



# CITY PLAN COMMISSION STAFF REPORT

City of Kansas City, Missouri  
City Planning & Development Department  
[www.kcmo.gov/cpc](http://www.kcmo.gov/cpc)

July 17, 2024

**Project Name**  
Berkley Riverfront MPD

**Docket # 3**

**Request**  
CD-CPC-2024-00074  
Rezoning to MPD

**Applicant**  
Port KC

**Owner**  
Port KC

Location 110 Berkley Plaza  
Area About 90 Acres  
Zoning MPD  
Council District 4<sup>th</sup>  
County Jackson  
School District KCMO 110

**Surrounding Land Uses**

**North:** Missouri River  
**South:** Residential, zoned MPD  
**East:** Residential, zoned MPD  
**West:** Commercial, zoned MPD

**KC Spirit Playbook Alignment**

*LRP determination: very likely*

**Land Use Plan**

The Greater Downtown Area Plan recommends downtown mixed use for the subject property.

**Major Street Plan**

Berkley Parkway is identified as a boulevard on the City's Major Street Plan.

**APPROVAL PROCESS**



**PROJECT TIMELINE**

The application for the subject request was filed on 5/29/2024. No scheduling deviations from 2024 Cycle 7.2 have occurred.

**REQUIRED PUBLIC ENGAGEMENT**

Public engagement as required by 88-505-12 does apply to this request. The applicant hosted a meeting on 7/8/2024. A summary of the meeting is attached to the staff report, see Attachment #3.

**EXISTING CONDITIONS**

The Berkley Riverfront has a variety of residential buildings, CPKC Stadium, BarK and several future mixed-use developments in the 90 acre development area.

**SUMMARY OF REQUEST + KEY POINTS**

A request to approve a major amendment to a previously approved development plan in district MPD (Master Planned Development) on about 90 acres in an area generally bounded by the Missouri River on the north and west, I-29 on the east, and railroad tracks on the south.

**CONTROLLING + RELATED CASES**

CD-AA-2022-00088 – A minor amendment was approved to include the reconfiguration of Troost Avenue, the streetcar extension and pedestrian connectivity and CPKC Stadium.

Ordinance No. 220941 – Council approved the expansion of the Berkley Riverfront MPD boundary of roughly 1.75 acres along Interstate 29/35 to allow for the construction of the KC Current stadium.

**PROFESSIONAL STAFF RECOMMENDATION**

Docket # Recommendation

**3 APPROVAL WITH CONDITIONS**

**PLAN REVIEW & ANALYSIS**

Port KC is proposing a major amendment to the previously approved MPD preliminary development plan. Most recently, CPKC Stadium was constructed on Parcel 8, located in the northeast corner of the overall development area. This application is a major amendment to the previously approved plan to allow for the following: two mixed-use structures on Parcel 6 and Parcel 7, improvements to the existing KC Water pump station and an overall change in design of the existing street network in the northeast quadrant of the site. The applicant has been coordinating with City staff, primarily with KC Water and Public Works to address utility easements, traffic safety improvements and both vehicular and pedestrian circulation. City staff is supportive of the general layout, plan, uses and proposed density which encourage a walkable environment, embrace the Missouri River and support the Riverfront Streetcar extension.

Standards	Applicability	Meets	More Information
Parkland Dedication (88-408)	Yes	Yes, subject to conditions	
Landscape and Screening Standards (88-425)	Yes	Yes, subject to conditions	
Outdoor Lighting Standards (88-430)	Yes	Yes, subject to conditions	
Sign Standards (88-445)	Yes	Yes, subject to conditions	The applicant shall comply with the Berkley Riverfront MPD Council Approved Signage Plan
Pedestrian Standards (88-450)	Yes	Yes, subject to conditions	

**SPECIFIC REVIEW CRITERIA**

**Development Plans, 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;**

At the time of this report being written, the applicant has several outstanding corrections that shall be resolved prior to ordinance request. Most corrections are concerns related to vehicular and pedestrian circulation. Public Works also has general circulation concerns related to the intersections of Berkley Parkway and E. Riverfront Road and Berkley Parkway and Lydia Avenue.

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

The proposed mixed-use structures are permitted in the Berkley MPD district.

**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;**

At the time of this report being written, the applicant team is coordinating with Public Works and MoDOT to ensure that vehicular circulation concerns are addressed within the development district.

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

The existing site facilitates a large amount of non-motorized travel. The applicant is continuing to refine the overall non-motorized circulation plan throughout the entire development district.

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

At the time of this report being written, the applicant has submitted a utility plan to KC Water and is continuing to have conversations with staff related to covenants for public mains being located within a private tract.

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

The proposed location, orientation, and architectural features are consistent with the previously approved MPD preliminary development plan. Any proposed structures will require an MPD Final Plan which shall be approved by the City Plan Commission (CPC) prior to the issuance of any building permit.

**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 will provide detailed landscaping plans with the submittal of an MPD Final Plan prior to the issuance of receiving any building permit.

**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.**

The design of the proposed streets and drives are consistent with the previously approved plan. Most of the proposed parking areas will be located underneath any structures built in the future.

**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.**

No trees will be removed with the approval of this major amendment.

**Master Planned Developments (88-520-03-G)**

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

**A. The preliminary development plan's consistency with any adopted land use plans for the area;**

The proposed residential density and general layout are consistent with the Greater Downtown Area Plan.

**B. The preliminary development plan's consistency with the MPD district provisions of 88-280; and**

The proposed changes to the development plan are consistent with the MPD district provisions of 88-280.

**C. The sufficiency of the terms and conditions proposes to protect the interest of the public and the residents of the MPD in the case of a plan that proposes development over a long period of time.**

The proposed conditions of approval will require the master developer (Port KC) to continue collaboration with Public Works and MoDOT to improve vehicular and pedestrian circulation throughout the master development district.

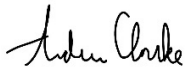
**ATTACHMENTS**

1. Conditions Report
2. Applicants Submittal
3. Public Engagement Materials

**PROFESSIONAL STAFF RECOMMENDATION**

City staff recommends **APPROVAL WITH CONDITIONS** as stated in the conditions report.

Respectfully Submitted,



Andrew Clarke, AICP  
Planner





## Plan Conditions

Report Date: July 11, 2024

Case Number: CD-CPC-2024-00074

Project: Berkley Riverfront MPD

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*Condition(s) by City Planning and Development Department. Contact Andrew Clarke at (816) 513-8821 / [Andrew.Clarke@kcmo.org](mailto:Andrew.Clarke@kcmo.org) with questions.*

1. The developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that street trees have been installed in accordance with the approved street tree planting plan and are healthy prior to Certificate of Occupancy.
2. Signage has not been reviewed with this application. The applicant shall update the Berkley Riverfront MPD signage plan prior to the issuance of any sign permit.
3. That Ordinance No. 200550, including all conditions provided therein, shall remain in full force and effect.
4. The developer shall secure approval of an MPD Final Plan from the City Plan Commission prior to building permit.
5. The developer shall screen all roof and/or ground mounted mechanical and utility equipment in compliance with 88-425-08.
6. 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.
7. 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.
8. As part of the public entitlement process you are required to meet the public engagement Section 88-505-12 of the City's Zoning and Development Code. Submit all required public engagement documentation to your assigned planner by 07/10/2024 via [publicengagement@kcmo.org](mailto:publicengagement@kcmo.org)
9. The following corrections shall be resolved prior to ordinance request:
  - Revised preliminary plat
  - Street Name Plan
  - Provide pedestrian and vehicular circulation plan for event & non-event days, including where shuttles will be located
  - Mobility Division Corrections
  - MoDOT corrections related to I-29 interchange and pedestrian overpass over Berkley Parkway
  - MoDOT correction stating that No certificate of occupancy (including temporary) shall be issued until the southbound I-29 off-ramp is improved per the traffic management plan (TMP)
  - Provide a table on the plan showing a listing of the phases of the development along with the total number of residential units by type, listing of the parkland requirements and the plat phase
  - On the Private Open Space Table to be provided, show how each existing and proposed residential structure has met or will meet their portion of the parkland dedication requirements including the use of Berkley Riverfront Park and how each future phase will be required to meet the parkland dedication requirements
  - The applicant shall resolve Public Works' correction related to the updated traffic impact study (TIS)
  - Per Public Works the developer shall address pedestrian crossings
  - Per Public Works the developer shall continue to coordinate with MoDOT
  - Developer shall update its Emergency Management Plan (EMP) prior to the issuance of any certificate of occupancy
  - The Developer shall resolve all KC Water corrections
  - Shall revise site data for Parcel 9

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

10. • 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)

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

11. • Buildings equipped with a fire standpipe system shall have an operable fire hydrant within 100 feet of the Fire Department Connection (FDC). (IFC2018 § 507.5.1.1)
12. • Fire hydrants shall be installed and operable prior to the arrival of any combustibile building materials onto the site. (IFC-2018 § 501.4 and 3312.1; NFPA 241-2013 § 8.7.2)
  - Fire hydrant distribution shall follow IFC-2018 Table C102.1
13. • A required fire department access roads shall be an all weather surface. (IFC-2012: § 503.2.3)
  - Fire Department access roads shall be provided prior to construction/demolition projects begin. (IFC-2018 § 501.4 and 3310.1; NFPA 241-2013 § 7.5.5)
    - Required fire department access roads shall designed to support a fire apparatus with gross axle weight of 85,000 pounds. (IFC-2018: § 503.2.3)
    - Shall provide fire lane signage on fire access drives.
14. • The turning radius for fire department access roads shall be 30 feet inside and 50 feet outside radius. (IFC-2018: § 503.2.4)
15. • Aerial Fire Apparatus access roads shall be provided for any building that is 30 feet in height or greater. Aerial Fire Apparatus Roads are a minimum 26 feet wide, at least 15 feet away from the building but not more than 30 feet from the structure. (IFC-2018 § D105).
  - Buildings exceeding three (3) stories or 30 feet in height shall have at least two means of fire apparatus access. (IFC-2018: § D104.1)
16. • Buildings exceeding 62,000 square feet in area shall have at least two means of fire apparatus access (IFC-2018: § D104.2)
  - Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses. (IFC-2018: § D106.3)
17. • New buildings shall have approved radio coverage for emergency responders within the building based on the existing coverage levels of the public safety communication systems utilized by the jurisdiction, measured at the exterior of the building. This section shall not require improvement of the existing public safety communication systems. (IFC 2018 510.1) and (NFPA1221)
18. • Buildings which have an occupiable floor greater than 75 feet above grade shall meet high-rise requirements ( IFC 2018 Sec 914.3)..

*Condition(s) by Public Works Department. Contact Nicolas Bosonetto at (816) 513-2746 / nicolas.bosonetto@kcmo.org with questions.*

19. Update TIS to reflect how loss of parking and additional development will impact Current game traffic management.

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

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.
21. The developer shall submit verification of vertical and horizontal sight distance for the drive connection to public right-of-way to the Land Development Division and make improvements to ensure local jurisdiction and/or minimum AASHTO adequate sight distance standards are met, prior to issuance of any certificate of occupancy.
22. Proposed on-street parking shall be approved by the Public Works Department prior to the issuance of a permit from the Land Development Division for construction. Requests for on-street parking require review by Public Works staff during the plan review process.

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

23. The developer shall submit plans for grading, siltation, and erosion control to Land Development Division for review and acceptance, provide a copy of the Storm Water Pollution Prevention (SWPP) plan submitted to the Missouri Dept. of Natural Resources (MDNR) and secure a Site Disturbance permit for any proposed disturbance area equal to one acre or more prior to beginning any construction activities.
24. 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.
25. The developer shall integrate into the existing street light system any relocated existing street lights within the street right-of-way impacted by the new drive or approach entrances as required by the Land Development Division, and the relocated lights must comply with all adopted lighting standards.

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

26. The developer shall ensure that water and fire service lines should meet current Water Services Department Rules and Regulations. Prior to C of O.  
<https://www.kcwater.us/wp-content/uploads/2022/05/2022-Rules-and-Regulations-for-Water-Service-Lines-Final.pdf>

*Condition(s) by Water Services Department. Contact Kirk Rome at (816) 513-0368 / kirk.rome@kcmo.org with questions.*

27. The existing and proposed public water distribution system shall be analyzed to provide adequate fire and domestic flow to both the existing connections and proposed developments connections. If the water mains are undersized, then a water main extension/upsizing may be necessary to increase the flow and pressure to the area, and this water main extension shall be under contract (permitted) prior to building permit issuance.  
Public water mains should not be located in private drives, but in exclusive water easements outside of the limits of the driveway parcel and per KC Water Rules and Regulations.  
Private water mains could be located in private drives if they also have a maintenance agreement or "covenant to maintain".  
Install public fire hydrants at 300' maximum spacing along perimeter streets.

*Condition(s) by Water Services Department. Contact Lucas Kaspar at (816) 513-2131 / Lucas.Kaspar@kcmo.org with questions.*

28. The developer shall cause the area to be platted and processed in accordance with Chapter 88, Code of Ordinances of the City of Kansas City, Missouri, as amended, commonly known as the Development Regulations.
29. A portion of the site is located in flood zone X protected by the levee. Work with the levee district to determine if they have any site specific requirements for the areas protected by the levee.
30. The developer shall submit a Storm Drainage analysis from a Missouri-licensed civil engineer to KC Water evaluating proposed improvements and impact to drainage conditions. Since this project is within a "Combined Sewer Overflow" (CSO) district, the project shall be designed to retain rainfall of 1.5 inch depth over the disturbed area to simulate natural runoff conditions and reduce small storm discharge to the combined sewer system. Manage the 10-year storm and 100-year storm per currently adopted APWA standards. The analysis shall be submitted, and the developer shall secure permits to construct any improvements required by KC Water prior to recording the plat.
31. The developer must obtain the executed and recorded city approved grading, temporary construction, drainage/sewer, or any other necessary easements from the abutting property owner(s) that may be required prior to submitting any public improvements crossing properties not controlled by the developer and include said document(s) within the public improvement applications submitted for permitting.
32. The owner/developer must submit plans for grading, siltation, and erosion control to KC Water for review and acceptance, and secure a Site Disturbance permit for any proposed disturbance area equal to one acre or more prior to beginning any construction activities.
33. The developer shall submit an analysis to verify adequate capacity of the existing sewer system as required by KC Water prior to issuance of a building permit to connect private system to the public sewer main and depending on adequacy of the receiving system, make other improvements may be required.
34. The developer must secure permits to extend sanitary and storm water conveyance systems to serve all proposed lots within the development and determine adequacy of receiving systems as required by KC Water, prior to recording the plat or issuance of a building permit whichever occurs first.

*Condition(s) by Water Services Department. Contact Lucas Kaspar at (816) 513-2131 / Lucas.Kaspar@kcmo.org with questions.*

35. The developer provide acceptable easement and secure permits to relocate sanitary sewers out from under proposed buildings and structures, etc. Any existing public lines located under proposed structures must be abandoned in place or removed and easement vacated, or relocated and new easements shall be provided; as required by KC Water prior to recording the plat or issuance of a building permit, whichever occurs first.
36. The developer must grant a BMP Easement to the City as required by KC Water, prior to recording the plat or issuance of any building permits.
37. The developer must enter into a covenant agreement for the maintenance of any storm water detention area tracts as required by KC Water, prior to recording the plat.
38. The developer shall provide Covenants to Maintain Private Storm Sewer Mains acceptable to KC Water for any private storm sewer mains prior to the issuance of any building permits.
39. The developer shall provide Covenants to Maintain Private Sanitary Sewer Mains acceptable to KC Water for any private sanitary sewer mains prior to the issuance of any building permits.
40. The developer shall provide Covenants to Maintain Private Water Mains acceptable to KC Water for any private water mains prior to the issuance of any building permits.
41. The developer shall provide private (water, storm drainage, sanitary sewer) easements for any private mains prior to issuance of any building permits.
42. The developer shall coordinate with KC Water regarding the proposed structure located above the existing pump station. The contact for KC Water will be Blake Anderson.



