



## Planning and Zoning Commission Meeting

April 11, 2023

7:00 p.m. – City Hall Council Chambers and Via Videoconference

Anyone who wishes to view the meeting in real time may do so as it will be streamed live on the city's YouTube page through YouTube Live or may use the Zoom link below to access the meeting.

Join Zoom Meeting  
<https://us02web.zoom.us/j/84420114685>  
Meeting ID: 844 2011 4685  
Passcode: 338609

1. **Call to Order**

2. **Approve the March 14, 2023, Planning Commission Minutes**

3. **Staff Report**

4. **Public Hearing**

Woodland West Single Phase Final Plat – 6 lots at 517 Hawthorne

5. **Single Phase Final Plat – Woodland West**

Request to divide into 6 lots a parcel at 517 Hawthorne

6. **Public Hearing**

Amend Conceptual Plan for Fairview Crossing at 144<sup>th</sup> Street and US 169 Highway

7. **Conceptual Plan Amendment for Fairview Crossing**

Change the location of streets, easements and density of residential units

8. **Public Hearing**

Preliminary Plat for Fairview Crossing subdivision to create 3 multi-family residential lots and 10 commercial lots on 53 +/- acres at 144<sup>th</sup> Street and US 169 Highway

9. **Preliminary Plat – Fairview Crossing mixed use subdivision.**

Create the preliminary plat layout in accordance with the amended conceptual plan

10. **Adjourn**



# SMITHVILLE PLANNING COMMISSION

## REGULAR SESSION

March 14, 2023

7:00 P.M.

City Hall Council Chambers and Via Videoconference

### 1. CALL TO ORDER

Chairman Melissa Wilson called the meeting to order at 7:02 p.m.

A quorum of the Commission was present: Melissa Wilson, Alderman John Chevalier, Rob Scarborough, Dennis Kathcart, Deb Dotson & Mayor Damien Boley. Billy Muessig was absent.

Staff present: Jack Hendrix.

### 2. MINUTES

The February 14, 2023, Regular Session Meeting Minutes were moved for approval by KATHCART, Seconded by DOTSON.

Ayes 5, Noes 0, Abstain 1 (Alderman Chevalier). Motion carried.

### 3. STAFF REPORT

HENDRIX reported:

Stated that since January 2023 we have issued 5 new residential building permits. 2 of the 5 permits were issued in the new Diamond Creek subdivision. Interest rates for new loans have dropped down to 6% as of today. Inspections are continuing on the building department side for McBee's Coffee N Carwash and Attic Storage. The Public Works department continuing their inspections as well on McBee's and Richardson Street Plaza. Richardson Street Plaza is moving slower now due to shortages on product to build the retaining wall.

At a future meeting we will likely discuss changing the name of a city street to decrease the likelihood of confusion. There will only be 1 business affected by this change.

**Public Comment:**

**Glen Owen—804 E Summit St**—Stated that Dundee Road has curb about 1/3 of the way up that street. That leaves 2/3 of it that is not curbed and guttered. He asked that they city curb and gutter the rest of the road.

HENDRIX informed Mr. Owen that he would notify the Public Works Director tomorrow about his concerns. This Commission wouldn't be the bod to make this determination it would be the Board of Alderman.

WILSON informed Mr. Owen that he should also come to the Board of Alderman's next meeting on April 3<sup>rd</sup> and speak during Public Comment then as well.

**4. Site Plan Review – 14600 N 169 Hwy KCI RV**

- **Amend existing site plan to allow 5 new buildings**

DOTSON motioned to approve the site plan review for KCI RV 14600 N 169 Hwy. Seconded by MAYOR BOLEY.

HENDRIX gave an overview of the site plan amendment. The staff report provided to the commission includes the changes.

**DISCUSSION:** None

**THE VOTE:** KATHCART-AYE, ALDERMAN CHEVALIER-AYE, WILSON-AYE, MAYOR BOLEY-AYE, DOTSON-AYE, SCARBOROUGH-AYE.

**AYES-6, NOES-0. MOTION PASSED**

## **5. ADJOURN**

MAYOR BOLEY made a motion to adjourn. KATHCART seconded the motion.

VOICE VOTE: UNANIMOUS

CHAIRMAN WILSON declared the session adjourned at 7:16 p.m.

NOT YET APPROVED



STAFF REPORT  
April 7, 2023  
Platting of Parcel Id #05-613-00-03-026.00

---

Application for a Plat Approval

Code Sections:  
425.285.A.4                      Single Phase Final Plat Approval

Property Information:

Address:                      517 Hawthorne Street  
Owner:                        Lepe Construction LLC  
Current Zoning:              R-1B

Public Notice Dates:

1st Publication in Newspaper:              March 23, 2023  
Letters to Property Owners w/in 185':      March 24, 2023

GENERAL DESCRIPTION:

The property is currently an unplatted 1.4 acre lot with a deteriorated home located on the southwest corner of the lot. The applicant seeks to demolish the existing home, and subdivide the 1.4 acre lot into six (6) 10,024 ft<sup>2</sup> lots. In accordance with the zoning and subdivision codes, the current application is for a single phase subdivision in which all public infrastructure will be completed for the entire subdivision prior to recording the final plat, (or sufficient bonding in place) and any building permits. There will be a short extension of the public sewer required to serve three of the lots, at the developers expense. Water and power are already accessible for the land on both sides.

GUIDELINES FOR REVIEW – SINGLE PHASE SUBDIVISION FINAL PLATS *See 425.285.A.4*

The Planning Commission shall consider the following criteria in making a recommendation on the plat:

- a. The plat conforms to these regulations and the applicable provisions of the Zoning Ordinance and other land use regulations. ***Yes, the layout complies with zoning and subdivision requirements.***
- b. The plat represents an overall development pattern that is consistent with the goals and policies of the Comprehensive Plan. ***Yes. See the following Comprehensive Plan Action Steps that this proposal addresses:***

**HN.2.1 Encourage infill residential development of underutilized sites prime for residential uses, particularly in and near Smithville's Downtown. Identify and work to remove barriers and disincentives to infill housing development and production.**

**HN.3.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.**

**HN.3.2 Encourage clustered residential development patterns with connected active and passive open space and neighborhood and community amenities.**

**HN.4.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.**

**HN.4.2 Mandate pedestrian connections in new residential developments to adjacent existing or prospective neighborhoods to further strengthen Smithville's pedestrian network.**

**HN.4.4 Continue to require sidewalks in all new residential developments to create and strengthen existing pedestrian networks.**

- c. The development shall be laid out in such a way as to result in:
  - (1) Good natural surface drainage to a storm sewer or a natural watercourse. ***Yes, the sites' existing drainage is sufficient to handle new housing.***
  - (2) A minimum amount of grading on both cut or fill and preservation of good trees and other desirable natural growth. ***Yes, since the area is an existing residential lot, with a large area previously used as a large garden, there is limited natural growth to protect.***

(3) A good grade relationship with the abutting streets, preferably somewhat above the street. ***Yes, all three lots on the west are located above the street grade and the lots on the east are very close to level.***

(4) Adequate lot width for the type or size of dwellings contemplated, including adequate side yards for light, air, access, and privacy. ***Yes.***

(5) Adequate lot depth for outdoor living space. ***Yes, and it includes pedestrian access from Hawthorne to Maple Elementary, but also funding to improve the adjacent parks. With the pedestrian easement, the parks dedication calculation is as follows: 6 lots x 2.85 census density x .02 NRPA land requirement = .34 acre (14,897.52ft<sup>2</sup>). The pedestrian easement is a total of 1,971.9ft<sup>2</sup>. This results in a 13.24% reduction in the required \$625.00 per lot parks fee. This reduced fee is \$542.50 x 6 lots = \$3,255.00 in payment in lieu of dedication required before releasing the final plat for recording.***

(6) Generally regular lot shapes, avoiding acute angles. ***Yes.***

(7) Adequate building lots that avoid excessive grading, footings or foundation walls. ***Yes.***

d. The plat contains lot and land subdivision layout that is consistent with good land planning and site engineering design principles. ***Yes.***

e. The location, spacing and design of proposed streets, curb cuts and intersections are consistent with good traffic engineering design principles. ***Yes.***

f. The plat is served or will be served at the time of development with all necessary public utilities and facilities, including, but not limited to, water, sewer, gas, electric and telephone service, schools, parks, recreation and open space and libraries. ***Yes, one small sewer extension will be required to serve three of the lots.***

g. The plat shall comply with the stormwater regulations of the City and all applicable storm drainage and floodplain regulations to ensure the public health and safety of future residents of the subdivision and upstream and downstream properties and residents. The Commission shall expressly find that the amount of off-site stormwater runoff after development will be no greater than the amount of off-site stormwater runoff before development. ***The proposed development meets all requirements.***

h. Each lot in the plat of a residential development has adequate and safe access to/from a local street. ***Yes, all lots have full frontage on existing streets.***

i. The plat is located in an area of the City that is appropriate for current development activity; it will not contribute to sprawl nor to the need for inefficient extensions and expansions of public facilities, utilities and services. ***Yes, it is considered infill housing located within a developed subdivision area.***

j. If located in an area proposed for annexation to the City, the area has been annexed prior to, or will be annexed simultaneously with plat approval. ***n/a***

k. The applicant agrees to dedicate land, right-of-way and easements, as may be determined to be needed, to effectuate the purposes of these regulations and the standards and requirements incorporated herein. ***Yes, applicant has dedicated sufficient land for all easements needed.***

l. All applicable submission requirements have been satisfied in a timely manner. ***Yes.***

m. The applicant agrees to provide additional improvements, which may include any necessary upgrades to adjacent or nearby existing roads and other facilities to current standards and shall include dedication of adequate rights-of-way to meet the needs of the City's transportation plans. ***n/a***

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the proposed Final Plat conditioned upon meeting the condition that parks fees be paid, and a sidewalk easement be located along the north of the subdivision.

Respectfully Submitted,

---

Director of Development









April 7, 2023  
Conceptual Plan Approval of Clay County Parcel Id's  
# 05-917-00-07-005.00 & 05-917-00-07-006.00

---

Application for a Conceptual Plan Approval (Amendment) – Fairview Crossing

Code Sections:

400.200 et seq.      Planned Development Overlay District

Property Information:

Address:              NE corner of 144<sup>th</sup> St. and 169 Hwy  
Owner:                Kansas City Properties & Investments  
Current Zoning:      B-3P and R-3P

Public Notice Dates:

1st Publication in Newspaper:      March 23, 2023  
Letters to Property Owners w/in 185':      March 24, 2023

GENERAL DESCRIPTION:

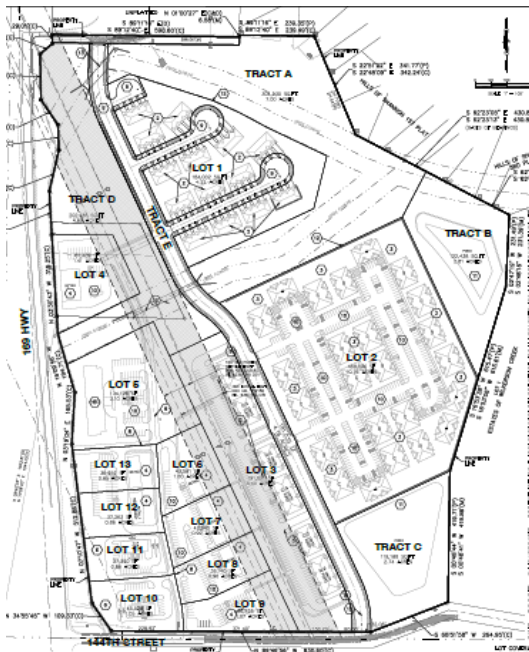
The property is currently covered by the Fairview Crossing Conceptual Plan approved by the Commission and Board one year ago. While preparing various aspects of the preliminary plat and development agreement, as well as the layout of the new West Bypass force main project by the city, it was discovered that the easement for the power lines and the actual location of the powerlines had several conflicts. After several months of the city's engineers and the applicant's engineers working with the power company, they have reached a consensus of both the proper powerline easement location, as well as the future West Bypass force main location. Those changes impacted the design of the conceptual plan sufficiently to require revisiting the intended layout.

During this work, the developer acquired the property to the north, which is now the Fairview Crossing North subdivision, which will likely begin work later this spring or early summer. During this project development, MODOT was provided

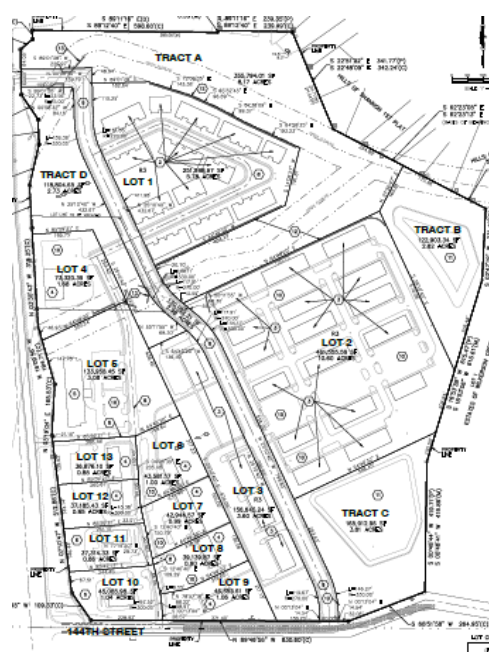
with that proposed plan, along with the potential changes to the Fairview Crossing plan, including the traffic flow changes. MODOT determined that the change from the original north entrance into the south development moving to the north and eliminating one entrance point and combining the entrance to the bank, and both the north and south subdivision would substantially improve the traffic flow for both developments. As a result, this project includes changing the access point to US 169 Highway into a combined city street (147<sup>th</sup> Street) for all properties to use.

In addition to the layout changes above, a long process with MODOT resulted in changes to the off-site access infrastructure changes to US 169 Highway. MODOT refused the traffic study recommendations of traffic lights at 144<sup>th</sup> and US 169 Highway in favor of J-turn intersections. For reference, the J-turns located just south of city limits at the META project in Kansas City are similar to the ones MODOT will require for this project.

The current Fairview Crossing Overlay District is approximately 53 acres and includes a large overhead power line easement that bisects the property. The proposed conceptual plan will still divide this 53+/- acre parcel into 3 multifamily and 10 commercial lots. As a result of the relocation of the power line and force main easements, the multifamily layout was slightly changed as well, allowing a more efficient layout to occur. The new proposal would include townhomes and apartments with a calculated total of 316 dwelling units upon completion of all buildings, along with 10 commercial lots, including 2 fast food lots, a hotel lot and 7 other retail/commercial lots. All the original reasons for the Conceptual plan exist, with just these changes.



