



LEE'S SUMMIT MISSOURI

FINAL DEVELOPMENT PLAN APPLICATION

1. PROJECT NAME: LEE'S SUMMIT AIRPORT EASTSIDE DEVELOPMENT AND HANGAR 2
2. PROPERTY ADDRESS: 2525 NE DOUGLAS ST, LEE'S SUMMIT, MO 64064
3. ZONING OF PROPERTY: AIRPORT ZONE
4. LEGAL DESCRIPTION (attach if description is metes and bounds description):
Lee's Summit Municipal Airport

5. Size of Building(s) (sq. ft): 42,400 sf Lot Area: 13.7 Acres


6. APPLICANT CMT PHONE (816) 853-2894
CONTACT PERSON Tyler Horn FAX _____
ADDRESS 1627 Main St, Suite 600 CITY/STATE/ZIP Kansas City, MO 64108
E-MAIL thorn@cmtengr.com

7. PROPERTY OWNER City of Lee's Summit PHONE (816) 969-1800
CONTACT PERSON Michael Anderson FAX _____
ADDRESS 220 SE Green St. CITY/STATE/ZIP Lee's Summit, MO 64063
E-MAIL michael.anderson@cityofls.net

8. ENGINEER/SURVEYOR CMT PHONE (816) 853-2894
CONTACT PERSON Tyler Horn FAX _____
ADDRESS 1627 Main St, Suite 600 CITY/STATE/ZIP Kansas City, MO 64108
E-MAIL thorn@cmtengr.com

9. OTHER CONTACTS _____ PHONE _____
CONTACT PERSON _____ FAX _____
ADDRESS _____ CITY/STATE/ZIP _____
E-MAIL _____

All applications require the signature of the owner on the application and on the ownership affidavit.
Applications without the proper signatures will be deemed incomplete and will not be processed.



PROPERTY OWNER
Print name: Michael Anderson



APPLICANT
Tyler Horn

Receipt #: _____ Date Filed: _____ Processed by: _____ Application#: _____



LEE'S SUMMIT MISSOURI

OWNERSHIP AFFIDAVIT

STATE OF MISSOURI)

ss.

COUNTY OF JACKSON)

Comes now _____ City of Lee's Summit _____ (owner)

who being duly sworn upon his/her oath, does state that he/she is the owner of the property legally described as _____ Lee's Summit Municipal Airport _____

_____ in the application for _____ Final Development Plan _____
(type of application, e.g., rezoning, preliminary or final development plan, etc.).

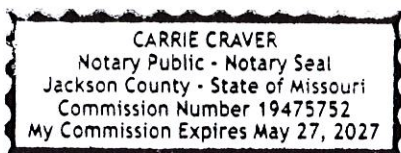
Owner acknowledges the submission of said application and understands that upon approval of the application the proposed use specified in the application will be a permitted use upon the subject property under the City of Lee's Summit Unified Development Ordinance.

Dated this 2 day of OCTOBER, 2023

Signature of Owner
Michael Anderson

Printed Name

Subscribed and sworn to before me this 2nd day of Oct, 2023



Notary Public

My Commission Expires May 27, 2027

Final Development Plan Report

For: *The Eastside Development and Hangar 2 at*
LEE'S SUMMIT MUNICIPAL AIRPORT
LEE'S SUMMIT, MO



Prepared By:



CRAWFORD, MURPHY, & TILLY, INC.
ENGINEERS & CONSULTANTS
1627 Main St. Suite 600
Kansas City, MO 64108

September 29, 2023

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Associated Documents (Submitted separately due to size)

Plan Set – Sealed, Dated 9/29/23
 Titled: 47732472 Plans LXT Eastside Development

Drainage Report - Sealed, Dated 9/29/23
 Titled: 47732472 Drainage Report LXT Eastside Development

CHAPTER ONE - INTRODUCTION

1.1 GENERAL

In 2021 Lee's Summit completed a complete Master Plan Update (MPU) and accompanying Business Plan which provided a vision for the Airport in the short, medium, and long-term timeframes of up to 20 years. The resulting conceptual airfield layout is the product of several planning efforts such as the forecast of aviation demand and the assessment of the need for future aeronautical and non-aeronautical facilities at LXT. Additionally, the conceptual airfield layout is the result of continuous communication, coordination, and workshops between the Airport, the consulting team, the City of Lee's Summit, and various Airport stakeholders.

This project is the first step to prepare the Airport for the development of the eastside of the airfield. The intent of this project is to construct all necessary roadway pavements, parking lots, site utilities, and associated improvements to bring a full site development to the proposed Hangar 2 and future relocation of the Aviation Terminal at the Lee's Summit Municipal Airport. This project will include the following major construction components:

- Construct Hangar 2
- Construct new roadways and parking lots
- Construct new apron connecting pavement to Hangar 2
- Construction of all utilities necessary for Hangar 2 and future development
- Install new stormwater drainage and retention systems for Hangar 2 and future development.
- Associated Lighting, sidewalks, and pavement markings for site accessibility
- Grade any areas within the site project area including grading preparation for the future parking and building developments

1.2 PURPOSE OF FINAL DEVELOPMENT PLAN

The purpose of the final development plan is to provide a structured document detailing the first phase of the Eastside Development and installation of Hangar 2.

The goal in laying out the development was to follow Lee's Summit's final development checklist as close as possible, however due to the unique setting of the airport, many of the standard items listed on the checklist do not apply and the implementation of some standards can be challenging.

1.3 PREVIOUS REPORTS

The airfield improvements shown and referenced in this preliminary development plan is based upon the Airport's Approved Master Plan completed in 2021.

1.4 OWNERSHIP/MAINTENANCE RESPONSIBILITIES

The entire areas encompassed within the Final Development Plan will be under the ownership and control of the Lee's Summit Municipal Airport. The Airport will be responsible for maintenance of all facilities referred to in this report.

CHAPTER TWO- FDP Development Components

2.1 GENERAL

The following items include written descriptions in response to all checklist items designated in the Final Development Plan.

2.2 General Application Plan Submission Requirements

Full size and digital copies of the engineering plan set are also provided in addition to this report.

2.3 Final Development Plan Checklist: Table 3.

C.1. Legal Description: The property designated for this FDP is the Lee's Summit Municipal Airport.

C.2 Land Area: The area of development for this project encompasses 13.7 Acres of land within the boundaries of the Lee's Summit Municipal Airport property.

C.3 Floodplain: Location and limits of the 1% Annual Chance Flood as set forth on current FEMA maps are included as an attachment to this report in Appendix A4. The project location lies outside of and special flood hazard areas subject to inundation by the 1% annual chance flood.

C.4 Lot Area: Layout, number and approximate dimensions of lots and approximate lot areas: the layout of the 13.7 acre development area at the airport is established in the engineering drawings. The entirety of this development is within the property limits of the Lee's Summit Municipal Airport.

C.5 Streets: Names and locations of proposed streets are shown in the Site Plan. The width, radii, centerline and grade of streets are detailed in the Plan and Profile sheets.

C.6 Sidewalks: Location of all sidewalks are shown in the Site Plan, width and limits are shown in the Plan and Profile sheets.

C.7 Easements: No easements are necessary for this development

C.8 Building setback: The Hangar 2 building being developed is within airport property and are not within close proximity to any streets. Hangar 2 has been developed to be set back 57ft from the East Apron Taxilane. This ensures the building is clear of the 55ft Taxilane Object Free Area.

C.9 Culverts: No culverts or bridges are associated with this development.

C.10 Driveways: No existing driveways, curb cuts, median breaks or turn lanes are affected by this development

C.11 Utilities: This development includes the installation of water, storm water, and sanitary sewers, all depicted in the Utility Plan and detailed with individual profile sheets.

C.12 Sanitary sewer:

The entire Eastside Development (proposed and future development) has been prepared for an ultimate capacity of 338 people during peak-period within the 20-year eastside development:

- Attached hangars = 49
 - Hangar 2 LXT = 20 staff + visitors
 - Hangar 2 LSR7 = 49 staff + students
 - Restaurant = 220 guests and staff
- = Peak capacity = 338 people/day

During peak period design requiring 75 gpd/pp this amounts to 25,350 gpd

Final analysis of the capacity of the existing sanitary sewer receiving system: the 8" sanitary line at a minimum slope of 0.4% is capable to receive 278 GPM (0.621 cfs) which exceeds the proposed peak hourly flow and therefore, is sufficient for design purposes. The calculations for both peak daily flow and peak hourly flow are summarized as follows:

Lee's Summit Airport Eastside Development Ultimate Sewer Capacity Calculations						
IV. POPULATION & LOADING CALCULATIONS						
Population Equivalent, PE = (No. of units)*(PE factor)						
		No. of condos	Factor	PE (persons)	Gallons of waste / person	Proposed ADF (gpd)
Hangars				49		
Hangar 2 LXT				20		
Hangar 2 LSR7				49		
Restaurant				220		
Equivaleant =				338	75	25,350
	Total =			338		25,350
Peak Daily Flow, PDF = PDFF*ADF						
PDFF	ADF (gpd)	PDF (gpd)	PDF (cfs)			
2	25,350.0	50,700.0	0.0784			
Peak Flow Factor (PFF) = $\frac{18 + (PE/1000)^5}{4 + (PE/1000)^5}$						
Population Equivalent (PE)		PFF				
338		4.1				
Peak Hourly Flow, PHF = PFF*ADF						
PFF	ADF (gpd)	PHF (gpd)	PHF (cfs)			
4.1	25,350.0	102,815.8	0.1591			
8 in. dia. gravity sewer at a minimum slope of 0.4% will carry				0.621 cfs		
which exceeds the proposed peak hourly flow, and, therefore, is sufficient for design purposes.						

C.13 Water and Sanitary Plans: Water plans are depicted in the Water Line Plan and Profile sheets and Sanitary sewers are detailed in the Sanitary Plan and Profile sheets.

C.14 Water Demand: Water Service Demand Data

Planned Land Usage: Commercial

Density of Prop Development: Est. Peak Capacity of 338 ppl/day (Ultimate) Total

Hangars: 49 Tenant Users

Hangar 2 LXT: 20 Staff + Visitors

Hangar 2 LXT: 49 Staff + Students

Restaurant: 220

Commercial Avg. Demand = C = 289p x 100 Gal/pp = 28,900 gpd

School Avg. Demand = S = 49p x 100 Gall/pp = 4,900 gpd

Average Daily Water Demand (gpd) = 28,900 + 4,900 = 33,800 gpd

Maximum Daily Water Demand = 33,800 gpd x 2.1 = 70,980 gpd

Peak Hour Demand = P = 2 * 70,980 = 141,960 gpd = 98.58 gpm

Commercial Fire Flows Minimum: 1,500 gpm

Pipe Sizes: 12" Water lines (See Utility Plan)

Fire Hydrant: 9 proposed hydrants (See Utility Plan)

C.15 Storm Water: Site grading, storm sewer and erosion control plans are depicted on the grading and erosion control drawings.

C.16 Storm Water Management: A complete stormwater report has been provided as a separate attachment to this report. The stormwater system was designed to provide detention for all proposed and future development.

C.17 Open Space: There is no open space designated for public use associated with this development.

C.18 Parking: Location and dimensions of parking spaces and accessible routes are detailed in the Signage and Marking plan.

C.19 Contours: A final contour plan associated with this development is depicted on the Grading Plan

C.20 Right-of-Way: The only public street right-of-way within the vicinity of, or associated with this development is City of Lee's Summit right-of-way along Hagan Road.

C.21 Streets: This project ties new roadways into Hagan Road, tie-ins are presented on the Site Plan and details are provided in the Plan and Profile Sheets

C.22 Dimensions: Dimensions indicating relationship between pavements, parking areas and buildings are presented in the details shown on the Plan and Profile sheets. All improvements are located within the Lee's Summit Airport property line.

C.23 Setbacks: The proposed locations of the Hangar building is well away from Hagan Road and provides no conflict with setbacks. The Hangar spacing from the apron has been designed to meet FAA "taxilane to fixed object" separation criteria for Group 2 aircraft and the offset-from-centerline dimension is spaced to provide 57' of clearance to the Hangar (FAA requires 55').

