



## Planning and Zoning Commission Meeting

October 8, 2024

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

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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.

1. **Call to Order**
2. **[Approve the August 13, 2024, Planning Commission Minutes](#)**
3. **Staff Report**
4. **[Site Plan Review 14601 N. Fairview Drive – Fairview Crossing Townhomes](#)**  
Site Plan Review for 16 four-unit townhomes (64 units) at Fairview Crossing
5. **Adjourn**

Join Zoom Meeting

<https://us02web.zoom.us/j/86220313308>

Meeting ID: 862 2031 3308

Passcode: 485350



SMITHVILLE PLANNING COMMISSION

REGULAR SESSION

August 13, 2024

7:00 P.M.

City Hall Council Chambers and Via Videoconference

**1. CALL TO ORDER**

Chairman John Chevalier called the meeting to order at 6:59 p.m.

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

Staff present: Jack Hendrix and Linda Drummond.

**2. MINUTES**

The July 9, 2024, Regular Session Meeting Minutes were moved for approval by SCARBOROUGH, Seconded by ALDERMAN WILSON.

Ayes 6, Noes 0. Motion carried.

**3. STAFF REPORT**

HENDRIX reported:

We have issued permits for 3 new buildings at Go Home Port which is formerly known as the KCI RV Center. The site plan has been approved on this for quite some time.

The Nodaway Valley Bank construction should start very soon.

The Richardson Street Plaza strip center should start construction in about 60 days.

A permit was also issued for a tenant finish at the new strip mall at Fairview Crossing North. It will become a donut shop. There is only one more unit available in this strip center.

We are still issuing single family home permits. They are coming in at a slow rate. Based off of the 6 month budget update we will still meet the revenue estimate before the end of the year.

Traffic cones have appeared at 169 Hwy and Commercial Ave. This will be a transition area in the median that will be constructed per the MODOT approval for Fairview Crossing and their new 147<sup>th</sup> Street entrance. Islands and lighting will be installed. Once this is complete 147<sup>th</sup> Street will open. It's currently blocked off at the moment.

#### **4. SITE PLAN REVIEW 14450 N. 169 HWY, SUITE B – MONTESSORI ACADEMY**

- **SITE PLAN REVIEW FOR A 5,109 FT2 ADDITION**

MAYOR BOLEY motioned to approve The Site Plan Review at 14450 N. 169 Hwy, Suite B – Montessori Academy. Seconded by SCARBOROUGH.

**DISCUSSION:** None

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

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

#### **5. PUBLIC HEARING**

- **PROPOSED AMENDMENTS TO 400.400, 400.450, 400.570, AND 425.090 TO REMOVE ALL PROVISIONS CONCERNING FEES INTO THE BOARD OF ALDERMEN'S ANNUAL SCHEDULE**

**Public hearing opened.**

HENDRIX stated that the staff report has been included in the packet.  
Instead of the fees being listed in these code sections it will now refer you to the approved schedule of fees.

There were no members of the public that signed up to speak.

**Public hearing closed.**

## **6. ORDINANCE AMENDING THE ZONING CODE**

- **RECOMMENDATION FOR CHANGES TO VARIOUS CODE PREVISIONS TO PLACE ALL FEE PROVISIONS INTO THE BOARD OF ALDERMEN'S ANNUAL SCHEDULE OF FEES.**

HALL motioned to approve the Ordinance Amending the Zoning Code.  
Seconded by ALDERMAN WILSON.

### **DISCUSSION:**

HENDRIX stated that the staff report has been included in the packet. This meets the Comprehensive Plan standards and staff recommends approval.

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

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

## **7. PUBLIC HEARING**

- **REZONING 26.79 ACRES FROM B-3 GENERAL BUSINESS TO R-1D AND R-3 AT THE SOUTHEAST CORNER OF 169 HWY AND W HWY.**

**Public hearing opened.**

HENDRIX stated that the staff report has been included in the packet and lays out each item.

There were no members of the public that signed up to speak.

**Public hearing closed.**

## **8. REZONING 26.79 ACRES OF LAND AT 169 HWY AND W HWY.**

- **APPLICANT SEEKS TO REZONE LAND FROM COMMERCIAL TO RESIDENTIAL TO ALLOW A RESIDENTIAL SUBDIVISION**

SCARBOROUGH motioned to approve Rezoning 26.79 acres of land at 169 Hwy and W Hwy. Seconded by DOTSON.

### **DISCUSSION:**

HENDRIX stated that the staff report is included in the packet. The proposal will take the L shaped property at 169 Hwy and W Hwy and rezone it from B-3 Commercial to R-3 and R-1D. The R-1D area will front to Lake Meadows Drive and is part of Phase 1. This zoning allows lots to be 50 feet wide at a minimum but they can be bigger. The Comprehensive Plan calls for this area to be Residential – Moderate density which is 5 to 18 dwellings units per acre. All of the utilities are available on site.

**DOUG CIRRICIONE—728 Spelman Dr—**Decided not to comment.

ALDERMAN WILSON stated that she was on Planning Commission and on the Board of Aldermen when the Comprehensive Plan was originally presented to us. She overlooked the fact that the future land uses put this for this zoning. The original Clay Creek was built before we adopted this new Comprehensive Plan. While we were going through the strategic plan which was completed before the Comprehensive Plan was done the majority of the discussion when we made the 5 characteristic areas for our community was that the further north you went they would be, in the future, single family detached homes. She shamed herself for not catching this error at that point in time.

DOTSON also stated that she was a part of the Strategic Planning and remembers extensive discussion about the further north you go to keep it more rural and to have single family neighborhoods rather than the higher density. She has received phone calls asking that if this is going to develop

in this way to at least make it attractive. They state that what is there currently are ugly and they don't want to see more ugly.

HENDRIX stated that if approved, any development that is zoned R-3 will have to come back here for site plan approval. That's where we approval that part of the development.

SCARBOROUGH asked if the Comprehensive Plan calls for single family the further north you go.

ALDERMAN WILSON stated that she was just really surprised that the currently plan calls for moderate density but can understand why because Clay Creek was already in existence. She just remembers during the strategic planning that the discussion was very adamant that this stay single family detached going forward.

MAYOR BOLEY stated that he remembers discussion about not allowing multilevel multifamily apartments there.

HENDRIX gave his suggestion as to why or how this happened. It was a Comprehensive plan suggestion to try and lessen the impact. What we are dealing with now is a rezoning matter, the platting is another matter. You have to look at this from the impact that the zoning brings to it. The property is currently zoned commercial. If this isn't rezoned then it has the potential to allow something with a greater impact there. He gave the example of a Walmart or something similar because that is what the current commercial zoning would allow.

CHEVALIER stated that we either keep this commercial or we do something that is a little more reasonable for that area. He isn't sure that the commercial zoning works there.

HALL stated that rezoning would open it up to development. After 33 years it never developed commercially.

