CITY PLAN COMMISSION STAFF REPORT

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

June 21, 2022

Project Name
West Bottoms Mixed-Use Redevelopment

Docket 15

Request
CD-CPC-2022-00078
Rezoning to UR + Development Plan

Applicant
Roxsen Koch
Polsinelli PC
900 W 48th Pl
Kansas City, MO 64112

Owner
Various

Location	Multiple Sites
Area	About 21.85 acres
Zoning	DX-10, M3-5, UR
Council District	4th
County	Jackson County
School District	KCMO 110

Surrounding Land Uses
North: UP RR
South: Industrial/Commercial uses, zoned M3-5
East: UP RR
West: Industrial/Commercial uses, zoned M3-5

Major Street Plan
W 12th St, a major East-West route in the area, (State Line to Genessee St) is identified as a Thoroughfare on the City's Major Street Plan.

Land Use Plan
The Greater Downtown Area Plan recommends Downtown Mixed Use for this location.

APPROVAL PROCESS

Staff Review → City Plan Commission → City Council

PROJECT TIMELINE

The application was filed on 5/04/2022, deviations from 2022 Cycle L have not occurred.

NEIGHBORHOOD AND CIVIC ORGANIZATIONS NOTIFIED

There are no Neighborhood or Homes Associations tied to the subject site.

REQUIRED PUBLIC ENGAGEMENT

Public engagement as required by 88-505-12 does apply to this request. Applicant hosted a meeting on June 7th, 2022. Proof of meeting is attached to the staff report, see Exhibit A. Summary of discussion not provided.

EXISTING CONDITIONS

There is a mixture of industrial buildings and vacant lots in the proposed area. Several of the sites are listed on the National Register of Historic Places, including the Crane Company Building, Moline Plow Company building, Ridenour-Baker Grocery Company Building, Perfection Stove Company building, and the C.A. Murdock Manufacturing Company building.

SUMMARY OF REQUEST + KEY POINTS

The applicant is seeking to rezone the property to UR, with an associated development plan, to develop several blocks within the West Bottoms area.

PROFESSIONAL STAFF RECOMMENDATION

Docket 15 Recommendation
Continue to July 5th

CONTROLLING + RELATED CASES

14394UR: Rezoning an area of approximately 2.68 acres generally located south of the Union Pacific railroad, north of Union Avenue, west of Santa Fe Street, and on either side of Mulberry Street, from District M3-5 to District UR, and approving a development plan for five existing industrial buildings, which also serves as a preliminary plat (Ordinance 150160)

- The ordinance noted above references a project to consider mixed-use development that includes 267 multi-family residential units and first-floor commercial within 5 existing industrial buildings.

14394UR-AA: A request to approve a final plan in District UR on approximately 2.68 acres generally located south of the Union Pacific Railroad, north of Union Avenue, west of Santa Fe Street, and on either side of Mulberry St, for a mixed-use development.

CD-SUP-2022-0021: A request to approve an event space in District M3-5 (Manufacturing) on about .396 acres generally located at W 11th St and Hickory St.

Central Industrial District PIEA: City staff was unable to find information about the Central Industrial District PIEA plan.

PLAN REVIEW

Urban Redevelopment (UR) Districts promote development and redevelopment of underdeveloped and blighted sections of the City and accommodate flexibility in design to help ensure the realization of the stated purposes in 88-260-01 with an approved Development Plan. The UR district may be applied only to property that has been designated as a blighted area, a conservation area, or an economic development area. Development plan review is a procedure to allow for City Council to review plans proposing significant development to determine whether such plans further the purposes of the Kansas City Zoning and Development Code.

The applicant is proposing a multi-phase mixed-use redevelopment within the West Bottoms area, generally located south of the Union Pacific Railroad, north of W 12th Street, west of Santa Fe St, and east of Hickory Street. Residential, hotel (50 rooms projected), and other uses permitted in the DX- zoning district are proposed. A list of prohibited uses is found in the applicant's submittal. The proposal consists of existing structures, sited for redevelopment, and new development.

Review Criteria (88-516-05)

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

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

- *See Plan Analysis below. AN*
- *The proposed project is within the Greater Downtown Area Plan. The current land use designation is Downtown Mixed Use, which accommodates office, commercial, some manufacturing, some light industrial, public, institutional, and residential development. This land use classification corresponds with the DX and DR zoning districts. The proposed project appears to align with the land use designation.*

- *The West Bottoms District Streetscape and Wayfinding Plan is also key to this proposal. Note that all improvements to streetscape, sidewalk, plaza, and open space amenity areas will be designed in accordance with the recommendation of the West Bottoms District Streetscape and Wayfinding Plan, see applicants submittal. AN*

B. The proposed use must be allowed in the district in which it is located.
According to 88-260-03, the use and development standards established for a UR district must be in general conformance with the approved area plan and be compatible with desirable land use and development patterns in the surrounding area. City staff perceives that the proposed use supports the goals of the Greater Downtown Area Plan, see below.

"Attract and retain residents by providing a dynamic urban experience, amenities, quality education options, and housing choices.

- *Preserve and restore historic buildings*
- *Create attractive and inviting public spaces and streetscapes to make the area more appealing." AN*

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.
Jeff Bryan from the Public Works Department has unresolved reviews related to this project. His corrections relate to the design of E 12th Street and a resubmission of the Traffic Impact Study associated with the project. AN

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

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

- *Appropriate reviewers from City Staff to determine adequate utilities on-site have had the opportunity to review the proposed plans.*
- *The Water Services – Stormwater review associated with the case has not been completed. AN*

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 project is proposing to rehabilitate existing and site new structures. Building design review will occur during building permit processes. AN

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.

- *See the site plan and conditions report attached to this staff report, project requires administrative adjustments.*
- *The open space amenities will be developed in later stages of the design process.*
- *In regards to trash containers, dumpsters, recycling bins, or other solid waste management facilities, the locations and pickup will be designed with each building proposal. AN*

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.
See site plan, project appears to comply. AN

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 existing area is very industrial in nature and contains little to no trees. AN

PLAN ANALYSIS

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

**indicates adjustment/deviation*

Standards	Applicability	Meets	More Information
Boulevard and Parkway Standards (88-323)	No	-	
Parkland Dedication (88-408)	Yes	Yes	See Site Plan.
Parking and Loading Standards (88-420)	Yes	Yes	See Site Plan.
Landscape and Screening Standards (88-425)*	Yes	Administrative Adjustment Requested	See Site Plan and Conditions Report.
Outdoor Lighting Standards (88-430)	Yes	Yes	See Site Plan
Sign Standards (88-445)	Yes	-	The signage plan provided was not detailed enough for a full analysis. All signage must comply with 88-445
Pedestrian (88-450)	Yes	Yes	See Site Plan

PROFESSIONAL STAFF RECOMMENDATION

City staff recommends the following **Continuance to July 5th.**

Respectfully Submitted,

Ahnna Nanoski, AICP
Lead Planner

Plan Conditions

Report Date: June 15, 2022

Case Number: CD-CPC-2022-00078

Project: West Bottoms Mixed-Use Redevelopment

Condition(s) by City Planning and Development Department. Contact Ahnna Nanoski at (816) 513-8816 / Ahnna.Nanoski@kcmo.org with questions.

1. Plan sheets may be submitted in "concept" form for a Development Plan if the applicant 1) expressly consents to subsequent project plan approval wherein a detailed form of the same sheets is required, and 2) the applicant submits design standards to regulate the design of all buildings (along with transparency) within the plan area ensuring such buildings are harmonious in their design and materiality.

2. Administrative adjustments for alternative compliance are approved pursuant to 88-425-23 for the submitted street tree plan to satisfy landscaping requirements and will be maintained or replaced on the subject site.

3. An administrative adjustment to the screening of mechanical/utility equipment standards is approved to selectively exempt lots. Noting, screening of mechanical/utility equipment will be designed wherever possible as part of each building proposed and will be subject to final review and approval by the City Planning and Development Department and Historic Preservation review.

4. All signage must comply with 88-445.

Condition(s) by City Planning and Development Department. Contact Brad Wolf at (816) 513-2901 / Bradley.Wolf@kcmo.org with questions.

5. Historic Preservation

Condition(s) by City Planning and Development Department. Contact Lucas Kaspar at (816) 513-2558 / Lucas.Kaspar@kcmo.org with questions.

6. The developer shall submit a Storm Drainage analysis from a Missouri-licensed civil engineer to the Land Development Division 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 entire site 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 prior to issuance of any building permits, and the developer secure permits to construct any improvements required by the Land Development Division prior to issuance of any certificate of occupancy.

7. 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.

8. The developer must integrate into the existing street light system any relocated existing street lights within the street right-of-way impacted by the new drive or approach entrances as required by the Land Development Division, and the relocated lights must comply with all adopted lighting standards.

9. The developer must submit plans for approval and permitting by the Land Development Division prior to beginning construction 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.

10. The developer shall submit construction plans in compliance with adopted standards for all improvements required by the traffic study approved by the Public Works Department, and shall secure permits for those improvements as required by the Land Development Division, prior to recording the plat.

Condition(s) by City Planning and Development Department. Contact Lucas Kaspar at (816) 513-2558 / Lucas.Kaspar@kcmo.org with questions.

11. 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

12. The owner/developer must submit plans for grading, siltation, and erosion control to Land Development Division for review and acceptance, and secure a Site Disturbance permit for any proposed disturbance area equal to one acre or more prior to beginning any construction activities.

13. The developer must enter into a covenant agreement for the maintenance of any stormwater detention area tracts as required by the Land Development Division, prior to recording the plat.

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

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. • 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 a gross axle weight of 85,000 pounds. (IFC-2018: § 503.2.3)

16. 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)

17. 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).

18. The project shall meet the fire flow requirements as set forth in Appendix B of the International Fire Code 2018. (IFC-2018 § 507.1)

19. 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)

20. (for buildings under 30 ft) 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) or Missouri Department of Transportation (MODOT) that may have street planning regulations that supersede the Fire Code. (IFC-2018: § 503.2.1)

Condition(s) by Parks & Recreation. Contact Justin Peterson at (816) 513-7599 / Justin.Peterson@kcmo.org with questions.

21. The developer shall submit a streetscape plan with street tree planting plan per 88-425-03 for approval by the Parks & Recreation Department's Forestry Division prior to beginning work in the public right-of-way.

22. The developer is responsible for dedication of parkland, private open space in lieu of parkland, or payment of cash-in-lieu of either form of dedication, or any combination thereof in accordance with 88-408. Should the developer choose to pay cash-in-lieu of dedicating all or a portion of the required area, the amount due shall be based upon the (2022) acquisition rate of ($64,220.18) per acre. This requirement shall be satisfied prior to certificate of occupancy for each phase/building.

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

23. 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/2019/04/2018-Rules-and-Regulations-for-Water-Service-Lines.pdf

Condition(s) by Water Services Department. Contact Jerald Windsor at (816) 513-0413 / Jerald.Windsor@kcmo.org with questions.

Condition(s) by Water Services Department. Contact Jerald Windsor at (816) 513-0413 / Jerald.Windsor@kcmo.org with questions.

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

SHEET INDEX

SHEET NUMBER	SHEET NAME
G000	VICINITY MAP, PHASING NARRATIVE AND UR REZONING INFORMATION
G001	SINAGE PLAN, PARKING, PROHIBITED USE, AND LEGAL BOUNDARY DESCRIPTION
P001	PHASING MAP
C002	OVERALL EXISTING CONDITIONS
C003	OVERALL BOUNDARY
C004	PARCEL PLAN A & B
C005	PARCEL PLAN C
C006	PARCEL PLAN D
C007	PARCEL PLAN E
C008	PARCEL PLAN F
C009	PARCEL PLAN G
C010	PARCEL PLAN H
C011	PARCEL PLAN I
C012	PARCEL PLAN J
C013	PROPOSED WATER LINES
L000	STREETSCAPE DEVELOPMENT GUIDELINES
L001	PRELIMINARY LANDSCAPE PLAN
L002	PRELIMINARY LANDSCAPE SCHEDULES
L003	STREETSCAPE TYPICAL SECTIONS
S001	STREETSCAPE PLAN
S002	STREET TYPOLOGY
S003	STREET SECTIONS
S004	BUILDING STANDARDS
E.01	SITE PLAN - ELECTRICAL
E.02	ELECTRICAL - DETAILS & SPECIFICATIONS

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

ALL PROPOSED BUILDING ABOVE 5 STORIES IN HEIGHT MUST BE APPROVED BY AVIATION DEPARTMENT PRIOR TO FILING FOR ANY APPLICATION WITH THE CITY

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

PHASING OUTLINE

PHASE 1 CONSISTS OF THE FOLLOWING:
- FINAL PLATTING OF BLOCKS B/1 AND B/3
- DEMOLITION OF WELD WHEEL 9 STORY STRUCTURE, BLOCK B/1 AND 2 STORY BUILDING ON BLOCK D/2
- VACATION OF ST. LOUIS AVE BETWEEN MULBERRY AND SANTA FE
- VACATION OF UTILITY EASEMENT BETWEEN BLOCK B/3 AND B/1
- VACATION OF ALLEY BETWEEN BLOCK B/1 AND RAILROAD PROPERTY NORTH OF ST LOUIS
- VACATION OF ARIEL EASEMENT NORTH OF BLOCK C/1
- VACATION OF EASEMENT UNDER FORESTER OVERPASS
- VACATION OF FAULTLESS ACCESS EASEMENT
- DEVELOPMENT OF BLOCKS A/1, C/1,C/2, F/1, AND A PORTION OF BLOCK D/2 INTO SURFACE PARKING
- ADAPTIVE REUSE DEVELOPMENT OF BLOCKS B/2, B/3, E/1, E/2, E/3, E/4, H/2
- DEVELOPMENT OF BLOCK B/1
- PUBLIC IMPROVEMENTS ALONG UNION AVE FROM MULBERRY ST TO SANTA FE ST, ON SANTA FE ST FROM 12TH ST TO ST LOUIS AVE, 11TH FROM MULBERRY ST TO SANTA FE AND, MULBERRY BETWEEN 11TH ST NORTH TO THE ALLEY EASEMENT

PHASE 2 CONSISTS OF THE FOLLOWING:
- DEMOLITION OF SINGLE AND TWO STORY STRUCTURES, BLOCK D/1 AND D/2
- FINAL PLATTING OF BLOCKS D/1 AND D/2
- DEVELOPMENT OF BLOCKS D/1 AND D/2
- PUBLIC IMPROVEMENTS ALONG UNION AVE FROM MULBERRY ST TO HICKORY ST, 11TH ST TO HICKORY ST, AND MULBERRY BETWEEN UNION SOUTH TO ALLEY EASEMENT

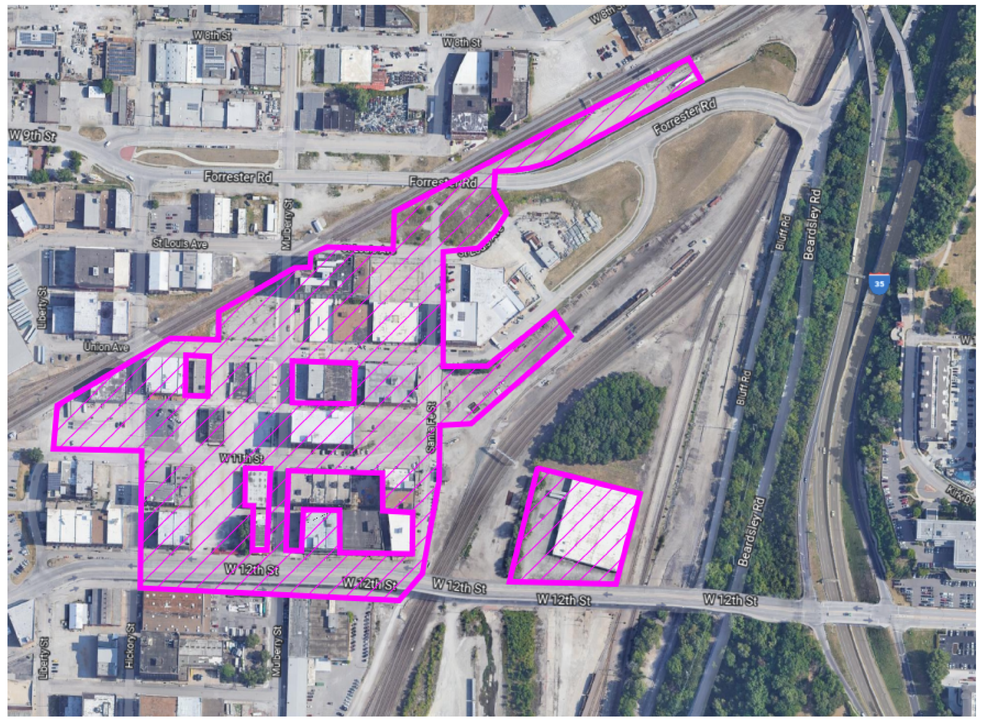
PHASE 3 CONSISTS OF THE FOLLOWING:
- VACATION OF ALLEY BETWEEN BLOCK G/1 AND G/2
- ADAPTIVE REUSE DEVELOPMENT OF BLOCK G/1
- DEVELOPMENT OF BLOCK G/3
- PUBLIC IMPROVEMENTS ALONG 12TH ST FROM HICKORY ST TO MULBERRY ST

PHASE 4 CONSISTS OF THE FOLLOWING:
- DEMOLITION OF 2 STORY STRUCTURE ON BLOCK J/1
- DEVELOPMENT OF BLOCKS AND A/1, C/1, AND J/1
- ADAPTIVE REUSE DEVELOPMENT OF BLOCK G/2, H/1, AND I/1
- PUBLIC IMPROVEMENTS ALONG 12TH ST BETWEEN HICKORY

PHASE 5 CONSISTS OF THE FOLLOWING:
- ADAPTIVE REUSE DEVELOPMENT OF BLOCK D/3, D/4, J/1, J/2
- PUBLIC IMPROVEMENTS ALONG HICKORY ST BETWEEN 11TH STAND UNION AVE

PARKLAND DEDICATION WILL BE SATISFIED THROUGH A COMBINATION OF CREDITS FOR ALLOCATED OPEN SPACE AND / OR RECREATIONAL SPACE AND MONEY -IN-LIEU OF PARKLAND DEDICATION. THE TOTAL AREA THAT WILL BE DEDICATED TO THE PUBLIC RECREATION HAS NOT BEEN ESTABLISHED AND WILL BE DETERMINED IN A PHASE-BY-PHASE TIMELINE AS PROJECT DESIGNS ARE COMPLETED.

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN



VICINITY MAP
NOT TO SCALE

UR REZONING INFORMATION (28)

Block / Lot #	Building name	A. EX/PRE. ZONING	B. LAND AREA (AC.)	B. LAND AREA (SF.)	D. NET LAND AREA	E. USE***	F. HEIGHT ABOVE GRADE/ FLOORS	G.GROSS AREA TOTAL	G.GROSS FLOOR AREA PER FLOOR (ADVERAGE)	H. COVERAGE/ FLOOR AREA RATIO	I. RESIDEINTALS UNITS	I. RESIDEINTAL NET DENSITY (DU/Ac)	J. REQUIRED PARKING^	J. PARKING PROVIDED	BIKE PARKING PROVIDED LONG TERM	BIKE PARKING PROVIDED SHORT TERM	PHASE	COMMENCE & COMPLTETE DATES
A / 1*	D	UR / UR	0.43	18,734	17,250	PARKING		18,734						41			EXISTING	Q1.2023 - Q4.2025
A / 1*	D	UR / UR	0.43	18,734	17,241	MIXED USE/RESIDENTAL	150'/15	74,129	14,826	3.96	72	167	39	23	14	3	PHASE 4	Q4.2029-Q4-2030
B /1	E/F	UR / UR	2.05	89,170	76,650	MIXED USE/RESIDENTAL	150'/15	132,592	26,518	1.49	266	130	152	138	53	14	PHASE 1	Q1.2023 - Q4.2025
B / 2	WELD WHEEL	UR / UR	0.25	10,794	6,863	MIXED USE	75' / 2	13,726	13,726	1.27			21	23	11	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
B / 3	PSB	UR / UR	0.45	19,487	16,418	MIXED USE	55' / 3	63,826	15,957	0.82			96		49	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
C / 1*	G	DX-10 / UR	0.41	17,863	20,386	PARKING		74,129						46			PHASE 1	Q1.2023 - Q4.2025
C / 1*	G	DX-10 / UR	0.58	25,180	20,386	MIXED USE/RESIDENTAL	150'/15	74,129	12,355	2.94	72	125	36	23	14	3	PHASE 4	Q4.2029-Q4-2030
C / 2	FAULTLESS	M3-5 / UR	0.66	28,591	28,551	PARKING		28,591						46			PHASE 1	Q1.2023 - Q4.2025
D / 1	B	M3-5 / UR	0.26	11,473	28,713	MIXED USE/RESIDENTAL	150'/15	82,433	16,487	7.18	148	562	88		30	3	PHASE 2	Q4.2024-Q4.2026
D / 2*	A	M3-5 / UR	1.06	46,345	42,547	PARKING		42,547						200			EXISTING	Q1.2023 - Q4.2025
D / 2*	A	M3-5 / UR	1.06	46,345	42,547	MIXED USE/RESIDENTAL	150'/15	254,032	42,339	5.48	160	150	94	379	32	38	PHASE 2	Q4.2024-Q4.2026
D / 3	NATHAN	M3-5 / UR	0.26	11,473	11,552	MIXED USE/RESIDENTAL	55'/4	46,208	11,552	4.03	43	164	33		9	3	EXISTING/PHASE 5	Q1.2030 - Q4.2035
D / 4	1323	M3-5 / UR	0.07	2,897	2,888	MIXED USE/RESIDENTAL	45'/3	8,664	2,888	2.99	11	163	8		2	3	EXISTING/PHASE 5	Q1.2030 - Q4.2035
D / 5	1317	M3-5 / UR	0.13	5,808	4,835	MIXED USE/RESIDENTAL	31'/2	9,670	4,835	1.66	12	91	9		2	3	EXISTING/PHASE 2	Q4.2024-Q4.2026
E / 1	FIREHOUSE	M3-5 / UR	0.08	3,615	1,943	MIXED USE	31'/ 2	3,352	2,136	0.93			3		2	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
E / 2	LARMIE	M3-5 / UR	0.45	19,583	19,430	MIXED USE	80' / 5	116,580	19,578	5.95			175		88	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
E /3	MOLINE	M3-5 / UR	0.52	22,810	19,242	MIXED USE/RESIDENTAL	120' / 7	159,670	19,959	7.00	127	243	73		25	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
E /4**	TOWN CENTER	M3-5 / UR	0.39	17,119	OPEN	PARK		17,119									EXISTING/PHASE 1	Q1.2023 - Q4.2025
F / 1	SANTA FE PARKING	/ UR	1.20	52,119	53,664	PARKING		53,664						187			EXISTING/PHASE 1	Q1.2023 - Q4.2025
G / 1	CRANE	M3-5 / UR	0.41	17,976	5,863	MIXED USE/RESIDENTAL	92' / 6	35,178	5,871	1.96	31	75	21	22	6	3	EXISTING/PHASE 3	Q4.2026 - Q4.2028
G / 2	BOLT-NUT	M3-5 / UR	0.41	18,004	10,230	MIXED USE/RESIDENTAL	90' / 5	51,150	10,230	2.84	45	108	33	14	9	3	EXISTING/PHASE 4	Q4.2029 - Q4.2030
G / 3	C	M3-5 / UR	1.03	44,994	44,994	MIXED USE/RESIDENTAL	150'/15	258,225	17,215	5.74	236	228	126	184	47	18	PHASE 3	Q4.2026 - Q4.2028
H / 1	ADVANCE	M3-5 / UR	0.32	13,851	13,797	MIXED USE	110' / 6	82,782	13,678	5.98			124		63		EXISTING/PHASE 1	Q1.2023 - Q4.2025
H / 2	AVERY	M3-5 / UR	0.13	5,770	5,663	HOTEL^^	120' / 7	39,641	5,663	6.87			15	30	3	3	EXISTING/PHASE 4	Q4.2029 - Q4.2030
I / 1	1000 W 12TH	M3-5 / UR	3.09	134,600	83,710	MIXED USE	18' / 1	50,890	50,890	0.38			76	103	39	10	EXISTING/PHASE 4	Q4.2029 - Q4.2030
J/1	CONVIVIAL	M3-5 / UR	0.18	7,847	7,715	MIXED USE/RESIDENTAL	55'/4	30,860	7,715	3.93	27		21		24	3	EXISTING/PHASE 5	Q1.2030 - Q4.2035
J/2	LOT	M3-5 / UR	0.67	29,256	29,296	PARKING		29,256						70			EXISTING/PHASE 5	Q1.2030 - Q4.2035
		^^^GROSS AREA	21.85							TOTAL UNITS	1250	TOTAL	1242	1242	524	125		
										GROSS DENSITY	57.20							

*Parcels are 2 phases, re: phasing plan
** Does not include the ROW on 11th
***Use and density may be interchanged among the parcels
^Residential Parking required for existing building is base on unit count + 50% Net Land Area mixed use
^Residential Parking required for new building is base on unit count + 25% Net Land Area mixed use
^^based on 50 keys
^^^includes area in RoW
Use and density may be interchanged among the parcels

2022/06/06 4:40:46 PM

SomeraRoad

Project
WEST BOTTOMS REDEVELOPMENT UR DISTRICT AND PRELIMINARY PLAT

West Bottoms, Kansas City, MO

Prepared For
Somera Road
Kansas City, MO 64101

300 West 22nd Street
Kansas City, MO 64108 USA
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In Association with

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SK DESIGN GROUP, LNC.
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MASTER PLAN ARCHITECT
S9 ARCHITECTURE
320 8TH AVENUE
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222 NORTH 2ND STREET, SUITE 101
MINNEAPOLIS, MN 55401

MEP ENGINEER
LANKFORD FENDLER + ASSOCIATES
1730 WALNUT
KANSAS CITY, MO 64108

Key Plan

Professional Seals

NOT FOR CONSTRUCTION

No.	Description	Date
001	UR SUBMITTAL	05.02.2022
002	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

Sheet Title
VICINITY MAP, PHASING NARRATIVE AND UR REZONING INFORMATION

Original is 48 x 36. Do not scale contents of this drawing.

