE OR FITTING, UNLESS OTHERWISE NOTED. DISTANCES SHOWN ON PIPING ARE HORIZONTAL DISTANCES FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE, UNLESS OTHERWISE NOTED.
7. REFER TO THE ARCHITECTURAL DRAWINGS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF UTILITY SERVICE ENTRANCES, BUILDING DRAINS, ROOF DRAINS, DOORS AND EXIT FEATURES.
8. CONTRACTOR SHALL MAINTAIN VEHICLE AND PEDESTRIAN ACCESS ON ADJACENT ROADWAYS AND DRIVES TO THE MAXIMUM EXTENT FEASIBLE THROUGHOUT THE DURATION OF THE PROJECT – COORDINATE WITH NEIGHBORING BUSINESSES AND WITH PUBLIC STREET AUTHORITIES HAVING JURISDICTION. PROVIDE TEMPORARY TRAFFIC CONTROL MEASURES TO MAINTAIN WORK SITE SAFETY AND TO PROTECT THE TRAVELING PUBLIC IN ACCORDANCE WITH APPLICABLE PROVISIONS OF THE CURRENT EDITION OF MISSOURI MUTCD, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

PARKING DATA:

EXISTING TOTAL PARKING:	675 STALLS
INCLUDES:	
STANDARD STALLS	654 STALLS
ACCESSIBLE STALLS	21 STALLS
PROPOSED TOTAL PARKING:	559 STALLS
INCLUDES:	
STANDARD STALLS	532 STALLS
ACCESSIBLE STALLS	21 STALLS
LOADING STALLS	6 STALLS
TRUCK STALLS:	25 STALLS

SITE LEGEND:

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- MILLED AND RESURFACED PAVEMENT
- PROPOSED CONCRETE CURB AND GUTTER
- NEW OR RELOCATED LIGHT POLE

REFERENCE

EXISTING TOPOGRAPHIC DATA AND FEATURES BASED ON:
1. BOUNDARY AND TOPOGRAPHIC SURVEY (PRELIMINARY) DATED 01-06-2026 BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC.

811 or 1-800-344-7483
https://missouri-811.org

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SCALE IN FEET
0 40' 80'

REVISION RECORD

NO	DATE	DESCRIPTION

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www.cecinc.com

Civil & Environmental Consultants, Inc.

COSTCO BUSINESS CENTER
KANSAS CITY, MISSOURI

SITE LAYOUT PLAN

DATE:	MARCH 5, 2026
DWG SCALE:	1" = 40'
PROJECT NO:	357-217
DRAWN BY:	JAR
CHECKED BY:	DRK
APPROVED BY:	DRK

DRAWING NO.:
C200

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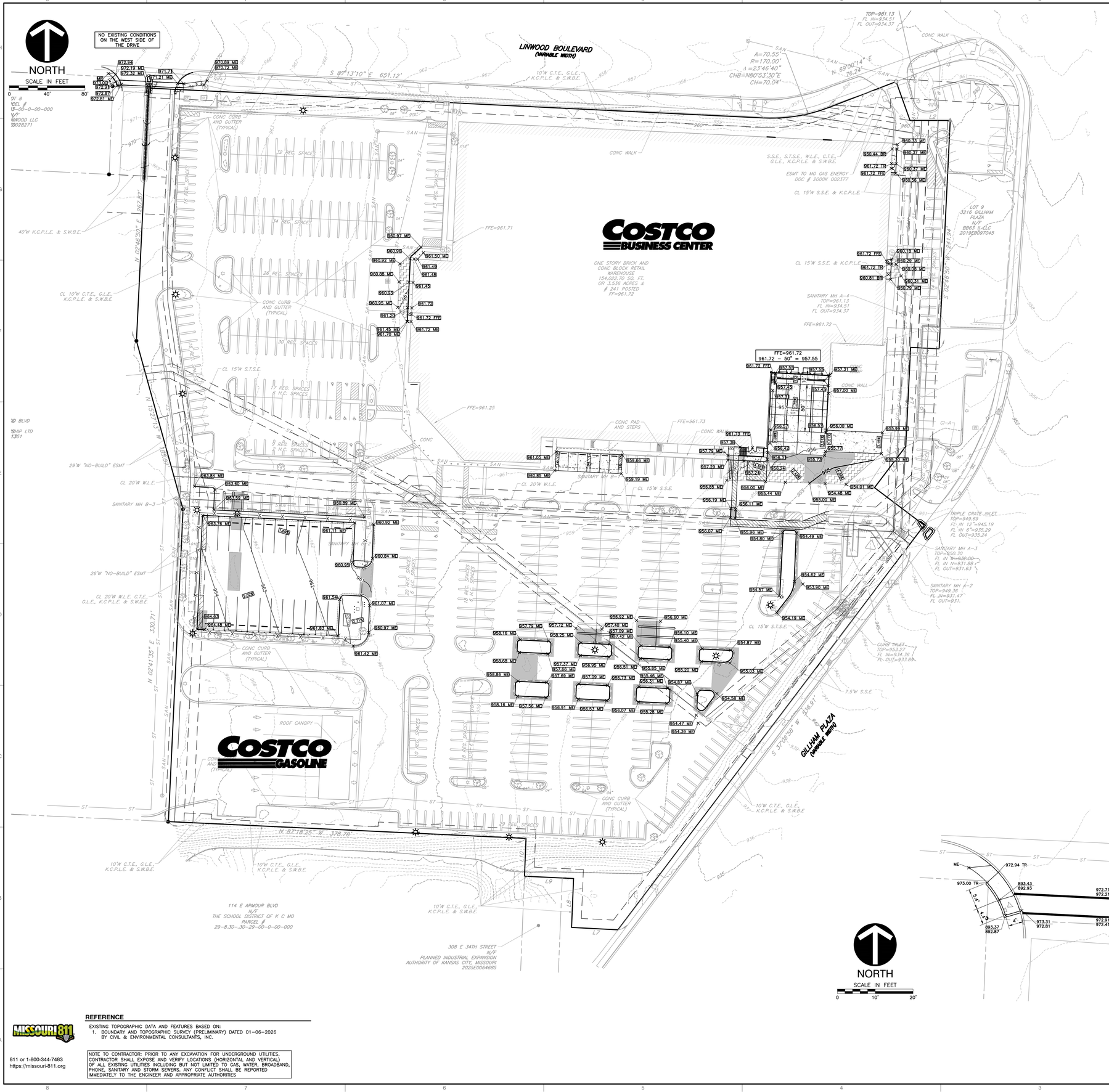


GRADING NOTES

1. ALL PROPOSED GRADES SHOWN ARE FINAL GRADES, TOP OF GROUND LEVEL, OR TOP OF PAVEMENT, OR GRATE ELEVATION AT THE DRAWDOWN POINT, UNLESS INDICATED OTHERWISE. FOR PROPOSED TOP OF CURB ELEVATION, SEE SITE PLAN FOR CURB TYPE AND DETAIL FOR DIMENSIONS.
2. WHERE NOT EXPLICITLY DEFINED BY A SPOT ELEVATION, PAVEMENT AND CURB ELEVATIONS SHALL PRODUCE THE PROPOSED SLOPES AS SHOWN AND PROVIDE POSITIVE DRAINAGE TO INLETS.
3. REFER TO AND FOLLOW THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT PREPARED FOR THIS PROJECT BY TERRACON INC.
4. ALL SITE WORK SHOWN HEREON SHALL BE PERFORMED IN ACCORDANCE WITH THE PROJECT'S SPECIFICATIONS AND ALL APPLICABLE FEDERAL, STATE AND LOCAL BUILDING CODES AND ORDINANCES.
5. CONTRACTOR SHALL STRICTLY ADHERE TO THE EROSION CONTROL PLAN PREPARED FOR THIS PROJECT. ALL AREAS NOT PAVED SHALL BE STABILIZED IN ACCORDANCE WITH THE EROSION CONTROL PLAN, AND THE LANDSCAPE PLAN, UNLESS NOTED OTHERWISE.
6. EARTHWORK SHALL INCLUDE, STRIPPING AND STOCKPILING AND/OR DISPOSING OF TOPSOIL AND/OR VEGETATED SURFACE SOILS, GRADING, EXCAVATION, FILLING, UNDERCUT AND REPLACEMENT, IF REQUIRED, AND COMPACTION.
7. CONTRACTOR TO REFILL UNDERCUT AREAS WITH SUITABLE MATERIAL AND COMPACTION AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER.
8. PLACE TOPSOIL OVER THE SUBGRADE OF UNPAVED, DISTURBED AREAS TO DEPTH(S) INDICATED ON THE LANDSCAPE DRAWINGS.
9. FINAL PAVEMENT SLOPES SHALL BE MINIMUM 1% AND MAXIMUM 2% UNLESS INDICATED OTHERWISE. FINAL PAVEMENT SLOPES ACROSS HANDICAP PARKING STALLS AND ADJOINING ACCESS AISLES SHALL BE MAXIMUM 2%.
10. ALL UNPAVED SURFACE SLOPES SHALL BE 3:1 (HORIZONTAL:VERTICAL) MAXIMUM UNLESS INDICATED OTHERWISE.
11. ALL EXCESS SOIL MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE INDICATED AND SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF OFFSITE AT NO ADDITIONAL COST TO THE OWNER IN ACCORDANCE WITH ALL LOCAL AND STATE CODES AND PERMIT REQUIREMENTS.
12. SOFT OR OTHERWISE UNSUITABLE SOILS IN THE BOTTOMS AND BANKS OF ANY SEDIMENT BASINS OR TRAPS SHALL BE REMOVED, SPREAD OUT AND DRIED SUFFICIENTLY TO BE USED AS FILL, SUBJECT TO THE GEOTECHNICAL ENGINEER'S APPROVAL.
13. ALL SIDEWALKS SHALL BE CONSTRUCTED TO MEET ADA STANDARDS.

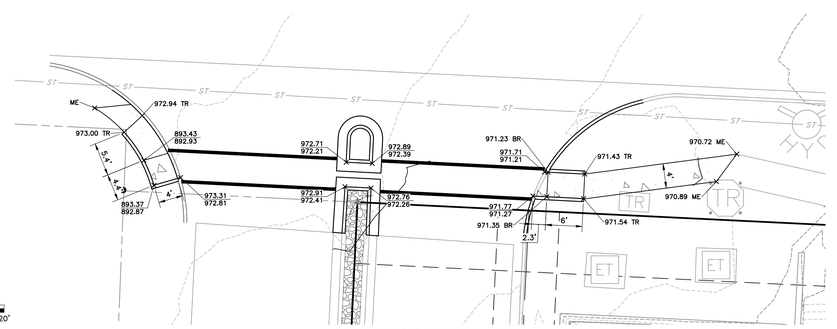
SITE LEGEND:

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- MILLED AND RESURFACED PAVEMENT
- PROPOSED CONCRETE CURB AND GUTTER

GRADING LEGEND:

- SUBJECT PROPERTY BOUNDARY
- 960 — PROPOSED INDEX CONTOUR
- 959 — PROPOSED INTERMEDIATE CONTOUR
- 960.00 — PROPOSED SPOT ELEVATION; ELEVATION ON CURB REPRESENTS BOTTOM OF CURB

ABBREVIATIONS:
FFE = FINISH FLOOR ELEVATION
ME = MATCH EXISTING
TC = TOP OF CURB
BC = BOTTOM OF CURB
TR = TOP OF RAMP
BR = BOTTOM OF RAMP
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS



STREETSCAPE PLAN

SCALE: 1" = 10'

REFERENCE

EXISTING TOPOGRAPHIC DATA AND FEATURES BASED ON:
1. BOUNDARY AND TOPOGRAPHIC SURVEY (PRELIMINARY) DATED 01-06-2026 BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC.

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REVISION RECORD

NO	DATE	DESCRIPTION

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COSTCO BUSINESS CENTER
KANSAS CITY, MISSOURI

GRADING PLAN

DATE:	MARCH 5, 2026
DWG SCALE:	AS NOTED
PROJECT NO:	357-2171
DRAWN BY:	JCB
CHECKED BY:	DRK
APPROVED BY:	DRK

DRAWING NO.:
C300

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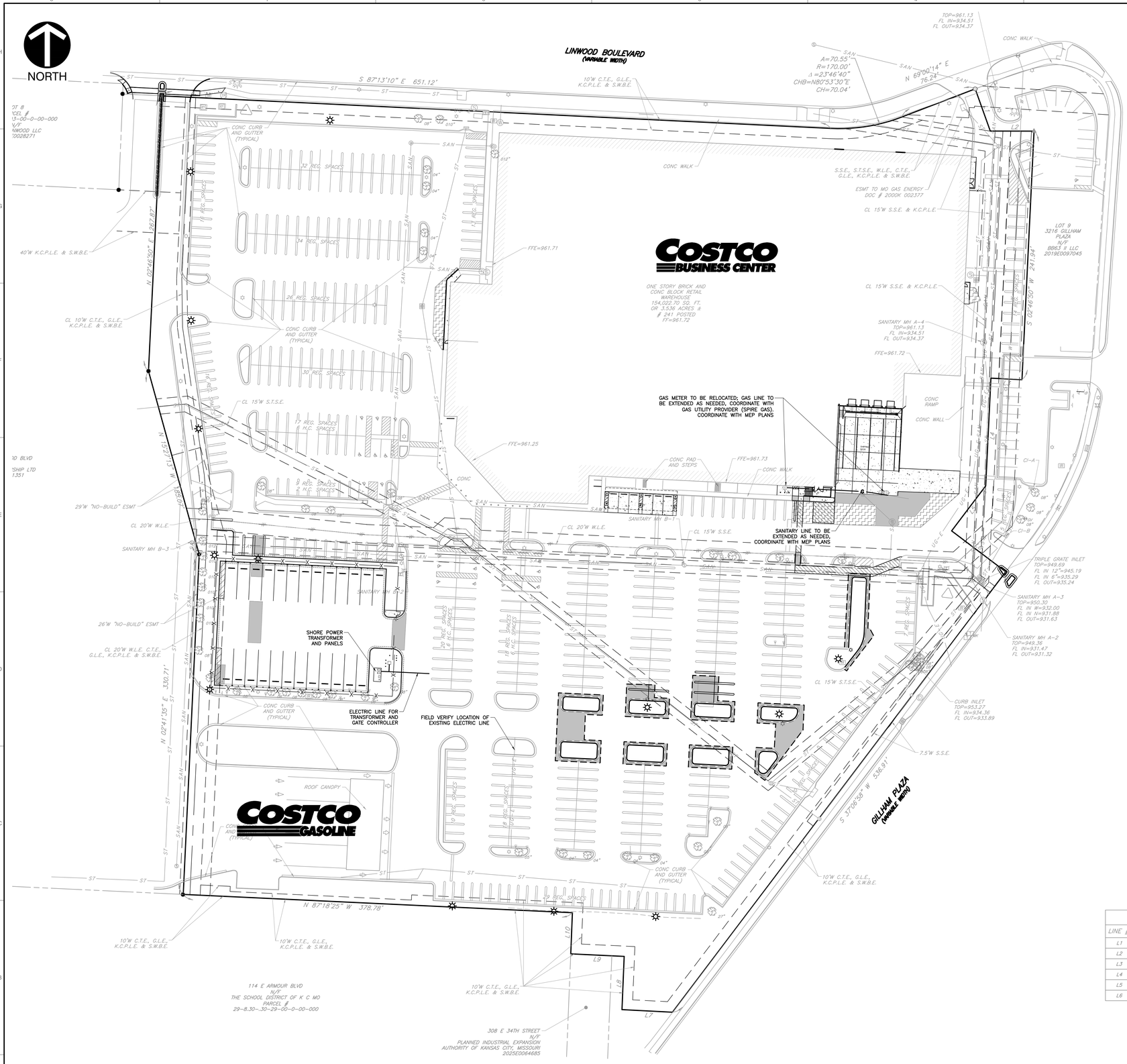

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S 19°43'41" E	43.61'
L2	S 89°59'46" E	42.51'
L3	N 87°13'10" W	30.24'
L4	S 02°46'50" W	104.80'
L5	S 37°06'58" W	54.85'
L6	S 52°53'02" E	65.93'

UTILITY NOTES

1. ALL PROPOSED UTILITY LINES AND EXTENSIONS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE UTILITY AGENCY / DISTRICT / MUNICIPALITY / COMPANY REQUIREMENTS. CONTRACTOR SHALL COORDINATE UTILITY DISCONNECTIONS, IF APPLICABLE, WITH THE APPROPRIATE AGENCY.
2. ALL SEWER CONSTRUCTION AND MATERIALS SHALL CONFORM TO AND BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS AND ALL APPLICABLE LOCAL AND STATE CODES AND REGULATIONS.
3. BEFORE INSTALLATION OF STORM OR SANITARY SEWER, OR OTHER UTILITY, THE CONTRACTOR SHALL VERIFY ALL CROSSINGS, BY EXCAVATION WHERE NECESSARY, AND INFORM THE OWNER'S REPRESENTATIVE OF ANY CONFLICTS OR UNCHARTED EXISTING UTILITIES ENCOUNTERED. SUBMIT NOTIFICATION SO AS TO ALLOW DESIGN ADJUSTMENTS THAT MAY BE REQUIRED TO AVOID CONFLICTS. THE ENGINEER WILL BE HELD HARMLESS IN THE EVENT HE IS NOT NOTIFIED OF DESIGN CONFLICTS PRIOR TO CONSTRUCTION.
4. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION AND REQUEST FIELD VERIFICATION OF UTILITY LOCATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO RELOCATE EXISTING UTILITIES CONFLICTING WITH IMPROVEMENTS SHOWN HEREON IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
5. THE CONTRACTOR SHALL OBTAIN ALL APPLICABLE REQUIRED PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
6. MAINTAIN A MINIMUM OF 10 FEET HORIZONTAL AND A MINIMUM OF 18 INCHES VERTICAL SEPARATION BETWEEN SANITARY SEWER OR STORM SEWER AND WATER SUPPLY PIPING, UNLESS OTHERWISE INDICATED.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE SEQUENCING OF CONSTRUCTION FOR ALL UTILITY LINES SO THAT WATER LINES, GAS LINES, AND UNDERGROUND ELECTRIC DO NOT CONFLICT WITH SANITARY SEWERS OR STORM SEWERS. INSTALL UTILITIES PRIOR TO PAVEMENT CONSTRUCTION.
8. ALL UTILITY TRENCH EXCAVATION SPOILS SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE INDICATED AND, IF REQUIRED, SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF OFFSITE AT NO ADDITIONAL COST TO THE OWNER IN ACCORDANCE WITH ALL LOCAL AND STATE CODES AND PERMIT REQUIREMENTS.
9. ADJUST ALL EXISTING UTILITY SURFACE FEATURES INCLUDING BUT NOT LIMITED TO CASTINGS, VALVE BOXES, PEDESTALS, CLEANOUTS, ETC. TO MATCH PROPOSED FINISHED GRADES, UNLESS OTHERWISE INDICATED.
10. SITE DIMENSIONS AND/OR COORDINATES SHOWN ARE TO THE FACE OF CURB, EDGE OF PAVEMENT, EXTERIOR BUILDING WALL, CENTER OF MANHOLE, CENTER AT FACE OF CURB FOR DRAIN INLETS AND CENTERLINE OF PIPE OR FITTING, UNLESS OTHERWISE NOTED. DISTANCES SHOWN ON PIPING ARE HORIZONTAL DISTANCES FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE, UNLESS OTHERWISE NOTED.
11. REFER TO THE ARCHITECTURAL DRAWINGS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF UTILITY SERVICE ENTRANCES, BUILDING DRAINS, ROOF DRAINS, DOORS AND EXIT FEATURES.
12. TERMINATE UTILITY SERVICES AND DOWNSPOUT LEADER PIPING 5 FEET FROM BUILDING EXTERIOR WALL UNLESS INDICATED OTHERWISE. INSTALL DETECTABLE UTILITY WARNING TAPE ABOVE ALL UTILITY PIPING OR CONDUITS, 12 INCHES BELOW FINISHED GRADE, EXCEPT 6 INCHES BELOW SUBGRADE UNDER PAVEMENTS AND SLABS.
13. SANITARY SEWER SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH PROJECT SPECIFICATIONS AND LOCAL REQUIREMENTS. SANITARY SEWER SYSTEM SHALL BE VACUUM AND PRESSURE TESTED PER LOCAL REQUIREMENTS. SANITARY BUILDING SEWER SERVICE PIPE SHALL BE POLYVINYL CHLORIDE PIPE, ASTM D3034, SDR 26, FOR GASKETED JOINTS; OR DUCTILE IRON SEWER PIPE, ASTM A 746, AWWA C110, AWWA C111, AWWA C150, AWWA C151, AWWA C 153, FOR PUSH-ON JOINTS; IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTILITY COMPANY.
14. ALL SANITARY AND STORM SEWER OUTSIDE THE RIGHT-OF-WAY AND NOT IN AN EASEMENT WILL REMAIN PRIVATE AND WILL BE MAINTAINED PRIVATELY BY COSTCO.
15. PUBLIC WATER MAIN PIPES, FITTINGS, RESTRAINTS, VALVES/VALVE BOXES, FIRE HYDRANTS, ETC. SHALL BE INSTALLED IN ACCORDANCE TO LEE'S SUMMIT WATER.
16. PUBLIC WATER MAIN PIPE MATERIAL SHALL BE POLYVINYL CHLORIDE (PVC) PRESSURE PIPE IN FULL ACCORDANCE WITH AWWA C909. PIPE MUST BE STAMPED WITH "NSF - pw" OR "ANSI/NSF 14 & 61" SHOWING IT CONFORMS TO NSF 14 AND 61 FOR POTABLE WATER PIPE.
17. PUBLIC WATER MAIN FITTINGS SHALL BE DUCTILE IRON, MECHANICAL JOINT IN ACCORDANCE WITH ASA 21.10-98 OR AWWA C110, WITH ANSI/AWWA C104/A21.4-95 STANDARD THICKNESS CEMENT MORTAR LINING SUITABLE FOR USE WITH CLASS 50 DUCTILE IRON PIPE.
18. FIRE SERVICE PIPING SHALL BE AWWA C600, THICKNESS CLASS 50, DUCTILE IRON PIPE WITH AWWA C104 CEMENT MORTAR LINING, DUCTILE IRON COMPACT FITTINGS AND PUSH-ON OR MECHANICAL JOINTS, AND POLYETHYLENE TUBING FOR CORROSION PROTECTION MEETING AWWA C105; OR AWWA C900, CLASS 150, DR18, POLY VINYL CHLORIDE PLASTIC PIPE, ELASTOMERIC JOINTS, WITH AWWA C110 OR AWWA C153 DUCTILE IRON FITTINGS. PER NFPA 24, FIRE SERVICE PIPING UNDERNEATH BUILDING SHALL BE DUCTILE IRON PIPE.
19. DOMESTIC AND IRRIGATION WATER PIPING LARGER THAN 2-INCHES SHALL BE AWWA C150, CLASS 52, DUCTILE IRON PIPE WITH AWWA C104 CEMENT MORTAR LINING, INCLUDING ANY OF THE FOLLOWING AWWA C111 TYPE JOINTS; MECHANICAL JOINTS WITH PLAIN RUBBER GASKETS WITH MEGALUGS AT ALL FITTINGS, SINGLE RUBBER GASKET JOINTS KNOWN AS BELL-TITLE JOINTS WITH BRONZE WEDGES FOR EACH JOINT, OR SINGLE RUBBER GASKET JOINTS KNOWN AS TYTON JOINTS WITH BRONZE WEDGES FOR EACH JOINT. DOMESTIC AND IRRIGATION PIPING 2-INCH AND SMALLER SHALL BE COPPER TUBE ASTM B88, TYPE K, SEAMLESS WATER TUBE WITH ASME B16.18 CAST COPPER ALLOY OR B16.22 WROUGHT COPPER SOLDER-JOINT PRESSURE TYPE FITTINGS.
20. CONTRACTOR TO INSTALL CONDUIT SYSTEMS FOR UNDERGROUND ELECTRIC AND TELEPHONE SERVICES IN ACCORDANCE WITH UTILITY COMPANIES' REQUIREMENTS, INCLUDING PULL CORDS INSIDE CONDUITS AND HIGHWAY LOAD-BEARING PULL BOXES AND MANHOLES.
21. CONTRACTOR SHALL INSTALL THE COSTCO SWITCH, TRANSFORMER, CONCRETE PADS, CONDUITS, AND WIRING FOR UNDERGROUND PRIMARY ELECTRIC SERVICE FROM THE NEW METER TO THE COSTCO TRANSFORMER IN ACCORDANCE WITH UTILITY COMPANY REQUIREMENTS.
22. CONTRACTOR SHALL PROVIDE AND INSTALL 2 – 5" DIAMETER SCHEDULE 80 PVC CONDUITS AND WIRING FOR PRIMARY ELECTRIC SERVICE IN ACCORDANCE WITH UTILITY COMPANY'S REQUIREMENTS.
23. CONTRACTOR SHALL PROVIDE AND INSTALL 4 – 4" DIAMETER SCHEDULE 40 PVC CONDUITS FOR TELEPHONE SERVICE CONDUITS IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTILITY COMPANY. TELEPHONE SERVICE CONDUITS SHALL BE RIGID, NONMETALLIC CONDUITS NEMA TC 2, SCHEDULE 40 PVC, AND/OR IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTILITY COMPANY. INSTALL INSULATED WIRE WITH CONDUITS TO FACILITATE LOCATION AFTER CONSTRUCTION.
24. GAS UTILITY COMPANY WILL INSTALL GAS SERVICE PIPING TO BUILDING AND METER SETTING. IF TIMING DICTATES, CONTRACTOR TO PROVIDE TRENCH AND A 4" DIAMETER SCHEDULE 40 PVC CONDUIT AS NECESSARY FOR INSTALLATION OF SERVICE PIPING. CONTRACTOR TO COORDINATE INSTALLATION SCHEDULE WITH UTILITY COMPANY.

REFERENCE

EXISTING TOPOGRAPHIC DATA AND FEATURES BASED ON:
1. BOUNDARY AND TOPOGRAPHIC SURVEY (PRELIMINARY) DATED 01-06-2026 BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC.

NOTE TO CONTRACTOR: PRIOR TO ANY EXCAVATION FOR UNDERGROUND UTILITIES, CONTRACTOR SHALL EXPOSE AND VERIFY LOCATIONS (HORIZONTAL AND VERTICAL) OF ALL EXISTING UTILITIES INCLUDING BUT NOT LIMITED TO GAS, WATER, BROADBAND, PHONE, SANITARY AND STORM SEWERS. ANY CONFLICT SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER AND APPROPRIATE AUTHORITIES

MISSOURI 811
811 or 1-800-344-7483
https://missouri-811.org

SCALE IN FEET
0 40' 80'

REVISION RECORD

NO	DATE	DESCRIPTION

ENGINEERING, SURVEYING AND LANDSCAPE ARCHITECTURE IN THE STATE OF NORTH CAROLINA WILL BE PROVIDED BY CEC SURVEYING AND LANDSCAPE ARCHITECTURE, PLLC. ENGINEERING SERVICES IN THE STATE OF OHIO WILL BE PROVIDED BY CEC ENGINEERS & CONSULTANTS, LLC. LANDSCAPE ARCHITECTURE SERVICES IN THE STATE OF OHIO WILL BE PROVIDED BY CEC LANDSCAPE ARCHITECTS, LLC.

Civil & Environmental Consultants, Inc.
1450 Beale Street
Suite 305
St. Charles, MO 63303
Ph: 314.656.4566
www.cecinc.com

COSTCO BUSINESS CENTER
KANSAS CITY, MISSOURI

UTILITY PLAN

DATE:	MARCH 5, 2026
DWG SCALE:	1" = 40'
PROJECT NO:	357-217
DRAWN BY:	JAR
CHECKED BY:	DRK
APPROVED BY:	DRK

DRAWING NO.:
C500

P:\350-001\357-217\-CADD\Dwg\CIVIL-GREEN MAY\357217-CIVIL-C500.dwg[C500] 12/8/2026 - Bonnet - LP, 6/26/2026 7:37 AM

COSTCO BUSINESS CENTER | LANDSCAPE PLAN

KANSAS CITY, MO | JUNE 2026

0 25 50 100 N

Kimley»Horn

NOTES:
- LOCATIONS OF EXISTING TREES AND SHRUBS BEDS ARE APPROXIMATE AND BASED ON AN AERIAL. LANDSCAPE CONTRACTOR TO VERIFY IN THE FIELD. EXISTING TREE SIZES MEASURED IN DBH. FOR ALL TREES IN POOR CONDITION ALONG COSTCO PROPERTY LINE THAT WOULD IMPACT SAFETY, REMOVAL AND REPLACEMENT SHALL BE COORDINATED WITH OWNER.
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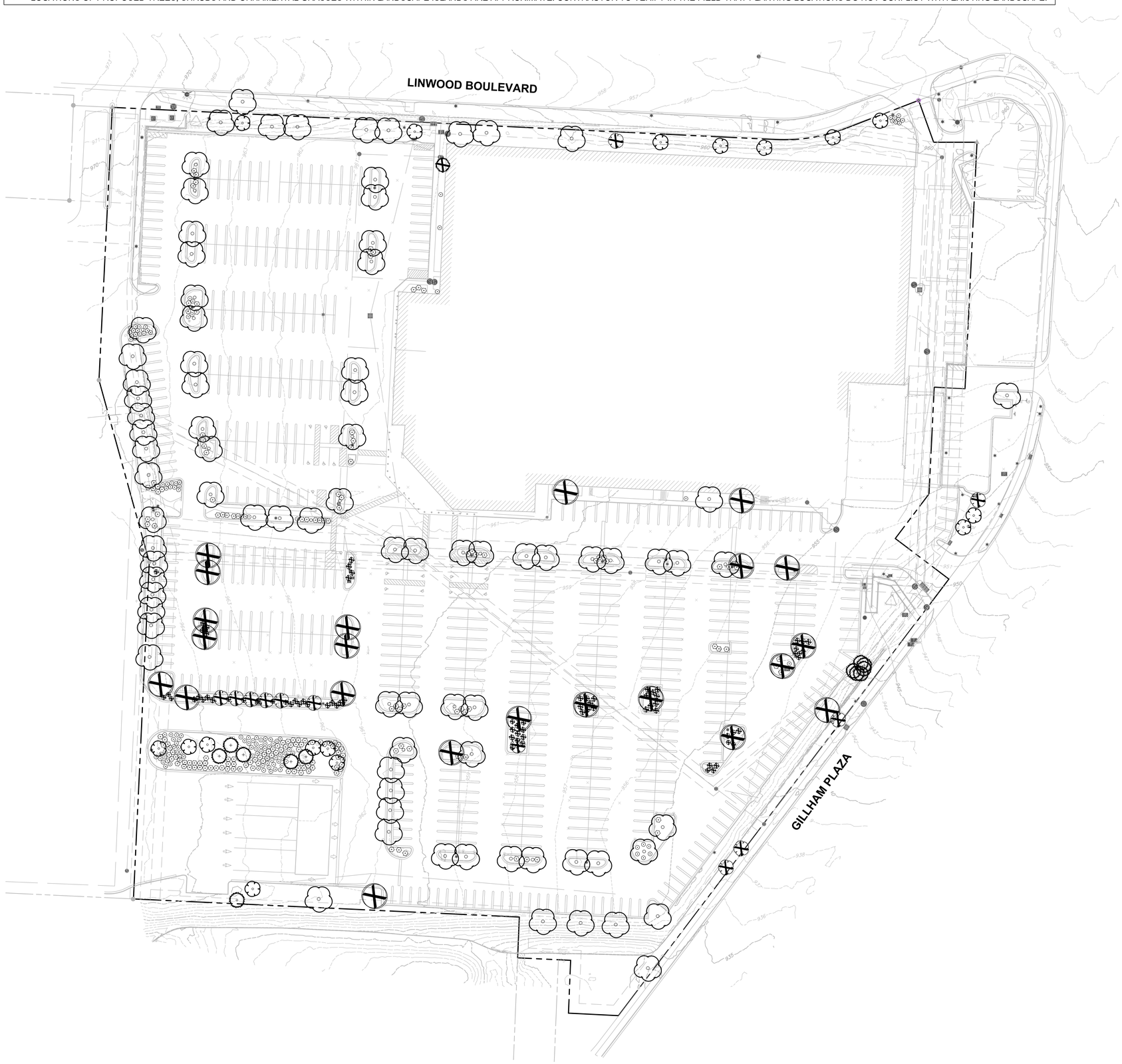

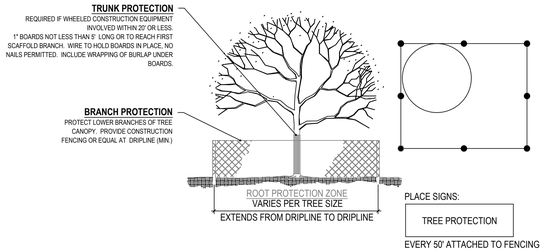

TREE PROTECTION NOTES
1. ALL TREES TO BE PROTECTED AND PRESERVED SHALL BE PER DETAIL. GROUPING OF MORE THAN ONE TREE MAY OCCUR.
2. TREES TO BE PROTECTED AND PRESERVED SHALL BE IDENTIFIED ON THE TRUNK WITH WHITE SURVEY TAPE.
3. TO PREVENT ROOT SMOTHERING, SOIL STOCKPILES, SUPPLIES, EQUIPMENT OR ANY OTHER MATERIAL SHALL NOT BE PLACED OR STORED WITHIN THE DRIP LINE OR WITHIN 15 FEET OF A TREE TRUNK, WHICHEVER IS GREATER.
4. TREE ROOTS SHALL NOT BE CUT UNLESS CUTTING IS UNAVOIDABLE.
6. WHEN ROOT CUTTING IS UNAVOIDABLE, A CLEAN SHARP CUT SHALL BE MADE TO AVOID SHREDDING OR SMASHING. ROOT CUTS SHOULD BE MADE BACK TO A LATERAL ROOT. WHENEVER POSSIBLE, ROOTS SHOULD BE CUT BETWEEN LATE FALL AND BUD OPENING, WHEN ROOT ENERGY SUPPLIES ARE HIGH AND CONDITIONS ARE LEAST FAVORABLE FOR DISEASE CAUSING AGENTS. EXPOSED ROOTS SHALL BE COVERED IMMEDIATELY TO PREVENT DEHYDRATION. ROOTS SHALL BE COVERED WITH SOIL OR BURLAP AND KEPT MOIST.
7. WATERING OF PROTECTED TREES IN WHICH ROOTS WERE CUT SHALL BE PROVIDED BY THE CONTRACTOR.
8. AUGER TUNNELING RATHER THAN TRENCHING SHOULD BE USED FOR UTILITY PLACEMENT WITHIN DRIP LINE.
9. FENCING MATERIAL SHALL ENCIRCLE ANY TREE OR SHRUB WHOSE OUTER DRIP LINE EDGE IS WITHIN 20 FEET OF ANY CONSTRUCTION ACTIVITIES.
10. FENCING MATERIAL SHALL BE BRIGHT, CONTRASTING COLOR, DURABLE, AND A MINIMUM OF FOUR FEET IN HEIGHT.
11. FENCING MATERIAL SHALL BE SET AT THE DRIP LINE OR 15 FEET FROM TREE TRUNK, WHICHEVER IS GREATER, AND MAINTAINED IN AN UPRIGHT POSITION THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES.
12. ANY GRADE CHANGES (SUCH AS THE REMOVAL OF TOPSOIL OR ADDITION OF FILL MATERIAL) WITHIN THE DRIP LINE SHOULD BE AVOIDED FOR EXISTING TREES TO REMAIN. RETAINING WALLS AND TREE WELLS ARE ACCEPTABLE ONLY WHEN CONSTRUCTED PRIOR TO GRADE CHANGE.
13. REFER TO PLANS FOR FENCE STAKING LOCATIONS.