**THE VOTE:** MAYOR BOLEY-AYE, HALL-AYE, CHEVALIER-AYE, DOTSON-AYE, ALDERMAN WILSON-NO, SCARBOROUGH-AYE.

**AYES-5, NOES-1. MOTION PASSED**

## **9. PUBLIC HEARING:**

- **PRELIMINARY PLAT OF CLAY CREEK MEADOWS TO CREATE A 62-LOT SUBDIVISION ON 26.79 ACRES**

**Public hearing opened.**

HENDRIX stated that the staff report has been included in the packet and lays out the response to the code. After the packet was posted he identified a few lots that were close to not meeting setback requirements. That issue has been corrected and the adjusted plats were provided to the commission. He also explained items in the Development Agreement, Traffic studies and Stormwater studies.

**Robert Bertoncin—403 Lake Meadows Dr—** Stated that there is currently a turn lane into the subdivision going northbound. Will they create a turn lane going southbound? There was an accident coming from this direction recently.

HENDRIX stated that the current MODOT report didn't indicate that it was necessary.

**Public hearing closed.**

## **10. PRELIMINARY PLAT APPROVAL – 66 LOT SUBDIVISION WITH 216 DWELLING UNITS**

- **APPLICANT SEEKS PRELIMINARY PLAT APPROVAL FOR A 66-LOT SUBDIVISION WITH 13 SINGLE FAMILY LOTS AND 53 MULTIFAMILY LOTS WITH A COMBINED TOTAL OF 216 DWELLING UNITS.**

SCARBOROUGH motioned to approve the Preliminary Plat— 66-lot subdivision with 216 Dwelling Units. Seconded by MAYOR BOLEY.

**DISCUSSION:**

HENDRIX stated that the staff report is included in the packet that addresses each item.

**DOUG CIRRICIONE—728 Spelman Dr—** Stated that he is quite familiar with the Caly Creek Townhomes as his son has lived there for 5 years. Stated that the preliminary plat layout seems denser than what currently exists in Clay Creek. Spoke about buffer zones between Diamond Crest and Clay Creek but the lack of buffer zones in other areas and if it could possibly be worked in.

ALDERMAN WILSON stated that she spoke with Jack the other day about why there is a 5 unit multifamily building on Lake Meadows Dr to the left of lot 1 of the single family detached. She wondered why they were not building a single family detached home there. Jack explained that you couldn't have a driveway that close to the median where the subdivision sign is. She questions whether that could still be changed to single family detached with the R-1D zoning and have their driveway come off of Clay Creek Drive. This would keep it consistently all single family detached off Lake Meadows Dr.

**Mike Kellem—1737 McGee Street KCMO—** Stated that they had a lot of discussion about what they were going to do there. If we were to put a single family home there it would create a difference in character from the rest of the neighborhood. We also felt that having a rear access to the home would create other issues. It could be done but we felt like putting the multifamily unit there was the best avenue forward.

ALDERMAN WILSON asked that if it had to stay multifamily could you put a 2 or 3 plex there versus a 5 plex there?

MR. KELLUM stated that was something they could look into. We could talk to staff. A nice buffer could also be installed.

ALDERMAN WILSON stated that she just feels like the 5 plex being there is totally inappropriate when you have the single family home right next to it.

HENDRIX stated that this is something that could be discussed when this comes back for site plan review.

DOTSON agrees with Alderman Wilson. Feels that it should be either a 2 or 3 plex at a maximum.

MR. KELLUM stated that they will take a look at this from a design standpoint and talk with staff. We can also look at buffer options.

DOTSON also suggested maybe having some of these units be single story and not 2 story. She has recently met a few retirees that live in Clay Creek and this was something they would very much like to see.

ALDERMAN WILSON stated that she read through the Development Agreement and would like to discuss the language regarding the parking lot for the playground and splash pad. She would like to see something more definite.

HENDRIX stated this comes down to how much money it's going to take to do this and how much work we can get done. The amount of money that they are required to pay in Parkland fees will not be enough to pave an entire parking lot and do all of the work. If they can come in and grade for the parking lot and pave some of the stuff on the south end to have the linkage to city property they would very much be interested in this in lieu of payment. They are aware that it is an option for the city to request this and they are fine with this.

SCARBOROUGH questioned the traffic study for MODOT and additional cars that this development would add.

HENDRIX explained the traffic study and what was warranted by MODOT.

DOTSON asked if the only entrance will be off of W Hwy.

HENDRIX stated no, Corbyn Lane will be extended to Lake Meadows Drive.

ALDERMAN WILSON stated that traffic is already challenging in this area. Do we know what time of day the traffic study was completed?

HENDRIX stated no.

SCARBOROUGH asked Mr. Hendrix if based off his experience at what point would traffic lights be needed.

HENDRIX stated that it's not even close according to MODOT's numbers.

**THE VOTE:** MAYOR BOLEY-AYE, HALL-AYE, CHEVALIER-AYE, DOTSON-AYE, ALDERMAN WILSON-NO, SCARBOROUGH-AYE.

**AYES-5, NOES-1. MOTION PASSED**

**11. ADJOURN**

MOYOR BOLEY made a motion to adjourn. DOTSON seconded the motion.

VOICE VOTE: UNANIMOUS

CHAIRMAN CHEVALIER declared the session adjourned at 8:05 p.m.

NOT YET APPROVED



STAFF REPORT  
October 1, 2024  
Site Plan Review of Parcel Id # 05-917-00-07-005.00

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Application for a Site Plan Approval

Code Sections: 400.390 – 400.440 Site Plan Approval

Property Information:

Address: 14601 N. Fairview Dr. (est.)  
Owner: KPI3 LLC  
Current Zoning: R-3 (Conceptual Plan)

Application Date: September 12, 2024

GENERAL DESCRIPTION:

Application to approve a site plan for the Fairview Townhomes project located within the Fairview Crossing development's Conceptual Overlay Plan. The application includes 16 4-unit townhomes (64 total units) on Lot 1 of the subdivision.

Section 400.410 Standard of Review

1. The extent to which the proposal conforms to these regulations. *See attached standards:*

**400.415.B.18** - In developments proposed in a "R-3" District where the platting process is not implicated or required, the proposal must also show how the project meets the requirements for dedication or reservation of public open space as is described in Sections 425.200 — 425.230 of the City Code, which shall include payment in lieu of dedication requirements if no dedication or reservation is included or accepted. *The requirements of 425.200 –*

*425.230 are applicable to this development once the exact number of dwelling units is determined (by this approval) in order to calculate the park dedication requirements. In this case, there are no lands or greenspace not associated with stormwater drainage available in the entire development suitable for dedication, so the only compliance method is payment of fees in lieu of dedication. Those fees are \$625.00 per dwelling unit on 64 units (\$625 x 64) for a total fee of \$40,000,00. Payment of this amount shall be a condition of approval of the site plan and no building permit shall issue until such fee is paid.*

#### **400.419 Development Standards In "R-3" Districts.**

A. Intent. All residential building and sites shall be constructed with materials that are durable, economically maintained and of a quality that will retain their appearance over time.