Sheet Number
G000

SIGNAGE PLAN (KCMO Zoning & Development code 88-445 Signs)

Block / Lot #	EX/PRE. ZONING	USE	HEIGHT ABOVE GRADE/ FLOORS	Monument Sign 88-445-08.A	Oversized Monument Sign 88-445-08.B	Wall Sign 88-445-08.C	Awning, Canopy, Large Marquee Under Marquee Sign 88-445-08.D	Projecting Signs (Blade) 88-445-08.E	Roof Signs 88-445-08.F	Site Signage
A / 1	UR / UR	PARKING						1		
A / 1	UR / UR	MIXED USE/RESIDENTAL	84' / 5			4		1		
B/1	UR / UR	MIXED USE/RESIDENTAL	78' / 5			6		2		
B / 2	UR / UR	MIXED USE	75' / 2			4		4		
B / 3	UR / UR	MIXED USE	55' / 3			3		2	1	
C / 1	DX-10 / UR	PARKING						2		
C / 1	DX-10 / UR	MIXED USE/RESIDENTAL	75' / 6			2				
C / 2	M3-5 / UR	PARKING						2		
D / 1	M3-5 / UR	MIXED USE/RESIDENTAL	90' / 5			2				
D / 2*	M3-5 / UR	PARKING						2		
D / 2*	M3-5 / UR	MIXED USE/RESIDENTAL	90' / 6			3		1		
D/3	M3-5 / UR	MIXED USE/RESIDENTAL	55' / 4			6		6		
D/4	M3-5 / UR	MIXED USE/RESIDENTAL	45' / 3			2		2		
E / 1	M3-5 / UR	RESTAURANT	31' / 2			2		1		
E / 2	M3-5 / UR	MIXED USE	80' / 5			5	2	6		
E /3	M3-5 / UR	MIXED USE/RESIDENTAL	120' / 7			10		8		
E /4	M3-5 / UR	PARK			1					
F / 1	/ UR	PARKING								2
G / 1	M3-5 / UR	MIXED USE/RESIDENTAL	92' / 6			2				
G / 2	M3-5 / UR	MIXED USE/RESIDENTAL	90' / 5			2				
G / 3	M3-5 / UR	MIXED USE/RESIDENTAL	95' / 7			2				
H / 1	M3-5 / UR	MIXED USE/RESIDENTAL	110' / 6			2				
H / 2	M3-5 / UR	HOTEL	120' / 7			3	1	1		
I / 1	M3-5 / UR	MIXED USE	18' / 1	1		3		1		
I / 2	/ UR	PARK								2
J / 1	M3-5 / UR	MIXED USE/RESIDENTAL	55' / 3			4		3		
J / 2	M3-5 / UR	MIXED USE/RESIDENTAL								2
Entire Site		OFF-SITE DISTRICT								6
		IN-DISTRICT								3

OUT-OF-DISTRICT / IN-DISTRICT WAYFINDING
Directional Messaging to be implemented on the Existin Out-of-District Signs and provided NEW Out-of-District wayfinding and district welcome signs per current city-wide wayfinding standards

J. PURPOSED PARKING

88-420-02-C. 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 USE OF OCCUPANCY EXCEEDS THE NUMBER OF SPACES REQUIRED FOR THE USE THAT MOST RECENT 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 THE 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

NOTE: THE DEVELOPMENT WILL BE RECOGNIZED AS A HISTORIC DISTRICT.

88-420-04-H. LANDMARKS AND HISTORIC DISTRICT:
1. NO OFF-STREET PARKING OR LOADING SPACED ARE REQUIRED FOR REHABILITATION OR REUSE OF AN OFFICIAL LOCAL OR NATIONALLY HISTRIONIC DISTRICT
2. NO OFF-STREET PARKING SPACES ARE REQUIRED FOR REHABILITATE OR REUSE OF AN EXISTING CONTRIBUTING BUILDING WITHIN AN OFFICIAL LOCAL OR NATIONAL HISTORIC DISTRICT

UR VEHICLE PARKING RATIOS
RESIDENTIAL - .5 PER UNIT
MIXED USE - 2 PER 1K
RESTAURANT - 2 PER 1K SF
HOTEL - .3 PER KEY

VEHICLE PARKING	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	TOTAL
REQUIRED	643	191	147	199	62	1242
PROVIDED	681	379	206	193	70	1242*

*227 ON-STREET PARKING STALLS NOT INCLUDED IN TOTAL

UR BICYCLE PARKING RATIOS
LONG TERM BICYCLE PARKING -
- RESIDENTIAL - 1 PER 5 DWELLING UNITS
- MIXED USE – 1 + 1PER 10K SF
- RESTAURANT – 1 + 1 PER 5K SF
- HOTEL – 1 + 1PER 30 ROOMS

SHORT TERM BICYCLE PARKING - RESIDENTIAL/ NONRESIDENTIAL - 3 OR EQUAL NUMBER TO AT LEAST 10% OF THE ACTUAL NUMBER – WHICH EVER ONE IS GREATER

BICYCLE PARKING

REQUIRED NUMBER OF SPACES	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	TOTAL
SHORT TERM BICYCLE PARKING	292	64	53	80	35	524
LONG TERM BICYCLE PARKING	29	44	21	22	9	125

USE GROUPSALLOWED

ALL USES ALLOWED IN DX ZONING IN CONSTITUTE A PERMITTED USE IN THIS UR AREA, EXCEPT THOSE USES EXPRESSLY LISTED BELOW UNDER "PROHIBITED USE GROUPS". EACH BUILDING PROJECT WILL CONFORM TO THE PERMITTED USES AND WILL BE SUBMITTED FOR FINAL PLAN APPROVAL PRIOR TO CONSTRUCTION.

PROHIBITED USE GROUPS

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 (6 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)
- STABLE

BUILDING EQUIPMENT SALES AND SERVICE - ALL
CONVENIENCE STORE (NON NEIGHBORHOOD SERVING) (AS LISTED)
- WITH FUELING STATION
- OFFERING THE SALE OF MATERIALS AND EQUIPMENT TO BE USED IN CONSUMING OR PREPARING ILLEGAL SUBSTANCES

DAY LABOR EMPLOYMENT AGENCY - ALL
FUNERAL AND INTERNMENT 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
MINING AND QUARRYING - ALL
RECYCLING SERVICE - ALL
WASTE-RELATED USE - ALL

AGRICULTURE
ANIMAL - ALL
WIRELESS COMMUNICATION FACILITY (AS LISTED)
- FREESTANDING FACILITY

L. BOUNDARY DESCRIPTION

DESCRIPTION
A TRACT OF LAND BEING PART OF THE NORTHEAST QUARTER, THE SOUTHWEST QUARTER, THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 33 WEST, TURNER AND CO'S ADDITION, PART OF BLOCKS 39, 40, 42, 43, 44, 45, 53, 54, 57 AND 58, WEST KANSAS ADDITION PART OF BLOCKS 28 AND 29, ALL IN THE CITY OF KANSAS CITY, JACKSON COUNTY, MISSOURI DESCRIBED AS:
BEGINNING AT THE NORTHWEST CORNER OF LOT 16, OF BLOCK 3 OF WEST KANSAS 2ND ADDITION IN SAID SOUTHWEST QUARTER; THENCE NORTH 03°17'20" EAST 35.35 FEET TO THE SOUTHWEST CORNER OF BLOCK 58 OF SAID TURNER AND CO'S ADDITION; THENCE NORTH 02°01'25" EAST 414.37 FEET TO THE SOUTHWEST CORNER OF LOT 32 OF BLOCK 44 OF SAID TURNER AND CO'S ADDITION; THENCE NORTH 87°40'37" WEST ALONG THE SOUTH LINE OF SAID BLOCK 45 AND THE EXTENSION THEREOF, 293.28 FEET TO A POINT ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID NORTHWEST QUARTER; THENCE SOUTH 01°56'54" WEST ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER 2.30 FEET; THENCE NORTH 87°14'33" WEST 38.24 FEET TO A POINT 2.01 FEET SOUTH OF THE SOUTH LINE OF SAID BLOCK 45; THENCE NORTH 01°55'20" EAST 61.92 FEET; THENCE NORTH 64°55'20" EAST 43.05 FEET TO A POINT ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID NORTHWEST QUARTER, SAID POINT BEING 79.72 FEET NORTH OF THE SOUTH LINE OF SAID BLOCK 45; THENCE NORTH 65°18'55" EAST 19.42 FEET TO A POINT ON THE WEST LINE OF LOT 25 OF SAID BLOCK 45; THENCE NORTH 63° 05'10" EAST 27.43 FEET TO A POINT ON THE EAST LINE OF LOT 25 OF SAID BLOCK 45, 18.69 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 25 OF SAID BLOCK 45; THENCE NORTH 74°37'13" EAST 25.15 FEET TO A POINT ON THE EAST LINE OF LOT 24 OF SAID BLOCK 45, 11.03 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 24 OF SAID BLOCK 45; THENCE NORTH 02°02'41" EAST 11.03 FEET TO THE NORTHEAST CORNER OF LOT 24 OF SAID BLOCK 45; THENCE SOUTH 87°39'09" EAST ALONG THE NORTH LINE OF LOT 23 OF SAID BLOCK 45, 9.84 FEET; THENCE NORTH 02°20'59" EAST 10.00 FEET TO A POINT ON THE SOUTH LINE OF LOT 10 OF SAID BLOCK 45; THENCE NORTH 60°08'56" EAST ALONG THE SOUTHERLY LINE OF THE UNION PACIFIC RAILROAD COMPANY, 186.23 FEET TO A POINT ON THE EAST LINE OF LOT 16 OF SAID BLOCK 45, SAID POINT BEING 21.59 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 16 OF SAID BLOCK 45; THENCE NORTH 86°40'53" EAST 60.17 FEET TO A POINT ON THE WEST LINE OF LOT 1 OF SAID BLOCK 44; THENCE NORTH 45°53'39" EAST 21.67 FEET TO A POINT ON THE NORTH LINE OF LOT 1 OF SAID BLOCK 44; THENCE NORTH 51°13'28" EAST 106.53 FEET TO A POINT ON THE SOUTH LINE OF BLOCK 39 OF SAID TURNER AND CO'S ADDITION; THENCE SOUTH 87°41'45" EAST 144.31 FEET TO THE SOUTHEAST CORNER OF LOT 23 OF SAID BLOCK 39; THENCE NORTH 02°11'01" EAST ALONG THE EAST LINE OF SAID LOT 23 86.70 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF THE UNION PACIFIC RAILROAD; THENCE NORTH 61°16'47" EAST ALONG THE SOUTHERLY RIGHT OF WAY OF SAID UNION PACIFIC RAILROAD, 223.37 FEET; THENCE SOUTH 87°44'54" EAST 60.49 FEET TO A POINT ON THE WEST LINE OF LOT 3 OF BLOCK 40 OF SAID TURNER AND CO'S ADDITION; THENCE NORTH 02°07'16" EAST 50.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 3; THENCE SOUTH 87°44'54" EAST ALONG THE NORTH LINE OF SAID LOT 3, 20.36 FEET; THENCE NORTH 61°34'43" EAST 137.22 FEET TO A POINT ON THE SOUTH LINE OF BLOCK 29 OF SAID WEST KANSAS ADDITION; THENCE SOUTH 87°44'54" EAST 78.65 FEET TO THE SOUTHEAST CORNER OF LOT 23 OF SAID BLOCK 29; THENCE NORTH 02°14'35" EAST ALONG THE EAST LINE OF SAID LOT 23, 46.64 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF SAID UNION PACIFIC RAILROAD; THENCE NORTH 61°36'35" EAST ALONG THE SOUTHERLY RIGHT OF WAY LINE OF SAID UNION PACIFIC RAILROAD 371.36 FEET TO A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 6, THENCE NORTH 62°00'01" EAST ALONG THE SOUTHERLY RIGHT OF WAY LINE OF SAID UNION PACIFIC RAILROAD, 711.10 FEET; THENCE SOUTH 28°01'41" EAST 88.22 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF BRUCE FORESTER VIADUCT; THENCE SOUTH 61°56'44" WEST ALONG THE NORTH RIGHT OF WAY LINE OF SAID BRUCE FORESTER VIADUCT, 284.38 FEET; THENCE NORTH 27°48'46" WEST ALONG THE NORTH RIGHT OF WAY LINE OF SAID BRUCE FORESTER VIADUCT, 0.39 FEET; THENCE SOUTH 62°11'14" WEST ALONG THE NORTH LINE OF SAID BRUCE FORESTER VIADUCT, 231.79 FEET; THENCE WESTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 340.00 FEET AND AN ARC LENGTH OF 175.51 FEET; THENCE NORTH 87°49'35" WEST 3.28 FEET; THENCE SOUTH 60°32'12" WEST 48.72 FEET TO A POINT ON THE WEST LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 01°55'54" WEST ALONG THE WEST LINE OF SAID NORTHEAST QUARTER, 87.66 FEET; THENCE SOUTH 48°21'39" EAST 33.26 FEET TO A POINT ON THE NORTH RIGHT OF WAY OF ST. LOUIS AVE. AS NOW ESTABLISHED; THENCE SOUTH 42°11'21" WEST ALONG THE NORTH RIGHT OF WAY LINE OF SAID ST. LOUIS AVE., 105.23 FEET; THENCE NORTH 87°44'54" WEST ALONG THE NORTH RIGHT OF WAY LINE OF SAID ST. LOUIS AVE., 78.00 FEET TO A POINT ON THE EAST LINE OF SANTA FE STREET AS NOW ESTABLISHED; THENCE SOUTH 02°14'17" WEST ALONG THE EAST LINE OF SAID SANTA FE STREET 387.93 FEET TO THE NORTHWEST CORNER OF BLOCK 42 OF SAID TURNER AND CO'S ADDITION; THENCE SOUTH 87°58'19" EAST 122.02 FEET TO THE NORTHEAST CORNER OF LOT 5 OF SAID BLOCK 42, SAID POINT BEING ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 6; THENCE NORTH 50°11'21" EAST ALONG THE SOUTH RIGHT OF WAY LINE OF UNION AVE., 258.03 FEET; THENCE SOUTH 39°53'30" EAST 102.55 FEET; THENCE SOUTH 50°11'21" WEST PARALLEL WITH THE SOUTH RIGHT OF WAY LINE OF SAID UNION AVE., 250.65 FEET; THENCE SOUTH 37°32'32" WEST 80.98 FEET; THENCE SOUTH 49°27'54" WEST 35.74 FEET TO A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 6, POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 6 OF BLOCK 42 OF SAID TURNER AND CO'S ADDITION; THENCE NORTH 87°53'02" WEST 123.19 FEET TO THE SOUTHWEST CORNER OF SAID LOT 6, SAID POINT BEING ON THE EAST RIGHT OF WAY LINE OF SAID SANTA FE STREET; THENCE SOUTH 02°12'54" WEST ALONG THE EAST RIGHT OF WAY LINE OF SAID SANTA FE STREET, 366.14 FEET; THENCE SOUTH 24°50'22" WEST 194.76 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF 12TH STREET IN THE SOUTHWEST QUARTER OF SAID SECTION 6; THENCE NORTH 87°25'13" WEST ALONG THE SOUTH RIGHT OF WAY LINE OF SAID 12TH STREET, 448.86 FEET TO THE NORTHEAST CORNER OF LOT 1, BLOCK 3 WEST KANSAS 2ND ADDITION; THENCE NORTH 87°25'28" WEST 383.69 FEET TO THE POINT OF BEGINNING.
A TRACT OF LAND BEING PART OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 49 NORTH, TOWNSHIP 33 WEST, IN THE CITY OF KANSAS CITY, JACKSON COUNTY, MISSOURI DESCRIBED AS:
COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 6; THENCE SOUTH 87°21'11" EAST ALONG THE SOUTH LINE OF SAID NORTHEAST QUARTER, 91.21 FEET; THENCE NORTH 02°38'49" EAST 30.00 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF WEST 12TH STREET AND THE POINT OF BEGINNING; THENCE NORTH 15°37'19" EAST 406.35 FEET; THENCE SOUTH 87°21'11" EAST 339.92 FEET; THENCE SOUTH 15°37'19" WEST 406.35 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF SAID WEST 12TH STREET; THENCE NORTH 87°21'11" WEST 339.92 FEET TO THE POINT OF BEGINNING.
EXCEPT
LOTS 1 THROUGH 8 BLOCK 43; LOTS 6, 7, 8 IN BLOCK 44; LOTS 14, 15, 16 AND THE NORTH HALF OF ALLEY ADJACENT TO SAID LOTS ALSO LOTS 17, 18 AND THE SOUTH HALF OF ALLEY ADJACENT TO LOTS IN BLOCK 53; LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, THE SOUTH HALF OF LOTS 13, 14, 15, 16, LOTS 17, 18, 19, 20, 21, 22, 23, 24, 25, THE EAST 4.95 OF LOT 26, LOTS 31, 32, AND THE 10.0' ALLEY IN BLOCK 54, IN TURNER AND CO'S ADDITION TO SAID CITY OF KANSAS CITY.
CONTAINING IN ALL 21.85 ACRES OF LAND MORE OR LESS.

2022-06-06 4:05:48 PM

SomeraRoad

Project
WEST BOTTOMS REDEVELOPMENT UR DISTRICT AND PRELIMINARY PLAT

West Bottoms, Kansas City, MO

Prepared For
Somera Road
Kansas City, MO 64101

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Kansas City, MO 64108 USA
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LANKFORD FENDLER + ASSOCIATES
1730 WALNUT
KANSAS CITY, MO 64108

Key Plan

Professional Seals

NOT FOR CONSTRUCTION

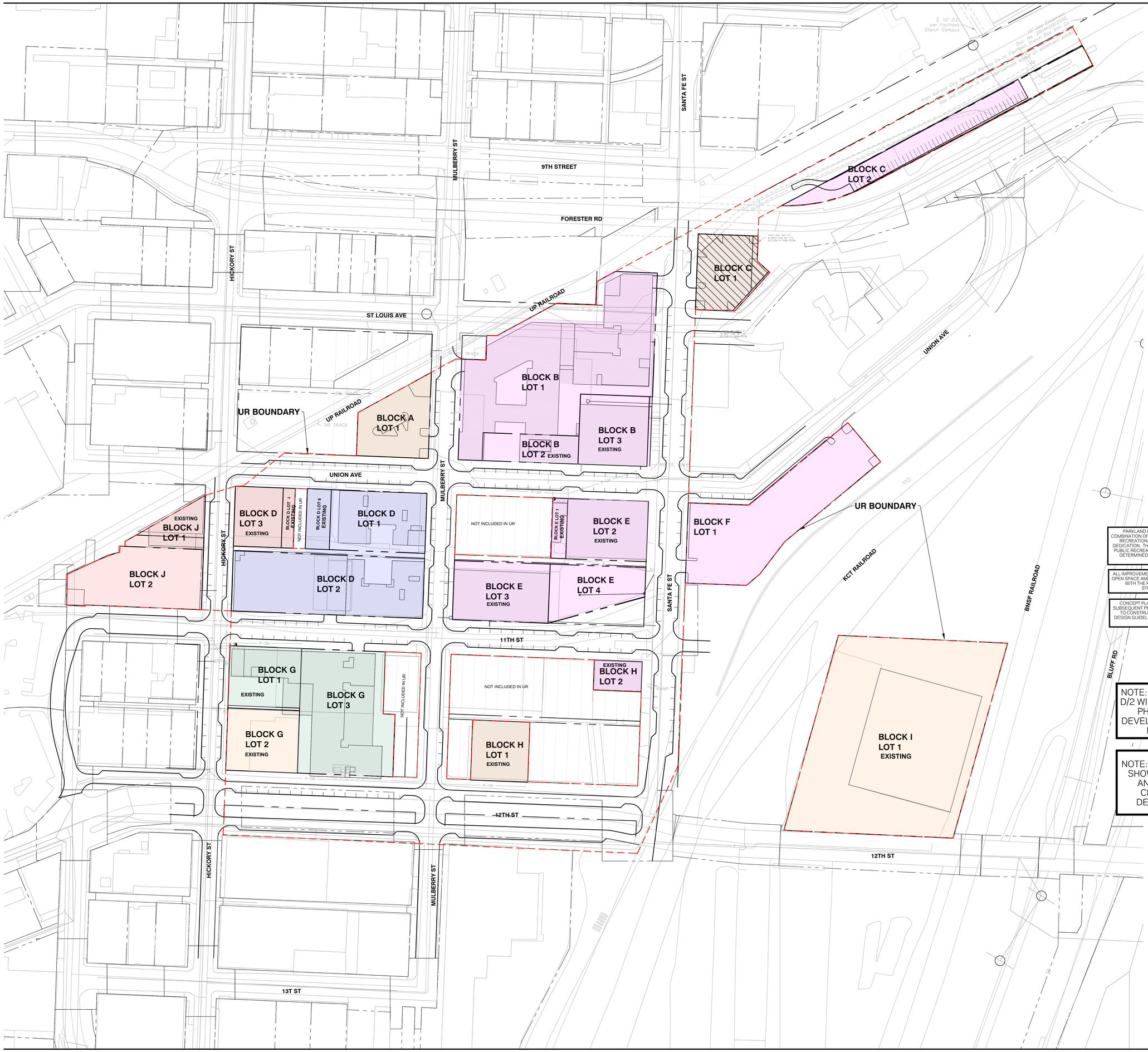
No.	Description	Date
001	UR SUBMITTAL	05.02.2022
002	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

Sheet Title
SINAGE PLAN, PARKING, PROHIBITED USE, AND LEGAL BOUNDARY DESCRIPTION

Original is 48 x 36. Do not scale contents of this drawing.

Sheet Number
G001



PARKLAND DEDICATION WILL BE SATISFIED THROUGH A COMBINATION OF CREDITS FOR ALLOCATED OPEN SPACE AND / OR RECREATIONAL SPACE AND MONEY -IN-LIEU OF PARKLAND DEDICATION. THE TOTAL AREA THAT WILL BE DEDICATED TO THE PUBLIC RECREATION HAS NOT BEEN ESTABLISHED AND WILL BE DETERMINED IN A PHASE-BY-PHASE TIMELINE AS PROJECT DESIGNS ARE COMPLETED.

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

NOTE: PARCELS A/1, C/1, AND D/2 WILL PROVIDE PARKING IN PHASE 1 AND WILL BE DEVELOPED SUBSEQUENTLY IN LATER PHASES

NOTE: BUILDING FOOTPRINTS SHOWN ARE PRELIMINARY AND ARE SUBJECT TO CHANGE WITH FINAL DEVELOPMENT PLANS

LEGEND:
- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- PHASE 1 & 4

60 30 0 60
SCALE IN FEET

2022-03-28 1:38:03 PM

Project
West Bottoms
Redevelopment

West Bottoms, Kansas City, MO

Prepared For
Somera Road
Kansas City, MO 64101

300 West 22nd Street
Kansas City, MO 64108 USA
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LANKFORD FENDLER + ASSOCIATES
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KANSAS CITY, MO 64108

Key Plan

Professional Seals

NOT FOR CONSTRUCTION

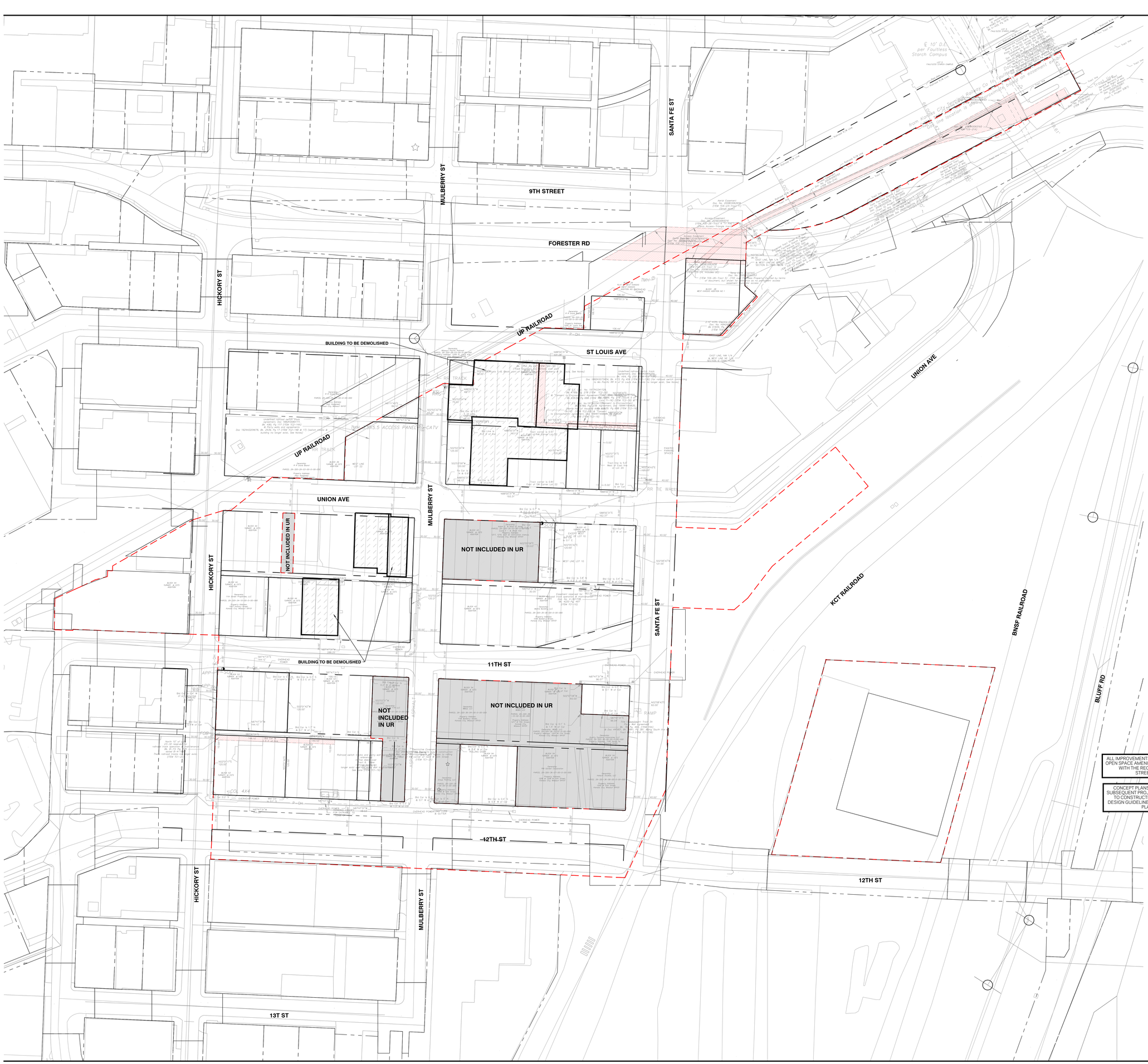
No.	Description	Date
001	DR SUBMITTAL	

Project No: 21.70187.00

PHASING PLAN

Original is 48 x 36. Do not scale contents of this drawing.