# BERKLEY RIVERFRONT DEVELOPMENT MPD DISTRICT AND PRELIMINARY PLAT

## FRACTIONAL SECTION 32 & 33 TOWNSHIP 50N RANGE 33W

### DEVELOPER:

PORT AUTHORITY OF KANSAS CITY, MISSOURI  
110 BERKLEY PLAZA  
KANSAS CITY, MO 64120  
PHONE: (816) 559-3750  
FAX: (816) 559-3759  
JOE PERRY / AARON PLUMP

### CIVIL ENGINEER:

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

### PLANNING:

KEM STUDIO  
1515 GENESSEE STREET, SUITE 11  
KANSAS CITY, MO 64102  
PHONE: (816) 756-1808  
FAX: (816) 756-1828  
CONTACT: BRAD SATTERWHITE

### LANDSCAPE ARCHITECT:

PHRONESIS  
2433 TRACY AVENUE  
KANSAS CITY, MO 64108  
PHONE: (816) 214-0896

### SHEET LIST:

- C001 COVER SHEET
- C001A GREATER DOWNTOWN AREA PLAN
- C002 EXISTING CONDITIONS - WESTERN HALF
- C003 EXISTING CONDITIONS - EASTERN HALF
- C004 PROPOSED CONDITIONS - WESTERN HALF
- C005 PROPOSED CONDITIONS - EASTERN HALF
- C006 PROPOSED PHASING PLAN & PROHIBITED USES
- C007 PARCELS 1, 2, 3, & 11
- C008 PARCELS 4, 5, 6, & 7
- C009 PARCEL 8
- C010 PARCELS 9 & 10
- C011 PARCELS 12 & 13
- C012 TEMPORARY STADIUM PARKING LAYOUT
- L001 ENLARGED SITE PLAN - WEST
- L002 ENLARGED SITE PLAN - EAST
- L003 STREET SECTIONS
- L004 SITE LIGHTING PLAN
- L005 STREET LANDSCAPE PLAN

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

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

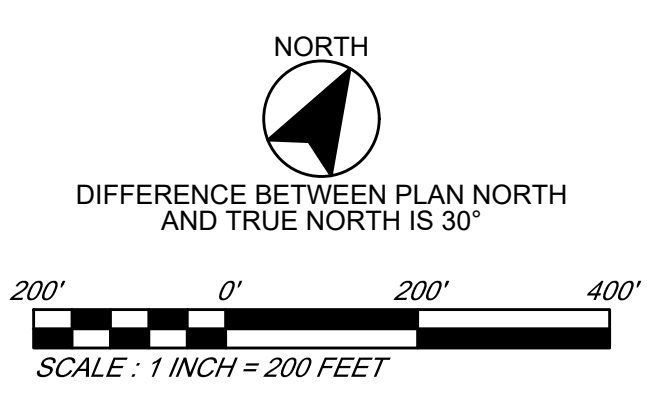
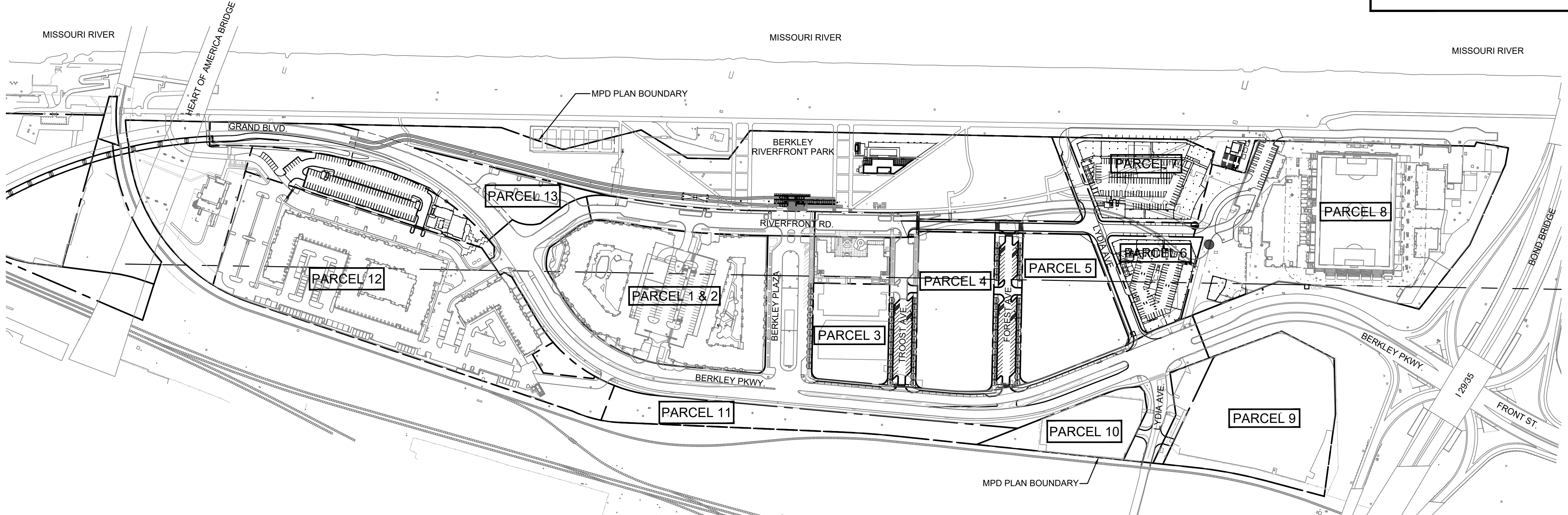
THE DEVELOPER WILL PROVIDE AN ACCESS EASEMENT BY FINAL PLAT FOR RIVERFRONT ROAD THAT IS GENERALLY IN ALIGNMENT WITH THE RIVERFRONT ROAD TRACT BETWEEN THE CURRENT WEST END OF RIVERFRONT ROAD AND THE PROPOSED LYDIA AVENUE.

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

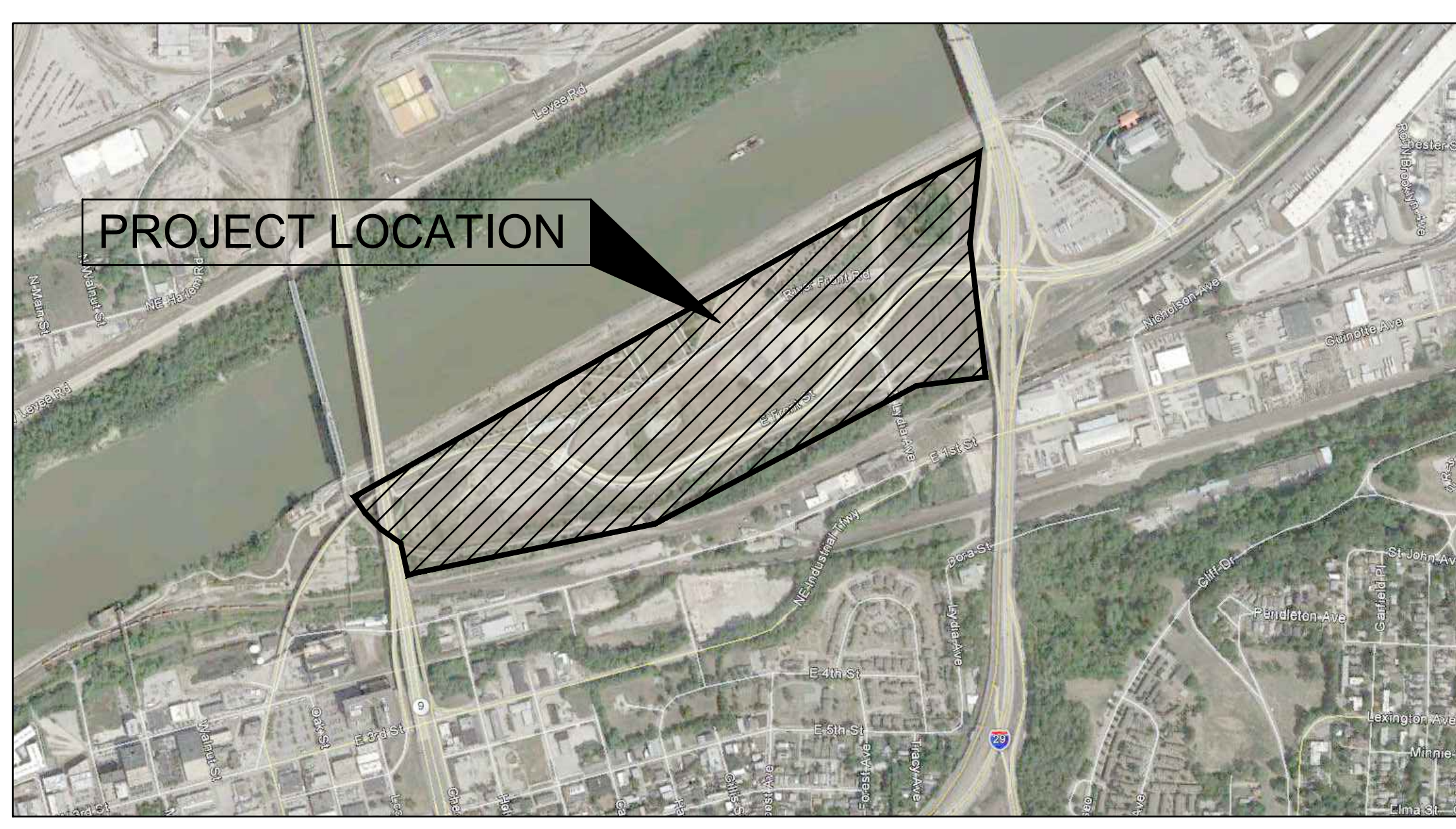
ALL PROPOSED BUILDINGS ABOVE 10 STORIES IN HEIGHT MUST BE APPROVED BY THE AVIATION DEPARTMENT PRIOR TO FILING FOR ANY APPLICATION WITH THE CITY.

### MPD REZONING INFORMATION

- A. ZONING INFORMATION**
- EXISTING ZONING: THE PROPERTY IS CURRENTLY ZONED MPD (MASTER PLANNED DEVELOPMENT DISTRICT) FROM KCMO PARCEL VIEWER - 06/02/2023
  - PROPOSED ZONING: MPD (MASTER PLANNED DEVELOPMENT DISTRICT)
- B. TOTAL LAND AREA**  
3,488,711 SQ. FT. (80.89 ACRES) INCLUDING ALL CURRENT PROPERTY WITHIN THE BOUNDARY SHOWN
- C. LAND AREA FOR STREET RIGHT-OF-WAY**
- EXISTING STREET RIGHT-OF-WAY 489,887 SQ. FT. (10.78 ACRES)
  - PROPOSED ADDITIONAL STREET-RIGHT-OF-WAY: 0 SQ. FT. (0.00 ACRES) LAND TO BE DEDICATED TO RW
  - PROPOSED REMOVED STREET-RIGHT-OF-WAY: 86,256 SQ. FT. (1.98 ACRES) RIGHT-OF-WAY TO BE VACATED
  - PROPOSED TOTAL STREET-RIGHT-OF-WAY: 383,311 SQ. FT. (8.80 ACRES) AFTER VACATION & DEDICATION
- D. NET LAND AREA**
- 3,105,400 SQ. FT. (71.29 ACRES) AFTER RW DEDICATION AND VACATION - TOTAL ALL PHASES
  - 330,710 SQ. FT. (7.59 ACRES) AFTER RW DEDICATION AND VACATION - PHASE 1
  - 1,040,651 SQ. FT. (23.89 ACRES) AFTER RW DEDICATION AND VACATION - PHASE 2
  - 3,105,400 SQ. FT. (71.29 ACRES) AFTER RW DEDICATION AND VACATION - PHASE 3
- E. F. & G. BUILDING USE AND HEIGHT INFORMATION**
- SEE INDIVIDUAL BLOCKS
- THE MAXIMUM ALLOWABLE DEVELOPMENT SHALL BE LIMITED TO 5,440,984 S.F. THE MAXIMUM NUMBER OF STORIES AND BUILDING HEIGHT SHALL BE AS SHOWN IN THE KANSAS CITY, MISSOURI GREATER DOWNTOWN AREA PLAN (CURRENT EDITION). IT IS ANTICIPATED THAT THE DEVELOPER MAY ALLOCATE BUILDING USAGE AND SQUARE FOOTAGE BETWEEN PARCELS, PROVIDED THAT THE SQUARE FOOTAGE DOES NOT EXCEED THE MAXIMUM OF 5,440,984 S.F. STATED ABOVE WITHOUT AMENDING THE MPD. FOR PROHIBITED USES, SEE SHEET C006.
- H. BUILDING COVERAGE AND FLOOR AREA RATIO**
- BUILDING COVERAGE - PHASE 1: 158,348 SF
  - BUILDING COVERAGE - PHASE 2: 119,132 SF
  - BUILDING COVERAGE - PHASE 3: 873,693 SF
  - BUILDING COVERAGE - TOTAL: 1,151,173 SF
  - FLOOR AREA RATIO - PHASE 1: 2.27 (15 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)
  - FLOOR AREA RATIO - PHASE 2: 0.85 (15 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)
  - FLOOR AREA RATIO - PHASE 3: 2.28 (15 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)
  - FLOOR AREA RATIO - ALL PHASES: 2.00 (15 MAXIMUM PER GREATER DOWNTOWN AREA PLAN)
- I. DENSITY**
- GROSS DENSITY: 41.68 UNITS / ACRE (BASED ON TOTAL LAND AREA)
  - NET DENSITY: 46.82 UNITS / ACRE (NET LAND AREA)
- J. PROPOSED PARKING SPACES**
- VEHICLE PARKING**
- | REQUIRED NO. OF SPACES                 | PHASE 1 | PHASE 2 | PHASE 3 | TOTAL |
|--|---------|---------|---------|-------|
| RESIDENTIAL (1 PER UNIT)               | 410     | 354     | 2,574   | 3,338 |
| RETAIL / RESTAURANT (2.5 PER 1,000 SF) | 32      | 0       | 150     | 182   |
| LODGING (1 PER 6 ROOMS)                | 0       | 0       | 20      | 20    |
| MIXED-USE (4 PER 1,000 SF)             | 0       | 4       | 0       | 4     |
| STADIUM (1 PER 4 SEAT STORIES)         | 0       | 2,877   | 0       | 2,877 |
| TOTAL PARKING REQUIRED                 | 442     | 358     | 2,744   | 3,544 |
| TOTAL PARKING PROVIDED                 | 442     | 523     | 4,238   | 5,203 |
- \*STADIUM PARKING WILL BE SHARED PARKING ON OTHER PARCELS AND OFFSITE
- BICYCLE PARKING**
- | REQUIRED NO. OF SPACES              | PHASE 1 | PHASE 2 | PHASE 3 | TOTAL |
|-------------------------------------|---------|---------|---------|-------|
| SHORT TERM BICYCLE PARKING REQUIRED | 45      | 51      | 520     | 616   |
| LONG TERM BICYCLE PARKING REQUIRED  | 94      | 84      | 636     | 814   |
- K. PROJECT TIMELINE: (PROJECT WILL BE CONSTRUCTED IN THREE PHASES)**
- | PHASE   | CONSTRUCTION START | CONSTRUCTION END |
|---------|--------------------|------------------|
| PHASE 1 | FALL 2014          | FALL 2018        |
| PHASE 2 | FALL 2020          | SPRING 2023      |
| PHASE 3 | SPRING 2022        | FALL 2032        |
- L. BOUNDARY DESCRIPTION**
- ALL THAT PART OF THE NE 1/4 OF SECTION 32 AND THE NW 1/4 OF SECTION 33, IN TOWNSHIP 50 NORTH, RANGE 33 WEST, KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING GENERALLY LOCATED NORTHERLY AND EASTERLY OF THE NORTHERLY RIGHT-OF-WAY LINE OF THE BURLINGTON NORTHERN AND SAN FRANCISCO RAILROAD (BNSF RR), SOUTHERLY OF THE MISSOURI RIVER LEVEE PROPERTY AND WESTERLY OF THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY I-29/35/US 71, BEING DESCRIBED AS FOLLOWS: COMMENCING AT THE SE CORNER OF SAID NE 1/4 OF SECTION 32; THENCE N02°17'26"E, ALONG THE COMMON LINE BETWEEN SAID SECTIONS 32 AND 33, 628.40 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF SAID BNSF RR AND THE POINT OF BEGINNING OF THE TRACT OF LAND HEREIN DESCRIBED; THENCE S88°03'09"W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 38.30 FEET, TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE LEFT, TANGENT TO THE LAST DESCRIBED COURSE, WITH A RADIUS OF 2914.94 FEET, A CENTRAL ANGLE OF 3°31'34", AN ARC DISTANCE OF 179.39 FEET; THENCE S82°28'37"W, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 176.01 FEET, TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE RIGHT, TANGENT TO THE LAST DESCRIBED COURSE, WITH A RADIUS OF 409.28 FEET, A CENTRAL ANGLE OF 22°05'01", AN ARC DISTANCE OF 157.75 FEET; THENCE S78°35'42"W, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 1092.04 FEET, TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE RIGHT, TANGENT TO THE LAST DESCRIBED COURSE, WITH A RADIUS OF 518.80 FEET, A CENTRAL ANGLE OF 66°02'17", AN ARC DISTANCE OF 607.11 FEET; THENCE N78°28'12"E, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 3.04 FEET; THENCE NORTHWESTERLY, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE RIGHT, WITH AN INITIAL TANGENT BEARING OF N44°22'56"W, A RADIUS OF 444.28 FEET, A CENTRAL ANGLE OF 32°08'47", AN ARC DISTANCE OF 93.93 FEET, TO SAID SOUTHERLY LINE OF THE MISSOURI RIVER LEVEE PROPERTY; THENCE N01°23'21"E, ALONG SAID SOUTHERLY LINE, 1208.01 FEET; THENCE N78°31'07"E, CONTINUING ALONG SAID SOUTHERLY LINE, 210.92 FEET; THENCE N45°59'42"E, CONTINUING ALONG SAID SOUTHERLY LINE, 258.82 FEET; THENCE S88°36'12"E, CONTINUING ALONG SAID SOUTHERLY LINE, 173.91 FEET; THENCE N60°59'52"E, CONTINUING ALONG SAID SOUTHERLY LINE, 133.00 FEET; THENCE N42°04'41"E, CONTINUING ALONG SAID SOUTHERLY LINE, 113.81 FEET; THENCE N01°11'54"E, CONTINUING ALONG SAID SOUTHERLY LINE, 1142.11 FEET; THENCE N00°59'52"E, CONTINUING ALONG SAID SOUTHERLY LINE, 257.90 FEET; THENCE N82°47'57"E, CONTINUING ALONG SAID SOUTHERLY LINE, 102.11 FEET; THENCE S19°02'09"E, CONTINUING ALONG SAID SOUTHERLY LINE, 40.27 FEET; THENCE N75°31'52"E, CONTINUING ALONG SAID SOUTHERLY LINE, 111.57 FEET; THENCE N12°42'22"W, CONTINUING ALONG SAID SOUTHERLY LINE, 110.22 FEET; THENCE N01°29'57"E, CONTINUING ALONG SAID SOUTHERLY LINE, 705.72 FEET TO THE WEST LINE OF TRACT #1A DESCRIBED BY DOCUMENT NO. 2008-E-0041023; THENCE N05°25'58"W, ALONG THE WEST LINE OF SAID TRACT #1A, 14.23 FEET TO THE NORTHWEST CORNER THEREOF; THENCE N70°14'41"E, ALONG THE NORTHERLY LINE OF SAID TRACT #1A AND THE EASTERLY PROLONGATION THEREOF, 104.21 FEET TO THE WEST RIGHT-OF-WAY LINE OF HIGHWAYS I-29, I-35 AND US-71 AT 75 FEET LEFT OF CENTERLINE STATION 82+00; THENCE S19°35'45"E, 55.08 FEET; THENCE S00°13'27"E, 280.61 FEET; THENCE S08°15'50"W, 263.55 FEET TO THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF TRACT B DESCRIBED BY DOCUMENT NO. 2022-E-0013559; THENCE S74°41'18"W, ALONG SAID SOUTHERLY LINE AND THE EASTERLY PROLONGATION THEREOF, 288.14 FEET; THENCE S86°16'07"W, CONTINUING ALONG SAID SOUTHERLY LINE, 194.04 FEET; THENCE S38°23'21"W, CONTINUING ALONG SAID SOUTHERLY LINE, 297.35 FEET TO SAID WEST RIGHT-OF-WAY LINE OF HIGHWAYS I-29, I-35 AND US-71; THENCE S51°28'43"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 148.11 FEET; THENCE N39°40'48"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 245.48 FEET; THENCE N87°34'34"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 190.92 FEET; THENCE S31°19'54"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 179.01 FEET; THENCE S22°11'24"E, CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 268.30 FEET, TO SAID NORTHERLY RIGHT-OF-WAY LINE OF THE BURLINGTON NORTHERN AND SAN FRANCISCO RAILROAD (BNSF RR); THENCE S74°52'29"W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 198.28 FEET, TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, ON A CURVE TO THE LEFT, TANGENT TO THE LAST DESCRIBED COURSE, WITH A RADIUS OF 1492.69 FEET, A CENTRAL ANGLE OF 6°52'21", AN ARC DISTANCE OF 231.15 FEET; THENCE S66°00'08"W, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 920.82 FEET, TO THE POINT OF BEGINNING, CONTAINING 80.09 ACRES MORE OR LESS.