1. Building Materials. The materials used shall meet the intent of this Section by being of such quality, design and type that they will maintain their installed appearance overtime. These materials must be organized in a cohesive development pattern for each of the proposed buildings in the development area. *Exterior facades include LP Siding, Cultured Stone and/or Thin Brick on the front facades, with vinyl siding on sides and rear of buildings. Each building will have a similar design motif with varying complementary colors throughout.*

2. Building Color. Color schemes shall tie building elements together, relate separate (freestanding) buildings within the same development to each other and shall be used to enhance the architectural form of a building. The principal color of all structures shall be generally earth tones, grays and blue-grays or combinations thereof. Intense, bright, black or fluorescent colors must be specifically requested and can only be approved by the Board of Aldermen and in no event shall they be the predominate color on any wall or roof. *Each building will have distinct earth toned color variations that separate and designate each dwelling unit along the rear vinyl sided areas to break up the units. The front façade has multiple materials and colors that enhance the architectural form.*

3. Building Massing And Facade Treatment.

a. Variation In Massing. A single, large dominant building mass shall be avoided. *The single large massing of the building is eliminated by a combination*

*of different colors of materials for each dwelling unit in the buildings, with gable end treatments added to two of the four units to further distinguish the individual units. The front facades are also broken up with varying colors and materials.*

b. All building walls shall have horizontal and vertical architectural interest and variety to avoid the effect of a single, blank, long or massive wall with no relation to human scale. *The front facades have multiple vertical and horizontal breaks using different materials and the rear is treated with separate color for each unit.*

4. Site Layout Principles. Access to the development should take into account the service level of the adjacent roadways and shield or buffer the residential buildings from traffic noise and conflicts associated with higher level roadways, building orientation. *Access to the development will be by one larger collector street along the west edge, with multiple stub streets of a residential character, with all buildings oriented towards the residential streets.*

a. All primary and pad site buildings shall be arranged and grouped so that their primary orientation complements adjacent and existing developments and either:

(1) Frames the corner of an adjacent street intersection; or *Yes.*

(2) Frames and encloses a "main street" pedestrian and/or vehicle access corridor within the development site; or *Yes.*

(3) Frames and encloses on at least three (3) sides parking areas, public spaces or other site amenities. *No.*

(4) Alternatives. An applicant may submit an alternative development pattern, provided such pattern achieves the intent of the above standards and this Section.

b. Parking Lot Layout.

(1) In order to reduce the scale of paved surfaces and to shorten the walking distance between the parked car and the building, off-street parking for all developments shall be located according to one (1) of the following: *The development is designed to work like a standard single-family development, with driveways leading to garages. There is no additional, separate parking areas for this development.*

(a) A minimum of forty percent (40%) of the off-street parking spaces provided shall be located other than between a facade facing a public right-of-way and the public right-of-way (e.g., to the rear or side of the building); or

(b) More than sixty percent (60%) of the off-street parking spaces provided may be located between the front facade of the primary building(s) and the abutting street, provided the amount of interior and perimeter parking lot landscaping required is increased by fifty percent (50%) and the overall green space is increased by twenty-five percent (25%).

5. Lighting Standards. Since the development is primarily residential in nature, lighting shall be designed for safety as its' primary goal. To the extent the development is adjacent to residential uses other than "R-3," a photometric plan showing the development meets the off-site standards required of commercial developments in Section 400.430 is required. Parking lot lighting shall be limited to illuminating the parking areas without spilling over into other areas of the site or off-site. The height of light poles should be consistent with the overall development design, but in no event shall the lights be more than twenty (20) feet above adjacent grade. Building attached lighting shall be directed downward, and in no event should it be directed such that its glare is off-site. Pedestrian walkway lighting shall be such that it primarily illuminates the path(s) involved with generally low stature lights. If necessary or an integral part of the design of the development, taller lights may be installed, but in no event shall they exceed ten (10) feet from adjacent grade. ***The street lighting will be to current city standards for all streets – intersections and ends of roads will have lighting. The building lighting will be standard residential lighting as well to illuminate the porches and patios.***

6. Landscaping Standards. To maintain the general residential feel of the development, landscaping should be designed in accordance with its location. In all developments, existing mature trees that are not required to be removed for construction should remain in place. The development should be buffered from adjacent roadways with either a combination of berms and medium stature trees, or without berms a combination of both higher stature trees and low standing non-deciduous trees or shrubs. Grouping or clustering such trees in a natural looking state is desired. In the event a building or parking area is adjacent to a public street, the landscape buffering requirements in Section 400.435(C)(3) shall be met. ***The submitted landscaping plan meets the standards.***

7. Pedestrian And Recreation Considerations. In addition to the considerations identified in Section 400.415(B)(18), above, all residential developments shall account for the recreational needs of the project residents as well as providing access to the public recreational offerings. In order to meet the public offering requirements, the standards in the Comprehensive Plan and Parks Master Plans of the City of Smithville shall be the prime consideration. ***These factors were considered in the initial plan review of the conceptual plans, and these townhomes are compliant with the approved conceptual plan.***

2. The extent to which the development would be compatible with the surrounding area. *The development would constitute a buffering development between the residential developments of Hills of Shannon and Estates of Wilkerson Creek to the east and northeast from the future commercial development to the west along 169 Highway. The building's façade treatments are such that they mimic single family detached residential in the coloration and materials use. Much of the developed area will be buffered by a large stand of trees surrounding a creek and drainage areas from the detached housing to the east and northeast.*

3. The extent to which the proposal conforms to the provisions of the City's subdivision regulations concerning the design and layout of the development, as well as water system, sewer system, stormwater protection and street improvements. *The approved development was separately subject to the subdivision regulations and zoning regulations in the approval of the original Conceptual Plan Overlay approval in 2023, as well as the subdivision review of the city's Public Works Department and the City's Engineers.*

4. The extent to which the proposal conforms to the policies and provisions of the City's Comprehensive Plan. *The development was designed with the Comprehensive Plan in mind and was separately and previously approved as compliant with the plan.*

5. The extent to which the proposal conforms to the adopted engineering standards of the City. *The development's plans for infrastructure design and layout were individually reviewed and approved by the City's engineers and staff prior to construction.*

6. The extent to which the locations of streets, paths, walkways and driveways are located so as to enhance safety and minimize any adverse traffic impact on the surrounding area. *The entire development (including Lot 1 herein) was subject to multiple traffic studies and reviews from both the city and MODOT engineers and was designed and laid out to meet both MODOT and City standards.*

7. The extent to which the buildings, structures, walkways, roads, driveways, open space and parking areas have been located to achieve the following objectives:

a. Preserve existing off-site views and create desirable on-site views; *The original state of the property was untended growth of brush. Once removed, and as many of the mature trees that were salvageable were saved, the views were improved.*

b. Conserve natural resources and amenities available on the site; *The existing mature trees, especially those adjacent to the drainage areas and property lines to the east, were saved to satisfy this item.*

c. Minimize any adverse flood impact; *The development was subject to engineering review of all stormwater drainage and includes drainage structures that will reduce the overall impact of the development from pre-development standards.*

d. Ensure that proposed structures are located on suitable soils; *Limited fills were needed in the development for habitable structures, and walls and compaction testing for the backfill behind them were all approved as suitable for the intended usage – particularly part of one road.*

e. Minimize any adverse environmental impact; and *The design included saving valuable mature trees where possible, and stormwater detention structures built for the entire development drainage area, not just this portion of the overall design.*

f. Minimize any present or future cost to the municipality and private providers of utilities in order to adequately provide public utility services to the site. *The project is designed to lessen the areas needed for utility services throughout the site, saving costs to all.*

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the proposed Site Plan with the condition that no permit shall be issued until the parks fees are paid.