C.24 Building Dimensions: The location and dimensions of the proposed buildings are depicted in great detail in the architectural sections of the engineered drawings. This information is specifically provided in the Codes Information and Wall Types plan sheet.

C.25 Oil & Gas Wells: there are no oil or gas wells located within the vicinity of this development

C.26 Retaining Walls: there are no retaining walls associated with this development

C.27 Driveways: there are no driveways associated with this development

C.28 Lighting: the exterior lighting system will consist of light poles as depicted on the Lighting Site Plan. Poles are 40' Height, Acuity Brands Model No. ATB2-P601-MVOLT-R2/R3

C.29 Photometric Diagram: Photometrics were analyzed during the development of the lighting plan, and the results are summarized in the Lighting Site Plan.

C.30 Lighting Spec Sheets: Specification sheets for exterior lighting fixtures can be found attached to this report in Appendix A5.

C.31 Mechanical Screening: mechanical screening is provided, see Building Elevations Sheet A201

C.32 Equipment Spec Sheets: Mechanical equipment associated with this development is detailed in Sheets M001 - M701

C.33 Signs: Building signs are depicted on Building Elevations Sheet A201, Roadway signage is shown on the Signage and Marking plan

C.34 Adjacent Developments: this development is located within the property limits of the Lee's Summit Municipal Airport. Currently the only nearby building is the airfield electrical vault located near the site of proposed improvements. Future adjacent developments have been planned out through the Master Plan Update process and these are shown by dashed lines in the Site Plan.

C.35 Fire Hydrants: locations of existing and proposed fire hydrants are shown in the Utility Plan and on the Water Plan and Profile sheets

C.36 Sight triangles: Sight Triangles were prepared for the proposed connections at Hagan Road using AASHTO $ISD = 1.47(V)Tg$ for 40MPH. This translates to sight-triangles 680' and 620' long which are graphically represented in the Site Plan. The existing/proposed fenceline does not conflict with the sight-triangles nor does any proposed signage.

D.1 Building Elevations: Building Elevations are provided on Building Elevations Sheet A201.

D.2 Screening Materials: There is no rooftop mechanical equipment associated with this development

D.3 Roof Line: The roof line of the proposed T-Hangar buildings is depicted on the A201 Building Elevations Sheet, there is no rooftop mechanical equipment associated with this development.

E. Floor Plan: the floor plans are shown in sheets A101 and A102

F. Landscape Plan: Landscaping plans are presented as sheet L100

G. Land Use Schedule:

- G.1 Total Floor Area: 42,400 SF
- G.2 Number of Dwelling Units: not-applicable
- G.3 Land Area: the area of disturbance is 13.7 AC
- G.4 Parking Spaces: (See Site Plan)
 - Standard Spaces: 63 Spaces
 - ADA Spaces: 4 Spaces
 - Total Spaces: 67 Spaces
 - Minimum Required: 50 Spaces present*
 - Minimum Required: 69 Spaces future*
- *See UDO 12 notes below
- G.5 Impervious Coverage: 37% of area of proposed improvements
- G.6 Floor Area Ratio: 13%

H.1 Deeds: there are no rights-of-way or easements required as part of this development

H.2 Covenants: There are no covenants applicable to this development

H.3 POA Bylaws: There is no property owners association associated with this development.

H.4 Conditions: No preliminary development plan was required, as the 2021 Master Plan Update was accepted as an alternative. A Pre-Application Meeting was held on August 1, 2023 at 11:30am, the notes from this meeting are included to this report in Appendix A2. Any conditions set forth in this meeting have been addressed.

H.5 Engineering Plans: Full size and digital copies of the engineering plan set are also provided in addition to this report.

2.4 Final Development Plan Checklist: Table 4. Other Requirements

UDO Art. 14 Landscaping, buffers & tree protection: Landscaping plans are provided as L100. It is the intention of the airport to meet as many landscaping requirements as possible but due to the nature of the airport plants are largely avoided due to being wildlife attractants. No areas inside the fence were used in the calculations of required plants since trees are unwanted wildlife attractants as well as quickly become airspace hazardous that the airport then has to spend time and effort to remove.

The type seed intended for use for the reestablishment of turf on disturbed areas adheres to the City of Lee's Summit, Missouri Standard Specifications which adopts the Section 2400 Kansas City Metropolitan Chapter of APWA Construction and Material Specifications.

UDO Art. 12 Vehicle Parking: Hangar 2 is an unusual building that does not fit into any generic categories listed by the minimum required parking table. Hangar 2 is predominantly a Hangar for aircraft to include office space for up to 20 LXT staff/visitors and school space for up to 49 staff/students.

It is anticipated that future peak demand will require 20 LXT staff/visitors, 49 LSR7 staff/students operating at Hangar 2 for a total maximum of 69 users. Additional parking is planned in association with the future development adjacent to Hangar 2 which will provide additional parking support for the ultimate layout.

UDO Art. 13 Signs: All roadway signage shall comply with the sign requirements outlined in the ordinance. Vehicle signage is presented in the Marking and Signage plan. Lee's Summit Standard sign details are provided in the plan sheets.

UDO Art. 6. Div. I - Airport Overlay: All proposed improvements have been planned specifically outside of the airport Building Restriction Line as part of the Master Plan Update – reviewed and approved by the FAA and the City of Lee's Summit. The proposed Hangar structure and all associated improvements associated with this development (light poles, have been prepared for submittal through a 7460 airspace study. The airspace points are summarized in the Critical Points plan sheet and this will be uploaded into the FAA OE/AAA system after the Codes/FDP review process is completed (in case any changes to structures alter the components for submission). No construction will begin until FAA has reviewed and made a determination on the 7460 submission.

UDO Art. 6. Div. II Flood Hazard and Zoning: The proposed project location lies outside of the 1% Annual Chance Flood as set forth on current FEMA maps are included as an attachment to this report in Appendix A4.

UDO Art. 6. Div. III Historic Preservation: the development is not located within a local historic district and there are no properties or structures listed in the National Register of Historic Places.

UDO Article 16. Platting: the property limits at the Lee's Summit Municipal Airport were platted as a unified airport zone in 2019, the legal documents are attached in Appendix A3.

APPENDIX A1 – REQUIRED CHECKLISTS



FINAL DEVELOPMENT PLAN CHECKLIST

Submittal Requirements	Yes	No*
Completed application form with signatures		
Ownership affidavit form		
Legal description		
Technical Studies, if required (2) sets of Structural Analysis Report		
Filing fee – See Development Services Fees under the Schedule of Fees and Charges found at www.cityofls.net . Please note that fees differ based on project land area.		
Final Development Plans – 1 digital multi-page PDF plan sets, studies, letter and applications shall be separate files		
File Naming Conventions- All uploaded files should be named as follows DOCUMENT NAME_REVISION NUMBER_DATE OF PLAN STAMP		
Checklist for Plan Submission Requirements		
Checklist for Final Development Plan		
Checklist for Zoning District Regulations – Separate document		
Checklist for Design Standards (See Article 8) – Separate document		
Checklist for Other Ordinance Requirements		

*** Applications missing any required item above will be deemed incomplete.**

Table 1. General Application Requirements Plan Submission Requirements				
UDO Article 2., Sec. 2.040	Ordinance Requirement	Met	Not Met	N/A
B.1. Date Prepared	Date prepared			
B.2. Name & address	Name, address and telephone number of the person who prepared, or person responsible for preparing, the plan;			
B.3. Scale	Graphic, engineering scale not to exceed 1:100. All plans shall be drawn to a standard engineer's scale of 1:50 or 1:100', unless a different scale is specifically approved by the Director.			
B.4. Plan Size	Plan size maximum of 24 X 36 inches with one (1) inch border			
B.5. North Arrow	North Arrow; plan shall be oriented so north is to the top or to the right side of the sheet.			
B.6. Vicinity Map	Vicinity map with north arrow indicating the location of the property within the City.			

FINAL DEVELOPMENT PLAN CHECKLIST

Table 3. Final Development Plan				
UDO Article 2, Sec. 2.360.	Ordinance Requirement	Met	Not Met	N/A
C.1. Legal Description	A legal description which accurately describes the limits of the property.			
C.2. Land Area	Area of land in square feet and acres.			
C.3. Floodplain	Location and limits of the 1% Annual Chance Flood, as set forth on the current FEMA maps with reference to the panel number. Elevations shall be provided if shown on the FEMA map.			
C.4. Lot Area	Layout, number and approximate dimensions of lots and approximate lot areas.			
C.5. Streets	Name, location, width, radii, centerline, and grade of streets and alleys, both public and private;			
C.6. Sidewalks	Location, width and limits of all existing and proposed sidewalks and public walkways;			
C.7. Easements	Location and width of proposed easements;			
C.8. Building Setback	Building setback lines from streets with dimensions.			
C.9. Culverts	Location and approximate dimensions of culverts and bridges;			
C.10. Driveways	Location of existing and proposed driveways, curb cuts, median breaks and turn lanes;			
C.11. Utilities	The location and size of all utility lines, including water, storm water, and sanitary sewers.			
C.12. Sanitary Sewer	Final analysis of the capacity of the existing sanitary sewer receiving system.			
C.13. Water & Sanitary Plans	Final water and sanitary sewer plans.			
C.14. Water Demand	Appropriate water service demand data (including, but not limited to, planned land usage, densities of proposed development, pipe sizes, contours and fire hydrant layout) to allow for the preliminary analysis of the demand for water service if required by the City Engineer.			
C.15. Storm Water	Final storm water collection, detention and erosion control plans.			
C.16. Storm Water Management	Information (proposed size, nature and general location) on all proposed storm water management facilities and detention facilities. A final storm water report shall be submitted unless the stormwater report requirement was waived by the City Engineer or there are no required revisions to the preliminary storm water report. All storm water reports shall include:			
C.16.a.	Current and proposed land use assumptions,			
C.16.b.	Identification of the watershed in which the project is located,			

FINAL DEVELOPMENT PLAN CHECKLIST

Table 3. Final Development Plan				
UDO Article 2, Sec. 2.360.	Ordinance Requirement	Met	Not Met	N/A
C.16.c.	Identification of offsite drainage areas,			
C.16.d.	Surrounding property information,			
C.16.e.	Any other pertinent information about the site which may influence storm water runoff,			
C.16.f.	Proposed storm water facilities,			
C.16.g.	The downstream effects of the development			
C.16.h.	Calculations for the 100%, 10%, and 1% storms. All calculations must be submitted with the report; a summary table is not acceptable.			
C.16.i.	If the storm water report indicates that detention is not required, supporting calculations evaluating the downstream effects must be provided.			
C.16.j.	All reports shall be signed and sealed by a Professional Engineer registered in the State of Missouri.			
C.17. Open Space	Location and size of proposed open space for public use proposed to be dedicated or reserved and any conditions of such dedication or reservation; parks, playgrounds, churches, or school sites or other special uses of land to be considered for public use, or to be reserved by deed or covenant for the use of all property owners in the subdivision.			
C.18. Parking	Location and dimensions of all parking spaces, accessible spaces, accessible routes, drive aisles, driveways, and curbs.			
C.19. Contours	Finished grades showing 1-foot contours for the entire site (2-foot contour intervals may be allowed by the Director, depending on the site).			
C.20. Right-of-Way	All proposed and existing adjacent public street rights-of-way with centerline location.			
C.21. Streets	All proposed and existing adjacent public street and public drive locations, widths, curb cuts and radii.			
C.22. Dimensions	Sufficient dimensions to indicate relationship between buildings, property lines, parking areas and other elements of the plan.			
C.23. Setbacks	Location of all required building and parking setbacks.			
C.24. Building Dimensions	Location, dimensions, number of stories and area in square feet of all proposed buildings.			
C.25. Oil & Gas Wells	The location of all oil and/or gas wells within the subject property.			
C.26. Retaining Walls	Limits, location, size and material to be used in all proposed retaining walls.			