P001



2022/03/25 1:18:03 PM

Project
West Bottoms
Redevelopment

West Bottoms, Kansas City, MO

Prepared For
Somera Road
Kansas City, MO 64101

300 West 22nd Street
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Key Plan

Professional Seals

NOT FOR CONSTRUCTION

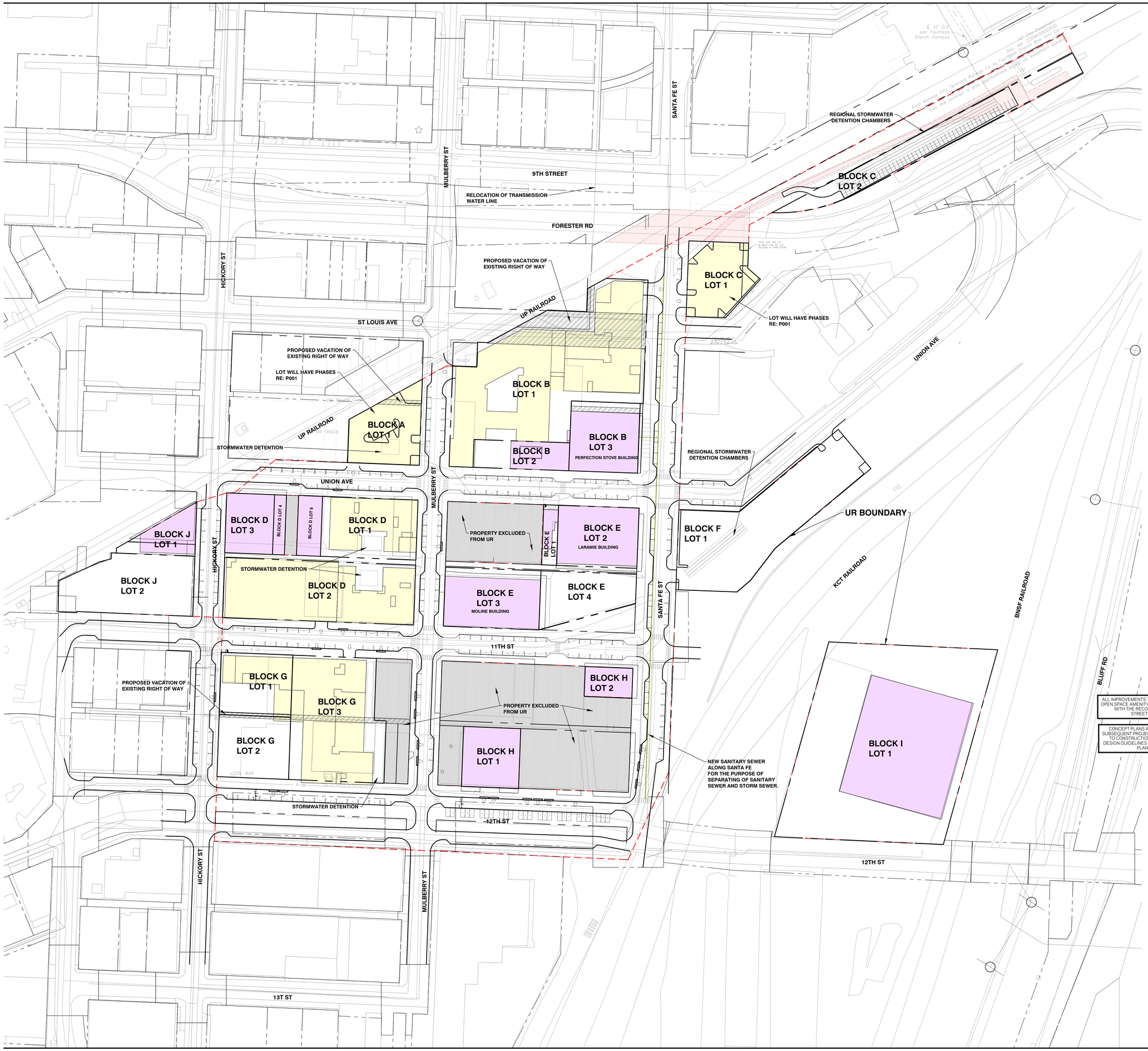
No.	Description	Date
1	UR SUBMITTAL	06.02.2022
2	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

OVERALL EXISTING CONDITIONS

Original is 49 x 36. Do not scale contents of this drawing.

C002



2022-03-25 1:39:03 PM

Project
West Bottoms Redevelopment

West Bottoms, Kansas City, MO

Prepared For
Somera Road
Kansas City, MO 64101

300 West 22nd Street
Kansas City, MO 64108 USA
t +1 816 472 3360 f +1 816 472 2100

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4600 COLLEGE BLVD SUITE 100
OVERLAND PARK, KS 66211

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S9 ARCHITECTURE
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NEW YORK, NY 10001

ASSOCIATE ARCHITECT
BKV GROUP
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MINNEAPOLIS, MN 55401

MEP ENGINEER
LANKFORD FENDLER + ASSOCIATES
1730 WALNUT
KANSAS CITY, MO 64108

Key Plan

Professional Seals

NOT FOR CONSTRUCTION

No.	Description	Date
1	UR SUBMITTAL	05.02.2022
2	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

OVERALL BOUNDARY

Original is 44 x 36. Do not scale contents of this drawing.

C003

Block / Lot #	Building name	A. EX/PRE. ZONING	B. LAND AREA (AC.)	B. LAND AREA (SF.)	C. STREET RIGHT OF WAY EX./PR.	D. NET LAND AREA	E. USE***	F. HEIGHT ABOVE GRADE/ FLOORS	G.GROSS AREA TOTAL	G.GROSS FLOOR AREA PER FLOOR (ADVERAGE)	H. COVERAGE/ FLOOR AREA RATIO	I. RESIDEINTALS UNITS	I. RESIDEINTAL NET DENSITY (DU/Ac)	J. REQUIRED PARKING^	J. PARKING PROVIDED	BIKE PARKING PROVIDED LONG TERM	BIKE PARKING PROVIDED SHORT TERM	PHASE	COMMENCE & COMPLTETE DATES
A / 1*	D	UR / UR	0.43	18,734		17,250	PARKING		18,734						41			EXISTING	Q1.2023 - Q4.2025
A / 1*	D	UR / UR	0.43	18,734		17,241	MIXED USE/RESIDENTAL	150'/15	74,129	14,826	3.96	72	167	39	23	14	3	PHASE 4	Q4.2029-Q4-2030
B /1	E/F	UR / UR	2.05	89,170		76,650	MIXED USE/RESIDENTAL	150'/15	132,592	26,518	1.49	266	130	152	138	53	14	PHASE 1	Q1.2023 - Q4.2025
B / 2	WELD WHEEL	UR / UR	0.25	10,794		6,863	MIXED USE	75' / 2	13,726	13,726	1.27			21	23	11	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
B / 3	PSB	UR / UR	0.45	19,487		16,418	MIXED USE	55' / 3	63,826	15,957	0.82			96		49	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025

NOTE:
BUILDING FOOTPRINTS SHOWN ARE PRELIMINARY AND ARE SUBJECT TO CHANGE WITH FINAL DEVELOPMENT PLANS.

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

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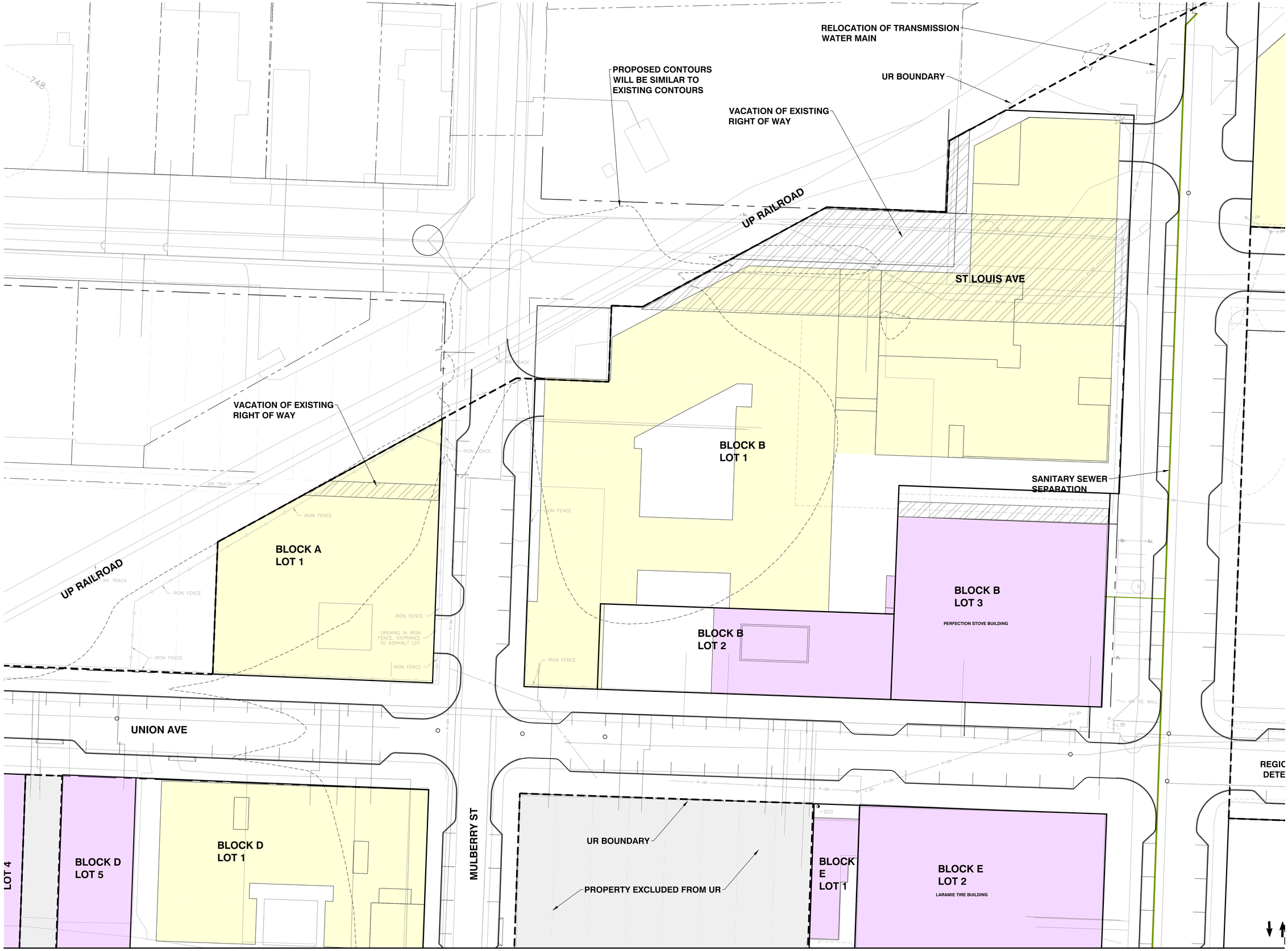
SCALE IN FEET



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Project
West Bottoms Redevelopment

West Bottoms, Kansas City, MO

Prepared For
Somera Road
Kansas City, MO 64101

300 West 22nd Street
Kansas City, MO 64108 USA
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MEP ENGINEER
LANKFORD FENDLER + ASSOCIATES
1730 WALNUT
KANSAS CITY, MO 64108

Key Plan

Professional Seals

NOT FOR CONSTRUCTION

No.	Description	Date
1	UR SUBMITTAL	05.02.2022
2	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

PARCEL PLAN - BLOCKS A & B

Original is 48 x 36. Do not scale contents of this drawing.

C004

Block / Lot #	Building name	A. EX/PRE. ZONING	B. LAND AREA (AC.)	B. LAND AREA (SF.)	C. STREET RIGHT OF WAY EX./PR.	D. NET LAND AREA	E. USE***	F. HEIGHT ABOVE GRADE/ FLOORS	G.GROSS AREA TOTAL	G.GROSS FLOOR AREA PER FLOOR (ADVERAGE)	H. COVERAGE/ FLOOR AREA RATIO	I. RESIDEINTALS UNITS	I. RESIDEINTAL NET DENSITY (DU/Ac)	J. REQUIRED PARKING^	J. PARKING PROVIDED	BIKE PARKING PROVIDED LONG TERM	BIKE PARKING PROVIDED SHORT TERM	PHASE	COMMENCE & COMPLTETE DATES
C / 1*	G	DX-10 / UR	0.41	17,863		20,386	PARKING		74,129						46			PHASE 1	Q1.2023 - Q4.2025
C / 1*	G	DX-10 / UR	0.58	25,180		20,386	MIXED USE/RESIDENTAL	150'/15	74,129	12,355	2.94	72	125	36	23	14	3	PHASE 4	Q4.2029-Q4-2030
C / 2	FAULTLESS	M3-5 / UR	0.66	28,591		28,551	PARKING		28,591						46			PHASE 1	Q1.2023 - Q4.2025

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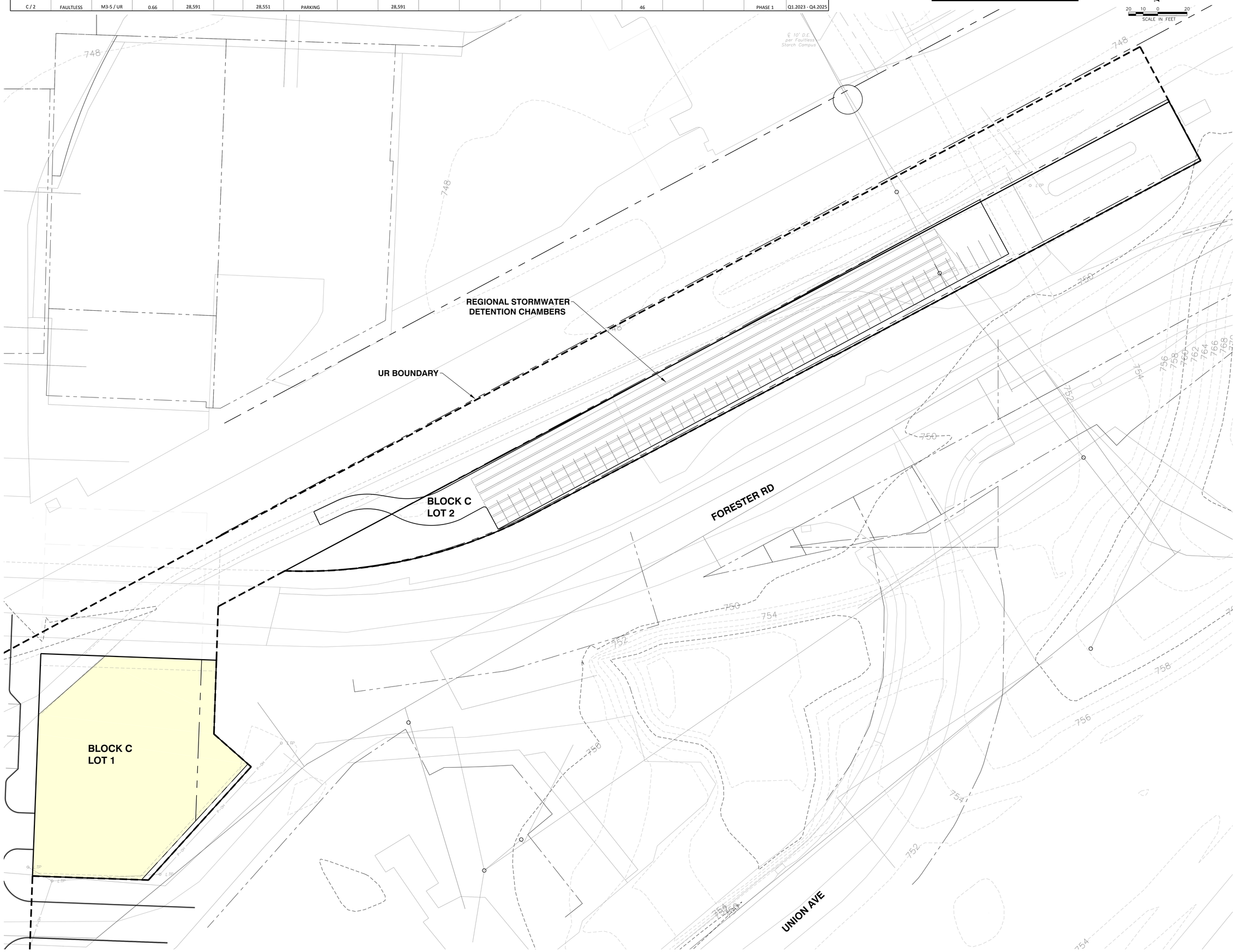

Block / Lot #	Building name	A. EX/PRE. ZONING	B. LAND AREA (AC.)	B. LAND AREA (SF.)	C. STREET RIGHT OF WAY EX./PR.	D. NET LAND AREA	E. USE***	F. HEIGHT ABOVE GRADE/ FLOORS	G.GROSS AREA TOTAL	G.GROSS FLOOR AREA PER FLOOR (ADVERAGE)	H. COVERAGE/ FLOOR AREA RATIO	I. RESIDEINTALS UNITS	I. RESIDEINTAL NET DENSITY (DU/Ac)	J. REQUIRED PARKING^	J. PARKING PROVIDED	BIKE PARKING PROVIDED LONG TERM	BIKE PARKING PROVIDED SHORT TERM	PHASE	COMMENCE & COMPLTETE DATES
D / 1	B	M3-5 / UR	0.26	11,473		28,713	MIXED USE/RESIDENTAL	150'/15	82,433	16,487	7.18	148	562	88		30	3	PHASE 2	Q4.2024-Q4.2026
D / 2*	A	M3-5 / UR	1.06	46,345		42,547	PARKING		42,547						200			EXISTING	Q1.2023 - Q4.2025
D / 2*	A	M3-5 / UR	1.06	46,345		42,547	MIXED USE/RESIDENTAL	150'/15	254,032	42,339	5.48	160	150	94	379	32	38	PHASE 2	Q4.2024-Q4.2026
D / 3	NATHAN	M3-5 / UR	0.26	11,473		11,552	MIXED USE/RESIDENTAL	55'/4	46,208	11,552	4.03	43	164	33		9	3	EXISTING/PHASE 5	Q1.2030 - Q4.2035
D / 4	1323	M3-5 / UR	0.07	2,897		2,888	MIXED USE/RESIDENTAL	45'/3	8,664	2,888	2.99	11	163	8		2	3	EXISTING/PHASE 5	Q1.2030 - Q4.2035
D / 5	1317	M3-5 / UR	0.13	5,808		4,835	MIXED USE/RESIDENTAL	31'/2	9,670	4,835	1.66	12	91	9		2	3	EXISTING/PHASE 2	Q4.2024-Q4.2026

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N

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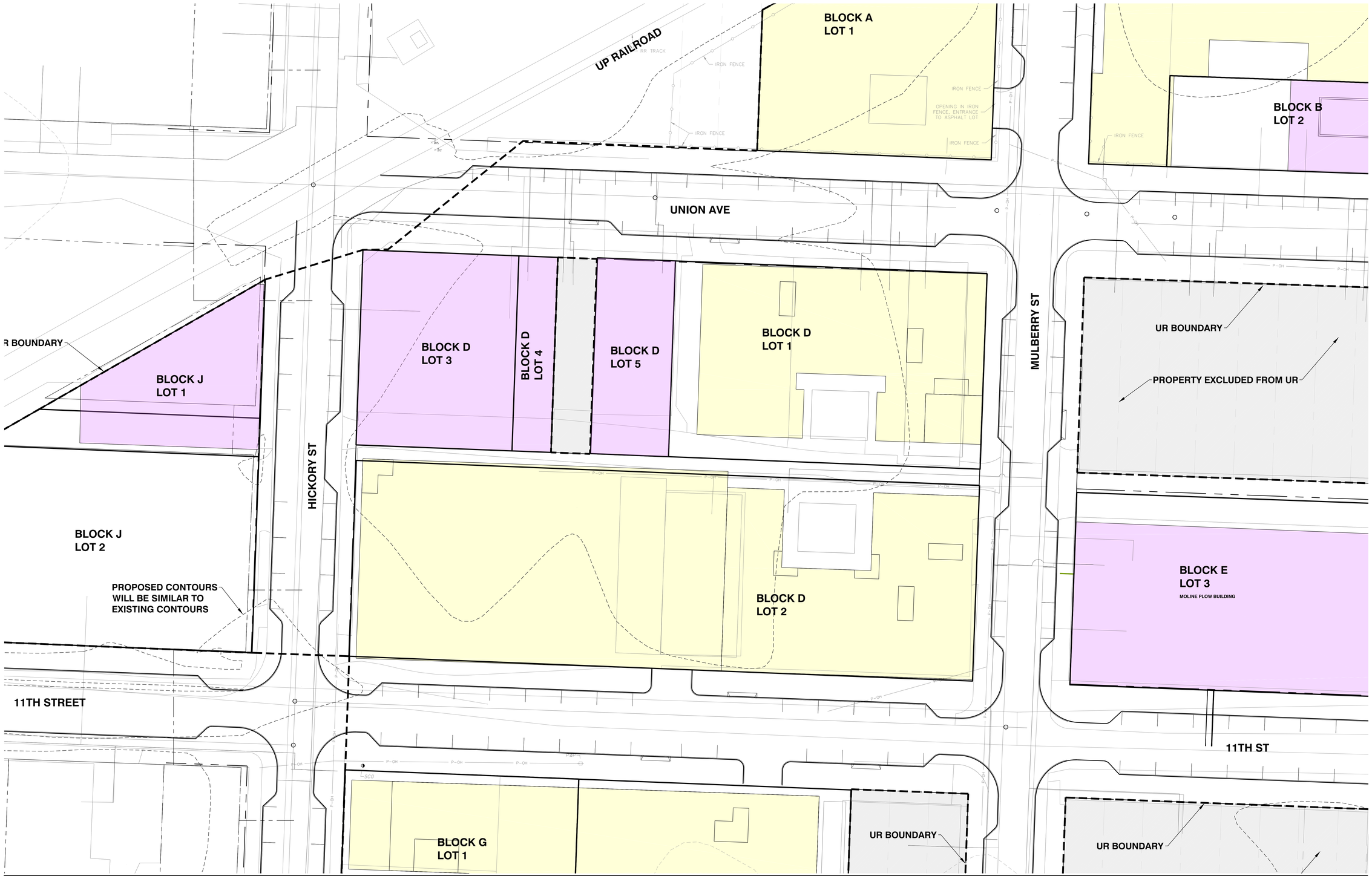
SCALE IN FEET



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Project
West Bottoms Redevelopment

West Bottoms, Kansas City, MO

Prepared For
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Key Plan

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No.	Description	Date
1	UR SUBMITTAL	03.02.2022
2	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

PARCEL PLAN - BLOCK D

Original is 48 x 36. Do not scale contents of this drawing.

C006

Block / Lot #	Building name	A. EX/PRE. ZONING	B. LAND AREA (AC.)	B. LAND AREA (SF.)	C. STREET RIGHT OF WAY EX./PR.	D. NET LAND AREA	E. USE***	F. HEIGHT ABOVE GRADE/ FLOORS	G.GROSS AREA TOTAL	G.GROSS FLOOR AREA PER FLOOR (ADVERAGE)	H. COVERAGE/ FLOOR AREA RATIO	I. RESIDEINTALS UNITS	I. RESIDEINTAL NET DENSITY (DU/Ac)	J. REQUIRED PARKING^	J. PARKING PROVIDED	BIKE PARKING PROVIDED LONG TERM	BIKE PARKING PROVIDED SHORT TERM	PHASE	COMMENCE & COMPLTETE DATES
E / 1	FIREHOUSE	M3-5 / UR	0.08	3,615		1,943	MIXED USE	31' / 2	3,352	2,136	0.93			3		2	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
E / 2	LARMIE	M3-5 / UR	0.45	19,583		19,430	MIXED USE	80' / 5	116,580	19,578	5.95			175		88	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
E /3	MOLINE	M3-5 / UR	0.52	22,810		19,242	MIXED USE/RESIDENTAL	120' / 7	159,670	19,959	7.00	127	243	73		25	3	EXISTING/PHASE 1	Q1.2023 - Q4.2025
E /4***	TOWN CENTER	M3-5 / UR	0.39	17,119		OPEN	PARK		17,119									EXISTING/PHASE 1	Q1.2023 - Q4.2025

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N

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SCALE IN FEET

BLOCK A
LOT 1

IRON FENCE

OPENING IN IRON FENCE, ENTRANCE TO ASPHALT LOT

IRON FENCE

BLOCK B
LOT 2

BLOCK B
LOT 3

PERFECTION STOVE BUILDING

IRON FENCE

BR TIE WALL

REGIONAL STORMWATER DETENTION CHAMBERS

BLOCK D
LOT 1

MULBERRY ST

UR BOUNDARY

PROPERTY EXCLUDED FROM UR

BLOCK E
LOT 1

BLOCK E
LOT 2

LARAMIE TIRE BUILDING

BLOCK F
LOT 1

TOTAL STALLS = 187
95 STANDARD
86 COMPACT
6 ADA

BLOCK D
LOT 2

BLOCK E
LOT 3

MOLINE PLOW BUILDING

BLOCK E
LOT 4

SANTA FE ST

11TH ST

SOLID STEEL FENCE

UR BOUNDARY

PROPERTY EXCLUDED FROM UR

BLOCK H
LOT 2

RAMP

PROPERTY EXCLUDED FROM UR

Project
West Bottoms Redevelopment

West Bottoms, Kansas City, MO

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MINNEAPOLIS, MN 55401

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LANKFORD FENDLER + ASSOCIATES
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KANSAS CITY, MO 64108

Key Plan

Professional Seals

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No.	Description	Date
1	UR SUBMITTAL	05.02.2022
2	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

PARCEL PLAN - BLOCK E

Original is 48 x 36. Do not scale contents of this drawing.

