

Central Power



CENTRAL
POWER SYSTEMS & SERVICES

Smithville Planning and Zoning Commission
July 14, 2026

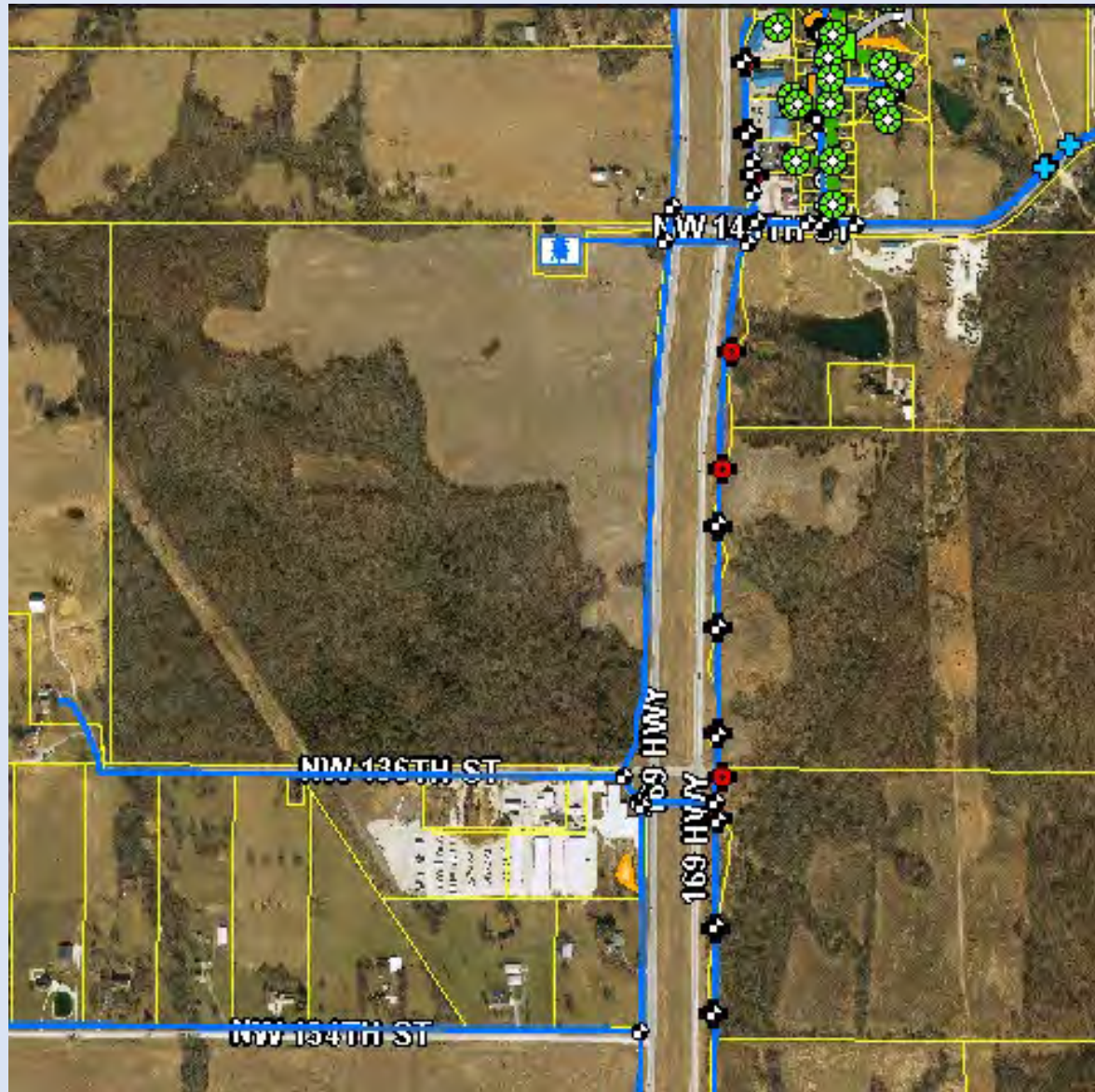
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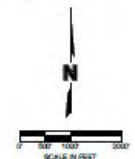
Request

Central Power requests:

1. Approval of the rezoning of about 155 acres from A-1 and B-3 to B-3;
2. Approval of the preliminary plat for this 155 acres in subdividing the property into 3 lots; and
3. Approval of the Conceptual Plan for Phase I to provide for Community Scale Manufacturing.