FINAL DEVELOPMENT PLAN CHECKLIST

Table 3. Final Development Plan				
UDO Article 2, Sec. 2.360.	Ordinance Requirement	Met	Not Met	N/A
C.27. Driveways	Location and dimensions of all driveways, parking lots, parking stalls, aisles, loading and service areas and docks.			
C.28. Lighting	Location, height, intensity and type of outside lighting fixtures for buildings and parking lots.			
C.29. Photometric Diagram	Photometric diagram indicating the foot candle levels throughout the site and at the property lines.			
C.30. Lighting Spec Sheets	The manufacturer's specification sheets for proposed exterior lighting to include both parking lot pole mounted and wall mounted fixtures. The specification sheets shall indicate the exact fixture to be used.			
C.31. Mechanical Screening	Location, size, and type of material to be used in all screening of ground mounted mechanical equipment.			
C.32. Equipment Spec Sheets	The manufacturer's specification sheets for proposed mechanical equipment to be used.			
C.33. Signs	Location, size, and type of material of all proposed monument or freestanding signs.			
C.34. Adjacent Developments	The location of adjacent developments, alignment and location of existing public and private driveways and streets, medians, and public and semi-public easements.			
C.35. Fire Hydrants	Locations of existing and proposed fire hydrants.			
C.36. Sight Triangles	Sight triangles (See Article 8)			
D.1. Building Elevations	Elevations of all sides of proposed buildings including notation indicating building materials to be used on exteriors and roofs.			
D.2. Screening Materials	Location, size and materials to be used in all screening of rooftop mechanical equipment.			
D.3. Roof Line	A dashed line indicating the roof line and rooftop mechanical equipment.			
E. Floor Plan	Floor plan showing dimensions and areas of all floors within proposed buildings and structures.			
F. Landscape Plan	Landscaping plans shall be submitted in accordance with Article 8.			
G. Land Use Schedule	A land use schedule shall include the following:			
G.1.	Total floor area			
G.2.	Number of dwelling units			
G.3.	Land area			

FINAL DEVELOPMENT PLAN CHECKLIST

Table 3. Final Development Plan				
UDO Article 2, Sec. 2.360.	Ordinance Requirement	Met	Not Met	N/A
G.4.	Number of required and proposed parking spaces			
G.5.	Impervious coverage			
G.6.	Floor Area Ratio (FAR)			
H.	The following shall be submitted in support of the application for final development plan approval:			
H.1. Deeds	Deeds of dedication for all rights-of-way or easements required as a result of preliminary development plan approval, if conveyance thereof is not to be made by plat.			
H.2. Covenants	A copy of all proposed covenants and restrictions applicable to the development.			
H.3. POA Bylaws	A copy of the property owners association bylaws as evidence of the establishment of the agency for the ownership and maintenance of any common open space and all assurances of the financial and administrative ability of such agency.			
H.4. Conditions	Evidence of satisfaction of any conditions of the preliminary development plan approval that were conditions precedent to consideration of the final development plan.			
H.5. Engineering Plans	An application for engineering approval pursuant to the Design and Construction Manual. All applications for engineering approval shall be accompanied by the number of copies of the following as required by the City Engineer:			
H.5.a.	Engineering drawings with the information required in the Design and Construction Manual			
H.5.b.	Plans, profiles and details for streets, curb and gutters, sidewalks, storm and sanitary sewers, and water lines			
H.5.c.	A written benchmark description and elevation			
H.5.d.	A storm water Master Drainage Plan that contains detailed plans for storm drainage, storm water detention, and grading plans, as specified in the Design and Construction Manual.			

FINAL DEVELOPMENT PLAN CHECKLIST

Table 4. Other Requirements				
	Ordinance Requirement	Met	Not Met	N/A
UDO Art. 8, Div. III Landscaping, Buffers & Tree Protection				
Sec. 8.720. Landscaping & buffer plans	Landscaping and buffer plans shall be submitted, and shall include information as listed in the ordinance.			
Sec. 8.750. Acceptable plant material	Acceptable plant materials and sizes for landscaping, buffers and tree replacement shall meet the ordinance requirements.			
Sec. 8.790.A.1. Street frontage trees	1 tree shall be planted for each 30 feet of street frontage. Such trees may be clustered or arranged within the setback if approved as part of the landscape plan. A minimum 20-foot landscape strip shall be provided along the full length of any street frontage, except where the building setback is less than 20 feet.			
Sec. 8.790.A.2. Front parking setback	In commercial and industrial districts, any parking or loading area visible from a street shall be separated from the street right-of way with a landscape strip at least 20 feet wide.			
Sec. 8.790.A.3. Street frontage shrubs	1 shrub shall be provided for each 20 feet of street frontage, or portion thereof, with in the landscaped setback abutting such frontage. Such shrubs may be clustered or arranged within the setback.			
Sec. 8.790.B.1. Open yard shrub reqt.	The minimum of 2 shrubs per 5,000 square feet of total lot area, excludes single family and duplex developments. For schools, large sports/play fields and other areas specifically open to the public for use, i.e., tennis courts, paved play areas, paved parking lots etc. may be excluded in the calculation of this requirement.			
Sec. 8.790.B.2. Ground cover	Open areas not covered with other materials shall be covered with sod.			
Sec. 8.790.B.3. Open yard tree reqt.	In addition to the trees required based upon street frontage, additional trees shall be required at a ratio of 1 tree for every 5,000 square feet of total landscaped open space. For schools, large open sports/play fields may be excluded in the calculation of total landscaped open space. The remaining open space shall be applied to the ratio for tree planting as stated herein.			
Sec. 8.790.C. Trash enclosures	A detailed drawing of enclosure and screening methods to be used in connection with trash storage containers on the property shall be included with the landscaping plan. (See Section 8.180.G for requirements)			
Sec. 8.810.A. Parking lot landscape islands	Landscape islands, strips or other planting areas shall be located within the parking lot and shall constitute at least 5% of the entire area devoted to parking spaces, aisles and driveways. <i>Every four rows of parking shall include a landscape island of at least ten feet in width.</i> Industrial zoned properties, PI and CS, shall be exempt from this requirement.			

FINAL DEVELOPMENT PLAN CHECKLIST

Table 4. Other Requirements				
	Ordinance Requirement	Met	Not Met	N/A
Sec. 8.810.B. Landscape island placement	A landscaping island shall be located at the end of every parking bay between the last parking space and an adjacent travel aisle or driveway. The island shall be no less than 9 feet wide for at least one-half the length of the adjacent parking space. The island shall be planted in trees, shrubs, grass, or ground cover, except for those areas that are mulched.			
Sec. 8.810.C. Island width	Tree planting areas shall be no less than 10 feet in width. No tree shall be located less than 4 feet from the back of curb. All parking lot landscape islands, strips or other planting areas shall be curbed with minimum 6 inch high curbs.			
Sec. 8.820 Parking lot screening	Screening to a height of 2.5 feet must be provided along the edge of the parking lot or loading area closest to and parallel to the street. (See Sec. 8.820 for full requirements).			
Sec. 8.870. Buffer/screen requirements	Buffer/screen between developments of differing land uses adjoining one another or separated from one another by only a street or alley shall comply with Table 8.890 Typical buffers.			
UDO Art. 8, Div. II Vehicle Parking				
Sec. 8.530 Number of Parking spaces	See Table 8-1 for minimum required.			
Sec. 8.620.A. Head-in parking	All areas devoted to vehicle parking shall be so designed and be of such size that no vehicle is required to back into a public street to obtain access.			
Sec. 8.620.B.1. Parking setback	Parking lots shall be set back a minimum 20 feet from any public right-of-way or private street edge of pavement.			
Sec. 8.620.B.2. Parking setback	Parking lots shall be set back a minimum 20 feet from any residential use or district.			
Sec. 8.620.B.3. Parking setback	Parking lots shall be set back a minimum 6 feet from the side or rear property line when not part of shared parking and/or cross access.			
Sec. 8.620.C. Parking Dimensions	9' wide x 19' deep, placed at the prescribed angle so that it lies between the curb and aisle. 9 feet by 17 feet parking spaces shall be permitted when the parking space abuts a 6 feet wide sidewalk or when abutting a curbed open green/landscaped space. Parallel parking spaces shall not be less than 9' wide x 23' long.			
Sec. 8.620.F.2.b Curb blocks	The use of curb blocks in parking areas shall be prohibited, except at the head of accessible parking spaces when they are adjacent to a pedestrian walkway with no raised curb.			
Sec. 8.620.E.1. Aisle Width	Adequate aisle width (per Table 8-4) for maneuvering into and out of each space.			
Sec. 8.620.E.4. Drive width	Minimum width (not including curb and gutter) is the same as aisle width (see Table 8-4).			
Sec. 8.620.E.5. Curb cut spacing	Distance of driveways from intersections and from other driveways shall conform to the Access Management Code.			

FINAL DEVELOPMENT PLAN CHECKLIST

Table 4. Other Requirements				
	Ordinance Requirement	Met	Not Met	N/A
Sec. 8.250. Parking Lot Lighting	Any lights used to illuminate the parking area shall be arranged, located or screened so that light is directed away from and no light source is visible from a public street, a residentially-zoned area, or a residential use. (See Article 8).			
Sec. 8.620.F.1.a & b Improvement of Parking Area	Permanent surface, consisting of asphalt or concrete, per specifications.			
Sec. 8.620.F.2.a & c. Curbing	CG-1 concrete curbing required around all parking areas and access drives in all zoning districts, except for driveways serving single-, two-, three- and four-family residences. Temporary asphalt curbs may be used in areas to be expanded only as shown and approved on the development plan.			
Sec. 8.580. Accessible Parking Space Size	Accessible parking spaces shall have an adjacent aisle 5 feet wide, and one in every 8 accessible spaces (but no less than one) shall be adjacent to an aisle 8 feet wide and the space shall be clearly marked with a sign indicating that the space is "van accessible." Accessible parking space aisles shall be clearly demarcated by lines painted on or otherwise applied to the parking lot surface. Access aisles shall be on the same level as the vehicle pull-up space they serve.			
Sec. 8.580.E. Accessible Parking Space Slope	Accessible parking spaces shall be located on a surface with a slope not exceeding 1 vertical foot in 50 horizontal feet.			
Sec. 8.580.H. Accessible Parking Space Clearance	Parking spaces for vans shall have a vertical clearance of 98 inches minimum at the space and along the vehicular route thereto. In cases of a loading zone, the vertical clearance of 114 inches minimum shall be provided at passenger loading zones and along vehicle access routes to such areas from site entrances.			
Sec. 8.580.C. No. of Accessible Parking Spaces	See Table 8-3			
Sec. 8.580.F. Accessible Parking Space Location	Accessible spaces shall be located at the nearest point to the front building entry and/or accessible ramp. Such spaces separated by a drive aisle shall have clearly discernable cross walks.			
Sec. 8.580.J. Accessible Parking Standards	All accessible parking shall comply with the requirements of the federal Americans with Disabilities Act.			
Sec. 8.580.I. Accessible Parking Sign	Every parking space required by this section shall be identified by a sign, mounted on a pole or other structure, located between 36 inches (3 feet) and 60 inches (5 feet) above the ground measured from the bottom of the sign, at the head of the parking space. The sign shall be at least 12" by 18" in area and meet the requirements set forth in the Manual on Uniform Traffic Control Devices, as referenced in Section 29-381 of the Lee's Summit General Code of Ordinances.			