1 TREE PROTECTION

EXISTING LANDSCAPE LEGEND

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EXISTING EVERGREEN TREE	12
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SHRUB TO BE REMOVED	24

CONSULTANT
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WWW.KIMLEY-HORN.COM

MISSOURI LANDSCAPE ARCHITECTURE
CERTIFICATE OF AUTHORITY # 2012036305
EXPIRATION DATE: 12/31/2026

NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

SEAL AND SIGNATURES

COSTCO WHOLESALE
BUSINESS CENTER
241 LINWOOD BLVD,
KANSAS CITY, MO 6411

DATE	ISSUED FOR	REV
04/27/2026	GREEN INK	
06/29/2026	ENTITLEMENT REVIEW PLAN	

L1.0
OVERALL SITE INVENTORY

AS INDICATED

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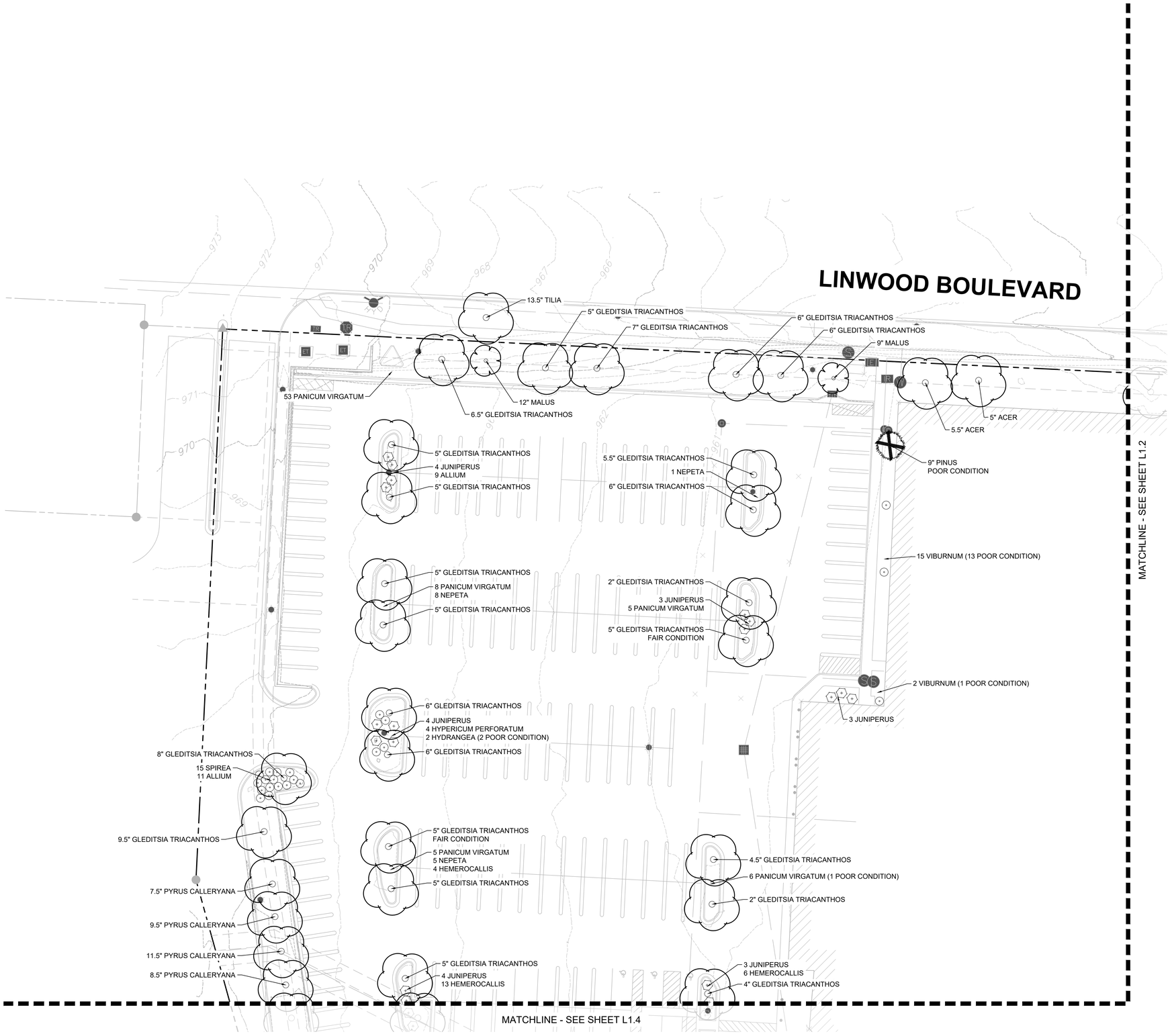

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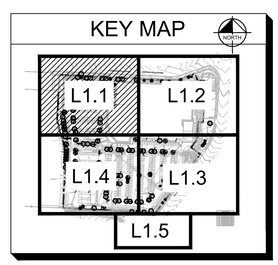

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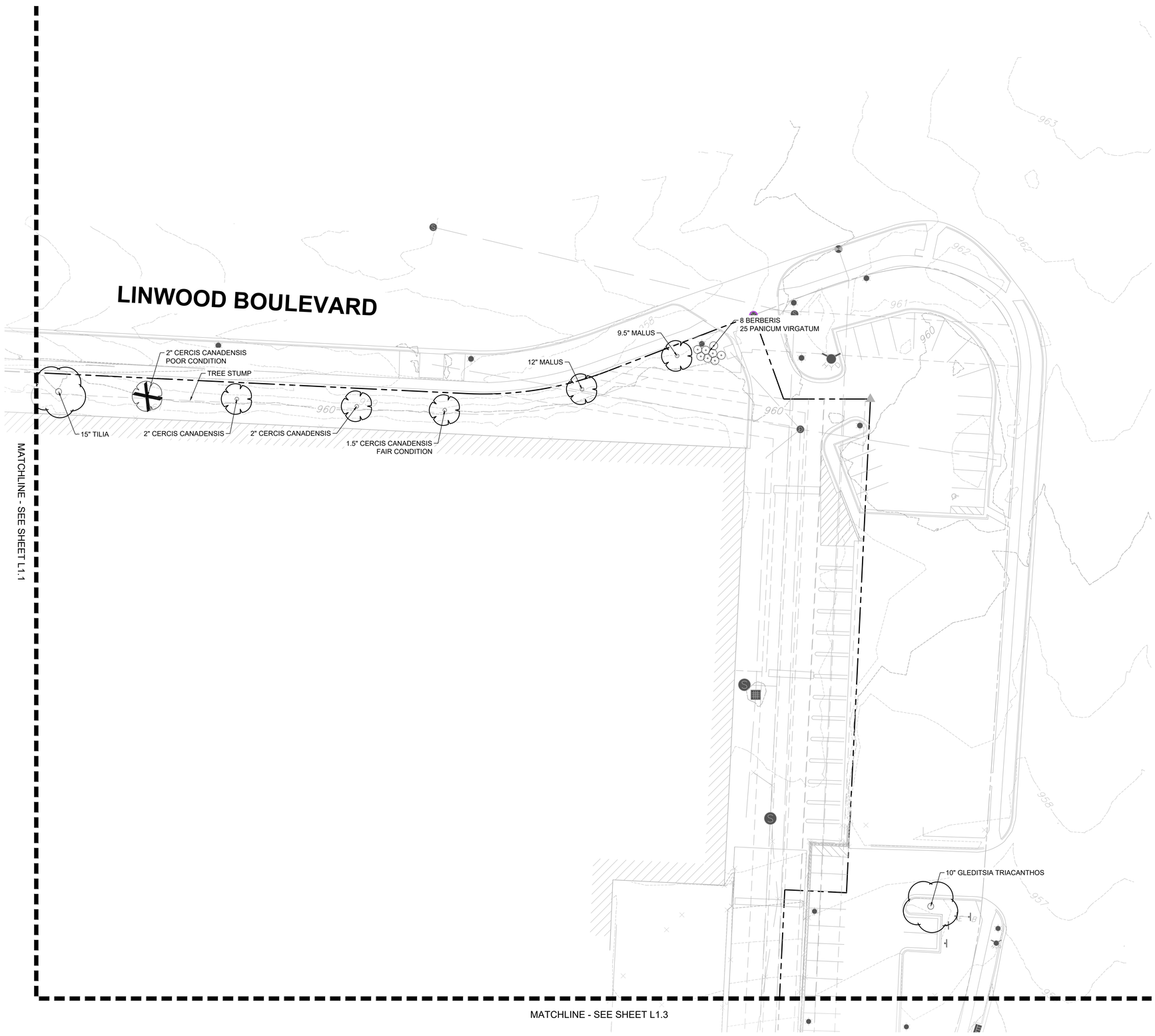

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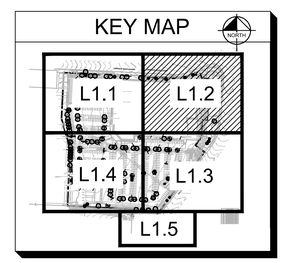
KEY MAP



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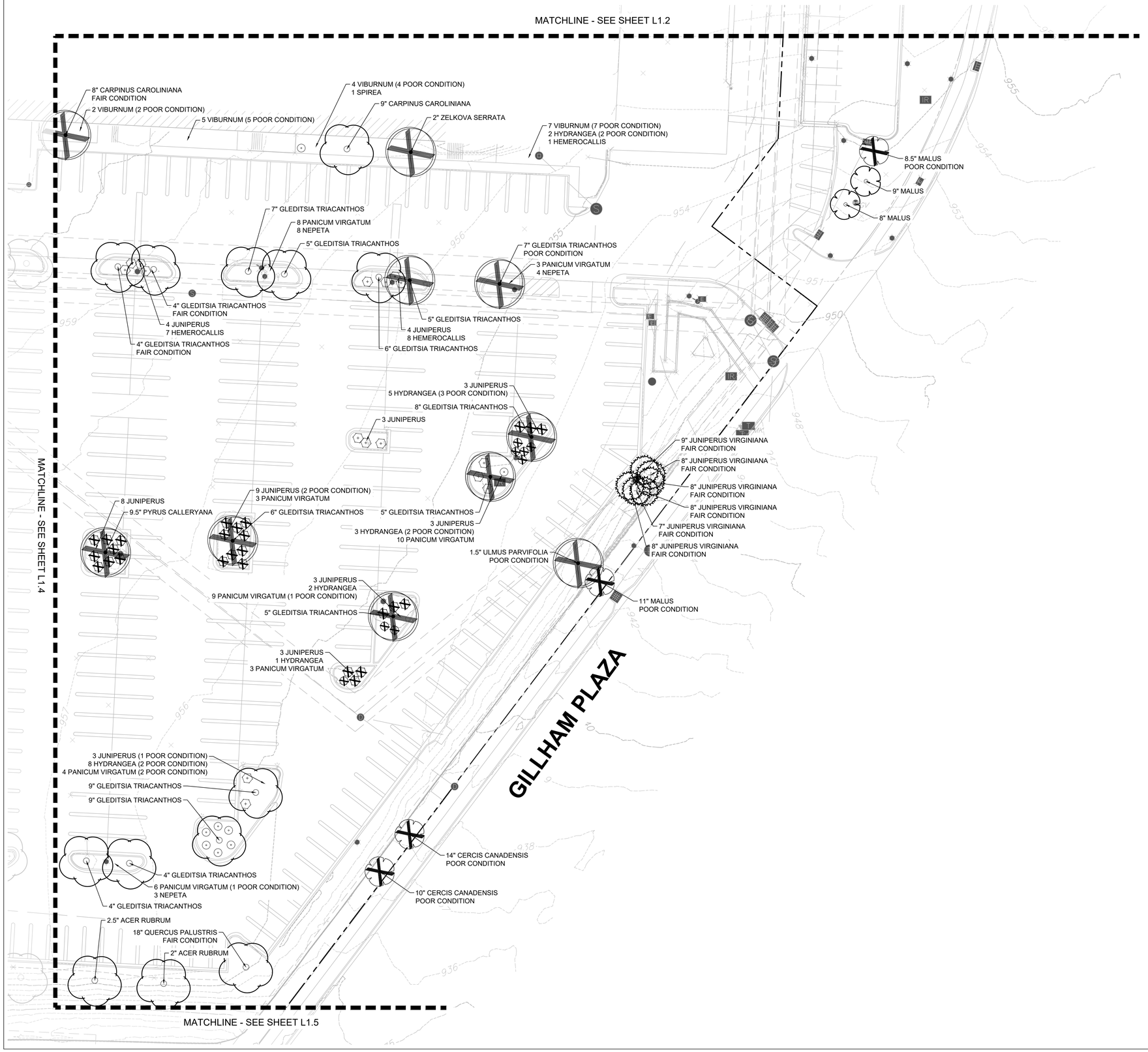

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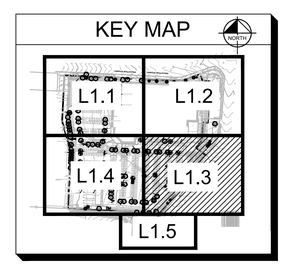

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MISSOURI LANDSCAPE ARCHITECTURE
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NORTH ARROW AND SCALE

NORTH

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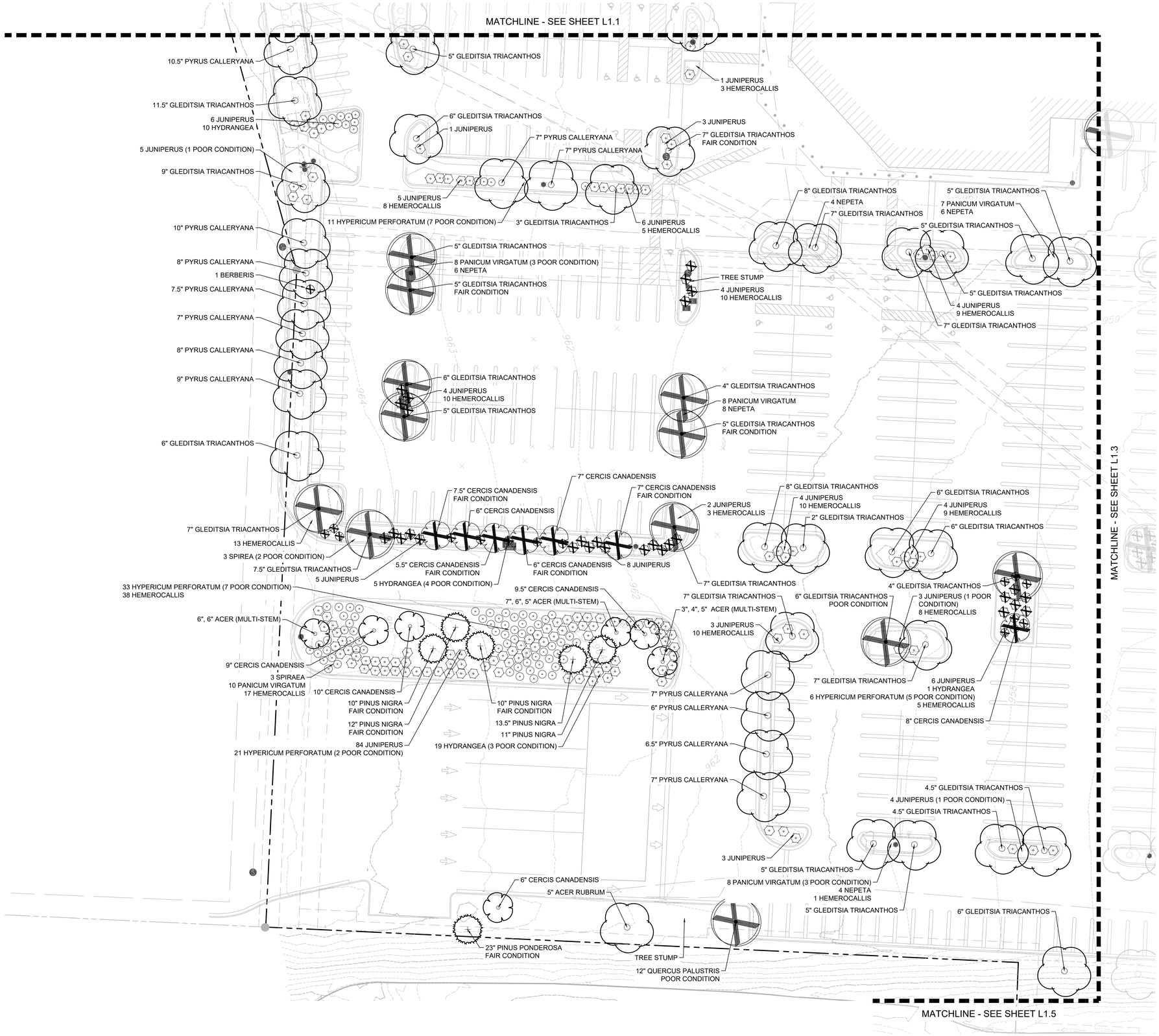

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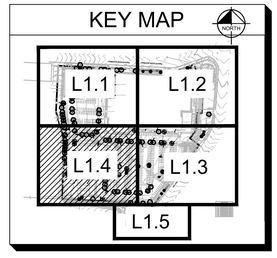

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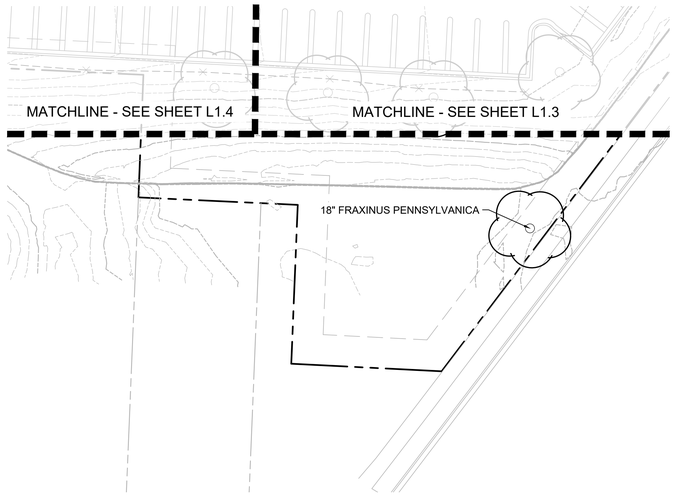

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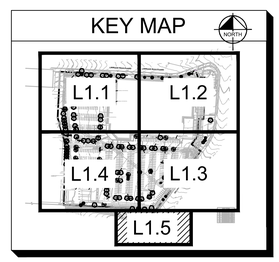

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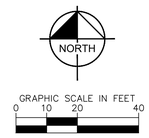
NORTH ARROW AND SCALE



SEAL AND SIGNATURES

COSTCO WHOLESALE
BUSINESS CENTER
241 LINWOOD BLVD,
KANSAS CITY, MO 6411

DATE	ISSUED FOR	REV
04/27/2026	GREEN INK	
06/29/2026	ENTITLEMENT REVIEW PLAN	

L1.5

SITE INVENTORY

AS INDICATED

NOTES:

- LOCATIONS OF EXISTING TREES AND SHRUBS BEDS ARE APPROXIMATE AND BASED ON AN AERIAL. LANDSCAPE CONTRACTOR TO VERIFY IN THE FIELD. EXISTING TREE SIZES MEASURED IN DBH. FOR ALL TREES IN POOR CONDITION ALONG COSTCO PROPERTY LINE THAT WOULD IMPACT SAFETY, REMOVAL AND REPLACEMENT SHALL BE COORDINATED WITH OWNER.
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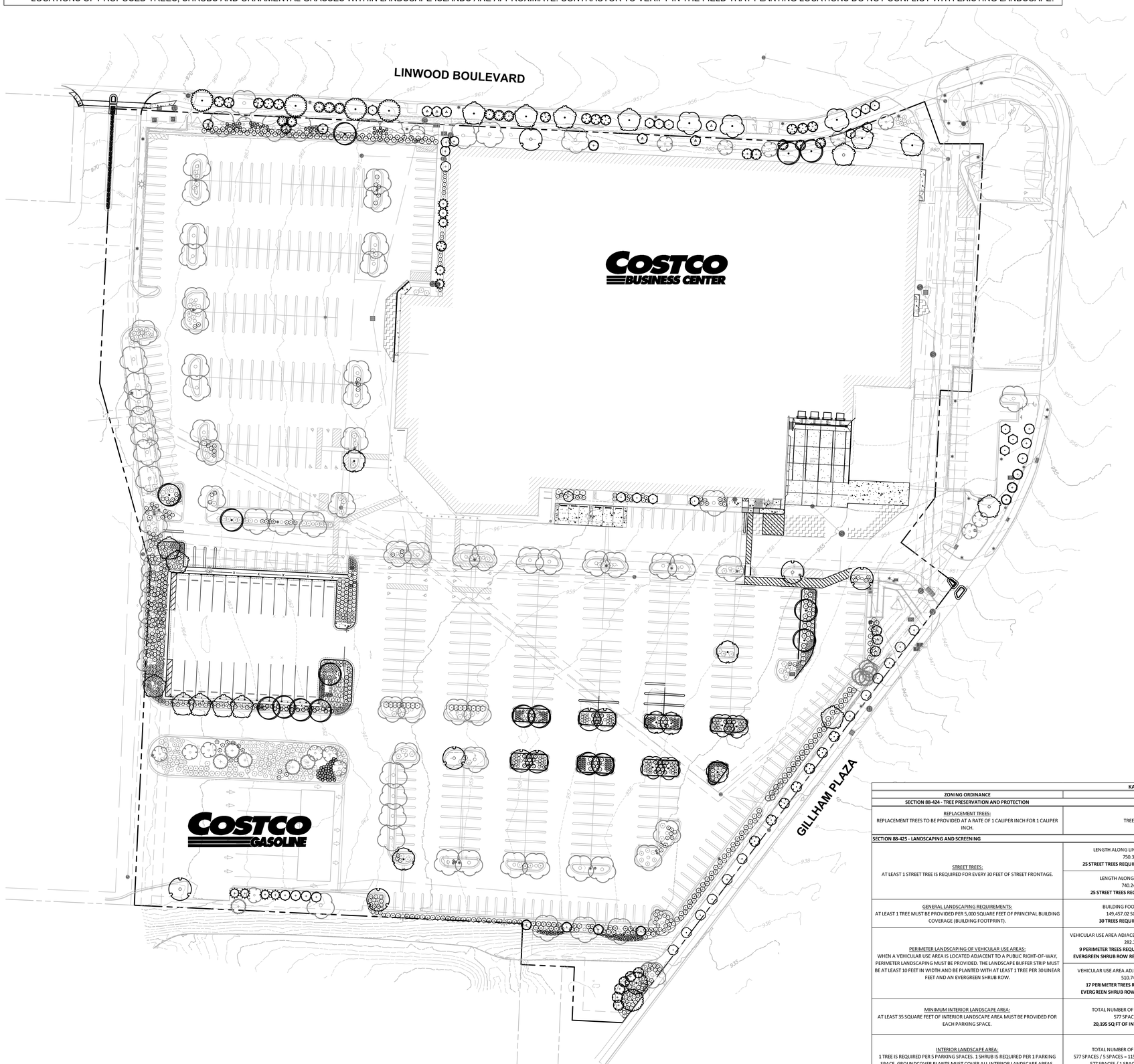
- LOCATIONS OF PROPOSED TREES, SHRUBS AND ORNAMENTAL GRASSES WITHIN LANDSCAPE ISLANDS ARE APPROXIMATE. CONTRACTOR TO VERIFY IN THE FIELD THAT PLANTING LOCATIONS DO NOT CONFLICT WITH EXISTING LANDSCAPE.