New version



Existing version

The proposed new version would attach directly to the Fairview Crossing North Subdivision with a much improved layout for the traffic in the area. The following is a depiction of the two developments, and the new traffic requirements of MODOT. The only thing not shown is the south bound J-turn, which will be located approximately ¼ mile south of the current 144<sup>th</sup> St. intersection.



400.200.B.3 Guidelines for review of a conceptual development plan for a Planned Development Overlay District, the Commission shall consider the requirements in the site plan review provisions in Section 400.390 through 400.440 when evaluating the following:

a. Topography; to ensure the site is suitable for development, and buildings are located and arranged in appropriate areas.

**Development placement maintains the same general layout as the current version and specifically encapsulates the existing drainage areas into the proposed retention pond areas. The estimated layout specifically separates the residential and the commercial areas on either side of the power easement and leaves significant green space between this development and the adjacent single family.**

b. Parking; to ensure the proposed development contains an adequate amount of parking and is located in an appropriate area or adequately screened. Generally, the parking should conform to the required number of spaces appropriate to the development type as contained in Section 400.470. The Commission may allow a deviation from these parking requirements should the applicant show an adequate amount of parking exists.

**Development is laid out in a fashion to meet the site plan requirements and includes sufficient parking as shown on Page 1 of the submittal. Any minor variations to building size could impact the required parking, but in no event will a tenant be able to increase a building footprint size or change a use without adjusting parking to meet these requirements.**

c. Setbacks; to ensure buildings provide adequate light, air, and privacy protection by providing appropriate proportion between buildings, and adequate separation between buildings and adjoining properties.

**Development leaves ample space between the proposed buildings, as well as the existing facilities, and leaves ample buffer from the single-family properties to the east.**

d. Architecture: to ensure the architectural theme is compatible and consistent throughout the project and is reasonably compatible with surrounding developments.

**The Development is without tenants and seeks to create the overall look of the development without limiting potential tenants. Therefore, this Conceptual plan will require independent site plan reviews of each proposed building or lot, and must meet the site plan requirements in existence at the time of construction, in particular only to the buildings. All other elements are identified and required as show herein.**

e. Site plan; to ensure the location and arrangement of buildings, signs and other structures are appropriate for the site, existing and proposed streets, drives and public ways are arranged appropriately and to ensure site drainage has been adequately addressed.

**Development prepared and submitted a Stormwater Study and has agreed to construct the required detention structures when the project begins.**

f. Landscaping; to ensure the development provides adequate landscaping to provide a pleasant environment, to enhance the building's appearance, to ensure existing significant trees are adequately protected.

**The Development has a large abundance of existing vegetation in the east and north, but much of it is of limited quality. Many of the buffer areas from the single-family properties to the east will remain intact or converted into detention areas for stormwater protection. As stated, each separate building will be required to complete the site plan review process, and the landscaping and all other review matters will be addressed at that time.**

g. Any other feature or issue associated with the State zoning and planning enabling legislation or the Comprehensive Plan for the City of Smithville for which the Commission feels is appropriate and relevant to the development of the site. **Development will include significant off-site traffic improvements that have been required by MODOT. The MODOT requirements include two**

J-turn intersections for north and south traffic, along with removal of the 144<sup>th</sup> Street crossover. Northbound traffic from the west on 144<sup>th</sup> (as well as southbound from the east) will need to turn right and access the J-turn to change directions. In addition, the Comprehensive Plan 2030 identifies this area as mixed-use with moderate density multifamily housing. Moderate density is defined as between 5 and 18 units per acres, and the proposal is for under 10 units per acre. The proposed plan specifically addresses multiple Action Steps in the Comprehensive plan as follows:

**HN 1.1 Support providing additional housing stock throughout the city of Smithville to meet current and future residents' needs by encouraging new residential development in areas identified in the Future Land Use Map.**

**HN 3.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.**

**HN 3.2 Encourage clustered residential development patterns with connected active and passive open space and neighborhood and community amenities.**

**HN 3.4 Encourage mixed-use developments in Smithville's Downtown and the area between Downtown and the city's southern municipal boundary as a mechanism to create vibrant neighborhoods.**

**HN 4.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.**

**HN.4.2 Mandate pedestrian connections in new residential developments to adjacent existing or prospective neighborhoods to further strengthen Smithville's pedestrian network.**

**ST.2.1 Encourage a high-quality, mixed-use corridor experience along Hwy 169 between the southern municipality boundary and Route 92.**

**RC.2.1 Encourage development, mainly residential development, near existing and proposed trail networks.**

**RC.2.2 Encourage new developments to provide access and pathways to existing and proposed trail networks.**

STAFF RECOMMENDATION:

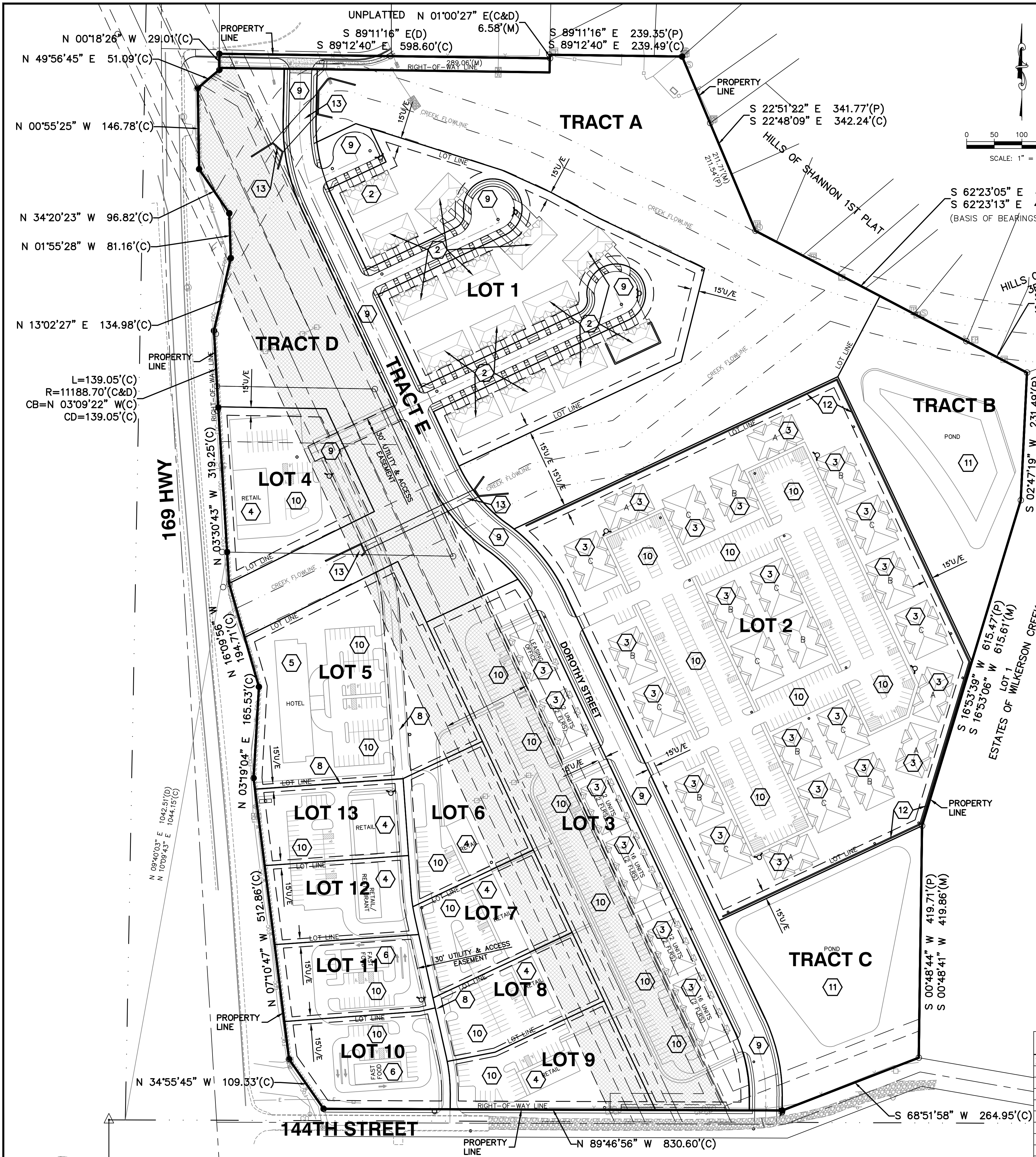
Staff recommends APPROVAL of the proposed Conceptual plan based upon adherence to the conditions contained in this report, and specifically includes the following recommended findings as contained in 400.200.B.4:

1. That the Commission has reviewed the conceptual development plan with consideration of the issues contained in Subsection (B)(3) above; and
2. That the conceptual development plan is in conformance with the comprehensive land use plan and other appropriate Sections of the Code of Ordinances; and
3. That the conceptual development plan provides for an organized and unified system of land use intensities which are compatible with the surrounding areas; and
4. That the proposed development adequately protects the health, safety and general welfare of future and existing residents and property owners in and around the development.

Respectfully Submitted,

\_\_\_\_\_/s/ Jack Hendrix /s/\_\_\_\_\_  
Director of Development





DEVELOPER

KANSAS CITY PROPERTIES & INVESTMENTS, LLC  
13530 MOUNT OLIVET ROAD  
SMITHVILLE, MO. 64089  
CONTACT: SHANE CREES  
PHONE: 816-719-9327  
E-MAIL: SHANE@KCSINC.COM

PREPARED BY

KAW VALLEY ENGINEERING  
8040 N. OAK TRAFFICWAY  
CONTACT: MATT CROSS  
PHONE: 816-468-5858  
E-MAIL: [cross@kveng.com](mailto:cross@kveng.com)

GENERAL NOTES:

1. THIS SURVEY WAS EXECUTED IN ACCORDANCE WITH LAWS AND STANDARDS FOR THE STATE OF MISSOURI.
2. THE PROPERTY HAS NO DIRECT ACCESS TO US 169 NORTH AND N.E. 144TH ST. A DEDICATED PUBLIC STREET OR HIGHWAY.
3. THE PROPERTY DESCRIBED HEREON IS THE SAME AS THE PROPERTY DESCRIBED IN SCHEDULE A OF THE TITLE COMMITMENT REFERENCED HEREON.
4. ANY ADDITIONAL NOTES REQUESTED BY SURVEYOR

### RECORD DESCRIPTION

TRACT 1:  
ALL OF THE SOUTHWEST QUARTER OF SECTION THIRTY-FIVE (35) IN TOWNSHIP FIFTY-THREE (53), RANGE THIRTY-THREE (33), IN CLAY COUNTY, MISSOURI, SUBJECT TO THAT PART, IF ANY, IN STREETS, ROADWAYS, HIGHWAYS OR OTHER PUBLIC RIGHT-OF-WAYS.

EXCEPT THE FOLLOWING DESCRIBED TRACTS:

1. THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 53 NORTH, RANGE 33 WEST, CLAY COUNTY, MISSOURI DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 01 DEGREE 00 MINUTES WEST 22.50 FEET TO A POINT; THENCE SOUTH 89 DEGREES 11 MINUTES EAST 55.22 FEET TO A POINT; THENCE SOUTH 89 DEGREES 11 MINUTES EAST 11.00 FEET TO A 5/8 INCH SET REBAR AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY OF U.S. HIGHWAY 169 AND THE SOUTH RIGHT-OF-WAY LINE OF COMMERCIAL AVENUE BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 11 MINUTES 16 SECONDS EAST ALONG THE SOUTH RIGHT-OF-WAY LINE OF COMMERCIAL AVENUE 1/8 INCH SET REBAR; THENCE SOUTH 00 DEGREES 48 MINUTES 44 SECONDS WEST, 10.0 FEET TO A 5/8 INCH SET REBAR; THENCE SOUTH 89 DEGREES 11 MINUTES 16 SECONDS EAST ALONG A LINE PARALLEL TO THE NORTH LINE OF SAID SOUTHWEST QUARTER 330.05 FEET TO A 5/8 INCH SET REBAR; THENCE SOUTH 89 DEGREES 11 MINUTES 16 SECONDS WEST ALONG A LINE PARALLEL TO THE WEST LINE OF SAID SOUTHWEST QUARTER 35.68 FEET TO A 5/8 INCH SET REBAR; THENCE NORTH 89 DEGREES 11 MINUTES 16 SECONDS WEST ALONG A LINE PARALLEL TO THE NORTH LINE OF SAID SOUTHWEST QUARTER 67.86 FEET TO A 5/8 INCH SET REBAR; THENCE NORTH 89 DEGREES 11 MINUTES 16 SECONDS EAST ALONG A LINE PARALLEL TO THE FOLLOWING BEARINGS AND DISTANCES NORTH 03 DEGREES 13 MINUTES 44 SECONDS EAST, 97.19 FEET; THENCE SOUTH 86 DEGREES 46 MINUTES 16 SECONDS EAST, 70.0 FEET; THENCE NORTH 03 DEGREES 13 MINUTES 44 SECONDS EAST, 20.0 FEET; THENCE NORTH 85 DEGREES 13 MINUTES 44 SECONDS WEST, 54.03 FEET TO THE POINT OF BEGINNING, FILED FOR RECORD AS INSTRUMENT NO. F59666 IN BOOK 1732 AT PAGE 984.

A TRACT OF LAND LYING AND BEING SITUATED IN THE SOUTHWEST QUARTER OF SECTION 35,  
TOWNSHIP 53 NORTH, RANGE 33 WEST, OF THE FIFTH PRINCIPAL MERIDIAN, COUNTY OF CLAY,  
STATE OF MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
  
TO HAVE BEGINNING AT A SET 5/8 INCH IRON PIN WITH CAP, SAID POINT BEING ON THE TRUE  
POINT OF BEGINNING, THENCE SOUTH 01 DEGREES 46 MINUTES 04 SECONDS WEST 253.81 FEET  
TO AN IRON CORNER, THENCE SOUTH 89 DEGREES 00 MINUTES 03 SECONDS EAST, 1042.51 FEET TO A SET 5/8 INCH IRON PIN WITH CAP, SAID POINT BEING ON THE TRUE  
POINT OF BEGINNING, THENCE SOUTH 01 DEGREES 46 MINUTES 04 SECONDS WEST 253.81 FEET  
TO AN IRON CORNER, THENCE SOUTH 89 DEGREES 00 MINUTES 03 SECONDS EAST, 1042.51 FEET  
TO AN IRON CORNER, THENCE SOUTH 88 DEGREES 55 MINUTES 34 SECONDS EAST 285.82 FEET  
TO A SET 5/8 INCH IRON PIN WITH CAP, THENCE SOUTH 25 DEGREES 06' 06" WEST  
787.72 FEET TO AN IRON CORNER, THENCE SOUTH 88 DEGREES 55 MINUTES 34 SECONDS EAST  
285.82 FEET TO AN IRON CORNER, THENCE SOUTH 88 DEGREES 55 MINUTES 34 SECONDS WEST, 418.65 FEET TO THE POINT OF BEGINNING  
AND EXCEPT THE FOLLOWING PLATS ALL OF HILLS OF SHANNON – FIRST PLAT, A SUBDIVISION  
IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO.  
2019039687 IN BOOK 1 AT PAGE 85.4;  
  
ALL OF HILLS OF SHANNON – SECOND PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY  
COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. M72777 IN BOOK E AT PAGE 3,  
PLAT 2, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR  
RECORD AS INSTRUMENT NO. N19596 IN CABINET E SLEEVE 28;  
  
ALL OF HILLS OF SHANNON – FOURTH PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY  
COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. P24722 IN CABINET E SLEEVE 87;  
  
ALL OF HILLS OF SHANNON – FIFTH PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY  
COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. Q11906 IN CABINET E SLEEVE 152;  
  
ALL OF ESTATES OF WILKERSON CREEK, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY  
COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. 2019039687 IN BOOK 1 AT PAGE  
85.4.