FINAL DEVELOPMENT PLAN CHECKLIST

Table 4. Other Requirements				
	Ordinance Requirement	Met	Not Met	N/A
UDO Art. 9 Signs				
Sec. 9.030.B Signs	All signs must comply with the sign requirements as outlined in the sign section of the ordinance			
UDO Art. 5. Div. I - Airport Overlay				
Sec. 5.030. Airport Zones	No structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this District to a height in excess of the applicable height limit herein established for such zone. See Article 5			
Sec. 5.040 Use Restrictions	No use may be made of land or water within any zone established by this Article in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.			
	For any property within two miles of the airport, a Form 7460 shall be completed and submitted to the FAA, and comments received back prior to any construction.			
UDO Art. 5. Div. II - Flood Hazard and Zoning				
Misc.	Floodplain boundaries shall be shown, along with base flood elevations.			
Misc.	Any lots which contain floodplain shall have a note establishing the minimum floor elevation and/or minimum low opening for structures.			
UDO Art. 5. Div. III - Historic Preservation				
Misc.	Is the property in a local historic district?			
Misc.	Is the property or structure listed in the National Register of Historic Places?			
UDO Article 7. Platting				
Sec. 7.020.G	Any division of land or unplatted piece of property requires platting prior to the issuance of building permits			

APPENDIX A2 – PRE-APPLICATION MEETING NOTES

DEVELOPMENT SERVICES

***** PLEASE BE AWARE THAT ANNUAL FEE INCREASES WILL GO INTO EFFECT ON APPLICATIONS SUBMITTED ON OR AFTER JULY 1, 2022. CONTACT YOUR PROJECT MANAGER TO DETERMINE WHAT THE INCREASES RELATED TO YOUR PROJECT MAY BE.**

**Pre-Application Meeting Summary
(Submit with your application)**

Meeting Info-PM			
Date	Tuesday, August 01, 2023		
Address/Location	2751 NE DOUGLAS ST, LEES SUMMIT, MO 64064		
Project Title	LXT EAST SIDE DEVELOPMENT		
Applicant Contact Info-PM			
Name	Role	Email	Phone
	Applicant		
	Architect		
	Engineer		
City Staff Present			
Name	Role	Email	Phone
Mike Weisenborn	Project Manager	mike.weisenborn@cityofls.net	816-969-1240
Hector Soto Jr.	Planning	Hector.Soto@cityofls.net	
Gene Williams, P.E.	Development Engineering	Gene.Williams@cityofls.net	
David Lohe	Public Works	David.lohe@cityofls.net	
Joe Frogge	Bldg. Codes	Joe.Frogge@cityofls.net	
Jim Eden	Fire Dept.	Jim.eden@cityofls.net	
David Bushek	Law Dept.	David.Bushek@cityofls.net	
Jeff Thorn	Water Utilities	Jeff.thorn@cityofls.net	
Applications Required			
Final Development Plan Building Permits			
Studies Required			
Storm Water			

DEVELOPMENT SERVICES

Development Agreements

Meeting Summary

Project Description

LXT East Side Development

Applicant

- Overview
 - Phase 1
 - Infrastructure for development of future hangars
 - Roadways
 - Utilities
 - Parking lots
 - Phase 2
 - Hangar 2
 - This is an extension of community hangar one
 - 50% for LSR-7 training classrooms
 - Plans are 90% complete / future Final Development Plan
- Building
 - Materials for industrial districts / airport zoning
 - Metal panel building
 - Rough texture – is this required?
 - Proposed panels are ribbed
 - Does this create the texture?
 - Translucent panels
 - Glass- windows

Development Engineering

- Sanitary
 - Another project in the area plans to install a sanitary line along the west side of Hagan all the way down to Jones Industrial to tie in
 - Cost share project
 - The Law Dept. with the Bond Council is working on the Chapter 100 Plan and the bond documents
 - The hearing will be in about three weeks
 - Now is the appropriate time to start looking at the details
 - May look at preparing a term sheet to use to come to an agreement on the arrangement for sewer
- Storm Water
 - Detention on site?
 - Create a regional detention basin for all future development
 - This is a dry basin
 - Ponding on airports is frowned upon due to attracting wildlife
 - The existing water shed drains to the east
 - The storm study needs to go downstream at least 10% of the drainage area to ensure that this detention basin doesn't make it worse than it already is
 - Current requirements are 40-hour release for the water quality element
 - A waiver request would need to be submitted for a different release rate

Development Services

DEVELOPMENT SERVICES

- APWA 5600
- The City of LS follows the Comprehensive Control Strategy

Water

- Trying to tap into a 16" water line that is on the opposite side of the street
- There is a 30" transmission line along Hagan Rd
 - The applicant needs to get around that line
 - Should they go above or below the transmission line with their water line?
 - May need to pothole to get the location
 - The 30" line was there before anything else out there
 - There is currently an 8" line over the 30" transmission line
 - There is a no trench rule
 - Need to determine fire flows
 - Determine if hanger 2 is a wet system
 -
- Why is the applicant proposing a casing pipe?
 - Casing is not typically used for a water main – just in special cases
 - Used for sanitary

Codes

- Distance around the hangar
 - NFPA requires 50 feet around the hangar
 - There is an electrical vault building that is shown at 25 feet
 - IBC does not have a rating required on the opposing walls
 - NFPA does have a rating
 - Can a modification be submitted to not require the two-hour rating?
 - The vault serves the airport – generates power
 - A modification will be considered
 - Include this in the code analysis
 - Is intent being met for fire department access around the building and separation of hazards?
 - If yes, this could be considered an accessory
 - Need adequate access to hangar 2
 - What is in the building? Does it pose a hazard?

Fire

- Fire suppression system
 - The applicant would like to submit this based on the NFPA 2022
 - They would like to use a wet fire suppression system as opposed to foam as required by the NFPA 2016
 - Should this request be formally submitted?
 - This will be considered
 - Applicant should submit a code modification request citing what the current standard is and what the applicant wants to go to and why. Indicate how that will apply under Chapter 9 of the IBC and IFC.
 - Submit the modification request to Mike Weisenborn – Project Manager
 - If this is just for the storage of aircraft it should be fine but if there is any type of maintenance it will need further review.
- Fire flow
 - 52,200 sf for fire suppression
 - 2B building
 - 2400 gallons per minute

DEVELOPMENT SERVICES**Planning**

- Materials
 - 50% requirement allows for the use of a rough textured metal panel system or any of the materials listed to include masonry, concrete, stucco, glass
 - Rough texture metal panel must have a rough finish
 - A modification can be requested through a public hearing in front of the Planning Commission and City Council
 -
 - The requirement for 50% approved materials is for the front of all buildings facing the street
 - The glass windows are counted toward the 50%
- Landscape requirements
 - The landscape standard is not applied in a strict sense to the airport project
 - From a safety standpoint / not attracting wildlife
- Process
 - Final Development Plan
 - If modifications are requested this will need to go to a public hearing with the Planning Commission and City Council

Staff follow up

- Schedule follow-up meetings on various topics: storm water strategy, CMR – codes & fire, water line and fire flows – will a larger hangar come in the future, rough metal panels

These are notes taken by Development Services staff during the meeting on the date and time set forth above. These notes are a summary of the primary items discussed at the meeting about a potential application, and are not a transcript of the discussions. These notes do not bind the City or the applicant on any matters discussed. City staff does not render binding decisions in pre-application meetings. Any formal ruling by the Director regarding an application would be issued separately from the meeting notes. Nothing in these notes are deemed to create a contract between the City and applicant. The potential application discussed at the meeting, if pursued by the applicant, is subject to consideration by the Director of Development Services, the Planning Commission and/or City Council, and those persons and entities will render the final and official decision on the application based on the nature of the application. The information and feedback provided in the pre-application meeting is based on the Unified Development Ordinance (UDO) and other relevant City Code provisions in effect on the date of the meeting. The UDO and other relevant City Code provisions may change after the meeting, and these changes may affect the potential application when it is formally filed and considered by the City.

The City's Development Center provides quick & easy access to:

**Check The Status of an Application/Permit
View/print Application Review Documents
Schedule Inspections Online
View/print Inspection Documents**

devservices.cityofLS.net

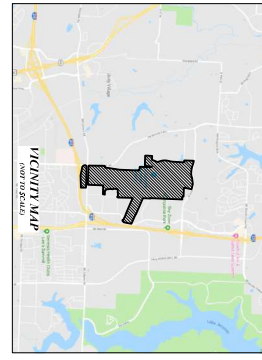
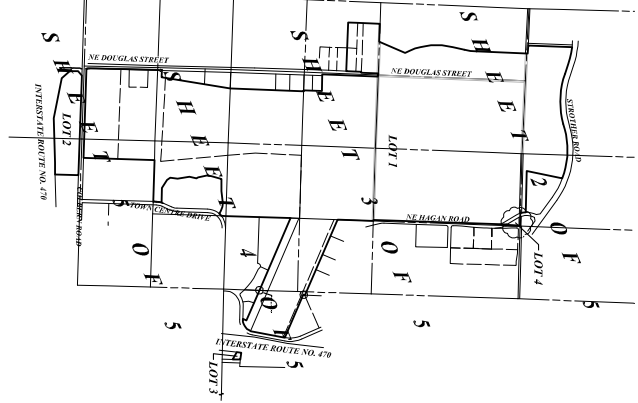
APPENDIX A3 – LEGAL DESCRIPTIONS AND PLATS

LOTS 1 AND 4

DESCRIPTION:
LOTS 1 AND 4

[illegible][illegible][illegible][illegible]

A MAJOR SUBDIVISION IN THE CITY OF LEE'S SUMMIT, JACKSON COUNTY, MISSOURI
PART OF SECTIONS 17, 18, 19, 20, 29, AND 30, TOWNSHIP 48 NORTH, RANGE 31 WEST



WHEN WITNESSES WHEREOF: _____ HAS CAUSED THESE PRESENTS TO BE SIGNED THIS _____ DAY OF _____ 20____

 (NOTARY PUBLIC OR NOTARY PUBLIC STATE OF _____) (S.S.)

 COUNTY OF _____)

20____ BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, PERSONALLY APPEARED _____ TO ME, PERSONALLY AND THAT SAID _____
 TO BE THE PERSONALTY KNOWN AND AFFIRMED BY NOTARIAL SEAL AND OFFICE THE DAY AND YEAR LAST WRITTEN ABOVE.

BY COMMISSION EXPIRES: _____

 NOTARY PUBLIC

 PRINTED NAME

LOT 2
 PART OF LOTS 7 AND 8, FIELD ROAD, SHERBORN IN THE CITY OF LEE'S SUMMIT, JACKSON COUNTY, MISSOURI BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SECTION 14 OF SECTION 36, TOWNSHIP 4 NORTH, RANGE 3 WEST, MERIDIAN 10, DISCOVERED AND FOLLOWING COURSE: ALONG THE SOUTH LINE OF SAID SECTION 14 SECTION 36, THENCE NORTH 89° 42' 01" WEST, ALONG SAID SOUTH LINE OF SAID SECTION 14, DISTANCE OF 114.16 FEET TO THE EAST RIGHT OF WAY LINE OF DOUGLASS ROAD, AS NOW ESTABLISHED, THENCE SOUTH 41° 44' 47" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 127.70 FEET TO THE EAST RIGHT OF WAY LINE OF FIELD ROAD, AS NOW ESTABLISHED, THENCE SOUTH 41° 44' 47" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 150.00 FEET TO THE EAST RIGHT OF WAY LINE, OR INTERMEDIATE TO HIGHWAY 45, AS ESTABLISHED BY DOCUMENT NO. 16,024 IN BOOK 4, AT A PLACE THERE, THENCE SOUTH 84° 42' 09" EAST, THE END OF THE FOLLOWING COURSE: ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 86.60 FEET TO THE EAST RIGHT OF WAY LINE, OR INTERMEDIATE TO HIGHWAY 45, AS ESTABLISHED BY DOCUMENT NO. 16,024 IN BOOK 4, AT A PLACE THERE, THENCE NORTH 84° 42' 09" EAST, THE END OF THE FOLLOWING COURSE: ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 86.60 FEET TO THE EAST RIGHT OF WAY LINE, OR INTERMEDIATE TO HIGHWAY 45, AS ESTABLISHED BY DOCUMENT NO. 16,024 IN BOOK 4, AT A PLACE THERE, THENCE SOUTH 84° 42' 09" EAST, A DISTANCE OF 124.26 FEET, TO SAID SOUTH RIGHT OF WAY LINE, OF COLEBORN ROAD, THENCE NORTH 89° 42' 01" WEST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 56.92 FEET TO THE POINT OF BEGINNING.