Respectfully Submitted,

/s/

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Director of Development



Group 4



Group 3

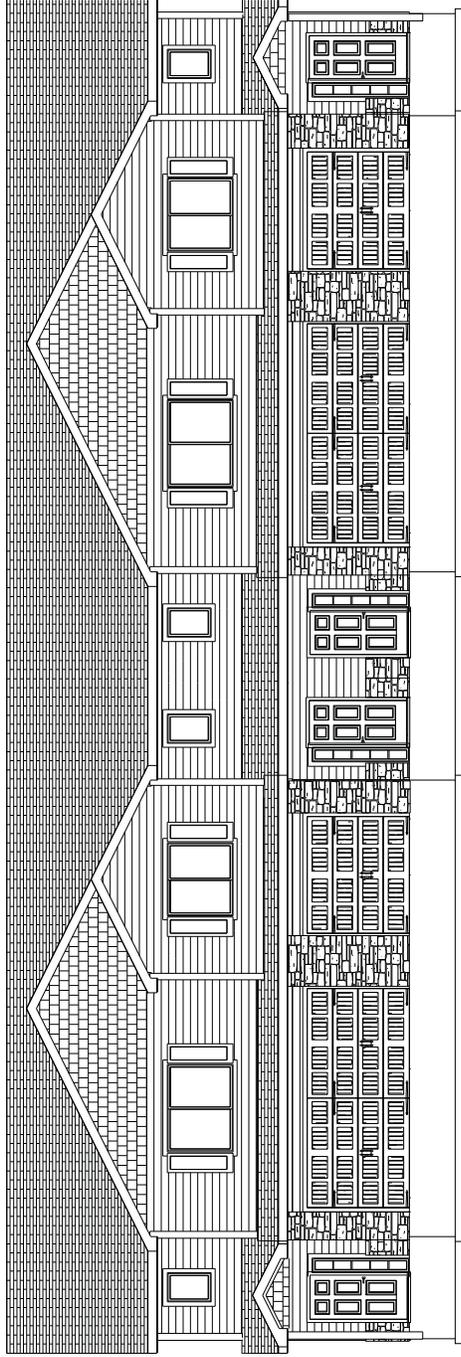


Group 2



Group 1





UNIT SF  
 MAIN FLOOR 530 SF  
 SECOND FLOOR 778 SF  
 GARAGE 272 SF  
 PATIO 80 SF

UNIT SF  
 MAIN FLOOR 634 SF  
 SECOND FLOOR 974 SF  
 GARAGE 387 SF  
 PATIO 80 SF

FRONT  
 ELEVATION

UNIT SF  
 MAIN FLOOR 530 SF  
 SECOND FLOOR 778 SF  
 GARAGE 272 SF  
 PATIO 80 SF

UNIT SF  
 MAIN FLOOR 634 SF  
 SECOND FLOOR 974 SF  
 GARAGE 387 SF  
 PATIO 80 SF

TABLE OF CONTENT

- CS COVER SHEET
- A1 FRONT AND REAR ELEVATIONS
- A2 LEFT, RIGHT AND ROOF PLAN
- A3 FOUNDATION PLAN
- A4 FIRST FLOOR PLAN
- A5 SECOND FLOOR PLAN
- A6 WALL SECTIONS AND DETAILS
- A7 DETAILS
- A8 BRACE WALL DETAILS

- BUILDING SF
- MAIN FLOOR 2328 SF
- SECOND FLOOR 3504 SF
- GARAGE 1318 SF
- PATIO 320 SF

SCALE  
 1/4" = 1'-0"

DATE  
 9-12-24

PLAN NO.

4299

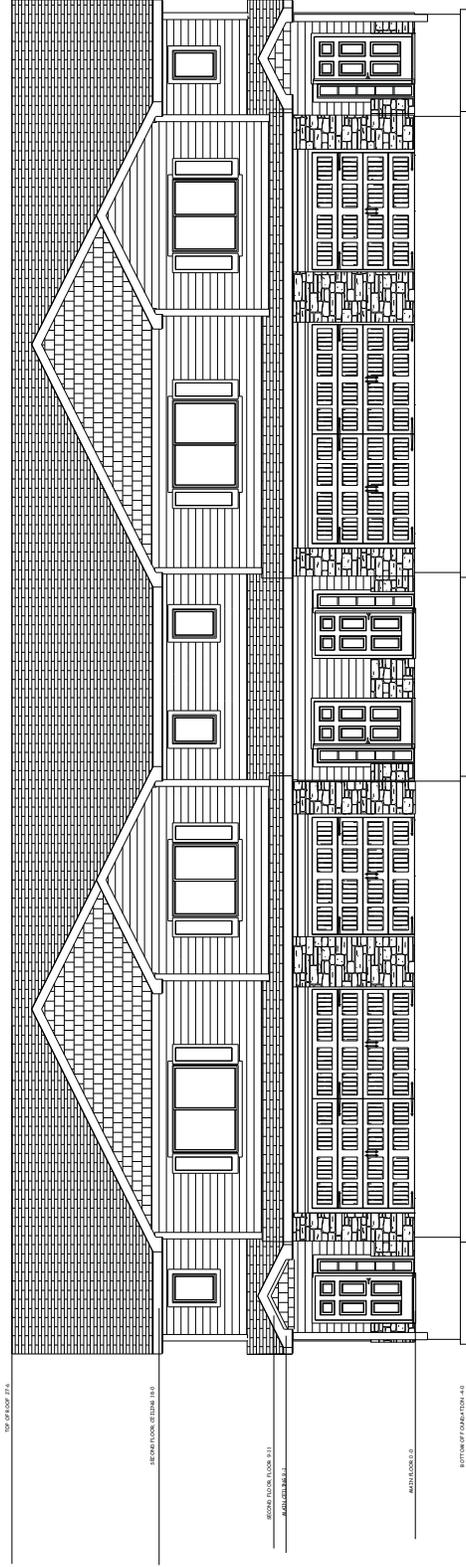
SHEET NO.

CS

FAIRVIEW CROSSING TOWNHOMES  
 SMITHVILLE MO.

BUILD IN ACCORDANCE WITH 2018  
 INTERNATIONAL RESIDENTIAL CODE, LOCAL  
 CODES, AND 2021 INTERNATIONAL ENERGY  
 CONSERVATION CODE, USING ENERGY RATING  
 INDEX OPTION ( ERI/HERS )