C007

2022-03-25 1:39:03 PM

Block / Lot #	Building name	A. EX/PRE. ZONING	B. LAND AREA (AC.)	B. LAND AREA (SF.)	C. STREET RIGHT OF WAY EX./PR.	D. NET LAND AREA	E. USE***	F. HEIGHT ABOVE GRADE/ FLOORS	G.GROSS AREA TOTAL	G.GROSS FLOOR AREA PER FLOOR (ADVERAGE)	H. COVERAGE/ FLOOR AREA RATIO	I. RESIDEINTALS UNITS	I. RESIDEINTAL NET DENSITY (DU/Ac)	J. REQUIRED PARKING^	J. PARKING PROVIDED	BIKE PARKING PROVIDED LONG TERM	BIKE PARKING PROVIDED SHORT TERM	PHASE	COMMENCE & COMPLTETE DATES
F / 1	SANTA FE PARKING	/ UR	1.20	52,119		53,664	PARKING		53,664						187			EXISTING/PHASE 1	Q1.2023 - Q4.2025

NOTE:
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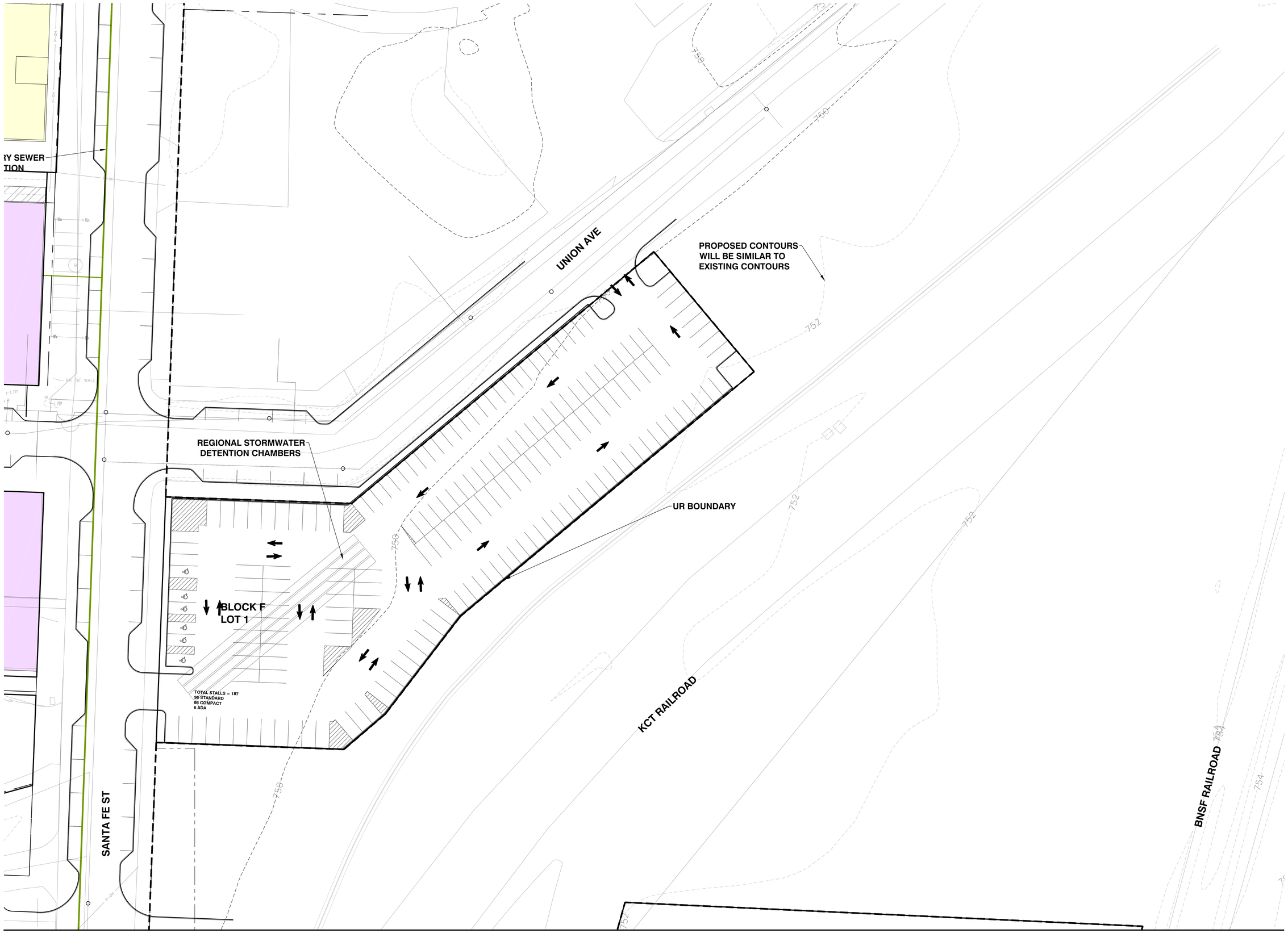

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20 10 0 20

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Project
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Key Plan

Professional Seals

NOT FOR CONSTRUCTION

No.	Description	Date
1	UR SUBMITTAL	05.02.2022
2	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

PARCEL PLAN - BLOCK F

Original is 48 x 36. Do not scale contents of this drawing.

C008

2022.05.25 1:38:03 PM

Block / Lot #	Building name	A. EX/PRE. ZONING	B. LAND AREA (AC.)	B. LAND AREA (SF.)	C. STREET RIGHT OF WAY EX./PR.	D. NET LAND AREA	E. USE***	F. HEIGHT ABOVE GRADE/ FLOORS	G.GROSS AREA TOTAL	G.GROSS FLOOR AREA PER FLOOR (ADVERAGE)	H. COVERAGE/ FLOOR AREA RATIO	I. RESIDEINTALS UNITS	I. RESIDEINTAL NET DENSITY (DU/Ac)	J. REQUIRED PARKING^	J. PARKING PROVIDED	BIKE PARKING PROVIDED LONG TERM	BIKE PARKING PROVIDED SHORT TERM	PHASE	COMMENCE & COMPLTETE DATES
G / 1	CRANE	M3-5 / UR	0.41	17,976		5,863	MIXED USE/RESIDENTAL	92' / 6	35,178	5,871	1.96	31	75	21	22	6	3	EXISTING/PHASE 3	Q4.2026 - Q4.2028
G / 2	BOLT-NUT	M3-5 / UR	0.41	18,004		10,230	MIXED USE/RESIDENTAL	90' / 5	51,150	10,230	2.84	45	108	33	14	9	3	EXISTING/PHASE 4	Q4.2029 - Q4.2030
G / 3	C	M3-5 / UR	1.03	44,994		44,994	MIXED USE/RESIDENTAL	150'/15	258,225	17,215	5.74	236	228	126	184	47	18	PHASE 3	Q4.2026 - Q4.2028

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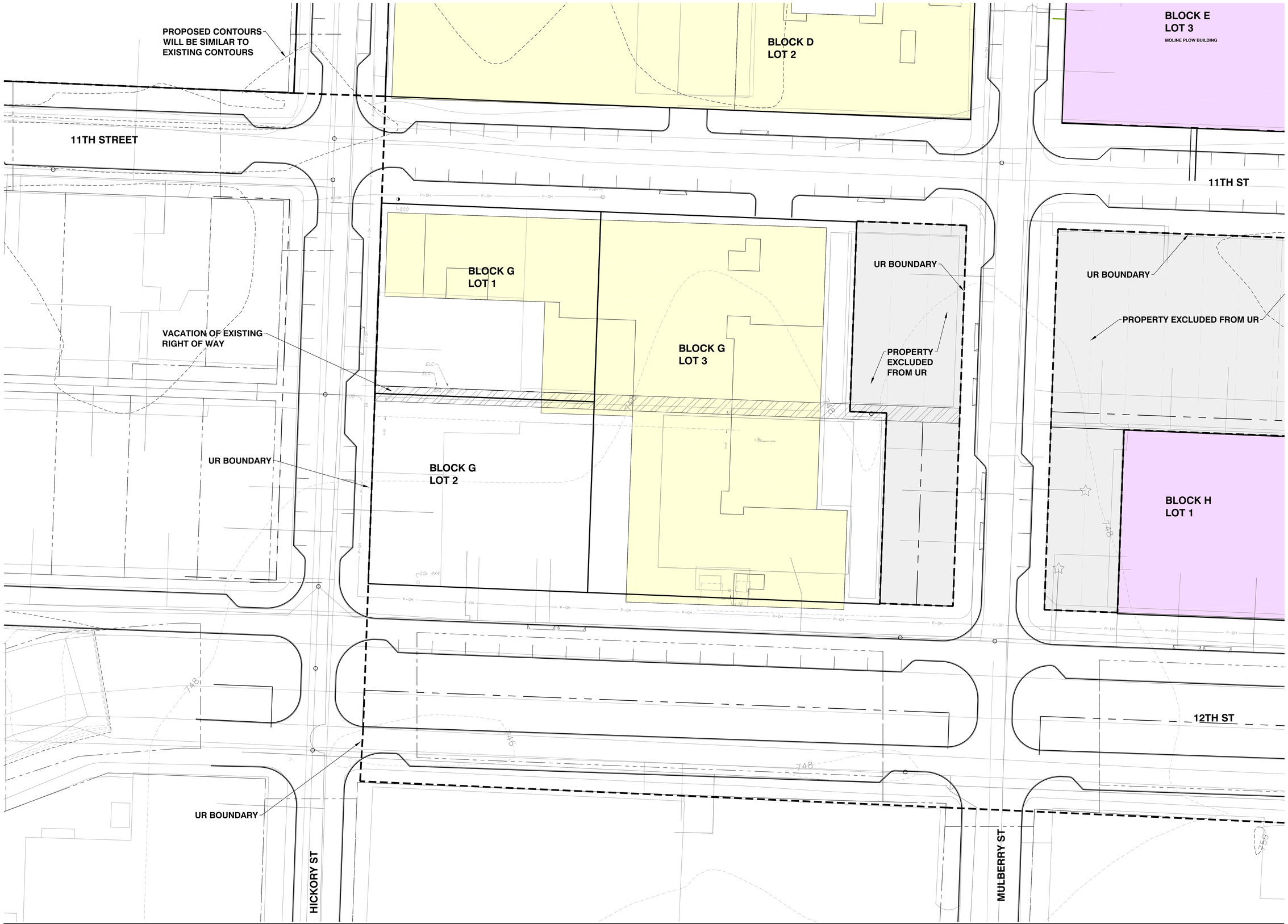

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Key Plan

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No.	Description	Date
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Project No: 21.70187.00

PARCEL PLAN - BLOCK G

Original is 48 x 36. Do not scale contents of this drawing.

C009

2022.03.24 1:39:03 PM

Block / Lot #	Building name	A. EX/PRE. ZONING	B. LAND AREA (AC.)	B. LAND AREA (SF.)	C. STREET RIGHT OF WAY EX./PR.	D. NET LAND AREA	E. USE***	F. HEIGHT ABOVE GRADE/ FLOORS	G.GROSS AREA TOTAL	G.GROSS FLOOR AREA PER FLOOR (ADVERAGE)	H. COVERAGE/ FLOOR AREA RATIO	I. RESIDEINTALS UNITS	I. RESIDEINTAL NET DENSITY (DU/Ac)	J. REQUIRED PARKING^	J. PARKING PROVIDED	BIKE PARKING PROVIDED LONG TERM	BIKE PARKING PROVIDED SHORT TERM	PHASE	COMMENCE & COMPLTETE DATES
H / 1	ADVANCE	M3-5 / UR	0.32	13,851		13,797	MIXED USE	110' / 6	82,782	13,678	5.98			124		63		EXISTING/PHASE 1	Q1.2023 - Q4.2025
H / 2	AVERY	M3-5 / UR	0.13	5,770		5,663	HOTEL^^	120' / 7	39,641	5,663	6.87			15	30	3	3	EXISTING/PHASE 4	Q4.2029 - Q4.2030

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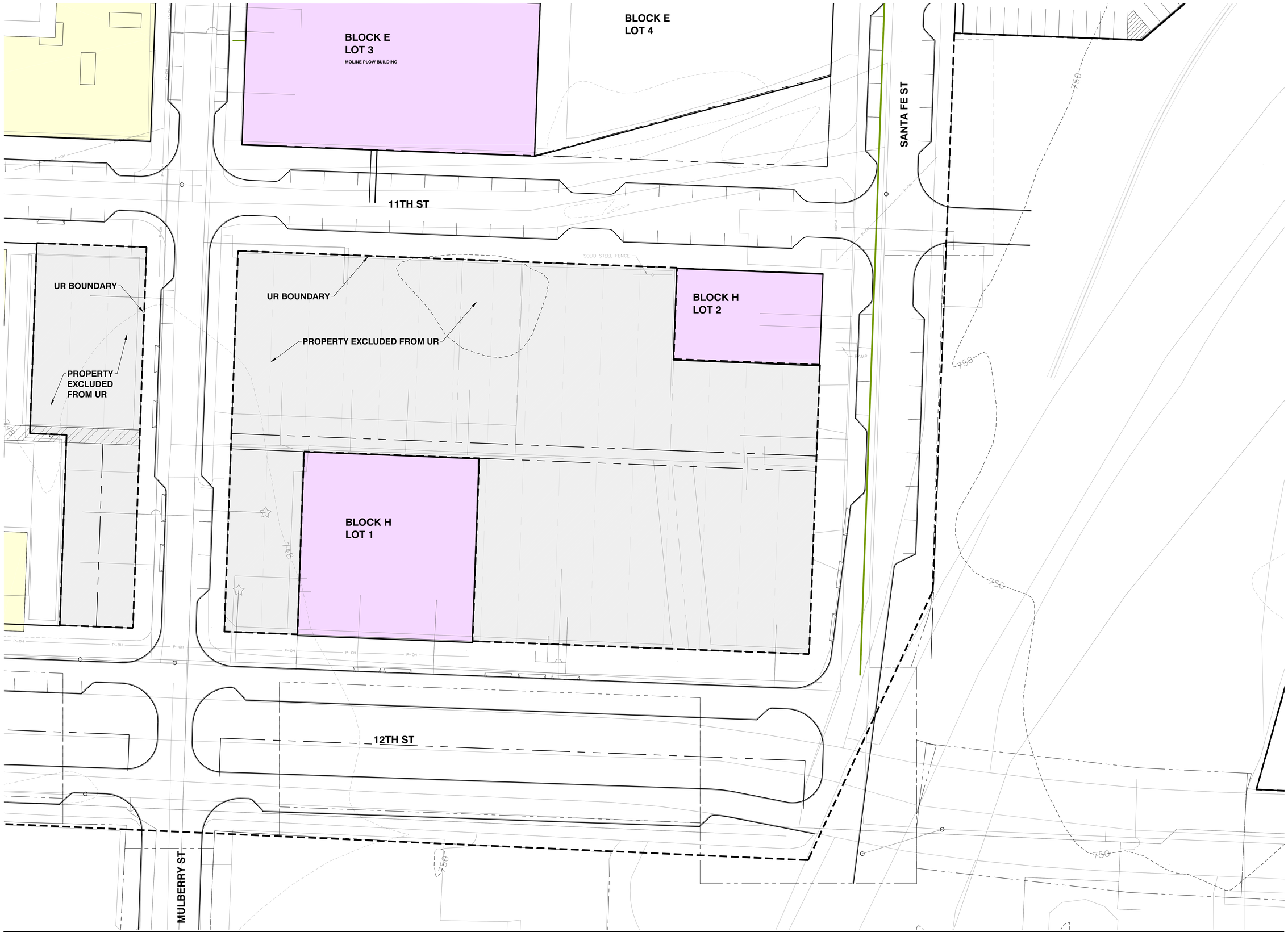

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S9 ARCHITECTURE
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NEW YORK, NY 10001

ASSOCIATE ARCHITECT
BKV GROUP
222 NORTH 2ND STREET, SUITE 101
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MEP ENGINEER
LANKFORD FENDLER + ASSOCIATES
1730 WALNUT
KANSAS CITY, MO 64108

Key Plan

Professional Seals

NOT FOR CONSTRUCTION

No.	Description	Date
1	UR SUBMITTAL	05.02.2022
2	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

PARCEL PLAN - BLOCK H

Original is 48 x 36. Do not scale contents of this drawing.

C010

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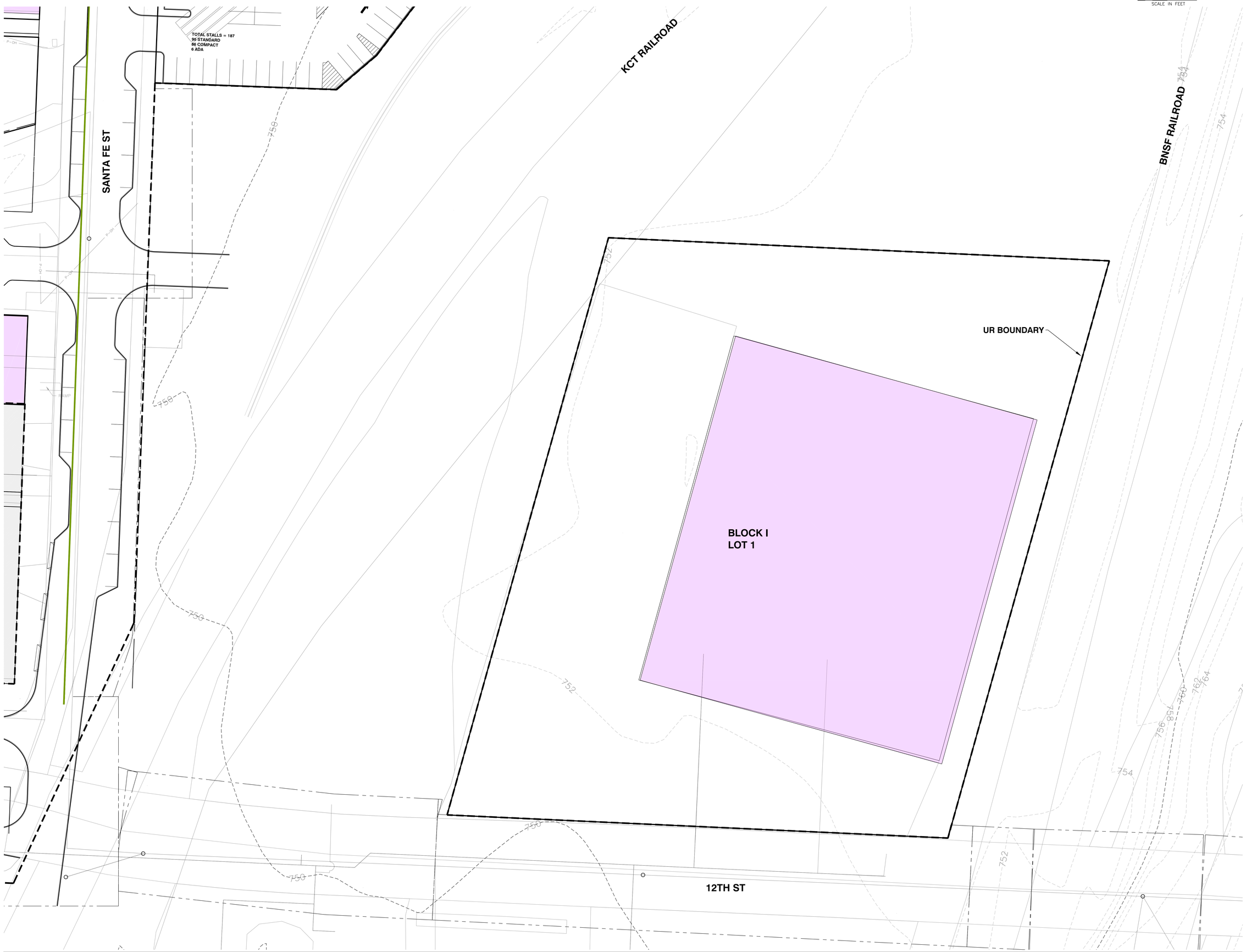
Block / Lot #	Building name	A. EX/PRE. ZONING	B. LAND AREA (AC.)	B. LAND AREA (SF.)	C. STREET RIGHT OF WAY EX./PR.	D. NET LAND AREA	E. USE***	F. HEIGHT ABOVE GRADE/ FLOORS	G.GROSS AREA TOTAL	G.GROSS FLOOR AREA PER FLOOR (ADVERAGE)	H. COVERAGE/ FLOOR AREA RATIO	I. RESIDEINTALS UNITS	I. RESIDEINTAL NET DENSITY (DU/Ac)	J. REQUIRED PARKING^	J. PARKING PROVIDED	BIKE PARKING PROVIDED LONG TERM	BIKE PARKING PROVIDED SHORT TERM	PHASE	COMMENCE & COMPLTETE DATES
I / 1	1000 W 12TH	M3-5 / UR	3.09	134,600		83,710	MIXED USE	18' / 1	50,890	50,890	0.38			76	103	39	10	EXISTING/PHASE 4	Q4.2029 - Q4.2030

NOTE:
BUILDING FOOTPRINTS SHOWN ARE PRELIMINARY AND ARE SUBJECT TO CHANGE WITH FINAL DEVELOPMENT PLANS.

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES



Project
West Bottoms
Redevelopment

West Bottoms, Kansas City, MO

Prepared For
Somera Road
Kansas City, MO 64101

300 West 22nd Street
Kansas City, MO 64108 USA
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Key Plan

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No.	Description	Date
1	UR SUBMITTAL	05.02.2022
2	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

PARCEL PLAN - BLOCK I

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C011

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Block / Lot #	Building name	A. EX/PRE. ZONING	B. LAND AREA (AC.)	B. LAND AREA (SF.)	C. STREET RIGHT OF WAY EX./PR.	D. NET LAND AREA	E. USE***	F. HEIGHT ABOVE GRADE/ FLOORS	G.GROSS AREA TOTAL	G.GROSS FLOOR AREA PER FLOOR (ADVERAGE)	H. COVERAGE/ FLOOR AREA RATIO	I. RESIDEINTALS UNITS	I. RESIDEINTAL NET DENSITY (DU/Ac)	J. REQUIRED PARKING^	J. PARKING PROVIDED	BIKE PARKING PROVIDED LONG TERM	BIKE PARKING PROVIDED SHORT TERM	PHASE	COMMENCE & COMPLTETE DATES
J/1	CONVIVIAL	M3-5 / UR	0.18	7,847		7,715	MIXED USE/RESIDENTAL	55/4	30,860	7,715	3.93	27		21		24	3	EXISTING/PHASE 5	Q1.2030 - Q4.2035
J/2	LOT	M3-5 / UR	0.67	29,256		29,296	PARKING		29,256						70			EXISTING/PHASE 5	Q1.2030 - Q4.2035

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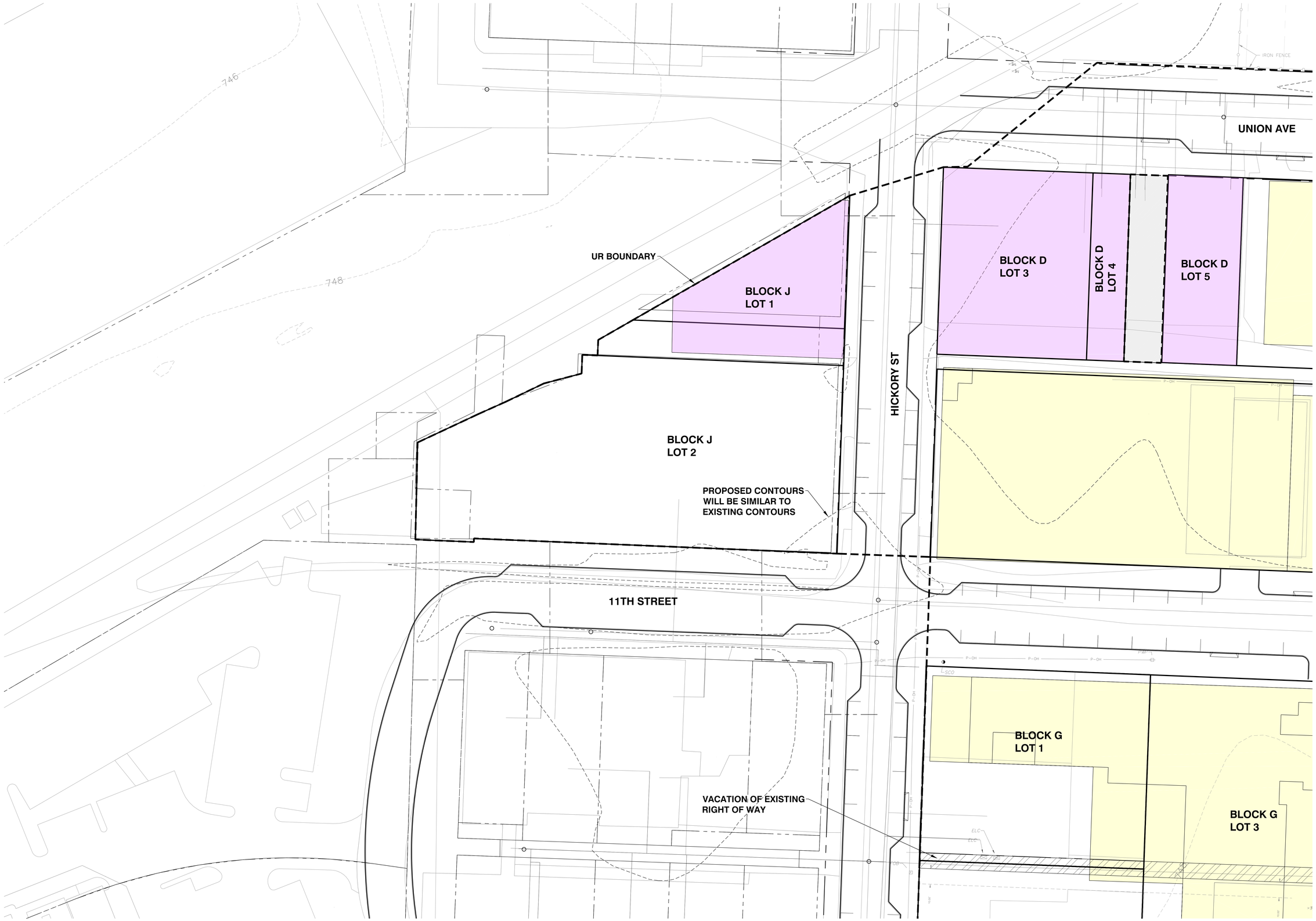