Aerial of N.W. 136th Street and Northeast corner of 169 Highway



[illegible]

drawn by:
 designed by:
 project no.:
 date:

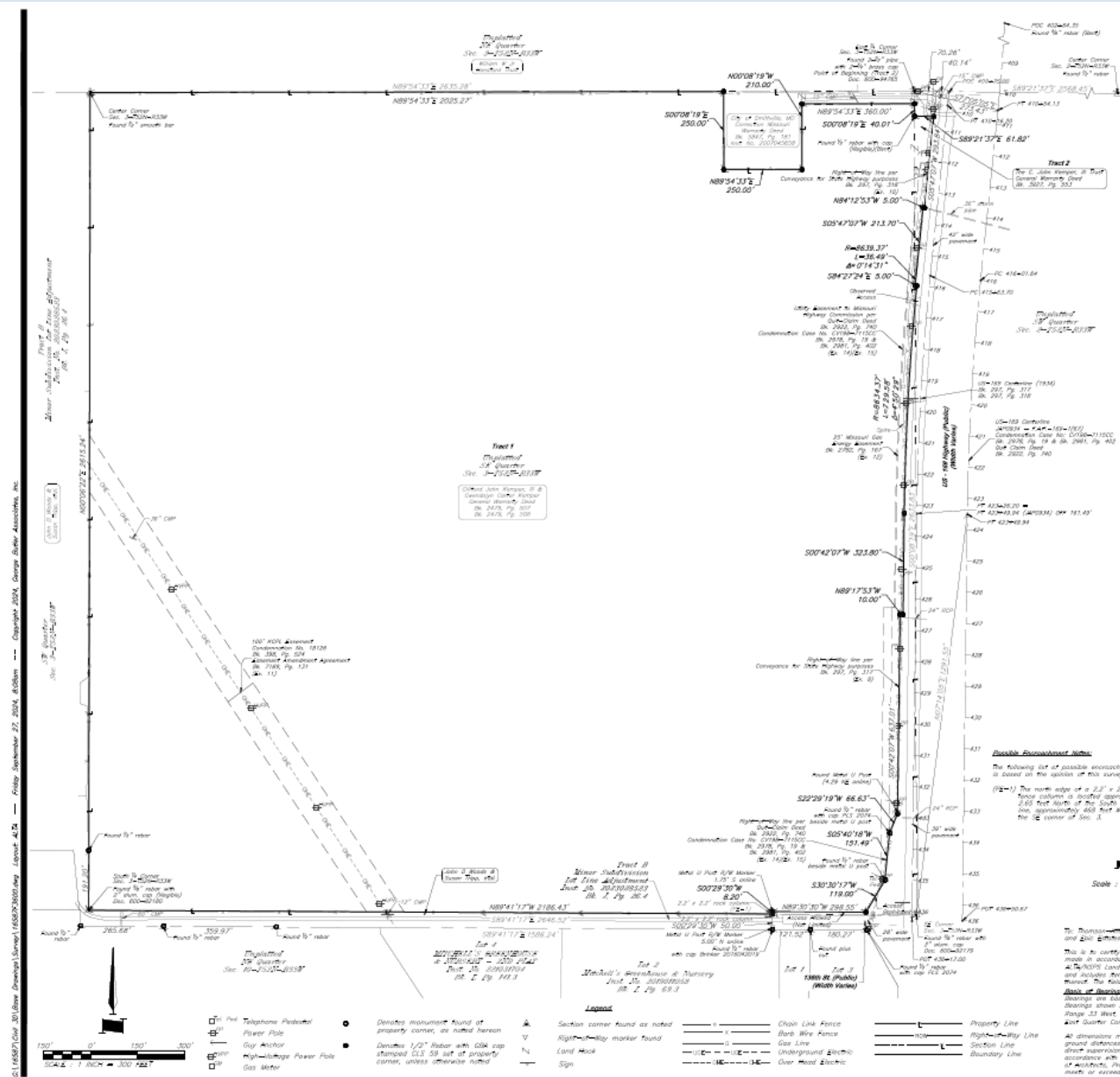
SHEET
EX-01

Survey

Current zoning: A1

**Proposed zoning: B3
plus Planned Overlay**

Acreage: 155 acres



History of Central Power

**OVER
THE
YEARS.**

1954: Founded as Jimmy Diesel

1955-85: Opened 5 locations!