SOFFIT SHALL BE RATED AND SPARTED AT THE ONEETER WALL



TOP OF ROOF 21.4

SECOND FLOOR FLOOR FINISH 13.0

SECOND FLOOR FLOOR FINISH 13.1

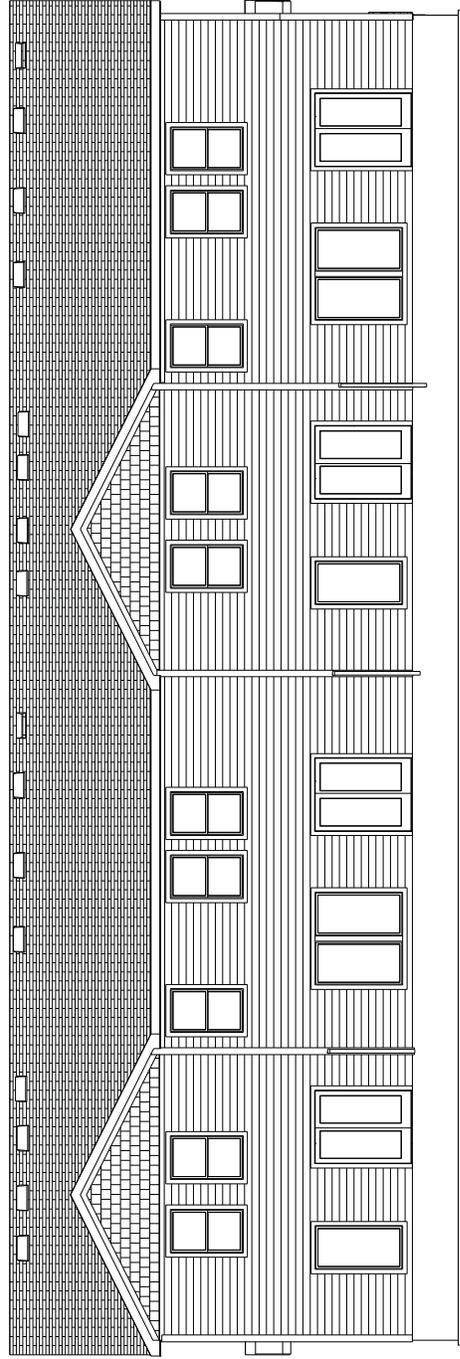
MAIN LEVEL FINISH 0.0

MAIN LEVEL 0.0

BOTTOM OF FOUNDATION 4.0

FRONT EL.  
SIDING CULTURED STONE,  
THIN BRICK, LP SIDING

GUTTERS AND DOWN SPOUTS REQUIRED



REAR EL.  
VINYL SIDING

SOFFIT SHALL BE RATED AND SPARTED AT THE ONEETER WALL

BUILD IN ACCORDANCE WITH 2018 INTERNATIONAL RESIDENTIAL CODE, LOCAL CODES, AND 2021 INTERNATIONAL ENERGY CONSERVATION CODE, USING ENERGY RATING INDEX OPTION ( ERI/HERS )

FAIRVIEW CROSSING TOWNHOMES  
SMITHVILLE MO.

SCALE  
1/4" = 1'-0

DATE  
9-12-24

PLAN NO.

4299

SHEET NO.

A1



STRUCTURAL SLAB ON FILL-REBAR 12" O.C. E.W.

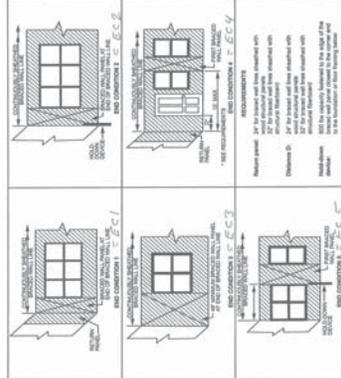


FIG. 10 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 11 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 12 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 13 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 14 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 15 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 16 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 17 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 18 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 19 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 20 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 21 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 22 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 23 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 24 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 25 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 26 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 27 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 28 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 29 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

FIG. 30 - 1/2" x 2 1/2" x 2 1/2" (1/2" x 2 1/2" x 2 1/2") (1/2" x 2 1/2" x 2 1/2")

CONSERVATION CODE, USING ENERGY RATING INDEX OPTION ( ERI/HERS )

BUILD IN ACCORDANCE WITH 2018 INTERNATIONAL RESIDENTIAL CODE, LOCAL CODES, AND 2021 INTERNATIONAL ENERGY CONSERVATION CODE, USING ENERGY RATING INDEX OPTION ( ERI/HERS )

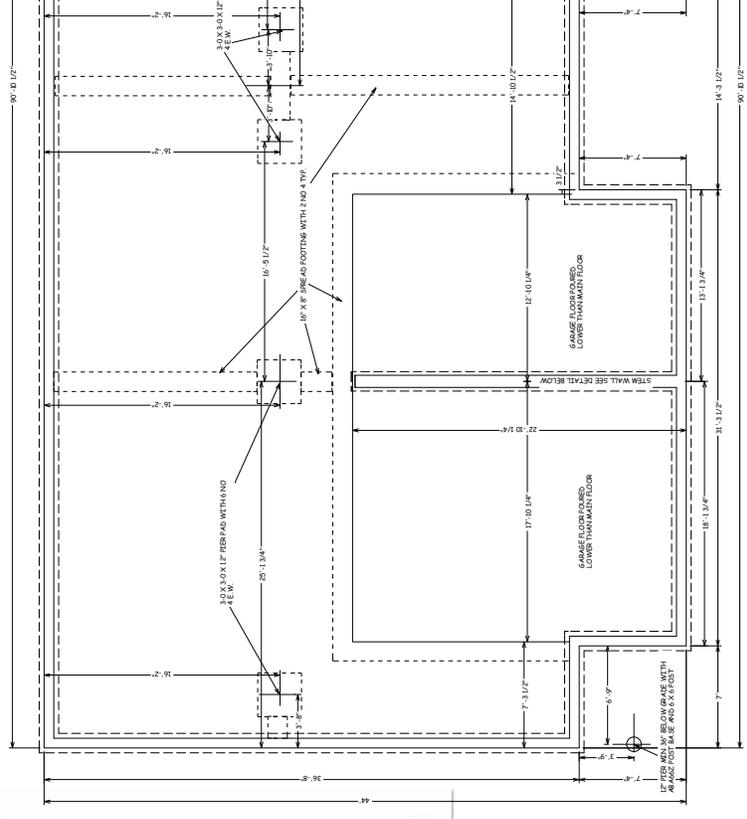
FAIRVIEW CROSSING TOWNHOMES, SMITHVILLE MO.

SCALE 1/4" = 1'-0"

DATE 9-12-24

PLAN NO. 4299

SHEET NO. A3



FOUNDATION PLAN

WALL BETWEEN GARAGES

1/2" x 1/2" ANCHORS SET WITH MAIN 2" BARS AT 12" O.C. FROM END OF EACH TREATED BOARD.

2" HR. SHFT WALL SEE DETAIL PAGE 4299-01 FROM END OF EACH TREATED BOARD.

2" x 4" FT FOOTING WITH 1/2" x 1/2" O.C. CONTINUOUS WITH TEST AT 8" O.C.

1/2" x 1/2" ANCHORS AT 12" O.C. AND BE SET AT 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

1/2" x 1/2" ANCHORS AT 12" O.C. AND BE SET AT 12" O.C. FROM END OF EACH TREATED BOARD.

2" HR. SHFT WALL SEE DETAIL PAGE 4299-01 FROM END OF EACH TREATED BOARD.

2" x 4" FT FOOTING WITH 1/2" x 1/2" O.C. CONTINUOUS WITH TEST AT 8" O.C.

1/2" x 1/2" ANCHORS AT 12" O.C. AND BE SET AT 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

NO 4 REBAR @ 12" O.C. FROM END OF EACH TREATED BOARD.