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



**VICINITY MAP**  
NOT TO SCALE

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

- PLAN SUBMITTAL DATE: 21 MARCH 2014  
REVISION - 10 JUNE 2014  
REVISION - 04 MAY 2020  
REVISION - 22 APRIL 2022  
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REVISION - 27 MAY 2024

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1515 GENESSEE ST SUITE 11 KANSAS CITY MO 64102  
T 816 756 1808 F 816 756 1828

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KANSAS CITY, MO 64120  
816.559.3750

**BERKLEY RIVERFRONT DEVELOPMENT**  
PORT AUTHORITY OF KANSAS CITY, MISSOURI  
110 BERKLEY PLAZA  
KANSAS CITY, MO 64120

**PHASE**  
ISSUED FOR:  
MPD SET - 21 MAR 2014  
MPD AMENDMENT 1 REVISION - 10 AUGUST 2022  
MPD MAJOR AMENDMENT - 23 SEPTEMBER 2022  
MPD MAL AMENDMENT REVISION - 29 JUNE 2023  
MPD MAL AMENDMENT - 27 MAY 2024

**COVER SHEET**  
**C001**

TASK NO. 30136-19-3



## Downtown Design Guidelines

The regional center for culture, entertainment, employment, government and transportation generally with the highest densities of residents, employees and visitors and the highest scale of development. Transit, bike and pedestrian oriented design is of the highest importance in these areas.

### Downtown Characteristics

- Downtown areas are characterized by a high density and high level of activity, with buildings situated on small pedestrian scale blocks, with high lot coverage and a compact footprint.
- Development in downtown areas should create a distinct, authentic and vibrant urban environment that is attractive and safe to residents, workers and visitors.
- Development in downtown areas will provide an environment unique to the region and an inviting alternative to suburban living.
- Development in downtown areas will maintain downtown areas as a center of center of business, employment, government, culture, entertainment and tourism.
- Development in downtown areas will create an active and lively 24-hour environment with a diverse array of events, attractive public spaces, and opportunities for social interaction.
- Development in downtown areas will be walkable, providing the highest pedestrian level of service with abundant transportation options. Street crossings are not barriers, routes are direct, sidewalks are continuous, wide and in good condition, private development and public spaces are designed to encourage pedestrian activity.
- Development in downtown areas will provide visual and physical connections between adjoining neighborhoods and districts.
- Development in downtown areas is rooted in the ideology of triple bottom line performance. This means that the social (people), economic (prosperity) and environmental (planet) systems are aligned to work toward the Plan vision and that none of these systems are compromised in the process.

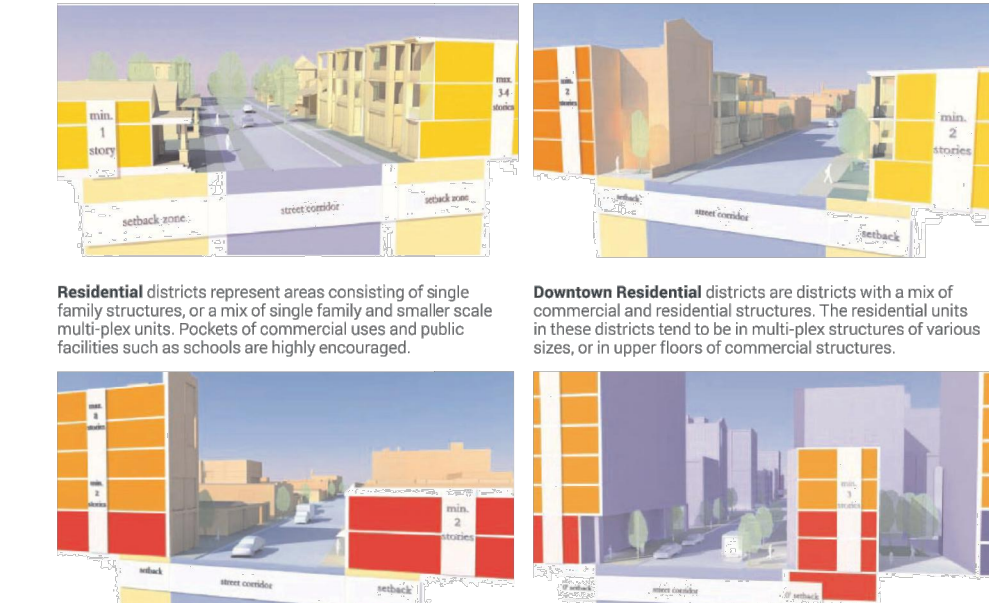
### Downtown Guidelines

- In downtown development, pedestrian access and circulation is paramount and building design, building orientation and site access for automobiles should reflect this. Pedestrian, bike and transit oriented design is important to downtown character and automobile oriented uses/site layouts are strongly discouraged.
- In the downtown areas, buildings should be built to the property line. Buildings should define the street edge. Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm.
- In the downtown areas buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This might include a design that:
  - Provides street-level, pedestrian-oriented uses.
  - Maintains a continuous, transparent, highly permeable and active street wall.
  - No more than 25% of any primary street frontage should be occupied by uses with no need for pedestrian traffic.
- Drive through uses and surface parking lots are discouraged.
- Vehicular access is encouraged from side streets or alleys. Vehicular driveways should be limited to minimize conflicts with pedestrian and streetcar operations.



- Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
- On residential streets, buildings may be set back (see Functional Use Diagrams) to allow for landscaped planting beds. For row houses, elements like stoops should provide rhythm and interest along the street.

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



**Residential** plan uses represent areas consisting of single family structures, or a mix of single family and smaller scale multi-family units. Includes a mix of commercial uses and public facilities such as schools are highly encouraged.

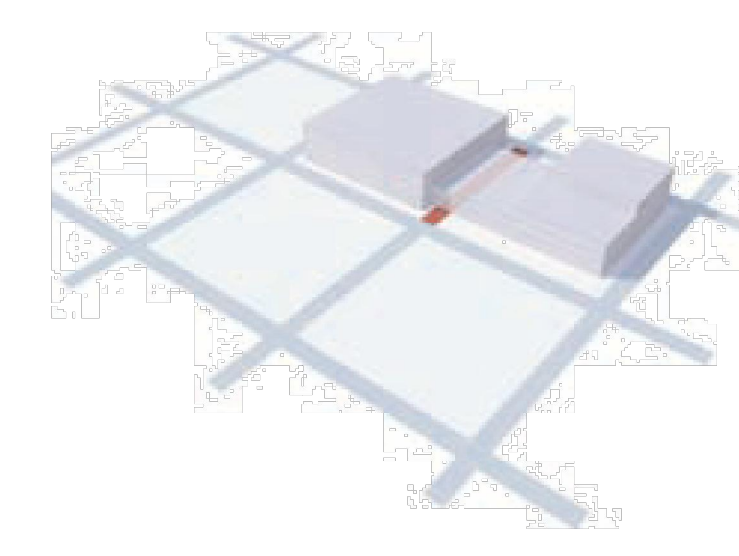
**Downtown Residential** plan uses are a mix of commercial and residential structures. The residential units in these structures tend to be in the upper floors of commercial structures.

**Downtown Mixed Use** plan uses contain commercial uses, but are most characterized by incorporating highly diverse uses.

**Downtown Core** plan uses represent the most dense urban uses. Commercial uses are the most characteristic and include a mix of commercial, residential and public uses.

- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. Secondary entrances may be added, but should be subordinate to the primary street entrance. For corner lots in mixed use areas, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Doors on building entrances should not swing out onto sidewalks or public right of way.

- Downtown development should occur on pedestrian scale blocks supported by a highly connected grid street system. Vacations of streets and alleys and the creation of super blocks is strongly discouraged.



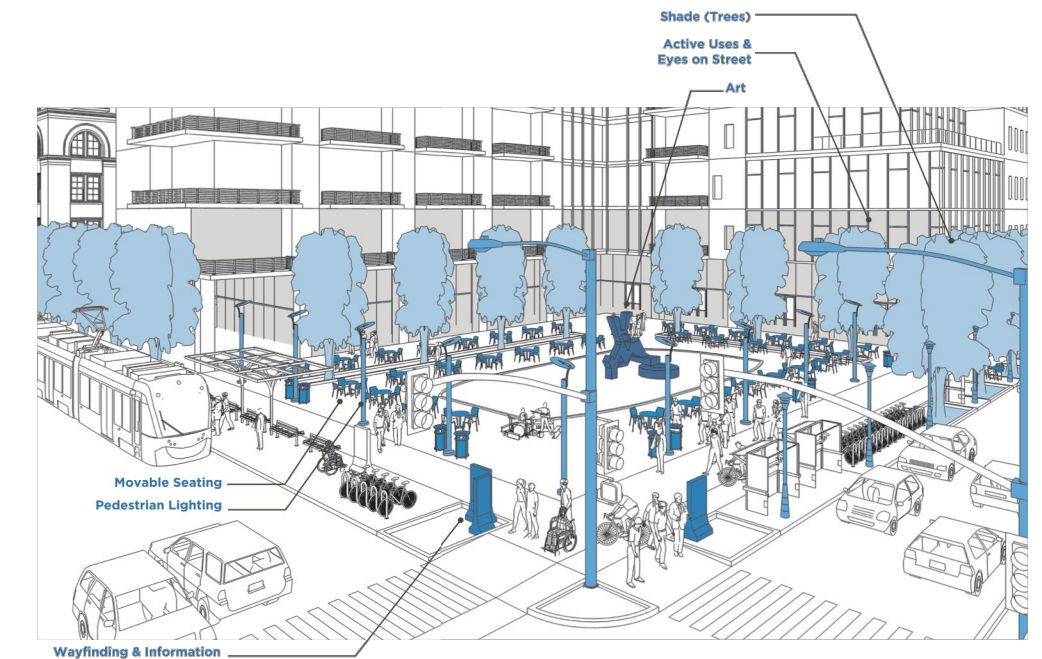
- In order to enhance the pedestrian environment and to make taller buildings feel less imposing, taller buildings should maintain a pedestrian scale at street level. This should include storefronts and entrances and other elements that are designed to human scale. Large and bulky architectural elements should generally not be expressed on lower floors and should be restricted to upper floors.



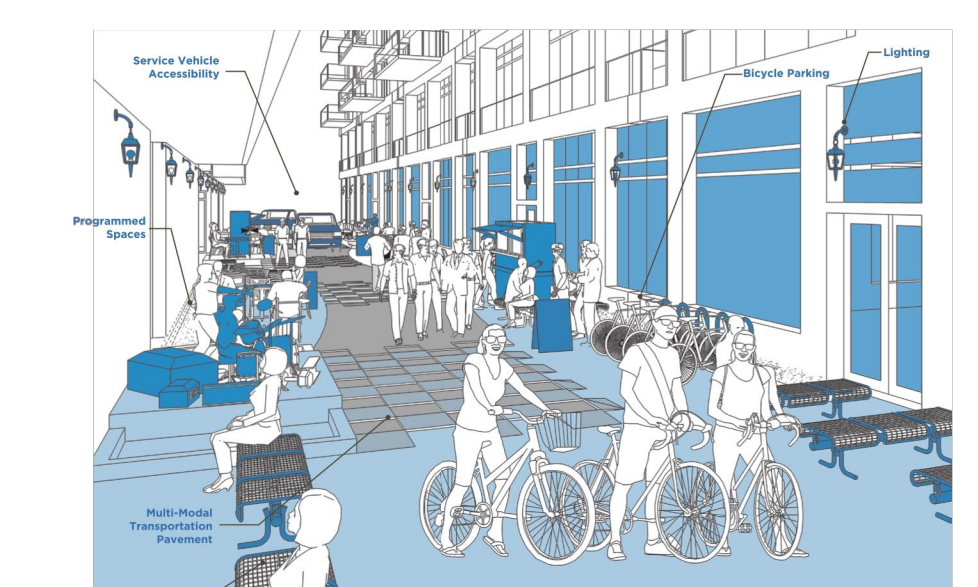
- New development should incorporate design elements and interpretive signage that communicate the individual character of the area.
- Downtown development should generally be denser than other parts of the GDA and should include uses with a high concentration of employees, residents and visitors. Lower intensity uses and large footprint/large format uses are strongly discouraged.
- Downtown development should be compact with very high lot coverage.



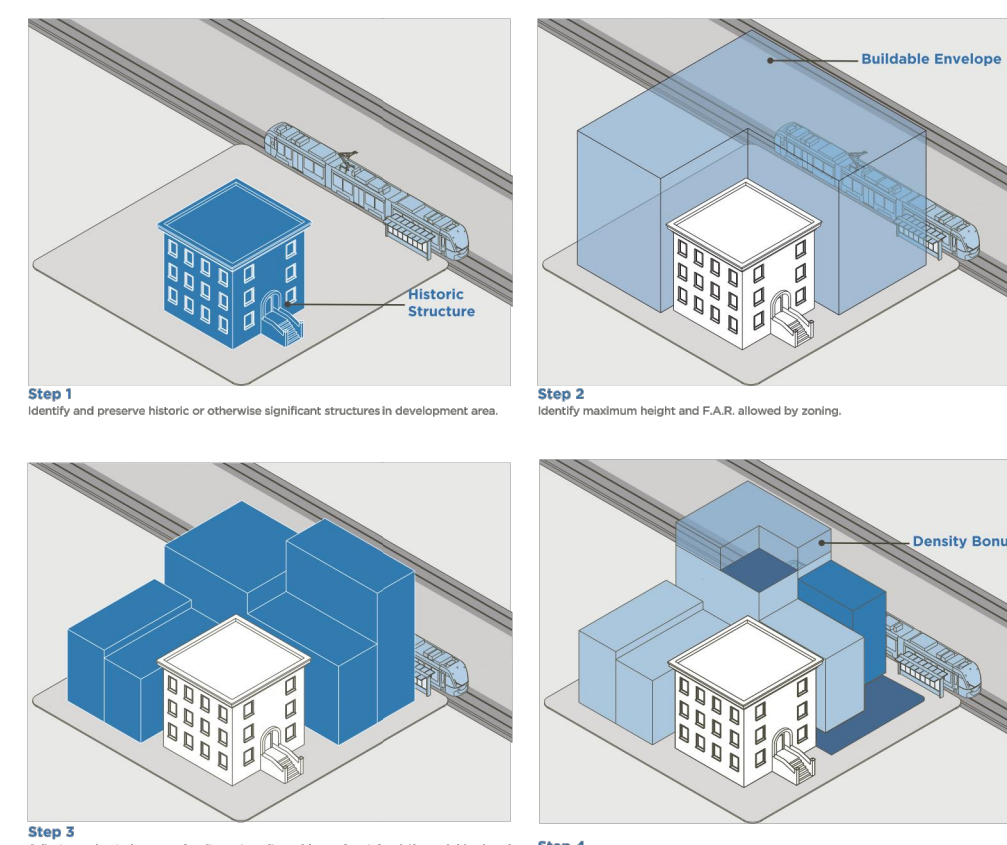
- Development in downtown should follow the Transition Guidelines when adjacent to neighborhoods or areas with lower scale development (see page 178).
- New downtown development should include public art and public open spaces and plazas.



- The enhancement and utilization of alleys as public space is encouraged to create unique pedestrian oriented areas.



- Development in the Downtown areas should preserve and reuse historic structures and new buildings should incorporate similar materials to adjacent historic buildings and should be designed to complement the historic character of the area. Development should generally occur on surface parking lots and vacant lots before tearing down and replacing existing buildings.