EXISTING LANDSCAPE LEGEND

	EXISTING CANOPY TREE	84
	EXISTING EVERGREEN TREE	12
	EXISTING ORNAMENTAL TREE	16
	EXISTING EVERGREEN SHRUB	170
	EXSITING SHRUB	116

KANSAS CITY, MO - LANDSCAPE CODE REQUIREMENTS

ZONING ORDINANCE	REQUIRED	PROVIDED
SECTION 88-424 - TREE PRESERVATION AND PROTECTION		
REPLACEMENT TREES: REPLACEMENT TREES TO BE PROVIDED AT A RATE OF 1 CALIPER INCH FOR 1 CALIPER INCH.	TREES REMOVED = 35	35 REPLACEMENT TREES PROVIDED THROUGHOUT THE SITE
SECTION 88-425 - LANDSCAPING AND SCREENING		
STREET TREES: AT LEAST 1 STREET TREE IS REQUIRED FOR EVERY 30 FEET OF STREET FRONTAGE.	LENGTH ALONG LINWOOD BOULEVARD = 750.3 LF 750.3 LF / 30 LF = 25.01 **25 STREET TREES REQUIRED ALONG LINWOOD BOULEVARD**	41 TREES PROVIDED ALONG LINWOOD BOULEVARD
	LENGTH ALONG GILLHAM PLAZA = 740.24 LF 740.24 LF / 30 LF = 24.67 **25 STREET TREES REQUIRED ALONG GILLHAM PLAZA**	25 TREES PROVIDED ALONG GILLHAM PLAZA
GENERAL LANDSCAPING REQUIREMENTS: AT LEAST 1 TREE MUST BE PROVIDED PER 5,000 SQUARE FEET OF PRINCIPAL BUILDING COVERAGE (BUILDING FOOTPRINT).	BUILDING FOOTPRINT = 149,457.02 SQ.FT 149,457.02 SQ FT / 5,000 SQ FT = 29.89 **30 TREES REQUIRED THROUGHOUT THE SITE**	65 TREES PROVIDED THROUGHOUT THE SITE
PERIMETER LANDSCAPING OF VEHICULAR USE AREAS: WHEN A VEHICULAR USE AREA IS LOCATED ADJACENT TO A PUBLIC RIGHT-OF-WAY, PERIMETER LANDSCAPING MUST BE PROVIDED. THE LANDSCAPE BUFFER STRIP MUST BE AT LEAST 10 FEET IN WIDTH AND BE PLANTED WITH AT LEAST 1 TREE PER 30 LINEAR FEET AND AN EVERGREEN SHRUB ROW.	VEHICULAR USE AREA ADJACENT TO LINWOOD BOULEVARD = 282.25 LF 282.25 LF / 30 LF = 9.4 **9 PERIMETER TREES REQUIRED ALONG LINWOOD BOULEVARD** **EVERGREEN SHRUB ROW REQUIRED ALONG LINWOOD BOULEVARD**	41 TREES PROVIDED ALONG LINWOOD BOULEVARD (DOUBLE COUNTING WITH STREET TREES PER SECTION 88-425-05-B) EVERGREEN SHRUB ROW PROVIDED
	VEHICULAR USE AREA ADJACENT TO GILLHAM PLAZA = 510.74 LF 510.74 LF / 30 LF = 17.02 **17 PERIMETER TREES REQUIRED ALONG GILLHAM PLAZA** **EVERGREEN SHRUB ROW REQUIRED ALONG GILLHAM PLAZA**	25 TREES PROVIDED ALONG GILLHAM PLAZA (DOUBLE COUNTING WITH STREET TREES PER SECTION 88-425-05-B) EVERGREEN SHRUB ROW PROVIDED
MINIMUM INTERIOR LANDSCAPE AREA: AT LEAST 35 SQUARE FEET OF INTERIOR LANDSCAPE AREA MUST BE PROVIDED FOR EACH PARKING SPACE.	TOTAL NUMBER OF PARKING SPACES = 577 SPACES 577 SPACES x 35 SQ.FT = 20,195 **20,195 SQ FT OF INTERIOR LANDSCAPE REQUIRED**	34,156.7 SQ.FT OF INTERIOR LANDSCAPE AREA PROVIDED
INTERIOR LANDSCAPE AREA: 1 TREE IS REQUIRED PER 5 PARKING SPACES. 1 SHRUB IS REQUIRED PER 1 PARKING SPACE. GROUNDCOVER PLANTS MUST COVER ALL INTERIOR LANDSCAPE AREAS.	TOTAL NUMBER OF PARKING SPACES = 577 SPACES 577 SPACES / 5 SPACES = 115.4 = **116 PARKING LOT TREES REQUIRED** 577 SPACES / 1 SPACE = 577 = **577 SHRUBS REQUIRED**	126 TREES PROVIDED THROUGHOUT THE PARKING LOT 334 EXISTING SHRUBS PROVIDED THROUGHOUT THE PARKING LOT (NOT INCLUDING GRASSES) 559 PROPOSED SHRUBS PROVIDED THROUGHOUT THE PARKING LOT (NOT INCLUDING GRASSES OR SHRUBS UNDER 24")

CONSULTANT

Kimley»Horn

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DEERFIELD, IL 60015
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MISSOURI LANDSCAPE ARCHITECTURE
CERTIFICATE OF AUTHORITY # 2012036305
EXPIRATION DATE: 12/31/2026

NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

SEAL AND SIGNATURES

COSTCO WHOLESALE
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06/29/2026	ENTITLEMENT REVIEW PLAN	

L2.0
OVERALL LANDSCAPE PLAN

AS INDICATED

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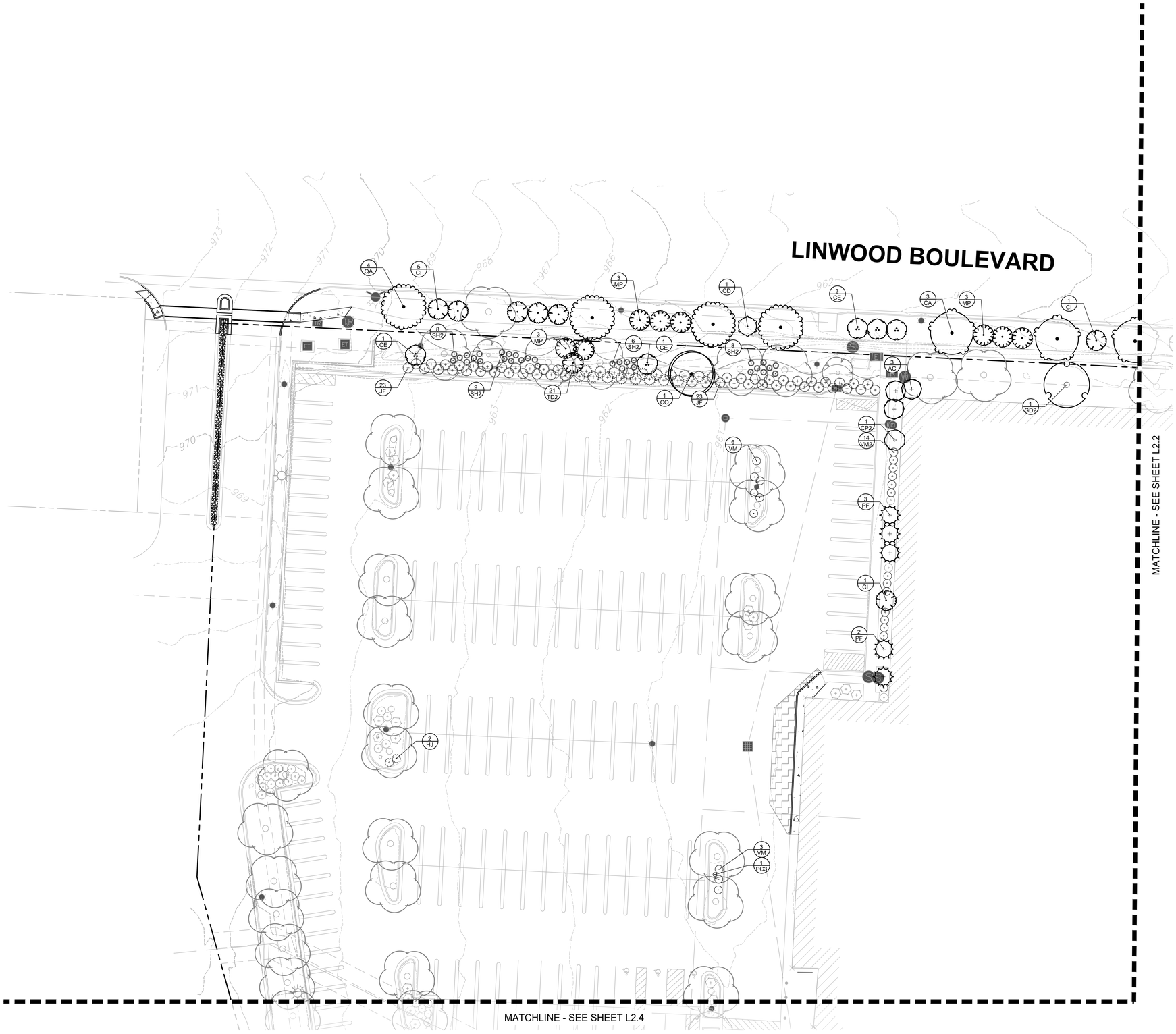

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MISSOURI LANDSCAPE ARCHITECTURE
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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
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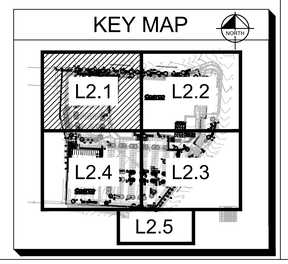
SEAL AND SIGNATURES

KEY MAP



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L2.1

LANDSCAPE PLAN

AS INDICATED

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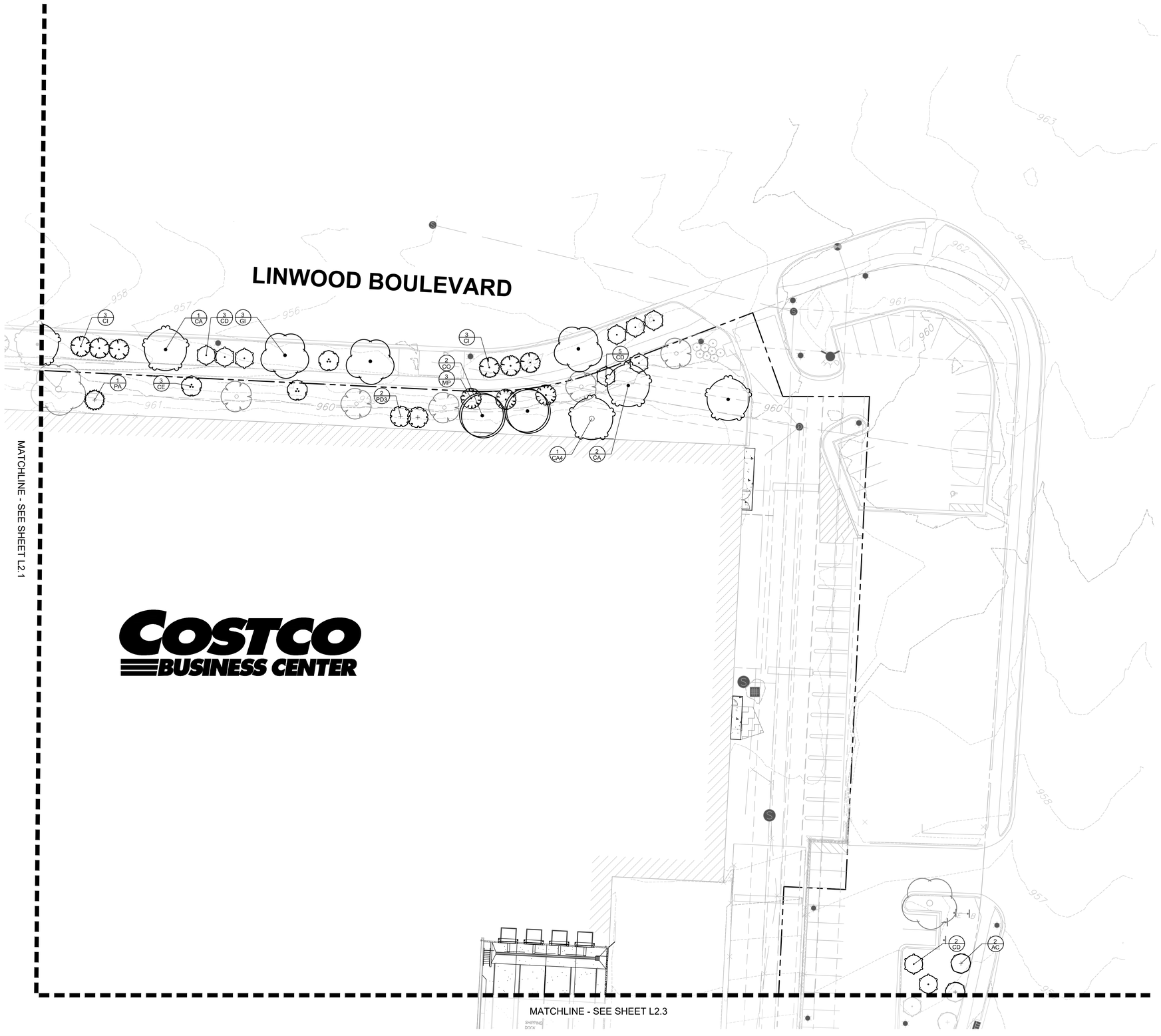

COSTCO BUSINESS CENTER

CONSULTANT

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MISSOURI LANDSCAPE ARCHITECTURE
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NORTH ARROW AND SCALE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SEAL AND SIGNATURES

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BUSINESS CENTER
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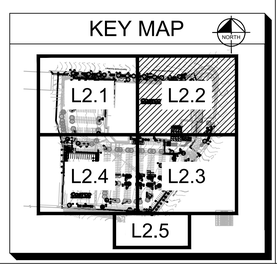
KEY MAP



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L2.2

LANDSCAPE PLAN

AS INDICATED

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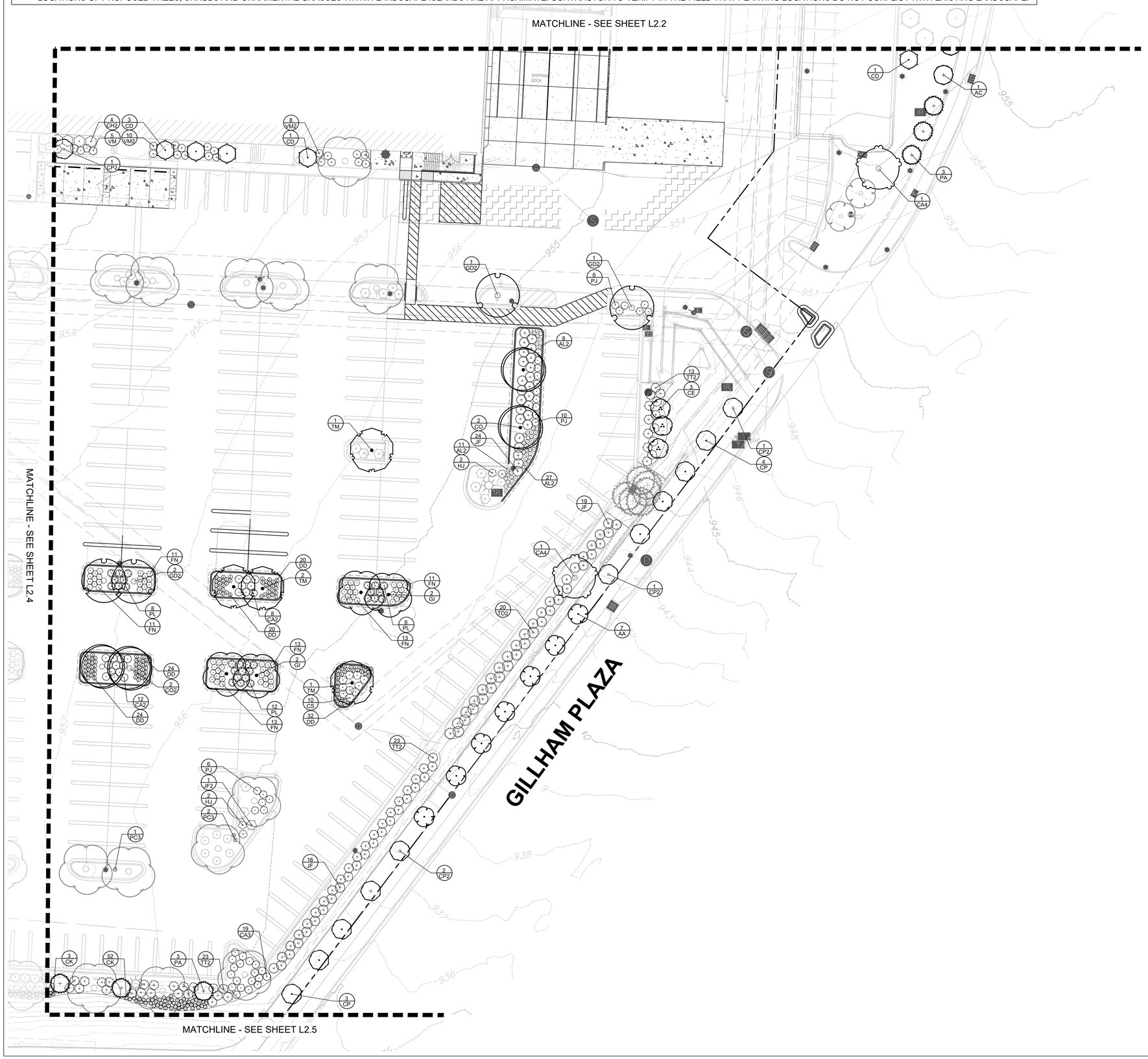

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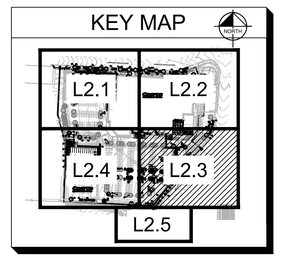

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MISSOURI LANDSCAPE ARCHITECTURE
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SEAL AND SIGNATURES

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L2.3

LANDSCAPE PLAN

AS INDICATED

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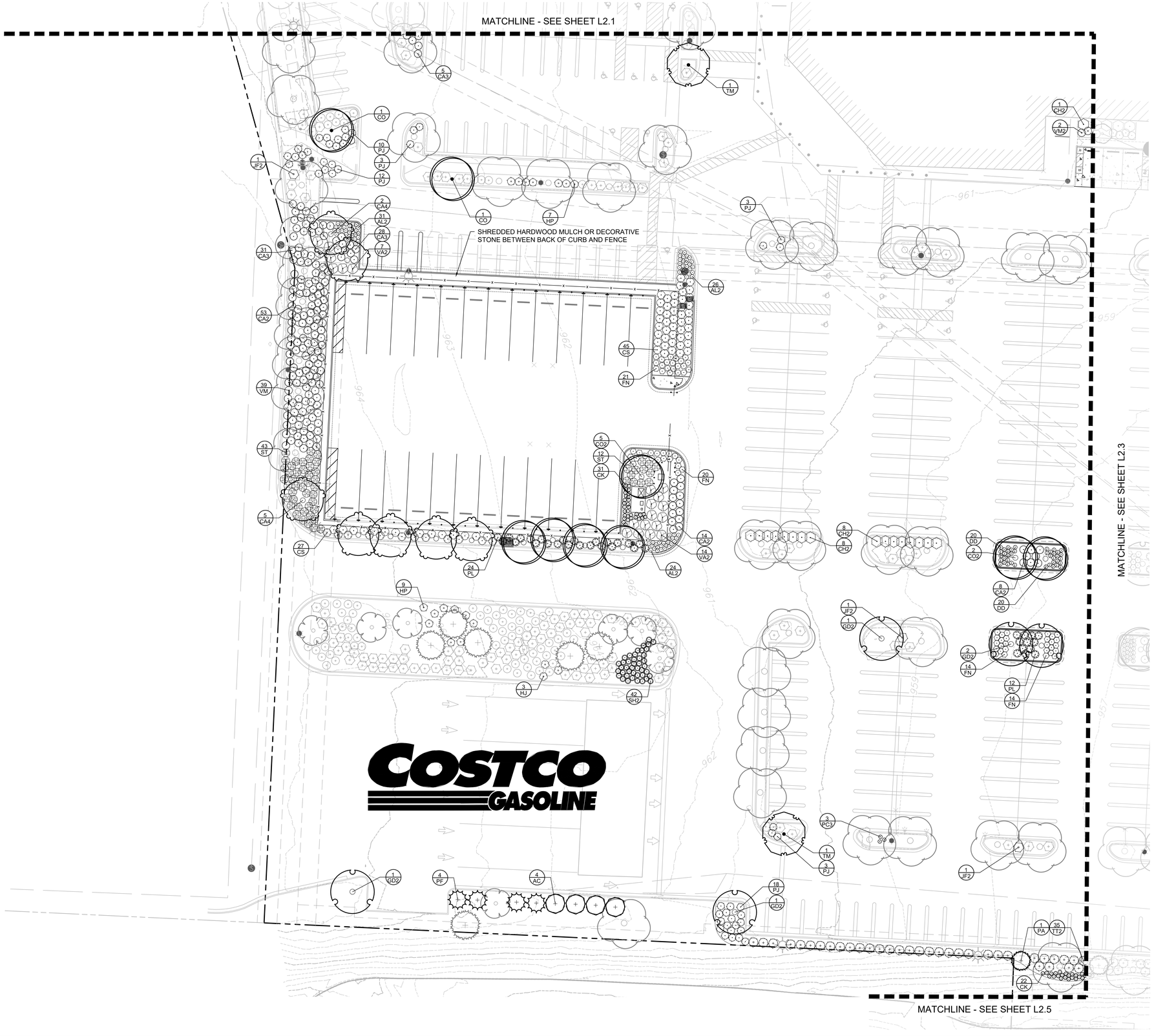

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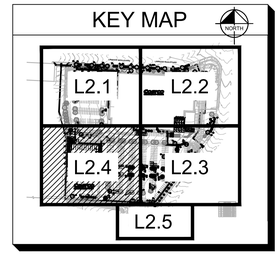

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NORTH ARROW AND SCALE

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L2.4
LANDSCAPE PLAN

AS INDICATED

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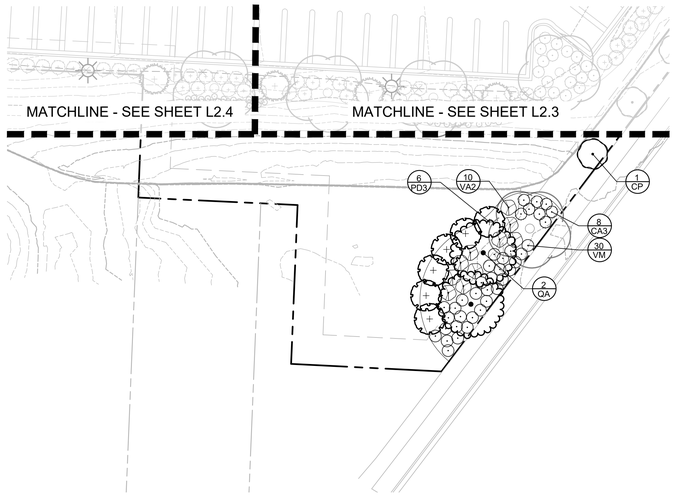

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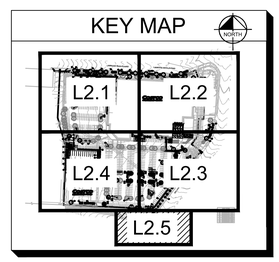
KEY MAP



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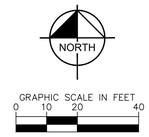

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- LANDSCAPE CONTRACTOR SHALL COORDINATE WITH LANDSCAPE ARCHITECT MULCH TYPE AT TIME OF INSTALLATION. MULCH IN INTERIOR ISLANDS SHALL MATCH MULCH IN INTERIOR ISLANDS IN EXISTING COSTCO PARKING LOT.
- LOCATIONS OF PROPOSED TREES, SHRUBS AND ORNAMENTAL GRASSES WITHIN LANDSCAPE ISLANDS ARE APPROXIMATE. CONTRACTOR TO VERIFY IN THE FIELD THAT PLANTING LOCATIONS DO NOT CONFLICT WITH EXISTING LANDSCAPE.

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL / INSTALL SIZE	MATURE HT.	MATURE SP.	OTHER
TREES								
	CA	6	CARPINUS CAROLINIANA / AMERICAN HORNBEAM NATIVE	B & B	3" CAL. MIN.	25` - 35` HT.	15` - 25` SP.	
	CO	7	CELTIS OCCIDENTALIS / COMMON HACKBERRY NATIVE	B & B	3" CAL. MIN.	40` - 60` HT.	40` - 60` SP.	
	GI	7	GLEDITSIA TRIACANTHOS INERMIS 'IMPCOLE' / IMPERIAL® HONEY LOCUST NATIVE CULTIVAR	B & B	3" CAL. MIN.	30` - 40` HT.	25` - 35` SP.	
	QA	6	QUERCUS ALBA / WHITE OAK NATIVE	B & B	3" CAL. MIN.	50` - 80` HT.	50` - 80` SP.	
	TM	6	TILIA AMERICANA `MCKSENTRY` / AMERICAN SENTRY® LINDEN NATIVE CULTIVAR	B & B	3" CAL. MIN.	40` - 50` HT.	30` - 40` SP.	
COLUMNAR TREES								
	AA	7	ACER RUBRUM 'JFS-KW78' / ARMSTRONG GOLD® MAPLE NATIVE CULTIVAR	B & B	3" CAL. MIN.	40' HT.	12' SP.	
	CP	8	CELTIS OCCIDENTALIS 'JFS-KSU1' / PRAIRIE SENTINEL® HACKBERRY NATIVE CULTIVAR	B & B	3" CAL. MIN.	45' HT.	12' SP.	
EVERGREEN TREES								
	AC	10	ABIES CONCOLOR / WHITE FIR	B & B	8` HT. MIN.	30` - 50` HT.	15` - 30` SP.	
	PA	8	PICEA ABIES / NORWAY SPRUCE	B & B	8` HT. MIN.	40` - 60` HT.	25` - 30` SP.	
	PD3	8	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B	8` HT. MIN.	40` - 80` HT.	10` - 20` SP.	
	PF	9	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE	B & B	8` HT. MIN.	20` - 30` HT.	10` - 15` SP.	
ORNAMENTAL TREES								
	CD	16	CORNUS DRUMMONDII / ROUGHLEAF DOGWOOD NATIVE	B & B	3" CAL. MIN.	15` - 20` HT.	15` - 20` SP.	SINGLE STEM
	CE	11	CERCIS CANADENSIS / EASTERN REDBUD MULTI-TRUNK NATIVE	B & B	3" CAL. MIN.	15` - 25` HT.	15` - 25` SP.	MULTI-STEM
	CI	13	CRATAEGUS CRUS-GALLI INERMIS / THORNLESS COCKSPUR HAWTHORN NATIVE	B & B	3" CAL. MIN.	20` - 30` HT.	20` - 30` SP.	SINGLE STEM
	MP	12	MALUS X `PRAIRIFIRE` / PRAIRIFIRE CRABAPPLE NATIVE	B & B	3" CAL. MIN.	15` - 25` HT.	15` - 25` SP.	SINGLE STEM
REPLACEMENT COLUMNAR TREES								
	CP2	6	CELTIS OCCIDENTALIS 'JFS-KSU1' / PRAIRIE SENTINEL® HACKBERRY NATIVE CULTIVAR	B & B	3" CAL. MIN.	45` HT.	12` SP.	
REPLACEMENT TREES								
	CA4	10	CARPINUS CAROLINIANA / AMERICAN HORNBEAM NATIVE	B & B	3" CAL. MIN.	25` - 35` HT.	15` - 25` SP.	
	CO2	9	CELTIS OCCIDENTALIS / COMMON HACKBERRY NATIVE	B & B	3" CAL. MIN.	40` - 60` HT.	40` - 60` SP.	
	GD2	10	GYMNOCLADUS DIOICUS 'ESPRESSO-JFS' / ESPRESSO™ KENTUCKY COFFEETREE NATIVE CULTIVAR	B & B	3" CAL. MIN.	60` - 75` HT	40` - 50` SP.	

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	INSTALL SIZE	MATURE HT.	MATURE SP.	SPACING
SHRUBS									
	AL2	127	ARONIA MELANOCARPA 'UCONNAM165' / LOW SCAPE MOUND® BLACK CHOKEBERRY NATIVE CULTIVAR	2 GAL	SEE PLAN	6" HT. MIN.	1`-2` HT.	3`-4` HT.	24" o.c.
	CA2	95	CORNUS SANGUINEA 'CATO' / ARCTIC SUN® BLOODTWIG DOGWOOD	2 GAL	SEE PLAN	24" HT. MIN.	3` - 4` HT.	3` - 4` SP.	48" o.c.
	CA3	91	CEANOTHUS AMERICANUS / NEW JERSEY TEA NATIVE	2 GAL	SEE PLAN	24" HT. MIN.	3` - 4` HT.	3` - 4` SP.	48" o.c.
	CH2	21	CORNUS ALBA 'BAILHALO' / IVORY HALO® TATARIAN DOGWOOD	5 GAL	SEE PLAN	24" HT. MIN.	4` - 6` HT.	4` - 6` SP.	72" o.c.
	CS	82	CEPHALANTHUS OCCIDENTALIS 'SMCOSS' / SUGAR SHACK® BUTTONBUSH NATIVE CULTIVAR	2 GAL	SEE PLAN	24" HT. MIN.	3` - 4` HT.	3` - 4` SP.	48" o.c.
	DD	160	DEUTZIA X 'NCDX2' / YUKI CHERRY BLOSSOM® DEUTZIA	2 GAL	SEE PLAN	6" HT. MIN.	2` - 3` HT.	1`-2` SP.	24" o.c.
	FN	141	FORSYTHIA X INTERMEDIA 'NIMBUS' / SHOW OFF® SUGAR BABY® DWARF FORSYTHIA	2 GAL	SEE PLAN	12" HT. MIN.	1.5` - 3` HT.	2` - 3` SP.	36" o.c.
	PJ	71	POTENTILLA FRUTICOSA `JACKMANII` / JACKMAN`S BUSH CINQUEFOIL NATIVE CULTIVAR	2 GAL	SEE PLAN	24" HT. MIN.	3` - 4` HT.	3` - 4` SP.	48" o.c.
	PL	64	PHYSOCARPUS OPULIFOLIUS 'LITTLE DEVIL' / LITTLE DEVIL™ DWARF NINEBARK NATIVE CULTIVAR	2 GAL	SEE PLAN	24" HT. MIN.	3` - 4` HT.	3` - 4` SP.	48" o.c.
	ST	55	SPIRAEA BETULIFOLIA `TOR GOLD` / GLOW GIRL® BIRCHLEAF SPIREA	2 GAL	SEE PLAN	24" HT. MIN.	3` - 4` HT.	3` - 4` SP	48" o.c.
	VA2	31	VIBURNUM DENTATUM 'CHRISTOM' / BLUE MUFFIN® ARROWWOOD VIBURNUM NATIVE CULTIVAR	2 GAL	SEE PLAN	24" HT. MIN.	3`-5` HT.	3` - 5` SP.	60" o.c.
	VM	83	VIBURNUM CARLESII 'SMVCB' / SPICE BABY™ KOREANSPICE VIBURNUM	5 GAL	SEE PLAN	24" HT. MIN.	3`-5` HT.	3` - 6` SP.	48" o.c.
EVERGREEN SHRUBS									
	JF	105	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	5 GAL	SEE PLAN	30" HT. MIN.	4` - 6` HT.	4` - 6` SP.	60" o.c.
	TD2	41	TAXUS X MEDIA 'DENSIFORMIS' / DENSE ANGLO-JAPANESE YEW	5 GAL	SEE PLAN	30" HT. MIN.	3` - 4` HT.	4` - 6` SP.	72" o.c.
	TT2	94	TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW	5 GAL	SEE PLAN	24" HT. MIN.	3` - 4` HT.	4` - 6` SP.	60" o.c.
ORNAMENTAL GRASSES									
	CK	108	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	1 GAL	SEE PLAN		18" - 36" HT.	18" - 24" SP.	24" o.c.
	SH2	73	SPOROBOLUS HETEROLEPIS / PRAIRIE DROPSEED NATIVE	1 GAL	SEE PLAN		2` - 3` HT.	2` - 3` SP.	36" o.c.

REPLACEMENT GRASSES

	PC3	7	PANICUM VIRGATUM `CHEYENNE SKY` / CHEYENNE SKY PRAIRIE WINDS® SWITCH GRASS NATIVE CULTIVAR	1 GAL	SEE PLAN		2` - 3` HT.	18" - 24" SP.	24" o.c.

REPLACEMENT SHRUBS

	HJ	9	HYDRANGEA PANICULATA 'JANE' / LITTLE LIME® PANICLE HYDRANGEA	3 GAL	SEE PLAN	24" HT. MIN.	3` - 5` HT.	3` - 5` SP.	48" o.c.
	HP	16	HYPERICUM PERFORATUM / ST. JOHN'S WORT NATIVE	3 GAL	SEE PLAN	24" HT. MIN.	3` - 4` HT.	3` - 4` SP.	48" o.c.
	JF2	4	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	5 GAL	SEE PLAN	30" HT. MIN.	4` - 6` HT.	4` - 6` SP.	60" o.c.
	VM2	34	VIBURNUM CARLESII 'SMVCB' / SPICE BABY™ KOREANSPICE VIBURNUM	5 GAL	SEE PLAN	24" HT. MIN.	3`-5` HT.	3` - 6` SP.	48" o.c.