LOT 3
 THAT PART OF THE SOUTHWEST 1/4 OF SECTION 20, TOWNSHIP 4 NORTH, RANGE 3 WEST, IN THE CITY OF LEE'S SUMMIT, JACKSON COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SECTION 14 OF SECTION 36, TOWNSHIP 4 NORTH, RANGE 3 WEST, MERIDIAN 10, DISCOVERED AND FOLLOWING COURSE: ALONG THE SOUTH LINE OF SAID SECTION 14 SECTION 36, THENCE NORTH 89° 42' 01" WEST, ALONG SAID SOUTH LINE OF SAID SECTION 14, DISTANCE OF 114.16 FEET TO THE EAST RIGHT OF WAY LINE OF DOUGLASS ROAD, AS NOW ESTABLISHED, THENCE SOUTH 41° 44' 47" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 127.70 FEET TO THE EAST RIGHT OF WAY LINE OF FIELD ROAD, AS NOW ESTABLISHED, THENCE SOUTH 41° 44' 47" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 150.00 FEET TO THE EAST RIGHT OF WAY LINE, OR INTERMEDIATE TO HIGHWAY 45, AS ESTABLISHED BY DOCUMENT NO. 16,024 IN BOOK 4, AT A PLACE THERE, THENCE SOUTH 84° 42' 09" EAST, THE END OF THE FOLLOWING COURSE: ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 86.60 FEET TO THE EAST RIGHT OF WAY LINE, OR INTERMEDIATE TO HIGHWAY 45, AS ESTABLISHED BY DOCUMENT NO. 16,024 IN BOOK 4, AT A PLACE THERE, THENCE SOUTH 84° 42' 09" EAST, THE END OF THE FOLLOWING COURSE: ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 86.60 FEET TO THE EAST RIGHT OF WAY LINE, OR INTERMEDIATE TO HIGHWAY 45, AS ESTABLISHED BY DOCUMENT NO. 16,024 IN BOOK 4, AT A PLACE THERE, THENCE SOUTH 84° 42' 09" EAST, A DISTANCE OF 124.26 FEET, TO SAID SOUTH RIGHT OF WAY LINE, OF COLEBORN ROAD, THENCE NORTH 89° 42' 01" WEST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 56.92 FEET TO THE POINT OF BEGINNING.

[illegible]

AREA: THE SUBJECT PROPERTY CONTAINS A 672.87 SQUARE FEET OR 652.89 ACRES, MORE OR LESS.

PLAT DEDICATION: THE UNDERSIGNED OWNERS OF THE PROPERTY DESCRIBED HEREIN HAVE WANTED THE SAME TO BE SET APART FOR THE INNER SHOWN ON THIS PLAT. THE PROPERTY SHALL BE HEREIN BE KNOWN AS "THEE SOUTH PROPERTY"

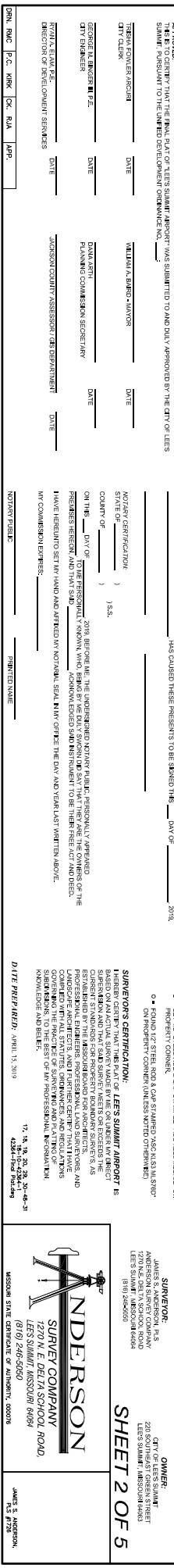
EASEMENTS: THE SOUTHERN SHOWN HEREON IS THE TRACTS OWNED BY THE UNDERSIGNED OWNERS, P. AND R. CINCINNATI, AND RECORDS NUMBER REPORTS WITH EASEMENTS PREPARED BY ASSOCIATED COUNTRY TITLE COMPANY WITH THE FOLLOWING DEED NUMBERS:

DE 129011 1, DE 129012 13, DE 129013 14, DE 129014 15, DE 129015 16, DE 129016 17, DE 129017 18, DE 129018 19, DE 129019 20, DE 129020 21, DE 129021 22, DE 129022 23, DE 129023 24, DE 129024 25, DE 129025 26, DE 129026 27, DE 129027 28, DE 129028 29, DE 129029 30, DE 129031 31, DE 129032 32, DE 129033 33, DE 129034 34, DE 129035 35, DE 129036 36, DE 129037 37, DE 129038 38, DE 129039 39, DE 129040 40, DE 129041 41, DE 129042 42, DE 129043 43, DE 129044 44, DE 129045 45, DE 129046 46, DE 129047 47, DE 129048 48, DE 129049 49, DE 129050 50, DE 129051 51, DE 129052 52, DE 129053 53, DE 129054 54, DE 129055 55, DE 129056 56, DE 129057 57, DE 129058 58, DE 129059 59, DE 129060 60, DE 129061 61, DE 129062 62, DE 129063 63, DE 129064 64, DE 129065 65, DE 129066 66, DE 129067 67, DE 129068 68, DE 129069 69, DE 129070 70, DE 129071 71, DE 129072 72, DE 129073 73, DE 129074 74, DE 129075 75, DE 129076 76, DE 129077 77, DE 129078 78, DE 129079 79, DE 129080 80, DE 129081 81, DE 129082 82, DE 129083 83, DE 129084 84, DE 129085 85, DE 129086 86, DE 129087 87, DE 129088 88, DE 129089 89, DE 129090 90, DE 129091 91, DE 129092 92, DE 129093 93, DE 129094 94, DE 129095 95, DE 129096 96, DE 129097 97, DE 129098 98, DE 129099 99, DE 129100 100, DE 129101 101, DE 129102 102, DE 129103 103, DE 129104 104, DE 129105 105, DE 129106 106, DE 129107 107, DE 129108 108, DE 129109 109, DE 129110 110, DE 129111 111, DE 129112 112, DE 129113 113, DE 129114 114, DE 129115 115, DE 129116 116, DE 129117 117, DE 129118 118, DE 129119 119, DE 129120 120, DE 129121 121, DE 129122 122, DE 129123 123, DE 129124 124, DE 129125 125, DE 129126 126, DE 129127 127, DE 129128 128, DE 129129 129, DE 129130 130, DE 129131 131, DE 129132 132, DE 129133 133, DE 129134 134, DE 129135 135, DE 129136 136, DE 129137 137, DE 129138 138, DE 129139 139, DE 129140 140, DE 129141 141, DE 129142 142, DE 129143 143, DE 129144 144, DE 129145 145, DE 129146 146, DE 129147 147, DE 129148 148, DE 129149 149, DE 129150 150, DE 129151 151, DE 129152 152, DE 129153 153, DE 129154 154, DE 129155 155, DE 129156 156, DE 129157 157, DE 129158 158, DE 129159 159, DE 129160 160, DE 129161 161, DE 129162 162, DE 129163 163, DE 129164 164, DE 129165 165, DE 129166 166, DE 129167 167, DE 129168 168, DE 129169 169, DE 129170 170, DE 129171 171, DE 129172 172, DE 129173 173, DE 129174 174, DE 129175 175, DE 129176 176, DE 129177 177, DE 129178 178, DE 129179 179, DE 129180 180, DE 129181 181, DE 129182 182, DE 129183 183, DE 129184 184, DE 129185 185, DE 129186 186, DE 129187 187, DE 129188 188, DE 129189 189, DE 129190 190, DE 129191 191, DE 129192 192, DE 129193 193, DE 129194 194, DE 129195 195, DE 129196 196, DE 129197 197, DE 129198 198, DE 129199 199, DE 129200 200, DE 129201 201, DE 129202 202, DE 129203 203, DE 129204 204, DE 129205 205, DE 129206 206, DE 129207 207, DE 129208 208, DE 129209 209, DE 129210 210, DE 129211 211, DE 129212 212, DE 129213 213, DE 129214 214, DE 129215 215, DE 129216 216, DE 129217 217, DE 129218 218, DE 129219 219, DE 129220 220, DE 129221 221, DE 129222 222, DE 129223 223, DE 129224 224, DE 129225 225, DE 129226 226, DE 129227 227, DE 129228 228, DE 129229 229, DE 129230 230, DE 129231 231, DE 129232 232, DE 129233 233, DE 129234 234, DE 129235 235, DE 129236 236, DE 129237 237, DE 129238 238, DE 129239 239, DE 129240 240, DE 129241 241, DE 129242 242, DE 129243 243, DE 129244 244, DE 129245 245, DE 129246 246, DE 129247 247, DE 129248 248, DE 129249 249, DE 129250 250, DE 129251 251, DE 129252 252, DE 129253 253, DE 129254 254, DE 129255 255, DE 129256 256, DE 129257 257, DE 129258 258, DE 129259 259, DE 129260 260, DE 129261 261, DE 129262 262, DE 129263 263, DE 129264 264, DE 129265 265, DE 129266 266, DE 129267 267, DE 129268 268, DE 129269 269, DE 129270 270, DE 129271 271, DE 129272 272, DE 129273 273, DE 129274 274, DE 129275 275, DE 129276 276, DE 129277 277, DE 129278 278, DE 129279 279, DE 129280 280, DE 129281 281, DE 129282 282, DE 129283 283, DE 129284 284, DE 129285 285, DE 129286 286, DE 129287 287, DE 129288 288, DE 129289 289, DE 129290 290, DE 129291 291, DE 129292 292, DE 129293 293, DE 129294 294, DE 129295 295, DE 129296 296, DE 129297 297, DE 129298 298, DE 129299 299, DE 129300 300, DE 129301 301, DE 129302 302, DE 129303 303, DE 129304 304, DE 129305 305, DE 129306 306, DE 129307 307, DE 129308 308, DE 129309 309, DE 129310 310, DE 129311 311, DE 129312 312, DE 129313 313, DE 129314 314, DE 129315 315, DE 129316 316, DE 129317 317, DE 129318 318, DE 129319 319

2018. THE SUBJECT PROPERTY CONTAINS NO ACTIVE OR ABANDONED GAS OR OIL WELLS.


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17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810.