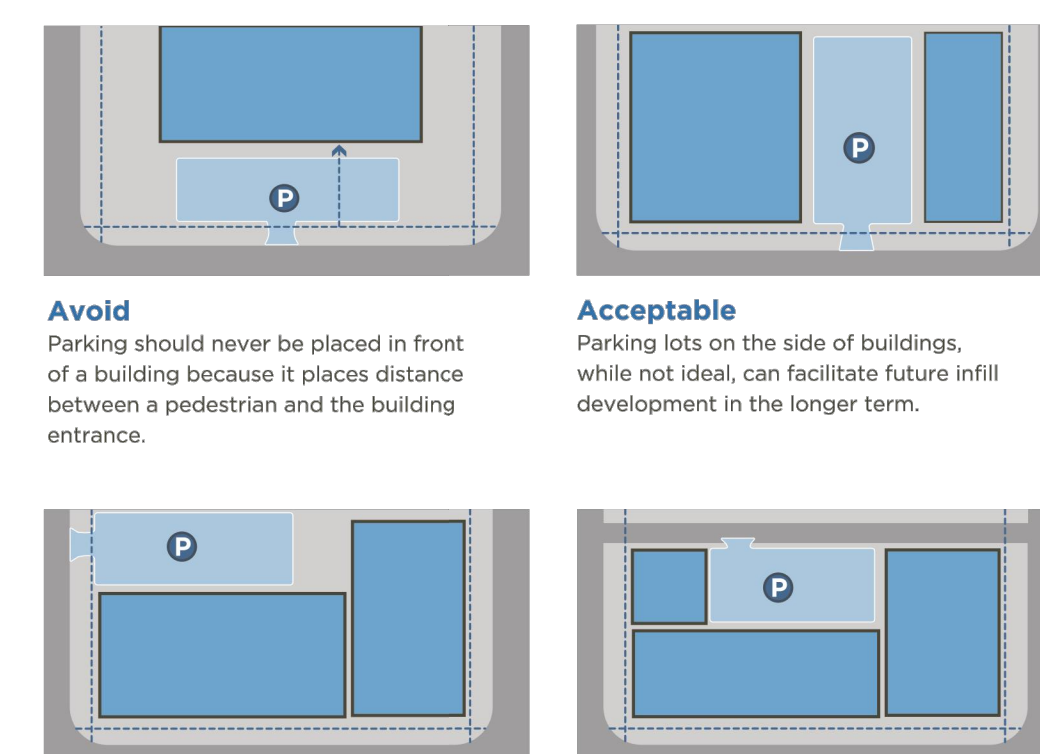
- Downtown development should include some enhanced level of pedestrian streetscape. Where streetscape plans have been completed, new development should implement the streetscape recommendations in those plans (see page 115 for a map of existing streetscape plans).



- Downtown development should accommodate on-site bike and scooter circulation and parking.
- Downtown development should utilize existing parking assets in the area to the extent feasible before providing additional new parking. Where onsite parking is provided, it should be located at the rear of the property behind or wrapped by buildings, or in a mixed use garage. Where this is not feasible, parking inside the



building may be appropriate but parking should comprise a small percentage of the street frontage on the block. Where feasible, parking is encouraged to be in below grade structures (ensuring safety through both active and passive security measures). Additional surface parking lots in downtown areas, particularly those with street frontage, are discouraged. If street frontage parking is absolutely necessary, it should be inset within the block and not placed on block corners which should be occupied by commercial or residential uses. See page 177 for additional guidelines for parking lots and parking structures.

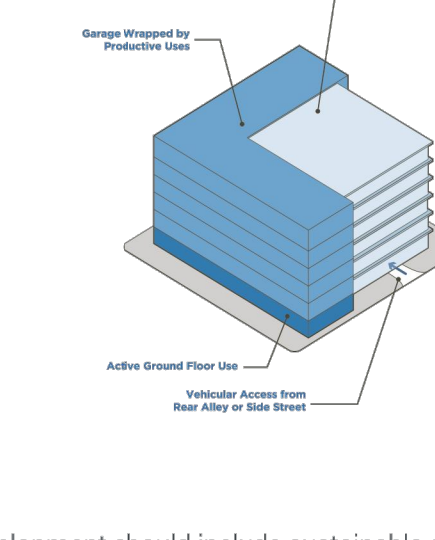


**Avoid**  
Parking should never be placed in front of a building because it places distance between a pedestrian and the building entrance.

**Acceptable**  
Parking lots on the side of buildings, while not ideal, can facilitate future infill development in the longer term.

**Ideal**  
Whenever possible, surface parking should be placed behind buildings and accessed by side streets or by rear alleys.

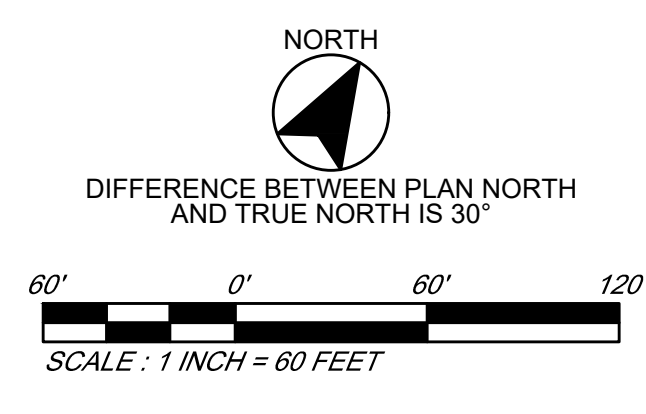
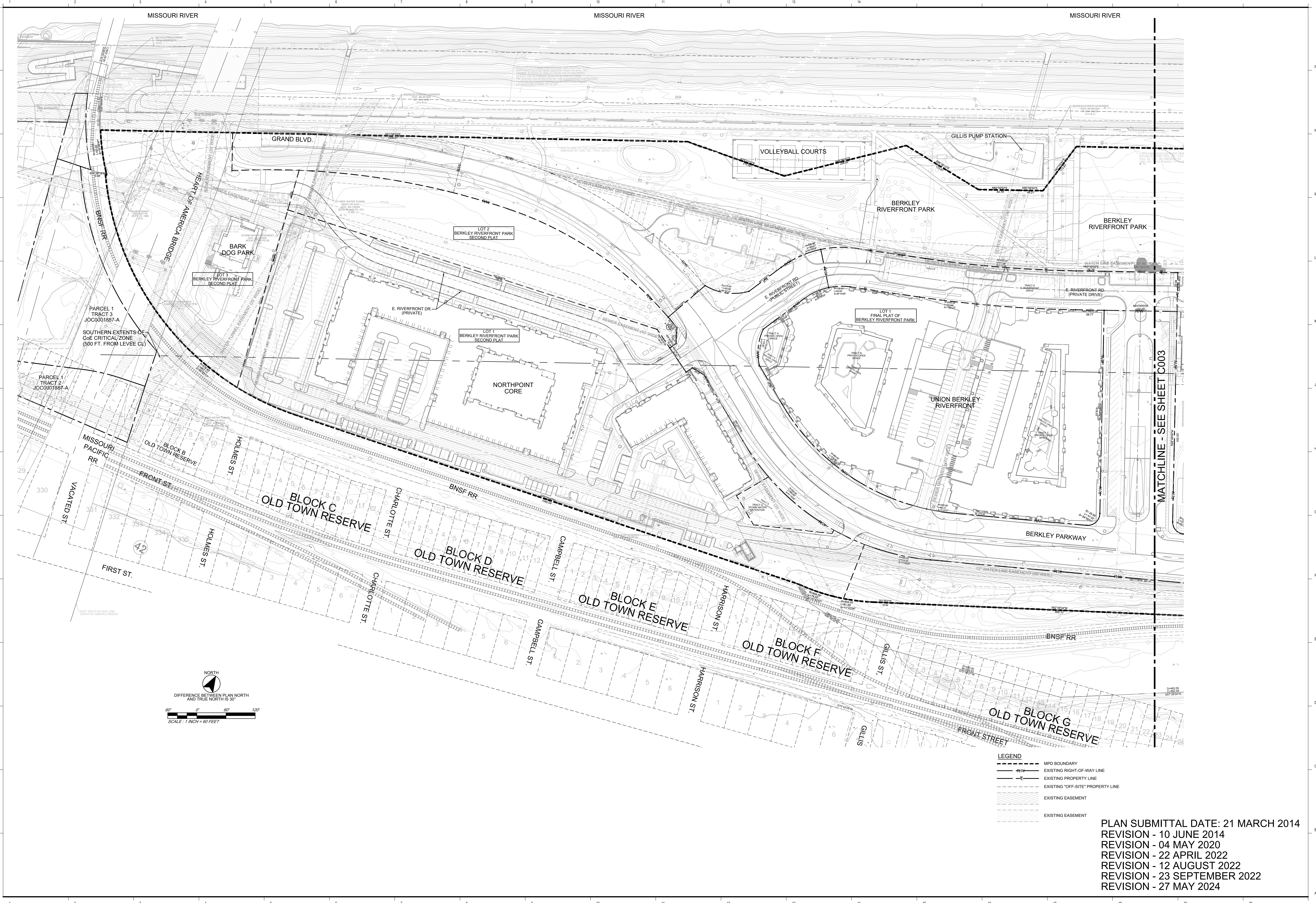
- Design new parking structures so that they are not significantly visible at street level. Structured parking garages should be designed to accommodate future adaptive reuse (level floors, appropriate ceiling heights, etc.). When located along a street frontage (particularly corridor streets), parking structures should include first floor pedestrian active uses such as retail and services. See additional guidelines for structured parking on page 176.



- Downtown development should include sustainable architecture, materials, and construction practices, and include green stormwater management, and renewable energy production (see Sustainable Development guidelines on page 182).

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**LEGEND**

- MPO BOUNDARY
- - - - - EXISTING RIGHT-OF-WAY LINE
- EXISTING PROPERTY LINE
- - - - - EXISTING "OFF-SITE" PROPERTY LINE
- EXISTING EASEMENT
- EXISTING EASEMENT

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MATCHLINE - SEE SHEET C003

**KEMSTUDIO**  
 1515 GENESSEE ST SUITE 11 KANSAS CITY MO 64102  
 T 816 756 1808 F 816 756 1828

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 2433 TRACY AVE KANSAS CITY MO 64108  
 T 816 214 0896

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 Civil / Structural Engineering,  
 Landscape Architecture & Surveying  
 1020 E. 86 STREET  
 KANSAS CITY, MISSOURI 64106  
 PH (816) 283-3456 FAX (816) 283-0810  
 PROFESSIONAL ENGINEERING CORPORATION  
 MISSOURI LICENSE NO. 00066 KANSAS LICENSE NO. E-1481  
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 110 BERKLEY PLAZA  
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 816.559.3702

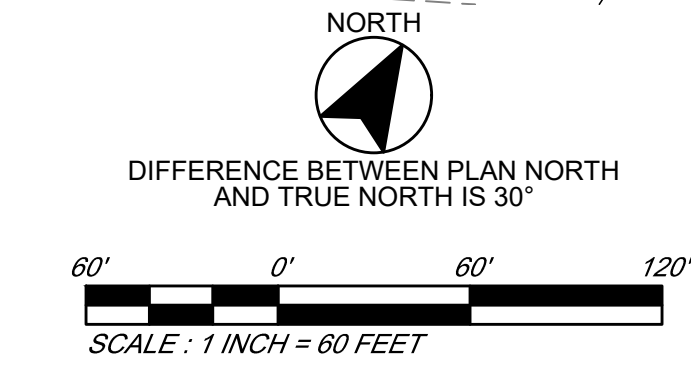
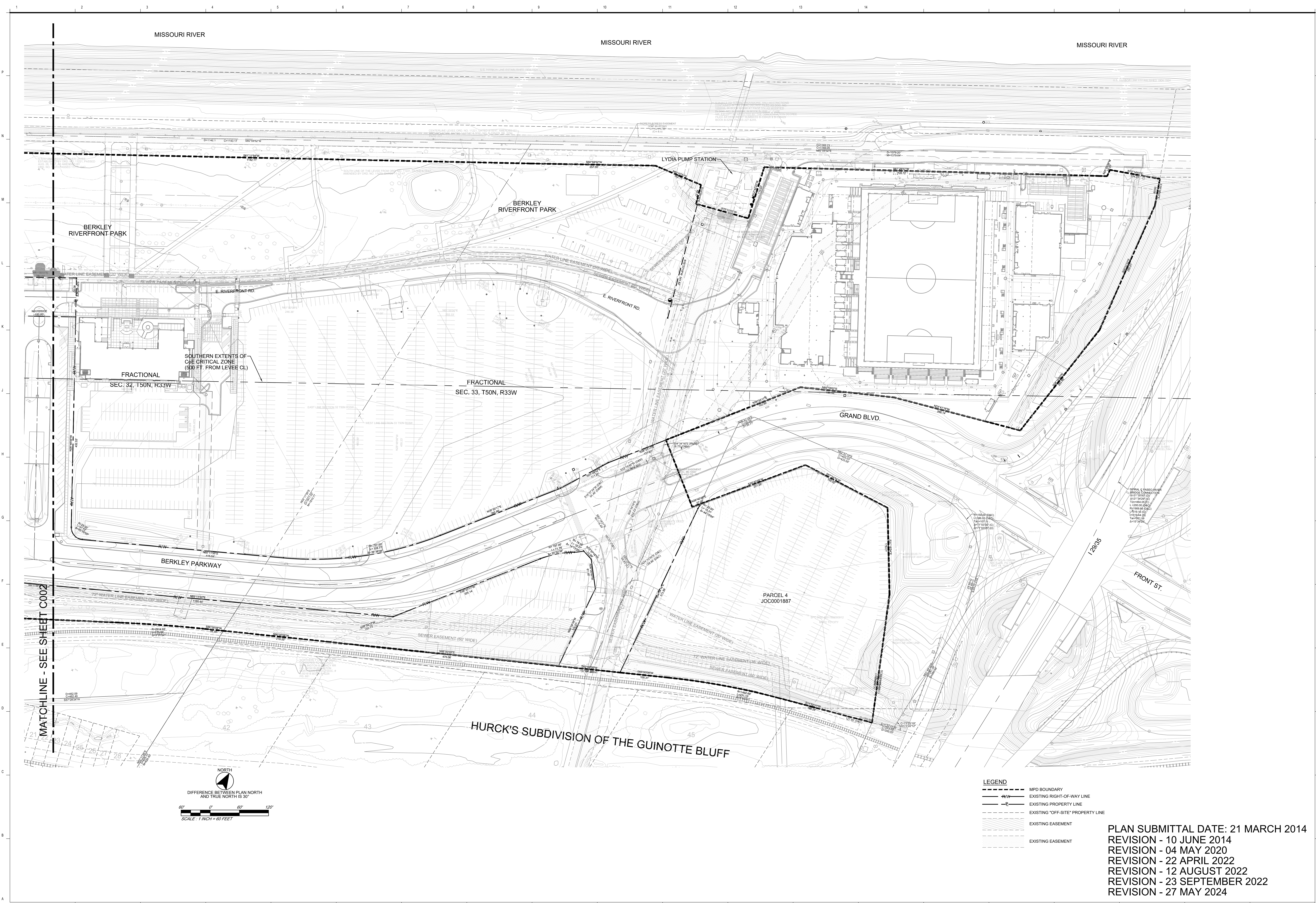
**BERKLEY RIVERFRONT DEVELOPMENT**  
 PORT AUTHORITY OF KANSAS CITY, MISSOURI  
 110 BERKLEY PLAZA  
 KANSAS CITY, MO 64102  
 TASK NO. 2013-6-19-3

SEAL

**PHASE**  
 ISSUED FOR:  
 MPO SET - 21 MARCH 2014  
 MPO AMENDMENT 2 - 22 APRIL 2022  
 MPO AMENDMENT 2 REVISION - 12 AUGUST 2022  
 MPO MAJOR AMENDMENT - 23 SEPTEMBER 2022  
 MPO MAJ. AMENDMENT - 27 MAY 2024

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





**LEGEND**

- MPD BOUNDARY
- EXISTING RIGHT-OF-WAY LINE
- EXISTING PROPERTY LINE
- EXISTING 'OFF-SITE' PROPERTY LINE
- EXISTING EASEMENT
- EXISTING EASEMENT

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 T 816 756 1808 F 816 756 1828

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 T 816.214.0896

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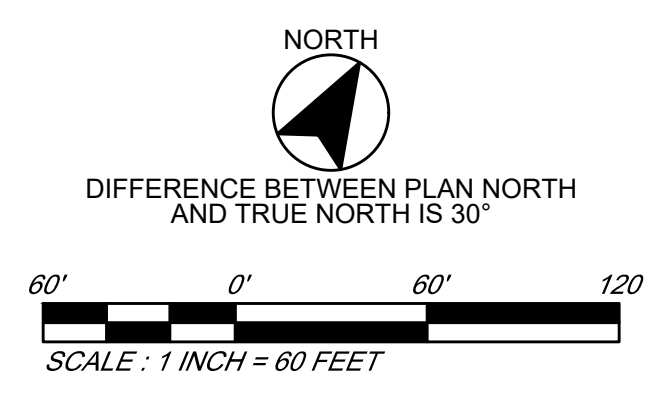
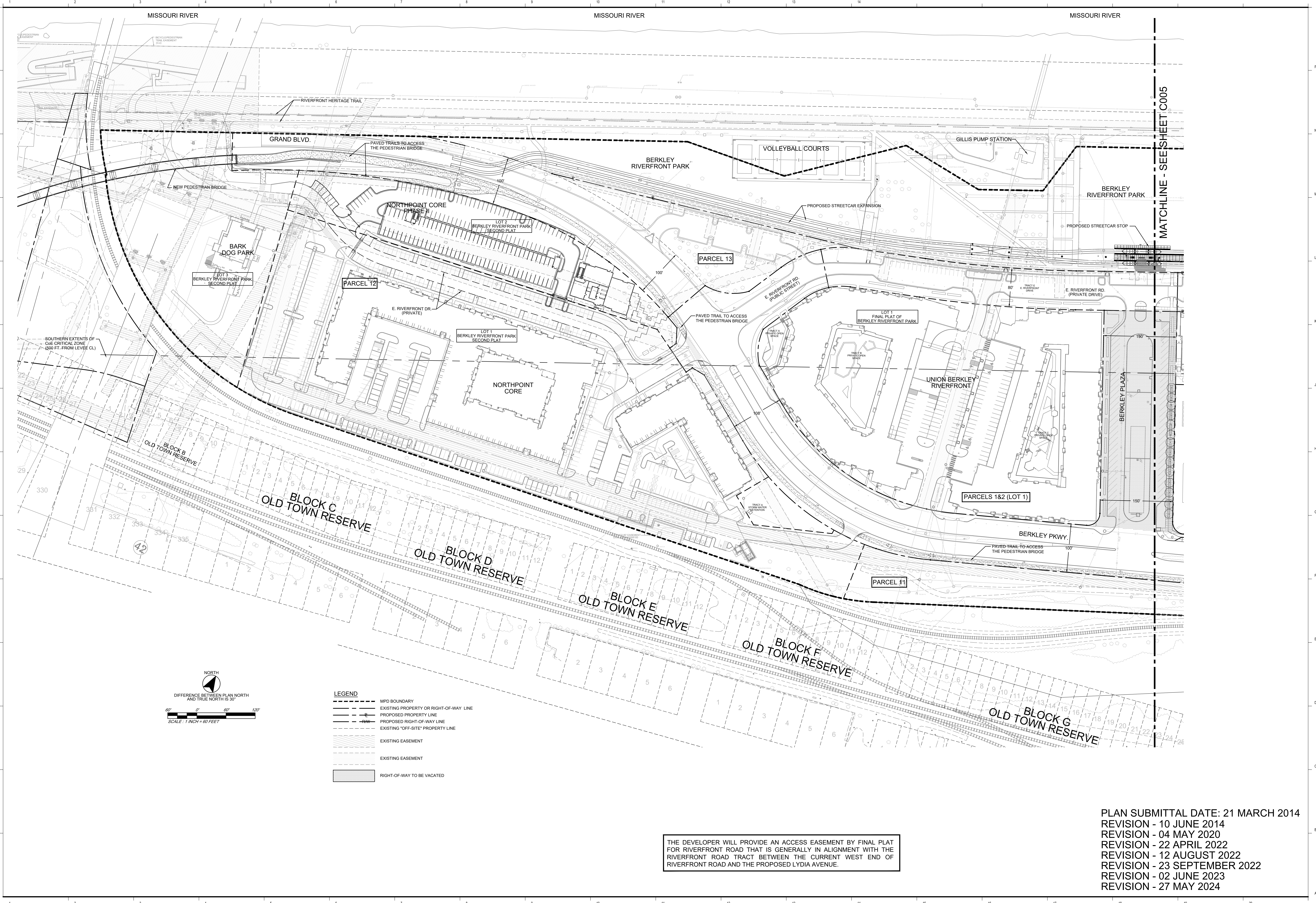
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 TASK NO. 3013-6-19-3