SPREAD FOOTING WITH STEM WALL FOUNDATION

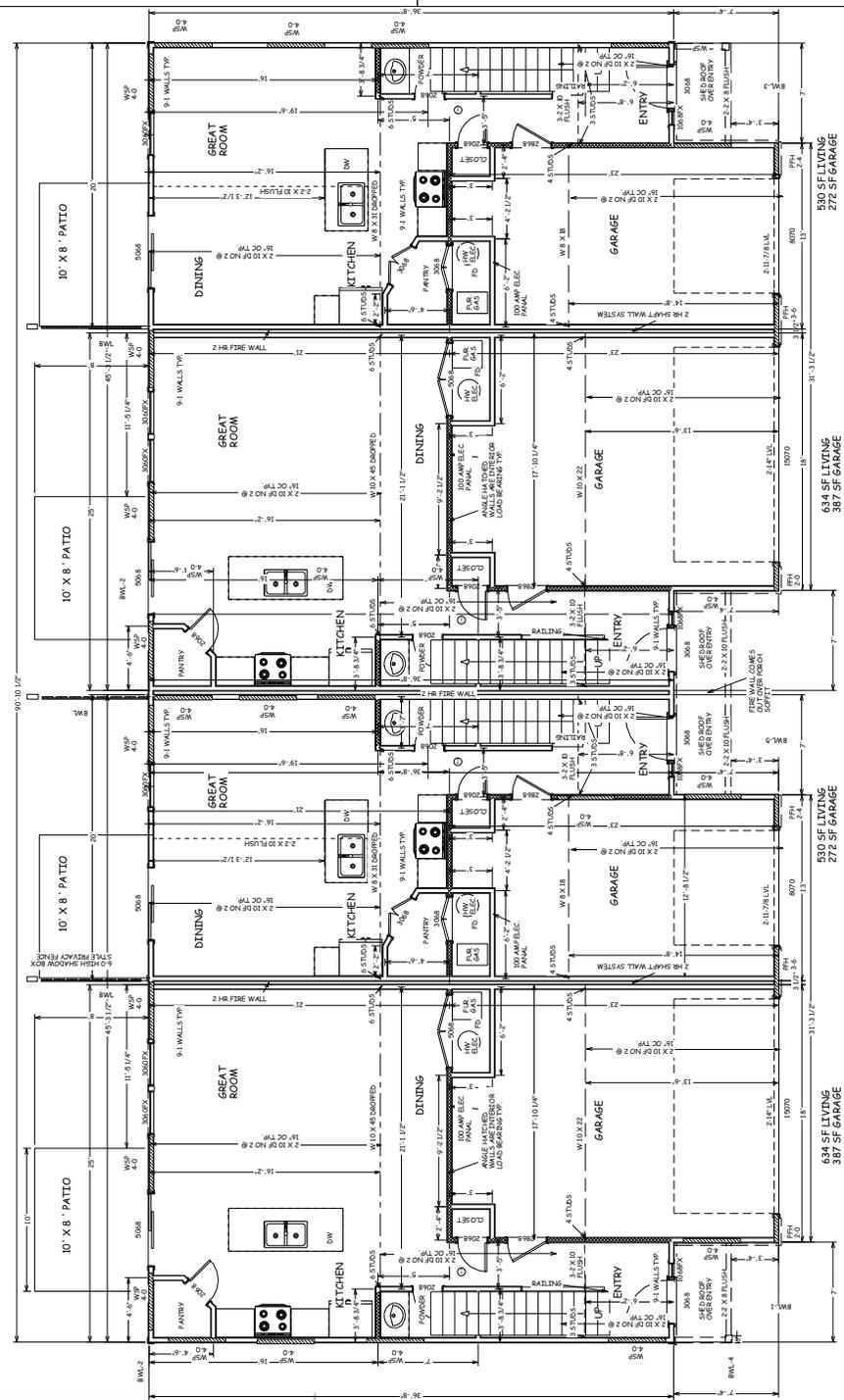
OPTIONAL TRENCHED FOOTING

BUILD IN ACCORDANCE WITH 2018 INTERNATIONAL RESIDENTIAL CODE, LOCAL CODES, AND 2021 INTERNATIONAL ENERGY CONSERVATION CODE, USING ENERGY RATING INDEX OPTION (EPI/HERS)

FAIRVIEW CROSSING TOWNHOMES  
SMITHVILLE MO.

SCALE	1/4" = 1'-0"
DATE	9-12-24
PLAN NO.	
	4299
SHEET NO.	
	A4

INTERIOR LOAD BEARING WALLS ARE 2 X 4 DF NO 2 @ 16" O.C.



MAIN FLOOR PLAN

634 SF LIVING  
387 SF GARAGE

530 SF LIVING  
272 SF GARAGE

634 SF LIVING  
387 SF GARAGE

SHUT UP SIDING ENDS MUST BE DOUBLE NAILED; ONE NAIL MUST BE PLACED IN THE UNDERLAP AND A SECOND NAIL MUST BE PLACED IN THE OVERLAP AT 6" O.C. UNDER AND OVER



GARAGE DOORS WILL ALWAYS HAVE 7/16\"/>

WALL PANEL LEGEND

- W9" = WOOD STRUCTURAL PANEL, MIN THICKNESS 3/8", NAILED 6" EDGES, 12" FIELD WITH 8 D (2 1/2" X 0.131") NAIL
- C5-W9" = CONTINUOUSLY SHEATHED WOOD STRUCTURAL PANEL, MIN THICKNESS 3/8", NAILED 6" EDGES, 12" FIELD WITH 8 D (2 1/2" X 0.131") NAIL
- EC = END CONDITION CONTINUOUSLY SHEATHED WOOD STRUCTURAL PANEL, MIN THICKNESS 3/8", NAILED 6" EDGES, 12" FIELD WITH 8 D (2 1/2" X 0.131") NAIL
- PFH = PORTAL FRAME WITH HOLD DOWN, MIN SHEATHING THICKNESS 7/16", NAILING 3" OC ALL FRAMING MEMBERS WITH 8 D (2 1/2" X 0.131")
- 6B = GYPSUM BOARD MIN 1/2" THICK NAILING 7" EDGES & FIELD WITH GYPSUM BOARD NAIL 0.0915 DIAMETER, 1-5/8" LONG 19/64" HEAD
- C5-PF = CONTINUOUSLY SHEATHED 7/16" WOOD SHEATHING MIN. PORTAL FRAME NAILING 3" OC ALL FRAMING MEMBERS WITH 8 D (2 1/2" X 0.131")

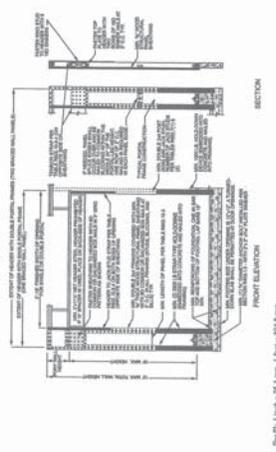


FIG. 10: 1/4" = 2'-0" (SEE 1/4" = 2'-0" FOR MORE DETAILS)  
2018 INTERNATIONAL RESIDENTIAL CODE

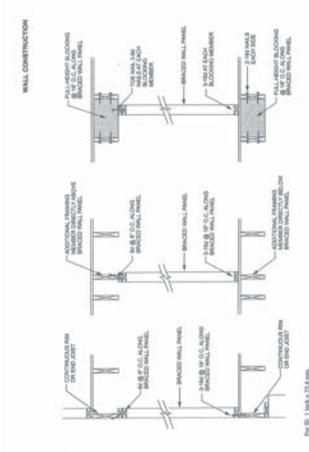


FIG. 11: 1/4" = 2'-0" (SEE 1/4" = 2'-0" FOR MORE DETAILS)  
2018 INTERNATIONAL RESIDENTIAL CODE

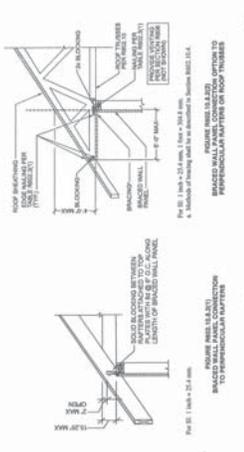


FIG. 12: 1/4" = 2'-0" (SEE 1/4" = 2'-0" FOR MORE DETAILS)  
2018 INTERNATIONAL RESIDENTIAL CODE

FAIRVIEW CROSSING TOWNHOMES  
SMITHVILLE MO.