OWNER:
 JAMES S. ANDERSON, R.S. 1778
 12720 N. E. DELTA SCHOOL ROAD
 LEES SUMMIT, MISSOURI 64063

SURVEYOR:
 JAMES S. ANDERSON, R.S. 1778
 12720 N. E. DELTA SCHOOL ROAD
 LEES SUMMIT, MISSOURI 64064
 (816) 246-5050



ANDERSON
SURVEYING COMPANY

MISSOURI STATE COMPOSITE OF AUTUMN, 2007/8

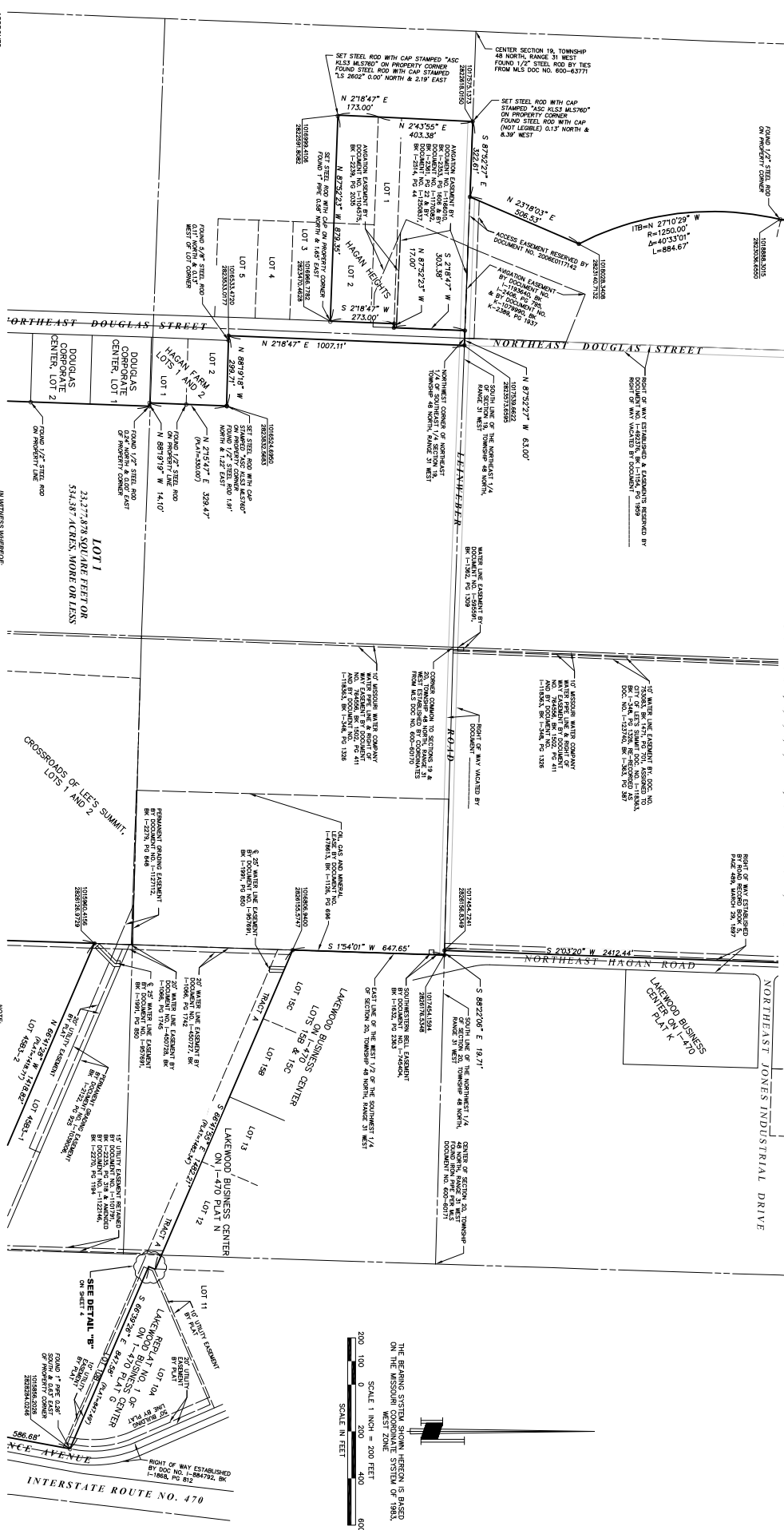
CITY OF LEES SUMMIT
 2220 S. W. 10TH STREET
 LEES SUMMIT, MISSOURI 64063

SHEET 2 OF 5

JAMES S. ANDERSON,
 R.S. 1778

LEE'S SUMMIT AIRPORT

A MAJOR SUBDIVISION IN THE CITY OF LEES SUMMIT, JACKSON COUNTY, MISSOURI
PART OF SECTIONS 17, 18, 19, 20, 29, AND 30, TOWNSHIP 48 NORTH, RANGE 31 WEST



THE BEARING SYSTEM SHOWN HEREON IS BASED ON THE MISSOURI COORDINATE SYSTEM OF 1983, WEST ZONE

SCALE 1 INCH = 200 FEET

0 100 200 400 600

SCALE IN FEET

SHEET 3 OF 5



ANDERSON
SURVEY COMPANY
1270 N. E. DELTA SCHOOL ROAD
LEES SUMMIT, MISSOURI 64084

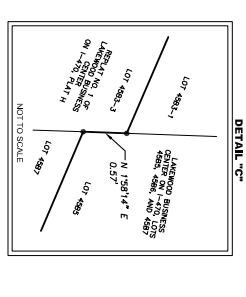
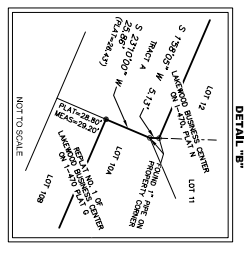
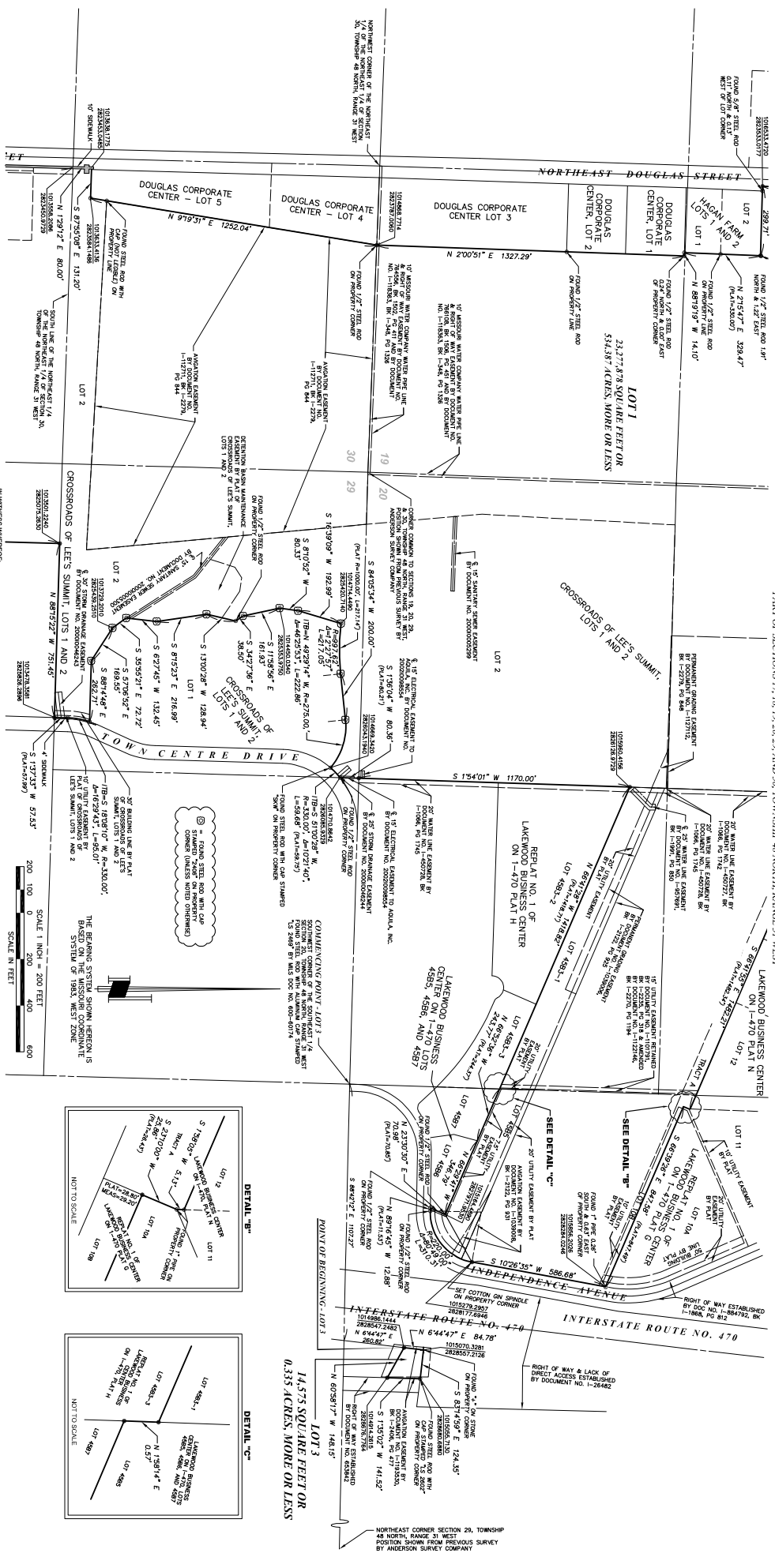
(816) 246-5050

JAMES S. ANDERSON,
P.S. #1726

(816) 246-5050

JAMES S. ANDERSON,
P.S. #1726

FINAL PLAT OF
LEE'S SUMMIT AIRPORT
A MAJOR SUBDIVISION IN THE CITY OF LEE'S SUMMIT, JACKSON COUNTY, MISSOURI
PART OF SECTIONS 17, 18, 19, 20, 23, 25, AND 30, TOWNSHIP 48 NORTH, RANGE 31 WEST



APPROVED: _____ DATE: _____

NOTARY PUBLIC: _____ DATE: _____

OWNER: _____

DATE PREPARED: APRIL 15, 2019

17, 18, 19, 20, 23, 25, 26, 28-31
4256-Field Platings

LEE'S SUMMIT AIRPORT

[illegible]

SCALE 1 INCH = 200 FEET

THE BEARING SYSTEM SHOWN HEREON IS BASED ON THE MISSOURI COORDINATE SYSTEM OF 1983, WEST ZONE

200 100 0 200 400 600

SCALE IN FEET

SHEET 5 OF 5



ANDERSON
SURVEY COMPANY
1270 N. E. DELTA SCHOOL ROAD
JEFFERSON, MISSOURI 64504

JAMES S. ANDERSON,
P.S. #1726

APPENDIX A4 – FEMA 1% ANNUAL CHANCE FLOOD MAP



MAP SCALE 1" = 1000'

500 0 1000 2000

FEET

METER

0 300 600

NFIP

PANEL 0430G

FIRM

FLOOD INSURANCE RATE MAP
JACKSON COUNTY,
MISSOURI
AND INCORPORATED AREAS

PANEL 430 OF 625
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

| COMMUNITY | NUMBER | PANEL | SUFFIX |
|----------------|--------|-------|--------|
| JACKSON COUNTY | 290492 | 0430 | G |
| LEE'S SUMMIT | 290174 | 0430 | G |
| CITY OF | | | |

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER
29095C0430G
MAP REVISED
JANUARY 20, 2017
Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Overview Fact Sheet available on the FEMA Flood Map Service Center home page at <https://msc.fema.gov>.

STROTHER RD

JONES INDUSTRIAL RD

HAGAN RD

LEIN WEBER RD

HAGEN RD

INDEPENDENCE AVE

PAVESTONE DR

RICE RD

JOINS PANEL 0409

1020000 FT

1015000 FT

APPENDIX A5 – LIGHTING EQUIPMENT SPECIFICATION SHEETS



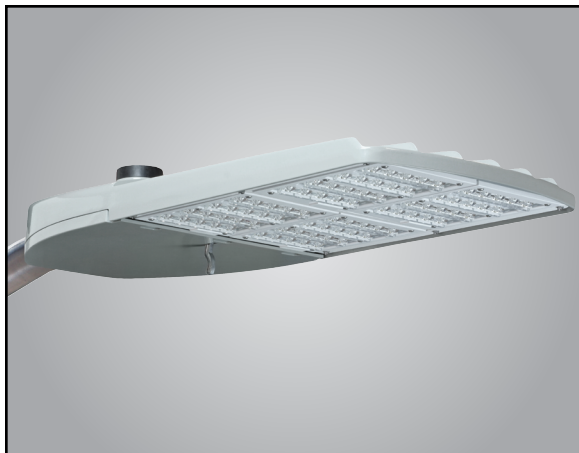
Consistent with LEED® goals
& Green Globes™ criteria
for light pollution reduction



Autobahn Series ATB2

Roadway Lighting

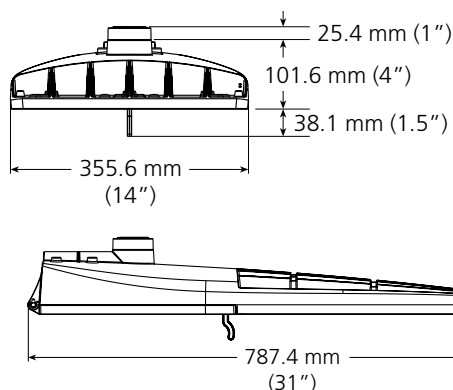
PRODUCT OVERVIEW



Applications:

Roadways
Off ramps
Residential streets
Parking lots

DIMENSIONS



Effective Projected Area (EPA)
The EPA for the ATB2 is 0.78 sq. ft.,
Approx. Wt. = 21 lbs. (9.53 kg)

STANDARDS

DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Color temperatures of $\leq 3000\text{K}$ must be specified for International Dark-Sky Association certification.

Rated for -40°C to 40°C ambient.

CSA Certified to U.S. and Canadian standards

Complies with ANSI: C136.2, C136.10, C136.14, C136.31, C136.15, C136.37

BUY AMERICAN ACT — Product with the BAA option is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT regulations. Please refer to www.acuitybrands.com/buy-american for additional information.

Note: Specifications subject to change without notice.