SEAL

PHASE  
 ISSUED FOR: \_\_\_\_\_  
 MPD SET - 21 MARCH 2014  
 MPD AMENDMENT 2 - 23 APRIL 2022  
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 MPD MAJOR AMENDMENT - 27 MAY 2024

EXISTING CONDITIONS - EASTERN HALF  
**C003**





- LEGEND**
- MFD BOUNDARY
  - - - EXISTING PROPERTY OR RIGHT-OF-WAY LINE
  - PROPOSED PROPERTY LINE
  - - - PROPOSED RIGHT-OF-WAY LINE
  - - - EXISTING "OFF-SITE" PROPERTY LINE
  - ▨ EXISTING EASEMENT
  - ▨ EXISTING EASEMENT
  - ▨ RIGHT-OF-WAY TO BE VACATED

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

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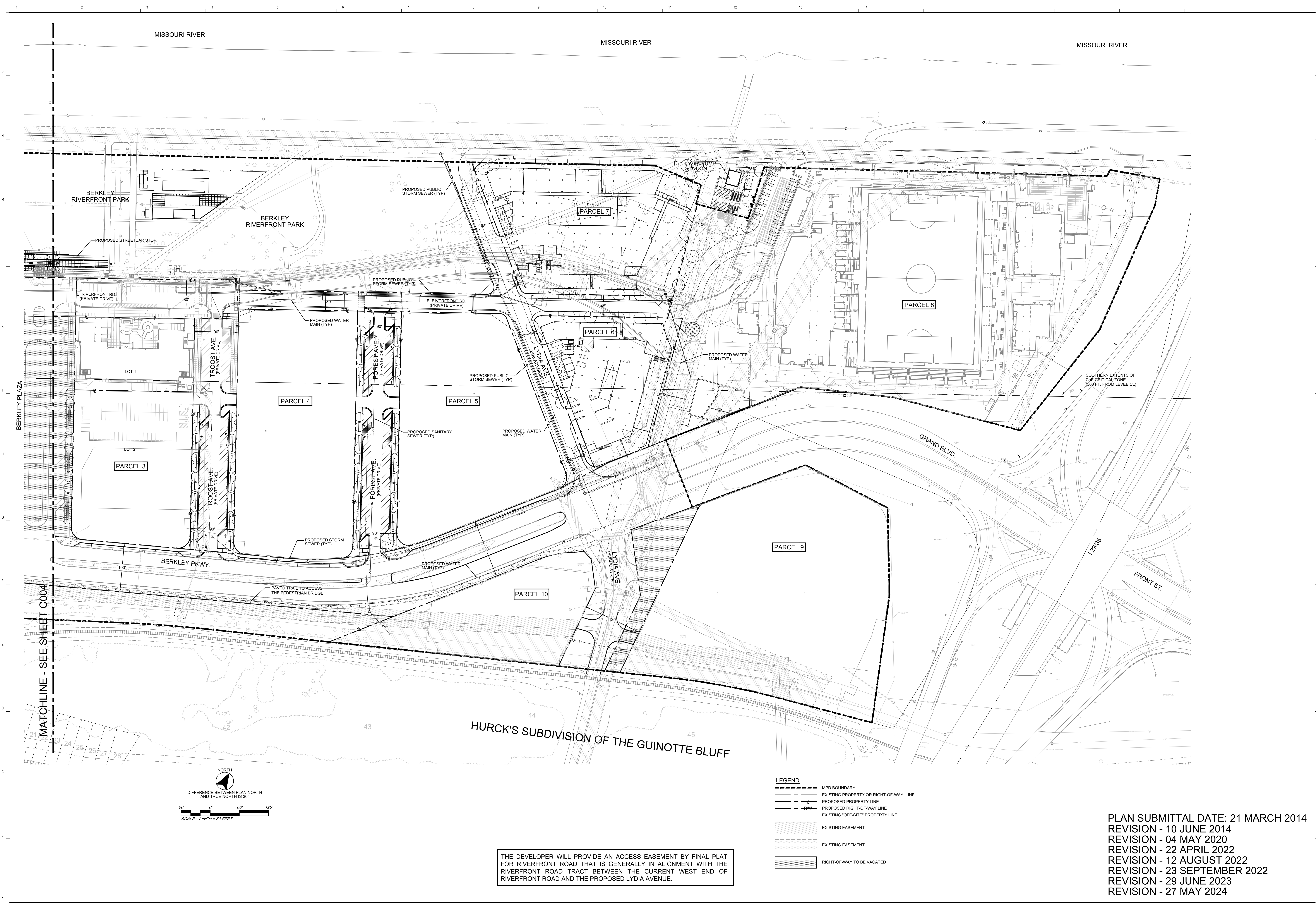
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SEAL

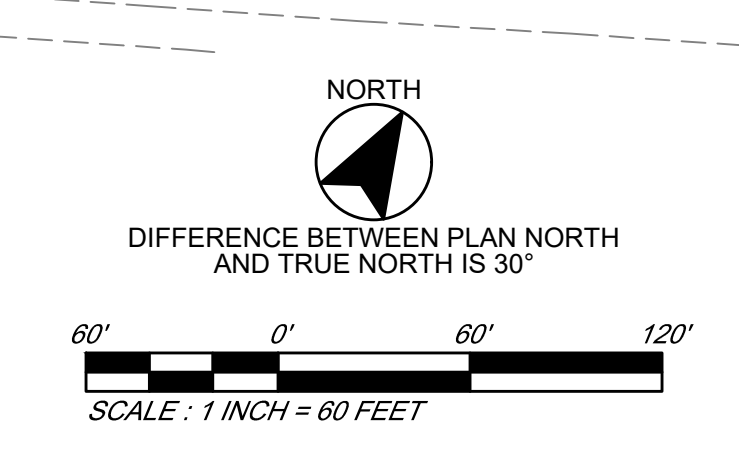
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 MFD MAJ. AMENDMENT REVISION - 02 JUNE 2023  
 MFD MAJ. AMENDMENT - 27 MAY 2024

PROPOSED CONDITIONS - WESTERN HALF  
**C004**





MATCHLINE - SEE SHEET C004



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

**LEGEND**

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

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 REVISION - 27 MAY 2024

**KEMSTUDIO**  
 1515 GENESSEE ST SUITE 11 KANSAS CITY MO 64102  
 T 816 756 1808 F 816 756 1828

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**TB** Taliaferro & Browne, Inc.  
 Civil / Structural Engineering,  
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 PH (816) 283-3456 FAX (816) 283-0810  
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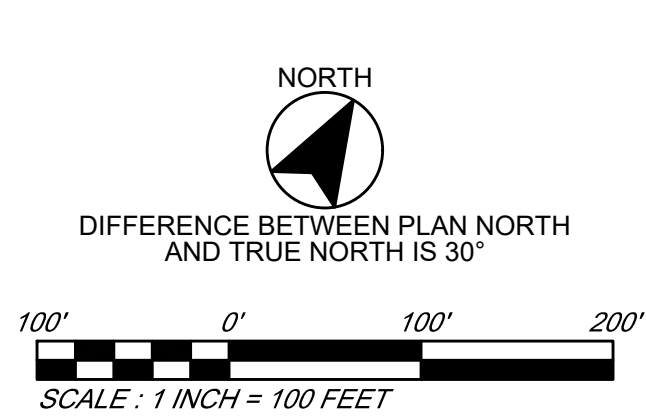
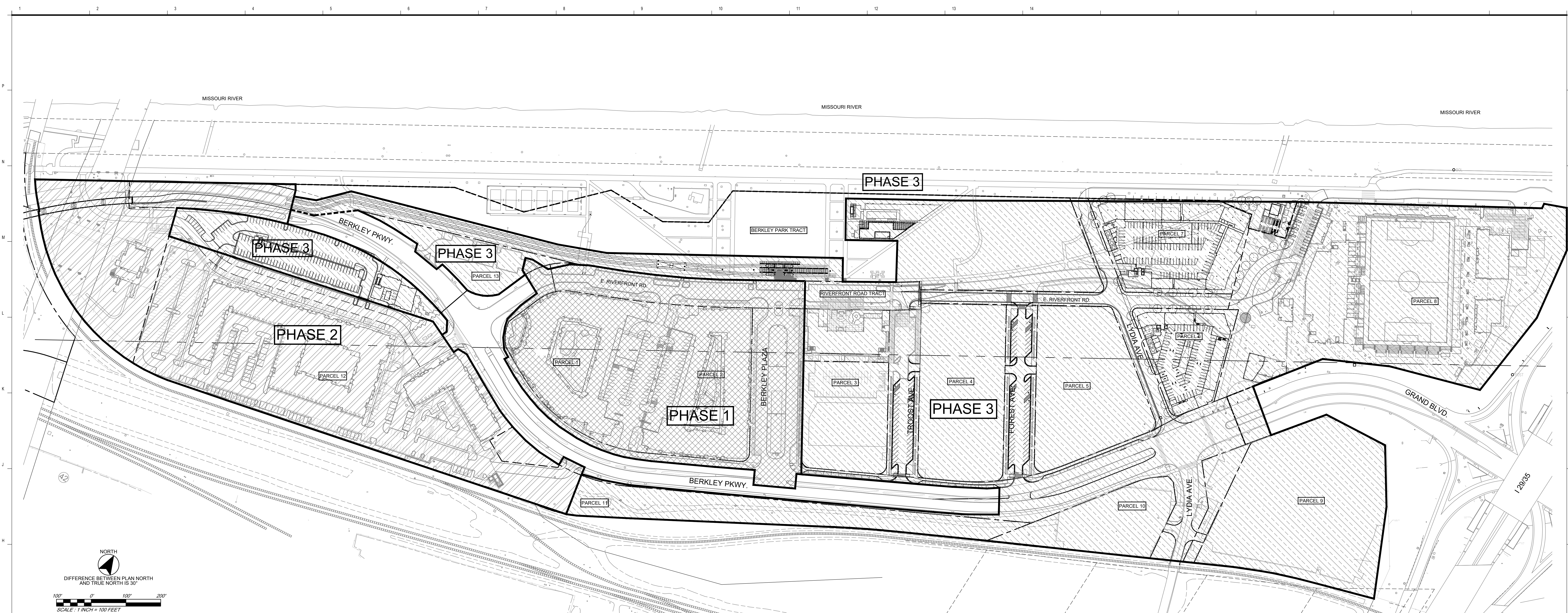
**BERKLEY RIVERFRONT DEVELOPMENT**  
 PORT AUTHORITY OF KANSAS CITY, MISSOURI  
 110 BERKLEY PLAZA  
 KANSAS CITY, MO 64120  
 TASK NO. 2013-6-19-3

SEAL

PHASE  
 ISSUED FOR:  
 MPD SET - 21 MAR 2014  
 MPD AMENDMENT 2 REVISION - 13 AUGUST 2022  
 MPD MAJOR AMENDMENT - 23 SEPTEMBER 2022  
 MPD MAJ. AMENDMENT REVISION - 29 JUNE 2023  
 MPD MAJ. AMENDMENT - 27 MAY 2024

PROPOSED CONDITIONS - EASTERN HALF  
**C005**





**LEGEND**

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

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

PHASE 1 CONSTRUCTION START: FALL 2014  
 PHASE 1 CONSTRUCTION END: FALL 2018  
 PHASE 2 CONSTRUCTION START: SPRING 2020  
 PHASE 2 CONSTRUCTION END: SPRING 2023  
 PHASE 3 CONSTRUCTION START: SPRING 2022  
 PHASE 3 CONSTRUCTION END: FALL 2030

**PHASING PLAN**

**PHASE 1**  
 PHASE 1 CONSISTS OF THE FOLLOWING:

- DEVELOPMENT OF PARCELS 1 AND 2
- RIGHT-OF-WAY DEDICATION FOR ALL OF BERKLEY PARKWAY, GILLIS STREET, BERKLEY PLAZA, AND LYDIA AVENUE SOUTH OF BERKLEY PARKWAY
- PLATTING PARCEL 1, PARCEL 2, THE BERKLEY PARK TRACT, AND THE RIVERFRONT ROAD TRACT
- CONSTRUCTION OF GILLIS STREET AND BERKLEY PLAZA
- IMPROVEMENTS TO RIVERFRONT ROAD ALONG THE NORTH SIDE OF PARCELS 1 AND 2
- CONSTRUCTION OF THE PARALLEL PARKING LANE ON BERKLEY PARKWAY ALONG THE SOUTH SIDE OF PARCELS 1 AND 2
- CONSTRUCTION OF A MEDIAN BREAK AND LEFT TURN LANE ON BERKLEY PARKWAY TO ALLOW VEHICULAR ACCESS BETWEEN BERKLEY PLAZA AND EASTBOUND BERKLEY PARKWAY
- CONSTRUCTION OF PUBLIC WATER MAINS, SANITARY SEWER MAINS, AND STORM SEWER INFRASTRUCTURE TO SERVICE PARCELS 1 AND 2
- CONSTRUCTION OF WATER, SANITARY SEWER, AND STORM SEWER SERVICE LINES TO SERVICE PARCELS 1 AND 2

**PHASE 2**  
 PHASE 2 CONSISTS OF THE FOLLOWING:

- DEVELOPMENT OF PARCELS 12A AND 12C
- CONSTRUCTION OF RIVERFRONT DRIVE AND BERKLEY PARKWAY INTERSECTION IMPROVEMENTS
- PLATTING PARCELS 12A, 12B, AND 12C
- CONSTRUCTION OF PRIVATE WATER MAINS, PUBLIC SANITARY SEWER MAINS AND STORM SEWER INFRASTRUCTURE TO SERVICE PARCELS 12A, 12B, AND 12C
- CONSTRUCTION OF WATER, SANITARY SEWER, AND STORM SEWER SERVICE LINES TO SERVICE PARCELS 12A AND 12C

**PHASE 3**  
 PHASE 3 CONSISTS OF THE FOLLOWING:

- DEVELOPMENT OF PARCELS 3 THROUGH 11, 12B, AND 13
- PLATTING PARCELS 3 THROUGH 11 AND 13
- CONSTRUCTION OF TROOST AVENUE, FOREST AVENUE, AND LYDIA AVENUE
- IMPROVEMENTS TO RIVERFRONT ROAD ALONG THE NORTH SIDE OF PARCELS 3, 4, 5, AND 6
- CONSTRUCTION OF THE PARALLEL PARKING LANE ON BERKLEY PARKWAY ALONG THE SOUTH SIDE OF PARCELS 3, 4, AND 5
- CONSTRUCTION OF INTERSECTION IMPROVEMENTS AT THE INTERSECTION OF BERKLEY PARKWAY AND LYDIA AVENUE
- CONSTRUCTION OF A MEDIAN BREAK AND LEFT TURN LANE ON BERKLEY PARKWAY TO ALLOW VEHICULAR ACCESS BETWEEN FOREST AVENUE AND EASTBOUND BERKLEY PARKWAY
- CONSTRUCTION OF PUBLIC WATER MAINS, SANITARY SEWER MAINS, AND STORM SEWER INFRASTRUCTURE TO SERVICE PARCELS 3 THROUGH 11 AND 13
- CONSTRUCTION OF WATER, SANITARY SEWER, AND STORM SEWER SERVICE LINES TO SERVICE PARCELS 3 THROUGH 11, 12B, AND 13
- CONSTRUCTION OF THE STREETCAR EXTENSION TO BERKLEY PARK, TERMINATING NEAR BERKLEY PLAZA AND RIVERFRONT ROAD
- CONSTRUCTION OF THE PEDESTRIAN BRIDGE AND ASSOCIATED TRAIL IMPROVEMENTS ON THE SOUTH SIDE OF THE GRAND BOULEVARD VIADUCT, TERMINATING IN PARCEL 12
- CONSTRUCTION OF A BEER GARDEN WITHIN THE BERKLEY PARK TRACT
- THE VACATION OF BERKLEY PLAZA AND A PORTION OF LYDIA AVENUE

**PROHIBITED USES**

In addition to the applicable prohibited use provisions of the Kansas City, Missouri Development and Zoning Code adopted May 21, 2019 (the "Development Code") the following prohibitions shall apply to the property subject to this MPD, notwithstanding more permissive provisions of the Development Code to the contrary. Although uses related to the land use categories of school, library, tobaccoist and drive-through are not listed as strictly prohibited by the uses on the table below, such uses may be limited by covenants and restrictions hereinafter imposed upon the property subject to the MPD. Note that drive-through facilities shall follow all Kansas City Development and Zoning Codes and shall either be located inside of a garage, or if outside, must have a porte cochere and be screened.