TRACT II: A TRACT OF LAND LYING AND BEING SITUATED IN THE SOUTHWEST QUARTER SECTION 35, TOWNSHIP 53 NORTH, RANGE 33 WEST, OF THE FIFTH PRINCIPAL MERIDIAN, COUNTY OF CLAY, STATE OF MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

SECTION 35, TOWNSHIP 53 NORTH, RANGE 33 WEST, THENCE NORTH 90 DEGREES 40 MINUTES 03 SECONDS EAST, 104,251 FEET TO A SET 5/8 INCH IRON PIN WITH CAP, SAID POINT BEING ON THE TRUE POINT OF BEGINNING OF THE RIGHT-OF-WAY OF 108 FEET 00 INCHES WEST 255.81 FEET TO A SET 5/8 INCH IRON PIN WITH CAP, SAID POINT BEING ON THE TRUE POINT OF BEGINNING OF THE RIGHT-OF-WAY OF 108 FEET 00 INCHES WEST 255.81 FEET, A DISTANCE OF 44.56 FEET, AND CHORD BEARS NORTH 01 DEGREES 38 MINUTES 45 SECONDS EAST 255.81 FEET TO A SET 5/8 INCH IRON PIN WITH CAP, THENCE SOUTH 25 DEGREES 06 MINUTES 39 SECONDS EAST 334.31 FEET TO A SET 5/8 INCH IRON PIN WITH CAP, THENCE NORTH 88 DEGREES 55 MINUTES 28 SECONDS WEST, 418.65 FEET TO THE POINT OF

SURVEYOR'S NOTE:

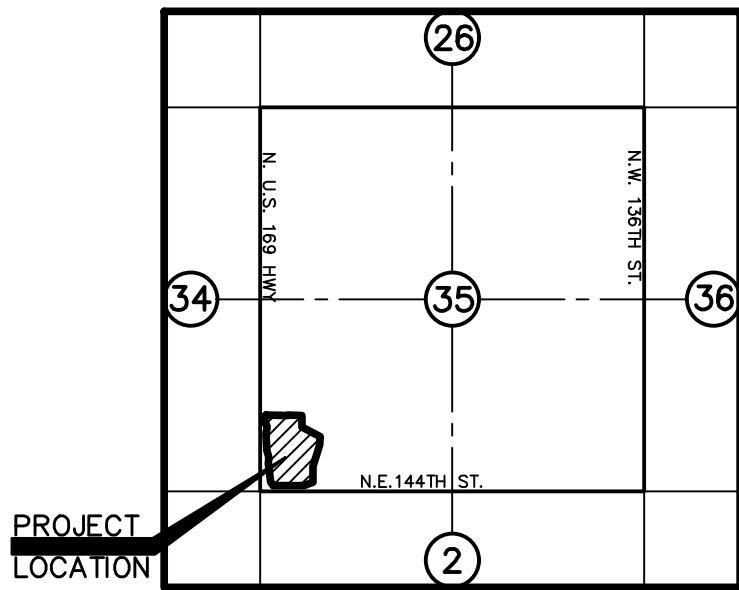
MONUMENTS RECOVERED NEAR THE EAST RIGHT-OF-WAY LINE OF MO ROUTE 169 IN THE VIGNY TRACT R RECORDED IN QUILTDALE DEED IN BLOCK 7899, PAGE 80 DO NOT FIT THE RECORD. THE RECORD SHOWS A 3/8" IRON BAR ON THE EAST R/W LINE OF BLOCK 2877, PAGE 21, BETWEEN A COMBINATION OF FOUND STAMPED STATIONING IN THE CONCRETE CURB OF THE PAVEMENT, A 3/8" IRON BAR ON THE EAST R/W LINE OF THE SUBJECT PROPERTY AT STATION 11+410.25 METERS LEFT AND A FEW R/W MONUMENTS LYING NORTH OF THE SUBJECT PROPERTY ALSO CHECKING WELL WITH RECORD STATIONING AND OFFSET IT WAS DETERMINED THAT THE MONUMENTS RECOVERED NEAR THE EAST RIGHT-OF-WAY LINE OF BLOCK 2877, PAGE 21 OF THE HIGHWAY BY APPROXIMATELY 6 FEET TO THE SOUTH AND IS A FEW INCHES TO THE EXISTING PAVEMENT AND RIGHT-OF-WAY AS MONUMENTED.

### BASIS OF BEARINGS:

GRID BEARING OF S 62°23'13" E ON THE SOUTHWEST PLAT LINE OF HILLS OF SHANNON 1st PLAT AS DETERMINED BY GLOBAL POSITIONING SYSTEM OBSERVATIONS USING MODOT VRS, 2012 GEIOD, AND REFERENCED TO THE MISSOURI STATE PLATE COORDINATE SYSTEM, WEST ZONE (NAD83).

**SURVEY REFERENCE:**

SURVEY PERFORMED BY KAW VALLEY ENGINEERING, INC, WITH  
PROJECT NO. B21S4229, DATED 6/03/2021.



**LOCATION MAP**  
CITY OF SMITHVILLE, MISSOURI

SHEET INDEX	
D01	SITE PLAN
D02	DIMENSION SHEET
D03	GRADING PLAN
D04	UTILITY PLAN
D05	250' SURROUNDING AREA

## NOTES

- |    |                          |
|----|--------------------------|
| 2  | PROPOSED TOWNHOUSE       |
| 3  | PROPOSED APARTMENT       |
| 4  | PROPOSED RETAIL BUILDING |
| 5  | PROPOSED HOTEL           |
| 6  | PROPOSED FAST FOOD       |
| 7  | PROPOSED RESTAURANT      |
| 8  | PROPOSED PRIVATE STREET  |
| 9  | PROPOSED PUBLIC STREET   |
| 10 | PROPOSED PARKING         |
| 11 | PROPOSED DETENTION POND  |
| 12 | PROPOSED RETAINING WALL  |
| 13 | PROPOSED CULVERT         |

### LEGEND

- |      |  |       |                           |
|------|--|-------|---------------------------|
| △    | SECTION CORNER, ORIGIN UNKNOWN<br>UNLESS OTHERWISE NOTED | Ⓢ     | SAN SEWER MANHOLE         |
| ○    | MONUMENT FOUND, ORIGIN UNKNOWN<br>UNLESS OTHERWISE NOTED | ⌵     | UTILITY POLE              |
| ●    | 1/2" x 24" REBAR W/LS 214F CAP SET                       | ⌵     | UTILITY POLE, SERVICE     |
| ○    | CLEANOUT   | ⊗     | WATER VALVE               |
| ⊠    | CABLE TV BOX/PEDESTAL                                    | Ⓜ     | UTILITY MANHOLE           |
| ⌵    | ELECTRIC METER   | Ⓜ     | ELECTRIC TRANSFORMER      |
| ⊠    | ELECTRIC PEDESTAL  | ⌵     | FIRE HYDRANT              |
| ⊗    | GATE POST  | ○     | FENCE POST                |
| ⊗    | SIGN   | Ⓜ     | STORM MANHOLE             |
| ⊗    | WATER VALVE  | Ⓜ     | WATER METER               |
| ⊠    | UNDERGROUND ELECTRIC                                     | —○—   | FENCE—CHAIN LINK          |
| ⊠    | TELEPHONE PEDESTAL                                       | —□—   | FENCE—WOOD                |
| ASPH | ASPHALT  | —E—   | UNDERGROUND ELECTRIC LINE |
| CONC | CONCRETE   | —OU—  | OVERHEAD UTILITY LINE     |
| FOC  | FIBER OPTIC SIGN   | ===== | LIMITS OF NO ACCESS       |

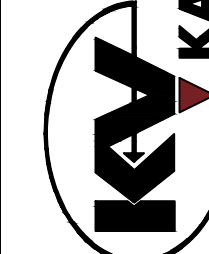
FAIRVIEW CROSSING									
LOT	TRACT	ZONE	USE	REQUIRED PARKING	REQUIRED PARKING (ADA)	PARKING PROVIDED	TOTAL AREA	IMPERVIOUS AREA	COVERAGE
1	R-3-P		TOWNHOMES	2/UNIT	56X2= 112	112	184,002	110,401	60%
2	R-3-P		APARTMENTS	2/UNIT	192X2= 384 (20)	385 (27)	468,646	281,188	60%
3	R-3-P		APARTMENTS	2/UNIT	68X2= 136 (7)	148 (12)	191,621	114,973	60%
4	R-3-P		RETAIL COMMERCIAL	1/200SF	6,000/200= 30 (2)	31 (2)	61,409	52,198	85%
5	R-3-P		HOTEL	1/UNIT=0.5 EMPLOYEE	58 (3)	58 (4)	134,128	114,009	85%
6	R-3-P		RETAIL COMMERCIAL	1/200SF	4,000/200= 20	18 (2)	43,581	37,044	85%
7	R-3-P		RETAIL COMMERCIAL	1/200SF	4,000/200= 20	41 (2)	42,945	36,503	85%
8	R-3-P		RETAIL COMMERCIAL	1/200SF	4,000/200= 20	43 (2)	39,140	33,269	85%
9	R-3-P		RETAIL COMMERCIAL	1/200SF	4,000/200= 20	27 (2)	46,826	39,802	85%
10	R-3-P		FAST FOOD	0.5/SEAT (MIN. 10)	10	22 (2)	45,528	38,699	85%
11	R-3-P		FAST FOOD	0.5/SEAT (MIN. 10)	10	22(2)	37,390	31,782	85%
12	R-3-P		RETAIL COMMERCIAL	1/200SF	4,000/200= 20	27 (2)	37,263	31,674	85%
13	R-3-P		RETAIL COMMERCIAL	1/200SF	4,000/200= 20	17 (2)	36,952	31,409	85%
A	R-3-P		OPEN AREA				304,930	0	0%
B	R-3-P		OPEN AREA				122,438	0	0%
C	R-3-P		OPEN AREA				119,188	0	0%
D	R-3-P		OPEN AREA				202,681	0	0%
*A= 8X1-BEDROOM UNITS    B= 8X2-BEDROOM UNITS    C= 8X3-BEDROOM UNITS									

\*A= 8X1-BEDROOM UNITS    B= 8X2-BEDROOM UNITS    C= 8X3-BEDROOM UNITS

[illegible]

MATTHEW A. CROSS  
ENGINEER  
MO # 2020008364

8040 N. OAK TRAFFICWAY  
KANSAS CITY, MISSOURI 64118  
PH. (816) 468-5858 | FAX (816) 468-6651  
kc@kveng.com | www.kveng.com



LAKE VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY MISSOURI STATE CERTIFICATE OF AUTHORITY # 000842.

**FAIRVIEW CROSSING**  
144TH STREET & 169 HIGHWAY  
SMITHVILLE, CLAY COUNTY, MISSOURI

**PLANNED OVERLAY DEVELOPMENT PLAN**  
**SITE PLAN**

PROJ. NO.		B21D4349	
DESIGNER MAC		DRAWN BY JN	
CFN 4349PPPLAT			
SHEET D01		REVISION 1	

\\VMKC-FILE\Projects\B21\_4349\_169 and 144th\DWG\DES\PLAT\4349PP\PLAT.dwg, 4/4/2023 5:20:31 PM, jeremyd

THIS DRAWING SHALL NOT BE UTILIZED BY ANY PERSON, FIRM OR CORPORATION IN WHOLE OR IN PART WITHOUT THE SPECIFIC PERMISSION OF K&W VALLEY ENGINEERING INC.