1988: Name changed to Central Power

**2005: Expanded beyond original truck brands
and became Central Power Systems & Services**

**2010: Our POWERFORCE brand was born
and excelling in the oilfield markets.**

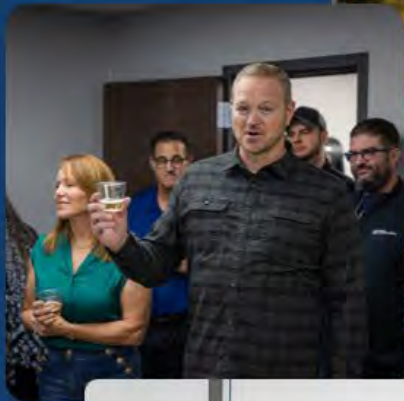
2015: Ownership Changed! Robin Roberts

**Present: Opened manufacturing facility in
Platte & continuing to grow.**

CENTRAL
POWER SYSTEMS & SERVICES

MISSOURI MADE SMALL-TOWN PROUD





ROBIN ROBERTS CEO/OWNER

CENTRAL
POWER SYSTEMS & SERVICES



SMITHVILLE RESIDENT SINCE 2015

GRANDCHILDREN ATTEND SSD

**SMALL TOWN ROOTS
(ENGLEWOOD KANSAS - POPULATION 50)**

DIESEL MECHANIC RISES TO CEO

GREW BUSINESS 1500% OVER 10 YEARS

**MAJORITY LEADERSHIP RESIDES IN
NORTHLAND COMMUNITIES**

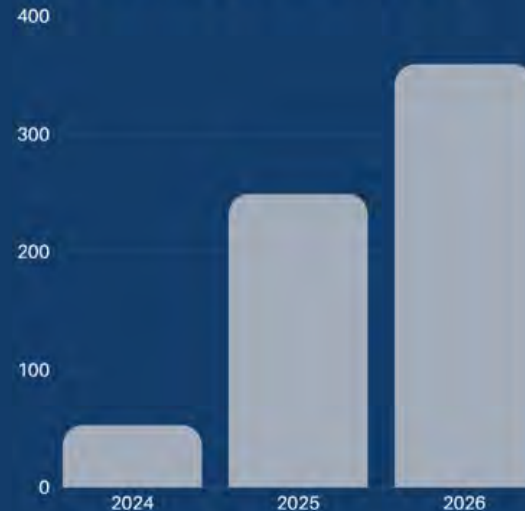
MANUFACTURING ECONOMIC IMPACT

DOLLARS SPENT WITH VENDORS

KANSAS CITY AREA
\$144,000,000

KANSAS & MISSOURI
\$193,000,000

JOBS CREATED



TRAINING CENTER

- LEADERSHIP VALUES
- CUSTOMER SERVICE
- SAFETY
- DIAGNOSTICS
- WELDING
- ENGINES
- ELECTRICAL
- HYDRAULICS

CENTRAL
POWER SYSTEMS & SERVICES



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DATE: Jul 14, 2026 12:27pm USER: sanyal



LEGEND

————— PROPERTY BOUNDARY
 - - - - - EXISTING EASEMENT
 - - - - - PROPOSED RIGHT OF WAY

PARCEL DEVELOPMENT DATA								
LOT	EXISTING ZONING	PROPOSED ZONING	GROSS ACRES	TRACTA (AC)	PROPOSED RW	NET ACRES	COMMENCE DATE	COMPLETION DATE
3 PROPOSED (1 EXISTING)	B-3-A-1	B-3	155.17	3.51	4.66	147.05	FALL 2025	SPRING 2026

LEGEND

---	PROPERTY BOUNDARY
- - -	EXISTING EASEMENT
---	PROPOSED RIGHT OF WAY

olsson.

1301 Burlington Street
North Kansas City, MO 64116

citson.com
TEL: 816.381.1177
FAX: 816.381.1808
Citson - Engineering
Missouri C.O.A. #001592

SEE SUPPLEMENT

REV. NO.	DATE
-------------	------

PRELIMINARY PLAT

PROJECT ROCKET SHIP
DEVELOPMENT PLAN, REZONING, & PRELIMINARY PLAT

2026

REVISIONS

drawn by: _____ 088
designed by: _____ 08
project no.: _____ 020-02342
date: _____ 05.12.2010

SHEET
03

Site Plan



LEGEND

	PROPERTY BOUNDARY
	EXISTING EASEMENT
	PROPOSED RIGHT OF WAY
	PROPOSED SETBACK
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE PAVEMENT
	PROPOSED SIDEWALK
	PROPOSED GRAVEL

TABLE 1: SITE DATA

SITE DATA	EXISTING	PROPOSED
ZONING	(B-3) (A-1)	(B-3)
GROSS LAND AREA		
- IN SQUARE FEET	6,759,204	6,759,204
- IN ACRES	155.17	155.17
NET LAND AREA		
- IN SQUARE FEET		6,606,260
- IN ACRES		151.66
RIGHT-OF-WAY DEDICATION		
- IN SQUARE FEET		202,863
- IN ACRES		4.40
BUILDINGS AREA (SQ. FT.)		1,193,920
F.A.R.	0	0.18
TOTAL LOTS		
- COMMERCIAL / RETAIL	1	2
- INDUSTRIAL / WAREHOUSING / STORAGE		1
- AGRICULTURE		