**USE GROUP**

**RESIDENTIAL**

- Group Living (As Listed)
- Domestic Violence Residence
- Domestic Violence Shelter
- Group Homes
- Nursing Homes (unassociated with assisted living facilities)

**PUBLIC/CIVIC**

- Day Care (As Listed)
- Home based Family (8 and up)
- Detention and Correctional Facilities - All
- Halfway House - All
- Safety Service (As Listed)
- Ambulance
- Fire Station
- Police Station (with multi-vehicular response services)

**COMMERCIAL**

- Adult Business - All
- Animal (As Listed)
- Building Equipment Sales and Service - All
- Convenience Store (non neighborhood serving) (As Listed)
- Drive Through Facilities
- Day Labor Employment Agency - All
- Restaurant or food service
- Funeral and Intermment Services - All
- Gasoline and Fuel Sales - All
- Hookah Bar - All
- Hospital (Full-service) - All
- Lodging (As Listed)
- Manufactured Home Parks
- Recreational Vehicle Park
- Motion Picture Arcade Booth - All
- Office, Medical (As Listed)
- Blood/Plasma Center
- Pawn Shop - All
- Retail and Wholesale Sales (As Listed)
- Automotive Parts
- Firearms and Weapons
- Shelter - All
- Short-Term Loan Establishment - All
- Transportation (As Listed)
- Maintenance Facilities
- Vehicle Sales and Service (As Listed)
- Car Wash/Cleaning Service (Free-standing)
- Heavy Equipment Sales/Rental
- Motor Vehicle Repair - General
- Vehicle Storage/Towing

**INDUSTRIAL**

- Auto Wrecking - All
- Junk/Salvage Yard - All
- Manufacturing, Production, and Industrial Services - All
- Mining and Quarrying - All
- Recycling Service - All
- Waste-Related Use - All
- Warehousing, Wholesaling, Freight Movement (As Listed)
- Exterior

**AGRICULTURE**

- Animal - All
- Wireless Communication Facility (As Listed)
- Freestanding Facility

PLAN SUBMITTAL DATE: 21 MARCH 2014  
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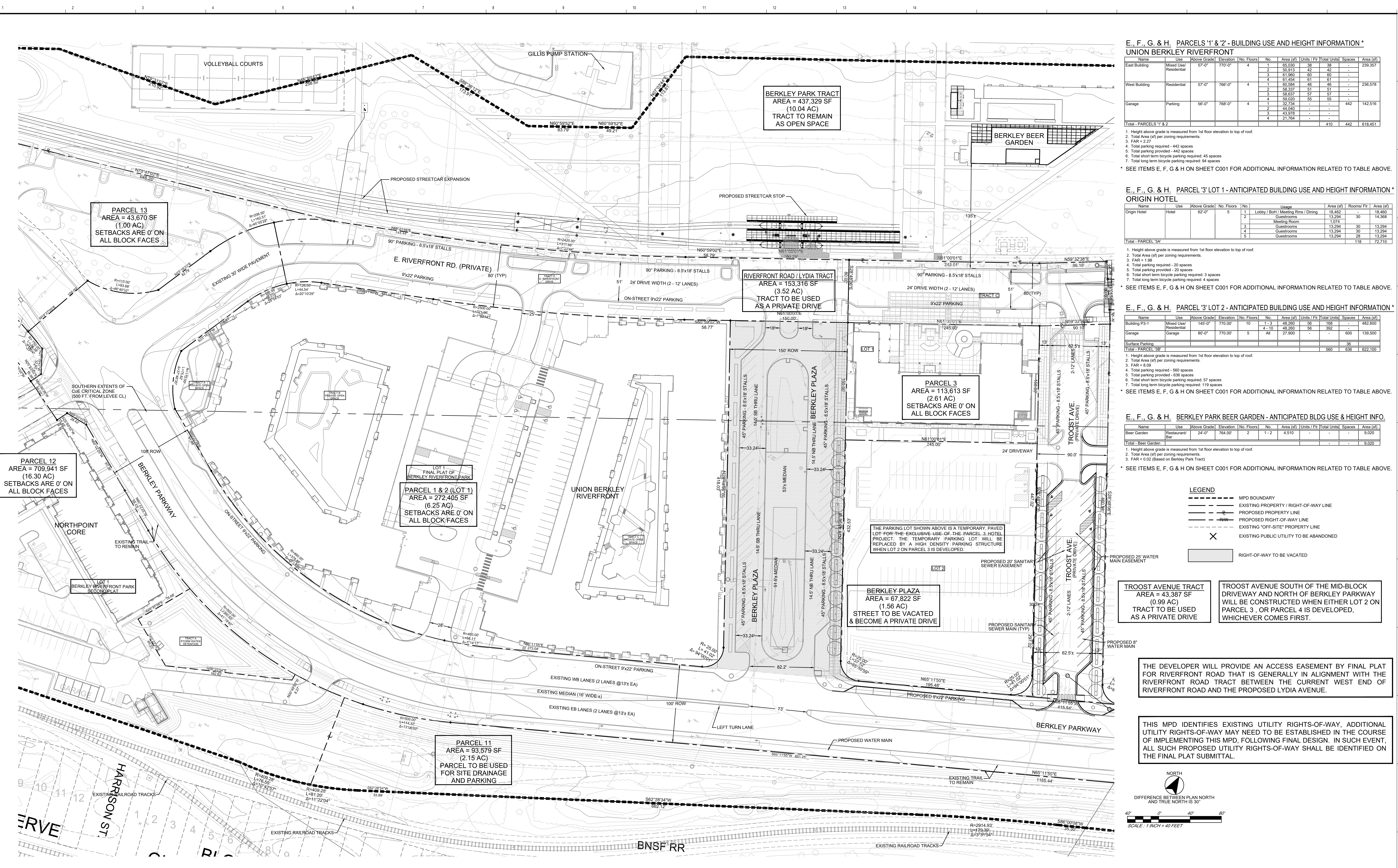
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**PROPOSED PHASING PLAN & PROHIBITED USES**

**C006**





**E., F., G. & H. PARCELS '1' & '2' - BUILDING USE AND HEIGHT INFORMATION - UNION BERKLEY RIVERFRONT**

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)
East Building	Mixed User / Residential	57'-0"	772'-0"	4	2	65,930	38	38	239,357	
					2	50,913	42	42	-	
					3	61,960	60	60	-	
					4	61,454	61	61	-	
West Building	Residential	57'-0"	766'-0"	4	1	59,337	51	51	236,578	
					2	56,637	57	57	-	
					4	59,025	55	55	-	
Garage	Parking	56'-0"	768'-0"	4	1	32,734	-	-	442	142,516
					2	44,045	-	-	28	13,254
					3	43,978	-	-	-	-
					4	27,764	-	-	410	619,451

1. Height above grade is measured from 1st floor elevation to top of roof.
2. Total Area (sf) per zoning requirements.
3. FAR = 2.27
4. Total parking required - 442 spaces
5. Total parking provided - 442 spaces
6. Total short term bicycle parking required - 45 spaces
7. Total long term bicycle parking required - 94 spaces

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

**E., F., G. & H. PARCEL '3' LOT 1 - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION - ORIGIN HOTEL**

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Rooms / Ft	Area (sf)
Origin Hotel	Hotel	62'-0"	5	1	Lobby / Bath / Meeting Rm / Dining	18,462	30	18,460
					Guestrooms	13,294	30	14,366
					Meeting Room	1,074	-	-
					Guestrooms	13,294	30	13,294
					Guestrooms	13,294	30	13,294
					Guestrooms	13,294	30	13,294

1. Height above grade is measured from 1st floor elevation to top of roof.
2. Total Area (sf) per zoning requirements.
3. FAR = 1.90
4. Total parking required - 20 spaces
5. Total parking provided - 20 spaces
6. Total short term bicycle parking required - 3 spaces
7. Total long term bicycle parking required - 4 spaces

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

**E., F., G. & H. PARCEL '3' LOT 2 - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION**

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)
Building P3-1	Mixed User / Residential	142'-0"	770.00'	10	1-3	48,260	56	168	-	482,600
					4	48,260	56	392	600	139,500
Garage	Garage	80'-0"	770.00'	5	AB	27,900	-	-	36	-
Surface Parking										36
Total - PARCEL '3'								560	636	822,100

1. Height above grade is measured from 1st floor elevation to top of roof.
2. Total Area (sf) per zoning requirements.
3. FAR = 8.09
4. Total parking required - 550 spaces
5. Total parking provided - 636 spaces
6. Total short term bicycle parking required - 57 spaces
7. Total long term bicycle parking required - 119 spaces

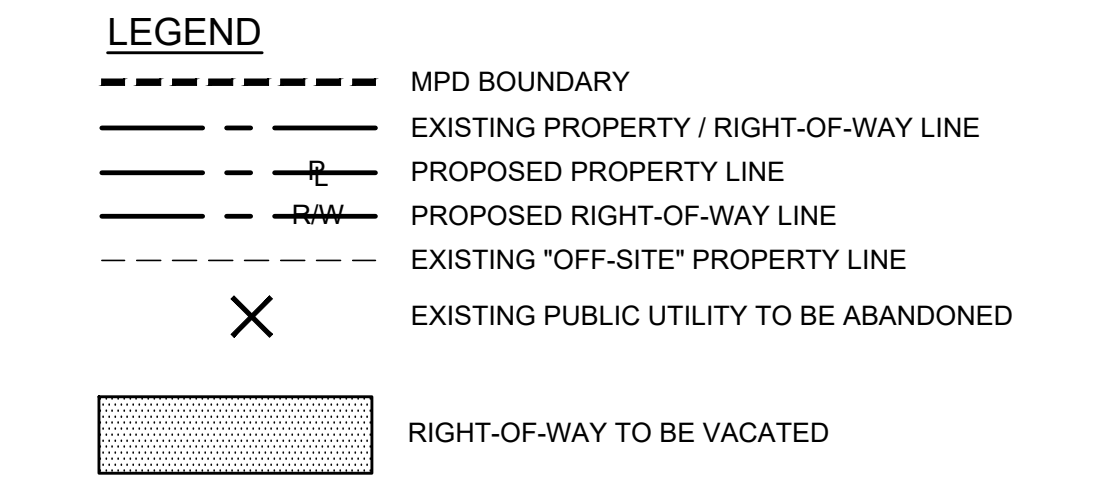
SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

**E., F., G. & H. BERKLEY PARK BEER GARDEN - ANTICIPATED BLDG USE & HEIGHT INFO.**

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Ft	Total Units	Spaces	Area (sf)
Beer Garden	Restaurant / Bar	24'-0"	764.00'	2	1-2	4,510	-	-	9,020	9,020
Total - Beer Garden										9,020

1. Height above grade is measured from 1st floor elevation to top of roof.
2. Total Area (sf) per zoning requirements.
3. FAR = 0.02 (Based on Berkeley Park Tract)

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

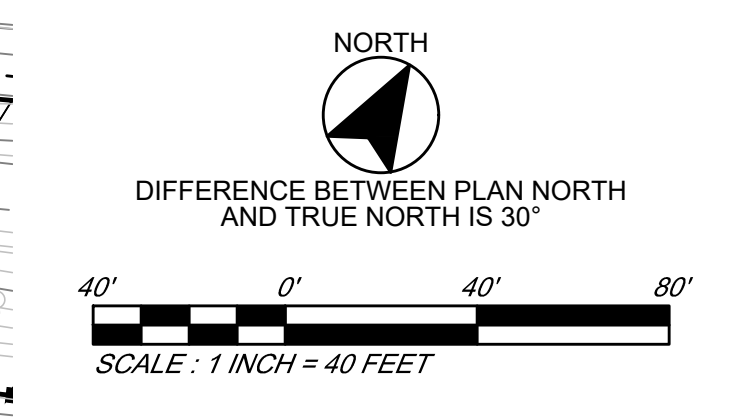


**TROOST AVENUE TRACT**  
AREA = 43,387 SF (0.99 AC)  
TRACT TO BE USED AS A PRIVATE DRIVE

**TROOST AVENUE SOUTH OF THE MID-BLOCK DRIVEWAY AND NORTH OF BERKLEY PARKWAY**  
WILL BE CONSTRUCTED WHEN EITHER LOT 2 ON PARCEL 3, OR PARCEL 4 IS DEVELOPED, WHICHEVER COMES FIRST.

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

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



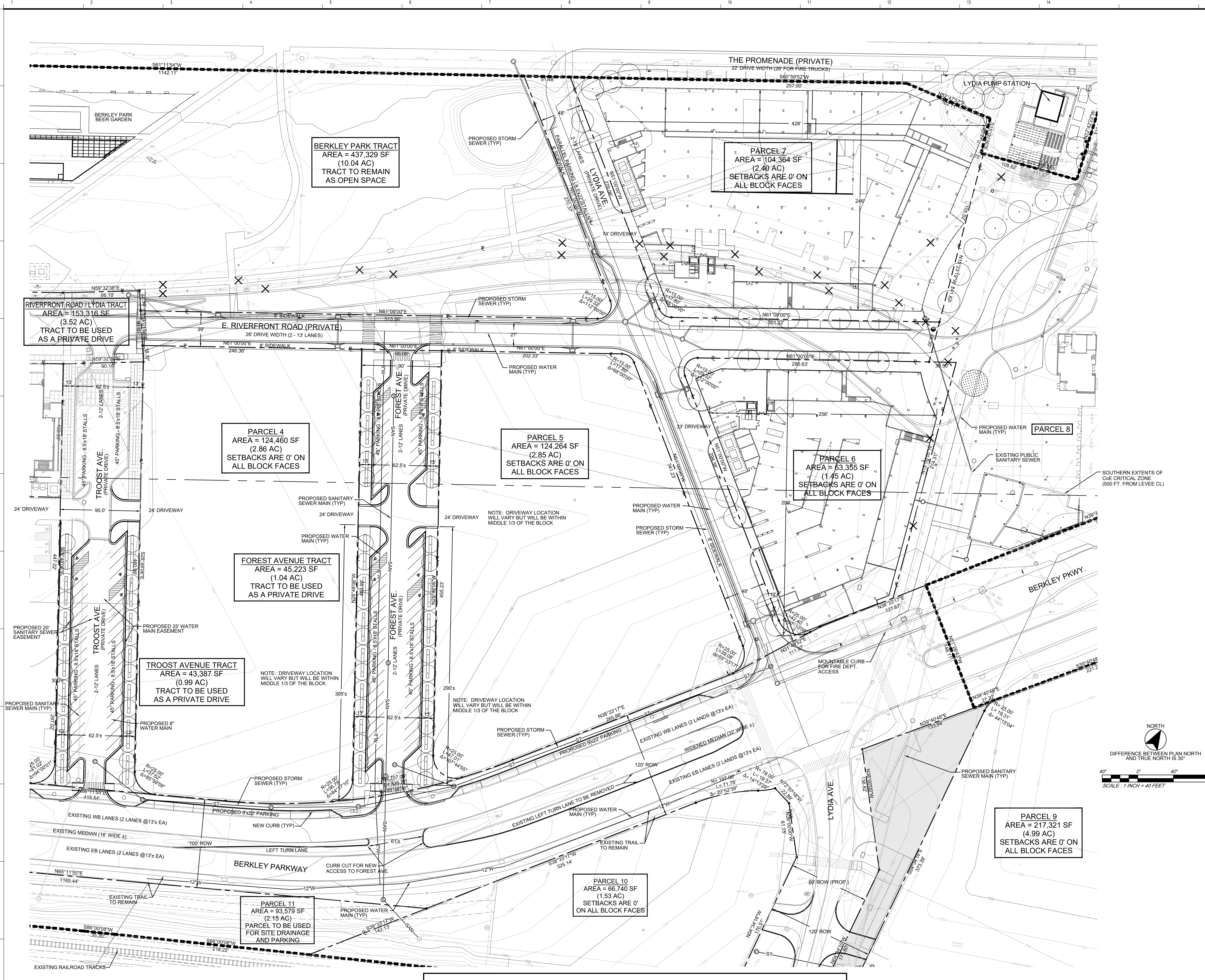
THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:  
 PARCELS 1 & 2 = 38,457 CUBIC FEET (CONSTRUCTED)  
 PARCEL 3 = 18,475 CUBIC FEET  
 PARCEL 11 = 19,448 CUBIC FEET  
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE.

PUBLIC IMPROVEMENTS SHALL BE PROVIDED WITHIN THE MEDIAN AREAS OF THE FOLLOWING RIGHTS-OF-WAY AS SHOWN ON THE STREET CROSS SECTIONS ON SHEET L003 TO PROVIDE SURFACE AND BELOW GRADE STORAGE OF THE FOLLOWING RUNOFF VOLUMES:  
 BERKLEY PLAZA = 40,112 CUBIC FEET (CONSTRUCTED)  
 TROOST AVENUE = 10,400 CUBIC FEET  
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE, AND THE RETENTION OF DISCHARGE FROM A 24-HOUR STORM EVENT OF 1.50 INCHES.