20 10 0 20
SCALE IN FEET

Project
West Bottoms Redevelopment

West Bottoms, Kansas City, MO

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No.	Description	Date
1	UR SUBMITTAL	05.02.2022
2	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

PARCEL PLAN - BLOCK J

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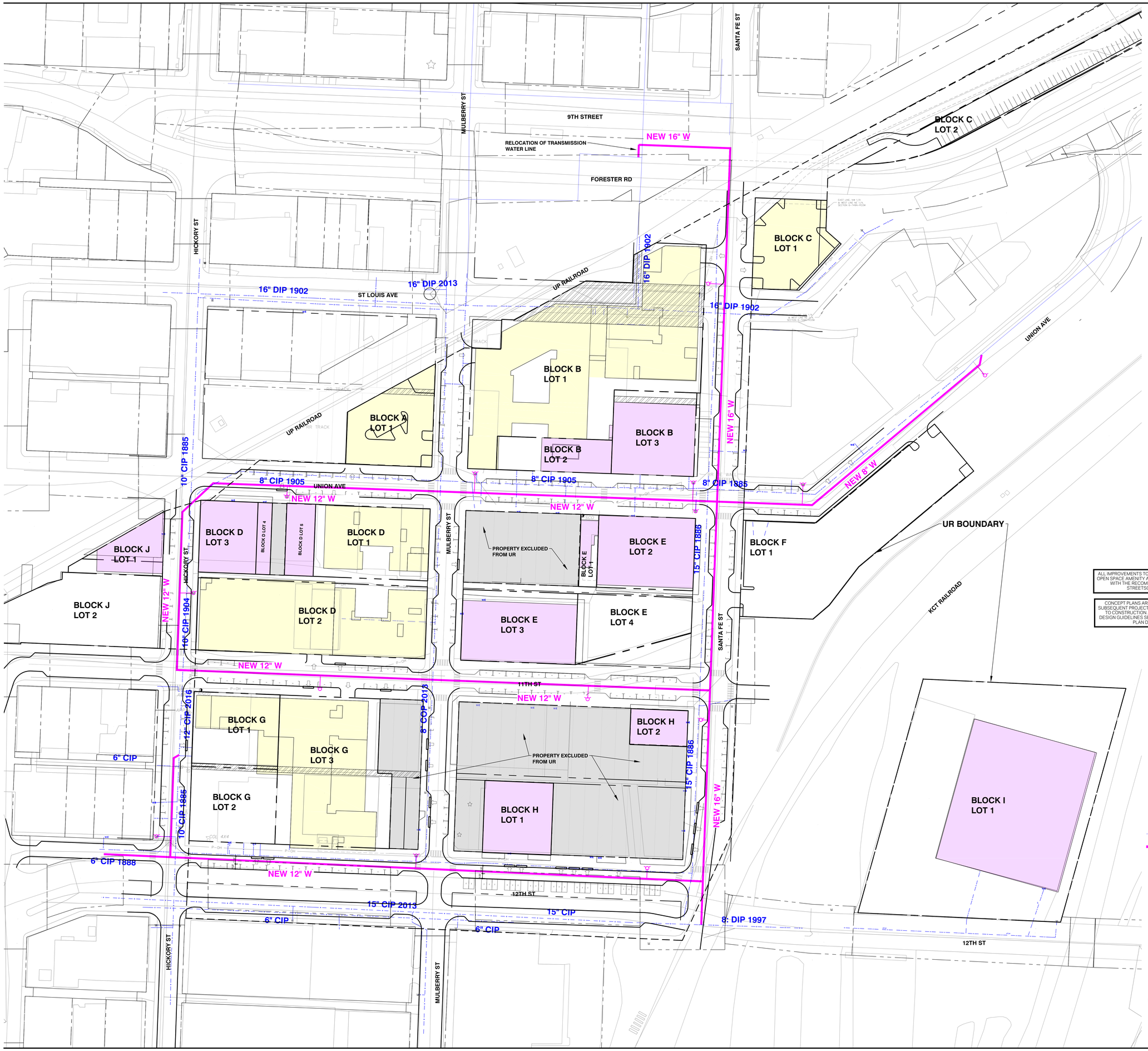

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NOTE: NEW WATERLINE SIZES ARE PRELIMINARY AND ARE SUBJECT TO CHANGE BASED ON FINAL DESIGN

ALL ADAPTIVE REUSE AND NEW BUILDINGS WILL HAVE NEW DOMESTIC AND FIRE CONNECTIONS

NOTE: EXISTING FIRE HYDRANTS WILL BE REPLACED WITH NEW HYDRANTS IN SIMILAR LOCATIONS. NEW HYDRANTS WILL BE PROVIDED TO COVER GAPS BETWEEN EXISTING HYDRANT LOCATIONS.

NOTE: BUILDING FOOTPRINTS SHOWN ARE PRELIMINARY AND ARE SUBJECT TO CHANGE WITH FINAL DEVELOPMENT PLANS.

Project
West Bottoms Redevelopment

West Bottoms, Kansas City, MO

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Project No: 21.70187.00

PROPOSED WATER LINES

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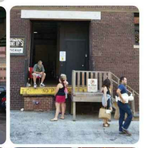


Parking & Loading Design Intent

On-street parking allows easy access to businesses and convinent parking for residences and workers. Three different parking configurations exist in the West Bottoms and should be continued where appropriate: parallel, 45 degree (back-in), and 90 degree. The most common of these throughout all district is parallel. 45 degree parking occurs along Genesee. 90 degree parking should be limited to the blocks or portion of block where street width permits and parking demand requires. Parking spaces should not encroach upon pedestrian walk-ways.

Drive aprons accessing driveways, loading docks, and off-street parking should accomodate vehicle ingress and egress, however access points should be limited and located in such a manner to avoid interupting the pattern of amenities and flow of the street. Half-blocks that require 2 or more drive aprons should consider replacing standard curbs with roll-over curbs for the entire length of the half-block. Pedestrian crossings at drive aprons should be clearly marked visually by differentiated pavement type.

Easy loading for customers and business owners is necessary and contributes to the vibrancy and life of the street. As much as possible loading should avoid interupting the pedestrian walk. Conflicts with pedestrians and existing truck docks should be mitigated by providing clear pedestrian access on the other side of the street.

Available undeveloped sites and public right-of-way can be utilized for parking during times of special events. These should be monitored by attendents that help maximize parking and safely direct traffic. The use of undeveloped sites to park semi trailers and material storage should be limited, and avoided at areas of high pedestrian traffic, or at a minimal buffered around the perimter.

↑ Contrast in-unit paver colors

↑ Contrast in pavements

↑ Standard white crosswalk lines

↑ Artist-created crosswalk identification

Intersections & Pedestrian Crossings

Because land use is shifting from industrial to mixed use within the West Bottoms (especially within the Historic Warehouse and Stockyards Districts), there is a need to identify the safest, most visible way to provide pedestrian crossings at intersections while also providing sufficient access for industrial traffic where necessary. Refer to Plans, Standards, and Policy Recommendations section of Kansas City's Walkability Plan for specific pedestrian crossing design requirements.

PAVEMENT CONTRAST AT INTERSECTIONS

In general, this streetscape plan recommends implementing highly-visible changes in pavement at pedestrian crossings that communicate to vehicles that pedestrians have the right-of-way. Each sub-district will apply the recommendation slightly differently depending on the need. The streetscape plan recommends the use of contrasting brick and cobble pavers to denote pedestrian crossings (brick for pedestrians, cobble for vehicles); where budgets do not allow for the more expensive pavement application utilize crosswalk striping on concrete. If there is an opportunity to invite the art community to help create lower-cost artistic crosswalk identification that reflects the spirit of the West Bottoms, consider it in places where surrounding stakeholders approve. Do not use material alterations that try to make one material look like another material (stamped concrete faux brick, for example) since the West Bottoms is filled with raw materials, faux materials may stand out as inappropriate.

PEDESTRIAN CROSSING AT RAILROAD TRACKS

Collaborate with railroad company to ensure safe, ADA accessible crossings at Hickory Street and Mulberry Street. Precast concrete pavements made for railroad crossings and clearly marked signs and safety instructions may be utilized.

↑ Pedestrian crossing over rail

The Kit of Parts represents a collection of tested green approaches for working with stormwater runoff. Choose individual parts that fit individual site conditions. They may stand alone or be linked to create a "treatment train" approach that provides a mix that better mimics the diversity of localized natural systems and greatly increases the potential for other social benefits compared to traditional underground storage.

- Viaducts
- Streets
- Large watershed areas

- Street R.O.W.
- Publicly owned lots

- Street R.O.W.
- Publicly owned lots

↓ Pervious unit pavers in parking lane

↓ Bioretention / Tree wells

↓ Bioretention planters at intersections

Integration of Green Infrastructure
Kit of Parts

Water Services Department will be undertaking a substantial green infrastructure project in the West Bottoms with the goal of providing stormwater storage improvements that collectively form a highly visible example of urban renewal through green infrastructure investment. The projects will focus on three locations.

1) Interstate 70 Viaduct at Mulberry Street
2) Hickory Street between 12th Street and 14th Street
3) Large City-owned parking lot at 1447 Liberty Street

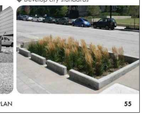
In addition to these three specific projects, Water Services Department will develop a public/private partnership program that will demonstrate green infrastructure improvements possible on private property.

This streetscape plan provides guidance and recommendations for appropriate zones for green infrastructure within the public right-of-way. Future green infrastructure design efforts will be able to pick and choose the best stormwater management practice for a given site from a green infrastructure "Kit of Parts." Specific examples of these "parts" are illustrated on the opposite page (pg 54). Any green infrastructure solutions will need to comply with the streetscape plan recommendations or go through a public engagement process to ensure stakeholders and citizens offer approval.

↓ Pervious parking with bioretention

↓ Pervious concrete

↓ Develop city standards



↑ Example of the partnership between City and parcel owner to provide a safe, vibrant streetscape condition within the public right-of-way.

↑ Example of the partnership between City and district stakeholders group to utilize public space for large events

↑ Future streetscape improvements will provide more permanent amenities catering to events that support large crowds

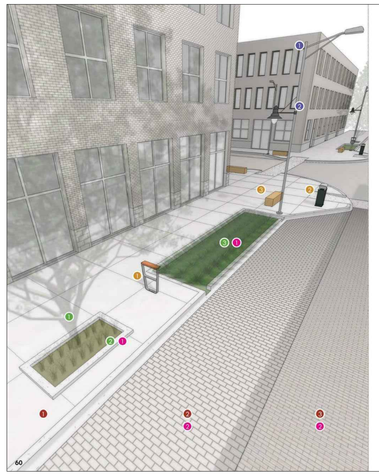
Integration of Private Access & Private Use in Public Realm

This streetscape plan recommends major City investments in the public realm experience that will go to great lengths in supporting the growth of safe, vibrant, highly-activated streets within the West Bottoms. Stakeholders seek the changes to ensure future investments in existing buildings are well supported within the public realm. City efforts need to be matched by parcel and business owners to foster healthy streetscape activity; both parties will have responsibilities to maintain and enforce streetscape recommendations in both the public realm and adjoining private parcels.

Development guidelines for building orientation, setbacks, access, architectural character, materials, etc. can be found in Appendix C of the Greater Downtown Area Plan.

In certain areas of the West Bottoms streetscape, flexible public right-of-way space will have opportunities for adjacent business owners to utilize as a temporary-use extension of their business. Interested parties will need to work with the Department of Public Works to establish use permits.

West Bottoms will continue to be well known for its special events, festivals, and reoccuring stakeholder-defined regional draws. As streetscape improvements are implemented the City and District stakeholders need to work together to develop the most appropriate and simplified way of allowing event access within the street right-of-way.



Public Realm Kit of Parts

LIGHTING (see p. 66-67)

1. Roadway Light (City Standard)
2. Pedestrian Light Mounted to Roadway Pole

Pedestrian Poles and Light (not pictured)

FURNITURE & AMENITIES (see p. 64-65)

1. Bike Rack
2. Trash Bin
3. Wood Bench

Bollard (not pictured)

PLANTING (see p. 62-63)

1. Street Tree (per KC Parks and Rec Forestry Operations Approved List)
2. Street Tree Well (specify KC Downtown Streetscape Master Plan, section 04.14)
3. Accent Grasses (36" or less and adapted to urban condition)
   Accent Annuals (City and Owner Maintenance Agreement Required)

GREEN INFRASTRUCTURE INCORPORATION (see p. 54-55, 58-59)

1. Bioretention in Amenity Zone (with Curb Cuts or subsurface connection to pervious pavements)
2. Pervious Pavements in Parking & Drive Lanes

PAVEMENT (see p. 62-63)

	HISTORIC WAREHOUSE DISTRICT	STOCKYARDS DISTRICT	RIVERVIEW INDUSTRIAL DISTRICT
1 Pedestrian Zone	cast-in-place concrete or unit pavers that match cobble color	cast-in-place concrete with brick unit paver accents	cast-in-place concrete
2 Parking Lane	reclaimed cobble pavers to match historic equivalent	standard asphaltic concrete with brick accents	standard asphaltic concrete
3 Driving Lane	reclaimed cobble pavers to match historic equivalent or standard asphaltic concrete	standard asphaltic concrete	standard asphaltic concrete

PAVEMENTS

STANDARD CONCRETE

BRICK PAVERS

COBBLESTONE

FURNITURE AND AMENITIES

WEATHERED STEEL

WOOD BEAMS

SALVAGED LOGS

PLANTING

STREET TREES

ACCENT GRASSES

ACCENT ANNUALS

Materiality

PAVEMENT

High-traffic pedestrian areas shall be cast-in-place concrete or unit pavers that are ADA compliant. These materials should respond to surrounding context and complement colors and textures of existing material.

Accent paving and vehicular areas can utilize historic brick and cobble. In many places these cobbles and brick exist below the asphalt. These durable and pervious pavers, however, do not work ideally for handicap access and high traffic areas but provide a warmth and charm when used on streets, parking areas, and accent portions of walks.

FURNITURE AND AMENITIES

The current and historic industrial nature of the district lends itself to drawing on steel and wood as a material for public realm amenities and other elements.

Weathered steel should used, when this is not practical, simple neutral colors like gray and black shall be used.

Wood should be re-purposed building material like beams or harvested from fallen trees.

PLANTING

Where appropriate, providing street trees improves the experience for pedestrian and reduces the heat island effect and use of accent planting further enhances this experience offering a variety of textures and seasonal change.

Trees selection should follow *KC Parks Forestry Operations Approved and Restricted Tree List*. Because there are overhead utilities in many areas special care should be taken on selection Small and Medium Size trees based on these constraints.

Accent grasses that are less than 36" in height and are adapted to the harsh conditions of an urban setting.

Accent annuals can be provided by building owners; however, maintenance agreements between Owner and City will need to be established.

Example of preserved rail and raw materials

STREET SEATING

Locally-sourced/made timber bench

Landscape Forms Parallel 42 straight unit

TRASH / RECYCLING BIN

Escofet Marrello Circular Metal Bin

Landscape Forms MultipliCITY Double litter bin

BOLLARDS

Weathered Steel Bollard

Gray or Stainless Steel Bollard

BIKE RACKS

Belson Wave Bike Rack

Landscape Forms MultipliCITY Bike Rack

Furniture and Amenities

SEATING

Wood provides a comfortable seating surface year around. Harvested urban trees and re-purposed building beams are abundant in this district and can be transformed in simple forms for seating. Alternatively, manufacturers offer "off the shelf" benches of a similar form.

- Form - Simple square or rectangle approximately 18" in height
- Material - Re-purposed Building Beams or Salvaged Trees
- Finish - Natural Wood, Gray, or Black

TRASH BINS

Because they receive a high degree of wear and tear trash bins made of metal should be used. These can vary in form, from simple round bins, to more sculptural ones.

- Form - Square, round, or rectangular
- Material - Metal
- Finish - Weathered Steel, Gray, or Black

BOLLARDS

In areas where vehicular access wants to be limited, bollards shall be used. Removable ones where vehicular access wants to occur, and fixed ones where vehicular access wants to be removed permanently.

- Form - Round, 6" diameter or less, 36" in height
- Material - Weathered Steel, Stainless Steel
- Finish - Natural, Gray, or Black

BIKE RACKS

The terrain and proximity to surrounding bike trails make the district an excellent place to bike. Providing bike racks allows convenient, efficient, and secure parking for bicycles. It also deters placement of bikes in areas that are not desired. A variety of bike racks existing from simple U and Ribbon forms to more designed fixtures to incorporate wood, colors of all styles should be weathered steel, gray or black.

- Form - Variable
- Material - Metal, wood accents acceptable
- Finish - Weathered Steel, Gray, or Black

Lighting

ROADWAY LIGHTING

A unified palette of lighting shall be provided in the public realm complementing the existing fixtures and surrounding architecture while also providing a safe and inviting environment for pedestrians and vehicles. Fixtures shall be downlight or cut-off to avoid contributing to light pollution.

- Fixtures: City Standard "Cobrahead"
- Light Sources: LED light sources shall be provided
- Poles: Tapered, round, smooth
- Materials: Aluminum or painted steel
- Color: Brushed Aluminum, Gray, or Black

These currently exist along 9th Street near Hickory. In several areas wood poles currently exist, as these are replaced, metal poles shall be used.

PEDESTRIAN LIGHTING

Focus corridors may want higher light levels and a more pedestrian scale. To achieve this, pedestrian lights at approximately 14' in height should be provided. Fixtures shall be downlight or cut-off to avoid contributing to light pollution.

- Fixtures: +/- 27" Diameter, Round, Pendent Forms, simple (not ornate)
- Light Sources: LED light sources shall be provided
- Mounting (Preferred Option): Simple straight arms (not ornate) extending from roadway poles
- Poles (Secondary Option*): Round aluminum or grey steel. Straight and smooth, free of fluting or ornate base
- Materials: Aluminum or painted steel
- Color: Brushed Aluminum, Gray, or Black

* Poles shall be used if mounting to roadway poles is not adequate or practical.

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

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GENERAL NOTES:

1. CONCEPT LANDSCAPING PLANS ARE PROVIDED IN UR SUBMITTAL WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FORTH IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT STANDARDS.

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No.	Description	Date
001	UR SUBMITTAL	05.02.2022
002	UR RE-SUBMITTAL	08.04.2022

Project No: 21.70187.00

Sheet Title

STREETSCAPE DEVELOPMENT GUIDELINES

Original is 48 x 36. Do not scale contents of this drawing.

Sheet Number

L000

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1 PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 60'-0"

0' 30' 60' 120'

N

LANDSCAPE DEVIATIONS FROM CITY ORDINANCE 88-425

1. AT A MINIMUM, THE DEVELOPMENT LANDSCAPE SHALL MEET THE WEST BOTTOMS STREETSCAPE PLAN AND GREATER DOWNTOWN AREA PLAN GUIDELINES.
2. 88-425-03 STREET TREES: WHERE POSSIBLE, ALL STREETS SHALL RECEIVE STREET TREES PLANTED ONE (1) TREE PER 30 LF OF STREET FRONTAGE.
   2.1. TREES WILL NOT BE LOCATED ADJACENT TO BUILDING DOCKS, DRIVES ENTERING BUILDING LOTS, AND ALLEYWAY ACCESS DRIVES.
3. 88-425-04 GENERAL: WHERE POSSIBLE, LOTS SHALL RECEIVE ONE (1) TREE PER 5,000 SF OF PRINCIPAL BUILDING COVERAGE (BUILDING FOOTPRINT). TREES WILL NOT BE LOCATED ON LOTS WITH ZERO SETBACK LINES.
4. 88-425-05 PERIMETER VEHICULAR USE AREA ADJACENT TO STREETS: WHERE POSSIBLE, PARKING LOTS SHALL RECEIVE ONE (1) TREE PER 30 LF OF STREET FRONTAGE AND PLANTED CONTINUOUS SCREEN 3' IN HEIGHT WITHIN A MINIMUM 10' WIDE LANDSCAPE BUFFER.
   4.1. LOTS A, C, & J SURFACE PARKING LOTS SHALL DEVIATE FROM THE LANDSCAPE ORDINANCE, AND WILL NOT RECEIVE THE ABOVE LANDSCAPE BUFFER, TO MAXIMIZE PARKING STALL COUNTS.
   4.2. LOT F SHALL RECEIVE PERIMETER LANDSCAPING ALONG SANTA FE ONLY.
5. 88-425-06 INTERIOR VEHICULAR USE AREA: WHERE POSSIBLE, PARKING LOTS SHALL RECEIVE 35 SF OF LANDSCAPE AREA PER EVERY PARKING SPACE, ONE (1) TREE PER FIVE (5) PARKING SPACES, AND ONE (1) SHRUB PER PARKING SPACE.
   5.1. LOTS A, C, F, & J SURFACE PARKING LOTS SHALL DEVIATE FROM THE LANDSCAPE ORDINANCE, AND WILL NOT RECEIVE THE ABOVE LANDSCAPE AREAS, TO MAXIMIZE PARKING STALL COUNTS.
6. 88-425-07 PARKING GARAGE SCREENING: WHERE POSSIBLE, PARKING GARAGES SHALL BE SCREENED WITH A 10' MINIMUM WIDTH DENSELY PLANTED BUFFER.
7. 88-425-08 MECHANICAL/UTILITY EQUIPMENT SCREENING: WHERE POSSIBLE, ALL EQUIPMENT SHALL BE SCREENED WITH DENSELY PLANTED BUFFER.
8. 88-425-09 OUTDOOR USE SCREENING: WHERE POSSIBLE, ALL OUTDOOR WORK AREAS SHALL BE SCREENED WITH DENSELY PLANTED BUFFER.

LANDSCAPE GENERAL NOTES

1. FINAL LANDSCAPE PLANS WILL BE PROVIDED IN THE FINAL DEVELOPMENT PHASE OF THE PROJECT.
2. ALL WORK SHALL CONFORM TO ALL APPLICABLE STANDARDS AND SPECIFICATIONS OF THE CITY OF KANSAS CITY, MISSOURI IN CURRENT USAGE. ALL STANDARDS NOT COVERED BY THE CITY SHALL BE APWA STANDARDS IN CURRENT USAGE UNLESS OTHERWISE NOTED.
3. ALL NEW PLANTING AREAS TO RECEIVE 100% IRRIGATION COVERAGE PER SPECIFICATIONS AND SHALL BE INSTALLED AND OPERATIONAL PRIOR TO INSTALLATION OF ANY LANDSCAPE MATERIAL.
4. CONTRACTOR SHALL VERIFY EXACT LOCATION OF ALL EXISTING UTILITIES, DRAIN LINES AND IRRIGATION PIPING PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, DRAIN LINES AND IRRIGATION PIPING.
5. CONTRACTOR SHALL VERIFY AND COORDINATE ALL FINAL GRADES WITH LANDSCAPE ARCHITECT PRIOR TO COMPLETION.
6. DEBRIS SHALL NOT BE ALLOWED TO ACCUMULATE AND SHALL BE REMOVED AT FREQUENT INTERVALS. AT COMPLETION OF WORK IN EACH AREA, THE CONTRACTOR SHALL GATHER AND REMOVE ALL DEBRIS, EQUIPMENT, AND EXCESS MATERIAL FROM THAT AREA. AT FINAL COMPLETION OF ALL WORK THE CONTRACTOR SHALL REMOVE ALL SUCH ITEMS FROM THE PREMISES.
7. LOCATION AND PLACEMENT OF ALL PLANT MATERIAL SHALL BE COORDINATED WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
8. THE LANDSCAPE PLANTING PLAN GRAPHICALLY ILLUSTRATES OVERALL PLANT MASSINGS. EACH PLANT SPECIES SHALL BE PLACED IN THE FIELD TO UTILIZE THE GREATEST COVERAGE OF THE GROUND PLANE. PLANT SPACING TO BE ADJUSTED IN FIELD TO AVOID UTILITIES, FOOTINGS, AND INLETS. THE FOLLOWING APPLIES FOR INDIVIDUAL PLANTINGS:
   -ALL EVERGREEN SHRUBS AND CREEPING GROUNDCOVERS SHALL BE MINIMUM OF 2' FROM ANY PAVING EDGE.
   -ALL PLANTS OF THE SAME SPECIES SHALL BE EQUALLY SPACED AND SITED FOR THE BEST AESTHETIC VIEWING.
   -ALL TREES, EVERGREEN OR DECIDUOUS, SHALL BE A MINIMUM OF 4' FROM ANY PAVING EDGE.
9. ANY SUBSTITUTION OF SPECIFIED PLANT MATERIAL WILL NOT BE ALLOWED WITHOUT WRITTEN AUTHORIZATION FROM LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
10. MULCH ALL PLANTING AREAS TO A DEPTH OF 3" DEPTH ACCORDING TO PLANS AND SPECIFICATIONS. SAMPLES SHALL BE APPROVED BY LANDSCAPE ARCHITECT.
11. ALL PLANT MATERIAL WILL BE HEALTHY, VIGOROUS AND FREE OF DISEASE AND INSECTS PER AAN STANDARDS. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY INFERIOR OR OTHERWISE UNSUITABLE PLANT MATERIAL PROPOSED FOR USE ON THE PROJECT.
12. ALL PLANTING BEDS NOT FULLY CONTAINED BY CONCRETE CURBS OR WALKS SHALL BE EDGED ACCORDING TO PLANS AND SPECIFICATIONS.
13. PLANTS AND LANDSCAPE MATERIALS SHALL BE INSTALLED AS DETAILED ON PLANS.
14. PLANT BACKFILL FOR TREES AND SHRUBS SHALL BE PER SPECIFICATIONS.
15. ALL PLANTING BEDS SHALL BE TREATED WITH DACTHAL PRE-EMERGENT HERBICIDE AT MANUFACTURER RECOMMENDED RATES AND SHALL BE COVERED WITH SPECIFIED MULCH APPLICATION. APPLY LIGHTER APPLICATION OF DACTHAL HERBICIDE TO TOP OF MULCH LAYER.
16. ALL AREAS DISTURBED DURING CONSTRUCTION THAT ARE NOT DESIGNATED AS PLANTING BEDS OR PAVEMENT AREAS SHALL BE SEEDED WITH A TURF TYPE BERMUDA GRASS PER SPECIFICATIONS.
17. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR AFTER OWNER'S FINAL ACCEPTANCE OF FINISHED JOB. ALL DEAD AND DAMAGED PLANT MATERIAL SHALL BE REPLACED BY LANDSCAPE CONTRACTOR AT THEIR EXPENSE. LANDSCAPE CONTRACTOR SHALL MAINTAIN PLANT MATERIAL UNTIL FINAL ACCEPTANCE.
18. ALL LANDSCAPE BEDS SHALL BE MOUNDED AS SHOWN ON PLANS AND DETAILS.
19. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ACTUAL PLANT QUANTITIES REQUIRED TO COMPLETE THE PROJECT AS SHOWN ON THE PLANS, AND BASE THEIR BID ACCORDINGLY.
20. BUILDING FOOTPRINTS SHOWN ARE PRELIMINARY AND ARE SUBJECT TO CHANGE WITH FINAL DEVELOPMENT PLANS.