**811**  
Know what's **below.**  
Call before you dig.

UTILITY STATEMENT:

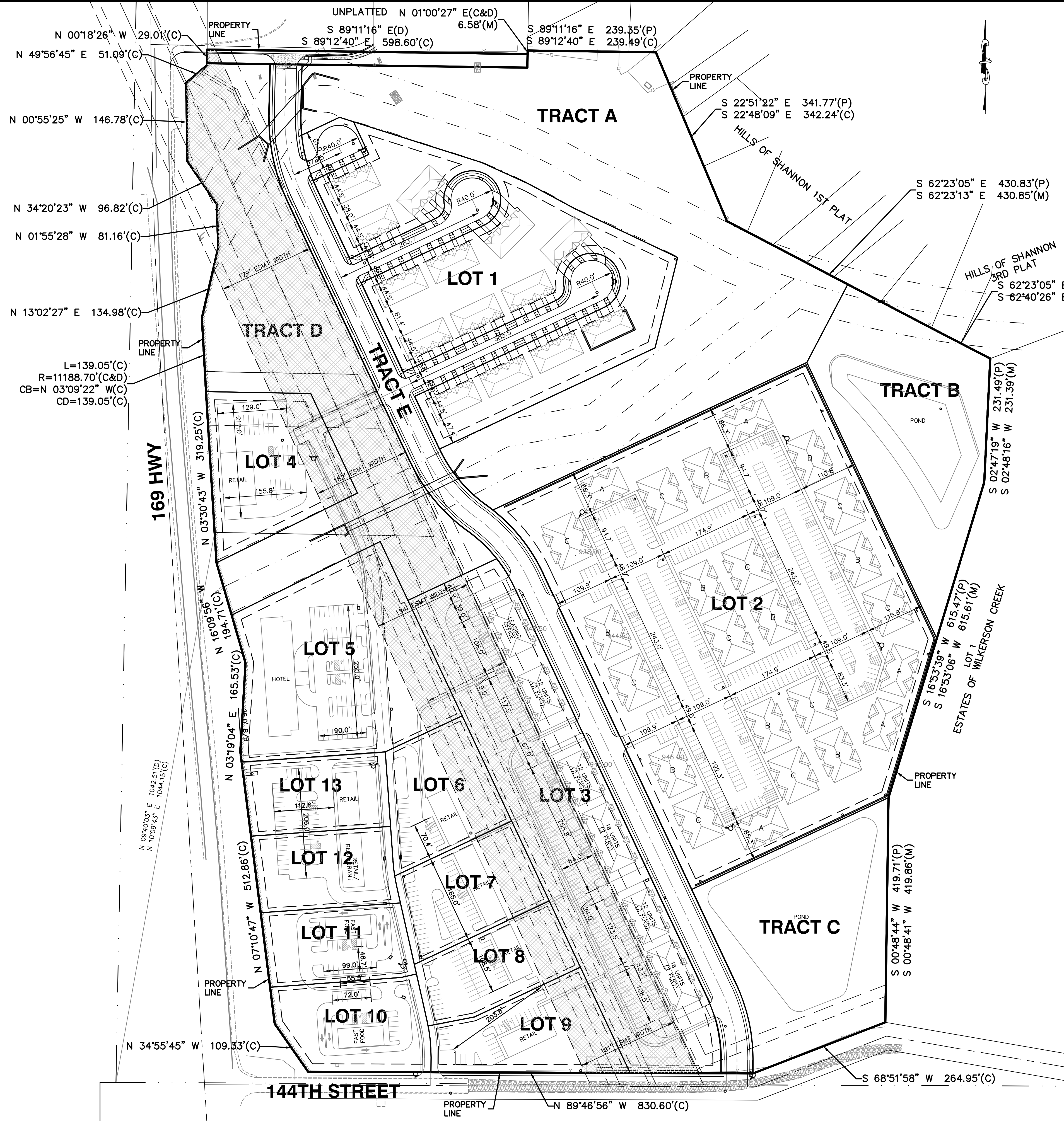
THE UNDERGROUND UTILITIES SHOWN HEREON ARE FROM FIELD SURVEY INFORMATION OF ONE-CALL LOCATED UTILITIES, FIELD SURVEY INFORMATION OF ABOVE GROUND OBSERVABLE EVIDENCE, AND/OR THE SCALING AND PLOTTING OF EXISTING UTILITY MAPS AND DRAWINGS AVAILABLE TO THE SURVEYOR AT THE TIME OF SURVEY. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHERMORE, THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES BY EXCAVATION UNLESS OTHERWISE NOTED ON THIS SURVEY.

**FLOOD STATEMENT:**

THE ACCURACY OF ANY FLOOD HAZARD DATA SHOWN HEREON IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE RATE MAP. THE SURVEY PARCEL LIES WITHIN FLOOD HAZARD ZONE "X, NON-SHADED" AS SAID PARCEL PLOTS BY SCALE ON THE FLOOD INSURANCE RATE MAP FOR CITY OF SMITHVILLE, COMMUNITY PANEL NO. 29047C0102E, effective on 08/03/2015



\\KVC-FILE\Projects\B21\_439D\144th\DWG\SUBMIT\439DOD-DIM.dwg, 4/4/2023 5:21:40 PM, jsemond



LINE & CURVE TABLE			
LINE/CURVE #	LINE/CHORD LENGTH	LINE/CHORD DIRECTION	RADIUS
C15	36.65	S271°07'E	300.00
C16	145.07	N12°28'48"W	330.00
C17	166.30	N39°46'19"W	330.00
C18	135.89	N39°47'27"W	270.00
C19	84.87	N61°59'11"W	53.00
C20	29.96	S28°00'49"W	25.00
C21	84.87	N61°59'11"W	53.00
C22	29.96	S28°00'49"W	25.00
C23	13.84	N23°53'39"W	300.00
C24	118.70	N12°28'48"W	270.00
C25	136.06	N39°46'19"W	270.00
C26	166.09	N39°47'27"W	330.00
C27	45.34	S8°20'40"E	300.00
C28	67.38	S6°13'48"E	300.00
L73	95.20	S01°13'01"W	
L74	95.20	S01°13'01"W	
L75	77.80	N64°49'20"E	
L76	278.08	S72°24'57"E	
L77	96.69	S65°32'45"E	
L78	99.37	S61°38'09"E	
L79	211.46	S64°39'08"E	
L80	174.01	S14°06'27"W	
L81	444.55	S64°49'20"W	
L82	25.32	N00°13'04"E	
L83	847.75	N25°10'40"W	
L84	108.87	N25°12'56"W	
L85	390.53	N64°49'20"E	
L86	315.73	S64°49'20"W	
L87	184.39	N25°12'56"W	
L88	253.68	N64°49'20"E	
L89	178.88	S64°49'20"W	
L90	147.20	N25°12'56"W	
L91	114.72	N64°49'20"E	
L92	67.33	N25°10'40"W	
L93	25.32	N00°13'04"E	
L94	847.75	N25°10'40"W	
L95	540.46	N25°12'56"W	
L96	648.13	N64°49'20"E	
L97	570.06	S25°10'40"E	
L98	165.81	N27°36'47"E	
L99	405.53	S64°57'41"W	
L100	975.50	N25°10'40"W	
L101	309.75	S63°38'59"W	
L102	88.22	N78°57'18"E	
L103	218.65	N64°49'20"E	

LINE & CURVE TABLE			
LINE/CURVE #	LINE/CHORD LENGTH	LINE/CHORD DIRECTION	RADIUS
L104	278.58	N64°49'20"E	
L105	241.43	N64°49'20"E	
L106	158.62	N64°49'20"E	
L107	268.93	S85°59'21"W	
L108	205.48	S04°00'39"E	
L109	150.79	S12°40'40"E	
L110	109.29	S12°40'40"E	
L111	261.21	N85°59'21"E	
L112	261.64	S85°59'21"W	
L113	244.99	N85°42'17"E	
L114	29.73	N77°19'20"E	
L115	32.06	N89°46'56"W	
L116	197.24	N89°46'56"W	
L117	372.00	N89°46'56"W	
L118	229.30	N89°46'56"W	
L120	305.15	S16°53'06"W	
L121	310.46	S16°53'06"W	
L122	300.13	N62°15'24"W	
L123	254.65	N62°40'48"W	
L124	195.31	N25°10'40"W	
L125	652.45	N25°10'40"W	
L126	218.55	N25°10'40"W	
L127	136.56	N25°10'40"W	
L128	165.00	N25°10'40"W	
L129	217.23	N25°10'40"W	
L130	121.66	N25°10'40"W	
L131	293.83	N63°38'59"E	
L132	205.35	N25°10'40"W	
L133	195.14	N88°55'38"W	
L134	93.10	S16°09'56"E	
L135	101.60	S16°09'56"E	
L136	19.92	S07°10'47"E	
L137	139.62	S07°10'47"E	
L138	144.14	S07°10'47"E	
L139	140.44	S07°10'47"E	
L140	68.75	S07°10'47"E	
L141	27.84	S00°13'04"W	
L142	33.01	S12°40'40"E	
L143	136.08	S12°40'40"E	
L144	90.99	S12°40'40"E	

**FAIRVIEW CROSSING**  
144TH STREET & 169 HIGHWAY  
SMITHVILLE, CLAY COUNTY, MISSOURI

**PLANNED OVERLAY DEVELOPMENT PLAN**  
**DIMENSION SHEET**

PROJ. NO.		B21D4349	
DESIGNER	MAC	DRAWN BY	JNG
CFN	4349DOD-DIM		
SHEET	1	REV	
D02		1	

MATTHEW A. CROSS  
ENGINEER  
MO # 2020008364

8040 N. OAK TRAILWAY  
KANSAS CITY, MISSOURI 64118  
PH: (816) 451-1100  
FAX: (816) 451-1101  
www.kaweng.com

**KAW VALLEY ENGINEERING**

KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY MISSOURI STATE CERTIFICATE OF AUTHORITY # 000842.  
EXPIRES 12/31/23

	1	3/17/23	UPDATED EVERY EASEMENT	MAC	JAD	--	CHK
	0	03/03/22	INITIAL SUBMITTAL	MAC	JAD	DSN	DWN
		REV	DATE	DESCRIPTION			

THIS DRAWING SHALL NOT BE UTILIZED BY ANY PERSON, FIRM, OR CORPORATION IN WHOLE OR IN PART WITHOUT THE SPECIFIC PERMISSION OF K&W VALLEY ENGINEERING, INC.



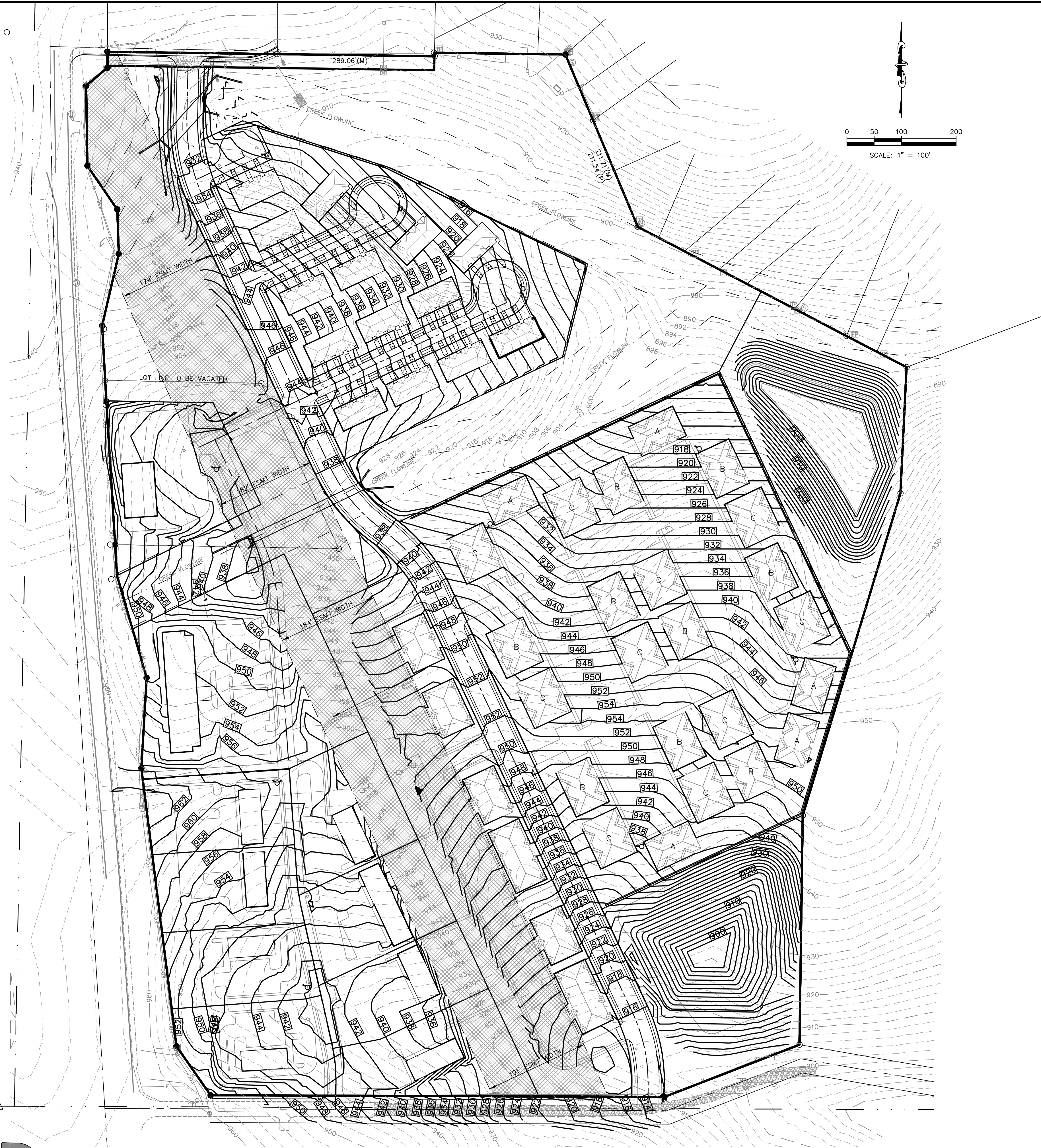
\\WMC-FILE\Projects\B21\_4349\_169 and 144th\DWG\SUBPLAN\4349GP.dwg, 4/4/2023 5:21:42 PM, jerry.m.d



**UTILITY STATEMENT:**

THE UNDERGROUND UTILITIES SHOWN HEREON ARE FROM FIELD SURVEY INFORMATION OF ONE-CALL LOCATED UTILITIES, FIELD SURVEY INFORMATION OF ABOVE GROUND OBSERVABLE EVIDENCE, AND/OR THE SCALING AND PLOTTING OF EXISTING UTILITY MAPS AND DRAWINGS AVAILABLE TO THE SURVEYOR AT THE TIME OF SURVEY. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHERMORE, THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES BY EXCAVATION UNLESS OTHERWISE NOTED ON THIS SURVEY.

THIS DRAWING SHALL NOT BE UTILIZED BY ANY PERSON, FIRM, OR CORPORATION IN WHOLE OR IN PART WITHOUT THE SPECIFIC PERMISSION OF K&W VALLEY ENGINEERING, INC.