SCALE 1/4" = 1'-0"  
DATE 9-12-24  
PLAN NO. 4299  
SHEET NO. A5

BUILD IN ACCORDANCE WITH 2018 INTERNATIONAL RESIDENTIAL CODES, AND 2021 INTERNATIONAL ENERGY CONSERVATION CODE, USING ENERGY RATING INDEX OPTION (EPI/HERS)

ROOF-CEILING CONSTRUCTION  
MULTIFAMILY JOINT WALLS MUST BE CONNECTED TO ALL 4 WALLS  
WOOD BRIDGE STUDS PER 2018 IRC R602.2.1

NO.	DESCRIPTION	AMOUNT
1	2x4 @ 16" O.C.	12
2	2x6 @ 16" O.C.	12
3	2x8 @ 16" O.C.	12
4	2x10 @ 16" O.C.	12
5	2x12 @ 16" O.C.	12
6	2x14 @ 16" O.C.	12
7	2x16 @ 16" O.C.	12
8	2x18 @ 16" O.C.	12
9	2x20 @ 16" O.C.	12
10	2x22 @ 16" O.C.	12
11	2x24 @ 16" O.C.	12
12	2x26 @ 16" O.C.	12
13	2x28 @ 16" O.C.	12
14	2x30 @ 16" O.C.	12
15	2x32 @ 16" O.C.	12
16	2x34 @ 16" O.C.	12
17	2x36 @ 16" O.C.	12
18	2x38 @ 16" O.C.	12
19	2x40 @ 16" O.C.	12
20	2x42 @ 16" O.C.	12
21	2x44 @ 16" O.C.	12
22	2x46 @ 16" O.C.	12
23	2x48 @ 16" O.C.	12
24	2x50 @ 16" O.C.	12
25	2x52 @ 16" O.C.	12
26	2x54 @ 16" O.C.	12
27	2x56 @ 16" O.C.	12
28	2x58 @ 16" O.C.	12
29	2x60 @ 16" O.C.	12
30	2x62 @ 16" O.C.	12
31	2x64 @ 16" O.C.	12
32	2x66 @ 16" O.C.	12
33	2x68 @ 16" O.C.	12
34	2x70 @ 16" O.C.	12
35	2x72 @ 16" O.C.	12
36	2x74 @ 16" O.C.	12
37	2x76 @ 16" O.C.	12
38	2x78 @ 16" O.C.	12
39	2x80 @ 16" O.C.	12
40	2x82 @ 16" O.C.	12
41	2x84 @ 16" O.C.	12
42	2x86 @ 16" O.C.	12
43	2x88 @ 16" O.C.	12
44	2x90 @ 16" O.C.	12
45	2x92 @ 16" O.C.	12
46	2x94 @ 16" O.C.	12
47	2x96 @ 16" O.C.	12
48	2x98 @ 16" O.C.	12
49	2x100 @ 16" O.C.	12
50	2x102 @ 16" O.C.	12
51	2x104 @ 16" O.C.	12
52	2x106 @ 16" O.C.	12
53	2x108 @ 16" O.C.	12
54	2x110 @ 16" O.C.	12
55	2x112 @ 16" O.C.	12
56	2x114 @ 16" O.C.	12
57	2x116 @ 16" O.C.	12
58	2x118 @ 16" O.C.	12
59	2x120 @ 16" O.C.	12
60	2x122 @ 16" O.C.	12
61	2x124 @ 16" O.C.	12
62	2x126 @ 16" O.C.	12
63	2x128 @ 16" O.C.	12
64	2x130 @ 16" O.C.	12
65	2x132 @ 16" O.C.	12
66	2x134 @ 16" O.C.	12
67	2x136 @ 16" O.C.	12
68	2x138 @ 16" O.C.	12
69	2x140 @ 16" O.C.	12
70	2x142 @ 16" O.C.	12
71	2x144 @ 16" O.C.	12
72	2x146 @ 16" O.C.	12
73	2x148 @ 16" O.C.	12
74	2x150 @ 16" O.C.	12
75	2x152 @ 16" O.C.	12
76	2x154 @ 16" O.C.	12
77	2x156 @ 16" O.C.	12
78	2x158 @ 16" O.C.	12
79	2x160 @ 16" O.C.	12
80	2x162 @ 16" O.C.	12
81	2x164 @ 16" O.C.	12
82	2x166 @ 16" O.C.	12
83	2x168 @ 16" O.C.	12
84	2x170 @ 16" O.C.	12
85	2x172 @ 16" O.C.	12
86	2x174 @ 16" O.C.	12
87	2x176 @ 16" O.C.	12
88	2x178 @ 16" O.C.	12
89	2x180 @ 16" O.C.	12
90	2x182 @ 16" O.C.	12
91	2x184 @ 16" O.C.	12
92	2x186 @ 16" O.C.	12
93	2x188 @ 16" O.C.	12
94	2x190 @ 16" O.C.	12
95	2x192 @ 16" O.C.	12
96	2x194 @ 16" O.C.	12
97	2x196 @ 16" O.C.	12
98	2x198 @ 16" O.C.	12
99	2x200 @ 16" O.C.	12
100	2x202 @ 16" O.C.	12
101	2x204 @ 16" O.C.	12
102	2x206 @ 16" O.C.	12
103	2x208 @ 16" O.C.	12
104	2x210 @ 16" O.C.	12
105	2x212 @ 16" O.C.	12
106	2x214 @ 16" O.C.	12
107	2x216 @ 16" O.C.	12
108	2x218 @ 16" O.C.	12
109	2x220 @ 16" O.C.	12
110	2x222 @ 16" O.C.	12
111	2x224 @ 16" O.C.	12
112	2x226 @ 16" O.C.	12
113	2x228 @ 16" O.C.	12
114	2x230 @ 16" O.C.	12
115	2x232 @ 16" O.C.	12
116	2x234 @ 16" O.C.	12
117	2x236 @ 16" O.C.	12
118	2x238 @ 16" O.C.	12
119	2x240 @ 16" O.C.	12
120	2x242 @ 16" O.C.	12
121	2x244 @ 16" O.C.	12
122	2x246 @ 16" O.C.	12
123	2x248 @ 16" O.C.	12
124	2x250 @ 16" O.C.	12
125	2x252 @ 16" O.C.	12
126	2x254 @ 16" O.C.	12
127	2x256 @ 16" O.C.	12
128	2x258 @ 16" O.C.	12
129	2x260 @ 16" O.C.	12
130	2x262 @ 16" O.C.	12
131	2x264 @ 16" O.C.	12
132	2x266 @ 16" O.C.	12
133	2x268 @ 16" O.C.	12
134	2x270 @ 16" O.C.	12
135	2x272 @ 16" O.C.	12
136	2x274 @ 16" O.C.	12
137	2x276 @ 16" O.C.	12
138	2x278 @ 16" O.C.	12
139	2x280 @ 16" O.C.	12
140	2x282 @ 16" O.C.	12
141	2x284 @ 16" O.C.	12
142	2x286 @ 16" O.C.	12