LANDSCAPE LEGEND

- UR BOUNDARY
- STREET TREE (DECIDUOUS)
- PARKING LOT TREE (DECIDUOUS)
- OPEN SPACE AMENITY AREA

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

2022.03.25 1:39:03 PM

SomeraRoad

Project
West Bottoms Redevelopment

West Bottoms, Kansas City, MO

Prepared For
Somera Road
Kansas City, MO 64101

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Key Plan

Professional Seals

NOT FOR CONSTRUCTION

No.	Description	Date
001	UR SUBMITTAL	05.02.2022
002	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

Sheet Title
PRELIMINARY LANDSCAPE PLAN

Original is 48 x 36. Do not scale contents of this drawing.

Sheet Number
L001

PRELIMINARY OVERSTORY PLANT SCHEDULE

DECIDUOUS TREES	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
AMM	ACER MIYABEI 'MORTON' TM	STATE STREET MIYABEI MAPLE	3" CAL.	B&B
ATP	ACER TRUNCATUM X PLATANOIDES 'WARRENRED' TM	PACIFIC SUNSET MAPLE	3" CAL.	B&B
GBA	GINKGO BILOBA 'AUTUMN GOLD' TM	AUTUMN GOLD MAIDENHAIR TREE	3" CAL.	B&B
GDE	GYMNOCLADUS DIOICA 'ESPRESSO'	KENTUCKY COFFEETREE	3" CAL.	B&B
NSW	NYSSA SYLVATICA 'WILDFIRE'	WILDFIRE BLACK GUM	3" CAL.	B&B
OV	OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM	3" CAL.	B&B
PAM	PLATANUS X ACERIFOLIA 'MORTON CIRCLE' TM	EXCLAMATION! LONDON PLANE TREE	3" CAL.	B&B
PTN	POPULUS TREMULOIDES 'NE ARB' TM	PRAIRIE GOLD QUAKING ASPEN	3" CAL.	B&B
QB	QUERCUS BICOLOR	SWAMP WHITE OARK	3" CAL.	B&B
QS	QUERCUS SHUMARDII	SHUMARD OAK	3" CAL.	B&B
TDM	TAXODIUM DISTICHUM 'MICKELSON' TM	SHAWNEE BRAVE BALD CYPRESS	3" CAL.	B&B

ORNAMENTAL TREES	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
AGA	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE APPLE SERVICEBERRY	2" CAL.	B&B
CCT	CERCIS CANADENSIS TEXENSIS 'OKLAHOMA'	OKLAHOMA TEXAS REDBUD	2" CAL.	B&B
CV	CHIONANTHUS VIRGINICUS	WHITE FRINGETREE	2" CAL.	B&B
HID	HAMAMELIS X INTERMEDIA 'DIANE'	DIANE WITCH HAZEL	2" CAL.	B&B
MB	MAGNOLIA X 'BUTTERFLIES'	BUTTERFLIES MAGNOLIA	2" CAL.	B&B

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

PRELIMINARY UNDERSTORY PLANT SCHEDULE

DECIDUOUS SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
HQS	HYDRANGEA QUERCIFOLIA 'SIKE'S DWARF' SPACING PER PLAN	SIKE'S DWARF OAKLEAF HYDRANGEA	5 GAL.	CONTAINER	
PMS	PHILADELPHUS X 'MINIATURE SNOWFLAKE' SPACING PER PLAN	MINIATURE SNOWFLAKE MOCKORANGE	5 GAL.	CONTAINER	
POS	PHYSOCARPUS OPULIFOLIUS 'SMPOTW' TM SPACING PER PLAN	TINY WINE NINEBARK	5 GAL.	CONTAINER	
RTB	RHUS TYPHINA 'BAILTIGER' TM SPACING PER PLAN	TIGER EYES STAGHORN SUMAC	3` HT.	CONTAINER	
RB	ROSA BLANDA SPACING PER PLAN	SMOOTH ROSE	5 GAL.	CONTAINER	
VC	VIBURNUM CARLESII SPACING PER PLAN	KOREANSPICE VIBURNUM	5 GAL.	CONTAINER	
WFA	WEIGELA FLORIDA 'ALEXANDRA' TM SPACING PER PLAN	WINE & ROSES WEIGELA	5 GAL.	CONTAINER	

ORNAMENTAL GRASSES	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
BGB	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	1 GAL.	CONTAINER	18" O.C.
PN	PANICUM VIRGATUM 'NORTHWIND'	NORTHWIND SWITCH GRASS	1 GAL.	CONTAINER	24" O.C.
SSC	SCHIZACHYRIUM SCOPARIUM 'CAROUSEL'	CAROUSEL LITTLE BLUESTEM	1 GAL.	CONTAINER	18" O.C.

PERENNIALS	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
AM	ALLIUM X 'MILLENIUM'	MILLENIUM ORNAMENTAL ONION	1 GAL.	CONTAINER	12" O.C.
AI	ASCLEPIAS INCARNATA	SWAMP MILKWEED	1 GAL.	CONTAINER	12" O.C.
AOO	ASTER OBLONGIFOLIUS 'OCTOBER SKIES'	OCTOBER SKIES FALL ASTER	1 GAL.	CONTAINER	18" O.C.
BSF	BAPTISIA X 'SOLAR FLARE' TM	SOLAR FLARE PRAIRIEBLUES FALSE INDIGO	2 GAL.	CONTAINER	36" O.C.
CNN	CALAMINTHA NEPETA NEPETA	LESSER CALAMINT	1 GAL.	CONTAINER	18" O.C.
CVZ	COREOPSIS VERTICILLATA 'ZAGREB'	ZAGREB TICKSEED	1 GAL.	CONTAINER	18" O.C.
EM	ECHINACEA PURPUREA 'MAGNUS'	MAGNUS PURPLE CONEFLOWER	1 GAL.	CONTAINER	18" O.C.
EYM	ECHINACEA X 'YELLOW MY DARLING' TM	COLOR CODED YELLOW MY DARLING CONEFLOWER	1 GAL.	CONTAINER	18" O.C.
EP	EUPHORBIA POLYCHROMA	CUSHION SPURGE	1 GAL.	CONTAINER	24" O.C.
HG	HOSTA X 'GUACAMOLE'	GUACAMOLE HOSTA	1 GAL.	CONTAINER	24" O.C.
HH	HOSTA X 'HALCYON'	HALCYON HOSTA	1 GAL.	CONTAINER	24" O.C.
MOC	MONARDA X 'OUDOLF'S CHARM'	OUDOLF'S CHARM BEE BALM	1 GAL.	CONTAINER	18" O.C.
NCP	NEPETA X 'CAT'S PAJAMAS'	CAT'S PAJAMAS CATMINT	1 GAL.	CONTAINER	18" O.C.
PAD	PEROVSKIA ATRIPLICIFOLIA `DENIM `N LACE`	DENIM `N LACE RUSSIAN SAGE	1 GAL.	CONTAINER	24" O.C.
POV	POLYGONATUM ODORATUM 'VARIEGATUM'	VARIEGATED SOLOMON'S SEAL	1 GAL.	CONTAINER	12" O.C.
RPE	RODGERSIA PINNATA 'ELEGANS'	ELEGANT RODGERSIA	1 GAL.	CONTAINER	12" O.C.
RFS	RUDBECKIA FULGIDA SULLIVANTII 'LITTLE GOLDSTAR'	LITTLE GOLDSTAR CONEFLOWER	1 GAL.	CONTAINER	24" O.C.
SNM	SALVIA NEMOROSA 'MAY NIGHT'	MAY NIGHT SAGE	1 GAL.	CONTAINER	18" O.C.
SAJ	SEDUM X 'AUTUMN JOY'	AUTUMN JOY SEDUM	1 GAL.	CONTAINER	18" O.C.
SMH	STACHYS MONIERI 'HUMMELO'	COMMON BETONY	1 GAL.	CONTAINER	18" O.C.

ORNAMENTAL GRASS AREAS	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
CD	CAREX DIVULSA	GRASSLAND SEDGE	1 GAL.	CONTAINER	18" o.c.
CE	CAREX EBURNEA	BRISTLELEAF SEDGE	1 GAL.	CONTAINER	12" o.c.
HM	HAKONECHLOA MACRA	JAPANESE FOREST GRASS	1 GAL.	CONTAINER	18" o.c.
JE	JUNCUS EFFUSUS	COMMON RUSH	1 GAL.	CONTAINER	24" o.c.
JIB	JUNCUS INFLEXUS 'BLUE ARROWS'	BLUE ARROWS JUNCUS	1 GAL.	CONTAINER	24" o.c.
SA	SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS	1 GAL.	CONTAINER	12" o.c.

PERENNIAL AREAS	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING
AH	AMSONIA HUBRICHTII	ARKANSAS BLUESTAR	1 GAL.	CONTAINER	30" o.c.
ATS	AMSONIA TABERNAEMONTANA 'STORM CLOUD'	STROM CLOUD EASTERN BLUESTAR	1 GAL.	CONTAINER	36" o.c.
AC	ASARUM CANADENSE	WILD GINGER	1 GAL.	CONTAINER	12" o.c.
BMJ	BRUNNERA MACROPHYLLA 'JACK FROST" TM	JACK FROST SIBERIAN BUGLOSS	1 GAL.	CONTAINER	12" o.c.
GSM	GERANIUM SANGUINEUM 'MAX FREI'	MAX FREI BLOODRED GERANIUM	1 GAL.	CONTAINER	24" o.c.
HR	HEUCHERA RICHARDSONII	PRAIRIE ALUM ROOT	1 GAL.	CONTAINER	18" o.c.
LMB	LIRIOPE MUSCARI 'BIG BLUE'	BIG BLUE LILYTURF	1 GAL.	CONTAINER	18" o.c.

1 PRELIMINARY LANDSCAPE SCHEDULES

2022-03-25 1:39:03 PM

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Project
West Bottoms
Redevelopment

West Bottoms, Kansas City, MO

Prepared For
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Key Plan

Professional Seals

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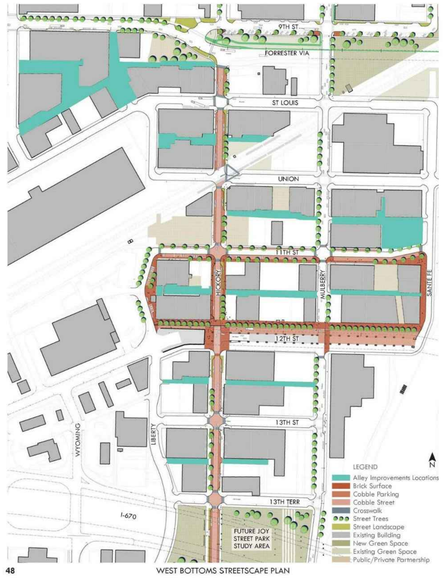
No.	Description	Date
001	UR SUBMITTAL	05.02.2022
002	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

Sheet Title
PRELIMINARY
LANDSCAPE SCHEDULES

Original is 48 x 36. Do not scale contents of this drawing.

Sheet Number
L002



Historic Core Alley Improvements through Stormwater Management

Many alleys, primarily in the Historic Warehouse District core, are in need of infrastructure improvements. Existing alleys suffer from a lack of proper drainage, lighting, consistent pavement, and accessability. Adjacent private property spatially contiguous to alley R.O.W. need to be included in alley infrastructure upgrades, requiring a public/private partnership. Water Services Department has earmarked funding to explore public/private partnerships in the West Bottoms that provide added value to property owners and capture stormwater.

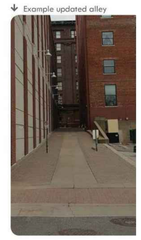
Alley Infrastructure Recommendations:

1. Provide basic infrastructure including proper stormwater drainage, pavement, lighting, utility consolidation, and improved functional accessibilty to buildings.
2. Follow recommendations spelled out in Greater Downtown Area Plan development guidelines regarding access, screening, setbacks, etc.
3. Where appropriate or feasible, utilize alleys as public space.

ALLEY IMPROVEMENTS COST ESTIMATION BY LINEAR FT.	
Demolition	$ 5
Electrical	$ 29
Unit Paving	$ 374
Earth Moving	$ 7
Storm Drainage Infrastructure	$ 11
20% Construction Cost Contengency	*$ 85*
PROBABLE CONSTRUCTION COST	$ 511
12% Survey, Engineering, and Design Fees	*$ 62*
TOTAL PROBABLE COST per Linear Ft	$ 573

Total Probable Cost is an estimate of professional services and construction services of the corridor. See Appendix for more detailed cost breakdowns.

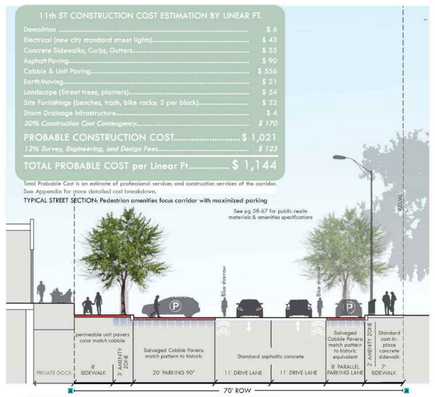
↓ Example updated alley



11th ST CONSTRUCTION COST ESTIMATION BY LINEAR FT.	
Demolition	$ 6
Electrical (new city standard street lights)	$ 43
Concrete Sidewalks, Curbs, Gutters	$ 55
Asphalt Paving	$ 90
Cobble & Unit Paving	$ 556
Earth Moving	$ 21
Landscape (Street trees, planters)	$ 54
Site Furnishings (benches, trash, bike racks; 2 per block)	$ 22
Storm Drainage Infrastructure	$ 4
20% Construction Cost Contengency	*$ 170*
PROBABLE CONSTRUCTION COST	$ 1,021
12% Survey, Engineering, and Design Fees	*$ 123*
TOTAL PROBABLE COST per Linear Ft	$ 1,144

Total Probable Cost is an estimate of professional services and construction services of the corridor. See Appendix for more detailed cost breakdowns.

TYPICAL STREET SECTION: Pedestrian amenities focus corridor with maximized parking



LIBERTY ST CONSTRUCTION COST ESTIMATION BY LINEAR FT.	
Demolition	$ 85
Electrical (new city standard street lights)	$ 47
Concrete Sidewalks, Curbs, Gutters	$ 36
Asphalt and Unit Paving	$ 762
Earth Moving	$ 21
Landscape (Street trees, planters)	$ 73
Site Furnishings (benches, trash, bike racks; 2 per block)	$ 30
Storm Drainage Infrastructure	$ 6
20% Construction Cost Contengency	*$ 212*
PROBABLE CONSTRUCTION COST	$ 1,272
12% Survey, Engineering, and Design Fees	*$ 153*
TOTAL PROBABLE COST per Linear Ft	$ 1,425

Total Probable Cost is an estimate of professional services and construction services of the corridor. See Appendix for more detailed cost breakdowns.

11th Street Streetscape Design Intent

11th Street is the only street in the West Bottoms that does not have any street lights, and also lacks curbs and sidewalks, yet is one of the more trafficed routes within the historic core. It is a important east-west connection north of 12th Street that sees a significant amount of vehicular and pedestrian traffic, especially on Warehouse Weekends. Compared to other streets, 11th contains a number of undeveloped parcels that are easily accessible for parking because of a lack of curbs that prevent easy access. The streetscape design for 11th Street will accommodate a number of on-street parking spaces, provide access to existing temporary parking lots, define space for pedestrian movement, and allow for future street level retail infill. The street upgrades will improve access and safety within the district.

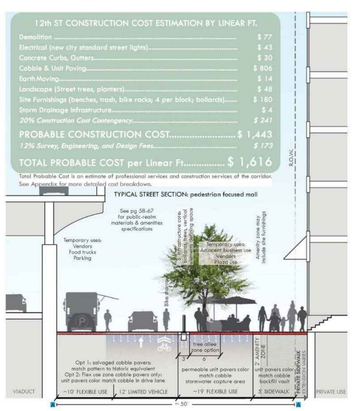
11th Street corridor priorities are:

1. **Provide streetscape infrastructure** including pavements, street lights, curbs, sidewalks (1480 lin. ft.)
2. Provide **90 degree on-street parking** on south end of R.O.W.
3. 11th Street corridor extends south along Liberty to 12th Streets the corridor's carrying capacity will depend on traffic study solutions identified at 12th Street and Liberty Intersection
4. Allow access to existing properties, including undeveloped parcels currently used for event parking while also providing a defined edge that accommodates vehicular and pedestrian movement
5. Streetscape design elements must match or complement other improvements occuring along Hickory Street corridor (p. 32-33)

12th ST CONSTRUCTION COST ESTIMATION BY LINEAR FT.	
Demolition	$ 77
Electrical (new city standard street lights)	$ 43
Concrete Curbs, Gutters	$ 30
Cobble & Unit Paving	$ 806
Earth Moving	$ 14
Landscape (Street trees, planters)	$ 48
Site Furnishings (benches, trash, bike racks; 4 per block; bollards)	$ 180
Storm Drainage Infrastructure	$ 4
20% Construction Cost Contengency	*$ 241*
PROBABLE CONSTRUCTION COST	$ 1,443
12% Survey, Engineering, and Design Fees	*$ 173*
TOTAL PROBABLE COST per Linear Ft	$ 1,616

Total Probable Cost is an estimate of professional services and construction services of the corridor. See Appendix for more detailed cost breakdowns.

TYPICAL STREET SECTION: pedestrian focused mall



↑ 12th Street activities during Boulevardia

12th Street Streetscape Design Intent

12th Street pedestrian mall streetscape is designed to give significant priority to the pedestrain rather than the vehicle. This is accomplished by allowing for free movement for pedestrians while limiting movement for vehicles through design of vertical elements (such as bollards, street trees, planters, amenities) and traffic slowing features (such as speed tables, serpentine drive paths, signage). Stakeholders have already reclaimed the roadway during warehouse weekends and festivals this streetscape design intends to formalize their actions.

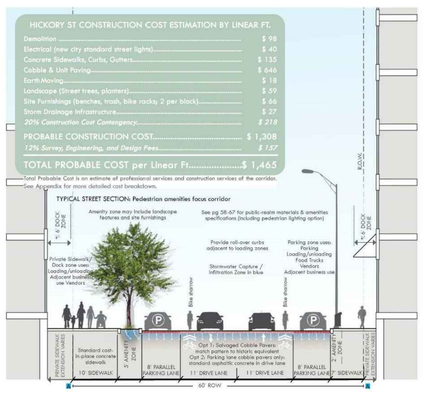
12th Street Pedestrian Mall primary focus corridor priorities are as follows:

1. Complete a traffic study at the intersection of 12th Street & Liberty Street and 12th Street & Hickory Street to determine if safety concerns warrant signalization, traffic redirection, or other design solutions.
2. Design and implement a pedestrian-focused right-of-way north of 12 Street Viaduct on 12th Street that limits vehicular traffic and accentuates the adjacent outdoor spaces next to the Viaduct (1150 lin. ft.)
3. Streetscape design elements must match or complement other improvements occuring along Hickory Street corridor (p. 32-33)
4. Provide amenities and signage beneath the Viaduct deck at the intersection of Hickory to direct people arriving to the West Bottoms and accommodate the existing events and gatherings occurring there
5. Develop a street design for Liberty between 12th and 11th continuing to the east along 11th Street that solves existing safety and circulation issues

HICKORY ST CONSTRUCTION COST ESTIMATION BY LINEAR FT.	
Demolition	$ 98
Electrical (new city standard street lights)	$ 40
Concrete Sidewalks, Curbs, Gutters	$ 135
Cobble & Unit Paving	$ 646
Earth Moving	$ 18
Landscape (Street trees, planters)	$ 59
Site Furnishings (benches, trash, bike racks; 2 per block)	$ 66
Storm Drainage Infrastructure	$ 27
20% Construction Cost Contengency	*$ 218*
PROBABLE CONSTRUCTION COST	$ 1,308
12% Survey, Engineering, and Design Fees	*$ 157*
TOTAL PROBABLE COST per Linear Ft	$ 1,465

Total Probable Cost is an estimate of professional services and construction services of the corridor. See Appendix for more detailed cost breakdowns.

TYPICAL STREET SECTION: Pedestrian amenities focus corridor



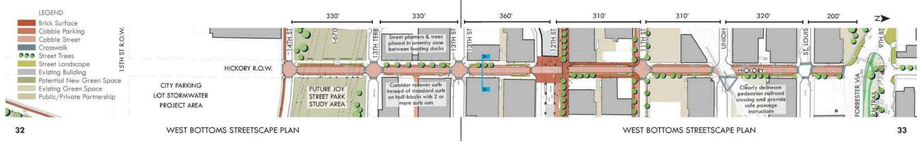
↑ Typical Cobble Street example with concrete sidewalks & amenities

Hickory Streetscape Design Intent

Hickory Street will serve as the Historic Warehouse District's pedestrian focused livable street north-south spine. Stakeholders want to preserve the district's historic character but allow the land use to become mixed residential, retail, and light industrial; the streetscape will embody that desire by carefully allowing existing historic elements to remain when possible. Simple, authentic, durable materials are chosen to help frame the district's architectural character. The historic cobble street surface must adhere to Department of Public Works requirements. If not possible, consider cobble for parking areas and alternative permeable pavement solutions for roadway.

Hickory Street primary focus corridor priorities are as follows

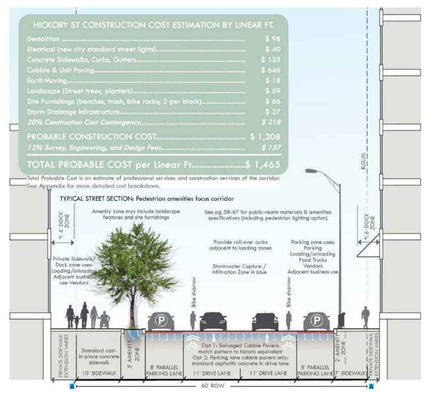
1. **Return Hickory Street pavement to original cobble surface** where feasible
2. **Upgrade pedestrian realm experience** in coordination with green Infrastructure Improvements occuring between 12th St and 14th St (1020 lin. ft.)
3. Finish **streetscape implementation** beyond green infrastructure project limits **from 9th Street to 12th Street** (1190 lin. ft.)
4. Streetscape design elements must match or complement other Improvements occuring along 12th Street corridor (p. 24-25) and 11th Street corridor (p. 38-39)
5. **Preserve Hickory Street R.O.W.** south through the Liberty Street Parking Lot to connect to 16th Street in the Stockyards District
6. Address safety concerns for pedestrians at the railroad crossing where the crossing arm and building pass within inches when lowered into operation



HICKORY ST CONSTRUCTION COST ESTIMATION BY LINEAR FT.	
Demolition	$ 98
Electrical (new city standard street lights)	$ 40
Concrete Sidewalks, Curbs, Gutters	$ 135
Cobble & Unit Paving	$ 646
Earth Moving	$ 18
Landscape (Street trees, planters)	$ 59
Site Furnishings (benches, trash, bike racks; 2 per block)	$ 66
Storm Drainage Infrastructure	$ 27
20% Construction Cost Contengency	*$ 218*
PROBABLE CONSTRUCTION COST	$ 1,308
12% Survey, Engineering, and Design Fees	*$ 157*
TOTAL PROBABLE COST per Linear Ft	$ 1,465

Total Probable Cost is an estimate of professional services and construction services of the corridor. See Appendix for more detailed cost breakdowns.

TYPICAL STREET SECTION: Pedestrian amenities focus corridor



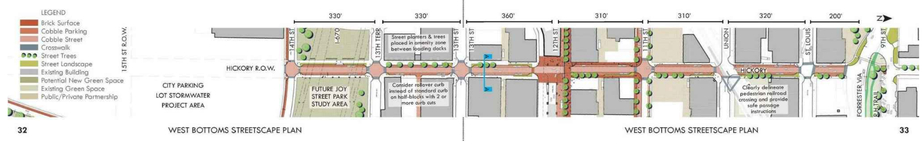
↑ Typical Cobble Street example with concrete sidewalks & amenities

Hickory Streetscape Design Intent

Hickory Street will serve as the Historic Warehouse District's pedestrian focused livable street north-south spine. Stakeholders want to preserve the district's historic character but allow the land use to become mixed residential, retail, and light industrial; the streetscape will embody that desire by carefully allowing existing historic elements to remain when possible. Simple, authentic, durable materials are chosen to help frame the district's architectural character. The historic cobble street surface must adhere to Department of Public Works requirements. If not possible, consider cobble for parking areas and alternative permeable pavement solutions for roadway.