LEGEND (PROPOSED)	
	940 FINISHED 2' CONTOUR INTERVALS
	940 EXISTING 2' CONTOUR INTERVALS

**NOTE:**  
EXISTING CONTOURS SHOWN TAKEN FROM GIS MAPS.

PROJECT NO. <b>B21D4349</b>		DESIGNER <b>MAC</b>		CFN <b>4349GP</b>		SHEET <b>D03</b>		REV <b>1</b>			
<b>FAIRVIEW CROSSING</b> <b>144TH STREET &amp; 169 HIGHWAY</b> <b>SMITHVILLE, CLAY COUNTY, MISSOURI</b>		 <b>KAW VALLEY ENGINEERING</b> <small>KAW VALLEY ENGINEERING, INC., IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY MISSOURI STATE CERTIFICATE OF AUTHORITY # 000842. EXPIRES 12/31/23</small>		MATTHEW A. CROSS ENGINEER MO # 2020008364		REV DATE DESCRIPTION MAC JAD DSN DWN CHK					
		1		3/17/23		UPDATED EVERY EASEMENT		MAC		JAD	
		0		03/03/22		INITIAL SUBMITTAL		MAC		JAD	



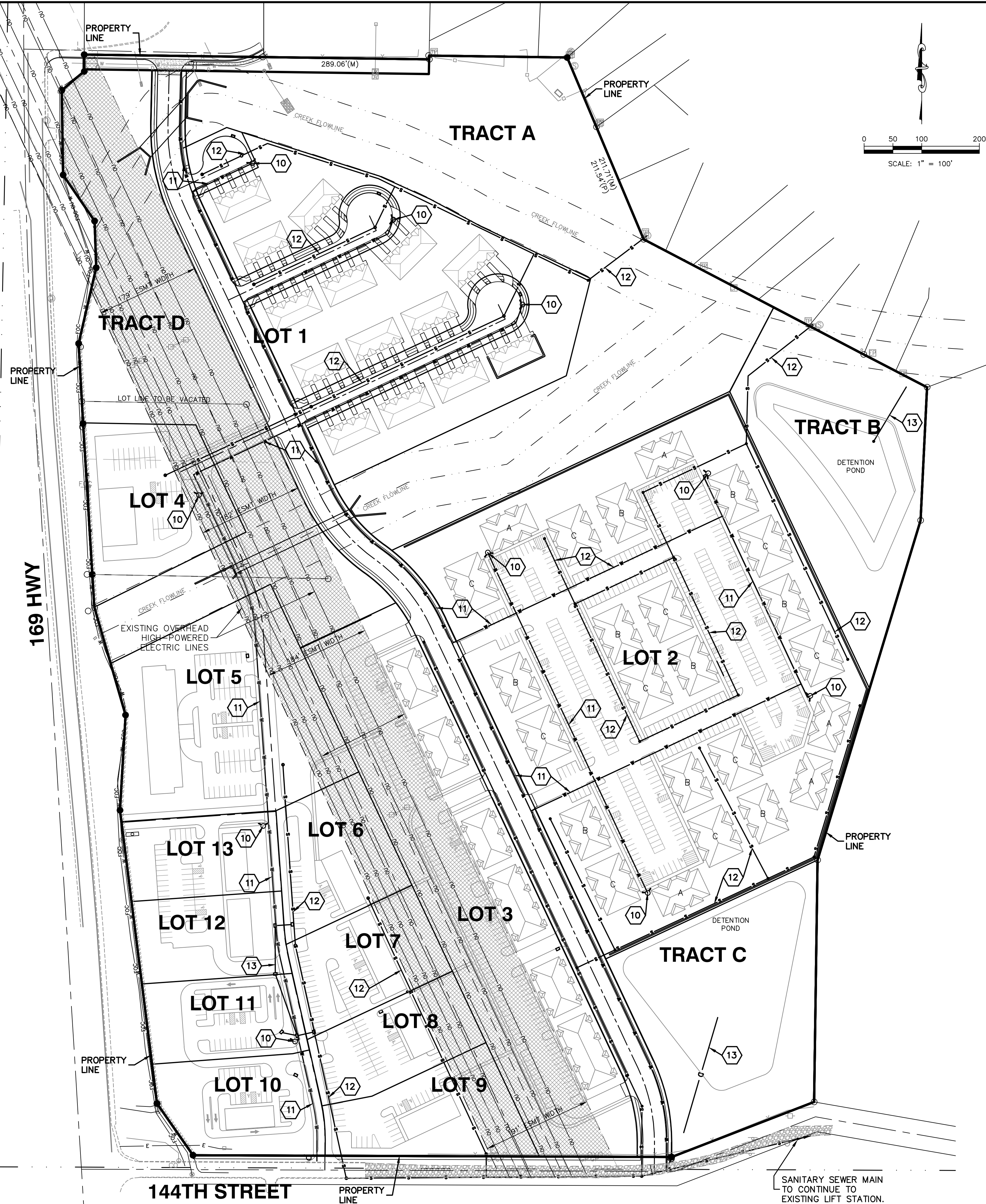
\\WMC-FILE\Projects\B21\_4349\_169 and 144th\DWG\SUBPLAN\4349UP.dwg, 4/4/2023 5:21:47 PM, jerrynd



**UTILITY STATEMENT:**

THE UNDERGROUND UTILITIES SHOWN HEREON ARE FROM FIELD SURVEY INFORMATION OF ONE-CALL LOCATED UTILITIES, FIELD SURVEY INFORMATION OF ABOVE GROUND OBSERVABLE EVIDENCE, AND/OR THE SCALING AND PLOTTING OF EXISTING UTILITY MAPS AND DRAWINGS AVAILABLE TO THE SURVEYOR AT THE TIME OF SURVEY. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHERMORE, THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES BY EXCAVATION UNLESS OTHERWISE NOTED ON THIS SURVEY.

THIS DRAWING SHALL NOT BE UTILIZED BY ANY PERSON, FIRM, OR CORPORATION IN WHOLE OR IN PART WITHOUT THE SPECIFIC PERMISSION OF K&W VALLEY ENGINEERING, INC.



- LEGEND**
- E UNDERGROUND ELECTRIC LINE
  - OU OVERHEAD UTILITY LINE
  - T TELEPHONE LINE
  - FOC FIBER OPTIC LINE
  - FM FORCE MAIN
  - S SANITARY SEWER LINE
  - D STORM DRAINAGE LINE
  - W WATER LINE
  - Fire Hydrant Symbol FIRE HYDRANT
  - Sanitary Sewer Manhole Symbol SANITARY SEWER MANHOLE
  - Curb Inlet Symbol CURB INLET

- NOTES**
- 10 PROPOSED FIRE HYDRANT
  - 11 PROPOSED WATER LINE
  - 12 PROPOSED SANITARY SEWER
  - 13 PROPOSED STORM SEWER

PROJ. NO. B21D4349	
DESIGNER MAC	DRAWN BY JNG
CFN 4349UP	
SHEET D04	REV 1

8040 N. OAK TRAFFICWAY  
KANSAS CITY, MISSOURI 64118  
PH: (816) 481-1234  
www.kvweng.com

**KAW VALLEY ENGINEERING**

KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY MISSOURI STATE CERTIFICATE OF AUTHORITY # 000842.  
EXPIRES 12/31/23

FAIRVIEW CROSSING  
144TH STREET & 169 HIGHWAY  
SMITHVILLE, CLAY COUNTY, MISSOURI

PLANNED OVERLAY DEVELOPMENT PLAN  
UTILITY PLAN

1	3/17/23	UPDATED EVERY EASEMENT	MAC	JAD	CHK
0	03/03/22	INITIAL SUBMITTAL	MAC	JAD	CHK
REV	DATE	DESCRIPTION	DSN	DWN	CHK

MATTHEW A. CROSS  
ENGINEER  
MO # 2020008364





April 11, 2023  
Preliminary Plat Approval of Clay County Parcel Id's  
# 05-917-00-07-005.00 & 05-917-00-07-006.00

---

Application for a Preliminary Plat Approval – Multiphase subdivision

Code Sections:

425.275.A.3

Multiphase Plat Approval

Property Information:

Address:	NE corner of 144 <sup>th</sup> St. and 169 Hwy
Owner:	Kansas City Properties & Investments
Current Zoning:	B-3P and R-3P

Public Notice Dates:

1st Publication in Newspaper: March 23, 2023

Letters to Property Owners w/in 185': March 24, 2023

GENERAL DESCRIPTION:

The applicant obtained initial zoning approval to rezone approximately 53 acres +/- from A-1 and B-3 to R-3P and B-3P with a conceptual plan on May 17, 2022. Since that approval, and in preparation of submitting the Preliminary Plat to allow dividing lots, various issues arose with the location of easements as platted, as well as additional adjacent developments that required changes to the original Conceptual plan approved with the rezoning. That Conceptual Plan amendment is on the agenda for the same meeting as this application. If that change is approved, this application is ready for review and approval.

This new conceptual plan would amend the location of public streets to coordinate with the development to the north, as well as change the layout of some of the multi-family buildings to create a total of 316 possible dwelling units. This represents just under 10 units per acre. This plat would ultimately create 3

residential lots, and 10 commercial lots, bisected by the large overhead powerlines just east of US 169. The residential portion would include a connecting trail to encourage pedestrian access from the Hills of Shannon subdivision to the east into this development and the retail areas to be created.

#### **GUIDELINES FOR REVIEW – PRELIMINARY PLATS *See 425.275.A.3***

Guidelines For Review. The Planning and Zoning Commission shall consider the following criteria in making a recommendation on the preliminary plat:

a. The plat conforms to these regulations and the applicable provisions of Chapter 400, Zoning Regulations, and other land use regulations.

***The plat conforms to the subdivision zoning regulations of the City.***

b. The plat represents an overall development pattern that is consistent with the goals and policies of the Comprehensive Plan.

***The plat is consistent with the Comprehensive Plan's future land use map, and specifically addresses multiple Action Steps as follows:***

***HN 1.1 Support providing additional housing stock throughout the city of Smithville to meet current and future residents' needs by encouraging new residential development in areas identified in the Future Land Use Map.***

***HN 3.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.***

***HN 3.2 Encourage clustered residential development patterns with connected active and passive open space and neighborhood and community amenities.***

***HN 3.4 Encourage mixed-use developments in Smithville's Downtown and the area between Downtown and the city's southern municipal boundary as a mechanism to create vibrant neighborhoods.***

***HN 4.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.***

***HN.4.2 Mandate pedestrian connections in new residential developments to adjacent existing or prospective neighborhoods to further strengthen Smithville's pedestrian network.***

***ST.2.1 Encourage a high-quality, mixed-use corridor experience along Hwy 169 between the southern municipality boundary and Route 92.***

***RC.2.1 Encourage development, mainly residential development, near existing and proposed trail networks.***

***RC.2.2 Encourage new developments to provide access and pathways to existing and proposed trail networks.***

c. The development shall be laid out in such a way as to result in:

(1) Good natural surface drainage to a storm sewer or a natural watercourse.

***The subdivision crisscrossed various drainage ways. The proposal is laid out to avoid interruption of those areas except when needed to detain any added runoff in accordance with city standards.***

(2) A minimum amount of grading on both cut or fill and preservation of good trees and other desirable natural growth.

***The area is generally an undeveloped farm field that was untended for many years that allowed many low value trees to accumulate. The grading needed will allow the drainage areas to remain protected while giving sufficient developable areas for construction.***

(3) A good grade relationship with the abutting streets, preferably somewhat above the street.

***Yes, to the extent possible, lots are generally above the adjacent street which will be used for access.***

(4) Adequate lot width for the type or size of dwellings contemplated, including adequate side yards for light, air, access and privacy.

***Yes, the lots widths meet the standards in the zoning code for the proposed districts, including all setbacks.***

(5) Adequate lot depth for outdoor living space.

***The lots meet the minimum sizes.***

(6) Generally regular lot shapes, avoiding acute angles.

***To the extent practicable with both powerline and force main easements that cross various drainage ways, the lots involved are appropriate for the multifamily and business uses intended.***

(7) Adequate building lots that avoid excessive grading, footings or foundation walls.

***The amount of grading is not excessive in any area so footings and foundation walls will be within the normal range.***

d. The plat contains lot and land subdivision layout that is consistent with good land planning and site engineering design principles.

***The plat is laid out following standard design principles.***

e. The location, spacing and design of proposed streets, curb cuts and intersections are consistent with good traffic engineering design principles.

***The plat contains 316 potential dwelling units and 10 commercial sites with multiple access roads, both public and private and the off site improvements required by MODOT***

f. The plat is served or will be served at the time of development with all necessary public utilities and facilities, including, but not limited to, water, sewer, gas, electric and telephone service, schools, parks, recreation and open space and libraries in the form of a development agreement.

***The developer and city have proposed a development agreement for both adjacent existing street improvements, off-site sewer improvements and park dedication improvements as required by the code.***

g. The plat shall comply with the stormwater regulations of the City and all applicable storm drainage and floodplain regulations to ensure the public health and safety of future residents of the subdivision and upstream and downstream properties and residents. The Commission shall expressly find that the amount of off-site stormwater runoff after development will be no greater than the amount of off-site stormwater runoff before development.

***The proposed layout and detention areas will not increase the amount of off-site stormwater runoff and is in accordance with engineering standards. The final design of all stormwater systems will be subject to final plan review and approval in accordance with the Final Plat procedures and the standards in place at the time of proposed construction.***

h. Each lot in the plat of a residential development has adequate and safe access to/from a local street.

*Yes.*

i. The plat is located in an area of the City that is appropriate for current development activity; it will not contribute to sprawl nor to the need for inefficient extensions and expansions of public facilities, utilities and services.

***The location is located such that it will actually reduce sprawl and all extensions and expansions of existing public facilities are completed in the most efficient manner allowable on the lot.***

j. If located in an area proposed for annexation to the City, the area has been annexed prior to, or will be annexed simultaneously with plat approval.

*n/a*

k. The applicant agrees to dedicate land, right-of-way and easements, as may be determined to be needed, to effectuate the purposes of these regulations and the standards and requirements incorporated herein.

***The development is bound by a development agreement that addresses all dedication requirements.***

l. All applicable submission requirements have been satisfied in a timely manner.

m. The applicant agrees, in the form of a development agreement, to provide additional improvements, which may include any necessary upgrades to adjacent or nearby existing roads and other facilities to current standards and shall include dedication of adequate rights-of-way to meet the needs of the City's transportation plans.

*Yes.*

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the proposed Preliminary Plat following execution of the Development Agreement.