EXISTING LANDSCAPE LEGEND

	EXISTING CANOPY TREE	84
	EXISTING EVERGREEN TREE	12
	EXISTING ORNAMENTAL TREE	16
	EXSITING EVERGREEN SHRUB	170
	EXSITING SHRUB	116

CONSULTANT

Kimley»Horn

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MISSOURI LANDSCAPE ARCHITECTURE
CERTIFICATE OF AUTHORITY # 2012036305
EXPIRATION DATE: 12/31/2026

NORTH ARROW AND SCALE

SEAL AND SIGNATURES

COSTCO WHOLESALE
BUSINESS CENTER
241 LINWOOD BLVD,
KANSAS CITY, MO 6411

DATE	ISSUED FOR	REV
04/27/2026	GREEN INK	
06/29/2026	ENTITLEMENT REVIEW PLAN	

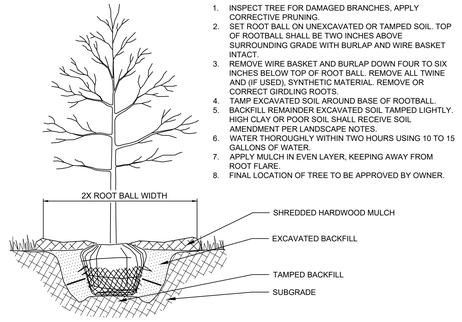
L3.0

LANDSCAPE SCHEDULE

AS INDICATED

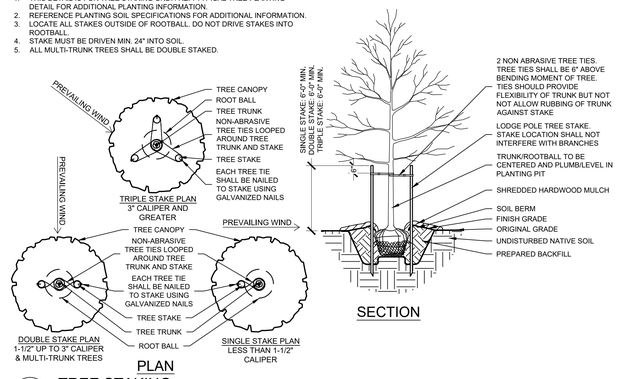
NOTES:
- LOCATIONS OF EXISTING TREES AND SHRUBS BEDS ARE APPROXIMATE AND BASED ON AN AERIAL. LANDSCAPE CONTRACTOR TO VERIFY IN THE FIELD. EXISTING TREE SIZES MEASURED IN DBH. FOR ALL TREES IN POOR CONDITION ALONG COSTCO PROPERTY LINE THAT WOULD IMPACT SAFETY, REMOVAL AND REPLACEMENT SHALL BE COORDINATED WITH OWNER.
- EXISTING TREE AND SHRUB SYMBOLS SHOW FOR QUANTITY ONLY. SYMBOL SIZE NOT REPRESENTATIVE OF ACTUAL SIZE.
- SOD/SEED HATCH LIMITS SHOWN ARE APPROXIMATE. LANDSCAPE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS AND ENSURE ESTABLISHMENT BY HANDWATERING IF IRRIGATION IS NOT AVAILABLE. LANDSCAPE CONTRACTOR SHALL NOT RELY ON PERMANENT IRRIGATION SYSTEM TO ESTABLISH TURF SOD. IF DISTURBANCE IS LOCATED AT, NEAR, AROUND MAIN ENTRANCES OR FRONT FACING AREAS, LANDSCAPE CONTRACTOR SHALL INSTALL TURF SOD.
- IRRIGATION SYSTEM MAY BE IMPACTED DURING DEVELOPMENT. LANDSCAPE CONTRACTOR SHALL PROVIDE TEMPORARY IRRIGATION TO ALL PLANTING AREAS AS NECESSARY.
- LANDSCAPE CONTRACTOR SHALL COORDINATE WITH LANDSCAPE ARCHITECT MULCH TYPE AT TIME OF INSTALLATION. MULCH IN INTERIOR ISLANDS SHALL MATCH MULCH IN INTERIOR ISLANDS IN EXISTING COSTCO PARKING LOT.
- LOCATIONS OF PROPOSED TREES, SHRUBS AND ORNAMENTAL GRASSES WITHIN LANDSCAPE ISLANDS ARE APPROXIMATE. CONTRACTOR TO VERIFY IN THE FIELD THAT PLANTING LOCATIONS DO NOT CONFLICT WITH EXISTING LANDSCAPE.

NOTES:
1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.



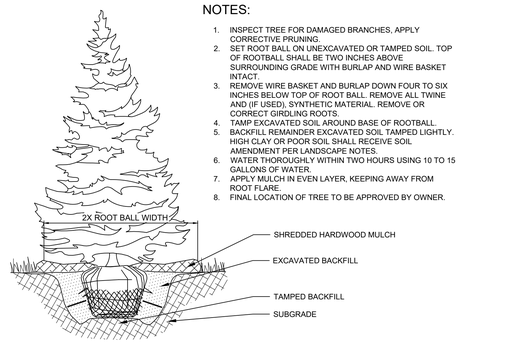
1 TREE PLANTING
NTS

NOTES:
1. THIS DETAIL IS FOR TREE STAKING ONLY. REF. TYPICAL TREE PLANTING DETAIL FOR ADDITIONAL PLANTING INFORMATION.
2. REFERENCE PLANTING SOIL SPECIFICATIONS FOR ADDITIONAL INFORMATION.
3. LOCATE ALL STAKES OUTSIDE OF ROOTBALL. DO NOT DRIVE STAKES INTO ROOTBALL.
4. STAKE MUST BE DRIVEN MIN. 24" INTO SOIL.
5. ALL MULTI-TRUNK TREES SHALL BE DOUBLE STAKED.

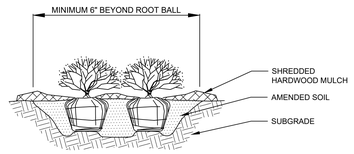


2 TREE STAKING
N.T.S.

NOTES:
1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.



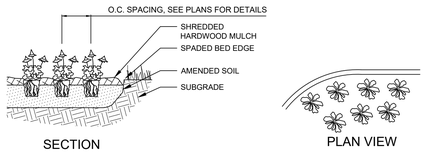
3 EVERGREEN TREE PLANTING
NTS



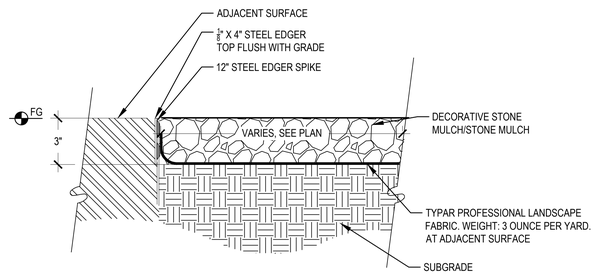
NOTES:
1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND (IF USED) SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

4 SHRUB PLANTING
NTS

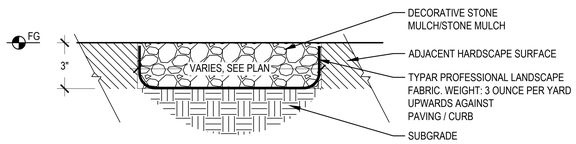
NOTES:
1. EXCAVATE PLANTING BED.
2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED.
3. REMOVE CONTAINER, SCORE SOIL MASS TO REDIRECT AND PREVENT CIRCLING ROOTS. CORRECT GIRDLING ROOTS.
2. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR (STAGGERED) SPACING AS PLAUSIBLE.
3. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
4. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIALS/GROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.
5. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.



5 PERENNIAL PLANTING
NTS



6 STONE MULCH
3" = 1'-0"



7 STONE MULCH ADJACENT TO HARDSCAPE
3" = 1'-0"

LANDSCAPE NOTES

SPECIFICATIONS SHALL SUPERCEDE LANDSCAPE NOTES.

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. CONFORM TO AMERICAN ASSOCIATION OF NURSERYMEN'S SPECIFICATIONS TRUE TO NAME. PLANTS TO BE FIRST QUALITY, WELL FOLIATED WITH WELL-DEVELOPED ROOT SYSTEMS AND A NORMAL, WELL-SHAPED TRUNK AND LEADER, LIMBS, STEMS AND A HEAD. PLANTS DEEMED UNSUITABLE MAY BE REJECTED BEFORE OR AFTER DELIVERY. PLANT MATERIAL IS REQUIRED TO BE FREE OF EVIDENCE OF DISEASE, INSECTS, INSECT EGGS, AND LARVAE. OVERSIZE PLANTS MAY BE USED WITH APPROVAL, BUT AT NO INCREASE IN PRICE. BALLS THAT ARE CRACKED, BROKEN OR DRY TO THE CENTER WILL BE REJECTED.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. GUARANTEE TREES, SHRUBS AND GROUND COVER FOR A PERIOD OF ONE YEAR AFTER DATE OF ACCEPTANCE AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM NEGLECT BY OWNER, ABUSE OR DAMAGE BY OTHERS, OR UNUSUAL PHENOMENA OR INCIDENTS WHICH ARE BEYOND LANDSCAPE CONTRACTOR'S CONTROL.
8. AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE.
9. PLANTS TO BE INSTALLED AS PER ANSI STANDARD PLANTING PRACTICES.
10. PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR/ROOT FLAIR IS LOCATED AT THE TOP OF THE BALLED & BURLAP TREE. IF THIS IS NOT THE CASE, SOIL SHALL BE REMOVED DOWN TO THE ROOT COLLAR/ROOT FLAIR. WHEN THE BALLED & BURLAP TREE IS PLANTED, THE ROOT COLLAR/ROOT FLAIR SHALL BE EVEN OR SLIGHTLY ABOVE FINISHED GRADE.
11. OPEN TOP OF BURLAP ON BB MATERIALS; REMOVE POT ON POTTED PLANTS; SPLIT AND BREAK APART PEAT POTS.
12. PRUNE PLANTS AS NECESSARY - PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
13. WRAP ALL SMOOTH-BARKED TREES - FASTEN TOP AND BOTTOM. REMOVE BY APRIL 1ST.
14. THE NEED FOR SOIL AMENDMENTS SHALL BE DETERMINED UPON SITE SOIL CONDITIONS PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT FOR THE NEED OF ANY SOIL AMENDMENTS.
15. TOPSOIL SHALL BE HIGH-QUALITY, AMENDED PER AGRONOMICAL SOIL REPORT AND BE AND GRADED BY GENERAL CONTRACTOR TO THE FOLLOWING MINIMUM DEPTHS BELOW FINISHED GRADE. REFER TO SOIL SPECIFICATION FOR MORE DETAIL.
    - PLANTING AREAS WITHIN 10 FEET OF BUILDINGS: 6 INCHES
    - OTHER PLANTING AREAS: 4 INCHES
    - LANDSCAPE ISLANDS: 6 INCHES
    - TURF AREAS: 4 INCHES
16. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
17. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
18. CONTRACTOR SHALL INSTALL NATURAL BROWN SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH. ALL FOUNDATION PLANTING AREAS AND INTERIOR PARKING ISLANDS SHALL BE INSTALLED WITH DECORATIVE ROCK MULCH.
19. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
20. REPAIR, REPLACE, OR PROVIDE SOD/SEED AS REQUIRED FOR ANY ROADWAY BOULEVARD AREAS ADJACENT TO THE SITE DISTURBED DURING CONSTRUCTION.
21. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
22. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
23. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.
24. SEE IRRIGATION PLANS FOR IRRIGATION AND IRRIGATION NOTES.
25. SEE ELECTRICAL PLANS FOR SITE LIGHTING.

CONSULTANT
Kimley»Horn

© 2026 KIMLEY-HORN AND ASSOCIATES, INC.

570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-260-7804
WWW.KIMLEY-HORN.COM

MISSOURI LANDSCAPE ARCHITECTURE
CERTIFICATE OF AUTHORITY # 2012036305
EXPIRATION DATE: 12/31/2026

NORTH ARROW AND SCALE

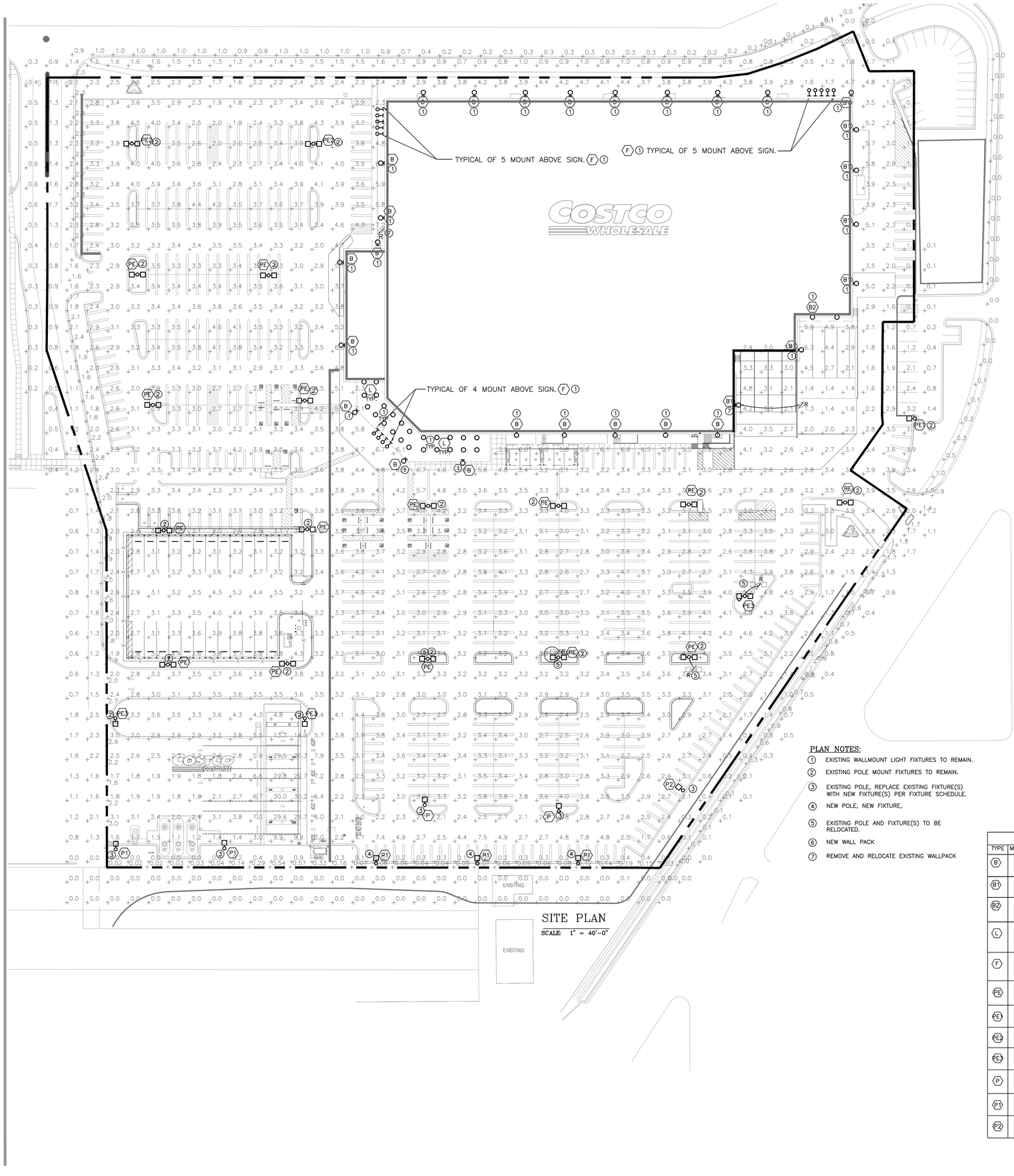
SEAL AND SIGNATURES

COSTCO WHOLESALE
BUSINESS CENTER
241 LINWOOD BLVD,
KANSAS CITY, MO 6411

DATE	ISSUED FOR	REV
04/27/2026	GREEN INK	
06/29/2026	ENTITLEMENT REVIEW PLAN	

L3.1
LANDSCAPE NOTES AND DETAILS

AS INDICATED

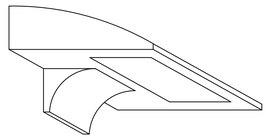


SITE PLAN

SCALE: 1" = 40'-0"

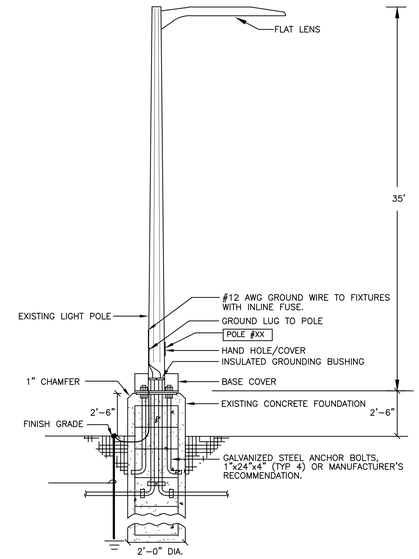
PLAN NOTES:

1. EXISTING WALLMOUNT LIGHT FIXTURES TO REMAIN.
2. EXISTING POLE MOUNT FIXTURES TO REMAIN.
3. EXISTING POLE, REPLACE EXISTING FIXTURE(S) WITH NEW FIXTURE(S) PER FIXTURE SCHEDULE.
4. NEW POLE, NEW FIXTURE,
5. EXISTING POLE AND FIXTURE(S) TO BE RELOCATED.
6. NEW WALL PACK
7. REMOVE AND RELOCATE EXISTING WALLPACK



TYPICAL WALL PACK DETAIL (B,B1)

SCALE: NTS



NOTE: PROVIDE CONCRETE J-BOX AS REQUIRED.
THIS DETAIL IS FOR ELECTRICAL CONDUITS ROUTING ONLY. SEE STRUCTURAL DRAWINGS FOR CONSTRUCTION DETAIL.

POLE BASE DETAIL

NO SCALE

LIGHTING FIXTURE SCHEDULE

TYPE	MANUFACTURER	NUMBER	LAMPS	MOUNT	WATT	REMARKS	COLOR
B	COOPER EXISTING	GLEON-AF-02-LED-E1-SL3-7050 -600-WM-MX/DIM-L20-BZ	LED	WALL	66	REPLACE EXISTING FIXTURE. TYP. ~15' ABOVE GRADE	5000K
B1	COOPER EXISTING	GLEON-AF-02-LED-E1-T4FT-7050 -WM-BZ	LED	WALL	113	REPLACE EXISTING FIXTURE. TYP. ~15' ABOVE GRADE	5000K
B2	COOPER NEW	LITHONIA-DSXW1-P3-50K-80-T4M	LED	WALL	21	REPLACE EXISTING FIXTURE. TYP. ~15' ABOVE GRADE	5000K
L	CREE EXISTING	CPY250-A-PD-F-B-UL -WH-5700K	LED	PENDANT	96	PAINT CONDUIT & J-BOX WHITE. BOTTOM OF FIXTURES AT +15' A.F.F. PROVIDE MOUNTING ACCESSORIES (SWIVEL). PROVIDE SAFETY CHAIN TO BUILDING STRUCTURE.	5700K
F	TECHLIGHT EXISTING	LB-X-N-XX-S-1-D-BZ W/ STRAIGHT ARM	LED	ARM	68	PROVIDE MAST ARM AND MOUNTING ACCESSORIES AS REQUIRED. SEE ARCHITECTURAL DETAIL. PROVIDE NEMA-3R ENCLOSURE FOR DRIVER.	4000K
PE	COOPER EXISTING	GLEON-AF-06-LED-E1-5MQ-BZ-7050	LED	POLE	333	EXISTING 35' ROUND TAPERED FIBERGLASS / ALUMINUM POLE (MANUFACTURER: VALMONT).	5000K
PE	COOPER EXISTING	GLEON-AF-06-LED-E1-SL4-BZ-7050	LED	POLE	333		
PE2	COOPER EXISTING	GLEON-AF-08-LED-E1-5MQ-BZ-7050	LED	POLE	445		
PE3	COOPER EXISTING	GLEON-AF-04-LED-E1-T3-BZ-7050	LED	POLE	225		
P	COOPER NEW	GALN-SA8B-08-U-T4W-HSS-BZ-7050	LED	POLE	325	EXISTING 35' ROUND TAPERED FIBERGLASS / ALUMINUM POLE (MANUFACTURER: VALMONT).	5000K
P1	COOPER NEW	GALN-SA4C-04-U-T4BCS-BZ-7050	LED	POLE	190		
P2	COOPER NEW	GALN-SA6B-08-U-SL4-HSS-BZ-7050	LED	POLE	243		

FOR QA REVIEW, NOT FOR CONSTRUCTION

EXTERIOR LED LIGHTING UPGRADE

PROJECT NO:25-784

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ISSUE DATE: NOVEMBER 2025

ARCHITECT REFERENCE NO:99-1650

REVISION DATE:

DRAWN: BWY/CLJ CHECKED: JGM

STATE OF MISSOURI
JOSHUA G. MORTENSON
NUMBER PE-2024000146
12/06/2024
PROFESSIONAL ENGINEER

T.E., Inc.
830 N. RIVERSIDE DRIVE
SUITE #200 98057
RENTON, WA
PHONE: 425-970-3753
FAX: 425-970-3756

FEASIBILITY STUDY
BUSINESS CENTER
WAREHOUSE #375
241 EAST LINWOOD BOULEVARD
KANSAS CITY, MO 64111

COSTCO WHOLESALE

SE-1

KITTELSON & ASSOCIATES
225 East Robinson Street, Suite 355
Orlando, FL 32801
P 407.540.0555

TECHNICAL MEMORANDUM

June 19, 2026 Project# 33293

To: Stephen Cross
Costco Real Estate

From: Ryan Cunningham, RSP

CC: Misbaou Bah

RE: Costco Kansas City, MO - Business Center Conversion – Trip Generation and Parking

Costco Wholesale is proposing to convert the existing Costco Warehouse to a Costco Business Center located at 241 East Linwood Boulevard, Kansas City, Missouri 64111. The existing Warehouse building, totaling 148,663 square feet, will be converted to Business Center use, with a decrease in square footage to 144,163 square feet. The proposed conversion is expected to result in lower trip generation for the site, as Costco Business Centers have lower trip generation characteristics than traditional Costco warehouses.

This letter provides background information related to Costco Business Centers and their relatively lower trip generation rates compared to traditional Costco Warehouses.

Characteristics of Costco Business Centers

Costco Business Centers are a unique and growing part of the Costco experience offered to members. Key differences between a typical Costco Warehouse and a Costco Business Center can be explained through review of services offered, typical customer base, the sales and delivery process, and operating hours. Each of these four topics is discussed further below.

SERVICES OFFERED

The services provided at Costco Business Centers are tailored towards corporate and small business needs as opposed to typical retail customers or general Costco members. Costco Business Centers focus on providing large quantity packaging of business goods and food services for small companies and restaurants. A large portion of the merchandise stocked at the Business Centers is office paper, business computers and electronics, office furniture, and restaurant supplies.

Costco Warehouses serve individual members and their families, providing products including but not limited to the following: appliances; auto and tires; baby, kids and toys; clothing and handbags; computers and printers; electronics; furniture; grocery, floral, and pets; home improvement; health and beauty; home, kitchen, bed and bath; jewelry and watches; office products; patio and outdoor; sports and fitness; travel and luggage and other traditional consumer goods. In part due to the merchandise offered and in part due to the customer type, Costco Business Centers have a higher average sales dollar amount per transaction in comparison to a traditional Costco warehouse.

CUSTOMER BASE

Typical Business Center members are businesses including enterprise offices, doctor offices, law offices, real estate offices, convenience store operators, restaurants, coffee cart operators, and janitorial service providers. From a transportation perspective, this differs from a traditional Costco warehouse primarily in regards to the delivery service. Many of these customers order on-line and have their purchases delivered direct to the site without visiting the physical Costco Business Center building site (refer to Sales and Delivery process discussion below).

While a typical Costco Warehouse serves small businesses as well, as compared to a Business Center, a Costco Warehouse serves many more everyday individuals, usually purchasing goods and services for their personal use or that of their families at home.

SALES AND DELIVERY PROCESS

Due to the business clientele served, Costco Business Centers provides two services: a walk-in cash-and-carry product offering and an on-line or phone order and delivery of the same merchandise. From a transportation perspective, this differs from a traditional Costco Warehouse primarily in regards to the delivery service. On average, approximately 20 percent of the sales at a Costco Business Center are via the order and delivery service, meaning that those members never travel to or from the warehouse and, therefore, do not add trips to the surrounding transportation system or require on-site parking. Costco delivery vehicles are stored at the Business Center site and fulfill member orders (27 truck parking spaces are proposed at the Kansas City site).

In comparison, Costco Warehouse members can shop at the warehouse or on-line through Costco.com. The on-line Costco.com shopping experience is similar to the web-based retail environment offered by other brick-and-mortar retailers with a web presence. Member orders are fulfilled via various shipping methods but, unlike Costco Business Centers, home delivery services using Costco vehicles are not offered for Costco Warehouse members.

OPERATING HOURS

Table 1 compares operating hours at a typical Costco Business Center and a traditional Costco Warehouse. Costco Business Centers operate from 7:00 AM to 6:00 PM throughout the week, while Costco Warehouses generally open later and remain open later into the evening on most days. The different hours at the Business Center reflect the needs of business customers as compared to traditional retail customers. As a result, Business Center activity is oriented toward standard daytime business hours, while Warehouse activity extends further into evening periods and accommodates a broader range of shopping patterns. The combined effect of these operational characteristics is that Costco Business Centers exhibit significantly lower trip generation than is found at traditional Costco Warehouses.

Table 1. Comparison of Operating Hours – Business Center vs. Warehouse

Day of Week	Business Center (All Operations)	Costco Warehouse	Comments
Monday–Friday	7:00 AM – 6:00 PM	9:00 AM – 8:30 PM	Warehouse opens and closes later
Saturday	7:00 AM – 6:00 PM	9:30 AM – 6:00 PM	Warehouse opens later
Sunday	7:00 AM – 6:00 PM	9:30 AM – 6:00 PM	Warehouse opens later

Trip Generation Data

For more than 20 years, Kittelson has maintained a database of traffic data and travel characteristics for Costco Wholesale, including data about Business Centers and traditional Warehouses. The database contains transportation information such as trip rates, trip type percentages, and parking demand for Costco locations throughout the United States as well as Canada and Mexico. The database is updated periodically each time new Costco traffic counts or other information becomes available to Kittelson.

A study was recently conducted by Kittelson & Associates to convert an existing Costco Warehouse in Southeast San Diego to a Business Center, very similar to the proposed conversion in Kansas City. For this study, which is provided in **Appendix A,** data was collected for existing warehouses/business centers along with their respective fueling facilities at 9 warehouses and 3 business centers in California. The trip generation comparison, summarized in **Table 2,** demonstrates the Business Centers' significantly lower number of trips generated in the weekday daily and PM peak hour. An increase in the weekday AM peak hour trips generated is also noted, because the Warehouse is typically closed during the AM peak hour.

Table 2. Trip Generation Comparison – Average Number of Trips

Site Type	Weekday Daily	Weekday AM Peak Hour	Weekday PM Peak Hour
Warehouse Average Trips	11,159	10	996
Business Center Average Trips	5,813	194	357
% Difference WH to BC	**-48%**	**+1,919%**	**-64%**

Source: Kittelson & Associates, Inc., 2026

To account for potential differences in building sizes for the 9 warehouse and 3 business centers, **Table 3** provides a comparison of the average trip generation rates (trips per 1,000 square feet) for Costco Business Centers versus Costco Warehouses. Similar to the trip comparison above, the trip generation rates comparison shows a significant reduction in weekday daily and PM peak hour trips for the Costco Business Center compared to the traditional Costco warehouse.

Table 3. Trip Generation Comparison – Average Trip Rate per 1,000 SF

Site Type	Weekday Daily	Weekday AM Peak Hour	Weekday PM Peak Hour
Warehouse Average Trips	73.49	0.07	6.56
Business Center Average Trips	47.26	1.57	2.90
Difference WH to BC	**-26.22**	**1.51**	**-3.66**

Source: Kittelson & Associates, Inc., 2026

Truck Generation and Deliveries

Beyond passenger-vehicle trips, the conversion also affects the volume and type of truck activity at the site. Truck movements at a Costco facility fall into two categories: inbound receiving deliveries that restock the building, and outbound delivery trips that fulfill member orders. A traditional Costco Warehouse generates inbound receiving trucks only, while a Costco Business Center generates both inbound receiving trucks and a fleet of outbound delivery vehicles that are stored on site. As noted above, 27 truck parking spaces are proposed at the Kansas City site to accommodate the delivery fleet.

Table 4 compares the typical daily truck activity for a Costco Warehouse and a Costco Business Center. Inbound receiving activity at a Business Center is comparable to, or slightly lower than, a Warehouse handling similar volumes, and the majority of receiving deliveries occur during off-peak hours. The outbound delivery trips are unique to the Business Center operation; however, each delivery trip serves multiple member orders and displaces passenger-vehicle trips that would otherwise be made to and from the site.

Table 4. Comparison of Typical Daily Truck Activity

Truck Activity	Costco Warehouse	Costco Business Center
Inbound receiving trucks (per 24 hours)	25	20
Outbound delivery trips (per day)	None	30
On-site truck parking spaces	None	27

Source: Costco Wholesale; Kittelson & Associates, Inc., 2026

As shown in **Table 4**, the net change in truck activity associated with the conversion is modest. Receiving traffic remains similar to existing conditions. The outbound delivery trips are new to the site, but they occur in relatively low numbers throughout the day and are accommodated by the on-site truck parking and loading areas shown on the proposed site plan in **Appendix C.** The delivery service also reduces passenger-vehicle demand at the site, because members whose orders are delivered do not travel to the Business Center or occupy a parking space.

Parking Requirements

As shown on the proposed site plan in **Appendix B,** the existing Costco Warehouse provides 676 passenger-vehicle parking spaces for the existing 148,663-square-foot building, which equates to approximately 4.55 spaces per 1,000 square feet. Costco Wholesale is proposing to convert the existing Warehouse to a Costco Business Center with a reduced building area of 144,163 square feet and 589 passenger-vehicle parking spaces, resulting in a parking ratio of approximately 4.09 spaces per 1,000 square feet.

The City of Kansas City Zoning and Development Code, Chapter 88, Section 88-420, was recently amended by Ordinance No. 260219 (shown in **Appendix C**) to update the City's parking and loading standards. The amended parking table identifies parking ratios separately for properties located inside and outside the Urban Core. Based on the Urban Core Parking Boundary shown in the amended ordinance, the subject site is located within the Urban Core. For Retail Sales uses within the Urban Core, the amended ordinance identifies no minimum vehicle parking requirement and a maximum vehicle parking ratio of 4.5 spaces per 1,000 square feet.

Based on the proposed 144,163-square-foot Business Center building area, the maximum parking allowance is approximately 649 passenger-vehicle spaces. The proposed 589 passenger-vehicle spaces are therefore below the maximum parking allowance and comply with the amended Urban Core parking standard.

The proposed conversion reduces the passenger-vehicle parking supply by 87 spaces, from 676 spaces under existing conditions to 589 spaces under proposed conditions. This reduction brings the proposed parking supply below the amended Urban Core maximum parking standard while continuing to provide an adequate supply for the proposed Business Center operation. Costco Business Centers typically serve a smaller, business-oriented customer base of approximately 2,000 customers per day and have a higher average transaction size, nearly $350 per visit compared to approximately $175 at a traditional Warehouse. As a result, fewer customer visits and vehicle trips are generated for the same sales volume. In addition, a meaningful share of Business Center sales is fulfilled through delivery, meaning those members do not travel to the site or occupy on-site parking spaces. Therefore, the proposed 589 passenger-vehicle spaces fall within the typical Business Center parking range of 500 to 650 spaces, compared with the 1,000 or more spaces typically required for a traditional Warehouse, and are expected to adequately serve the converted facility.

Conclusion

A comparison of trip generation data collected for Costco Warehouses and Costco Business Centers shows that Business Centers generate significantly fewer trips than traditional Warehouses over the course of a typical weekday and during the weekday PM peak hour. Business Centers may generate more trips during the weekday AM peak hour because the Business Center is open during the AM peak hour, while a standard Warehouse is typically not open for most of that period.

Based on these results and Kittelson's understanding of Costco Warehouse and Business Center operations, converting the existing Kansas City Costco Warehouse to a Business Center is anticipated to result in a significant decrease in weekday daily and weekday PM peak hour trip generation, with a moderate increase during the weekday AM peak hour.

With respect to trucks and parking, the conversion results in only a modest change in truck activity. Receiving deliveries remain comparable to existing conditions, and the additional outbound delivery activity is low in volume, occurs throughout the day, and is accommodated on site. The proposed 589 passenger-vehicle parking spaces represent a reduction from the 676 spaces provided today and bring the site closer to the amended Kansas City parking standard. Based on the proposed 144,163-square-foot Business Center building area, the proposed parking ratio is approximately 4.09 spaces per 1,000 square feet, which is below the amended Urban Core maximum parking ratio of 4.5 spaces per 1,000 square feet for Retail Sales uses. The proposed parking supply is therefore consistent with the amended parking requirements and is well matched to the lower parking demand expected for a Costco Business Center.