THE DEVELOPER SHALL CONSTRUCT DETENTION IN THE FOLLOWING AREAS AND OF THE FOLLOWING VOLUMES, WHEN DEVELOPMENT OCCURS ON SAID PARCELS:  
 PARCELS 1 & 2 = 13,191 CUBIC FEET (CONSTRUCTED ON PARCEL 12)  
 PROPOSED DETENTION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. VOLUME OF DETENTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE, AND THE UTILIZATION OF ADDITIONAL STORAGE WITHIN THE PUBLIC RIGHTS-OF-WAY AND WITHIN THE PARCELS AS DESCRIBED ELSEWHERE ON THIS SHEET.

**PLAN SUBMITTAL DATE: 21 MARCH 2014**  
 REVISION - 10 JUNE 2014  
 REVISION - 04 MAY 2020  
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 REVISION - 02 JUNE 2023  
 REVISION - 27 MAY 2024





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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Flr	Total Units	Spaces	Area (sf)		
Building PA-1	Mixed Use	65'-0"	705.00'	6	1-2	81,171	60	240	-	324,684		
Garage	Garage	65'-0"	705.00'	5	A1	34,010	-	-	484	170,000		
<b>Total - PARCEL '4'</b>										394	484	687,076

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 5.28
- Total parking required - 304 spaces
- Total parking provided - 484 spaces
- Total short term bicycle parking required - 49 spaces
- Total long term bicycle parking required - 91 spaces

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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Flr	Total Units	Spaces	Area (sf)		
Building PS-1	Mixed Use	65'-0"	705.00'	8	A1	80,000	78	608	-	640,000		
Garage	Garage	65'-0"	705.00'	6	A1	30,000	-	-	565	180,000		
<b>Total - PARCEL '5'</b>										608	608	820,000

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 6.60
- Total parking required - 608 spaces
- Total parking provided - 608 spaces
- Total short term bicycle parking required - 59 spaces
- Total long term bicycle parking required - 127 spaces

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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Flr	Total Units	Spaces	Area (sf)		
Building A2	Mixed-Use	80'-0"	754.00'	7	1	25,000	-	-	85	55,000		
Garage	Garage	80'-0"	754.00'	2	2	3,000	-	-	80	54,000		
Garage	Garage	80'-0"	754.00'	2	3-4	36,000	37	74	-	72,000		
Garage	Residential	80'-0"	754.00'	5	5	36,000	49	49	-	36,000		
Garage	Residential	80'-0"	754.00'	6-7	6-7	29,000	33	66	-	58,000		
<b>Total - PARCEL '6'</b>										180	171	254,000

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 4.01
- Total parking required - 193 spaces
- Total parking provided - 171 spaces (Riverfront extension of streetcar will be operational when this building opens)
- Total short term bicycle parking required - 18 spaces
- Total long term bicycle parking required - 85 spaces

**E., F., G. & H. PARCEL '7' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION \***

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / Flr	Total Units	Spaces	Area (sf)		
Building A1	Mixed-Use	80'-0"	756.00'	7	1	48,000	-	-	-	91,000		
Garage	Garage	80'-0"	756.00'	2	2	43,000	-	-	120	54,000		
Garage	Garage	80'-0"	756.00'	3	3	43,000	-	-	120	62,000		
Garage	Residential	80'-0"	756.00'	4	4	62,000	61	61	-	62,000		
Garage	Residential	80'-0"	756.00'	5	5	62,000	54	54	-	62,000		
Garage	Residential	80'-0"	756.00'	6	6	57,000	56	56	-	57,000		
Garage	Residential	80'-0"	756.00'	6-7	6-7	41,000	39	78	-	82,000		
<b>Total - PARCEL '7'</b>										249	240	568,000

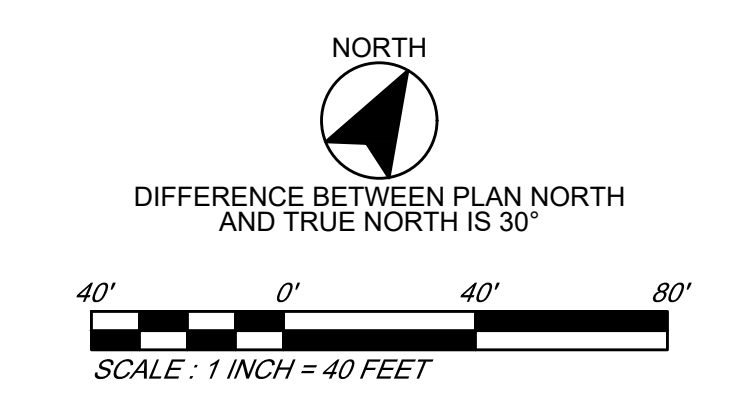
- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 3.91
- Total parking required - 249 spaces
- Total parking provided - 240 spaces (Riverfront extension of streetcar will be operational when this building opens)
- Total short term bicycle parking required - 24 spaces
- Total long term bicycle parking required - 87 spaces

**LEGEND**

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

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

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



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

- PARCEL 4 = 30,030 CUBIC FEET
- PARCEL 5 = 29,925 CUBIC FEET
- PARCEL 6 = 13,335 CUBIC FEET

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

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

- TROOST AVENUE = 10,400 CUBIC FEET
- FOREST AVENUE = 10,920 CUBIC FEET
- RIVERFRONT ROAD / LYDIA AVENUE = 18,875 CUBIC FEET

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

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MISSOURI LICENSE NO. 00000

**portkc**  
110 BERKLEY PLAZA  
KANSAS CITY, MO 64102  
816.559.3750

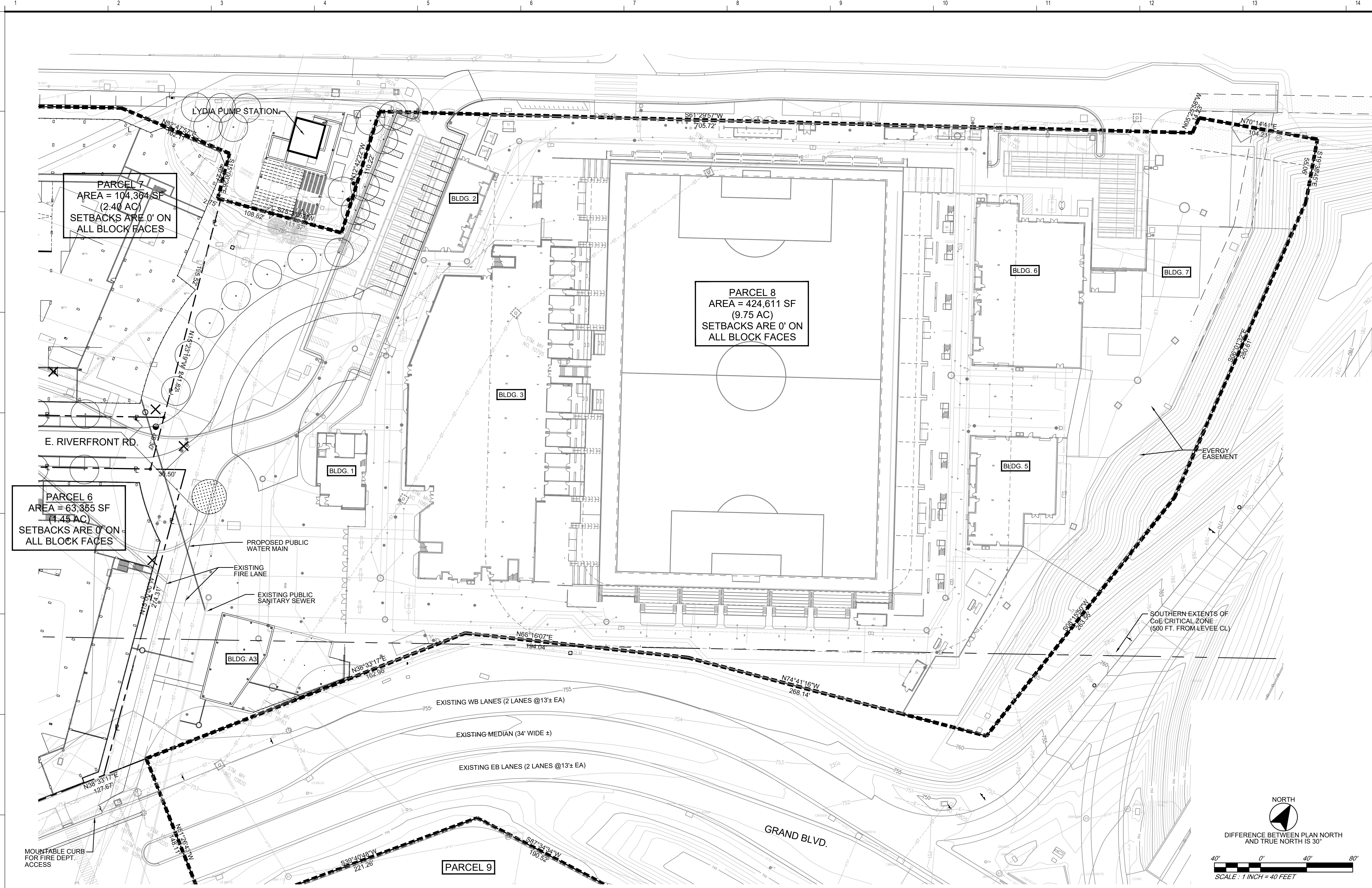
**BERKLEY RIVERFRONT DEVELOPMENT**  
PORT AUTHORITY OF KANSAS CITY, MISSOURI  
110 BERKLEY PLAZA  
KANSAS CITY, MO 64120  
TASK NO. 3013-19-3

**PHASE**  
ISSUED FOR:  
MPD SET - 21 MARCH 2014  
MPD AMENDMENT 2 REVISION - 13 AUGUST 2022  
MPD MAJOR AMENDMENT - 23 SEPTEMBER 2022  
MPD MAJ. AMENDMENT REVISION - 29 JUNE 2023  
MPD MAJ. AMENDMENT - 27 MAY 2024

**PARCELS 4, 5, 6, & 7**

**C008**





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

Stadium						
Name	Above Grade	Elevation	No. Floors	Use	Area (sf)	Total Area (sf)
Blgd 1	16'-8"	759.00'	1	Team Store	4,785	4,785
Blgd 2	17'-1"	759.00'	1	Blch Support	3,162	3,162
Blgd 3	19'-4"	759.00'	1	Team Facilities	29,932	29,932
				Blch Support	4,223	4,223
				Food Service	1,754	1,754
Blgd 5	17'-11"	759.00'	1	Blch Support	4,732	5,927
				Food Service	1,175	1,175
Blgd 6	19'-3"	759.00'	1	Blch Support	15,438	15,966
				Food Service	528	528
Blgd 7	18'-0"	759.00'	1	Mechanical/Electrical	2,000	2,000
				Food Service	528	528
Press Box	See Note B		1	Press Box	5,256	5,256
Seating Bowl	53'-4"	759.00'	1	Seating Bowl	80,765	80,765
Field Level		751.00'	1	Field Level	95,295	95,295

Other						
Name	Above Grade	Elevation	No. Floors	Use	Area (sf)	Total Area (sf)
Blch	19'-0"	759.00'	1	Commercial	3,500	3,500
<b>Total - PARCEL '8'</b>						<b>248,848</b>

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 0.59
- Total parking required - 2,875 spaces
- Total parking provided - Parking will be provided as shared parking on other Parcels.
- Total short term bicycle parking required: 169 spaces
- Total long term bicycle parking required: 3 spaces
- Press Box is above the seating at 47' above the concourse on the west side of the stadium.

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

**LEGEND**

- MDP BOUNDARY
- EXISTING PROPERTY / RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED RIGHT-OF-WAY LINE
- EXISTING "OFF-SITE" PROPERTY LINE
- ✕ EXISTING PUBLIC UTILITY TO BE ABANDONED

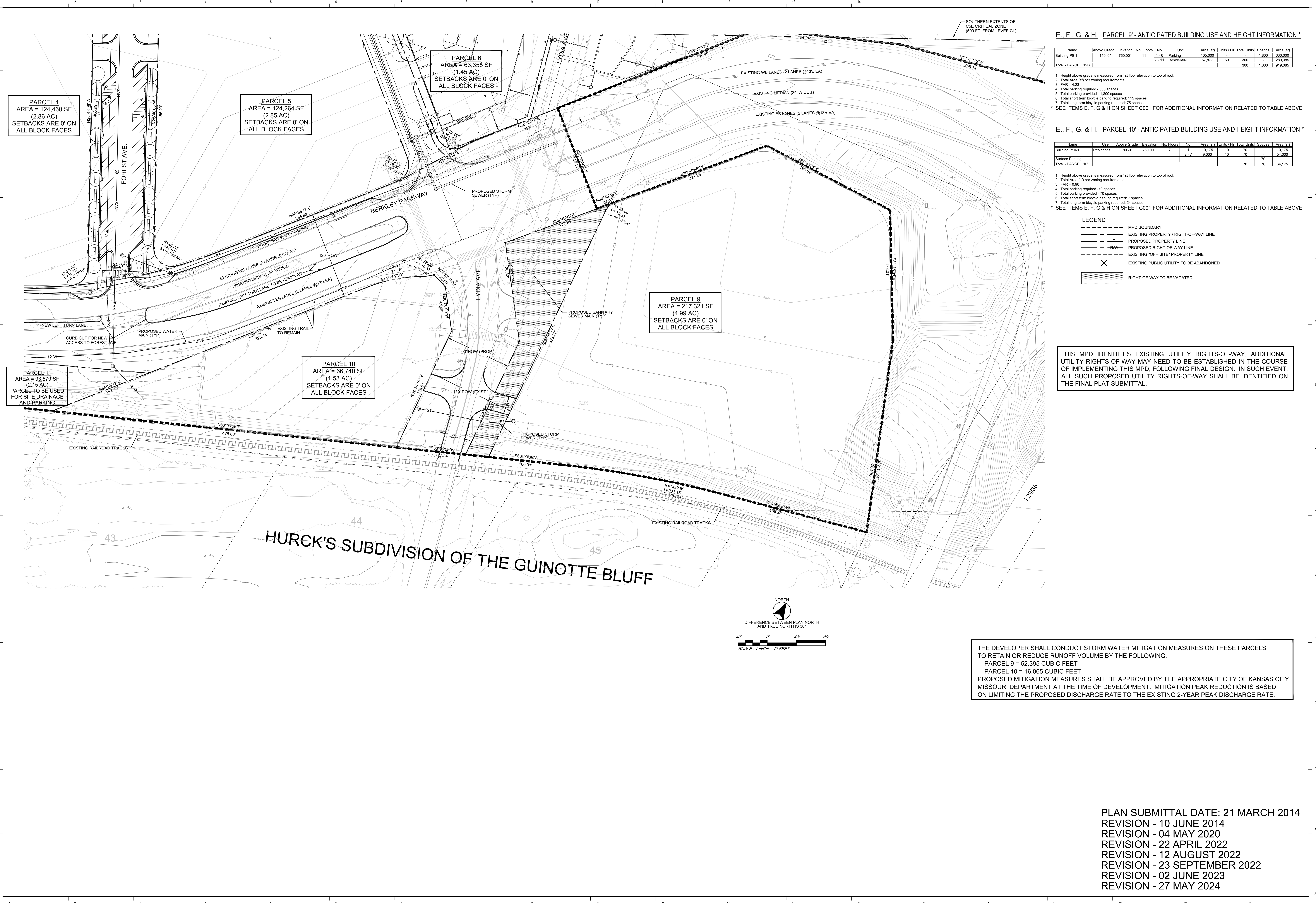
THE DEVELOPER WILL PROVIDE AN ACCESS EASEMENT BY FINAL PLAT FOR RIVERFRONT ROAD THAT IS GENERALLY IN ALIGNMENT WITH THE RIVERFRONT ROAD TRACT BETWEEN THE CURRENT WEST END OF RIVERFRONT ROAD AND THE PROPOSED LYDIA AVENUE.

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

THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:  
 PARCEL 8 = 38,052 CUBIC FEET  
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE.

PLAN SUBMITTAL DATE: 21 MARCH 2014  
 REVISION - 10 JUNE 2014  
 REVISION - 04 MAY 2020  
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 REVISION - 29 JUNE 2023  
 REVISION - 27 MAY 2024





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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sq)	Units / Ftr	Total Units	Spaces	Area (sq)
Building P9-1	Residential	140'-0"	760.00'	11	1	105,000	10	1,800	630,000	
Total - PARCEL '10'						57,877	60	300	289,385	

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 4.23
- Total parking required - 300 spaces
- Total parking provided - 1,800 spaces
- Total short term bicycle parking required - 115 spaces
- Total long term bicycle parking required - 75 spaces

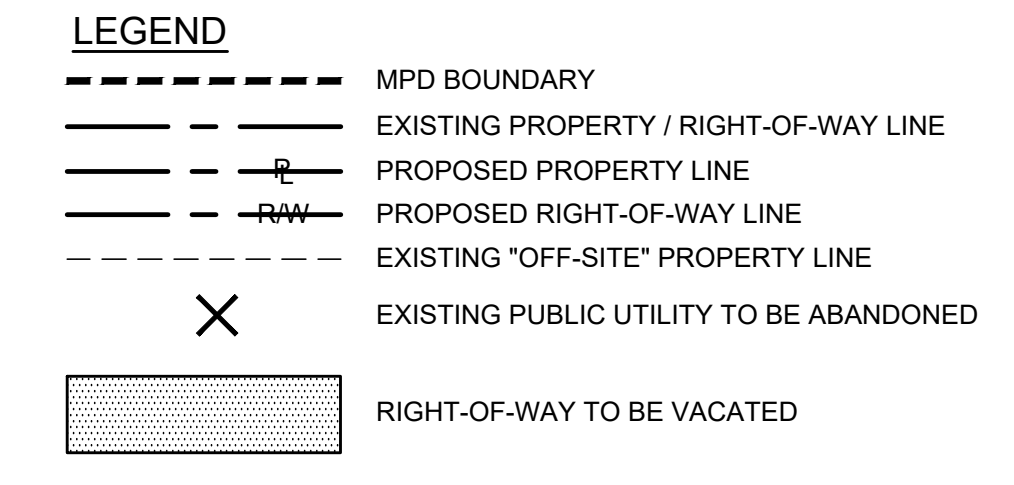
\* SEE ITEMS E, F, G & H ON SHEET C001 FOR ADDITIONAL INFORMATION RELATED TO TABLE ABOVE.