Respectfully Submitted,

/s/ Jack Hendrix /s/  
Director of Development



PLANNED DEVELOPMENT OVERLAY PLAT

169 HWY & 144TH

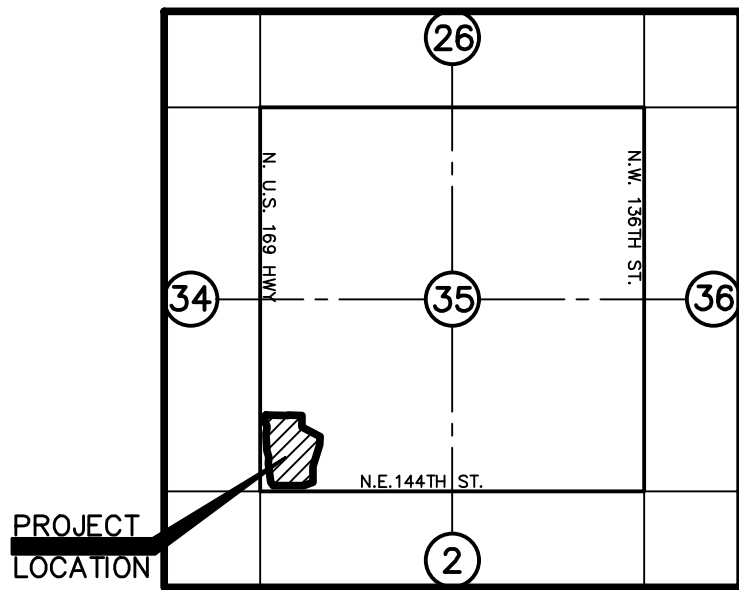
SMITHVILLE, CLAY COUNTY, MISSOURI  
SW.1/4, SEC. 35-T53-R33

DEVELOPER

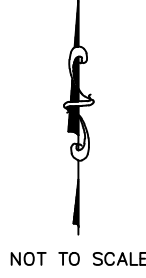
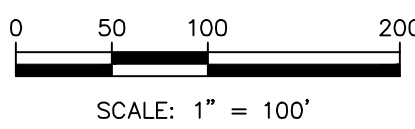
KANSAS CITY PROPERTIES & INVESTMENTS, LLC  
13530 MOUNT OLIVET ROAD  
SMITHVILLE, MO. 64089  
CONTACT: SHANE CREES  
PHONE: 816-719-9327  
E-MAIL: SHANE@KCASINC.COM

PREPARED BY

KAW VALLEY ENGINEERING  
8040 N. OAK TRAFFICWAY  
CONTACT: MATT CROSS  
PHONE: 816-468-5858  
E-MAIL: cross@kveg.com



LOCATION MAP  
CITY OF SMITHVILLE, MISSOURI

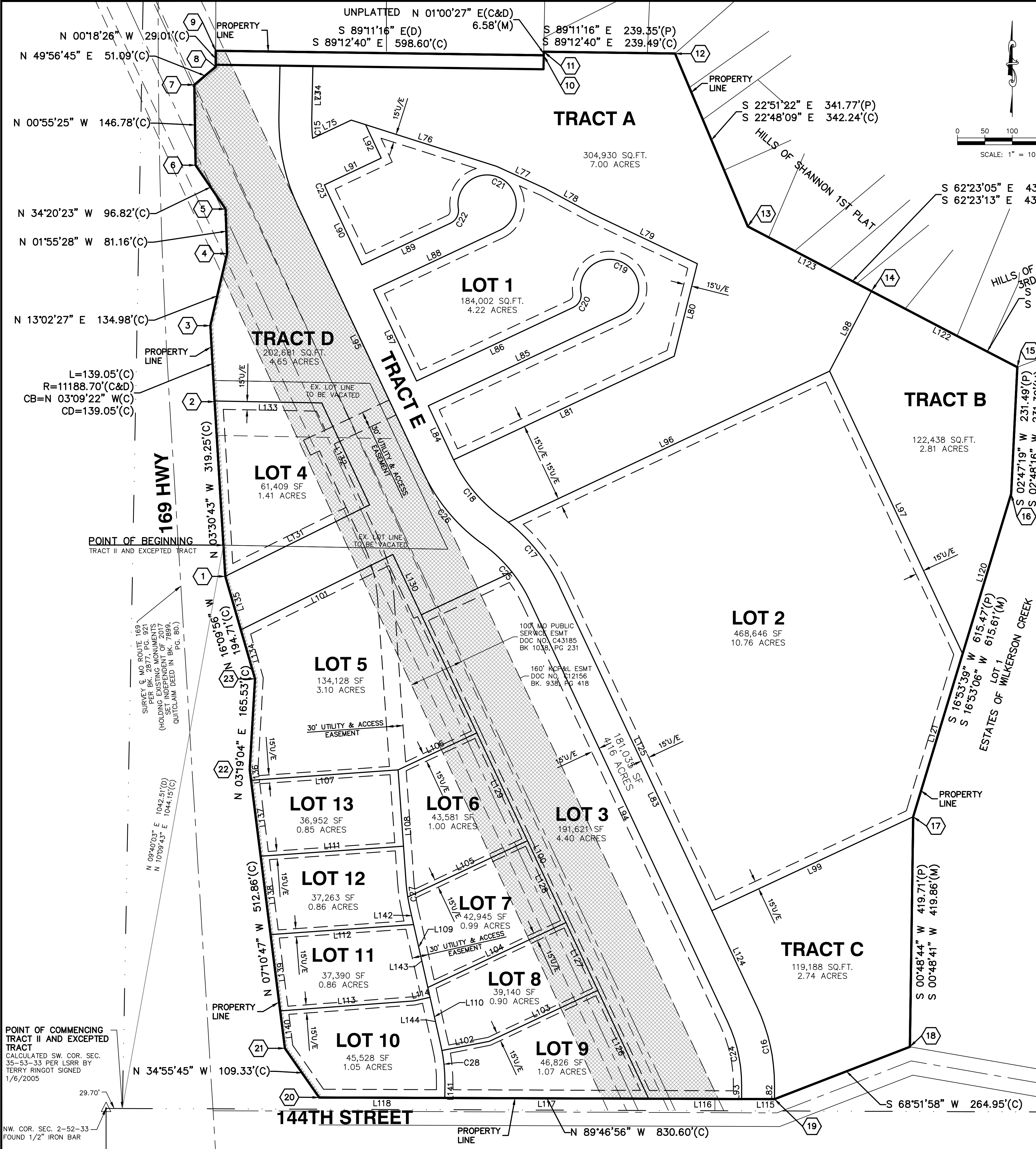


RECORD DESCRIPTION

TRACT I:  
ALL OF THE SOUTHWEST QUARTER OF SECTION THIRTY-FIVE (35) IN TOWNSHIP FIFTY-THREE (53), RANGE THIRTY-THREE (33), IN CLAY COUNTY, MISSOURI, SUBJECT TO THAT PART, IF ANY, IN STREETS, ROADWAYS, HIGHWAYS OR OTHER PUBLIC RIGHT-OF-WAYS.  
EXCEPT THE FOLLOWING DESCRIBED TRACTS:  
ALL OF A TRACT OF LAND IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 53 NORTH, RANGE 33 WEST, CLAY COUNTY, MISSOURI DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 01 DEGREE 00 MINUTES 27 SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 50.34 FEET TO A POINT; THENCE SOUTH 89 DEGREES 11 MINUTES 16 SECONDS EAST, 79.22 FEET TO A SET 5/8 INCH SET REBAR AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY OF U.S. HIGHWAY 169 AND THE SOUTH RIGHT-OF-WAY LINE OF COMMERCIAL AVENUE BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 11 MINUTES 16 SECONDS EAST ALONG A LINE PARALLEL TO THE NORTH LINE OF SAID SOUTHWEST QUARTER 330.05 FEET TO A 5/8 INCH SET REBAR; THENCE SOUTH 01 DEGREES 00 MINUTES 27 SECONDS WEST ALONG A LINE PARALLEL TO THE WEST LINE OF SAID SOUTHWEST QUARTER OF SECTION 35, 646.85 FEET TO A 5/8 INCH SET REBAR; THENCE NORTH 89 DEGREES 11 MINUTES 16 SECONDS WEST ALONG A LINE PARALLEL TO THE NORTH LINE OF SAID SOUTHWEST QUARTER 678.96 FEET TO A 5/8 INCH SET REBAR ON THE EAST RIGHT-OF-WAY OF U.S. HIGHWAY 169; THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING BEARINGS AND DISTANCES NORTH 03 DEGREES 13 MINUTES 44 SECONDS EAST, 97.19 FEET; THENCE SOUTH 86 DEGREES 46 MINUTES 16 SECONDS EAST, 70.0 FEET; THENCE NORTH 03 DEGREES 13 MINUTES 44 SECONDS EAST, 20.0 FEET; THENCE NORTH 86 DEGREES 46 MINUTES 16 SECONDS WEST 75.0 FEET; THENCE NORTH 03 DEGREES 13 MINUTES 44 SECONDS EAST 540.03 FEET TO THE POINT OF BEGINNING, FILED FOR RECORD AS INSTRUMENT NO. 59666 IN BOOK 1732 AT PAGE 984.  
AND EXCEPT:  
A TRACT OF LAND LYING AND BEING SITUATED IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 53 NORTH, RANGE 33 WEST, OF THE FIFTH PRINCIPAL MERIDIAN, COUNTY OF CLAY, STATE OF MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A FOUND ALUMINUM MONUMENT AT THE SOUTHWEST CORNER OF SECTION 35 TOWNSHIP 53 NORTH, RANGE 33 WEST; THENCE NORTH 09 DEGREES 40 MINUTES 03 SECONDS EAST, 1042.51 FEET TO A SET 5/8 INCH IRON PIN WITH CAP, SAID POINT BEING ON THE TRUE POINT OF BEGINNING; THENCE NORTH 01 DEGREES 46 MINUTES 04 SECONDS WEST 255.81 FEET TO A SET COPPERWELD; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 11,188.72 FEET, A DISTANCE OF 44.56 FEET, AND CHORD BEARS NORTH 01 DEGREES 38 MINUTES 45 SECONDS WEST TO A SET COPPERWELD; THENCE SOUTH 88 DEGREES 55 MINUTES 34 SECONDS EAST 285.82 FEET TO A SET 5/8 INCH IRON PIN WITH CAP; THENCE SOUTH 25 DEGREES 06 MINUTES 39 SECONDS EAST 334.31 FEET TO A SET 5/8 INCH IRON PIN WITH CAP; THENCE NORTH 88 DEGREES 55 MINUTES 28 SECONDS WEST, 418.65 FEET TO THE POINT OF BEGINNING AND EXCEPT THE FOLLOWING PLATS ALL OF HILLS OF SHANNON - FIRST PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. M29883 IN BOOK D AT PAGE 55.  
ALL OF HILLS OF SHANNON - SECOND PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. M72777 IN BOOK E AT PAGE 5.  
ALL OF HILLS OF SHANNON - THIRD PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. N19596 IN CABINET E SLEEVE 28.  
ALL OF HILLS OF SHANNON - FOURTH PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. Q11906 IN CABINET E SLEEVE 97.  
ALL OF HILLS OF SHANNON - FIFTH PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. 2019039687 IN BOOK I AT PAGE 88.4.  
TRACT II:  
A TRACT OF LAND LYING AND BEING SITUATED IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 53 NORTH, RANGE 33 WEST, OF THE FIFTH PRINCIPAL MERIDIAN, COUNTY OF CLAY, STATE OF MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A FOUND ALUMINUM MONUMENT AT THE SOUTHWEST CORNER OF SECTION 35 TOWNSHIP 53 NORTH, RANGE 33 WEST; THENCE NORTH 09 DEGREES 40 MINUTES 03 SECONDS EAST, 1042.51 FEET TO A SET 5/8 INCH IRON PIN WITH CAP, SAID POINT BEING ON THE TRUE POINT OF BEGINNING; THENCE NORTH 01 DEGREES 46 MINUTES 04 SECONDS WEST 255.81 FEET TO A SET COPPERWELD; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 11,188.72 FEET, A DISTANCE OF 44.56 FEET, AND CHORD BEARS NORTH 01 DEGREES 38 MINUTES 45 SECONDS WEST TO A SET COPPERWELD; THENCE SOUTH 88 DEGREES 55 MINUTES 34 SECONDS EAST 285.82 FEET TO A SET 5/8 INCH IRON PIN WITH CAP; THENCE SOUTH 25 DEGREES 06 MINUTES 39 SECONDS EAST 334.31 FEET TO A SET 5/8 INCH IRON PIN WITH CAP; THENCE NORTH 88 DEGREES 55 MINUTES 28 SECONDS WEST, 418.65 FEET TO THE POINT OF BEGINNING.

SURVEYOR'S NOTE:

THE MONUMENTS RECOVERED NEAR THE EAST RIGHT-OF-WAY LINE OF MO ROUTE 169 IN THE VICINITY OF TRACT II RECORDED IN QUITCLAIM DEED IN BOOK 7899, PAGE 80 DO NOT FIT THE RIGHT-OF-WAY AS ESTABLISHED BY WARRANTY DEED RECORDED IN BOOK 2877, PAGE 921. BETWEEN A COMBINATION OF FOUND STAMPED STATIONING IN THE CONCRETE CURB OF THE PAVEMENT, A 3/8" IRON BAR ON THE EAST R/W LINE OF THE SUBJECT PROPERTY AT STATION 11+410.25 METERS LEFT AND A FEW R/W MONUMENTS LYING NORTH OF THE SUBJECT PROPERTY ALSO CHECKING WELL WITH RECORD STATION AND OFFSET IT WAS DETERMINED THAT THE RIGHT-OF-WAY AS DEPICTED IN THE 2017 QUITCLAIM DID NOT FIT THE STATIONING OF THE HIGHWAY BY APPROXIMATELY 6 FEET TO THE SOUTH AND IS AT A SKEW TO THE EXISTING PAVEMENT AND RIGHT-OF-WAY AS MONUMENTED.



FLOOD STATEMENT:

THE ACCURACY OF ANY FLOOD HAZARD DATA SHOWN HEREON IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE RATE MAP. THE SURVEY PARCEL LIES WITHIN FLOOD HAZARD ZONE "X, NON-SHADED" AS SAID PARCEL PLOTS BY SCALE ON THE FLOOD INSURANCE RATE MAP FOR CITY OF SMITHVILLE, COMMUNITY PANEL NO. 29047C0102E, effective on 08/03/2015

STATE PLANE TRAVERSE TABLE				
NUMBER	DIRECTION	DISTANCE	NORTHING	EASTING
1			1161695.863	2765109.838
2	N3° 30' 43.00"W	319.25	1162014.513	2765090.282
3	N3° 09' 22.00"W	139.05	1162153.353	2765082.626
4	N13° 02' 27.00"E	134.98	1162284.851	2765113.084
5	N1° 55' 28.00"W	81.16	1162365.966	2765110.358
6	N34° 20' 23.00"W	96.82	1162445.911	2765055.742
7	N0° 55' 25.00"W	146.78	1162592.671	2765053.376
8	N49° 56' 45.00"E	51.09	1162625.548	2765092.483
9	N0° 18' 26.00"W	29.01	1162654.558	2765092.327
10	S89° 12' 40.00"E	598.6	1162646.316	2765690.87
11	N1° 00' 27.00"E	6.58	1162652.895	2765690.986
12	S89° 12' 40.00"E	239.49	1162649.598	2765930.453
13	S22° 48' 09.00"E	342.24	1162334.105	2766063.09
14	S62° 23' 13.00"E	430.85	1162134.407	2766444.866
15	S62° 40' 26.00"E	123.92	1162077.521	2766554.957
16	S2° 48' 16.00"W	231.39	1161846.408	2766543.636
17	S16° 53' 06.00"W	615.61	1161257.338	2766364.831
18	S0° 48' 41.00"W	419.86	1160837.52	2766358.885
19	S68° 51' 58.00"W	264.95	1160741.992	2766111.756
20	N89° 46' 56.00"W	830.6	1160745.149	2765281.162
21	N34° 55' 45.00"W	109.33	1160834.785	2765218.563
22	N7° 10' 47.00"W	512.86	1161343.623	2765154.465
23	N3° 19' 04.00"E	165.53	1161508.876	2765164.045
24	N16° 09' 56.00"W	194.71	1161695.863	2765109.838

NOTE: ALL BEARINGS AND COORDINATES IN THE ABOVE TABLE ARE BASED ON THE MISSOURI STATE PLANE GRID SYSTEM, NAD 1983, WEST ZONE, USING A COMBINED GRID FACTOR OF 1.000099115 DISTANCES IN THE ABOVE TABLE ARE IN GROUND SURVEY FEET.