Appendix A
Costco Southeast San Diego Warehouse Conversion Trip Generation Memorandum

KITTELSON & ASSOCIATES
3601 5th Avenue
San Diego, CA 92103
P 714.468.1180

TECHNICAL MEMORANDUM

June 2, 2026 Project# 32569

To: Morgan Nestegard
Costco Wholesale

From: Mychal Loomis, PE, PTOE, TE, RSP; Tyler O'Ferrell, PE

RE: Costco Southeast San Diego Warehouse Conversion

Kittelson and Associates performed a trip generation analysis of Costco Warehouses and Business Centers in California. This was undertaken to determine potential trip generation impacts of converting the existing Costco Warehouse in San Diego located at 650 Gateway Center Drive to a Business Center.

Exhibit 1: Existing Southeast San Diego Warehouse

COSTCO TRIP GENERATION

For more than 20 years, Kittelson has maintained a database of traffic data and travel characteristics for Costco Wholesale, including data about Business Centers and traditional Warehouses. The database contains transportation information such as trip rates, trip type percentages, and parking demand for Costco locations throughout the United States as well as Canada and Mexico. The database is updated periodically each time new Costco traffic counts or other information becomes available to Kittelson.

To best evaluate the anticipated transportation characteristics of a potential conversion of the existing Southeast San Diego (SESD) Costco Warehouse to a Business Center, Costco provided data on the number of visits to existing warehouses/business centers along with their respective fueling facilities at 9

warehouses and 3 business centers across California from May 1st, 2023 through June 12th, 2023. To qualify as a visit a Costco member had to scan their membership card at the warehouse, business center, and/or fueling facilities. Therefore, this dataset includes trips to only warehouses, warehouses and their fueling facilities, only business centers, and business centers and their fueling facilities. This data excludes trips to only the fueling facilities at each location. For weekdays only Tuesdays, Wednesdays, and Thursdays were included between May 1st, 2023 and June 12th, 2023 to reflect typical mid-week weekdays.

Table 1 provides a summary of the average number of trips at each California site. All locations listed in the table include fueling facilities, similar to the SESD location.

Table 1. California Costco Warehouse/Business Center Trips Data

Site	Type of Costco Facility	Weekday Daily	Weekday AM Peak Hour	Weekday PM Peak Hour
Vista, CA	Warehouse	8,942	2	799
Hayward, CA	Warehouse	11,903	28	1,073
Inglewood, CA	Warehouse	10,180	2	913
Hawthorne, CA	Warehouse	12,327	1	1,114
Carmel Mountain, CA	Warehouse	11,872	2	1,087
Carlsbad, CA	Warehouse	10,898	2	951
San Leandro, CA	Warehouse	12,170	48	1,052
Monterey Park, CA	Warehouse	13,404	4	1,190
San Marcos, CA	Warehouse	8,733	2	785
Hawthorne, CA	Business Center	4,282	153	263
Hayward, CA	Business Center	6,090	189	377
Commerce, CA	Business Center	7,068	240	430

Source: Kittelson & Associates, Inc., 2025

COSTCO BUSINESS CENTER ADJUSTMENT FACTORS

Trip Generation Factoring

Table 2 compares the average trip generation for Costco Business Centers in California with the average trip generation for standard Costco Warehouses in California based on the data provided by Costco from Table 1 above.

Table 2. California Costco Business Center & Warehouse Fuel Facility Trip Generation Comparison

Site Type	Weekday Daily	Weekday AM	Weekday PM
Business Center Average Trips	5,813	194	357
Warehouse Average Trips	11,159	10	996
% Difference WH to BC	**-48%**	**1,919%**	**-64%**

Source: Kittelson & Associates, Inc., 2025

Trip Generation Rate per 1,000 SF

Table 3 Error! Reference source not found. provides trip rates for each of these sites per 1,000 square feet (SF) based on the number of trips from Table 1 above in each time period and the size of the facility.

Table 3. California Costco Warehouse/Business Center Trip Rates

Site	Type of Costco Facility	Costco Facility Size (SF)	Weekday Daily Trip Rate per 1,000 SF	Weekday AM Peak Hour Trip Rate per 1,000 SF	Weekday PM Peak Hour Trip Rate per 1,000 SF
Vista, CA	Warehouse	115,707	56.86	0.01	5.08
Hayward, CA	Warehouse	154,113	77.23	0.18	6.96
Inglewood, CA	Warehouse	149,705	68.00	0.01	6.10
Hawthorne, CA	Warehouse	153,970	80.06	0.01	7.24
Carmel Mountain, CA	Warehouse	146,290	81.15	0.01	7.43
Carlsbad, CA	Warehouse	148,231	73.52	0.01	6.42
San Leandro, CA	Warehouse	151,635	80.26	0.32	6.94
Monterey Park, CA	Warehouse	156,781	85.50	0.03	7.59
San Marcos, CA	Warehouse	148,525	58.50	0.01	5.29
Hawthorne, CA	Business Center	123,093	34.79	1.24	2.14
Hayward, CA	Business Center	115,707	52.63	1.63	3.26
Commerce, CA	Business Center	129,972	54.38	1.85	3.31

Source: Kittelson & Associates, Inc., 2025

Table 4 compares the average trip generation rates for Costco Business Centers in California with the average trip generation rates for standard Costco Warehouses in California per 1,000 SF based on the data provided by Costco from Table 3Error! Reference source not found. above.

Table 4. California Costco Business Center & Warehouse Fuel Facility Average Trip Generation Rate Comparison

Site Type	Weekday Daily Trip Rate per 1,000 SF	Weekday AM Peak Hour Trip Rate per 1,000 SF	Weekday PM Peak Hour Trip Rate per 1,000 SF
Business Center Average Trips	47.26	1.57	2.90
Warehouse Average Trips	73.49	0.07	6.56
Difference WH to BC	**-26.22**	**1.51**	**-3.66**

Source: Kittelson & Associates, Inc., 2025

FINDINGS

Comparing the trip generation data collected for Costco Warehouses and Costco Business Centers in California, the Business Centers generate significantly fewer trips compared to Warehouses over the course of a typical weekday and in the weekday PM peak hour. However, Business Centers generate more trips in the weekday AM peak hour because the Business Center is open during the AM peak hour while a standard Warehouse is typically not open for most of the AM peak hour period.

Based on these results and Kittelson's understanding of traffic operations of Costco Warehouses and Business Centers it is anticipated that converting the existing SESD Costco Warehouse to a Business Center would increase the trip generation in the weekday AM peak hour and decrease daily and weekday PM peak hour trip generation to the site. The weekday AM peak hour trips would likely have a localized change on intersections adjacent to the site but nominal change to the roadway network beyond site access. This is due to the estimated number of trips and that many trips will be pass-by trips already on the network.

Appendix B
Costco Business Center Conversion Proposed Site Plan

Appendix C
Ordinance No. 260219: Chapter 88, Section 88-420 Parking and Loading Amendment

Legislation Details (With Text)

File #:	260219	**Version:** 2	**Name:**		
Type:	Ordinance		**Status:**	Passed	
File created:	1/21/2026		**In control:**	Council	
On agenda:	4/9/2026		**Final action:**	4/9/2026	

Title: Sponsor: Director of City Planning and Development Department
COMMITTEE SUBSTITUTE

Amending Chapter 88, the Zoning and Development Code, by repealing Section 88-420, “Parking and Loading”, and enacting in lieu thereof a new section of like number and subject matter for the purpose of updating parking and loading standards to support more walkable development and reduce on-site parking requirements; and directing the City Manager to report back to the City Council within one year of passage of this ordinance. (CD-CPC-2025-00143)

Sponsors: Eric Bunch, Director of City Planning & Development

Indexes:

Code sections:

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Date	Ver.	Action By	Action	Result
4/9/2026	1	Council	Passed as Substituted	Pass
4/7/2026	1	Neighborhood Planning and Development Committee	Adv and Do Pass as Cmte Sub	Pass
3/31/2026	1	Neighborhood Planning and Development Committee	Hold on Agenda	
3/10/2026	1	Neighborhood Planning and Development Committee	Hold on Agenda	
2/24/2026	1	Neighborhood Planning and Development Committee	Hold on Agenda	
2/12/2026	1	Council	referred	

[COMMITTEE SUBSTITUTE FOR]ORDINANCE NO. 260219

Sponsor: Director of City Planning and Development Department
COMMITTEE SUBSTITUTE

Amending Chapter 88, the Zoning and Development Code, by repealing Section 88-420, "Parking and Loading", and enacting in lieu thereof a new section of like number and subject matter for the purpose of updating parking and loading standards to support more walkable development and reduce on-site parking requirements; and directing the City Manager to report back to the City Council within one year of passage of this ordinance. (CD-CPC-2025-00143)

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That Chapter 88, the Zoning and Development Code, is hereby amended by repealing Section 88-420, "Parking and Loading," and enacting in lieu thereof a new section of like number and subject matter, said section to read as follows:

88-420 PARKING AND LOADING
88-420-01 - PURPOSE
The regulations of this article intend to provide adequate parking while reducing the demand for parking by promoting other modes of transportation including public transportation, biking, walking and rideshare. The regulations promote flexibility and recognize excessive off-street parking conflicts with the city's policies related to transportation, land use, urban design, and sustainability.

88-420-02 - APPLICABILITY AND GENERAL REQUIREMENTS
88-420-02-A. APPLICABILITY
1. **NEW DEVELOPMENT.** Unless otherwise expressly stated, the parking and loading standards of this article apply to all new buildings constructed and all new uses established in all zoning districts after September 10, 1951.

2. **ENLARGEMENTS AND EXPANSIONS**
a. Unless otherwise expressly stated, the parking and loading standards of this article apply whenever an existing building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measurement used for establishing off-street parking and loading requirements.

b. In the case of enlargements or expansions triggering requirements for additional parking or loading, additional off-street parking and loading spaces are required only to serve the enlarged or expanded area, not the entire building or use. In other words, there is no requirement to address lawfully existing parking or loading deficits. Additional parking shall not be required when the gross floor area added through an enlargement or expansion is less than ten percent (10%) of the existing building's total gross floor area.

c. In cases of change of use, where the existing off-street parking supply meets or exceeds the maximum parking allowance, the provision of excess parking amenities pursuant to Section 88-420-03-B are not required.

3. **CHANGE OF USE OR OCCUPANCY.** Unless otherwise expressly stated, when the use or occupancy of property changes, additional off-street parking and loading facilities must be provided to serve the new use or occupancy only when the number of parking or loading spaces required for the new use or occupancy exceeds the number of spaces required for the use that most recently occupied the building, based on the standards of this zoning and development code. In other words, credit is given to the most recent lawful use of the property for the number of parking spaces that would be required under this zoning and development code, regardless of whether such spaces are actually provided. A new nonresidential use is not required to address a lawful, existing parking deficit.

4. **DAMAGE OR DESTRUCTION.** When a use that has been damaged or destroyed by fire, collapse, explosion, or other cause is re-established, off-street parking or loading facilities must also be re-established or continued in operation in an amount equal to the number maintained at the time of such damage or destruction. It is not necessary, however, to restore or maintain parking or loading facilities in excess of those required by this zoning and development code.

88-420-02-B. USE OF PARKING AREAS IN ALL DISTRICTS

1. **USE OF PARKING AREAS**

a. These spaces may only be used for the temporary parking of licensed, operable motor vehicles.

b. Parking areas may not be used for the display or sale of goods, leasing activities, or storage of materials.

c. No vehicle repair or maintenance work is allowed within any parking facility.

2. **MAINTENANCE REQUIREMENT.** All required off-street parking spaces must be maintained and remain available for use for the duration of the principal use.

3. **USE OF PARKING IN RESIDENTIAL DISTRICTS**

a. Off-street parking located outside of an enclosed building in residential districts shall be used solely for the parking of passenger motor vehicles.

b. Commercial vehicles shall not be parked in any R district except for the temporary purposes of making deliveries or providing services.

c. Notwithstanding the foregoing, any lawfully established commercial use permitted in Districts R-80 and AG-R may park commercial vehicles being used in conjunction with

their services and activities.

d. Any public/civic use permitted in an R district may park emergency vehicles in conjunction with their services and activities.

e. Buses may only be parked in R districts when associated with a lawfully established public/civic or group living use permitted in a R district, and then only on property associated with such use.

f. LIGHTING. Parking facilities, which are normally used by employees and the general public during the hours of darkness after 6:00 p.m. shall be provided with lighting meeting the requirements of 88-430.

g. INGRESS/EGRESS AND MANEUVERING IN THE PUBLIC RIGHT-OF-WAY

a. No vehicular use area shall use the public sidewalk, parkway, street or thoroughfare for parking, loading, unloading, or other operations that restrict the movement of vehicles or pedestrians.

b. All non-residential parking areas must be designed to allow vehicles to enter and exit (to the street) in a forward motion.

h. WHEEL STOPS. A curb or wheel stop shall be provided for all parking spaces adjacent to planting or pedestrian areas to prevent parked vehicles from overhanging those areas.

88-420-03 VEHICULAR PARKING RATIOS

88-420-03-A. PARKING RATIOS

1. Except as otherwise expressly stated, off-street parking must be provided in accordance with the following ratios.

2. Single-family dwellings are exempt from parking maximums outlined in Table 420-1 Parking Ratios.

3. Properties located within the designated Urban Core area - generally bound by the Missouri River to the north, 85th Street to the south, State Line Road to the west, and the Blue River to the east - are exempt from minimum off-street parking requirements. All properties are subject to the maximum limit on the number of off-street parking spaces permitted as provided in Table 420-1.

Figure 420- 1. Urban Core Parking Boundary

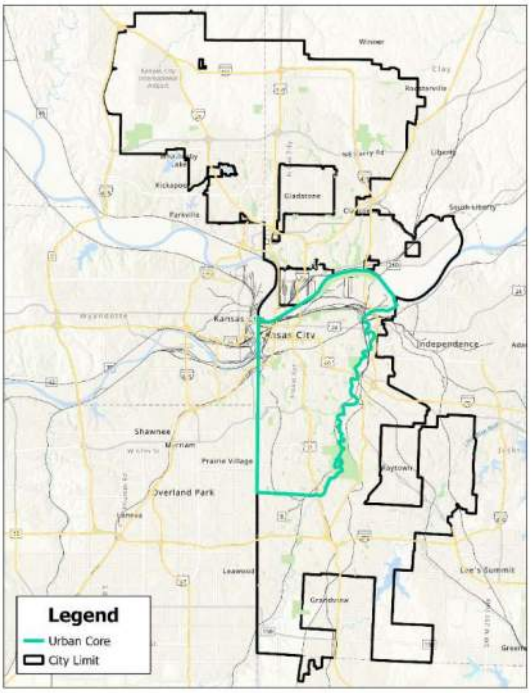

Table 420-1 Parking Ra				
USE GROUP				
Use (	**Minimun**		**Maximur Ratio**	
» spe	**Outs Core**	**Urba**	**Outs**	**Urba**
RESIDENTIAL				
Hou	1 per (unle 88-4	None	2.5 p (unle 88-4	2 per (unle 88-4
Grou	1 per units beds/	None	2 per or 1 p beds/	1.5 p units beds/
PUBLIC/CIVIC				
Coll	1 per plus stude	None	2 per plus	1.5 p plus
Day Care				
» Ho	None	None	Singl resid lawfu home a sin are e parki	Singl resid lawfu home singl are e parki
» All	1 per	None	2 per	1.5 p

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Hosp	1 per per 4	None	2 per per 4	1.5 p 1.5 p
Libr Exhi	2.5 p feet	None	5 per feet	3.75 feet
Park/Recreation				
» Co	2.5 p feet	None	5 per feet	3.75 feet
» All park/	per 8	None	per 8	per 8
Relig	1 per asser	None	2 per asser	1.5 p asser
Safe	1 per	None	2 per	1.5 p
School				
» El High	1 per	None	2 per	1.5 p
» Sen	1 per plus stude	None	2 per plus	1.5 p plus stude
Utilities and Services				
» Ba	None	None	None	None
» All servi	per 8	None	None	None
All o uses	per 8	None	per 8	per 8
COMMERCIAL				
Adult Business				
» Ad	2.5 p feet	None	5 per feet	3.75 feet
» Ad theat	1 per perso	None	2 per perso	1.5 p perso
Animal Service				
» Sta	1 per	None	2 per	1.5 p
» All servi	2.5 p feet	None	5 per feet	3.75 feet
Build Serv	1 pe	None	2 per	1.5 p
Business Support Servi				
» Da agen	per 8	None	per 8	per 8
Driv Faci	per 8	None	per 8	per 8
Eati Esta	5 per feet	None	12 pe feet	10 pe feet
Ente and	1 per perso	None	2.5 p perso	2 pe capa
Funeral and Interment				

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» Ce colu maus	per 8	None	per 8	per 8
» All inter	1 per	None	2 per	1.5 p or pe
Gasc Sales	1 pe	None	2 pe	1.5 p
Lodging				
» 1-2	1 per	None	2 per	1.5 p
» 21-	1 per	None	2 per	1.5 p
» 41-	1 per	None	2 per	1.5 p
Offic Prof Gene	1 pe feet	None	2 per feet	1.5 p feet
Offic	4 pe feet	None	8 per feet	6 pe feet
Rese	1 pe feet	None	2 pe feet	1.5 p feet
Reta	1.5 p feet	None	6 pe feet	4.5 p feet
Sports and Recreation,				
» In	1 per perso	None	2 pe perso	1.5 p perso
» Ou	per 8	None	per 8	per 8
All o	2.5 p feet	None	5 pe feet	3.75 feet
Vehicle Sales and Servi				
» Ca servi	per 8	None	per 8	per 8
» Mo limit	2 per	None	4 per	3 per
» Ve	1 per	None	2 per	1.5 p
» All and s	1 per feet o and o area	None	2 per feet o and o area	1.5 p feet o and o area
INDUSTRIAL				
Resi War	3, plu stora	None	6 plu stora	4.5 p stora
All o uses	1 per	None	2 pe	1.5 p
OTHER				
Agri	Non	None	None	None
Agri	per 8	None	per 8	per 8

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Wire Com Faci	Non	None	None	None

88-420-03-B. EXCESS PARKING

1. Existing parking and loading space requirements may not be reduced below the minimum ratios established in this article. Unless otherwise expressly stated, off-street parking spaces in excess of ratios established in Table 420-1 may be provided only in conjunction with the use of excess parking amenities as provided in accordance with Table 420-2.

2. For each parking space provided over the maximum specified in Table 420-1, a point is required, as identified in Table 420-2.

3. When allowed, all public infrastructure improvements must be located within the right-of-way no more than a 1/4 mile from the building entrance, unless otherwise approved by the Public Works Director or Parks and Recreation Director.

4. Offsite improvements are subject to approval by the City Planning and Development Director, Public Works Director, or Parks and Recreation Director.

5. No more than 50% of all spaces in excess of the required off-street parking may be satisfied by bicycle racks and/or fix-it stations.

6. In order to satisfy the excess parking amenities requirements, all provided amenities are in addition to any requirements in 88-440.

7. Modifications to parking amenity requirements provided in Table 420-2 that implement alternative or innovative practices are subject to approval of the city planning and development director.

8. At the discretion of the city planning and development director, existing amenities may be credited towards the amenity total.

9. Each non-residential property may provide up to 10 off-street parking spots regardless of building square-footage or number of employees, without triggering the need to provide demand reduction amenities.

Table 420-2 Excess Parking Amenities		
Amenity		**Points**
Location Improvements	Parking provided at the rear of the b or side of the building, not adjacent public street	1 point per space provided
Multimodal Improvements	Shower and changing facility for en	20 total points
	*Marked multimodal facilities inclu but not limited to: bicycle lane(s); p multi-use trail at least eight (8) feet connection to public trail; and/or de and protected bicycle infrastructure	1 point per 10 linear feet

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	*Bicycle fix-it station	5 points per station
	Covered bicycle parking and/or secu	10 points per 5 bicycle stalls
	bicycle lockers with a minimum fiv	
	bicycle capacity	
	*E-bicycle charging station	3 points per station
	*Bicycle parking rack	1 point per 2 bicycle parking spaces
Carpool Improvements	Carpool designated space	1 point per space
	Covered carpool designated space	15 points per space
Transit Improvements	*Sidewalk improvements connectin	10 points per connection
	transit/bus stop	
	*Improved transit/bus stop located r	10 points per stop improvement
	than 1,320-feet walking distance fro	
	building entrance (subject to KCAT Streetcar Authority approval)	
	*New transit/bus stop (subject to KC	20 points per stop
	approval)	
Electric Vehicle (EV) Improvements	Type 2 EV charging station	15 points per charging station
	Type 3 EV charging station	80 points per charging station
Pedestrian Improvements	*High Intensity Activated Crosswal	150 points per HAWK signal
	(HAWK) pedestrian crossing	
(offsite improvements are subject to Public Works or Parks and Recreation approval)	*Rectangular Rapid-Flashing Beaco	50 points per crosswalk
	(RRFB) Crosswalk	
	*Raised Crosswalk	25 points
	*Sidewalk or trail connection not ot	1 point per 10 linear feet
	required	
	*Crosswalk improvement to high-vi	10 points
	standards using durable materials su	
	thermoplastic paint	
	*Pedestrian refuge island	35 points per 10 linear feet
Landscape Improvements	*Landscape median of native planti	8 points per 10 linear feet
	least ten (10) feet wide	
	Landscape median with a minimum	25 points per 10 linear feet
	of fifteen (15) feet wide that include	
	pedestrian walkway of a minimum e	
	feet wide	
	*Additional trees exceeding	1 per tree
	*An increase in trees planted for all	3 points per tree
	deciduous trees provided	
	Significant tree(s) preserved above t	3 points per 10% of significant trees preserved
	required minimum found in 88-424,	
	Preservation and Protection	
	*A minimum 5-feet landscaped ber	25 points per 50 linear feet of berm
	adjacent to properties with an “R” b	
	zoning classification or public right-	

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Alternative Pavement	*Pervious Pavement subject to Publ Works and Fire Department approv	10 points per 1,000 square feet of pervious parking provided
Solar Power	*Ground or roof mounted solar pan	10 points per KWH of energy produced (based on manufacturer estimates)
*Allowed offsite subject to 88-420-03-B(4)		

88-420-03-C. CALCULATIONS

The following rules apply when calculating the number of parking spaces required:

1. **MULTIPLE USES.** Unless otherwise expressly stated, lots containing more than one principal use must provide parking in an amount equal to the total (cumulative) requirements for all principal uses.

2. **AREA-BASED STANDARDS.** Unless otherwise expressly stated, all area-based (square footage) parking standards must be computed on the basis of gross floor area, which is to be determined by the outside dimensions of the building, less any area within the building devoted to parking. The city planning and development director is authorized to determine the floor area measurement of uses not located within buildings, based on the nature of the use, the expected duration of use and the amount of customer and employee-related vehicle traffic expected to be generated by the outdoor area.

3. **EMPLOYEE- OR OCCUPANCY-BASED STANDARDS**

   a. When calculating parking requirements based on employees, students, or other occupants, calculations are to be based on the total persons and employees present or on duty at any one time when the maximum functional use of the building or land is being made.

   b. The number of persons in assembly areas with fixed seating or a designed functional seating capacity is to be based on maximum functional seating capacity.

   c. The number of persons in assembly areas without fixed seating or without a designed functional seating capacity is to be based on the total net floor area actually used for public assembly, divided by 15.

   d. If more than one assembly area within a building is used simultaneously by different adult persons, then the capacity of all such assembly areas must be computed.

   e. If several assembly areas within a building are not used simultaneously but are used by the same group of persons separately at different times, then the computation is to include only the assembly area comprising the maximum simultaneous occupancy.

4. **ESTABLISHMENT OF OTHER PARKING RATIOS**

   a. Upon receipt of an application for a use which no parking ratio is established in 88-420-03, decision-making bodies may apply the parking ratio that applies to the most similar use or establish a different minimum parking requirement on the basis of parking data provided by the applicant and the city planning and development department.

   b. When the use requires special use or similar approval, the final decision-making body on

the special use or other approval is authorized to establish the applicable parking ratio. When the use is permitted, the city planning and development director is authorized to establish the applicable parking ratio.

c. Parking data and studies must include estimates of parking demand based on reliable data collected from comparable uses or on external data from credible research organizations. Comparability will be determined by density, scale, bulk, area, type of activity and location. Parking studies must document the source of all data used to develop recommended requirements.

88-420-03-D. EXEMPTIONS, REDUCTIONS AND SPECIAL AREA STANDARDS

In the case of multiple exemptions, reductions, or special area standards existing on a property, the one that provides the greatest level of exemption shall apply.

1. **B1 ZONING DISTRICT.** Nonresidential uses in the B1 district are not required to provide off-street parking unless such uses exceed 2,500 square feet of gross floor area, in which case off-street parking must be provided for the floor area in excess of 2,500 square feet.

2. **PEDESTRIAN-ORIENTED OVERLAY DISTRICT.** Nonresidential uses that are subject to the P/O district regulations of 88-230 are not required to provide off-street parking unless such uses exceed 4,000 square feet of gross floor area, in which case off-street parking must be provided for the floor area in excess of 4,000 square feet.

3. **LANDMARKS AND HISTORIC DISTRICTS**
   a. No off-street parking or loading spaces are required for rehabilitation or reuse of an official local or national historic landmark.

   b. No off-street parking or loading spaces are required for rehabilitation or reuse of an existing contributing building within an official local or national historic district.

4. **RAPID TRANSIT STOPS.** Special parking regulations apply to uses on lots located within 1,000 feet of a rapid transit stop, as follows.
   a. All non-residential uses are not required to provide off-street parking spaces for the first 10,000 square feet of gross floor area.

   b. Residential uses shall provide .5 off-street parking spaces per unit.

5. **AFFORDABLE HOUSING.** For a multi-unit building with more than 10 units, when at least twenty percent (20%) of the total number of units is provided as affordable housing, as defined in 88-810-058, parking shall be required in the amount of 0.5 space per dwelling unit. However, if required parking is less than 0.5 space per dwelling unit due to other provisions of this section 88-420-03, the lesser requirement is applicable.

6. **SINGLE FAMILY OR DUPLEX STRUCTURE.** For any detached house or semi-attached house on a lot platted prior to September 10, 1951, no off-street parking shall be required.

7. **INFILL RESIDENTIAL DEVELOPMENT STANDARDS**
   a. See 88-110-07 for special parking and loading standards that apply to infill residential development. If the standards of this section conflict with those in 88-110-07, the standards of 88-110-07 shall apply. All other standards of this section shall apply to infill

residential development.

b. Any infill residential development of 8 or fewer units is exempt from the minimum parking requirement.

8. **EFFECT OF VEHICLE PARKING REDUCTION OR EXEMPTION ON BICYCLE PARKING REQUIREMENTS.** The bicycle parking requirements of 88-420-09 apply regardless of any vehicle parking exemptions and reductions authorized in this section 88-420-03.

9. **ON-STREET PARKING CREDITS**

a. Any on-street parking within a non-residentially zoned area, authorized by the City and within 150 feet of the lot, may be credited towards the on-site parking requirements. A maximum of 50 percent of the required parking may be satisfied by on-street parking credits. On-street parking spaces may be counted by more than one user in meeting this requirement. In the case that on-street parking is removed by the City, lawfully occupied properties will receive legal non-conforming status and not be required to provide additional parking while the use continues to lawfully operate at the property. If the use changes or expands beyond the 10% threshold outlined in 88-420-02-A-2.b, additional parking may be required.

b. Public on-street parking spaces may not be used to satisfy the minimum required number of accessible parking spaces and does not count towards any parking maximums.

88-420-03-E. ALTERNATIVE PARKING COMPLIANCE

1. **REVIEW CRITERIA AND APPROVAL PROCEDURE.** Applications for alternative compliance parking plans constitute an application for a site plan approval under Section 88-530. Plans must detail the type of alternative proposed and the rationale for such a proposal, including any supporting research or documentation. The city planning and development director is authorized to approve an alternative compliance parking plan if the applicant demonstrates to the satisfaction of the city planning and development director that the proposed plan:

a. Will comply with all applicable requirements of this section;

b. Will not adversely affect surrounding neighborhoods;

c. Will not adversely affect traffic congestion and circulation; and

d. Will have a positive effect on the economic viability or appearance of the project or on the environment.

2. **SHARED PARKING**

a. The city planning and development director is authorized to approve an alternative compliance parking plan allowing shared parking arrangements. The city planning and development director may permit up to 100% of the parking required for one use to be supplied by the off-street parking spaces provided for another use if the city planning and development director determines that the various activities will have peak parking demands at different periods of the day or week. Parking reductions are based on an analysis of each use's shared operating hours and minimum required off-street parking.

b. To qualify for a parking reduction, a shared parking study must demonstrate the reduced parking needs and justify the request.

c. A use for which shared parking is proposed must be located within 1,320 feet walking distance of the shared parking, measured from the entrance of the use to the nearest parking space within the shared parking facilities.

d. The City Planning and Development Director may consider the following when evaluating shared parking plans:

i. Peak demand patterns of each use.

ii. Availability of nearby on-street or off-street parking.

iii. Compatibility of the proposed shared parking arrangement with surrounding areas to avoid spillover effects.

iv. The potential for reducing parking needs through multimodal transportation options like public transit, biking, or carpooling.

v. Any other alternate parking solution identified in 88-420-03-E. Authorized Alternatives.

3. **OFF-SITE PARKING.** The city planning and development director may permit any off-street parking spaces to be located on a remote and separate lot from the lot on which the principal use is located, subject to the standards of this section.

a. No off-site parking space may be located more than 1,320 feet from the primary entrance of the use served, measured along the shortest legal, practical walking route. This distance limitation may be waived by the city planning and development director if adequate assurances are offered that van or shuttle service will be operated between the shared lot and the principal use.

b. Off-site parking areas are considered accessory to the primary use they serve. These areas must be located in a zoning district that is the same as, or more intensive than, the zoning required for the most intensive use they support-unless a Special Use Permit is approved under Section 88-525. All off-site parking must meet the design standards outlined in Section 88-420-04.

c. An agreement providing for the use of off-site parking, executed by the parties involved, must be filed with the city planning and development director, in a form approved by the city planning and development director. Off-site parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Agreements must guarantee long-term availability of the parking, commensurate with the use served by the parking. If an off-site parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this zoning and development code.

d. If the off-site parking is located in a UR (Urban Redevelopment) or MPD (Master Planned Development) district, the agreement must demonstrate that the parking area serves a use of equal or greater intensity than the use being supported. This agreement

must be reviewed and approved by the city planning and development director.

e. Off-site parking in facilities in O, B, D, and M districts which meet the location and zoning classification requirements indicated in this section and which are in the same ownership as the lot to be served will not require approval of an alternative compliance parking plan per 88-420-03-E.

4. VEHICLE STORAGE. The city planning and development director may permit the use of gravel as a surface for vehicle storage, subject to the standards of this section.

a. Gravel surfacing for vehicle storage is permitted only on lots within M districts with a minimum lot size of 2 acres.

b. Gravel is prohibited within 25 feet of public right-of-way or within 10 feet of any property line, whichever is greater.

c. All gravel areas situated on a lot with side or rear property lines contiguous with property in an R or D district must be screened along such side or rear property lines with a continuous row of evergreen shrubs and/or trees to form a continuous visual screen at least 3 feet in height after the first growing season.

d. Gravel surfacing may not be used for parking intended for use by the public.

e. Gravel surfacing may not be used for the parking or storage of wrecked, salvaged, dismantled, or inoperable vehicles.

f. Gravel is not permitted on any lot or portion of a lot with a slope greater than 4 to 1.

g. Gravel surfaces shall comply with the standards of 88-420-04.

88-420-03-F. MOTORCYCLE AND SCOOTER PARKING

For any non-residential use providing 50 or more off-street spaces, a maximum of 3 required off-street parking spaces per 50 vehicle spaces may be reduced in size or otherwise redesigned to accommodate parking for motorcycles and scooters. When provided, motorcycle and scooter parking must be identified by a sign.