**E., F., G. & H. PARCEL '10' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION \***

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sq)	Units / Ftr	Total Units	Spaces	Area (sq)
Building P10-1	Residential	80'-0"	760.00'	7	1	10,175	10	70	10,175	
Surface Parking									70	54,000
Total - PARCEL '10'								70	70	64,175

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 0.96
- Total parking required - 70 spaces
- Total parking provided - 70 spaces
- Total short term bicycle parking required - 7 spaces
- Total long term bicycle parking required - 24 spaces

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



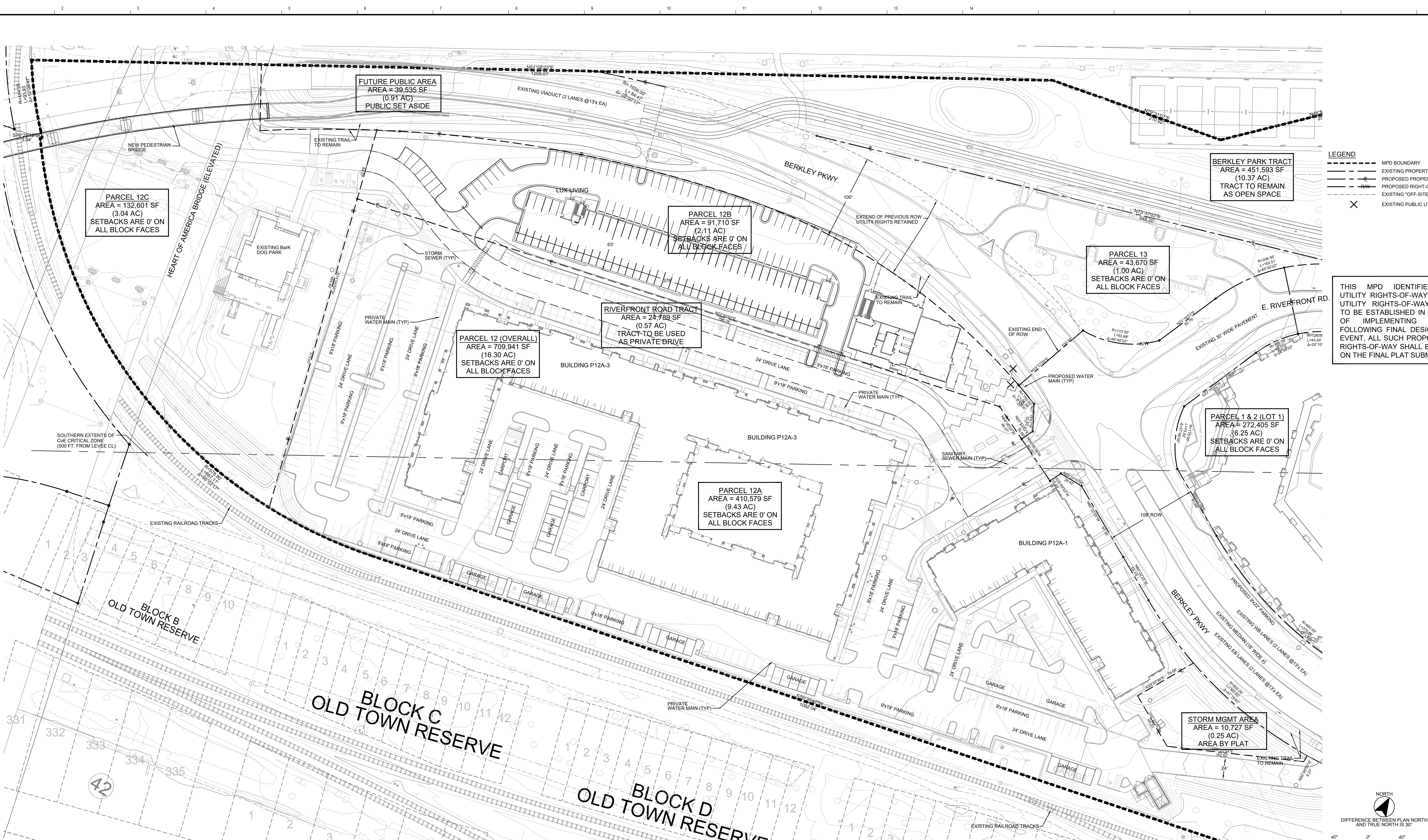
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THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:  
 PARCEL 9 = 52,395 CUBIC FEET  
 PARCEL 10 = 16,065 CUBIC FEET  
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE.

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 REVISION - 02 JUNE 2023  
 REVISION - 27 MAY 2024

<p><b>KEMSTUDIO</b>          1515 GENESSEE ST SUITE 11 KANSAS CITY MO 64102          T 816 756 1808 F 816 756 1828</p>	<p><b>phro•ne•sis</b>          landscape • planning • infrastructure • build          2433 TRACY AVE KANSAS CITY MO 64108          T 816.214.0896</p>	<p><b>TB</b> Taliaferro &amp; Browne, Inc.          Civil / Structural Engineering,          Landscape Architecture &amp; Surveying          1020 E. 86 STREET          KANSAS CITY, MISSOURI 64106          PH (816) 283-3456 FAX (816) 283-0810          PROFESSIONAL ENGINEERING CORPORATION          MISSOURI LICENSE NO. 00066 KANSAS LICENSE NO. E-1481          PROFESSIONAL LAND SURVEYING CORPORATION          MISSOURI LICENSE NO. 000094</p>	<p><b>portkc</b>          110 BERKLEY PLAZA          KANSAS CITY, MO 64108          816.559.3762</p>	<p><b>BERKLEY RIVERFRONT DEVELOPMENT</b>          PORT AUTHORITY OF KANSAS CITY, MISSOURI          110 BERKLEY PLAZA          KANSAS CITY, MO 64120</p>	<p>SEAL</p>	<p>PHASE          ISSUED FOR:          MPD SET - 21 MAR 2014          MPD AMENDMENT 2 REVISION - 13 AUGUST 2022          MPD MAJOR AMENDMENT - 23 SEPTEMBER 2022          MPD MAJ. AMENDMENT REVISION - 02 JUNE 2023          MPD MAJ. AMENDMENT - 27 MAY 2024</p> <p>PARCELS 9 &amp; 10</p> <p><b>C010</b></p> <p>TASK NO. 2013-6-19-3</p>
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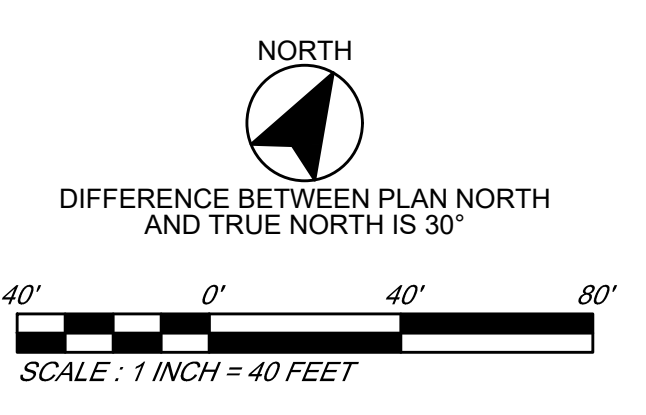




**LEGEND**

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

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



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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / F#	Total Units	Spaces	Area (sf)
Building P12A-1	Residential	65'-0"	760.00'	4	1-4	25,817	23	62	20	113,956
Building P12A-2	Residential	65'-0"	760.00'	4	1-4	51,814	23	59	30	241,320
Building P12A-3	Residential	65'-0"	760.00'	4	1-4	25,883	14	14	20	103,724
Surface / Detached Garage Parking					2-4	25,927	28	78	449	
<b>Total - PARCEL '12A'</b>								354	519	458,999

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 1.12
- Total parking required - 354 spaces
- Total parking provided - 519 spaces
- Total short term bicycle parking required - 51 spaces
- Total long term bicycle parking required - 84 spaces

**E., F., G. & H. PARCEL '12C' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION - BARK DOG PARK**

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / F#	Total Units	Spaces	Area (sf)
BarK	Retail	25'-0"	765.00'	2	1	4,972	-	-	4	5,468
Surface Parking					2	1,096	-	-	4	5,568
<b>Total - PARCEL '12C'</b>									8	11,036

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 0.04
- Total parking required - TBD (Will Meet Current Code unless Alternate Parking Ratio Approved by KCMO)
- Total parking provided - 4 spaces plus shared parking with Northpoint CORE on Parcel 12B
- Total short term bicycle parking required - TBD (Will Meet Current Code unless Alternate Parking Ratio Approved by KCMO)
- Total long term bicycle parking required - TBD (Will Meet Current Code unless Alternate Parking Ratio Approved by KCMO)

**E., F., G. & H. PARCEL '12B' - ANTICIPATED BUILDING USE AND HEIGHT INFORMATION - CORE PHASE II**

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / F#	Total Units	Spaces	Area (sf)
Building P12B	Commercial	71'-0"	761.00'	6	1	23,837	-	-	78	34,227
	Residential					6,140	-	-	-	
	Residential					5,248	24	24	-	31,320
	Residential					39,958	33	99	-	119,874
	Residential					37,533	30	90	-	37,533
<b>Total - PARCEL '12B'</b>								153	78	222,954

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 2.40
- Total parking required - 153 spaces
- Total parking provided - 181 spaces (78 in Ground Floor Garage, 76 in Surface Parking, 7 along Private Drive)
- Total short term bicycle parking required - 15 spaces
- Total long term bicycle parking required - 51 spaces

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

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

Name	Use	Above Grade	Elevation	No. Floors	No.	Area (sf)	Units / F#	Total Units	Spaces	Area (sf)
Building 13	Mixed Use	65'-0"	760.00'	5	1-5	12,000	12	60	55	60,000
<b>Total - PARCEL '13'</b>										60,000

- Height above grade is measured from 1st floor elevation to top of roof.
- Total Area (sf) per zoning requirements.
- FAR = 1.37
- Total parking required - 60 spaces
- Total parking provided - 55 spaces (Note that only 55 are planned due to the anticipated Streetcar expansion)
- Total short term bicycle parking required - 6 spaces
- Total long term bicycle parking required - 20 spaces

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THE DEVELOPER SHALL CONDUCT STORM WATER MITIGATION MEASURES ON THESE PARCELS TO RETAIN OR REDUCE RUNOFF VOLUME BY THE FOLLOWING:  
 PARCEL 12A = 91,218 CUBIC FEET  
 PARCEL 12B = 20,243 CUBIC FEET  
 PARCEL 12C = 7,010 CUBIC FEET (CONSTRUCTED)  
 PARCEL 13 = 13,354 CUBIC FEET  
 PROPOSED MITIGATION MEASURES SHALL BE APPROVED BY THE APPROPRIATE CITY OF KANSAS CITY, MISSOURI DEPARTMENT AT THE TIME OF DEVELOPMENT. MITIGATION PEAK REDUCTION IS BASED ON LIMITING THE PROPOSED DISCHARGE RATE TO THE EXISTING 2-YEAR PEAK DISCHARGE RATE.

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**KEMSTUDIO**  
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**phro•ne•sis**  
 landscape • planning • infrastructure • build  
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**TB** Taliaferro & Browne, Inc.  
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 1020 E. 8th STREET  
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 PH (816) 283-3456 FAX (816) 283-0810  
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 MISSOURI LICENSE NO. 000000 KANSAS LICENSE NO. E-481  
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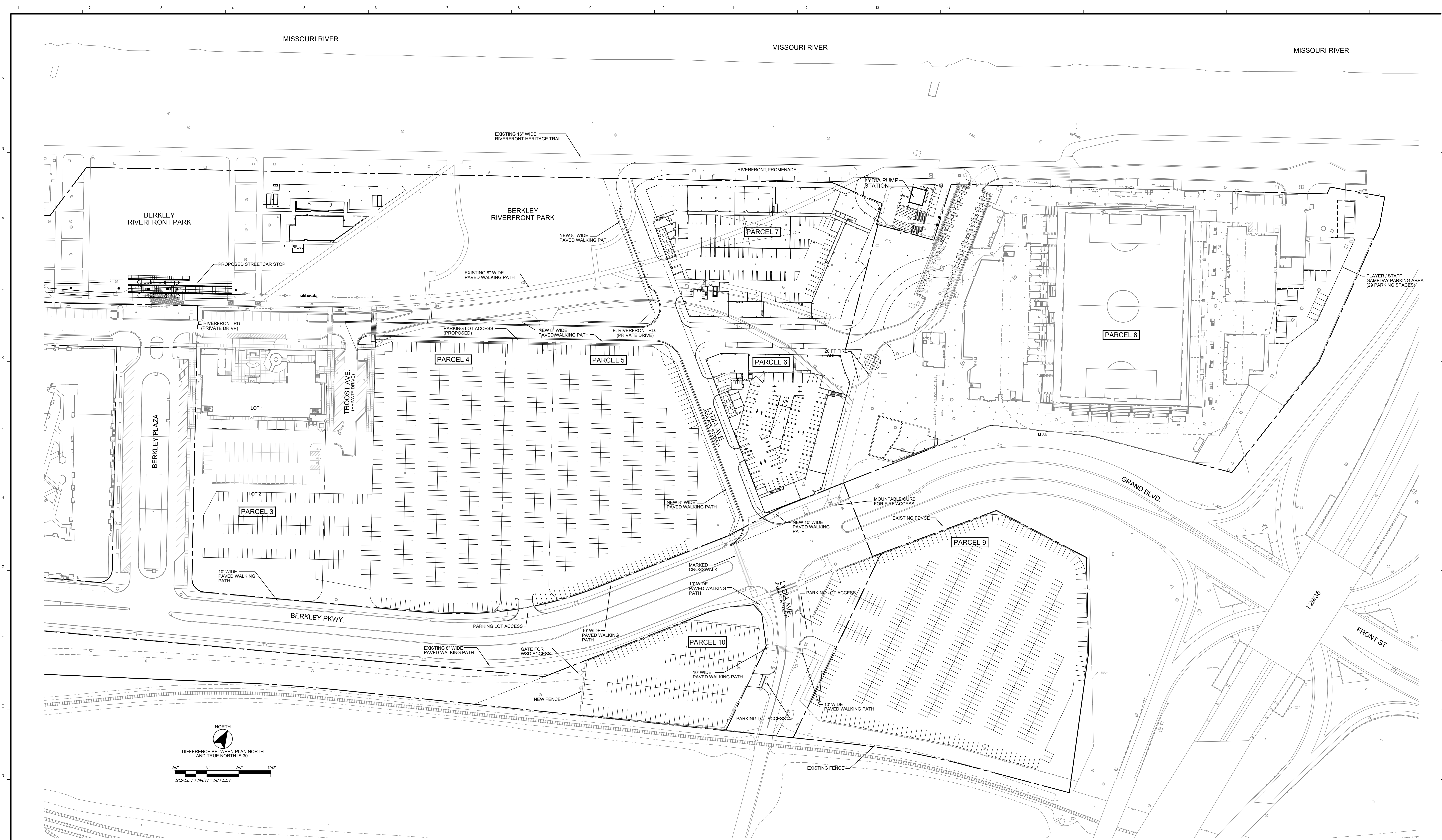
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**BERKLEY RIVERFRONT DEVELOPMENT**  
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**PARCELS 12 & 13**  
**C011**





**TEMPORARY STADIUM PARKING**

- PARCELS 3A - 5: 1,056 PARKING SPACES
- PARCEL 9: 558 PARKING SPACES
- PARCEL 10: 144 PARKING SPACES
- GAME DAY PLAYER / STAFF PARKING: 29 PARKING SPACES
- TOTAL: 1,787 PARKING SPACES

TEMPORARY PARKING ASSUMES THAT DRIVE AISLES ARE 25 FEET WIDE AND PARKING SPACES ARE 18 FEET x 9 FEET. ADA STALLS WILL BE A MINIMUM OF 8.5 FEET WIDE. ADA PARKING AREAS AND CONNECTIONS TO PEDESTRIAN CIRCULATION AREAS WILL BE PAVED.

**TEMPORARY USE PERMIT**

IT IS ANTICIPATED THAT TEMPORARY PARKING AS SHOWN ON THIS PLAN WILL BE GOVERNED / REGULATED BY A TEMPORARY USE PERMIT (TUP) THAT WILL BE OBTAINED BY THE DEVELOPER PRIOR TO THE OPENING OF THE PROPOSED STADIUM ON PARCEL 8 FOR EVENTS. IT IS ANTICIPATED THAT THIS TUP WILL BE REVIEWED AND MODIFIED YEARLY AS NECESSARY AND THAT THESE REVISIONS MAY INCLUDE, BUT ARE NOT LIMITED TO PROVIDING AREAS OF ASPHALT OR CONCRETE PAVING, LANDSCAPING, LIGHTING, AND SIGNAGE.

**LEGEND**

- EXISTING PROPERTY OR RIGHT-OF-WAY LINE
- - - PROPOSED PROPERTY LINE

PLAN SUBMITTAL DATE: 22 APRIL 2022  
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 MPO MAJOR AMENDMENT - 27 MAY 2024

**TEMPORARY STADIUM PARKING LAYOUT**  
**C012**





# CITY PLANNING & DEVELOPMENT

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## Public Meeting Summary Form

Project Case #

Meeting Date:

Meeting Location:

Meeting Time (include start and end time):

Additional Comments (optional):