MATTHEW A. CROSS  
ENGINEER  
MO # 2020008364

8040 N. OAK TRAFFICWAY  
KANSAS CITY, MISSOURI 64118  
PH: (816) 468-5858  
FAX: (816) 468-6651  
kveg.com | www.kveg.com

**KAW VALLEY ENGINEERING**

KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY MISSOURI STATE CERTIFICATE OF AUTHORITY # 000842.  
EXPIRES 12/31/23

169 HWY & 144TH  
169 HWY & 144TH  
SMITHVILLE MO.

PLANNED OVERLAY DEVELOPMENT PLAT

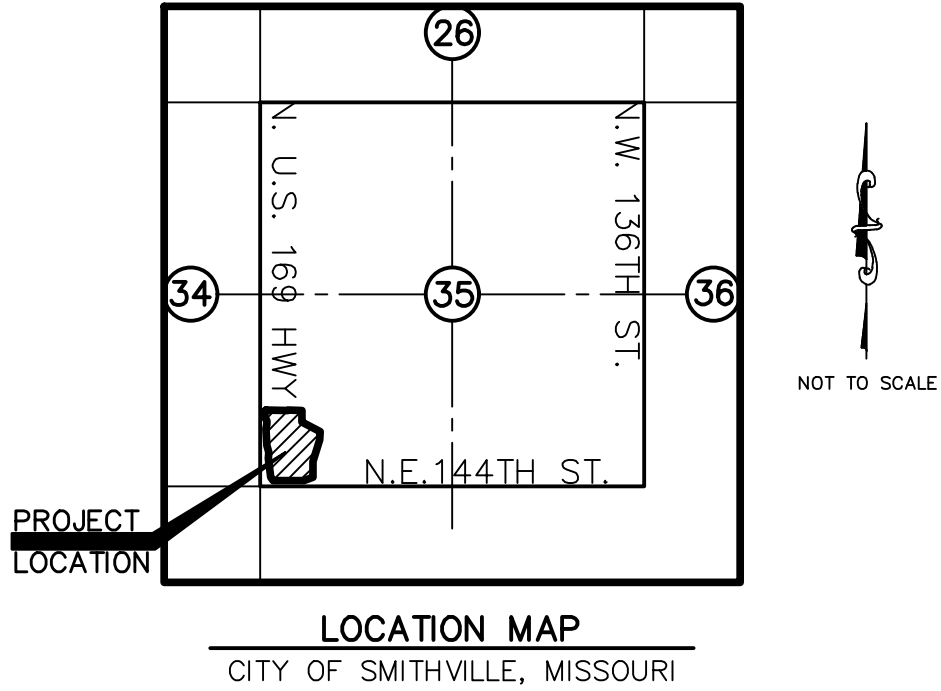
PROJ. NO.	B21D4349
DESIGNER	MAC
DRAWN BY	JNG
CFN	
4349FPLAT	
SHEET	REV



PLANNED DEVELOPMENT OVERLAY PLAT  
169 HWY & 144TH  
SMITHVILLE, CLAY COUNTY, MISSOURI  
SW.1/4, SEC. 35-T53-R33

DEVELOPER  
KANSAS CITY PROPERTIES & INVESTMENTS, LLC  
13530 MOUNT OLIVET ROAD  
SMITHVILLE, MO. 64089  
CONTACT: SHANE CREES  
PHONE: 816-719-9327  
E-MAIL: SHANE@KCASINC.COM

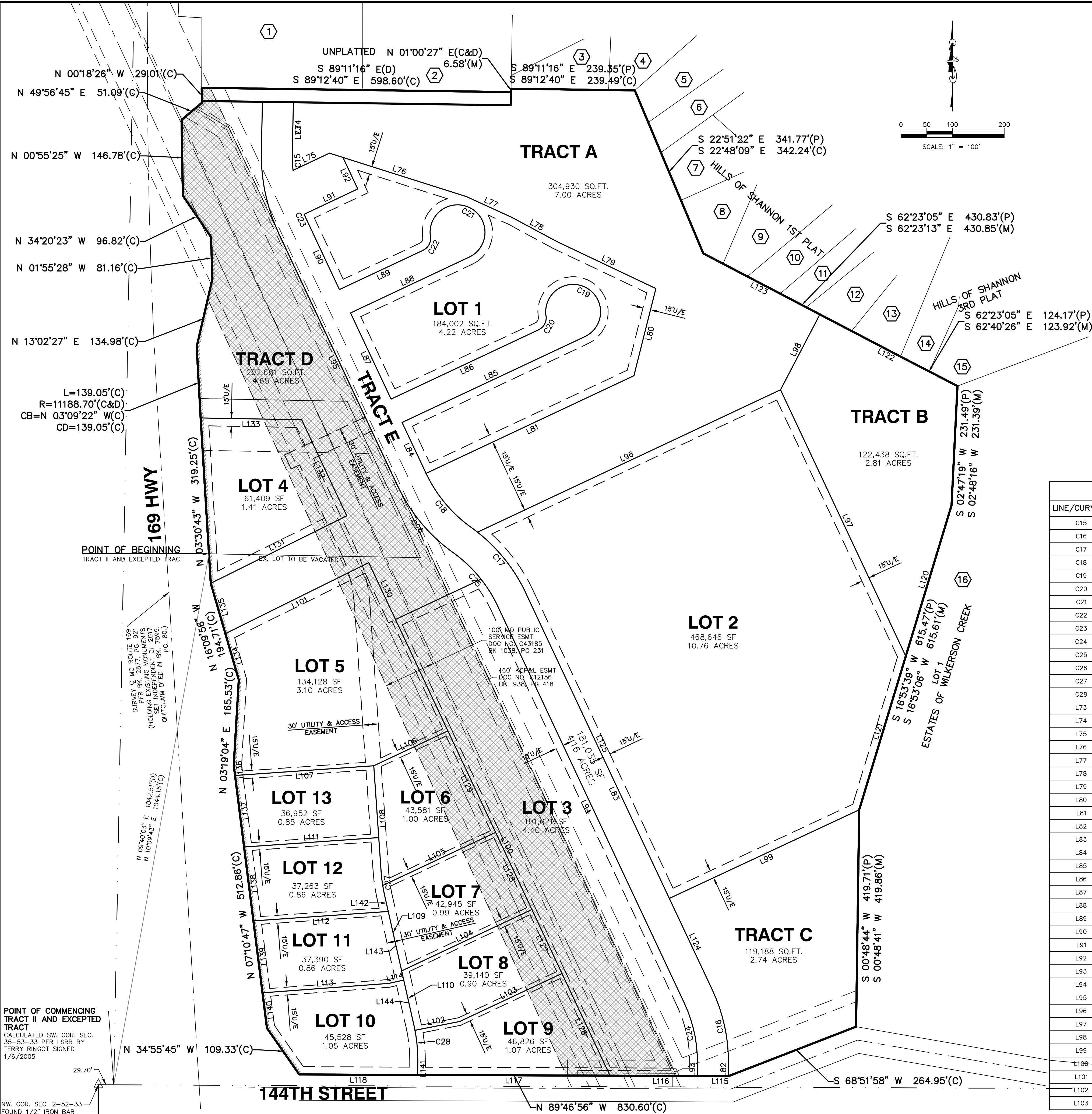
PREPARED BY  
KAW VALLEY ENGINEERING  
8040 N. OAK TRAFFICWAY  
CONTACT: MATT CROSS  
PHONE: 816-468-5858  
E-MAIL: cross@kveng.com



I.D.	P.I.D.	PROPERTY ADDRESS	PROPERTY OWNER
1	05917000700700	1603 S 169 HWY	PLATTE VALLEY BANK OF MISSOURI
2	05917000700800	1601 S 169 HWY	HERSHEW, PROPERTIES LLC
3	05917000300800	105 HUDSON LN	KASINGER KEVIN RAY & JERRI LYNN
4	05917000300900	103 HUDSON LN	CHAMBERS DAVID R
5	05917000301100	14624 SHAMROCK WAY	EVERSOLE JEFF
6	05917000301200	14622 SHAMROCK WAY	BURNS LARRY D
7	05917000301400	102 GILLILAND CR	MILDENBERGER HENRY W & KARRI K
8	05917000301500	104 GILLILAND CR	ETZENHOUSER SHAWN M & MELISSA M
9	05917000301600	103 GILLILAND CR	DEVEL WILLIAM R & BRIDGETTE A
10	05917000301800	14614 SHAMROCK WAY	SUTHERLAND KATHRYN & CORWIN
11	05917000301900	14612 SHAMROCK WAY	MOORE CHRISTOPHER
12	05917000302000	14610 SHAMROCK WAY	CONE DONALD L & F DIANE
13	05917000302100	14608 SHAMROCK WAY	CONE DONALD L & F DIANE
14	05917000302200	14608 SHAMROCK WAY	RATZLOFF ROXANNE & TONY D
15	05917000302300	SHAMROCK WAY	HILLS OF SHANNON HOMES ASSOC
16	05917000700400	300 NE 144TH ST	GLANZER JAY B & PENELPE L

LINE & CURVE TABLE			
LINE/CURVE #	LINE/CHORD LENGTH	LINE/CHORD DIRECTION	RADIUS
C15	36.65	S21°7'07"E	300.00
C16	145.07	N12°28'48"W	330.00
C17	166.30	N39°46'19"W	330.00
C18	135.89	N39°47'27"W	270.00
C19	84.87	N61°59'11"W	53.00
C20	29.96	S28°00'49"W	25.00
C21	84.87	N61°59'11"W	53.00
C22	29.96	S28°00'49"W	25.00
C23	13.84	N23°53'39"W	300.00
C24	118.70	N12°28'48"W	270.00
C25	136.06	N39°46'19"W	270.00
C26	166.09	N39°47'27"W	330.00
C27	45.34	S8°20'40"E	300.00
C28	67.38	S61°3'48"E	300.00
L73	95.20	S01°13'01"W	
L74	95.20	S01°13'01"W	
L75	77.80	N64°47'03"E	
L76	278.08	S72°24'57"E	
L77	96.69	S65°32'45"E	
L78	99.37	S61°38'09"E	
L79	211.46	S64°39'08"E	
L80	174.01	S14°06'27"W	
L81	444.55	S64°49'20"W	
L82	25.32	N00°13'04"E	
L83	847.75	N25°10'40"W	
L84	108.87	N25°12'56"W	
L85	390.53	N64°49'20"E	
L86	315.73	S64°49'20"W	
L87	184.39	N25°12'56"W	
L88	253.68	N64°49'20"E	
L89	178.88	S64°49'20"W	
L90	147.20	N25°12'56"W	
L91	114.72	N64°49'20"E	
L92	67.33	N25°10'40"W	
L93	25.32	N00°13'04"E	
L94	847.75	N25°10'40"W	
L95	540.46	N25°12'56"W	
L96	648.13	N64°49'20"E	
L97	570.06	S25°10'40"E	
L98	165.81	N27°36'47"E	
L99	405.53	S64°57'41"W	
L100	975.50	N25°10'40"W	
L101	309.75	S63°38'59"W	
L102	88.22	N78°57'18"E	
L103	218.65	N64°49'20"E	

LINE & CURVE TABLE			
LINE/CURVE #	LINE/CHORD LENGTH	LINE/CHORD DIRECTION	RADIUS
L104	278.58	N64°49'20"E	
L105	241.43	N64°49'20"E	
L106	158.62	N64°49'20"E	
L107	268.93	S85°59'21"W	
L108	205.48	S04°00'39"E	
L109	150.79	S12°40'40"E	
L110	109.29	S12°40'40"E	
L111	261.21	N85°59'21"E	
L112	261.64	S85°59'21"W	
L113	244.99	N85°42'17"E	
L114	29.73	N77°19'20"E	
L115	32.06	N89°46'56"W	
L116	197.24	N89°46'56"W	
L117	372.00	N89°46'56"W	
L118	229.30	N89°46'56"W	
L120	305.15	S16°53'06"W	
L121	310.46	S16°53'06"W	
L122	300.13	N62°15'24"W	
L123	254.65	N62°40'48"W	
L124	195.31	N25°10'40"W	
L125	652.45	N25°10'40"W	
L126	218.55	N25°10'40"W	
L127	136.56	N25°10'40"W	
L128	165.00	N25°10'40"W	
L129	217.23	N25°10'40"W	
L130	121.66	N25°10'40"W	
L131	293.83	N63°38'59"E	
L132	205.35	N25°10'40"W	
L133	195.14	N88°55'38"W	
L134	93.10	S16°09'56"E	
L135	101.60	S16°09'56"E	
L136	19.92	S07°10'47"E	
L137	139.62	S07°10'47"E	
L138	144.14	S07°10'47"E	
L139	140.44	S07°10'47"E	
L140	68.75	S07°10'47"E	
L141	27.84	S00°13'04"W	
L142	33.01	S12°40'40"E	
L143	136.08	S12°40'40"E	
L144	90.99	S12°40'40"E	



		CHK
		DWN
		DSN
		DESCRIPTION
		DATE
		REV
MATTHEW A. CROSS ENGINEER MO # 2020008364		
8040 N. OAK TRAFFICWAY KANSAS CITY, MISSOURI 64118 PH: (816) 468-5858   FAX: (816) 468-6651 kveng.com   www.kveng.com		
<b>KAW VALLEY ENGINEERING</b> KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY MISSOURI STATE CERTIFICATE OF AUTHORITY # 000842. EXPIRES 12/31/23		
169 HWY & 144TH 169 HWY & 144TH SMITHVILLE MO.		
PLANNED OVERLAY DEVELOPMENT PLAT		
PROJ. NO. B21D4349		
DESIGNER MAC	DRAWN BY JNG	
CFN		
4349FPLAT		
SHEET	REV	
2 OF 3		



\\WMC-FILE\Projects\B21\_4349\_169 and 144th\DWG\DEVELOPMENT\4349FPLAT.dwg, 4/14/2023 5:21:53 PM, jerrynd

DEVELOPER

KANSAS CITY PROPERTIES & INVESTMENTS, LLC  
13530 MOUNT OLIVET ROAD  
SMITHVILLE, MO. 64089  
CONTACT: SHANE CREEES  
PHONE: 816-719-9327  
E-MAIL: SHANE@KCASINC.COM

PREPARED BY

KAW VALLEY ENGINEERING  
8040 N. OAK TRAFFICWAY  
CONTACT: PHILLIP SCHNITZ  
PHONE: 816-468-5858  
E-MAIL: SCHNITZ@KVENG.COM

TITLE COMMITMENT:

THOMSON-AFFINITY TITLE, LLC., FOR FIRST AMERICAN TITLE INSURANCE COMPANY  
FILE NO: 224738-B  
COMMITMENT DATE: NOVEMBER 1, 2022 AT 8:00 AM

BASIS OF BEARINGS:

SOUTH 00°57'10" WEST ALONG THE WESTH LINE OF 'HILLS OF SHANNON' AS DETERMINED BY GLOBAL POSITIONING SYSTEM OBSERVATIONS USING MODOT VRS, 2018 GEOID, AND REFERENCED TO THE MISSOURI STATE PLANE COORDINATE SYSTEM, WEST ZONE (NAD83).