Autobahn Series – AEL_0109_ATB2

Features:

OPTICAL

The Autobahn's new molded silicone optics provide exceptional performance. Silicone optics are superior to other polymeric materials in the areas of; optical efficiency, thermal performance, and reduction in dirt accumulation, all of which can lead to long term lumen degradation and a shift in optical distribution. Also, because silicone allows for the molding of fine details as well as thick sections, it produces the most crisp, clean and well-defined lighting distributions available. Silicone optics paired with modern LED's allow the Autobahn to take full advantage of both technologies.

Same Light: Performance is comparable to 400-1000W HPS roadway luminaires.

White Light: Correlated color temperature - 4000K, or optional 2700K, 3000K or 5000K, all 70 CRI minimum.

Unique IP66 rated LED light engines provided 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing.

Available in Type II, III, IIIL, IV, & V roadway distributions.

ELECTRICAL

Expected Life: LED light engines are rated $>100,000$ hours at 25°C , L70. Electronic driver has an expected life of 100,000 hours at a 25°C ambient.

Lower Energy: Saves an average of 40-60% over comparable HPS platforms.

Robust Surge Protection: Two different surge protection options provide a minimum of ANSI C136.2 10kV/5kA protection. 20kV/10kA protection is also available.

Luminaire ships with a 0-10v dimmable driver. Luminaire is continuous and step dimming capable via AO option or controls installed on P7 photocontrol receptacle option.

MECHANICAL

Easy to Maintain: Includes standard AEL lineman-friendly features such as tool-less entry, 3 station terminal block and quick disconnects. Bubble level located inside the electrical compartment for easy leveling at installation.

Rugged die-cast aluminum housing is polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 7 (per ASTM D1654) after over 5000 hours exposure to salt fog chamber (operated per ASTM B117).

Four-bolt mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter and provides a 3G vibration rating per ANSI C136.31.

Wildlife shield is cast into the housing (not a separate piece).

CONTROLS

NEMA 3 Pin photocontrol receptacle is standard, with the Acuity designed ANSI 7 Pin receptacle optionally available.

Premium solid state locking sale photocontrol - PCSS (10 year rated life). Extreme long life sold state locking style photocontrol - PCLL (20 year rated life).

Optional onboard Adjustable Output module allows the light output and input wattage to be modified to meet site specific requirements, and can also allow a single fixture to be flexibly applied in many different applications.



Autobahn Series ATB2

Roadway Lighting

ORDERING INFORMATION

| Series | LED Performance Package | | Voltage | Optics |
|----------------------------------|-----------------------------------|-----------------------------------|--------------------------------------|--|
| ATB2 Autobahn LED Roadway | P601 26,192 lumens nominal | P901 30,398 lumens nominal | MVOLT Multi-volt, 120V - 277V | R2 Roadway Type II |
| | P602 29,188 lumens nominal | P902 36,273 lumens nominal | 347 347V | R3 Roadway Type III |
| | P603 33,062 lumens nominal | P903 41,215 lumens nominal | 480 480V | R3L Roadway Type III Long |
| | P604 36,305 lumens nominal | P904 45,247 lumens nominal | XVOLT 277V-480V ³ | R4 Roadway Type IV ² |
| | P605 39,786 lumens nominal | P905 50,476 lumens nominal | | R5 Roadway Type V |

Options

Color Temperature (CCT)

| | |
|----------------|------------------------|
| (Blank) | 4000K CCT, 70 CRI Min. |
| 27K | 2700K CCT, 70 CRI Min. |
| 3K | 3000K CCT, 70 CRI Min. |
| 5K | 5000K CCT, 70 CRI Min. |

Paint

| | |
|----------------|-----------------|
| (Blank) | Gray (Standard) |
| BK | Black |
| BZ | Bronze |
| DDB | Dark Bronze |
| GI | Graphite |
| WH | White |
| GN | Green |

Surge Protection

| | |
|----------------|------------------------|
| (Blank) | Standard 20kV/10kA SPD |
| MP | MOV Pack 10kV/5kA |

Terminal Block

| | |
|----------------|----------------------------|
| (Blank) | Terminal Block (Standard) |
| T2 | Wired to L1 & L2 Positions |

Misc.

| | |
|-----------------|---|
| BL | External Bubble Level |
| HSS | House-Side Shield |
| NL | Nema Label |
| XL | Not CSA Certified |
| HK | Hingekeepers |
| BAA | Buy America(n) Act Compliant |
| UMR-XX | 8" Horizontal Arm for Round Pole, Painted to match Fixture |
| UMS-XX | 8" Horizontal Arm for Square Pole, Painted to match Fixture |
| UMR-GALV | 8" Horizontal Arm for Round Pole, Galvanized |
| UMS-GALV | 8" Horizontal Arm for Square Pole, Galvanized |

Controls

| | |
|----------------|---|
| (Blank) | 3 Pin NEMA Photocontrol Receptacle (Standard) |
| P7 | 7 Pin Photocontrol Receptacle (Dimmable Driver Included) |
| NR | No Photocontrol Receptacle |
| AO | Field Adjustable Output |
| PCSS | Solid State Lighting Photocontrol (120-277V) ¹ |
| PCLL | Solid State Long Life Photocontrol |
| SH | Shorting Cap |

Packaging

| | |
|----------------|------------------------|
| (Blank) | Single Unit (Standard) |
| JP | Job Pack (42/Pallet) |

Accessories:

External House Side Shields

| | |
|---------------------------|--|
| ATB2P60XR2R3LR5HSS | for use with P601 - P605, R2, R3L or R5 distribution |
| ATB2P60XR3HSS | for use with P601 - P605, R3 distribution |
| ATB2P60XR4HSS | for use with P601 - P605, R4 distribution |
| ATB2P90XR2R3LR5HSS | for use with P901 - P905, R2, R3L or R5 distribution |
| ATB2P90XR3HSS | for use with P901 - P905, R3 distribution |
| Light Trespass Shield | |
| ATB2ULTS | ATB2 Universal Light Trespass Shield |

ATB Decorative Arms

| | |
|---------------------|---|
| ATB2DECOS XX | ATB Decorative Arm for Square Pole Painted to match fixture |
| ATB2DECOR XX | ATB Decorative Arm for Round Pole Painted to match fixture |

Notes

- Not available in 347 or 480V.
- Not available with P901 - P905 performance packages
- XVOLT option only available with P601 and P602 performance packages



AEL Headquarters, One Lithonia Way, Conyers Georgia 30012
 www.americanelectricalighting.com Phone: 1-866-HOLOPHANE
 Email: TechSupport@AcuityBrands.com
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Warranty Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms 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.

Please contact your sales representative for the latest product information.

Autobahn Series ATB2

Roadway Lighting

| P E R F O R M A N C E P A C K A G E | | | | | | | | |
|---------------------------------------|--------------|-------------|--------|-----|--------|-----|------------|-----|
| ATB2 | Distribution | Input Watts | 2700K | | 3000K | | 4000/5000K | |
| | | | Lumens | LPW | Lumens | LPW | Lumens | LPW |
| P601 | R2 | 175 | 22,828 | 131 | 24,280 | 139 | 27,200 | 156 |
| | R3 | | 22,689 | 130 | 25,200 | 144 | 27,080 | 155 |
| | R3L | | 21,844 | 125 | 22,513 | 129 | 23,761 | 136 |
| | R4 | | 23,376 | 135 | 23,760 | 136 | 24,770 | 143 |
| | R5 | | 23,291 | 135 | 23,810 | 138 | 24,680 | 143 |
| P602 | R2 | 196 | 24,983 | 126 | 26,610 | 135 | 30,060 | 152 |
| | R3 | | 24,831 | 126 | 27,770 | 142 | 30,020 | 153 |
| | R3L | | 24,270 | 124 | 24,770 | 126 | 26,400 | 135 |
| | R4 | | 25,697 | 135 | 26,280 | 137 | 27,230 | 143 |
| | R5 | | 25,489 | 135 | 26,270 | 138 | 27,010 | 144 |
| P603 | R2 | 233 | 28,442 | 121 | 30,430 | 131 | 34,020 | 145 |
| | R3 | | 28,269 | 121 | 32,760 | 141 | 33,990 | 145 |
| | R3L | | 27,087 | 116 | 28,050 | 120 | 29,464 | 126 |
| | R4 | | 29,359 | 124 | 29,800 | 126 | 31,110 | 132 |
| | R5 | | 29,019 | 125 | 29,850 | 127 | 30,750 | 132 |
| P604 | R2 | 263 | 31,060 | 118 | 33,130 | 126 | 37,050 | 140 |
| | R3 | | 30,871 | 118 | 35,670 | 136 | 36,950 | 141 |
| | R3L | | 29,369 | 112 | 30,541 | 116 | 31,946 | 121 |
| | R4 | | 32,001 | 125 | 32,450 | 126 | 33,910 | 132 |
| | R5 | | 31,690 | 126 | 32,790 | 127 | 33,580 | 133 |
| P605 | R2 | 295 | 33,992 | 115 | 36,960 | 125 | 39,750 | 135 |
| | R3 | | 33,785 | 115 | 38,670 | 131 | 39,910 | 136 |
| | R3L | | 31,867 | 108 | 33,149 | 112 | 34,663 | 118 |
| | R4 | | 34,728 | 120 | 35,430 | 122 | 36,800 | 127 |
| | R5 | | 34,681 | 121 | 35,130 | 122 | 36,750 | 128 |
| P901 | R2 | 199 | 27,147 | 137 | 28,470 | 143 | 30,430 | 154 |
| | R3 | | 26,982 | 135 | 29,040 | 146 | 31,350 | 157 |
| | R3L | | 26,100 | 131 | 26,603 | 134 | 28,390 | 143 |
| | R5 | | 27,698 | 141 | 29,020 | 146 | 29,350 | 149 |
| P902 | R2 | 245 | 32,512 | 133 | 35,070 | 144 | 38,090 | 156 |
| | R3 | | 32,314 | 132 | 35,600 | 145 | 38,970 | 159 |
| | R3L | | 31,000 | 127 | 31,344 | 128 | 33,720 | 138 |
| | R5 | | 33,171 | 137 | 33,740 | 138 | 35,150 | 145 |
| P903 | R2 | 282 | 37,007 | 131 | 39,380 | 140 | 42,990 | 152 |
| | R3 | | 36,782 | 130 | 39,540 | 140 | 43,580 | 154 |
| | R3L | | 35,238 | 125 | 35,154 | 125 | 38,330 | 136 |
| | R5 | | 37,758 | 134 | 37,860 | 134 | 40,010 | 142 |
| P904 | R2 | 319 | 40,420 | 127 | 43,410 | 137 | 47,220 | 148 |
| | R3 | | 40,175 | 126 | 43,600 | 137 | 48,170 | 151 |
| | R3L | | 38,327 | 120 | 38,078 | 119 | 41,690 | 131 |
| | R5 | | 41,240 | 132 | 41,420 | 132 | 43,700 | 140 |
| P905 | R2 | 369 | 44,573 | 121 | 48,390 | 132 | 52,380 | 142 |
| | R3 | | 44,303 | 120 | 48,560 | 132 | 53,940 | 146 |
| | R3L | | 42,886 | 116 | 42,455 | 115 | 46,649 | 126 |
| | R5 | | 45,477 | 128 | 45,390 | 127 | 48,190 | 136 |

Note: Individual fixture performance may vary. Specifications subject to change without notice.

| ATB2 | 15C | 20C | 25C | 30C | 35C | 40C |
|----------------|------|------|------|------|------|------|
| LLD Multiplier | 1.02 | 1.01 | 1.00 | 0.99 | 0.98 | 0.97 |

To calculate the LLD for a temperature other than 25°C, multiply the LLD @ 25°C (shown in the performance package table) by the LLD multiplier for the selected temperature.