143	2x288 @ 16" O.C.	12
144	2x290 @ 16" O.C.	12
145	2x292 @ 16" O.C.	12
146	2x294 @ 16" O.C.	12
147	2x296 @ 16" O.C.	12
148	2x298 @ 16" O.C.	12
149	2x300 @ 16" O.C.	12
150	2x302 @ 16" O.C.	12
151	2x304 @ 16" O.C.	12
152	2x306 @ 16" O.C.	12
153	2x308 @ 16" O.C.	12
154	2x310 @ 16" O.C.	12
155	2x312 @ 16" O.C.	12
156	2x314 @ 16" O.C.	12
157	2x316 @ 16" O.C.	12
158	2x318 @ 16" O.C.	12
159	2x320 @ 16" O.C.	12
160	2x322 @ 16" O.C.	12
161	2x324 @ 16" O.C.	12
162	2x326 @ 16" O.C.	12
163	2x328 @ 16" O.C.	12
164	2x330 @ 16" O.C.	12
165	2x332 @ 16" O.C.	12
166	2x334 @ 16" O.C.	12
167	2x336 @ 16" O.C.	12
168	2x338 @ 16" O.C.	12
169	2x340 @ 16" O.C.	12
170	2x342 @ 16" O.C.	12
171	2x344 @ 16" O.C.	12
172	2x346 @ 16" O.C.	12
173	2x348 @ 16" O.C.	12
174	2x350 @ 16" O.C.	12
175	2x352 @ 16" O.C.	12
176	2x354 @ 16" O.C.	12
177	2x356 @ 16" O.C.	12
178	2x358 @ 16" O.C.	12
179	2x360 @ 16" O.C.	12
180	2x362 @ 16" O.C.	12
181	2x364 @ 16" O.C.	12
182	2x366 @ 16" O.C.	12
183	2x368 @ 16" O.C.	12
184	2x370 @ 16" O.C.	12
185	2x372 @ 16" O.C.	12
186	2x374 @ 16" O.C.	12
187	2x376 @ 16" O.C.	12
188	2x378 @ 16" O.C.	12
189	2x380 @ 16" O.C.	12
190	2x382 @ 16" O.C.	12
191	2x384 @ 16" O.C.	12
192	2x386 @ 16" O.C.	12
193	2x388 @ 16" O.C.	12
194	2x390 @ 16" O.C.	12
195	2x392 @ 16" O.C.	12
196	2x394 @ 16" O.C.	12
197	2x396 @ 16" O.C.	12
198	2x398 @ 16" O.C.	12
199	2x400 @ 16" O.C.	12
200	2x402 @ 16" O.C.	12
201	2x404 @ 16" O.C.	12
202	2x406 @ 16" O.C.	12
203	2x408 @ 16" O.C.	12
204	2x410 @ 16" O.C.	12
205	2x412 @ 16" O.C.	12
206	2x414 @ 16" O.C.	12
207	2x416 @ 16" O.C.	12
208	2x418 @ 16" O.C.	12
209	2x420 @ 16" O.C.	12
210	2x422 @ 16" O.C.	12
211	2x424 @ 16" O.C.	12
212	2x426 @ 16" O.C.	12
213	2x428 @ 16" O.C.	12
214	2x430 @ 16" O.C.	12
215	2x432 @ 16" O.C.	12
216	2x434 @ 16" O.C.	12
217	2x436 @ 16" O.C.	12
218	2x438 @ 16" O.C.	12
219	2x440 @ 16" O.C.	12
220	2x442 @ 16" O.C.	12
221	2x444 @ 16" O.C.	12
222	2x446 @ 16" O.C.	12
223	2x448 @ 16" O.C.	12
224	2x450 @ 16" O.C.	12
225	2x452 @ 16" O.C.	12
226	2x454 @ 16" O.C.	12
227	2x456 @ 16" O.C.	12
228	2x458 @ 16" O.C.	12
229	2x460 @ 16" O.C.	12
230	2x462 @ 16" O.C.	12
231	2x464 @ 16" O.C.	12
232	2x466 @ 16" O.C.	12
233	2x468 @ 16" O.C.	12
234	2x470 @ 16" O.C.	12
235	2x472 @ 16" O.C.	12
236	2x474 @ 16" O.C.	12
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238	2x478 @ 16" O.C.	12
239	2x480 @ 16" O.C.	12
240	2x482 @ 16" O.C.	12
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242	2x486 @ 16" O.C.	12
243	2x488 @ 16" O.C.	12
244	2x490 @ 16" O.C.	12
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248	2x498 @ 16" O.C.	12
249	2x500 @ 16" O.C.	12
250	2x502 @ 16" O.C.	12
251	2x504 @ 16" O.C.	12
252	2x506 @ 16" O.C.	12
253	2x508 @ 16" O.C.	12
254	2x510 @ 16" O.C.	12
255	2x512 @ 16" O.C.	12
256	2x514 @ 16" O.C.	12
257	2x516 @ 16" O.C.	12
258	2x518 @ 16" O.C.	12
259	2x520 @ 16" O.C.	12
260	2x522 @ 16" O.C.	12
261	2x524 @ 16" O.C.	12
262	2x526 @ 16" O.C.	12
263	2x528 @ 16" O.C.	12
264	2x530 @ 16" O.C.	12
265	2x532 @ 16" O.C.	12
266	2x534 @ 16" O.C.	12
267	2x536 @ 16" O.C.	12
268	2x538 @ 16" O.C.	12
269	2x540 @ 16" O.C.	12
270	2x542 @ 16" O.C.	12
271	2x544 @ 16" O.C.	12
272	2x546 @ 16" O.C.	12
273	2x548 @ 16" O.C.	12
274	2x550 @ 16" O.C.	12
275	2x552 @ 16" O.C.	12
276	2x554 @ 16" O.C.	12
277	2x556 @ 16" O.C.	12
278	2x558 @ 16" O.C.	12
279	2x560 @ 16" O.C.	12
280	2x562 @ 16" O.C.	12
281	2x564 @ 16" O.C.	12
282	2x566 @ 16" O.C.	12
283	2x568 @ 16" O.C.	12
284	2x570 @ 16" O.C.	12
285	2x572 @ 16" O.C.	12
286	2x574 @ 16" O.C.	12
287	2x576 @ 16" O.C.	12
288	2x578 @ 16" O.C.	12
289	2x580 @ 16" O.C.	12
290	2x582 @ 16" O.C.	12</