EASEMENT DEDICATION:

EASEMENTS ARE HEREBY DEDICATED FOR PUBLIC USE. AS UTILITY EASEMENT RIGHT-OF-WAY WHICH ARE SHOWN AS LYING BETWEEN THE DASHED LINES IN WIDTH INDICATED AND AS SET FORTH ON THIS PLAT UNLESS OTHERWISE NOTED, AND SIDE EASEMENTS MAY BE EMPLOYED FOR THE PURPOSE OF INSTALLING, REPAIRING AND MAINTAINING SANITARY SEWERS, STORM SEWERS, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, AND ALL OTHER FORMS AND TYPES OF PUBLIC UTILITIES NOW AND HEREAFTER USED BY THE PUBLIC OVER, UNDER AND ALONG THE STRIPS MARKED U/E.

STREET DEDICATION:

STREETS ARE SHOWN ON THIS PLAT AND NOT HERETOFORE DEDICATED TO AND FOR PUBLIC USE ARE HEREBY DEDICATED. KNOW ALL MEN BY THESE PRESENTS THAT WE, THE UNDERSIGNED PROPERTY OWNERS OF THE PROPERTY AS ABOVE SET FORTH IN THE LEGAL DESCRIPTION, HAVE CAUSED THE SAME TO BE SURVEYED AND PLATTED INTO LOTS, BLOCKS, EASEMENTS, LANES, DRIVES, COURTS, STREETS AND AVENUES. THE SAME TO BE KNOWN AS FAIRVIEW CROSSING, AN ADDITION TO THE CITY OF SMITHVILLE, CLAY COUNTY MISSOURI, THE LANES, DRIVES, COURTS, STREETS AND AVENUES ARE HEREBY DEDICATED TO AND FOR THE USE OF PUBLIC, AND EASEMENTS AS INDICATED ON THE ACCOMPANYING PLAT ARE HEREBY GRANTED TO THE PUBLIC FOR THE PURPOSE OF CONSTRUCTING, OPERATING, MAINTAINING, AND REPAIRING ALL PUBLIC UTILITIES.

DESCRIPTION:

TRACT I:  
ALL OF THE SOUTHWEST QUARTER OF SECTION THIRTY-FIVE (35) IN TOWNSHIP FIFTY-THREE (53), RANGE THIRTY-THREE (33), IN CLAY COUNTY, MISSOURI, SUBJECT TO THAT PART, IF ANY, IN STREETS, ROADWAYS, HIGHWAYS OR OTHER PUBLIC RIGHT-OF-WAYS.  
EXCEPT THE FOLLOWING DESCRIBED TRACTS:  
ALL OF A TRACT OF LAND IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 53 NORTH, RANGE 33 WEST, CLAY COUNTY, MISSOURI DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 01 DEGREE 00 MINUTES 27 SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER 50.34 FEET TO A POINT; THENCE SOUTH 89 DEGREES 11 MINUTES 16 SECONDS EAST, 79.22 FEET TO A SET 5/8 INCH SET REBAR AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY OF U.S. HIGHWAY 169 AND THE SOUTH RIGHT-OF-WAY LINE OF COMMERCIAL AVENUE BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 11 MINUTES 16 SECONDS EAST ALONG THE SOUTH RIGHT-OF-WAY LIEN OF COMMERCIAL AVENUE 328.40 FEET TO A 5/8 INCH SET REBAR; THENCE SOUTH 00 DEGREES 48 MINUTES 44 SECONDS WEST, 10.0 FEET TO A 5/8 INCH SET REBAR; THENCE SOUTH 89 DEGREES 11 MINUTES 16 SECONDS EAST ALONG A LINE PARALLEL TO THE NORTH LINE OF SAID SOUTHWEST QUARTER 330.05 FEET TO A 5/8 INCH SET REBAR; THENCE SOUTH 01 DEGREES 00 MINUTES 27 SECONDS WEST ALONG A LINE PARALLEL TO THE WEST LINE OF SAID SOUTHWEST QUARTER OF SECTION 35, 646.85 FEET TO A 5/8 INCH SET REBAR; THENCE NORTH 89 DEGREES 11 MINUTES 16 SECONDS WEST ALONG A LINE PARALLEL TO THE NORTH LINE OF SAID SOUTHWEST QUARTER 678.96 FEET TO A 5/8 INCH SET REBAR ON THE EAST RIGHT-OF-WAY OF U.S. HIGHWAY 169; THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING BEARINGS AND DISTANCES NORTH 03 DEGREES 13 MINUTES 44 SECONDS EAST, 97.19 FEET; THENCE SOUTH 86 DEGREES 46 MINUTES 16 SECONDS EAST, 70.0 FEET; THENCE NORTH 03 DEGREES 13 MINUTES 44 SECONDS EAST, 20.0 FEET; THENCE NORTH 85 DEGREES 46 MINUTES 16 SECONDS WEST 75.0 FEET; THENCE NORTH 03 DEGREES 13 MINUTES 44 SECONDS EAST, 540.03 FEET TO THE POINT OF BEGINNING, FILED FOR RECORD AS INSTRUMENT NO. F59666 IN BOOK 1732 AT PAGE 984.  
AND EXCEPT:  
A TRACT OF LAND LYING AND BEING SITUATED IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 53 NORTH, RANGE 33 WEST, OF THE FIFTH PRINCIPAL MERIDIAN, COUNTY OF CLAY, STATE OF MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
COMMENCING AT A FOUND ALUMINUM MONUMENT AT THE SOUTHWEST CORNER OF SECTION 35 TOWNSHIP 53 NORTH, RANGE 33 WEST; THENCE NORTH 09 DEGREES 40 MINUTES 03 SECONDS EAST, 1042.51 FEET TO A SET 5/8 INCH IRON PIN WITH CAP, SAID POINT BEING ON THE TRUE POINT OF BEGINNING; THENCE NORTH 01 DEGREES 46 MINUTES 04 SECONDS WEST 255.81 FEET TO A SET COPPERWELD; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 11,188.72 FEET, A DISTANCE OF 44.56 FEET, AND CHORD BEARS NORTH 01 DEGREES 38 MINUTES 45 SECONDS WEST TO A SET COPPERWELD; THENCE SOUTH 88 DEGREES 55 MINUTES 34 SECONDS EAST 285.82 FEET TO A SET 5/8 INCH IRON PIN WITH CAP; THENCE SOUTH 25 DEGREES 06 MINUTES 39 SECONDS EAST 334.31 FEET TO A SET 5/8 INCH IRON PIN WITH CAP; THENCE NORTH 88 DEGREES 55 MINUTES 28 SECONDS WEST, 418.65 FEET TO THE POINT OF BEGINNING AND EXCEPT THE FOLLOWING PLATS ALL OF HILLS OF SHANNON - FIRST PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. M29883 IN BOOK D AT PAGE 55.  
ALL OF HILLS OF SHANNON - SECOND PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. M72777 IN BOOK E AT PAGE 3.  
ALL OF HILLS OF SHANNON - THIRD PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. N19596 IN CABINET E SLEEVE 28.  
ALL OF HILLS OF SHANNON - FOURTH PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. P24772 IN CABINET E SLEEVE 97.  
ALL OF HILLS OF SHANNON - FIFTH PLAT, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. Q11906 IN CABINET E SLEEVE 152.  
ALL OF ESTATES OF WILKERSON CREEK, A SUBDIVISION IN THE CITY OF SMITHVILLE, CLAY COUNTY, MISSOURI, FILED FOR RECORD AS INSTRUMENT NO. 2019039687 IN BOOK I AT PAGE 88.4.  
TRACT II:  
A TRACT OF LAND LYING AND BEING SITUATED IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 53 NORTH, RANGE 33 WEST, OF THE FIFTH PRINCIPAL MERIDIAN, COUNTY OF CLAY, STATE OF MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
COMMENCING AT A FOUND ALUMINUM MONUMENT AT THE SOUTHWEST CORNER OF SECTION 35 TOWNSHIP 53 NORTH, RANGE 33 WEST; THENCE NORTH 09 DEGREES 40 MINUTES 03 SECONDS EAST, 1042.51 FEET TO A SET 5/8 INCH IRON PIN WITH CAP, SAID POINT BEING ON THE TRUE POINT OF BEGINNING; THENCE NORTH 01 DEGREES 46 MINUTES 04 SECONDS WEST 255.81 FEET TO A SET COPPERWELD; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 11,188.72 FEET, A DISTANCE OF 44.56 FEET, AND CHORD BEARS NORTH 01 DEGREES 38 MINUTES 45 SECONDS WEST TO A SET COPPERWELD; THENCE SOUTH 88 DEGREES 55 MINUTES 34 SECONDS EAST 285.82 FEET TO A SET 5/8 INCH IRON PIN WITH CAP; THENCE SOUTH 25 DEGREES 06 MINUTES 39 SECONDS EAST 334.31 FEET TO A SET 5/8 INCH IRON PIN WITH CAP; THENCE NORTH 88 DEGREES 55 MINUTES 28 SECONDS WEST, 418.65 FEET TO THE POINT OF BEGINNING.

SURVEYOR'S NOTE:

MONUMENTS RECOVERED NEAR THE EAST RIGHT-OF-WAY LINE OF MO ROUTE 169 IN THE VICINITY OF TRACT II RECORDED IN QUITCLAIM DEED IN BOOK 7899, PAGE 80 DO NOT FIT THE RIGHT-OF-WAY AS ESTABLISHED BY WARRANTY DEED RECORDED IN BOOK 2877, PAGE 921. BETWEEN A COMBINATION OF FOUND STAMPED STATIONING IN THE CONCRETE CURB OF THE PAVEMENT, A 3/8" IRON BAR ON THE EAST R/W LINE OF THE SUBJECT PROPERTY AT STATION 11+410 25 METERS LEFT AND A FEW R/W MONUMENTS LYING NORTH OF THE SUBJECT PROPERTY ALSO CHECKING WELL WITH RECORD STATION AND OFFSET IT WAS DETERMINED THAT THE RIGHT-OF-WAY AS DEPICTED IN THE 2017 QUITCLAIM DID NOT FIT THE STATIONING OF THE HIGHWAY BY APPROXIMATELY 6 FEET TO THE SOUTH AND IS AT A SKEW TO THE EXISTING PAVEMENT AND RIGHT-OF-WAY AS MONUMENTED.

RECORDER OF DEEDS:

ENTERED ON TRANSFER RECORD THIS

\_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
COUNTY RECORDER

PLAT DEDICATIONS:

THE UNDERSIGNED PROPRIETORS OF THE ABOVE DESCRIBED TRACT OF LAND HAVE CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER SHOWN ON THE ACCOMPANYING PLAT, WHICH SUBDIVISION AND PLAT SHALL HEREINAFTER BE KNOWN AS:

FAIRVIEW CROSSING

IN TESTIMONY WHEREOF, SHANE CREEES, \_\_\_\_\_ OF KANSAS CITY PROPERTIES AND INVESTMENTS, LLC, HAS CAUSED THESE PRESENTS

TO BE EXECUTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

BY: \_\_\_\_\_  
SHANE CREEES, \_\_\_\_\_

STATE OF \_\_\_\_\_, SS.

COUNTY OF \_\_\_\_\_,

BE IT REMEMBERED THAT ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, CAME

\_\_\_\_\_ TO ME PERSONALLY KNOWN TO BE THE SAME PERSON WHO EXECUTED THE FOREGOING INSTRUMENT OF WRITING AND DULY ACKNOWLEDGED THE EXECUTION OF SAME. IN TESTIMONY WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTARIAL SEAL THE DAY AND YEAR ABOVE WRITTEN.

MY COMMISSION EXPIRES: \_\_\_\_\_

\_\_\_\_\_  
NOTARY PUBLIC

PLANNING COMMISSION:

THE FINAL PLAT OF FAIRVIEW CROSSING WAS SUBMITTED TO AND APPROVED BY

THE SMITHVILLE PLANNING AND ZONING COMMISSION ON THE \_\_\_\_\_ DAY

OF, \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
CHAIRMAN

\_\_\_\_\_  
SECRETARY

THIS FINAL PLAT APPROVED \_\_\_\_\_ BY THE BOARD OF ALDERMEN OF SMITHVILLE, MISSOURI, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
MAYOR

ATTEST: \_\_\_\_\_, CITY CLERK

ENTERED ON TRANSFER RECORD THIS \_\_\_\_\_ DAY OF

\_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
COUNTY RECORDER

CERTIFICATION:

I HEREBY CERTIFY THAT THIS PLAT OF FAIRVIEW CROSSING NORTH IS HEREBY A TRUE REPRESENTATION OF A SURVEY PERFORMED ON THE GROUND BY ME OR UNDER MY DIRECT SUPERVISION, IS IN ACCORDANCE WITH THE CURRENT MISSOURI STANDARDS FOR PROPERTY BOUNDARY SURVEYS. I FURTHER CERTIFY THAT I HAVE COMPLIED WITH ALL STATUTES, ORDINANCES AND REGULATIONS GOVERNING THE PRACTICE OF SURVEYING AND PLATTING OF SUBDIVISIONS TO THE BEST OF MY KNOWLEDGE AND BELIEF.

169 HWY & 144TH  
169 HWY & 144TH  
SMITHVILLE MO.

PLANNED OVERLAY DEVELOPMENT PLAT

PROJ. NO. B21D4349	
DESIGNER MAC	DRAWN BY JNG
CFN 4349FPLAT	
SHEET 3 OF 3	REV

MATTHEW A. CROSS  
ENGINEER  
MO # 2020008364

8040 N. OAK TRAFFICWAY  
KANSAS CITY, MISSOURI 64118  
PH: (816) 468-5858 | FAX: (816) 468-6651  
kce@kveng.com | www.kveng.com

KV

KAW VALLEY ENGINEERING

KAW VALLEY ENGINEERING, INC. IS AUTHORIZED TO OFFER ENGINEERING SERVICES BY MISSOURI STATE CERTIFICATE OF AUTHORITY # 000842. EXPIRES 12/31/23

DESCRIPTION

DATE

REV

CHK

DWN

DSN