88-420-03-G. SMALL CAR PARKING

All parking facilities must accommodate standard-sized vehicles. The city planning and development director may approve spaces for smaller vehicles if a demonstrated need is provided. These small car spaces may not exceed 50% of the total parking and must be clearly marked on the parking plan and identified with pavement markings or signage.

88-420-03-H. ACCESSIBLE PARKING

Where parking facilities are provided or required, accessible parking spaces shall be provided in parking areas servicing each building entrance, and shall have the number of level parking spaces for person(s) with disabilities set forth in the current version of the Americans with Disabilities Act Accessibility Guidelines and be identified by above-grade signs as reserved for person(s) with disabilities. Such parking spaces shall conform with the requirements of the Building Code and applicable state law with regard to parking space dimensions and signage. Each parking facility on a site shall be calculated separately.

1. **VAN ACCESSIBLE SPACES.** One van accessible parking space shall be provided for every six accessible parking spaces required by the ADA standards.

2. **EXCEPTIONS**

a. Detached houses, zero lot line houses, cottage houses, attached houses, and two-unit houses are exempt from providing accessible parking spaces.

b. Parking facilities used exclusively for the storage of motor vehicles shall not be required to provide accessible parking provided that parking facilities accessed by the public comply with this section.

3. **LOCATION**

a. Accessible parking spaces shall be located on the shortest possible accessible route of travel to an accessible building entrance. In facilities with multiple accessible building entrances with adjacent parking, accessible parking spaces shall be dispersed and located near the accessible entrances. Wherever practical, the accessible route of travel shall not cross lanes of vehicular traffic. Where crossing traffic lanes is necessary, the route of travel shall be designated and marked as a crosswalk.

b. All van parking spaces shall be permitted to be grouped on one level within a multi-story parking facility.

c. Parking spaces shall be permitted to be located in different parking facilities if substantially equivalent or greater accessibility is provided in terms of distance from an accessible entrance or entrances, parking fee, and user convenience.

88-420-04 VEHICULAR PARKING DESIGN

88-420-04-A. VEHICULAR PARKING AREA DIMENSIONS

The following provisions apply to all uses not listed in 88-420-04-B. Vehicular parking areas shall provide the minimum dimensions as follows:

Table 420-3 Minimum Parking Area Dimensions

Angled Parking Spa	**Length**		**Width**	
Standard Car Space	18 ft.		8.5 ft.	
Small Car Space	15 ft.		7.5 ft.	
Parallel Parking Spaces	**Length**		**Width**	
Standard Car	22 ft.		8.5 ft.	
Small Car	19 ft.		7.5 ft.	
Drive Aisle Dimensi	**One-Way Aisle**		**Two-Way Aisle**	
	Standard	**Small**	**Standard**	**Small**
Parallel and 30°	10 ft.	10 ft.	21 ft.	17 ft.
45°	12 ft.	10 ft.	23 ft.	19 ft.
60°	18 ft.	15 ft.	24 ft.	21 ft.
90°	22 ft.	18 ft.	24 ft.	21 ft.

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88-420-04-B. RESIDENTIAL PARKING AREA DESIGN

The following provisions apply to detached houses, zero lot line houses, cottage houses, attached houses, two-unit houses, and multi-unit houses. All other uses permitted in residential districts shall comply with 88-420-04-A, except as otherwise expressly stated.

Table 420-4 Residential Vehicular Use Area Dimensions				
Minimum Parking Space				
Length	**Width**			
15 ft.	7.5 ft.			
• Parking space shall be as wide and long as the vehicle parked thereon				
Driveways				
Minimum width at p	**Maximum width at property line**			
7.5 ft.	22 ft.			
• Parking spaces must be connected to a public street or alleyway by a driveway				
• The width of the driveway at the property line shall not exceed the width of the garages or parking spaces				
Ribbon Driveway				
Minimum width of p	**Maximum distance between strips**			
2.5 ft.	3 ft.			
Vehicular Use Area	**Minimum setbacks - extend entire length of property**			
	Front Yard	**Street-side yard**	**Side yard**	**Rear yard**
Parking space access alley right-of-way	0 ft. from property line	18 in. from property line	Minimum building line setback	18 in. from property line
Parking space located or rear yard accessed	n/a	n/a	0 ft. from property line	0 ft. from property line
Shared Driveways	Shared driveways are allowed to extend across a property line onto abutting private properties if there is a recorded easement guaranteeing reciprocal access and maintenance for all affected properties.			
Driveways	Unless connected to the right-of-way through an approved curb cut, driveways must be setback 18 in. from the side, rear or street-side yard property line.			
Maximum percentage of pavement				
Front Yard	**Street-side yard**			
40%	20%			
Properties located on with parking areas sit front yard may excee standard maximum p coverage of forty per provided that the tota does not exceed sixty (60%) of the front ya applicable dimension requirements shall sti				

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88-420-04-C. GENERAL VEHICULAR PARKING AREA DESIGN REQUIREMENTS

1. Surface parking lots containing more than 50 parking spaces must:
   a. Be visually and functionally segmented into smaller parking bays by interior landscaping in accordance with 88-425-06 to reduce visual and stormwater runoff-related impacts;

   b. Provide safe, visible access for non-motorized traffic to and through the development site through such techniques as changes in paving surface materials, landscaped pedestrian walkways or pedestrian refuge islands and safety and directional lighting; and

   c. Use traffic calming techniques for pedestrian safety.

2. Attendant buildings and ticket machines, when provided, shall be located inside the vehicular use area at least 20 feet away from the entrance to minimize congestion on public property, except where compliance would require the alteration or relocation of an existing permanent structure.

3. Parking surfaces shall be kept in good repair. The parking surface shall not have loose gravel or potholes or fall into a condition where mud or gravel may be tracked onto the street.

4. All screening and barriers shall be maintained in good condition and shall not be allowed to fall into a state of disrepair.

5. All vehicular use areas established either after September 10, 1951 or after annexation by the city shall be continuously paved with pavers or a permanent, asphaltic or concrete paving unless otherwise allowed. Pervious pavements and impervious materials may be allowed, subject to approval by the city planning and development director.

6. Gravel vehicular use areas shall be paved, unless otherwise permitted, when providing parking and/or loading for new buildings or building expansions which constitute a major amendment per 88-516-06-A or require a development plan per 88-517, project plan per 88-518, or special user permit per 88-525.

7. When allowed, the surface of gravel vehicular use areas shall consist of a uniform layer of gravel evenly distributed from edge to edge and shall be free of bare spots and vegetation. The depth of the gravel layer shall be at least 2 inches. The material used for a gravel vehicular use area shall be rock or crushed stone not more than 2 inches in diameter and shall not contain dirt, sticks, construction debris or other foreign material. Sand, rock dust or other similar material less than one-eighth inch in diameter is not prohibited, but shall not be included in the measurement of minimum gravel depth.

8. Properties zoned AG-R, R-80, R-10 with an area of at least 3 acres may have a gravel driveway and residential parking spaces if paved for the first 25 feet from the right-of-way.

88-420-04-D. LOCATION OF VEHICULAR PARKING AREAS

1. Unless otherwise permitted, required parking spaces must be located on the same lot as the use to be served by the parking. Accessory parking areas require the same or a more intensive base zoning classification than that required for the most intensive of the uses served by the accessory parking area, unless approved as a special use pursuant to 88-525.

2. Unless otherwise permitted, All vehicular use areas shall provide access to a public right-of-way, either through a direct connection or via a recorded access easement, in accordance with applicable zoning and subdivision regulations.

3. Parking facilities are prohibited in required front and side setback areas and in required landscape areas.

4. Access to off-street parking areas serving nonresidential uses may not traverse residentially zoned property.

88-420-05 - BICYCLE PARKING

88-420-05-A. BICYCLE PARKING RATIOS

1. Any on-street bicycle parking within a non-residentially zoned area, authorized by the City and within 150 feet of the lot, may be credited towards the on-site bicycle parking requirements. On-street bicycle parking spaces may be counted by more than one user in meeting this requirement. In the case that on-street bicycle parking is removed by the City, lawfully occupied properties will receive legal non-conforming status and not be required to provide additional bicycle parking while the use continues to lawfully operate at the property. If the use changes or expands beyond the 10% threshold outlined in 88-420-02-A02.b, additional bicycle parking may be required.

2. Short- and long-term bicycle parking is required in accordance with the following minimum ratios:

Table 420-5 Bicycle Parking Ratios		
USE GROUP	**Minimum Short-Term Bicycle Parking Requirement**	**Minimum Long-Term Bicycle Parking Requirement**
RESIDENTIAL		
Household living, 1-7 dwelling units	No spaces required	No spaces required
Multi-unit building, 8-11 units	2 spaces	2 spaces
Multi-unit building, 12+ units	2 spaces per the first 12 units + 1 space per every additional 12 units	2 spaces per the first 12 units + 1 space per every additional 12 units
For multi-unit buildings of 12+ units, after the first 10 short-term bicycle parking spaces and 20 long-term bicycle parking spaces are provided, additional bicycle parking may be provided at 25% of the otherwise required ratio.		
PUBLIC/CIVIC		
Hospital	1 space per 200,000 sq ft	1 space per 25 employees
Libraries/Cultural Exhibit	1 space 10,000 sq ft	1 space per 10 employees
Schools	1 space per 20 students	1 space per 10 employees
College/University	1 space per 100 students	1 space per 100 students
Community Center	1 space per 10,000 sq ft	1 space per 10 employees
All other Public/Civic Use	1 space per 100,000 sq ft	1 space per 10 employees
For Public/Civic uses after the first 40 short-term bicycle parking spaces and 25 long-term bicycle parking spaces are provided, additional bicycle parking may be provided at 25% of the otherwise required ratio.		
COMMERCIAL		

Eating and Drinking Establishments	1 space per 2,000 sq ft	1 space per 25 employees
Entertainment Venues	1 space per 1,000 seats	1 space per 25 employees
Office	1 space per 20,000 sq ft	1 space per 10,000 sq ft
Retail	1 space per 5,000 sq ft	1 space per 12,000 sq ft
All other Commercial Use	1 space per 5,000 sq ft	1 space per 10,000 sq ft
For Commercial uses after the first 10 short-term bicycle parking spaces and 5 long-term bicycle parking spaces are provided, additional bicycle parking may be provided at 25% of the otherwise required ratio.		
INDUSTRIAL		
Industrial	1 space per 200,000 sq ft	1 space per 100,000 sq ft
For industrial uses after the first 20 short-term bicycle parking spaces and 10 long-term bicycle parking spaces are provided, additional bicycle parking may be provided at 25% of the otherwise required ratio.		
Non-accessory parking facilities containing more than 50 parking spaces must provide at least two long-term bicycle parking spaces for each 50 vehicle parking spaces within the parking facility.		

88-420-05-B. DESIGN AND LOCATION

Where bicycle parking facilities are provided or required, they shall be provided in compliance with the design standards, definitions, construction and installation standards, and locational requirements established by the Association of Pedestrian and Bicycle Professionals (APBP) Essentials of Bike Parking, as amended.

88-420-05-C. ADMINISTRATIVE ADJUSTMENTS

The city planning and development director is authorized to approve an administrative adjustment reducing the number of bicycle spaces required for a particular use in accordance with 88-570.

88-420-06 - LOADING

88-420-06-A. RATIOS

Off-street loading spaces must be provided in accordance with the following schedule:

Table 420-6 Loading Requirements	
Use Type (Size)	**Loading Spaces Required**
Public/Civic, Commercial and Industrial Uses	
Under 20,000 square feet	None
20,000-49,999 square feet	1
50,000+	2
Household Living Uses	
Under 50 units	None
50+ units	1

88-420-06-B. DESIGN AND LOCATION

1. **PLANS.** Plans for location, design, and layout of all loading spaces must be indicated on required development plans.

2. **SPACE SIZE.** Off-street loading spaces, excluding maneuvering areas, must be at least 10 feet wide and 25 feet long unless off-street loading will involve the use of semi-tractor trailer

combinations or other vehicles in excess of 25 feet in length, in which case the minimum size of a space is 12 feet by 60 feet.

3. **SURFACING AND MAINTENANCE.** All off-street loading areas must be paved.

4. **SIGNS.** "No Idling" or "Idle-Free Zone" signs must be posted in all off-street loading areas.

5. **LOADING, UNLOADING, AND MANEUVERING.** Unless otherwise approved by the city planning and development director, all loading and unloading spaces and related maneuvering areas must be located on the subject lot and may not be located in the right-of-way.

88-420-07 OUTDOOR SEATING FOR EATING AND DRINKING ESTABLISHMENTS

88-420-07-A. PURPOSE

To allow eating and drinking establishments to use underutilized outdoor space for dining and seating purposes.

88-420-07-B. AUTHORIZATION

Notwithstanding Section 88-420-02.B and the parking ratios set forth in Section 88-420-03, eating and drinking establishments as defined in Section 88-805-04-I may use parking lots and open space for outdoor seating and dining space, and for no other use other than parking and open space, in conformance with the provisions of this zoning and development code.

88-420-07-C. STANDARDS AND CONDITIONS

Parking lots and open space may be used for outdoor seating at eating and drinking establishments, subject to the following standards and conditions:

1. Seating in parking lots shall only be permitted in striped parking spaces; no seating shall be permitted in drive aisles.

2. Open space or other areas of the subject property may also be used for seating.

3. Driveways or entrances to vehicular use areas from the public right-of-way shall not be obstructed.

4. Landscaped areas or areas designated for stormwater management shall not be used for outdoor seating.

5. Accessible spaces shall not be used for outdoor seating.

6. Seating shall be ADA accessible.

7. Pedestrian paths such as sidewalks or crosswalks shall not be obstructed.

8. The property owner shall supervise and maintain outdoor seating areas in a clean, orderly and safe condition and in such manner as to protect the public health and safety. All tables, chairs, seating areas, umbrellas, tents, and any other furnishings or equipment used in outdoor seating areas shall be kept and maintained in good repair.

9. Service of alcohol shall be permitted, provided the property owner meets the requirements of Chapter 10 of the City Code, as required.

10. Parking lots and open space used for outdoor seating shall be restored to their original condition and use when not in use for outdoor seating.

88-420-07-D. ENFORCEMENT
Violations, penalties and enforcement shall be as stated in Section 88-615 of this zoning and development code.

Section 2. That the Council finds and declares that before taking any action on the proposed amendment (s) hereinabove, all public notices and hearings required by law have been given and had.

Section 3. That the City manager is directed to report back to the City Council within one year of passage of this ordinance to review the impact of this ordinance, and make recommendations regarding parking enforcement.

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

_____
Sara Copeland, FAICP
Secretary, City Plan Commission

Approved as to form:

_____
Sarah Baxter
Senior Associate City Attorney

MG2 Corporation
1101 Second Ave, Ste 100
Seattle, WA 98101

206 962 6500
MG2.com

May 22, 2026

Larisa Chambi, AICP
Planning Supervisor, Development Management Division
City of Kansas City
City Hall, 414 E 12th Street, 15th Floor
Kansas City, MO 64106

RE: Major Amendment to an Urban Development District (UR); Conversion of the Costco Wholesale at 241 Linwood Boulevard to a Costco Business Center

Dear Ms. Chambi,

This project narrative is supplemental information to the amendment application submitted for the conversion of Costco Wholesale at 241 Linwood Boulevard in the Midtown Market Place.

BUSINESS OPERATIONS

Costco Wholesale is planning to remodel and convert their warehouse located at 241 Linwood Boulevard to a Costco Business Center. Costco Business Centers are membership only wholesale distribution centers that focus on providing products, equipment, and services to small businesses for resale. All Costco Wholesale members are welcome and encouraged to shop at a Costco Business Center, no separate membership is required.

Costco Business Centers are designed and merchandised to support small businesses in their communities, providing low prices on supplies that businesses regularly purchase. The experience of shopping at a Business Center is essentially the same as shopping at a Warehouse. Members scan their membership card to enter the facility, shop and check out in the normal Costco fashion. Business Centers offer many of the products found in the Warehouse. Members will continue to be able to purchase items such as bathroom tissue, paper towels, tissue, diapers, kitchen supplies, storage supplies, appliances, laundry detergent, cleaning supplies, pet food and pet supplies, snacks and chips, pre-packaged bakery products, fresh and frozen produce, dairy products, packaged meats, eggs, frozen meals, candy, canned vegetables and fruit, sauces, juices, canned and bottled beverages, and HBC items (toothbrushes, soap, vitamins, supplements, etcetera) to name a few. The existing Fuel Facility will remain open for members to purchase gasoline. A Business Center carries no apparel, jewelry, or major electronics, and less sporting goods, books, toys, and seasonal merchandise than a typical warehouse. Services including pharmacy, optical, bakery, the tire shop, and the food court are not offered.

Costco Business Centers provide delivery services to businesses and members. One of the modifications to the existing warehouse is the conversion of a corner of the building to add shipping docks. Typically, 20 to 25 delivery trucks are kept on the premises. The delivery trucks leave the site once in the morning for an entire day of deliveries, and return to the site in the afternoon, where they are reloaded for the next day and parked in the secured lot on site. Business Centers have different operating hours than the traditional Warehouses to cater to the different needs of the small business. Business Centers operate from 7:00 AM to 6 PM Monday through Sunday.

SITE PLANNING

There are several modifications needed on site to accommodate the change in use:

- At the southeast corner of the building, four (4) additional shipping docks will be added adjacent to the existing receiving docks to load deliveries in Costco's box trucks. To ensure pedestrian safety from Gillham Plaza and Gillam Road to the front entrance, the accessible path has been extended into the parking lot past the new shipping docks.
- Delivery trucks are loaded in the afternoon after deliveries have been made, then stored overnight in a fenced and gated space for up to twenty-five (25) box trucks in the parking lot. This space is located north of the existing fuel center, is secured by a 10'-0" tall security fence with a heavy landscape screen in front and to the sides and has shore power to keep refrigerated trucks loaded with food at the required temperatures overnight.
- An overhead canopy to cover up to six (6) vehicles is being added to the east of the main entrance to the warehouse to provide weather protection for members loading purchases into their vehicles.
- A sidewalk is being added along the front of the former Tire Service overhead doors to improve pedestrian safety from the north side of the building to the main entrance.
- We are proposing replacement of the median island in the entrance to Gillham Plaza to restrict traffic to a right in / right out at that entrance.
- A new restroom inside the warehouse with exterior access for truck drivers on the east elevation of the building will require a new ramp and stoop.
- A new egress door is being cut into the northeast corner of the building that will require a new ramp and stoop.
- A median with an area of refuge is proposed on the access road at the west entrance drive intersection with Linwood Boulevard.

LANDSCAPING

Over time, the landscaping on site has aged, with some trees and shrubs reaching their mature sizes, and others dying off and leaving bare areas. The existing landscape has been inventoried so replacements can be planted as needed to fill bare areas or meet the intent of the original planting plan. The proposed landscape plan includes planting 79 canopy trees, 38 evergreen trees, 51 ornamental trees, 905 shrubs, and 58 ornamental grasses.

PARKING

The Business Center is a less intensive use than a Warehouse from a traffic perspective. A Costco Business Center generates approximately 36% less traffic over a typical weekday and 56% less traffic during the PM peak hour compared to a similar-sized Costco Warehouse. The parking stall count will be reduced by approximately one hundred (100) parking stalls to make room for secure truck storage and loading canopy. Costco is planning on making repairs and resurfacing the parking lot as part of this project.

ARCHITECTURE

The building elevations will remain unchanged, except for doors and wall areas where infill is needed, specifically at the former Tire Center and at the new Shipping Docks. In these instances, the design and materials applied to the building are consistent with the existing materials and design. Costco has maintained

the building over the years. A facility walk-through did not find any significant repairs needed to the exterior walls of the building, and Costco recently replaced the roof and HVAC equipment.

OUTDOOR LIGHTING

Outdoor lighting at this location will remain unchanged. Costco may elect to re-lamp the existing lights in the parking lot and plans to make routine repairs to any poles that have damage or wiring issues. Two decorative development lights will be rewired so they become operational again. Lighting at the new shipping dock will be addressed using wall packs in the same fashion as the receiving dock.

SIGNAGE

The existing building and fuel canopy signs identifying the warehouse as "Costco Wholesale" will be replaced with new identifying signs to indicate that this location is a "Costco Business Center". The signs for the Tire Center will be removed from the façade.

We anticipate there will be questions about the change in use and how it will affect Costco Members and neighbors. We look forward to working with you and answering those questions as this application advances through the review and approval process. Please do not hesitate to contact me with any questions or if additional materials are required for staff review.

Sincerely,

John Brehm ASLA, LEED AP
Senior Project Manager
MG2

8444 Westpark Dr, Ste 120 / McLean, VA 22102
Direct 703-564-8420 / Main 703-564-8484

CITY OF KANSAS CITY, MISSOURI

CITY PLANNING & DEVELOPMENT

Public Meeting Summary Form

Project Case # CD-CPC-2026-00069

Meeting Date: 7/7/26

Meeting Location: KCPL WESTPORT BRANCH

Meeting Time (include start and end time): 4P - 6P

Additional Comments (optional):

Costco held a Neighborhood Information Meeting between 4:00 PM to 6:00 PM at the Westport Branch Library, 118 Westport Road, Kansas City, MO on July 7, 2026, to inform the public about Costco's request for a Major Amendment to the Urban Development District (UR). The team made two presentations of approximately an hour each to an estimated 120 to 140 members of the community. Members of the press and Councilmember Rea were present at the second session.

Costco representatives explained the purpose of the meeting, summarized the proposed changes to the Costco site plan and building, answered questions, and listened to public comments. The focus of the presentation was an explanation of a Business Center:

- Which products and services would remain available
- Households would be able to continue grocery shopping at this location
- As many as 30% of the products in a Business Center are the same as in the warehouse.
- There will be an increased selections within many product categories.

In addition, Costco emphasized that anyone with a Costco membership can shop at the business center and that the gas facility will remain open during construction and as part of the Business Center going forward.

The public's questions and concerns were not centered on the physical changes being made to the site. The focus was on business operational concerns such as:

- Why is Costco changing their business format at this location?
- Many concerns about no longer having health related services such as pharmacy, hearing aids, and optometry available at this location.
- Many concerns about no longer having clothing, wine and spirits, tire service, rotisserie / deli items, furniture, toys, and seasonal merchandise available at this location.
- What happens to the employees at this location?
- Will the addition of delivery trucks impact traffic safety?
- There were a few questions and comments about the TIF district and whether it was still in effect.

Meeting Sign-In Sheet

Project Name and Address

COSTCO BUSINESS CENTER

241 E. LINWOOD BLVD, KCMO

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Cedric Tolson	212 Jackson Ave KCMO		

July 7, 2026 Costco Neighborhood Consultation

PTS send on updates

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OVER →

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Jaclyn Middleton	jaclmiddleton3@gmail.com

Public Testimony

Chambi, Larisa

From: Armand Morel <anmorel37@gmail.com>
Sent: Wednesday, July 8, 2026 2:40 PM
To: Chambi, Larisa
Subject: case number "CD-CPC-2026-00069"

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Ms. Chambi,

I'm writing to you regarding the planned transformation of the Costco on Linwood Blvd into a Costco business center. I have lived in the Hyde Park neighborhood since 2017 and believe strongly that leaving the Costco as-is is the best thing for the neighborhood. It is the absolute best grocery story for affordable groceries and losing it would create a hardship for many people who can't afford to drive or travel farther to a similar grocery story.

I know many other residents of midtown are equally upset at this potential change, and I would request that you do whatever you can to prevent this change.

Respectfully,

Armand Morel
3720 Holmes St KCMO 64109

Chambi, Larisa

From: Alex W. Sachs <alexsachs@gmail.com>
Sent: Monday, July 6, 2026 12:25 PM
To: Public Engagement
Cc: Sachs, Phinney; Julana Harper-Sachs
Subject: Costco Meeting - Westport Library

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Hello. Is the City sponsoring the meeting at 4:00 pm at Westport Library tomorrow, July 7th?!!??

It was posted on Nextdoor by an "AY Young". I do not want to attend unless there are going to be real decision makers or representatives in attendance to hear our concerns.

I strongly oppose the conversion from a full service Costco.

Thank you!

Alex W. Sachs 619-368-3667

Chambi, Larisa

From: Andrea Young <ayoung0400@sbcglobal.net>
Sent: Sunday, July 5, 2026 9:11 PM
To: Public Engagement
Cc: Bough, Andrea; Yearwood, DJ; MayorQ
Subject: Comments About Linwood Costco For 07/07/26 Meeting & City Officials

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

A plea to Costco CEO: Don't take what midtown KC loves out of our store | Opinion
kansascity.com

Below is a letter I sent to Ron Vachris, president and CEO of Costco Wholesale Corporation. Please consider the below my comments to contribute to the 07/07/26 meeting at the Westport Library:

Dear Mr. Vachris, I am writing to express my deep disappointment and concern regarding Costco's decision to close the Linwood Boulevard warehouse in Kansas City temporarily and convert it into a Costco Business Center. As a longtime, loyal and dedicated Costco member, this is heartbreaking, as I know it is to thousands who rely upon this location.

For years, Costco's Linwood location has been more than just a retail store — it has been a vital community asset serving thousands of families, older adults, small business owners and residents throughout Kansas City's urban core. The store's pharmacy, optical department, food court and affordable everyday goods have become essential services for many members who depend on convenient access to quality products at reasonable prices. When Costco made the commitment to invest in this community, it was widely viewed as a positive example of corporate leadership and community partnership. The Linwood store demonstrated that major retailers could succeed in an underserved area while strengthening the local economy and improving residents' quality of life. Today, it stands as a busy and successful store. That is why the decision to eliminate this full-service warehouse is so troubling.

While a Business Center may serve a purpose, it does not provide the same services and benefits that thousands of current members rely upon. Families will lose access to groceries and household essentials. Older residents will lose convenient access to pharmacy, hearing and optical services.

People who already face transportation challenges will be forced to travel much farther to reach another Costco warehouse — or be left paying much higher prices elsewhere, further hurting your own customers.

What makes this decision particularly difficult to understand is that a Business Center could be located elsewhere in the Kansas City metropolitan area without disrupting the lives of thousands of loyal members. Instead, Costco has chosen a path that places the burden on the very customers who helped make this location a success. And what about tax incentives that don't expire until 2039 and many major other concessions Kansas City made for Costco to locate there? How does Costco explain not honoring the interests and wishes of its members?

Mayor tried to intervene

Costco has built its reputation on valuing its members, employees and communities. This is a major reason we chose to be Costco members over other wholesale clubs. The overwhelming response from customers, community leaders and local residents demonstrates how strongly people feel about preserving the Linwood warehouse. Even the Kansas City mayor and City Council members tried to negotiate on behalf of residents. These are not just customers voicing inconvenience — they are members who feel abandoned after years of supporting Costco and helping this location thrive. You should be all ashamed of yourselves and your heartless decision.

I urge Costco's leadership to reconsider this decision and work with the community to find an alternative solution. The Linwood warehouse represents far more than a building. It is a lifeline for many Kansas City residents and a symbol of Costco's commitment to serving all communities. Converting this store sends a message that the needs of these customers are far less important than corporate convenience. I believe Costco can and must do better, and I respectfully ask that you listen to your members and keep the Linwood warehouse open as a full-service Costco.

Ron Vachris sent me this reply:

"Thank you for your email. "As for Costco turning our back on our members and making a heartless decision, I would like to respond to your statements. "The facts are the complete opposite, Costco is making a significant investment into the Kansas City market. "• A new state-of-the-art facility with a larger warehouse, larger parking area, significantly larger gas station and expanded merchandise selection. This facility will be the same distance for many of our existing members, and will be a short commute for others, I do agree. "• Second, (this) will be our first Business Center in the Kansas City area. Our current facility will undergo a significant remodel to improve the member experience. Our Business Center will improve our ability to serve the large number of current business members we have in Kansas City. "Along with the additional warehouse in the community, we also provide very affordable delivery options for groceries and pharmaceuticals. "Our commitment to our members in Kansas City remains strong. Along with our improved and remodeled facilities, we will also be creating additional well paying jobs in the community. "Thank you for the opportunity to describe our intentions, strengthening our ability to serve your community."

While I appreciate Mr. Vachris' reply, my concern remains and remains unanswered: The loss of an individual customer-focused Costco warehouse on Linwood Boulevard would be a grave disservice to its many customers in the heart of Kansas City. I hope the company will reconsider its decision.

Andrea Young of Kansas City is a longtime Costco member.

Read more at: https://www.kansascity.com/opinion/readers-opinion/guest-commentary/article315991455.html#storylink=cpy

Please let me know if you have any questions. Thank you and let's hope Costco honors what the City and ITS members want. They could put a biz car anywhere!?! **Make them wait at least until 2039 per original agreement!!**

Chambi, Larisa

From: Bill Dickinson <bill99d@gmail.com>
Sent: Saturday, June 6, 2026 7:38 AM
To: Chambi, Larisa
Cc: Public Engagement; Bunch, Eric
Subject: CD-CPC-2026-00069

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

The change to a Costco Business center might be good for Costco but it will be disastrous for the many residents who have come to depend on its products and services.

Please do not allow the zoning change.

Bill Dickinson
3867 Holmes St
KCMO

Chambi, Larisa

From: Barb Hall <baha4s@me.com>
Sent: Tuesday, July 7, 2026 10:01 AM
To: Public Engagement
Subject: Midtown Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

I am a Jackson county resident and a Costco member who frequently shops at the Linwood Blvd Costco.
I strongly believe this location should remain with its current amenities. It provides groceries and a pharmacy for the surrounding community. The clothing options are wonderful.
And I'm concerned about an increase in truck traffic.

I believe our city's priority should be building healthy communities with accessible, affordable food and pharmacy.

Please help us maintain the resources for our midtown community.

Thank you
Barbara Hall
6006 McGee St
Kansas City Mo 64113

Chambi, Larisa

From: Brian Pattee <brianpattee@gmail.com>
Sent: Wednesday, July 8, 2026 2:01 PM
To: Public Engagement
Subject: Costco on Linwood

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

If KCMO approves Costco's request to turn into a business center, I would like to receive the same tax benefits that they received for the past 30 years. I bought a house in Hyde Park in the same neighborhood, fixed it up, and brought two well paid parents of two young children in KCMO public schools to the area. We pay a LOT of taxes on our income, the 1%, and our house. Every year we get less and less from the city but pay more in taxes. KCMO won't even pave our alley that I've been asking and submitting PAIC requests for years. I just don't understand where all of this money goes?

--
Brian Pattee

Chambi, Larisa

From: Bev reynolds <bevrey25@gmail.com>
Sent: Tuesday, July 7, 2026 10:38 AM
To: Public Engagement
Subject: Closing

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

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for all patrons who have been loyal and patronized this location for many years-it is a slap in the face for all of us .

Chambi, Larisa

From: Christi Clemons <mamacici2012@gmail.com>
Sent: Tuesday, July 7, 2026 11:26 AM
To: Chambi, Larisa
Subject: Costco public hearing

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Hello Ms. Chambi,

I just heard about today's meeting to discuss the conversion of the Linwood Costco. i have a full to-do list of necessary items, but this is important to me and I will attempt to make it for a bit.

In case I just cannot make that work, I wanted to voice my concerns.

Through the loss of so much useful infrastructure in midtown: neighborhood grocery stores, family clothing stores, furniture and housewares stores, tire centers, etc., the Linwood Costco has been a vital part of midtown life. There are no other options (Target, Walmart, etc) for miles. Losing our neighborhood Costco will negatively impact ALL midtown/Plaza/Brookside/Waldo families. We need and love our Costco!

Sincerely,
Christi Clemons Hoffman

Gmail does not always give me my mail in a timely manner. If you need an immediate response, or if I have not replied, please text me.