Autobahn Series ATB2

Roadway Lighting

PERFORMANCE PACKAGE

LLD @ 25°C

| ATB2 | R2, R3 Distributions
3000K & 4000K CCT | | | R2, R3 Distributions
2700K & 5000K CCT* | | | R3L, R4, & R5 Distributions
Any CCT | | |
|------|---|-----------|------------|--|-----------|------------|--|-----------|------------|
| | 50k Hours | 75k Hours | 100k Hours | 50k Hours | 75k Hours | 100k Hours | 50k Hours | 75k Hours | 100k Hours |
| P601 | 0.96 | 0.94 | 0.93 | 0.92 | 0.88 | 0.85 | 0.92 | 0.88 | 0.85 |
| P602 | 0.96 | 0.94 | 0.93 | 0.92 | 0.88 | 0.85 | 0.92 | 0.88 | 0.85 |
| P603 | 0.96 | 0.94 | 0.93 | 0.91 | 0.87 | 0.84 | 0.91 | 0.87 | 0.84 |
| P604 | 0.96 | 0.94 | 0.93 | 0.91 | 0.87 | 0.83 | 0.91 | 0.87 | 0.83 |
| P605 | 0.96 | 0.94 | 0.93 | 0.90 | 0.86 | 0.82 | 0.90 | 0.86 | 0.82 |
| P901 | 0.96 | 0.94 | 0.93 | 0.91 | 0.88 | 0.84 | 0.91 | 0.88 | 0.84 |
| P902 | 0.96 | 0.94 | 0.93 | 0.91 | 0.87 | 0.83 | 0.91 | 0.87 | 0.83 |
| P903 | 0.96 | 0.94 | 0.93 | 0.90 | 0.86 | 0.82 | 0.90 | 0.86 | 0.82 |
| P904 | 0.96 | 0.94 | 0.93 | 0.90 | 0.86 | 0.82 | 0.90 | 0.86 | 0.82 |
| P905 | 0.96 | 0.94 | 0.93 | 0.89 | 0.84 | 0.79 | 0.89 | 0.84 | 0.79 |

* Also includes any custom (non-catalog) CCT



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Autobahn Series ATB2

Roadway Lighting

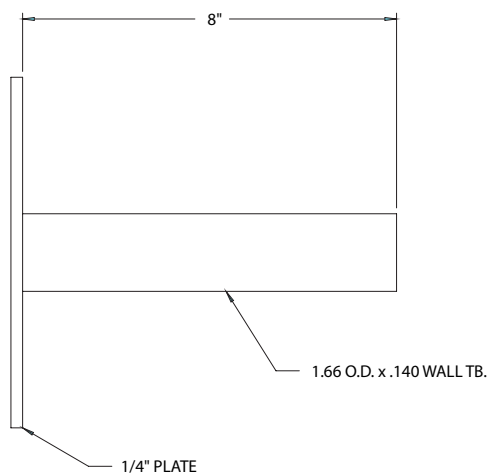
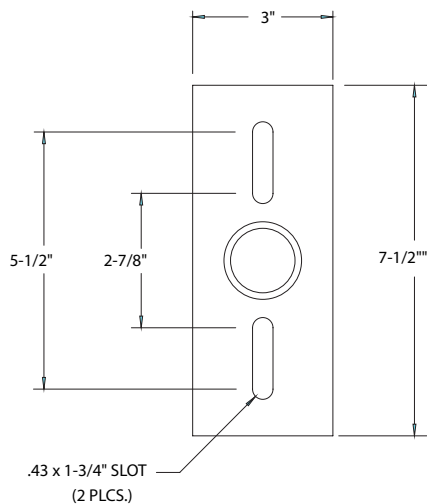
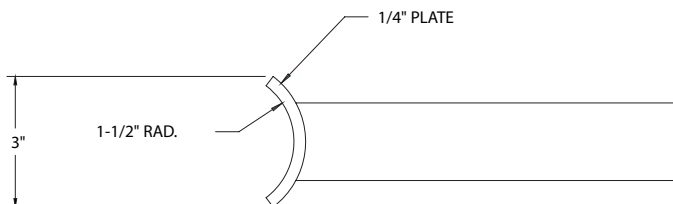
| B.U.G. Ratings | | | | | | | | | | |
|----------------|--------------|-------|---|---|-------|---|---|------------|---|---|
| ATB2 | Distribution | 2700K | | | 3000K | | | 4000/5000K | | |
| | | B | U | G | B | U | G | B | U | G |
| P601 | R2 | 3 | 0 | 3 | 3 | 0 | 3 | 3 | 0 | 3 |
| | R3 | 3 | 0 | 3 | 3 | 0 | 3 | 3 | 0 | 4 |
| | R3L | 3 | 0 | 4 | 3 | 0 | 4 | 3 | 0 | 4 |
| | R4 | 3 | 0 | 4 | 3 | 0 | 4 | 3 | 0 | 4 |
| | R5 | 5 | 0 | 3 | 5 | 0 | 3 | 5 | 0 | 3 |
| P602 | R2 | 3 | 0 | 3 | 3 | 0 | 3 | 3 | 0 | 3 |
| | R3 | 3 | 0 | 3 | 3 | 0 | 4 | 3 | 0 | 4 |
| | R3L | 3 | 0 | 4 | 3 | 0 | 4 | 3 | 0 | 4 |
| | R4 | 3 | 0 | 4 | 3 | 0 | 4 | 3 | 0 | 4 |
| | R5 | 5 | 0 | 3 | 5 | 0 | 3 | 5 | 0 | 3 |
| P603 | R2 | 3 | 0 | 3 | 3 | 0 | 3 | 4 | 0 | 4 |
| | R3 | 3 | 0 | 4 | 3 | 0 | 4 | 3 | 0 | 4 |
| | R3L | 3 | 0 | 4 | 3 | 0 | 4 | 3 | 0 | 4 |
| | R4 | 3 | 0 | 5 | 3 | 0 | 5 | 3 | 0 | 5 |
| | R5 | 5 | 0 | 4 | 5 | 0 | 4 | 5 | 0 | 4 |
| P604 | R2 | 3 | 0 | 3 | 4 | 0 | 4 | 4 | 0 | 4 |
| | R3 | 3 | 0 | 4 | 3 | 0 | 4 | 3 | 0 | 4 |
| | R3L | 3 | 0 | 4 | 3 | 0 | 4 | 3 | 0 | 5 |
| | R4 | 3 | 0 | 5 | 3 | 0 | 5 | 3 | 0 | 5 |
| | R5 | 5 | 0 | 4 | 5 | 0 | 4 | 5 | 0 | 4 |
| P605 | R2 | 4 | 0 | 4 | 4 | 0 | 4 | 4 | 0 | 4 |
| | R3 | 3 | 0 | 4 | 3 | 0 | 4 | 3 | 0 | 4 |
| | R3L | 3 | 0 | 5 | 3 | 0 | 5 | 3 | 0 | 5 |
| | R4 | 3 | 0 | 5 | 3 | 0 | 5 | 4 | 0 | 5 |
| | R5 | 5 | 0 | 4 | 5 | 0 | 4 | 5 | 0 | 4 |
| P901 | R2 | 3 | 0 | 3 | 3 | 0 | 3 | 3 | 0 | 3 |
| | R3 | 3 | 0 | 4 | 3 | 0 | 4 | 3 | 0 | 4 |
| | R3L | 3 | 0 | 4 | 3 | 0 | 4 | 3 | 0 | 4 |
| | R5 | 5 | 0 | 3 | 5 | 0 | 4 | 5 | 0 | 4 |
| P902 | R2 | 4 | 0 | 4 | 4 | 0 | 4 | 4 | 0 | 4 |
| | R3 | 3 | 0 | 4 | 3 | 0 | 4 | 3 | 0 | 4 |
| | R3L | 3 | 0 | 5 | 3 | 0 | 5 | 3 | 0 | 5 |
| | R5 | 5 | 0 | 4 | 5 | 0 | 4 | 5 | 0 | 4 |
| P903 | R2 | 4 | 0 | 4 | 4 | 0 | 4 | 4 | 0 | 4 |
| | R3 | 3 | 0 | 4 | 3 | 0 | 4 | 4 | 0 | 5 |
| | R3L | 4 | 0 | 5 | 4 | 0 | 5 | 4 | 0 | 5 |
| | R5 | 5 | 0 | 4 | 5 | 0 | 4 | 5 | 0 | 4 |
| P904 | R2 | 4 | 0 | 4 | 4 | 0 | 4 | 4 | 0 | 4 |
| | R3 | 3 | 0 | 4 | 4 | 0 | 5 | 4 | 0 | 5 |
| | R3L | 4 | 0 | 5 | 4 | 0 | 5 | 4 | 0 | 5 |
| | R5 | 5 | 0 | 4 | 5 | 0 | 4 | 5 | 0 | 4 |
| P905 | R2 | 4 | 0 | 4 | 4 | 0 | 4 | 4 | 0 | 5 |
| | R3 | 4 | 0 | 5 | 4 | 0 | 5 | 4 | 0 | 5 |
| | R3L | 4 | 0 | 5 | 4 | 0 | 5 | 4 | 0 | 5 |
| | R5 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |

Autobahn Series ATB2

Roadway Lighting

UMR POLE ADAPTOR

RECOMMENDED FOR USE WITH POLES OF 4" DIAMETER OR SMALLER



UMS POLE ADAPTOR



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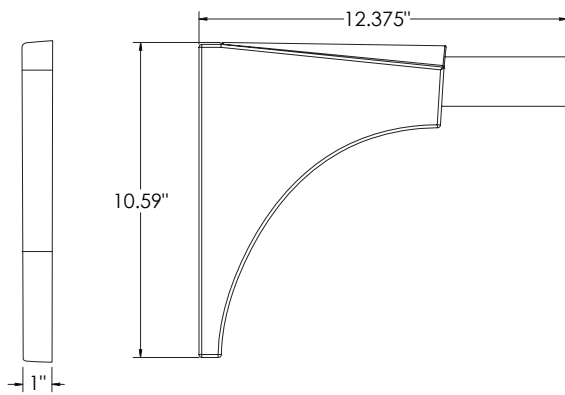
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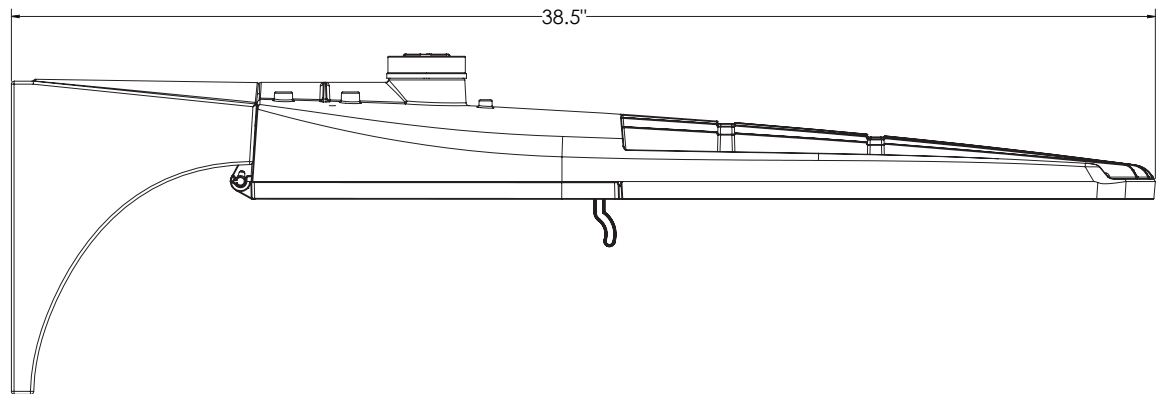
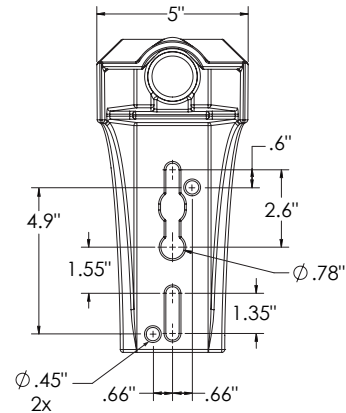
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Autobahn Series ATB2

Roadway Lighting



Round Pole
Adapter Plate
(Supplied with
ATB2DECOR)



| Model | Weight | EPA |
|-------------------------------|----------|----------------------|
| ATB2DECOS | 6.5 lbs | 0.30 ft ² |
| ATB2DECOR | 8.0 lbs | 0.30 ft ² |
| ATB2DECOS with ATB2 Luminaire | 27.5 lbs | 0.84 ft ² |
| ATB2DECOR with ATB2 Luminaire | 29.0 lbs | 0.84 ft ² |



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