Hickory Street primary focus corridor priorities are as follows

1. **Return Hickory Street pavement to original cobble surface** where feasible
2. **Upgrade pedestrian realm experience** in coordination with green Infrastructure Improvements occuring between 12th St and 14th St (1020 lin. ft.)
3. Finish **streetscape implementation** beyond green infrastructure project limits **from 9th Street to 12th Street** (1190 lin. ft.)
4. Streetscape design elements must match or complement other Improvements occuring along 12th Street corridor (p. 24-25) and 11th Street corridor (p. 38-39)
5. **Preserve Hickory Street R.O.W.** south through the Liberty Street Parking Lot to connect to 16th Street in the Stockyards District
6. Address safety concerns for pedestrians at the railroad crossing where the crossing arm and building pass within inches when lowered into operation



ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

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SomeraRoad

Project
West Bottoms Redevelopment

West Bottoms, Kansas City, MO

Prepared For
Somera Road
Kansas City, MO 64101

HOK
300 West 22nd Street
Kansas City, MO 64108 USA
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Key Plan

Professional Seals

NOT FOR CONSTRUCTION

No.	Description	Date
001	DR SUBMITTAL	06.02.2022
002	DR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

Sheet Title
STREETSCAPE TYPICAL SECTIONS

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Sheet Number
L003

227 ON STREET PARKING STALLS

BLOCK A LOT 1
BLOCK B LOT 1
BLOCK B LOT 2
BLOCK B LOT 3
BLOCK C LOT 1
BLOCK D LOT 1
BLOCK D LOT 2
BLOCK E LOT 1
BLOCK E LOT 2
BLOCK E LOT 3
BLOCK E LOT 4
BLOCK F LOT 1
BLOCK G LOT 1
BLOCK G LOT 2
BLOCK G LOT 3
BLOCK H LOT 1
BLOCK H LOT 2
BLOCK I LOT 1

UNION AVE
W 11ST STREET
W 12TH STREET
HICKORY ST
MULBERRY ST
SANTA FE ST

New parking access
Existing parking access
Existing loading dock
Existing garage door
Existing garage doors
New loading entry
New concrete dock over steel structure
Existing concrete dock
NO PARKING
Existing parking layout

25' ESMT. NO. 1760
25' ESMT. NO. 1781
25' ESMT. NO. 1782

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0 25' 50' 100'

N

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Sheet Title
STREETSCAPE PLAN

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Sheet Number
S001

T-1 STREET TYPE-1

T-2 STREET TYPE-2

T-3 STREET TYPE-3

T-4 STREET TYPE-4

A-1

PROJECT BOUNDARY

POTENTIAL CLOSURE FOR EVENTS

SPECIALTY PAVEMENT

BLOCK A LOT 1

BLOCK B LOT 1

BLOCK B LOT 2

BLOCK B LOT 3

BLOCK C LOT 1

BLOCK D LOT 1

BLOCK D LOT 2

BLOCK E LOT 1

BLOCK E LOT 2

BLOCK E LOT 3

BLOCK E LOT 4

BLOCK F LOT 1

BLOCK G LOT 1

BLOCK G LOT 2

BLOCK G LOT 3

BLOCK H LOT 1

BLOCK H LOT 2

BLOCK I LOT 1

NO CURB STREET

NO CURB STREET

UNION AVE

W 11ST STREET

W 12TH STREET

25' ESMT. NO. 1760

25' ESMT. NO. 1781

25' ESMT. NO. 1760

ESMT NO. 1782

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Sheet Title
STREET TYPOLOGY

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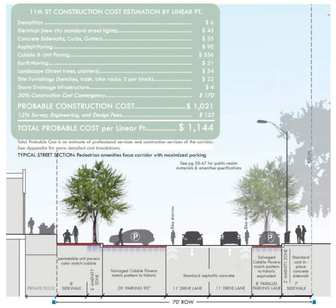
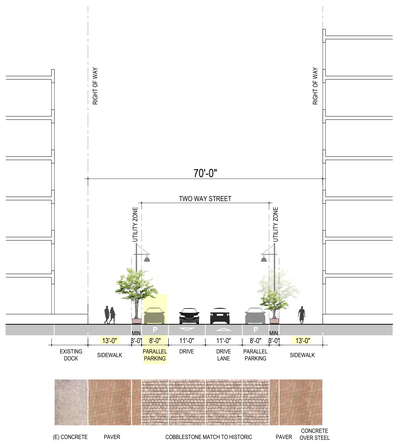
Sheet Number
S002

HIGHLIGHTED AREA DEVIATES FROM WEST BOTTOMS DISTRICT STREETSCAPE & WAYFINIDING

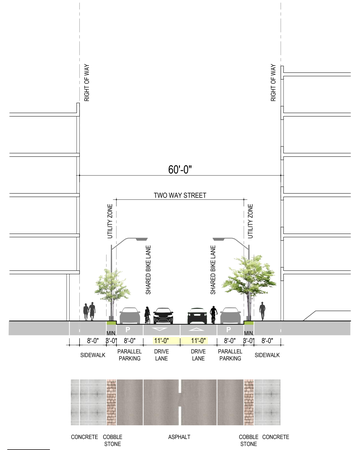


WEST BOTTOMS DISTRICT
STREETSCAPE & WAYFINDING



T-1 PROPOSED STREET SECTION A-A

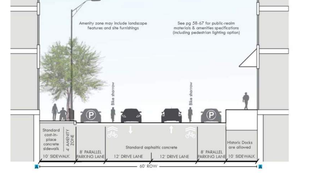
THIS STREET IS NOT ADDRESSED IN
WB STREETSCAPE & WAYFINDING



T-4 PROPOSED STREET SECTION D-D

THIS STREET IS NOT ADDRESSED IN
WB STREETSCAPE & WAYFINDING

T-2 PROPOSED STREET SECTION B-B



WEST BOTTOMS DISTRICT
STREETSCAPE & WAYFINDING

T-4 PROPOSED STREET SECTION E-E

WEST BOTTOMS DISTRICT
STREETSCAPE & WAYFINDING

T-3 PROPOSED STREET SECTION C-C

PROPOSED STREET SECTION F-F
(IN SERVICE)

A-1 PROPOSED ALLEY SECTION F-F
(DURING EVENTS)

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Project No: 21.70187.00

Sheet Title
STREET SECTIONS

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Sheet Number
S003

appendix C

DEVELOPMENT GUIDELINES

PURPOSE AND USE

These guidelines provide a framework for quality design that is consistent with the Greater Downtown Area Plan vision, goals and objectives and the principles in the *FOCUS Urban Core Plan* and the *FOCUS Quality Places to Live and Work*. These guidelines should be used in conjunction with the Land Use Plan and Building Height recommendations to provide a framework to shape future development in Greater Downtown.

RELATIONSHIP TO FIVE PLAN GOALS

- **Double the Population** – By delineating and encouraging new areas of mixed use development (including residential).
- **Increase Employment** – By encouraging and focusing density along the central business corridor and future transit corridor.
- **Create a Walkable Downtown** – The design guidelines ensure that pedestrian amenities are provided and strive to produce the walkable urbanity to support public transit and 24-hour communities with broad economic bases.
- **Retain and Promote Safe, Authentic Neighborhoods** – Urban design can have a major impact on safety. Recommendations focus on encouraging the design of defensible spaces and greater overall transparency between buildings and the street. Strategies that aim to increase pedestrian street activity will also have a positive impact on perceived and actual safety downtown. Urban design improvements should be designed to minimize the need for maintenance. Maintenance should be shared by public and private entities and responsibilities should be well-defined before construction.
- **Promote Sustainability** – The guidelines encourage sustainable building practices which improve air and water quality, reduce energy consumption, and encourage alternative modes of transportation.

COMPONENTS

This section includes two components – the Urban Design Matrix, and the Development Guidelines.

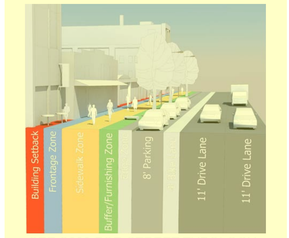
- **Urban Design Matrix** - The urban design matrix illustrates the ideal design elements based on district type (see diagrams) and street type. The Functional Use Diagrams reflect the general character of the various districts downtown.
- **Development Guidelines** - The guidelines supplement the Functional Use Diagrams and provide more detail about the character, scale, design and layout of development projects.

URBAN DESIGN MATRIX

The Urban Design Matrix makes ideal design recommendations based on district and street type. The goal of the matrix is to influence the general scale and massing patterns, not to dictate building style and materials.

Context	Downtown Residential				Downtown Mixed Use		Downtown Core	
	Residential		Dense Res. Commercial					
	Complete	Corridor	Complete	Corridor	Complete	Corridor	Complete	Corridor
Primary Building Entrance Orientation	front, side	front, side	front, side	front	front, side	front	front	front
Min. Fixed Floor-Building Facade Transparency	na	na	none	65%	40%	60%	40%	60%
Maximum Setback (from property line)	20 ft	15 ft	15 ft	5 ft	10 ft	5 ft	5 ft	5 ft
Surface Parking Access/Location (excluding driveways)	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear
Pedestrian Zone								
Recommended Total Ped. Zone Width	11 ft	13 ft	10 ft	17 ft	15 ft	23 ft	20 ft	26 ft
Frontage Zone Width	na	na	na	5 ft	5 ft	5 ft	5 ft	8 ft
Sidewalk Width	6 ft	8 ft	6 ft	8 ft	10 ft	10 ft	10 ft	10 ft
Buffer/Furnishing Zone Width	5 ft	5 ft	4 ft	4 ft	5 ft	5 ft	5 ft	8 ft
Edge Zone Width	0 ft	0 ft	0 ft	0 ft	0 ft	8 ft	5 ft	8 ft
Street Tree Spacing	50 ft	50 ft	50 ft	30 ft	50 ft	30 ft	30 ft	30 ft
Street Lighting	street	street	street	street, ped	street	street, ped	street, ped	street, ped
Vehicular Zone (based on collector thoroughfares)								
Desired Operating Speed (mph)	25	30	30	30	25	30	30	30
Design Speed	Design Speed should be a max. of 5 mph over operating speed.							
Number of Through Lanes	2	2 to 4	2	2 to 4	2 to 4	2 to 4	2 to 4	4
Lane Width	10-11 ft	10-11 ft	10-11 ft	10-11 ft	10-11 ft	10-11 ft	10-11 ft	10-11 ft
Parallel On-Street Parking Width (where applicable)	7 ft	7 ft	7 ft	8 ft	8 ft	8 ft	8 ft	8 ft
Min. Combined Parking/Bike Lane Width (where applicable)	13 ft							
Vertical Alignment	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book							
Medians (if/ where applicable)	none	none	none	painted	painted	painted, raised	painted	painted, raised
Bike Lanes (preferred min. width) (where applicable)	5.5 ft							

Note: Angled parking may also be appropriate on certain streets.

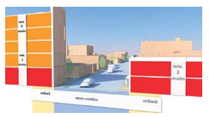


SEE S003 FOR STREET TYPOLOGY

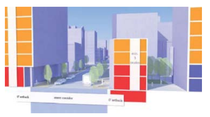
The following Functional Use Diagrams illustrate the general elements that future development should achieve and represent the most characteristic elements of each of the functional areas.

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

Downtown Residential districts are districts with a mix of commercial and residential structures. The residential units in these districts tend to be in multi-plex structures of various sizes, or in upper floors of commercial structures.



Downtown Mixed Use districts contain commercial uses, but are most successful when incorporating many diverse uses.



Downtown Core districts represent the most dense urban environments. They are most successful when they contain a broad mix of commercial, residential, and other uses.

Guidelines

INTENT

- The following design recommendations are supplemental to the Urban Design Matrix and Diagrams and are intended to guide future development plans.
- The guidelines are intended to be flexible. Not every guideline will apply for every project. However, as many guidelines as are practicable, feasible and applicable to the unique site characteristics should be incorporated into development plans. Exceptions to the guidelines should be weighed against the Vision Statement and the Decision Making Criteria (see Implementation Chapter).
- Application of the guidelines should respond to factors such as the scope of the project (i.e. project size, new construction vs. renovation) and existing site characteristics.
- These guidelines are not intended to be all inclusive of acceptable materials and/or design features or to preclude or inhibit creative and eclectic ideas.

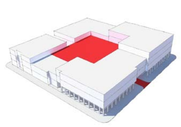
PARKING

GENERAL PARKING GUIDELINES

- On-Street parking should be preserved whenever possible.
- Parking lots should include bicycle and scooter parking facilities and be designed with designated pedestrian pathways.
- Encourage LEED guidelines for bike parking in publicly subsidized projects. Provide secure bike racks and/or storage as near as practicable to the building entrance for at least five percent of all building users for commercial or institutional buildings; provide covered storage facilities for bicycles for at least 15 percent of the building occupants for residential buildings.
- Parking lot lighting and light from vehicles should not glare into adjacent properties. Consider light in access drive location. Vehicle entrances and pedestrian entrances should be clearly marked and visible from the street.
- Curb cuts for parking lots should be kept to a minimum. Access should be from alleys (1st choice) or major arterials (2nd choice) instead of residential streets.
- Parking should be located at the rear of the property behind buildings, or in a mixed use garage. Where this is not feasible, parking beside the building may be appropriate but parking should comprise a small percentage of the street frontage on the block. Where feasible, parking is encouraged to be in below grade structures (ensuring safety through both active and passive security measures).

SURFACE PARKING LOTS

- Additional surface parking lots in mixed use areas, particularly those with street frontage, are discouraged.
- All surface parking lots are encouraged to incorporate Green solutions including (but not limited to) the following:
  - Generous landscaped areas with plants suited to the urban landscape, adequate planting area and quality soils.
  - Managing stormwater on-site utilizing BMPs including, but not limited to native plantings, porous pavement and bio-retention swales.
- At a minimum, all surface parking lots are encouraged to provide a combination of perimeter and interior landscaping per the Downtown Surface Lot Design Guideline requirements (Chapter 52). Provide direct, and safe pedestrian connections through the lot.
- If walls are utilized to screen surface parking lots, materials should complement the architectural character of the associated building.
- Multiple small parking lots are more desirable than single large lots. Larger surface lots should be subdivided with landscaped islands including shade trees.

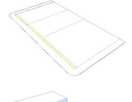


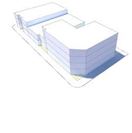
STRUCTURED PARKING

- Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible or at the zero lot line.
- When located along a street frontage, and where feasible, developments are encouraged to include first floor pedestrian active uses such as retail and services.
- The exterior finish and architectural articulation should enhance the facade design, complement surrounding buildings and screen the parking area. Blank walls on parking structures are discouraged, particularly on Corridor Streets (see page 27).
- Parking structure façades should relate to the scale, proportion, and character of the district.
- Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building, particularly on a facade with frontage on a primary street.
- Where screening reduces visibility for "natural surveillance", other security measures should be provided.
- Structured parking lots should incorporate green solutions where possible, that may include the following:

Site Considerations:
  - Provide accommodations for bicycle storage, bus drop, etc.
  - Allow preferred parking for car pools and hybrid vehicles.
  - Provide location for storm water filtration and infiltration from garage deck.
  - Provide street trees and other landscaping opportunities as native species.
  - Provide high albedo rating top deck surface.

Energy Considerations:
  - Use energy efficient lighting with daylight sensors, time clocks and possible motion detectors.
  - Create façade that provides for greater daylight penetration into the garage.
  - Use energy efficient elevator equipment.
  - Consider use of renewable generation at the top deck.



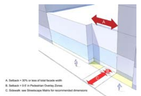


ORIENTATION AND SETBACKS

(Refer to the Functional Use Diagrams)

- In the Downtown Core and some other mixed use areas, buildings should be built to the property line. Buildings should define the street edge. Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm including:
  - Outdoor café
  - Primary entrance enhancement
  - Sidewalk retail
  - Extension of the pedestrian realm
  - Public plaza
  - Landscaping which is complementary and accessory to pedestrian activity and public spaces (not the primary use).
  - Where appropriate or feasible, the enhancement and utilization of alleys as public space is encouraged.

- In mixed use areas buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This might include a design that:
  - Provides street-level, pedestrian-oriented uses.
  - Maintains a continuous, transparent, highly permeable and active street wall.
  - No more than 25% of any primary street frontage should be occupied by uses with no need for pedestrian traffic. Drive-through uses are discouraged.



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

- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. 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.
- New development should incorporate design elements and interpretive signage that communicate the individual character of the area.
- Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest. Some possible methods for treating blank walls include:
  - Installing vertical trellis in front of the wall with climbing vines or plant materials.
  - Setting the wall back and providing a landscaped or raised planter in front of the wall.
  - Providing art over a substantial portion of the blank wall surface.
  - Dividing the mass of the wall to create a visual impression of a series of smaller buildings or sections.
- In residential areas, garages should be located behind residences and accessed from an alley when possible.

TRANSITIONS

(See Building Height Map and Land Use Plan)

- Create transitions between areas of different scales and intensities that are as seamless as possible and avoid abrupt transitions.
- Transitions may be provided through use of complementary materials and architectural character, setbacks, scale, and orientation of buildings.
- Transitions between high scale buildings and low scale buildings may be achieved by gradually stepping height down.
- Small green spaces, courtyards, squares, parks and plazas should be used whenever possible as a way to provide transitions between uses.
- A combination of landscaping, walls, fences and/or berms should be used where other transitions tools are not possible or not adequate, but should not mask areas from view and decrease "natural surveillance".
- Building elevations facing a less intensive use shall provide "finished" edges using materials consistent with primary elevations and adjacent neighborhood.
- Developments should be designed to minimize ingress or egress from commercial projects into adjacent residential neighborhoods.

LIGHTING

- All new development should include a site lighting plan.
- Glare and spillage into adjacent properties should be kept to a minimum through the use of cut-off fixtures or other devices. Low noise level lights should be used.
- All sidewalks and walkways in mixed use areas on Corridor Streets (or as specified in district streetscape plans) should have pedestrian level lighting.
- The design of exterior light fixtures should be consistent throughout a development, or within a district, but not throughout the planning area. The type and size of fixtures should be as consistent as possible along a single block.

ARCHITECTURAL CHARACTER AND MATERIALS

- Architectural materials should complement the character of the existing built environment through use of high quality, durable materials. Suggested materials include brick, wood, metal, glass, concrete, stone, stucco, cast stone, terracotta, tile and masonry. High quality sustainable architectural materials are also encouraged.
- New downtown buildings should be designed in such a way that they don't appear to have been built significantly earlier than they were.
  - Care should be taken to avoid nostalgic reproductions and confusion of the historical record.
  - This guideline does not preclude consideration of the use of materials, scale or massing found on older buildings. Preservation or restoration of original facade materials is desired. Applied "faux" facades or other inappropriate materials should be removed.
- Non-urban construction materials, such as imitation masonry, or plywood are discouraged.
- Encourage public art to be integrated into the building/site design.
- Create buildings with human scale.
  - Buildings should be designed with a variety of scales, creating a scale and level of detail at the street level appropriate to the pedestrian.
  - Clearly articulating different uses at lower building levels will aid in creating a sense of human scale in mid- and high-rise buildings.

FENESTRATION

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

AWNINGS AND CANOPIES

- Awnings and canopies are encouraged on non-residential facades and should include the following elements:
  - Be made of durable materials like an opaque fabric material, canvas or resin.
  - Be a color compatible with the building façade.
  - Building signage may be integrated as part of the overall awning and canopy design.
  - Be incorporated into the overall building design (including the supporting framework) and enhance the overall character of the area.
- Architectural elements that project from the building, such as building-mounted lighting, awnings, canopies and signage, should be designed so as to ensure pedestrian safety and comfort.

SIGNAGE

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

(Refer to the Public Realm Chapter for more recommendations relating to signs in public spaces)

ACCESS

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

MASSING AND PROPORTION

- The massing and proportion of buildings should generally be consistent with the Functional Use Diagrams and with adjacent historic buildings.
- Significant departures in height and mass can be visually disruptive. Building proportions should strive for a cohesive rhythm.
- The design of buildings should respond to unique aspects of the site, such as prominent locations at the termini of key streets and view corridors, prominent locations on bluffs and overlooks, the relationship to nearby historic or landmark buildings, or corner locations.

ROOFS

(see also Sustainability Guidelines)

- Flat roofs are encouraged in areas where it is the dominant roof type. Flat roofs should incorporate a parapet or other screening device along facades facing public streets, to help screen rooftop mechanical systems.
- Pitched roofs should only be used in areas where they are prevalent. Materials for pitched roofs are encouraged to incorporate a color that complements the general character of the building. Mansard or false roofs are discouraged.
- Sustainable design techniques and materials such as green roofs are encouraged to reduce the amount of storm water runoff, enhance the local environment and reduce energy costs.
- Roofs should be designed and constructed in such a way that they acknowledge their visibility from taller buildings and from the street.

SCREENING

- All screening should be designed to maintain visibility for "natural surveillance".
- Screen storage, loading docks, and parking facilities and incorporate Crime Prevention Through Environmental Design (CPTED) principles in design.
- Mechanical and technology equipment should be screened from view from public streets.
- Waste dumpsters and recycling receptacles should be screened on all sides, with a gate or door for access. The recommended enclosure should be complementary with the building facade materials and landscaped for additional screening. Shared waste dumpsters and recycling areas are encouraged.
- Any wall or fences shall be constructed of durable materials such as masonry, wrought iron or heavy wood. Plywood, chain link, and transparent materials are not appropriate.
- Any lights or outdoor speakers should be arranged to reflect the light and transmit the noise away from adjacent buildings (see Lighting Guidelines).

SUSTAINABILITY

(See also Land Use recommendations)

- LEED Certification or equivalent sustainable design is encouraged, particularly for public facilities and projects requesting incentives.
- Stormwater Management - Green Solutions and BMPs that achieve multiple benefits are encouraged. Examples include, but are not limited to:
  - Pervious Surfaces.
  - Rainwater Harvesting.
  - Landscaping and Street Trees.

- Promote and encourage building practices that effectively manage stormwater (reduced impervious surface, improved water quality, rainwater harvesting, trees/landscaping to improve air quality, etc.).
- Energy - Energy efficient design and measures to reduce energy consumption are encouraged. Examples include, but are not limited to:
  - Providing alternative energy production.
  - Employing efficient design practices, utilize efficient heating and cooling technology, and proper solar orientation.
- Materials - "Sustainable" materials are encouraged (see Building Materials).
- Reduce Heat Island and Improve air quality.
  - Minimize impervious hard surfaces and provide trees and landscaping.
  - Consider green roof or light color of roof to reduce heat.
- Transportation and Mobility - Encourage transit, biking and walking.
- Waste - Provide opportunities for recycling/composting.
- Encourage development projects requesting incentives to provide public spaces.

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

HIGHLIGHTED AREA DEVIATES FROM WEST BOTTOMS DISTRICT STREETSCAPE & WAYFINIDING

2022/3/25 1:39:03 PM

SomeraRoad

Project
West Bottoms Redevelopment

West Bottoms, Kansas City, MO

Prepared For
Somera Road
Kansas City, MO 64101

OHK
300 West 22nd Street
Kansas City, MO 64108 USA
t +1 816 472 3360 f +1 816 472 2100

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In Association with

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S9 ARCHITECTURE
322 8TH AVENUE
NEW YORK, NY 10001

ASSOCIATE ARCHITECT
BKV GROUP
222 NORTH 2ND STREET, SUITE 101
MINNEAPOLIS, MN 55401

MEP ENGINEER
LANKFORD FENDLER + ASSOCIATES
1730 WALNUT
KANSAS CITY, MO 64108

Key Plan

Professional Seals

NOT FOR CONSTRUCTION

No.	Description	Date
01	UR SUBMITTAL	06.03.2022
02	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

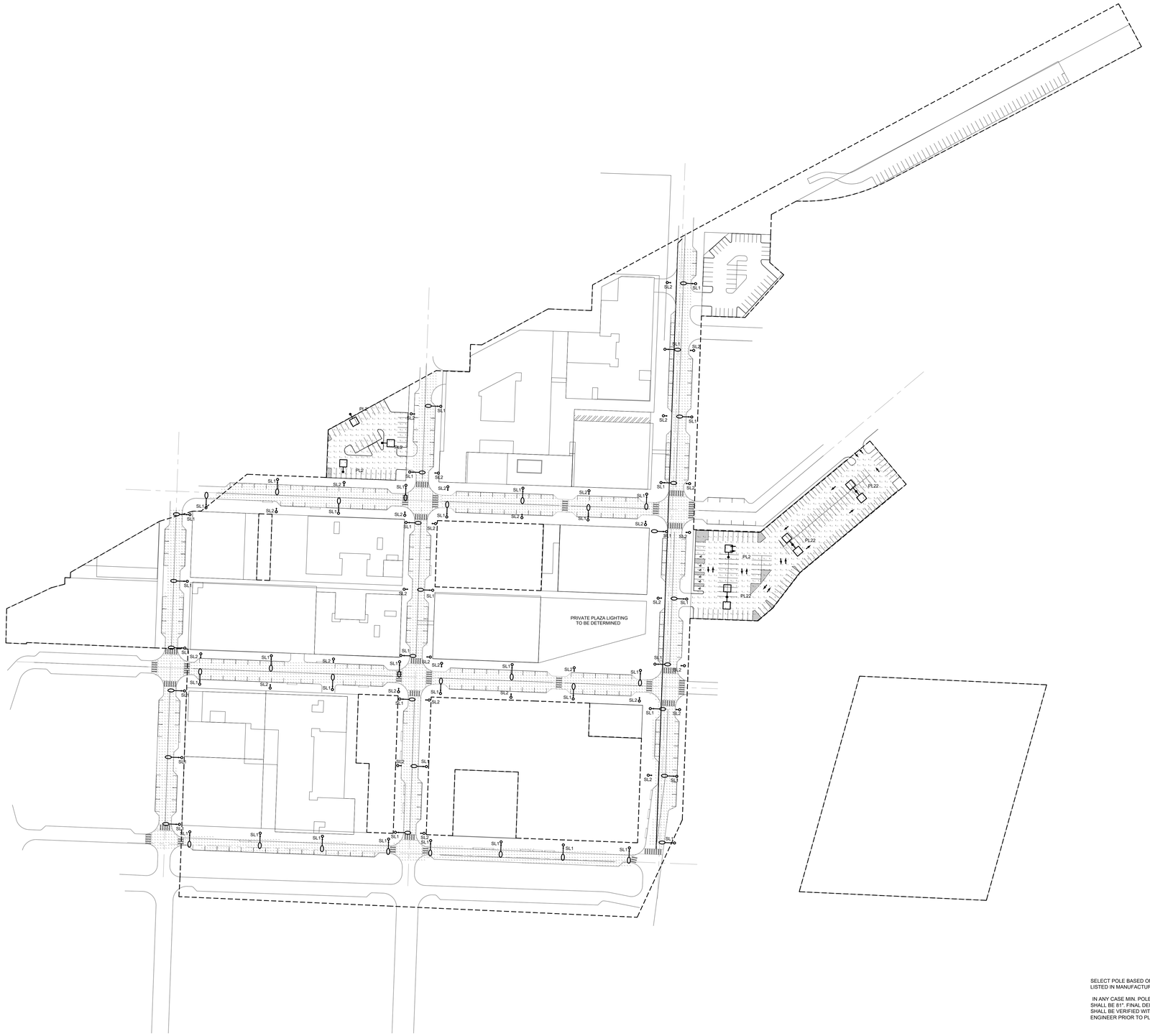
Sheet Title

BUILDING STANDARDS

Original is 49 x 36. Do not scale contents of this drawing.