Chambi, Larisa

From: wcdean@yahoo.com
Sent: Thursday, July 9, 2026 2:07 AM
To: Public Engagement
Subject: Costco's rezoning request

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

To: Kansas City Plan Commission

Hello,

My name is Conrad Dean. I live on Mercier Street, Kansas City, MO 64111.

I'm writing you concerning Costco's rezoning request for the Midtown Kansas City location.

I urge you to vote no on the rezoning request.

The Costco Midtown Kansas City location is a vital resource for Kansas City. Many families, including myself, rely on Costco for more affordable food options.

Voting no may not prevent the conversion but it would help to send a message to Costco that the city is serious about keeping it a grocery destination option.

Thank you,
Conrad Dean

Chambi, Larisa

From: Charlotte Gelineau <gelineaukattner@sbcglobal.net>
Sent: Wednesday, July 8, 2026 2:50 PM
To: Chambi, Larisa
Cc: Public Engagement
Subject: CD-CPC-2026-00069

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Please do not accept the application of Costco to change their Hyde Park store to a business center. It is in the best interest of the residents for it to remain as is.
Thank you for your consideration.
Charlotte Gelineau
Sent from my iPhone

Chambi, Larisa

From: Hudson, Cole, S <cshudson@cmh.edu>
Sent: Wednesday, July 8, 2026 9:49 AM
To: Public Engagement
Subject: Opposition to Costco Rezoning Request at the Linwood Location

Dear Members of the City Plan Commission and City Council,

My name is Dr. Cole Hudson, and I am a resident of Union Hill. I am writing to formally submit my testimony opposing Costco's request for rezoning and the creation of a fenced truck staging lot at 241 E. Linwood Blvd.

While I understand the city cannot dictate Costco's internal business decisions, you hold critical leverage through this zoning request. Granting these permits will directly enable the loss of Midtown's only full-scale, accessible grocery warehouse. Converting this location into a Business Center will harm our community by:

Eliminating Grocery Access: Forcing thousands of residents, especially elderly and transit-dependent neighbors, into a fresh food desert. This is the only Costco readily accessible by the light rail.

Increasing Heavy Traffic: Introducing a fleet of delivery box trucks that will worsen local traffic and lower pedestrian safety on Linwood Boulevard.

Contradicting City Goals: Undermining Kansas City's stated commitments to walkability, equitable neighborhood development, and food security. This directly opposes the community goals of the light rail system and reduces the impact of the taxpayer dollars used to create it.

I urge the City Plan Commission and the City Council to deny the zoning and structural permits required for this logistics hub. Please use your authority to protect Midtown residents and push Costco to maintain its current consumer model

Thanks for your consideration and dedication to our community.

Sincerely,

Cole Hudson, PhD
He/him/his
Research Scientist
Center for Molecular Oncology and Cellular Therapeutics (MOCT)
M: (281) 755-6423
E: cshudson@cmh.edu
W: childrensmercy.org
2401 Gillham Road | Kansas City, MO 64108

Electronic mail from Children's Mercy Kansas City. This communication is intended only for the use of the addressee. It may contain information that is privileged or confidential under applicable law. If you are not the intended recipient or the agent of the recipient, you are hereby notified that any dissemination, copy or disclosure of this communication is strictly prohibited. If you have received this communication in error, please immediately forward the message to the Children's Mercy Privacy Officer via return electronic mail at privacyofficer@cmh.edu and delete this communication without making any copies. Thank you for your cooperation. Please be advised that communication by unencrypted e-mail presents a risk of disclosure of the transmitted information to, or interception by, unintended third parties. Please keep this in mind when communicating with us by e-mail.

Chambi, Larisa

From: carol kelly <cekelly23@gmail.com>
Sent: Thursday, July 2, 2026 9:53 PM
To: Public Engagement
Subject: Costco Rezoning

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

I am writing to express my objection to the Costo request for rezoning to convert the Linwood warehouse to a business center. This is an area that is near the new streetcar line with a rapidly developing residential population. The changes to the warehouse are not conducive to a residential area. We do not need more trucks and warehouse bays and changes to traffic design to accommodate a warehouse. In addition, the documents provided by Costco indicate that the warehouse will continue to serve existing customers however the products and services offered are significantly reduced or changed so that they do not serve non-commercial customers, the hours are significantly reduced. It is telling that while Costco says that they will continue to serve the community and existing customers they also say that they will require significantly less parking and want to dramatically reduce the size of the parking lot. If they believe that their existing customers will continue to be served by this warehouse then why are they assuming that thier existing customers will no longer be visiting the warehouse as they don't need parking?

The neighborhood needs a grocery store - not a restaurant supply store. The community relies on the products and services of the existing warehouse and there have been thousands of communications with Costco management indicating that they do not welcome the change to a business center. They have been met by Costco senior management saying that they are wrong and that they don't know what is best for them.

Do not permit Costco to turn this into and industrial zone. If Costco has made the decision that this warehouse is not profitable then it would be better for them to close it and allow another business in its place that serves the needs of the community.

Carol Kelly
5324 Oak Street
KCMO 64112

Chambi, Larisa

From: Ann Mackey <anncorkmack@gmail.com>
Sent: Wednesday, July 8, 2026 9:44 AM
To: Public Engagement
Subject: Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

To whom it may concern: Please do what you can to keep downtown Costco from becoming a Business Center. My husband and I live downtown and count on Costco for prescriptions, fresh produce, clothes, gas, etc.
Thank you for your consideration.
Ann Mackey

Chambi, Larisa

From: Dave Haney <davehaney@gmail.com>

Sent: Wednesday, July 8, 2026 6:23 PM
To: rvachris@costco.com; investor@costco.com
Cc: Public Engagement; Bunch, Eric; Iden, Marissa
Subject: Community meeting for Kansas City Midtown Store 375 - most disrespectful experience in memory

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Mr. Vachris -

I live in 64111, and have been a Costco member (and huge fan) for 16 years. Yesterday (7/7/26) there was a community meeting for proposed changes to midtown costco 375.

1. Your representatives were combative, unhelpful and unprofessional. Steve Chamberlain said point blank **"You end up with a business center, the alternative is: it's closed".** You were invited to a community discussion, and opened with an ultimatum.
2. I was very dismayed that the employee representatives were completely unprepared to answer basic questions about the changes. Every meaningful question was answered with a variant of "I am not prepared to answer that question". Why attend a community meeting at all if your representatives are not educated, prepared or empowered to answer basic questions?
3. We (as a midtown neighborhood) cleared 14 acres of housing stock for a community Costco Warehouse. Now that the lucrative two-decade-plus TIF has expired, you are turning your back on this community.
4. 10 minutes into this meeting, your representatives were already dismissive, only trying to get through talking points. Absolutely not interested in community engagement, as evidenced by holding a community meeting in the smallest room you can find.
5. **Steve Chamberlain said of the proposed changes "You can speak to anybody at the executive level".** I believe this is also a lie, however if I am wrong, I have included my contact information below.

Your representatives said at the opening "We are very sensitive to everyone's concerns". Based on the content of the meeting, I do not believe it for a moment. What a slap in the face.

I'm asking Costco to commit to keeping 375 open as a warehouse. WIthout this, I will not renew my membership, and will (very) emphatically rally my neighbors to do the same.

-David Haney
Kansas City Mo, 64111
913-707-2814

cc: Councilman Eric Bunch, KCMO 4th District

Chambi, Larisa

From: Valorie J Wells PhD <valoriejwells@gmail.com>
Sent: Monday, July 6, 2026 10:18 AM
To: Public Engagement
Subject: Midtown KC Costco

Follow Up Flag: Follow up
Flag Status: Completed

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

As a "valued customer since 2012", my husband and I crafted our retirement budget around the quality and convenience of groceries and fresh foods from our Midtown Costco. Our special dietary needs are most economically met through this location that is only 2 miles from our home. While we could go to other stores, we would have to sacrifice something else to afford the high prices of stores such as Whole Foods or Natural Grocers. AndAldi, while much less expensive, is hit or miss on quality and availability.

Please do not use the LinwoodBlvd location as your new business center model. We urge you to take one of the two Overland Park locations, where there are many more office complexes as well, to set up this new business center Costco.
Thank you for your consideration.
Valorie J Wells Fenton and Kenny Fenton
4430 State Line Rd
Kansas City, KS 66103

Sent from my iPhone

Chambi, Larisa

From: Dan Nash <dlnsmh98@gmail.com>
Sent: Tuesday, July 7, 2026 2:48 PM
To: Public Engagement
Subject: Midtown Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Please include me STRONGLY AGAINST approving the change for the midtown Costco to a Business Center. It is a vital source of groceries and other needs for residents of midtown and other areas of Kansas City.

There is a severe lack of grocery stores in urban KC. Suburbs of KC and those surrounding KC have an overabundance of choices. To take away one of the few choices - and one that has reasonable prices - should not be approved. Residents have supported the store overwhelmingly over the last 20+ years.

It is essential for many people who rely on bus or streetcar (and even bikes) for transportation. At a time where those transportation methods should be encouraged, you are taking away a destination that could be arrived at that way.

The decision that comes out will show where loyalties are - with the citizen's and their voices and needs or with business and money interests.

Please make the right decision for the citizen's and deny this request.

Daniel Nash
2809 Charlotte St, Kansas City, MO 64109

Chambi, Larisa

From: dnepstad@earthlink.net
Sent: Tuesday, July 7, 2026 1:26 PM
To: Public Engagement
Subject: Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

To Whom it Concerns:

I am writing to express my displeasure that Midtown Costco will convert to a business center. I am not in favor of this. An alternate consideration would to keep this as is. Then create a separate Business Center elsewhere. There is ample warehouse space in Kansas City to consider as an alternative.

I have enjoyed the benefits of being a Costco member since 2002. My membership includes 12 of us. The value of these memberships will decrease dramatically for us since I shop for my small business as well as my family. I will have to go elsewhere for some of the goods that are to be eliminated if there is a conversion to a business center. I will be spending my money elsewhere. I have also used the extra services (optical, tires, etc.) and appreciate that they are available.

I hope that the Midtown Costco remains intact and that there is a suitable alternative to consider for business center.

I am, David Nepstad

Chambi, Larisa

From: Guy B <tristan12220000@gmail.com>
Sent: Monday, July 6, 2026 5:56 PM
To: Public Engagement
Subject: All for Costco Business center

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

I'm all for the Costco Business center. I would love to see one come to Kansas City. It would allow other small businesses to have access to different restaurant supply chains. It would also provide consumers opportunity to buy restaurant supplies for church potlucks gatherings, and football events etc

Tristan

Chambi, Larisa

From: Hannah Bailey <hbailey2013@gmail.com>
Sent: Tuesday, July 7, 2026 12:10 PM
To: Public Engagement
Subject: Costco Feedback

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Hello, I cannot attend the meeting tonight on the Costco plan, but I wanted to provide my feedback. I am a parent of 3 small children who lives in the Midtown area. It is expensive to feed a family of 5. As a working mother, it is not feasible for me to travel to the suburbs every time I want to buy affordable groceries in bulk. I regularly see people online saying that it is a foregone conclusion that families would choose to move to the suburbs rather than live in the city because of stereotypes about our schools, etc. I think they are wrong, and I am happy to live in KCMO, send my kids to KC Public Schools, and be a part of this community. But I do think the city should make sure that the people living here have access to affordable food options without having to travel long distances just to buy the basics.

If Costco does not want to provide its regular services in Midtown anymore, I think Kansas City should look into finding another bulk store option (Sam's Club, etc.) that will continue providing services geared toward residents rather than businesses.

Chambi, Larisa

From: Henry Cordova <hcordova2012@gmail.com>
Sent: Monday, July 6, 2026 10:55 AM
To: Public Engagement
Subject: Midtown Costco Should Remain the Same

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

This is Henry Cordova.

I have been a customer since the midtown Costco location opened on the first day in January 12th, 2001.

Since then, I have been a loyal customer to Costco, and shop at that location regularly to this day.

The current retail layout of this store has been essential to buying affordable groceries. If this converts to a business center, I don't have a choice but to end my membership after many years.

I live just 5 minutes away. I will not drive 30 minutes or more to the suburbs to shop at a regular retail Costco.

Many of my fellow neighbors are surprised to hear about the news of this location converting to a business center. After many of us have given so much of our income to Costco. They will also cancel their memberships as they will not drive outside the city to shop at Costco.

Personal feelings aside, this is a baffling business decision. So many families in the surrounding neighborhoods make many purchases every week for years. This is the main clientele of Costco in this area.

Many businesses in this area, just aren't going to use the business center. They already have their own suppliers. They do not buy at large scale. It's not going to be as profitable for Costco to be a business center here in Midtown. This is primarily a residential neighborhood area for miles around, not a heavy commercial zone.

So looking at this at a purely business and for-profit perspective, this doesn't make any sense.

The Costco Business Center would be better suited in a location where larger businesses would actually shop at this location.

If this Costco truly goes ahead with converting to a business center, all I can say is good luck making the profit you did before. Many of us in Midtown and surrounding neighborhoods are just going to cancel our memberships. We also wouldn't appreciate all the extra semi trucks, and noise coming from this location in a residential area. So we will just file complaints with the city about that when the time comes, and I don't think Costco would really want to deal with breaking city ordinances that could potentially shut this location down anyway.

So it's a disappointment that Costco wants to turn their back on the neighborhood that supported them for over 20 years. I thought Costco was one of the few large corporations that I could trust, but it turns out they're just like any other large corporation if they go ahead with this plan. I doubt our concerns will even be considered by those who think this is a good idea.

So to whoever Costco representative actually reads this, good luck making a profit. We won't help with that anymore if you do this, which you probably will anyway.

Best of luck,

-Henry Cordova, Midtown resident and loyal Costco customer since 2001

Chambi, Larisa

From: Harry Kattner <harry_kattner@hotmail.com>
Sent: Wednesday, July 8, 2026 10:43 PM
To: Chambi, Larisa
Subject: CD-CPC-2026-00069

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Please note my objection to the conversion of the Linwood COSTCO to a business center. This Costco has been an integral part of the midtown services for 25 years. Many local residents depend on this facility for not just daily food and clothing, but for pharmacy and tire service. For people with limited mobility, many of whom rely on public transportation, shopping in the suburbs is not an option.

Please consider these points as you make a decision which will have a major impact on many people's lives.

Sent from my iPad

Chambi, Larisa

From: Heather Lindgren <heather.lindgren4321@gmail.com>
Sent: Sunday, July 5, 2026 10:17 PM
To: Public Engagement
Subject: Costco business center

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

To whom it may concern:

My family and I live in the downtown neighborhood of Beacon Hill. We are home owners and we, like so many others in our neighborhood, depend greatly on the Costco Center on Linwood for everyday shopping weekly.

We fill up our cars there. We pick up our milk and eggs there. Toilet paper, Paper Towels, Cat litter, toothpaste, medication, televisions , as well as everything from Christmas gifts to new tires; they all come from this Costco location. Our home is furnished by Costco and our bellies are filled thanks to this location.

Ive enjoyed laughs with my children as we enjoy the food court, which happens more often than any other fast food thanks to the wonderful prices. And I can see easily that I am nkt the only one, as we often have a hard time looking for a table , and that area is ALWAYS a popular and crowded area of the store. With this location being closed and turned into a business center , my family will have to drive out of the city to find a place to shop in larger quantities than Cosentinos or Sunfresh can provide.

My husband and I work 12 hour shifts at an area hospital , and driving out of the city to find another Costco , Walmart or Target is really just not feasible. We shop here because we live here, and we live here because we also serve the community. 12 hour shifts are exhausting and having easy access to good shopping helps us do our jobs better. This is why we choose Costco , and more specifically, this location.

Our lives would be changed in a negative way without this Costco, and I know that it would affect many other of my community.

I implore you to reconsider making this location a business center , as it really is all we have in this area that is a viable option for shopping, and as it is so important for so many in the area just like myself.

Thank you for your time ;
The Lindgren family

Chambi, Larisa

From: thejonesiest@gmail.com
Sent: Friday, June 12, 2026 3:01 PM
To: Chambi, Larisa
Cc: Public Engagement
Subject: Feedback regarding case CD-CPC-2026-00069

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Dear Ms. Chambi,

I am a resident of Hyde Park in Midtown, writing to share my feedback with you and the City Plan Commission regarding the conversion of the Linwood Costco Wholesale Warehouse to a Costco Business Center and the related rezoning request (case CD-CPC-2026-00069).

Kansas City is currently engaged in a period of active renewal in its urban core, developing ambitious plans for public transit, encouraging pedestrian and bicycle traffic via conscious design choices, and encouraging denser, more urban-focused development (e.g., via removing parking minimums). Kansas City's citizens are primarily in favor of these changes, as evidenced by the results of recent votes and utilization of these developments such as the streetcar.

I urge you not to recommend the rezoning request be approved, primarily because the rezoning request would result in changes to Costco that would run counter to this renewal. First, if approved, the request would result in more trucks and commercial traffic at the expense of residents, pedestrians, and cyclists, especially on E. Gillham Plaza, Linwood Blvd., and Main Street, three major roads crucial to Kansas City's renewal (i.e., via the streetcar on Main, a potential expansion on Linwood, and the bike lane on Gillham). This could jeopardize citizens' safety and well-being. Second, the proposed Costco Business Center would cater to businesses instead of residents, reducing the access of Midtown residents to important goods and services currently offered at the Costco Wholesale Center including groceries (sized for households as opposed to businesses), the pharmacy, and optometrists among other consumer-focused goods and services. Many diverse residents throughout the city rely on access to these goods and services, especially given Costco's location on the major arteries of Linwood and Main.

Ultimately, Kansas City and Costco need to work as partners to find solutions benefitting both parties, as they did to first open the Costco Wholesale Center 25 years ago. This proposed rezoning and conversion may be what Costco wants for business reasons, but it would not benefit the city and its residents in the long run to allow it and it should therefore be rejected.

Thank you,
Jordan Jones

Chambi, Larisa

From: Katy ODowd <katyodowd@gmail.com>
Sent: Tuesday, July 7, 2026 11:26 PM
To: Public Engagement
Subject: Re: Automatic reply: Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Our address is 423 W 60th Terr, Kansas City MO 64113, United States. We have lived here 40 years.
John and Katy ODowd

On Tue, Jul 7, 2026 at 10:54 PM Public Engagement <publicengagement@kcmo.org> wrote:

> Thank you for your email. Please read this reply carefully.
>
> This is a monitored email and is intended only for:
>
> • public engagement meeting materials such as meeting notices, meeting summaries, and sign-in sheets, and
> • written testimony intended for the City Plan Commission and Board of Zoning Adjustment (NOTE: any testimony provided to the BZA must be notarized).
>
> It is not intended for:
> • Questions or inquiries
> • Dialogue with staff
> • Requests for meetings
>
> WHAT WE DO WITH YOUR EMAIL
> We retain it as part of the public record for the case in question. To ensure the email is used as intended please do the following:
>
> If you are a member of the applicant team submitting public engagement materials:
> • Reference the case number or project name in the email subject line
>
> If you are providing written testimony:
> • Reference the case number you're emailing about in the subject line
> • Address your email to the City Plan Commission or the Board of Zoning Adjustment (NOTE: any testimony provided to the BZA must be notarized – this includes Special Use Permits which go to CPC first).
> • Conclude with your first and last name as well as your street address
> • Submit by 5pm 7 calendar days prior to the hearing (note: we will make every attempt to provide emails received after this time/date to the Commission/Board at the hearing but we cannot guarantee delivery)

Chambi, Larisa

From: Katy ODowd <katyodowd@gmail.com>
Sent: Tuesday, July 7, 2026 10:54 PM
To: Public Engagement
Subject: Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

The worst thing the city could do is allow the Costco on Linwood to change the way it is operating. There are so many families within a 15 mile radius of that Costco that depend on it. To take it away would be sinful. It serves a purpose for the elderly, For the middle age, for the college students, for the families, for single people and for couples. This area has come to depend on it and you would be taking away a sense of security and dependability for so many people. the fact that you want to take away so many options for shopping and is going to create a hardship for more families than you can realize, and it will leave a very sour taste in everyone's mouth. They will find another way to shop because they will be so bitter at the Costco corporation. Sincerely.
John and katy O'Dowd

Chambi, Larisa

From: Jason Kotlyarov <jasonkotlyarov@gmail.com>
Sent: Monday, July 6, 2026 2:00 PM
To: Public Engagement
Subject: Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

To whom it may concern,

I implore you to keep the Costco in midtown KC as is and not let it get converted to a business center by any means possible. I am not KCMO resident anymore but have lived in KCMO for the majority of my adult life. Losing a full service Costco location will be devastating to the KC community. I do not oppose the concept of a business center being opened within city limits but the currently operating Costco location needs to stay as is. It is an absolute pillar and safety net for KCMO residents.

Many KCMO residents do not have reliable transportation to get themselves to lees Summit or Leawood and back regularly. Additionally, many KCMO residents live in a food desert. Consentinos is not an affordable grocery store. Sun Fresh (or whatever is in there now) is deficient. Whole Foods is not an affordable grocery store. Trader Joe's is too far South for most KCMO residents that utilize the midtown Costco. This Costco is the only way for many people on the city to have access to fresh affordable groceries that have high quality control. It is also the only place within city limits where families can buy in bulk affordably. Not to mention that city dollars subsidized building this store for the benefit of the citizens in the neighborhood that surrounds it.

Letting the Costco become a business center without a having a regular Costco store built nearby to satiate the community's need for a safe and affordable warehouse style store is borderline criminal and entirely unjust since the store was partially built with the money of taxpayers who expected the benefit of having the store be a lynchpin of their community. Please do whatever you can to prevent this institution that so many people depend on from being ripped away.

Sincerely,
Jason Kotlyarov

Chambi, Larisa

From: James Schaible <fairviewboy1954@gmail.com>
Sent: Monday, July 6, 2026 9:21 PM
To: Public Engagement
Subject: Midtown Costco Business Center Rezoning Proposal - 241 Linwood Blvd

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

To Whom It May Concern:

My name is James Matthias Schaible and ny address is 3602 Gillham Rd, Unit 10, Kansas City, MO 64111. My email address is: fairviewboy1954@gmail.com. Phone number is 816-405-1040.

I have been a Costco member and shopped at 241 Linwood Blvd since 2002. This location is 5 blocks from my residence and I rely on its pharmacy, gas station, clothing and groceries plus other items for my consumption.

I am a 71 year old retired person living on Social Security. Losing the pharmacy and food staples at the current Costco will be very difficult and challenging for me.

Do not hesitate to contact me if you have any questions or concerns regarding my position on saving the current Costco store at 241 Linwood Blvd.

Thank you for your attention to this matter.

James Schaible

Chambi, Larisa

From: Jennifer Seward <sewardljennifer@gmail.com>
Sent: Friday, July 3, 2026 1:27 PM
To: Public Engagement
Subject: Public weigh in about the Costco conversion

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Hello, I don't think I'll be able to make the in person meeting on July 7th, so I want to send an email about it just in case.

I heavily rely on Costco's services as well as their groceries. And most of my clothes end up coming from Costco too. I've lived downtown since 2012 & at my current location, about five minutes from Costco, since June/July of 2015. Having Costco as it is, has been crucial for me. We just don't have much down here that's reasonably priced. And I like their business practices so I like to support them with my business. I have an executive membership & their credit card. If they leave us high & dry though, I will likely have to rethink all of that.

Due to insurance I've sometimes had to use other places for prescriptions, but I always come back to Costco because CVS & Walgreens just don't even come close. And I regularly use their tire center. When you have your car worked on, having it near your place of home just makes functioning so much easier. Plus there's no other place that compares to Costco's tire center.

There are so many areas downtown that need life breathed back into them. I fully support them wanting to help small businesses. Just don't do it at the expense of those in the neighborhood that heavily rely on every aspect Costco offers. Create a separate building in the area to expand what they offer, not reduce & replace it. They aren't hurting for money. So don't squash the little guy they've been a champion for all of these years. Their reputation will be hindered & people will question their motives, like Target went through.

Target was my go to place just outside the main city area. I went there regularly & have their credit card too. Now though, I pretty much never step foot in a Target anymore. It was one of my designated stores & I've replaced it almost entirely out of principle. There are a lot of people, especially in our area, with similar core values who will undoubtedly do the same.

We need hope in the world these days. Not more disappointment. Over the years I would rave about Costco. One of my best friends & I regularly hang out by eating at the food court & walking through Costco together. I call it an adult playground, lol. I know of others who speak similarly. That will change though if they go through with this.

With gratitude,

Jennifer Seward
816-509-3075
SewardLJennifer@gmail.com
www.JenniferSewardActor.com
President of WIFM KC
www.wifmkc.org

Chambi, Larisa

From: Jeffrey Smith <y24jds@gmail.com>
Sent: Sunday, July 5, 2026 5:49 PM
To: Public Engagement
Subject: My testimony regarding Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Dear Mayor, City Council Members, and City Officials,

I am writing to express my strong opposition to the proposed conversion of the Kansas City Costco from a traditional warehouse store into a Costco Business Center.

This location is not simply another retail store. It is an important resource for a large number of Kansas City residents who depend on it for groceries, household products, prescriptions, optical services, clothing, electronics, seasonal items, and many other everyday necessities. The store is consistently busy, which clearly demonstrates that it serves a strong and continuing demand within the community.

A Costco Business Center is not an equivalent replacement for a traditional Costco. Business Centers are designed primarily around the needs of restaurants, offices, convenience stores, and other commercial customers. They generally offer a different product mix and eliminate or significantly reduce many of the products and services that ordinary households rely upon.

Converting this location would create a real hardship for Kansas City residents, particularly families, seniors, people with limited transportation options, and anyone who would now be required to travel much farther to reach a traditional Costco. It would also remove a major retail destination from the city and potentially redirect spending, sales-tax revenue, and customer traffic to suburban locations outside Kansas City.

It is especially difficult to understand this decision when the existing store is heavily used and appears to be commercially successful. This is not a situation involving an unwanted, underperforming, or vacant property. It is a popular store that provides clear value to the surrounding community.

I respectfully ask the City to carefully examine what authority, influence, incentives, zoning considerations, or economic-development tools may be available to preserve a traditional Costco warehouse within Kansas City. At a minimum, the City should urge Costco to maintain the current store or commit to opening a replacement traditional Costco nearby before converting this location.

Kansas City residents should not lose access to an essential and heavily utilized retail resource without serious public discussion and a clear plan to address the consequences.

Thank you for accepting public testimony and for considering the impact this change would have on the people who live in and support Kansas City.

Sincerely,

Jeffrey Smith
Kansas City, Missouri

Chambi, Larisa

From: Kate Bender <kate.bender@gmail.com>
Sent: Monday, July 6, 2026 8:12 PM
To: Public Engagement
Subject: Plan Commission comment for 7/15 Meeting

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

As a resident of the Longfellow neighborhood, I would like to raise concerns about the proposed conversion of the Costco to a business center, based on the proposed modifications to accommodate additional truck traffic.

The Midtown Costco sits at the intersection of two boulevards, which do not allow truck traffic. Other nearby arterials, like Main and 31st Street, are crucial multimodal routes that only allow for one lane car traffic in many areas. Further, Costco is immediately surrounded by neighborhoods and schools. Increased truck traffic creates negative externalities and it's not clear what infrastructure it will utilize.

I am not a NIMBY. I'm in favor of increased density and mixed-use development in my neighborhood and throughout the city. This modified use does not align with existing or proposed uses for the neighborhood.

We can't expect a business to make choices that prioritize community needs over their own profit margin. We can expect our elected and appointed officials to give due consideration to these issues. Please vote against the Costco plan.

Sincerely,
Kate Bender

Chambi, Larisa

From: Katie Levi <katieinkc3659@gmail.com>
Sent: Friday, June 5, 2026 9:27 PM
To: Chambi, Larisa
Cc: Public Engagement
Subject: CDC-CPC-2026-00069

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Dear Larisa,

I am writing to you today not just as a resident, but as someone who has been a part of the Midtown Costco family since day one. I was actually there on opening day 25 years ago. Since that very first week, I have walked through those doors once or twice every single week to feed my family and take care of our household. This store is so deeply woven into our lives that my son—who is now 25 years old—learned his very first word right there in the aisles: “samples.”

That is why the news about converting 241 Linwood Boulevard into a Business Center breaks my heart.

Losing our neighborhood bakery, the food court, the pharmacy, and everyday grocery sizes will completely rip the heart out of this store. Midtown needs a regular retail hub, not a commercial distribution center for restaurants. Our community supported this store through taxpayer TIF funding from the very beginning, and now a whole generation of families relies on it for survival.

Please don't let them strip away the basic services that working families in the urban core depend on. I urge you to stand up for regular residents, deny these zoning changes, and help keep our Midtown Costco the neighborhood anchor it was always meant to be.

Thank you for listening to our community.

Sincerely,

Katie Levi

3659 Harrison Blvd

816-985-6633

Chambi, Larisa

From: karen robertson <karenrobertson70@yahoo.com>
Sent: Thursday, July 2, 2026 11:13 PM
To: Public Engagement
Subject: Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

My family has relied on this store for years. If we were not going to be gone, I would be at the library.

I love the things that it has provided us over the years and fear that turning it into a business center means that I won't have the resources we once had. I do not like to shop outside a 10-15 minute range. Going to KS or Lee's Summit is not an option for me.

We have supported this store so much that many of the staff know me by name and I know theirs. They treat me like family. When this store changes, the resources I once enjoyed will be gone and I will have to seek other places to shop. I often tell them on a weekend, I will see you in 3 days. That's how often we shop. I'm typically coming in one day, and back again 3 days later.

Such a big fear about what a business center means for our future grocery shopping.

I've heard business centers are awesome, but for a smaller family, is that true? Is there a way to compromise and do both?

Half the time, if you looked at me, I would tell you, everything I am wearing is Costco. From the inside out, Costco is my go to!

Will we get supplements, pet food, clothing, fresh organic produce with the business center? Bread, beer, good wine? Laundry detergent? Cleaning products? Paper towels? Salsa? I could go on and on.

We fill out tires, buy our tires and car batteries, Christmas gifts, dishes, vitamixes and other kitchen products. Seriously, I'm adamant about my Costco.

Wish we weren't going out of town so we could be at the meeting.

Sent from my iPhone

Chambi, Larisa

From: Kite Singleton <kitesingleton59@gmail.com>
Sent: Wednesday, July 8, 2026 10:30 AM
To: Public Engagement; Jim Glover
Subject: Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

As former Chair of City Planning Commission, and Midtown resident I take real umbrage at Costco comparing its midtown profits to their suburban profits. Councilman Glover offered you a place as part of a mixed-income neighborhood, so you got a good deal, now the streetcar provides a popular access one block away from your store and we've come to depend on you.

Please reconsider this terrible plan to leave us.
Kite

Chambi, Larisa

From: Lillian Anderson <landersonclark@gmail.com>
Sent: Sunday, July 5, 2026 10:52 PM
To: Public Engagement
Subject: Costco

Follow Up Flag: Follow up
Flag Status: Completed

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Leave the store the way it is. I bought my hearing aid and glasses from this store. I go to the store all the time to get my foodand other items there. It is close to my home. The staff is outtstanding . Where will I be able to get the t items I need? I live in Kansas City, not in Kansas where the new store will be. I am a senior citizen and the store is convenient for me to get to.

Lillian Anderson

Chambi, Larisa

From: Lou Junge <jungelou@gmail.com>
Sent: Monday, July 6, 2026 11:31 AM
To: Chambi, Larisa
Cc: Public Engagement
Subject: Case # CD-CPC-2026-00069

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Dear Larisa,
I am firmly opposed to the planned changes to the Costco Warehouse. It is really being developed as a Costco Distribution Center. This is obviously not just a site for small businesses to buy goods. Thus, the need for many additional ugly truck bays. The many trucks entering and exiting on an already extremely busy street presents an increased safety hazard. It's time this city thinks about the greater good- the environment, the people and safety!
Lou Loescher-Junge
816-288-9130

Chambi, Larisa

From: Letty Baker <lettybkr@gmail.com>
Sent: Tuesday, July 7, 2026 3:07 PM
To: Public Engagement
Subject: Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

I am disheartened and opposed to Costco plans to change their business model. I believe that store has become a vital benefit for midtown KC and the Westside. I dont use it often but I am a single retiree. I see families there with full carts. The gas station is a boon to the neighborhood too. If families lose the ability to shop there, they will have to drive farther or spend more at smaller businesses.
Thank you,
Mary Baker
629 East 66th Street
KCMO 64131

Chambi, Larisa

From: Matthew Charley <mattcharley1@gmail.com>
Sent: Tuesday, July 7, 2026 8:19 PM
To: Public Engagement
Subject: Costco conversion

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

I do not support the conversion of the Costco to a business center.

Matthew Charley

Sent from my iPhone

Chambi, Larisa

From: Michele Fratto <mfratto76@gmail.com>
Sent: Monday, July 6, 2026 12:47 PM
To: Public Engagement
Subject: Costco converting to business center

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Please note that I oppose Costco turning into a Business center. I would rather see them go then deny the public access to grocery, pharmacy, etc. we don't need the large trucks coming through for business center. I would rather see a Walmart or Sam's Club go in their place. Thank you. Michele Fratto, citizen of Jackson County. Sent from my iPhone

Chambi, Larisa

From: mindy goodman <farmit@sbcglobal.net>
Sent: Monday, July 6, 2026 10:58 AM
To: Public Engagement

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Please, please, please leave Costco as is.
I cannot imagine I will fight the crowds at other Costcos for automotive, optical or pharmacy.
Sent from my iPhone

Chambi, Larisa

From: Marty Davis <martydavis@gmail.com>
Sent: Wednesday, July 8, 2026 11:40 AM
To: Public Engagement
Cc: Jeff Davis
Subject: Public Comment: Opposition to Midtown Costco Conversion to Business Center

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Dear Public Engagement Team,

My husband and I attended yesterday's neighborhood meeting at the Westport library branch regarding Costco's proposal to convert the Midtown warehouse into a Business Center. As Costco members since 2001, we shop at this location weekly and strongly oppose this conversion.

While the meeting focused on defining what a Business Center *is*, the community is deeply concerned with what it *isn't*—namely, a vital, accessible retail hub for local residents.

We urge the city and Costco to consider the following points:

- **Loss of an Essential Community Asset:** This warehouse serves a dense Midtown community with no comparable retail alternatives. Losing access to everyday essentials, the pharmacy/vaccination services, optical and hearing centers, the bakery, clothing and household items and the food court will negatively impact hundreds of local households.
- **Alternative Locations Exist:** Rather than removing a thriving retail staple from an underserved area, the logical solution is to leave the Midtown warehouse intact and select a new location for the Business Center. The surrounding area has numerous vacant lots, closed schools, and empty storefronts that could easily be redeveloped.
- **Sustainability and Resource Management:** Converting the current building requires completely removing the existing infrastructure, including large commercial freezers. From both an economic and environmental standpoint, it makes far more sense for Costco to install new equipment into a brand-new building rather than tearing out and discarding perfectly functional infrastructure here.

The Midtown Costco is more than just a store; it is a community anchor with long-term employees who have become our familiar neighbors. We strongly urge Costco to build their new Business Center in an alternative location and preserve the Midtown warehouse for the community it successfully serves.

Thank you for your time and consideration of our feedback.

Sincerely,

Marty and Jeff Davis

Chambi, Larisa

From: Mary Kate Gliedt <marykate@irishcenterkc.org>
Sent: Wednesday, July 8, 2026 1:14 PM
To: Public Engagement
Subject: Feedback on the Costco Business Center

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Hi there,

I was unable to attend the public meeting on July 7 regarding the proposed Costco Business Center on Linwood and appreciate the opportunity to share my thoughts in this way.

I am a Midtown resident and a Midtown business owner. I am the director of the Kansas City Irish Center, a cultural arts nonprofit housed in historic Drexel Hall at the corner of Linwood and Baltimore, just a few blocks away from this Costco.

This Costco pivoting to a business center will have a direct, negative, impact on business practices at our nonprofit. One of the priorities of our Costco membership is the flexible return policy, which has allowed us to plan and execute events in a cost-effective way - always key for a nonprofit. We have learned that the Costco Business Center will not accept all returns as a typical Costco will, and that will harm our business and likely result in staff commuting to the nearest Costco that will support those returns, driving business from Midtown and taking staff out of the office for hours at a time.

As a Midtown resident, I am frustrated at the loss of a grocery store and pharmacy in my neighborhood. There is not another alternative for either of these neighborhood staples in Midtown and they are desperately needed. The Linwood Costco fills this gap and Midtown will suffer without it.

Thank you again for the opportunity to share feedback.

--Mary Kate

Mary Kate Gliedt
Executive Director
Kansas City Irish Center
O. 816.474.3848
M. 314.732.3226

My core working hours are 9:30am to 4:30pm Central time Monday to Friday, however, I also work flexibly for events and often outside normal office hours.

There is no need for anyone to respond to my emails outside their own working hours.

Chambi, Larisa

From: Mikhail Marchenko <mmv1388@gmail.com>
Sent: Tuesday, June 9, 2026 12:20 PM
To: Chambi, Larisa
Subject: RE: CD-CPC-2026-0006

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

To Whom It May Concern,

I am writing to express my strong opposition to the re-zoning request submitted by Costco for the proposed site at Linwood. I urge the city to deny this request based on the significant negative impacts it will have on our community.

First, it is vital to consider the existing food deserts within Kansas City, Missouri. Approving this re-zoning for a membership-based warehouse club does not address the urgent need for accessible, affordable fresh food for the residents in these underserved areas. Instead of supporting equitable food access, this development risks further entrenching the disparities faced by our neighbors in KCMO.

Furthermore, the proposed operating hours for this location are highly restrictive. These new hours will effectively prevent the majority of non-business owning members from utilizing the store. By prioritizing business hours over the needs of individual residents and families, this development fails to serve the broader public interest.

I strongly encourage the city to prioritize community-focused urban planning and deny this re-zoning request. Thank you for your time and for your commitment to the well-being of all Kansas City residents.

Best regards,

Mikhail Marchenko

Chambi, Larisa

From: Mary Pebley <marypebley@gmail.com>
Sent: Tuesday, July 7, 2026 7:30 PM
To: Public Engagement
Subject: Costco conversion to a business center

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

My personal testimony: I am 83 years old and am able to ride the street car from Brookside for my hearing aids, eye glasses and prescriptions. I also get personal care items, groceries snd an occasional bottle of wine. I am one of several of my friends who depend o the midtown store.
I can't get to another COSTCO. If you need a business center, build one on to the existing building - Or another one.
This is our "general store"
Thank you
Mary Pebley 32 W 58th St. KC MO

Chambi, Larisa

From: jnojones12@gmail.com
Sent: Sunday, June 21, 2026 10:40 AM
To: Chambi, Larisa
Cc: Public Engagement
Subject: Public testimony: case CD-CPC-2026-00069

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Dear Ms. Chambi,

I am submitting public testimony regarding case CD-CPC-2026-00069. Please find my testimony below.

Thank you,
Olivia Delmas

To the Kansas City Plan Commission:

I am a Midtown resident writing to express my opposition to the proposed conversion of the Linwood Costco Wholesale Warehouse into a Costco Business Center and the associated rezoning request (case CD-CPC-2026-00069).

Kansas City is investing heavily in the renewal of its urban core—expanding public transit, improving pedestrian and bicycle infrastructure, and encouraging dense, mixed-use development. The Linwood–Main corridor is central to this vision, with the streetcar, planned transit expansion, and the Gillham bike connection all designed to support a more accessible, people-focused city. Approving this rezoning would move the area in the opposite direction. A Costco Business Center would significantly increase truck and commercial traffic on E. Gillham Plaza, Linwood Blvd., and Main Street—streets the city has identified as critical to safe multimodal transportation. This shift would undermine public investments and compromise the safety and comfort of residents, pedestrians, cyclists, and transit riders.

Equally important, the proposed conversion would eliminate essential consumer services currently relied upon by Midtown residents and many others across the city. The existing Costco provides household-scaled groceries, a pharmacy, optical services, and other community-serving amenities. A Business Center model would remove most of these offerings, replacing them with business-oriented inventory that does not meet neighborhood needs. This would reduce access to affordable goods and services in an area where many residents depend on them—and where the city has explicitly encouraged walkable, transit-accessible retail.

It is also worth noting that the original Costco development was made possible through substantial public investment in the 1990s. That investment was justified on the basis of providing broad community benefit. Converting the site to a business-focused facility would diminish that public value and contradict the purpose for which the city supported the project in the first place.

Kansas City and Costco have successfully partnered before, and they can do so again—but only if the outcome aligns with the city's long-term goals and the community's needs. A rezoning that prioritizes business-to-business operations over residents, reduces essential services, and increases heavy traffic in a corridor planned for dense, people-oriented development is not in the public interest.

For these reasons, I urge the Commission not to recommend approval of this rezoning request.

Sincerely,
Olivia Delmas

Chambi, Larisa

From: Raynor <raynor3rd@gmail.com>
Sent: Tuesday, July 7, 2026 10:30 AM
To: Public Engagement
Subject: So disappointed

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Our family is very disappointed that Costco is changing to a business center.
We have been executive members for over 23 years and have used all aspects of the store in midtown. The other stores are not convenient for us and the business center will not have all the supplies we need. It was really inconvenient when the photo department left but now we are losing so much more! As a business owner we do not appreciate the change and how Costco is abandoning our family and many others. We will not be able to attend the meeting but want to voice how very disappointed we are and hoping this change doesn't happen!
Sent from Gmail Mobile

Chambi, Larisa

From: Raynor <raynor3rd@gmail.com>
Sent: Tuesday, July 7, 2026 12:20 PM
To: Public Engagement
Subject: July 7 from 4:00 p.m. to 6:00 p.m. It is being held at the Kansas City Public Library's Westport branch, located at 118 Westport Rd.

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

I sent my email because we are not available to attend meeting.
Our family is very disappointed that Costco is changing to a business center.
We have been executive members for over 23 years and have used all aspects of the store in midtown. The other stores are not convenient for us and the business center will not have all the supplies we need. It was really inconvenient when the photo department left but now we are losing so much more! As a business owner we do not appreciate the change and how Costco is abandoning our family and many others. We will not be able to attend the meeting but want to voice how very disappointed we are and hoping this change doesn't happen!
Sent from Gmail Mobile
Raynor
3710 Jefferson Street
KCMO 64111-2818

Sent from Gmail Mobile

On Tue, Jul 7, 2026 at 9:30 AM Public Engagement <publicengagement@kcmo.org> wrote:

> Thank you for your email. Please read this reply carefully.
>
> This is a monitored email and is intended only for:
>
> • public engagement meeting materials such as meeting notices, meeting summaries, and sign-in sheets, and
> • written testimony intended for the City Plan Commission and Board of Zoning Adjustment (NOTE: any testimony provided to the BZA must be notarized).
>
> It is not intended for:
> • Questions or inquiries
> • Dialogue with staff
> • Requests for meetings
>
> WHAT WE DO WITH YOUR EMAIL
> We retain it as part of the public record for the case in question. To ensure the email is used as intended please do the following:

If you are a member of the applicant team submitting public engagement materials:
• Reference the case number or project name in the email subject line

If you are providing written testimony:
• Reference the case number you're emailing about in the subject line
• Address your email to the City Plan Commission or the Board of Zoning Adjustment (NOTE: any testimony provided to the BZA must be notarized – this includes Special Use Permits which go to CPC first).
• Conclude with your first and last name as well as your street address
• Submit by 5pm 7 calendar days prior to the hearing (note: we will make every attempt to provide emails received after this time/date to the Commission/Board at the hearing but we cannot guarantee delivery)

Chambi, Larisa

From: Randy Hite <randyhitekc@gmail.com>
Sent: Tuesday, July 7, 2026 10:11 AM
To: Public Engagement
Subject: Costco Changing

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

I am very upset and worried that Costco will be changing the format of their store in Kansas City on Linwood Road which means that they will eliminate their pharmacy.

I am a customer of their pharmacy. I changed to Costco pharmacy several years ago.

I have a monthly prescription which I use a manufacturer's coupon with that eliminates my co-pay. The pharmacists at Costco pharmacy understand how this coupon works.

It was difficult to set up and occasionally the system doesn't honor the coupon, so the pharmacist has to re-enter the information.

I dread having to change pharmacies and have them register the coupon and go through the ordeal of the coupon not being accepted. That would mean I would have a $359 monthly co-pay.

I am quite upset about this situation happening when ths Costco pharmacy closes.

Please deny Costco their request to change the format of this Costco that would eliminate their pharmacy which I and many other customers rely on greatly.

Thank you for considering the needs of Costco customers over the greed and profits of a huge corporation which received tax breaks from the city when this store was built under the Glover Plan many years ago.

Sincerely,

Randy Hite
3708 Pennsylvania Ave
Kansas City MO 64111
816-516-1966
Randyhitekc@gmail.com

Sent from my iPhone

Chambi, Larisa

From: Rainey Rinaldi <rainey_87@hotmail.com>
Sent: Monday, June 8, 2026 7:15 AM
To: Chambi, Larisa
Cc: Public Engagement
Subject: CD-CPC-2026-00069"

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

As a frequent user of the Midtown Costco and a resident I strongly oppose making it a business center.

Rainey Rinaldi she/her

Chambi, Larisa

From: Randall Stock <rkstock@att.net>
Sent: Tuesday, July 7, 2026 1:22 PM
To: Public Engagement
Subject: Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

I oppose the re-zoning of the Costco. I am a Kansas City resident and want to keep Costco just as it is. Fix the crime issues and they will stay.

Randy Stock.

Sent from AT&T Yahoo Mail for iPhone

Chambi, Larisa

From: Stephen Cosgrove <turtleshell1952@gmail.com>
Sent: Monday, July 6, 2026 11:11 AM
To: Public Engagement

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

We do not accept that Costco wants to turn our location into a bussiness center, our neighbor hood originally wanted a grocery store, before they won out and put the Costco in. They can move to a different location and let a decent grocery store move in.

Chambi, Larisa

From: Sharon Henry <skhenry_1@yahoo.com>
Sent: Monday, July 6, 2026 6:54 PM
To: Public Engagement
Subject: Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

The changes Costco proposes are not beneficial to the community. The store is always crowded and well supported. If they want a business center, they should build a new building to house it and keep the present one as is. The Costco at Linwood offers services very much needed in central KC area!
Sent from my iPhone

Chambi, Larisa

From: Sue Sykes Berry <infogoddess2000@yahoo.com>
Sent: Monday, June 8, 2026 10:14 AM
To: Chambi, Larisa; Public Engagement
Subject: "CD-CPC-2026-00069"

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

I am writing with dismay over the plan to stop serving the residents of Midtown by letting the Costco warehouse become a business center. I have been a resident of Midtown for over 25 years and the best change that happened in the area was when the Home Depot and Costco came to the area. No longer do I need to drive to Ward Parkway to find a mall, the Costco warehouse is one! I am elderly and on several prescriptions. When the pharmacy closes as part of this proposed change, I will have two pharmacies to choose, a CVS or Walgreens. I have nothing against either of those businesses, but in the last 5 years both have closed down other locations in the area. P;ease rethink this decision and leave the Costco warehouse as it is, a place that residents can grab a cheap lunch, take care of our medical needs (including glasses, eye checks, hearing aids and prescriptions) and just enjoy seeing the familiar faces that have graced this location since it opened!

Sincerely,

Sue Sykes Berry

Chambi, Larisa

From: Tamara Brown <tamara.9273b@gmail.com>
Sent: Tuesday, July 7, 2026 9:35 PM
To: Public Engagement
Subject: Midtown Costco Linwood

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Re: Opposition to Recommended Approval of Major Amendment for Costco Business Center Conversion at 241 E. Linwood Boulevard

Dear Members of the City Plan Commission:

I respectfully urge the City Plan Commission not to recommend approval of the proposed major amendment for the conversion of the existing Costco Wholesale at 241 E. Linwood Boulevard into a Costco Business Center.

This proposal should not be treated as a routine remodel or as a private merchandising decision. Costco's own application describes the request as a "Major Amendment to an Urban Development District" and a "conversion" of the existing Costco Wholesale to a Costco Business Center. The same project narrative describes the proposed Business Center as a "membership only wholesale distribution center" focused on providing products, equipment, and services to small businesses for resale.

That description matters. The proposed amendment would materially change the public function of a site created through substantial public redevelopment investment. It would move the property away from a neighborhood-serving consumer retail anchor and toward a more commercial, distribution-oriented use with additional shipping docks, delivery trucks, overnight truck storage, and reduced consumer services.

For the reasons set forth below, the Commission should recommend denial. At minimum, the Commission should continue the case and require a complete traffic, fiscal, public-benefit, and redevelopment-plan consistency analysis before any approval is considered.

I. The Midtown Costco Site Exists Because of Major Public Redevelopment Investment

The Midtown Marketplace site was not created by ordinary private market activity. It was created through a large public redevelopment effort under the Midtown/Glover Plan and related tax increment financing.

The 2000 Official Statement for the Missouri Development Finance Board Infrastructure Facilities Revenue Bonds for the Midtown Redevelopment Project shows that the financing involved $46.6 million of MDFB Infrastructure Facilities Revenue Bonds. Those bonds refinanced prior 1996 bonds and funded redevelopment costs for the Midtown Redevelopment Project. The Official Statement describes the project as involving both public and private improvements related to the Midtown Redevelopment Project.

The public investment was substantial. Missouri Auditor TIF reporting for the Midtown-Linwood TIF Plan reports approximately $64.9232 million paid on principal and interest on outstanding bonded debt since inception. The same public reporting identifies approximately $37.456 million in public infrastructure expenditures since inception.

Those figures matter. The City and other public entities did not merely allow Costco to build a store. Public financing, tax increment revenues, infrastructure expenditures, land acquisition, demolition, and redevelopment mechanisms were used to create the conditions for this retail site to exist. The Commission should therefore evaluate the proposed conversion against the public purposes that justified that investment.

II. The Original Redevelopment Purpose Was Not Merely Commercial Activity; It Was Neighborhood Revitalization Anchored by Retail Serving Housing

The original Midtown/Glover Plan was not simply a plan for large-format commercial boxes. The redevelopment strategy tied retail activity to the stabilization and renewal of the surrounding residential area. Retail was intended to serve nearby residents, and residential redevelopment was intended to support neighborhood-serving retail.

That original purpose remains directly relevant. The public rationale for investing in the Midtown Marketplace area was not merely to maximize Costco's flexibility as a private landowner. The public purpose was to address blight, support housing renewal, and create retail anchors serving the surrounding Midtown neighborhoods.

The Official Statement confirms that the Linwood Corridor project originally anticipated anchors including K-Mart, Toys-R-Us, Payless Cashways, and a large grocery store. After K-Mart withdrew, replacement anchor tenants were located. Costco agreed to purchase approximately 13.25 acres for construction of a 148,474-square-foot wholesale club store, and Home Depot entered into a lease for a 120,000-square-foot store.

That history matters. Costco stepped into a publicly financed redevelopment structure as a replacement anchor for a project intended to support Midtown revitalization. The City should not now approve a major amendment that allows Costco to change the character of that anchor from consumer-serving retail to a more distribution-oriented business-supply use without determining whether that change is consistent with the original public purpose.

III. Costco's Own Filing Shows This Is a Material Change in Use

Costco's project narrative is direct. It says Costco plans to "remodel and convert" the existing warehouse to a Costco Business Center. It describes the Business Center as a wholesale distribution center focused on small businesses and resale. It also states that Business Centers provide delivery services to businesses and members.

The proposed physical changes are designed to serve that changed use. Costco proposes four additional shipping docks at the southeast corner of the building. It proposes overnight storage for up to 25 delivery trucks in a fenced and gated area. It proposes power for refrigerated trucks loaded with food overnight. It proposes a new exterior-access restroom for truck drivers. It proposes a right-in/right-out restriction at the Gillham Plaza entrance. It proposes a new loading canopy and changes to internal circulation.

This is not merely a sign change from "Costco Wholesale" to "Costco Business Center." It is a physical and operational conversion of the site to accommodate delivery, truck storage, shipping, and business-supply activity.

IV. Costco's Current Inventory Assurances Are Not Binding

Costco's narrative attempts to reassure the City that members will still be able to buy some household goods, grocery items, cleaning supplies, pet supplies, paper goods, frozen foods, dairy, snacks, beverages, and health-and-beauty items.

The Commission should not rely on those assurances as a basis for approval. Once the major amendment is approved, Costco will control its inventory, departments, services, and business model. Unless specific conditions are imposed, Costco may later reduce or remove additional household-facing goods or services as it sees fit. The City should not treat a nonbinding inventory description in a project narrative as an enforceable commitment to maintain neighborhood-serving retail.

More importantly, Costco's own narrative confirms substantial inventory losses. The proposed Business Center would carry no apparel, jewelry, or major electronics. It would carry less sporting goods, books, toys, and seasonal merchandise than a typical warehouse. It would not offer pharmacy, optical, bakery, the tire shop, or the food court.

Those are not trivial differences. They are precisely the kinds of consumer-facing goods and services that make the existing Midtown Costco valuable to nearby residents. Their elimination would reduce the site's function as a neighborhood-serving retail anchor.

V. The Proposal Is Inconsistent With the City's Investments in Transit, Walkability, and Residential Growth

The area around 241 E. Linwood is not moving toward a more truck-oriented commercial environment. It is moving toward a more residential, walkable, transit-served Midtown.

The City and regional partners have invested heavily in the Main Street streetcar extension, pedestrian improvements, bicycle infrastructure, streetscape improvements, safer crossings, and complete-street design. Nearby residential projects along Main Street, Armour, Union Hill, Martini Corner, and the streetcar corridor are adding or proposing hundreds of housing units. These public and private investments point in the same direction: more residents, more transit use, more pedestrian activity, and greater demand for ordinary household retail services.

That is exactly the wrong time to approve a conversion that eliminates consumer services and adds distribution-center characteristics. As the surrounding residential population increases, the need for neighborhood-serving retail increases. The existing Costco is a major household-serving anchor for Midtown and urban Kansas City. The proposed Business Center would diminish that function.

VI. Costco's Traffic Claim Does Not Answer the Relevant Planning Question

Costco states that a Business Center generates approximately 36% less weekday traffic and 56% less PM peak-hour traffic than a similar-sized Costco Warehouse. Even assuming those figures are accurate, they do not answer the relevant land-use question.

The question is not simply how many total trips occur. The question is what kind of trips, what kind of vehicles, what routes, what hours, what conflicts, and what land-use character.

Costco's own filing shows the proposed use is more truck-oriented. The project would add four shipping docks, store up to 25 delivery trucks overnight, use shore power for refrigerated trucks, reload trucks in the afternoon, dispatch trucks in the morning, and alter site circulation to accommodate those operations. The vehicle-tracking exhibits model Hino L7 box-truck movements and WB-67 tractor-trailer movements entering from Linwood Boulevard, using Gillham Plaza, backing into docks, moving through the parking field, and exiting the site.

A reduction in ordinary customer trips does not make a truck-storage and delivery-oriented operation compatible with a residential and transit-oriented corridor. The Commission should reject any attempt to equate "fewer total trips" with "less impact."

VII. The Proposal May Reduce Public Revenues and Public Benefit

The Commission should also require a fiscal analysis before any recommendation of approval.

The current Costco functions as a consumer retail warehouse. The proposed Business Center would be more focused on businesses, resale, restaurant supply, office supply, delivery, and commercial purchasing. To the extent sales are made for resale or otherwise qualify for sales-tax exemption, the conversion will reduce taxable sales and therefore reduce sales-tax-related public revenues.

That issue is especially important because the Midtown redevelopment relied heavily on public tax revenues. The public invested through TIF mechanisms, public infrastructure financing, PILOTs, Economic Activity Taxes, and bond repayment structures. The City should not approve a conversion that could reduce taxable consumer retail sales while also reducing consumer services and increasing truck-oriented impacts without a clear fiscal analysis.

If the proposed use produces less public revenue and fewer household-serving benefits, then it is not merely a private business adjustment. It is a reduction in the public return on a major public redevelopment investment.

VIII. Costco Has Not Shown That This Site Is the Appropriate Location for a Regional Business Center

Costco may want a Business Center in the Kansas City region. That corporate objective does not establish that 241 E. Linwood is the appropriate location.

This site is urban, publicly subsidized, increasingly surrounded by residential development, and close to major transit and pedestrian investments. The site's comparative public value is as a household-serving retail anchor for Midtown and urban Kansas City. A Business Center, by contrast, is more oriented toward business purchasing, delivery operations, truck movement, and commercial supply.

If Costco wants to operate a regional Business Center, the City should require Costco to explain why that use cannot be located at a site better suited for truck access, highway proximity, commercial loading, and distribution activity. Costco should not be allowed to sacrifice a publicly supported Midtown retail anchor simply because it may be the most convenient corporate conversion candidate.

IX. The Application Is Incomplete for a Major Amendment of This Importance

Costco's filing does not provide enough information for the Commission to recommend approval.

The application does not provide a complete traffic impact study distinguishing current customer trips, proposed customer trips, box-truck trips, WB-67 tractor-trailer trips, fuel-center trips, and delivery

trips. It does not provide a full pedestrian and bicycle conflict analysis. It does not analyze impacts on Linwood Boulevard, Gillham Plaza, Gillham Road, Main Street, or nearby residential streets. It does not analyze whether the proposed use is consistent with the original Midtown/Glover Plan and TIF redevelopment objectives. It does not analyze the fiscal effect of replacing consumer retail activity with a business-center format. It does not provide binding commitments to preserve any consumer-facing inventory or services.

The Commission should not fill those gaps by accepting generalized assurances from the applicant.

X. Requested Action

For these reasons, I respectfully request that the City Plan Commission recommend denial of the proposed major amendment.

In the alternative, the Commission should continue the case and require Costco to submit, at minimum:

1. A redevelopment-plan consistency analysis addressing the original Midtown/Glover Plan, TIF objectives, and public-purpose rationale for the Midtown Marketplace redevelopment;

2. A fiscal analysis comparing current taxable retail sales and public revenues with projected taxable sales and public revenues under the Business Center model, including the effect of resale and other exempt commercial transactions;

3. A full traffic impact study distinguishing customer vehicles, box trucks, WB-67 tractor-trailers, delivery vehicles, fuel-center traffic, and internal circulation patterns;

4. A truck-routing and operations plan, including delivery hours, truck staging, idling, refrigeration, overnight storage, loading, and restrictions on residential-street use;

5. A pedestrian, bicycle, and transit-safety analysis addressing conflicts with Linwood Boulevard, Gillham Plaza, Gillham Road, Main Street, internal accessible routes, and nearby streetcar-oriented improvements;

6. A neighborhood retail impact analysis identifying the consumer-facing goods and services that will be eliminated or reduced;

7. Binding conditions, if any approval is considered, requiring preservation of specified household-serving goods and services, limiting truck activity, prohibiting outdoor storage beyond approved screened areas, restricting delivery hours, and requiring future Commission review before any further reduction in consumer-facing services.

Conclusion

The City and other public entities invested heavily in the Midtown Marketplace redevelopment to advance public purposes: blight removal, infrastructure improvement, retail development, housing stabilization, and neighborhood revitalization. The existing Costco has served as a major consumer-facing anchor within that redevelopment strategy.

The proposed Business Center conversion would move the site away from that role. It would eliminate important household-facing services, reduce ordinary consumer retail functions, add shipping docks,

store delivery trucks overnight, increase distribution-oriented operations, and potentially reduce taxable consumer retail activity.

Costco's private business preference should not override the public purpose of the redevelopment plan or the City's current investments in residential, walkable, transit-oriented Midtown.

The Commission should not recommend approval.

Respectfully submitted,

Tamara Brown
700 West 31st Street
Kansas City, MO. 64108
Tamara.9273b@gmail.com

Source Notes

Costco application narrative: MG2 project narrative dated May 22, 2026, filed with the City of Kansas City, regarding the major amendment and conversion of Costco Wholesale at 241 Linwood Boulevard to a Costco Business Center.

Vehicle tracking exhibits: Civil & Environmental Consultants vehicle tracking exhibits dated March 5, 2026, showing Hino L7 box-truck and WB-67 tractor-trailer movements to and from shipping/loading docks, Linwood Boulevard, Gillham Plaza, and internal site drives.

MDFB Official Statement: Missouri Development Finance Board Official Statement dated April 13, 2000 for $46,600,000 Infrastructure Facilities Revenue Bonds (City of Kansas City, Missouri - Midtown Redevelopment Project), Series 2000A.

Missouri Auditor TIF reporting: Missouri Auditor public TIF reporting for the Midtown-Linwood TIF Plan, including reported PILOTs, Economic Activity Taxes, public infrastructure expenditures, and principal and interest paid on bonded debt since inception.

Chambi, Larisa

From: Todd Gregory-Gibbs <toddkendallgregory@hotmail.com>
Sent: Tuesday, July 7, 2026 12:56 AM
To: Public Engagement
Subject: midtown Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Changing to a business center will inconvenience me personally as someone who shops at the Costco in midtown several times a week. It will also inconvenience scores of other people who live in Kansas City brookside, midtown, northeast, Crossroads, downtown, and on and on.

My prescriptions are there, have been for most of a decade, and GoodRx isn't honored at the same rate of savings anywhere else near where I live, so I'd have to drive out to freaking 95th Street or half an hour north or east just to handle prescriptions. That makes me enraged.

I've also bought every pair of glasses I've worn for the last 10 years at that Costco, likewise my tires for every car I've had in the last 15 years. I've had an executive membership all of that time for all of the good it's gonna do me now.

It's a slap in the face, honestly. I really want to support Costco, it's company I have admired for not only the prices but also for how the company empowers and uplifts employees, and I like that it's CEO isn't a hack with a gold parachute.

But I'll be damned if I'm going to drive an hour and back to another location just to use the pharmacy. I'm 60 years old and my eyesight won't allow that. Costco loses me and my family entirely because of this.

And for what? So this company that has extracted an astounding amount of money from this community - a community that has supported this company faithfully - can save some bucks? Make way more?

I thought Costco was better than that. Very disappointed to have been wrong.

I hope this makes the community furious enough to boycott the location and I'd love to see it close within 2 years. I certainly won't be back after the change.

Todd K. Gregory-Gibbs
Resident of Northeast Kansas City MO.

Area Plan Alignment**: Medium**

KC Spirit Playbook Alignment: **Medium**

CC- Connected City
DO - Diversity & Opportunity
HAC- History, Arts & Culture
HE - Healthy Environment
PAA - People of All Ages
POS - Parks & Open Spaces
SAN - Strong & Accessible Neighborhoods
SC - Smart City
SEG - Sustainable & Equitable Growth
WDC - Well Designed City

Evaluation	Goal	Notes
High		
Medium	SEG WDC	SEG – existing building, contiguous development WDC – increased landscaping, minimal facade changes
Low	DO CC	CC, DO – Parking, possible conflicts with truck traffic

Alignment Comments:

The changes to the Midtown Costco proposed in this application have a **Medium** alignment with the KC Spirit Playbook and Midtown/Plaza Area Plan because there is no land use change and minimal façade changes. The applicant's plan significantly increases landscaping across the site, improving the site's alignment with design guidelines. Alignment with mobility goals remains low as the site is significantly over parked, and truck traffic may conflict with other vehicles in the parking lot.