Sheet Number

S004



SITE PLAN - ELECTRICAL

SCALE: 1" = 70'-0"

N

Calculation Summary							
Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
1000 Hickory	Illuminance	FC	2.89 fc	7.2 fc	1.3 fc	2.22 fc	5.54 fc
1000 Mulberry	Illuminance	FC	3.04 fc	7.6 fc	1.4 fc	2.17 fc	5.43 fc
1000 Santa Fe	Illuminance	FC	3.12 fc	7.6 fc	1.3 fc	2.40 fc	5.85 fc
1100 Hickory	Illuminance	FC	2.79 fc	7.1 fc	1.4 fc	1.99 fc	5.07 fc
1100 Mulberry	Illuminance	FC	3.10 fc	7.7 fc	1.4 fc	2.21 fc	5.50 fc
1100 Santa Fe	Illuminance	FC	3.11 fc	7.5 fc	1.0 fc	3.11 fc	7.50 fc
11th and Hickory Int	Illuminance	FC	4.41 fc	7.3 fc	1.0 fc	4.41 fc	7.30 fc
11th and Mulberry Int	Illuminance	FC	7.00 fc	10.6 fc	4.5 fc	1.56 fc	2.36 fc
11th and Santa Fe Int	Illuminance	FC	4.57 fc	7.2 fc	1.7 fc	2.69 fc	4.24 fc
12th and Hickory Int	Illuminance	FC	3.69 fc	7.1 fc	0.7 fc	5.56 fc	10.14 fc
12th and Mulberry Int	Illuminance	FC	6.24 fc	8.6 fc	3.7 fc	1.69 fc	2.32 fc
9000 Santa Fe	Illuminance	FC	3.05 fc	7.4 fc	0.6 fc	5.08 fc	12.33 fc
E. 11th Street	Illuminance	FC	2.99 fc	7.2 fc	1.3 fc	2.30 fc	5.54 fc
E. 12th Street	Illuminance	FC	3.36 fc	8.2 fc	1.4 fc	2.40 fc	5.86 fc
E. Union	Illuminance	FC	2.98 fc	7.1 fc	1.3 fc	2.29 fc	5.46 fc
East Parking Lot	Illuminance	FC	2.76 fc	18.4 fc	0.5 fc	5.52 fc	36.80 fc
N.W. Parking	Illuminance	FC	2.79 fc	8.5 fc	0.7 fc	3.99 fc	12.14 fc
Union and Mulberry Int	Illuminance	FC	6.56 fc	9.4 fc	4.3 fc	1.53 fc	2.19 fc
Union and Santa Fe Int	Illuminance	FC	4.03 fc	7.5 fc	1.0 fc	4.03 fc	7.50 fc
W. 11th Street	Illuminance	FC	3.00 fc	7.6 fc	1.3 fc	2.31 fc	5.85 fc
W. 12th Street	Illuminance	FC	3.47 fc	8.4 fc	1.5 fc	2.31 fc	5.60 fc
W. Union	Illuminance	FC	2.94 fc	7.1 fc	1.2 fc	2.45 fc	5.92 fc

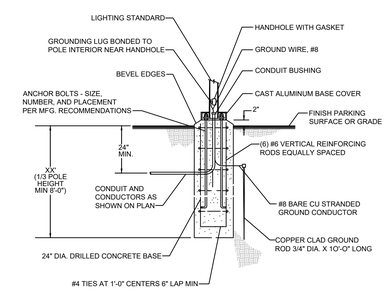
SELECT POLE BASED ON MAXIMUM EPA LISTED IN MANUFACTURERS CATALOG.

IN ANY CASE MIN. POLE BASE DEPTH SHALL BE 81". FINAL DEPTH OF POLE BASE SHALL BE VERIFIED WITH STRUCTURAL ENGINEER PRIOR TO PLACEMENT.

*POLE BASE SHALL BE CALCULATED USING THE FOLLOWING CRITERIA:

WWD LOADING
80MPH (104 GUST)

TOTAL EPA OF LUMINARIES
+TOTAL EPA OF BRACKETS
=TOTAL EPA OF LUMINAIRES/BRACKETS



LIGHTING POLE BASE DETAIL

NO SCALE

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2022-03-25 1:38:03 PM

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Prepared For
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Kansas City, MO 64101

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LANKFORD | FENDLER + ASSOCIATES, CONSULTING ENGINEERS, INC.
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CXS No. 2006082.1505

Key Plan

Professional Seals

STATE OF MISSOURI
GREGORY J. FENDLER
NUMBER PE-2006037230
PROFESSIONAL ENGINEER
4/29/2022

No.	Description	Date
01	UR RE-SUBMITTAL	05.02.2022
02	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

Sheet Title
SITE PLAN - ELECTRICAL

Original is 48 x 36. Do not scale contents of this drawing.

Sheet Number
E.01

PL2

Project		Catalog #		Type	
Prepared by		Notes		Date	

McGraw-Edison

GLEON Galleon

Area / Site Luminaire

Typical Applications

Outdoor • Parking Lots • Walkways • Roadways • Building Areas

Interactive Menu

- Ordering Information page 2
- Mounting Details page 3
- Optical Distributions page 4
- Product Specifications page 4
- Energy and Performance Data page 4
- Control Options page 9

Product Certifications

Product Features

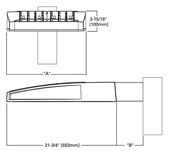
Quick Facts

- Lumen packages range from 4,200 - 80,800 (34W - 640W)
- Efficacy up to 156 lumens per watt

Connected Systems

- WaveLinx
- Enlighted

Dimensional Details



Number of Light Squares	"A" Width	"B" Standard Arm Length	"B" Extended Arm Length	"B" Quick Mount Arm Length	"B" Quick Mount Extended Arm Length
1-4	15-1/2"	7"	10"	10-5/8"	16-9/16"
5-6	21-5/8"	7"	10"	10-5/8"	16-9/16"
7-8	27-5/8"	7"	13"	10-5/8"	–
9-10	33-3/4"	7"	16"	–	–

NOTES:
For arm selection requirements and additional line art, see Mounting Details section.

COOPER Lighting Solutions

PL22

Project		Catalog #		Type	
Prepared by		Notes		Date	

McGraw-Edison

GLEON Galleon

Area / Site Luminaire

Typical Applications

Outdoor • Parking Lots • Walkways • Roadways • Building Areas

Interactive Menu

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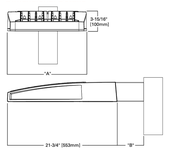

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NOTES:
For arm selection requirements and additional line art, see Mounting Details section.

COOPER Lighting Solutions

SL1

PHILIPS
LUMEC
Roadway
RoadFocus
RFL (large)

Project:
Location:
Cat.No
Type
Lamps: Qty:
Notes:

The Philips Lumec RoadFocus LED Cobra Head luminaires feature a sleek design that provides seamless replacement of existing HID luminaires. RoadFocus is available in three sizes, offers multiple lumen packages, and a complete array of optical distributions, making it an outstanding solution for all types of roadway applications. Includes Service Tag. Philips innovative way to provide assistance throughout the life of the product.

Ordering guide

example: RFL-295W96LED4K-G2-R3M-UNV-DMG-RCD-GY3

Prefix	LED module	Series	Distribution	Voltage	Options: Controls	Options: Luminaire	Finish
RFL RoadFocus Roadway Large	**3000K** **145W96LED3K** **95W80LED3K** **125W80LED3K** **165W80LED3K** **145W72LED3K** **185W72LED3K** **215W96LED3K** **245W72LED3K** **320W96LED3K** **355W72LED3K** **4000K** **145W96LED4K** **95W80LED4K** **125W80LED4K** **165W80LED4K** **145W72LED4K** **185W72LED4K** **215W96LED4K** **245W72LED4K** **320W96LED4K** **355W72LED4K**[1]	**G2** Generation 2	**Type 2** **R2S** Type II short [45FM] **R2M** Type II Medium [65FM] **Type 3** **R3S** Type III short [45FM] **R3M** Type III Medium [65FM] **Type 4** **4** Type IV [45FM] **Type 5** **5**[2] Type V [15MW]	**UNV** 120-277V **HVU** 347-480VAC	**AST**[3] Pre-set driver for progressive start-up **CDMG32**[4] 0 hrs, 25% reduction **CDMG50**[4] 0 hrs, 50% reduction **CDMG70**[4] 0 hrs, 70% reduction **CDMG90**[4] 0 hrs, 25% reduction **CDMG360**[4] 4 hrs, 50% reduction **CDMG480**[4] 6 hrs, 70% reduction **CDMG525**[4] 4 hrs, 25% reduction **CDMG650**[4] 4 hrs, 50% reduction **CDMG375**[4] 4 hrs, 75% reduction **CLO**[5] Pre-set driver to manage lumen depreciation **DALI**[6] Digitally addressable lighting interface **DMG**[7] 0-10V **DTL**[8] Pre-set driver to signal end of life of the lamp	**APL** Factory-installed NEMA twist-lock (ANSI C136.41) photocontrol receptacle[9] **FAWS**[7] Field-adjustable wattage selector **HS** House Side Shield, shield, type 95 LED light engine **PHE** Twist-lock Photoelectric Cell, UNV (105-277VAC) **PHE/347** Twist-lock Photoelectric Cell, 347VAC **PHE/480** Twist-lock Photoelectric Cell, 480VAC **PHSL** Twist-lock Photoelectric Cell, extended life, UNV (105-277VAC) **PCD** Shorting cap **RCD**[10] Receptacle for twist-lock photocell or shorting cap. (Cell not included) **RCDT** Receptacle for twist-lock photocell or shorting cap. (Cell not included) **SPD** 20kV / 20kA Surge Protector (optional)	**Textured** **BK** Black **BZ** Bronze **GY3** Gray **WH** White

1. **347V** and **480V** not available.
2. Not available with **HS** option.
3. Use of photoelectric cell or shorting cap is required to ensure proper illumination.
4. Dimming choices: Select either **DMG**, **DALI** or one of the **CDMG** options.
5. Please note this integrated feature come standard with RoadFocus.
6. **FAWS** not available with **CDMG** options, **DALI** or **CLO**.
7. **FAWS** table accuracy +/- 15% on these models.
8. Not available with driver options, **AST**, **CLO**, **CDMG**, **DALI**, **OTL**.

SL2

HOLOPHANE
LEADER IN LIGHTING SOLUTIONS

Catalog Number	
Notes	Type

GPLF3

GlasWerks® Luminescent LED Prague®

General Description
The architectural luminaire consists of a flat LED optical assembly shielded by a decorative formed housing and a top mounted cast aluminum electrical assembly. The optical assembly is seamlessly integrated into the form factor for beautiful daytime appearance and exceptionally uniform lighting at night.

Optical Assembly
The optical assembly consists of an edgelit waveguide light engine for unmatched visual comfort. Light from the LED is precisely manipulated by proprietary wave guide technology to provide uniformity and minimize glare. Configurable with CCT options of 2700K, 3000K, and 4000K. CRI is 70 minimum. Available with asymmetric, symmetric, or pathway distributions.

Mounting Style
Optional mounting styles include Quick Lock Stem, NPT threads, and horizontal arm.

Quick Lock Stem Mounting style is compatible with the following leveling fitters:
- Boston Harbor Decorative Arm Fitter (BHDF)
- Glastonbury Decorative Arm Fitter (GWDF)
- West Liberty Decorative Arm Fitter (WLDF)
- Ball Style Decorative Fitter (BADF)

Electrical Assembly
The cast aluminum electrical housing has a smooth domed contour. A (1) station terminal block is provided to accept #14 through #2 size wire. The electrical housing is hinged with a tool-less latch to provide easy access to the gear assembly. The unitized electrical assembly, containing the electronic driver and other electrical components, plugs into the quick disconnect receptacle. The pendant mount version has a welded stem (Quick Lock Stem Mounting), which aides in installation speed. The arm mount version is provided with two U-bolts with washers and nuts and two leveling set screws that lock the housing to a 2 inch nominal (2-3/8" O.D.) horizontal arm and allow a ±5° degree adjustment from horizontal to the cover.

Electrical System
Programmable LED driver with 0-10V dimming. Optional DALI dimming. Driver life is rated to at least 100,000 hours. Luminaire surge protection rating of 20kV/10kA per ANSI/IEEE C62.41.2.

Finish
The luminaire is finished with corrosion resistance super durable powder coat paint to ensure maximum durability. Finish is rated to 5,000 hours salt spray per ASTM B117.

Listing
The luminaire is CSA certified to US and Canadian standards. IP55 rated electrical chamber, IP66 rated LED optic chamber. 20kV/10kA extreme surge protection per ANSI/IEEE C136.2. Suitable for operation in ambient temperatures from -40°C to 40°C.
DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

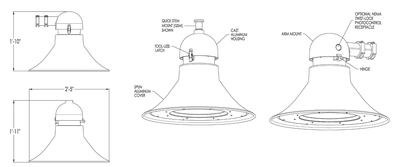
Buy American
This product is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT. Please refer to www.acuitybrands.com/resource/buy-american for additional information.

Warranty
Limited warranty located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

LED IP66 SSL C US DLC Buy American

DIMENSIONAL DATA



Maximum Weight - 48 lbs
Maximum Effective Projected Area - 1.0ft²

ALL IMPROVEMENTS TO STREETSCAPE, SIDEWALKS, PLAZAS AND OPEN SPACE AMENITY AREAS WILL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATION OF THE WEST BOTTOMS STREETSCAPE AND WAYFINDING PLAN

CONCEPT PLANS ARE PROVIDED WITH THE ANTICIPATION OF SUBSEQUENT PROJECT PLAN APPROVAL FOR EACH PARCEL PRIOR TO CONSTRUCTION. EACH NEW BUILDING WILL FOLLOW THE DESIGN GUIDELINES SET FOR IN THE GREATER DOWNTOWN AREA PLAN DEVELOPMENT GUIDELINES

2022-05-25 1:39:03 PM

Somera Road

Project
West Bottoms Redevelopment

West Bottoms, Kansas City, MO

Prepared For
Somera Road
Kansas City, MO 64101

300 West 22nd Street
Kansas City, MO 64108 USA
t +1 816 472 3360 f +1 816 472 2100

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In Association with

Consultant Name

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S9 ARCHITECTURE
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1730 WALNUT
KANSAS CITY, MO 64108

Lankford Fendler + associates

1730 Walnut Street Kansas City, Missouri 64108
1915 Frederick Avenue, St. Joseph, Missouri 64501

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LANKFORD | FENDLER + ASSOCIATES, CONSULTING ENGINEERS, INC.
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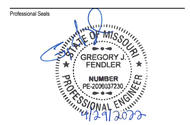
CAD File No. 2006082166

REVIEW SET NOT FOR CONSTRUCTION

Key Plan

Professional Seals



No.	Description	Date
01	UR RE-SUBMITTAL	09.02.2022
02	UR RE-SUBMITTAL	06.06.2022

Project No: 21.70187.00

Sheet Title

ELECTRICAL - DETAILS & SPECIFICATIONS

Original is 48 x 36. Do not scale contents of this drawing.

Sheet Number

E.02

City Planning & Development

Exhibit A

Public Meeting Notice

Please join Somera Road, Inc.

for a meeting about West Bottoms Redevelopment - UR District

case number CD-CPC-2022-00070

proposed for the following address: See attached site map.

Meeting Date: June 1, 2022

Meeting Time: 5:30 pm

Meeting Location: Faultless Event Space
1009 W 8th Street, Kansas City, MO

Project Description:
Rezoning of approximately 21.85 acres in Historic west bottoms from various designations into one UR district

If you have any questions, please contact:

Name: Basel Bataineh
Phone: 646.491.8871
Email: basel@someraroadinc.com

You are receiving this notice in accordance with city code that requires a public meeting with neighborhoods for certain types of development projects. You can read more about the process requirements at kcmo.gov/publicengagement

COMPASSKC

If you would like further information on this proposed project, please visit the city's planning and permitting system, Compass KC, at Compasskc.kcmo.org. You may search by project type and address/case number to find project details.

Since

City Planning & Development

Exhibit A

please join us!

june 1, 2022

5:30pm–
6:30pm

event location:

faultless event space
1009 w. 8th street kansas city, mo

meeting objective:

share, discuss, and collaborate with the community on initial redevelopment opportunities for the historic West Bottoms.

WEST BOTTOMS DISTRICT REDEVELOPMENT

project vision

transform a portion of the historic West Bottoms into a vibrant, mixed-use district that engages the past while embracing the future through historically appropriate adaptive reuse, strategic new construction, and innovative pedestrian oriented streets, open spaces, and infrastructure.

scan for a brief survey

project objectives

- **celebrate** the rich history and unique character of the west bottoms
- **leverage** the existing physical fabric and public art creation to articulate the public realm
- **integrate** vibrant mixed-use programming into the existing urban fabric
- **enhance** culture through new open spaces and active streetscapes
- **connect** this important district to the adjacent neighborhoods and surrounding community assets

SomeraRoad

MCM COMPANY INC.

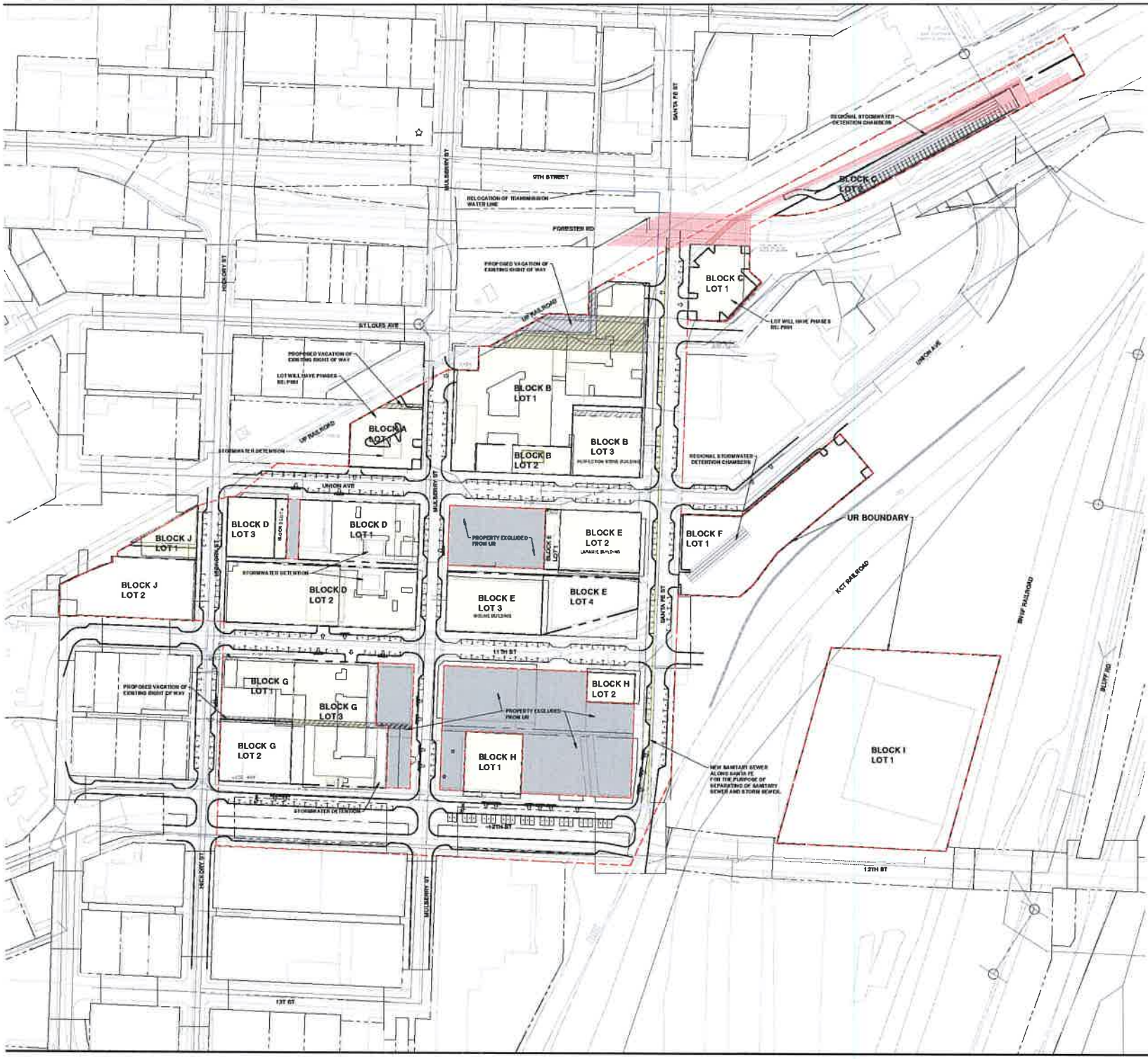
S9ARCHITECTURE

SK Design Group, Inc.

hok

AREA

KCDC



City Planning & Development

Exhibit A

Project
West Bottoms
Redevelopment

Prepared For
Somera Road
Kansas City, MO 64101

2100 West 22nd Street
Kansas City, MO 64108 USA
t +1 816 472 2000 f +1 816 472 2100

NOT FOR CONSTRUCTION

OVERALL BOUNDARY

C003

Meeting Sign-In Sheet

Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
Jay Luscher	1301 W 11th	9136360667	jayluscher@gmail
Justin Eastwood	1401 W 13th St	816-805-8283	chefjbbq@gmail.
D. M. Price	1408 St. Louis	816-844-1160	dougp@pricemfg.com
Heidi Van	1060 Union Ave	8168097110	heidi@blackboxkc.com
Tom Esselman	518 Santa Fe St.	816-799-2390	tesselman@pasforpeople.com
Mike Meek	1280 Liberty St.	9-915-809	mike@mbmeek.com
Curtis Stafford	1319 Hickory ST	913-645-3331	Curtis@Oliverbuilding Com

City Planning & Development

Exhibit A

Meeting Sign-In Sheet

Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
Megan Allen	1320 West 12th St KC MO 64101	816.599.3472	bellapatriarch@gmail.com
Nick Allen	1320 W. 12th St	same	
Amy Allen			
Jacob Allen	1320 W 12th St	913-522-0574	
Tony Krsnich	7301 Mission Rd.	913.904.6747	

City Planning & Development

Exhibit A

Meeting Sign-In Sheet

Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
Scott Brown		816-308-0080	dscott@fstbaco.com
CHRIS BOLAND		816-694-3669	chris@QRCKC.com
TOM ROBERTS		8163048035	cfmpilot@aol.com
CR Willis		816 392-0410	
Bruce Holloway		816-678-6051	bruceeholloway@gmail.com

City Planning & Development

Exhibit A

Meeting Sign-In Sheet

Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
David Lawrence	Overland Park KS		dlawrence@skdg.com
SASSAN MAHOBIAN	4600 College Blvd Suite 100 OP, Ks	913-451-1818	Sassan@skdg.com
ZACHARY O'KEEFE	8532 W. 90th TERRACE OP, KS.		ZACHARY.OKEEFE@HOK.COM

Meeting Sign-In Sheet

Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
CHRISTINA SAVERY	1026 Hickory ST K.C. MO. 64101	816 522 6521	Christina@barclaymoore inc.com
Conrad McAnamy	1428 St. Louis Ave	~~[illegible]~~ 480-765-1512	conradmca@gmail
SAMANTHA RIDGWAY	1428 St. Louis Ave	913 660 4936	sridgway604@gmail.com
Fetch KC MO	1101 Mulberry St	816-425-1337	Fetchkcmo@gmail.com
Zack Parsons			zparsons@gmail.com
Vicki Reiker	1400 West 12th St.		markinsmemories kc@gmail.com
Betty Martin	1400 West 12th St		BetBarton@gmail.com - Martins Memories

City Planning & Development

Exhibit A

Meeting Sign-In Sheet

Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
Thomas Friestad	1100 Main St. #2450 KCMO	816-777-2207	tfriestad@bizjournals.com
Leo Papplewell	4712 Roanoke Pkwy KCMO	913-709-3629	leonard.papplewell@cushwake.com
Casey Bond	353 S. 7th St KCK	(913)579-3912	caseyjoellebond@gmail.com
Cathy Smith	1819 Baltimore	816-686-1364	cathy@fsbaco.com
Roy Smart		6125971143	roysmart@comcast.net.

City Planning & Development

Exhibit A

Meeting Sign-In Sheet

Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
Debbie Acon Williamson	122 SW 8th St	816-668-5191	Debbie@aconrealestate.com
Chantell Shannon	1026 McKoy st	8082836041	info@convivialproduction.com
Acacia Vanlandingham			
Joey Grimm	1100 W 12th St	913-548-7273	INFO@HOLSUMSTUDIOS.ORG

City Planning & Development

Exhibit A

Meeting Sign-In Sheet

Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
Aaron Lewis	1300 W 13th St	910-797-8719	AaronLewis2585@gmail.com
Rose Coville	1323 W 13th St.	913-306-2726	mpcoville@gmail.com brcoville@gmail.com
Heather Geedes	/	913-523-5787	ngerdes72@gmail.com
Penny Sweeney Pam Kenney	1420 W. 13th Terr. K	816-591-9387	goodjujukcmo@gmail.com

City Planning & Development

Exhibit A

Meeting Sign-In Sheet

Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
Sean Rielley	1404 W. 12th	816-471-8338	srielley@sbcglobal.net
Edward Phillips	1321 Union	8168842-5099	EPhillips00@hotmail.com
John Pojonos	1404 W. 12th	913-461-8494	john.pojonos@ic gmail.com
Mike Zeller	15 E 68 St KC MO 64113	(816) 699 5808	mzeller@RockIsland KC.com

City Planning & Development

Exhibit A

Meeting Sign-In Sheet

Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
JAKE BAKER	300 W 22ND ST KANSAS CITY MO	816.472.2011	JAKE.BAKER@HOK.COM
AshleyMcAlmond	900 W 48th Place KCMO 64112	816-360-4131	amcalmond@polsinelli.com
Roxsen Koch	"	816-305-7[illegible]	rKoch@polsinelli.com

City Planning & Development

Exhibit A

Meeting Sign-In Sheet

Project Name and Address

Somera Road - West Bottoms Redevelopment

CD-CPC-2022-00078

Name	Address	Phone	Email
Jill Sansone	925 Wyoming KCMO 64101	816-204-5199	Jill@EPCrealestate.com
Cara Hartstreet	1101 Mulberry KCMO 64101	816-797-3500	cara@streetsmartnutrition.com
Adam Jones	1219 Union	816 210 4666	NOORIJONES@GMAIL.COM
Nicole Cotten	4622 Pennsylvania	816-515-9162	swingitlayla@gmail.com