TABLE 2: BUILDING DATA

SITE DATA	EXISTING	PROPOSED
REAR SETBACK	0	35'
FRONT SETBACK	0	10'
SIDE SETBACK	0	10'
SIDE SETBACK (ABUTTING STREET)	0	35'
HEIGHT	N/A	35' +

TABLE 3: PARKING DATA

PARKING	VEHICLE SPACES	
	REQUIRED	PROPOSED
WAREHOUSE, STORAGE AND VEHICLES ESTABLISHMENTS: ONE (1) PARKING SPACE FOR EACH TWO (2) EMPLOYEES BASED UPON THE LARGEST WORKING SHIFT IN ANY TWENTY-FOUR (24) HOUR PERIOD.	300	421

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NOTES ON CONTRIBUTORS

REVISIONS

2026

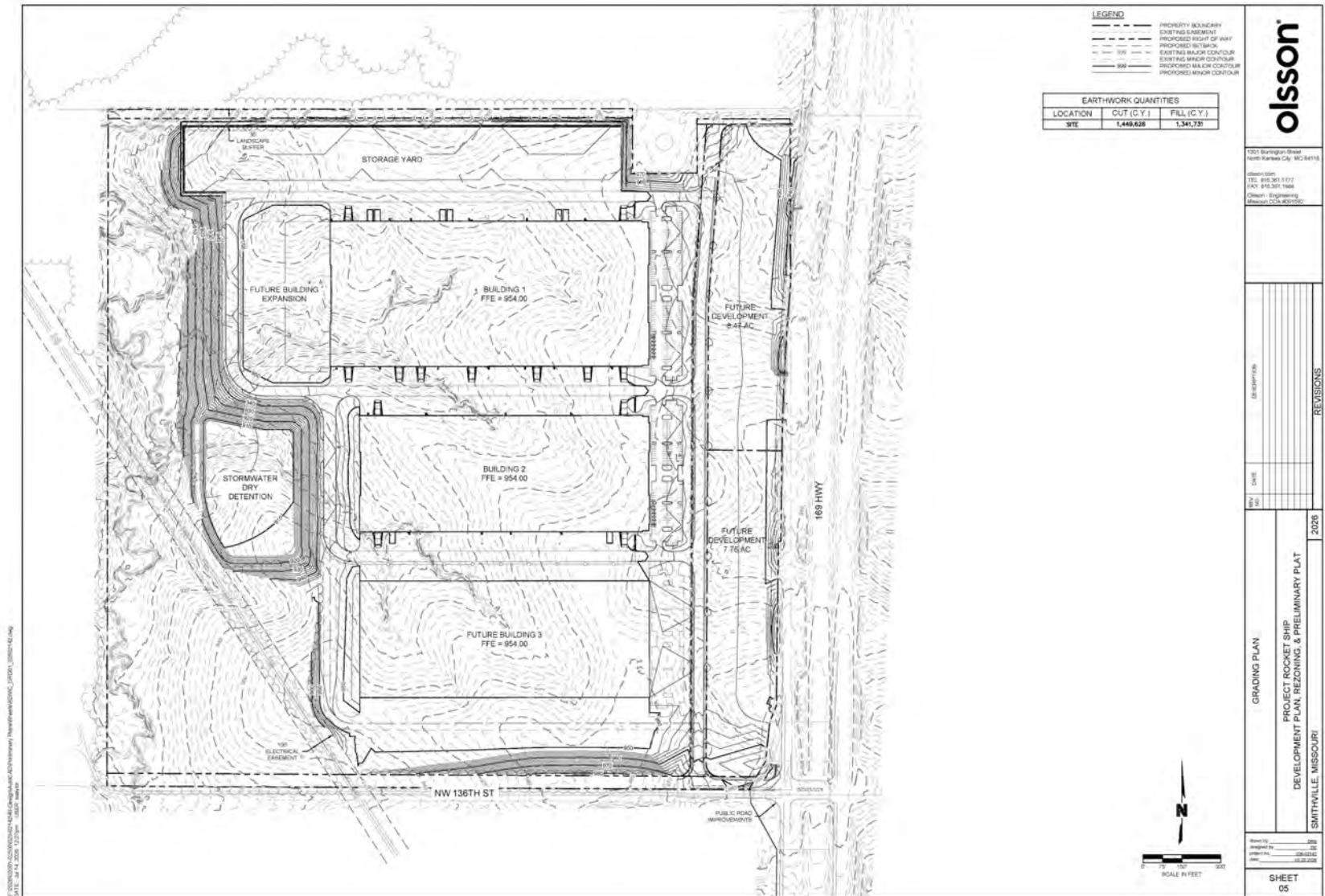
PROJECT ROCKET SHIP
DEVELOPMENT PLAN, REZONING, & PRELIMINARY PLAT

SMITHVILLE, MISSOURI

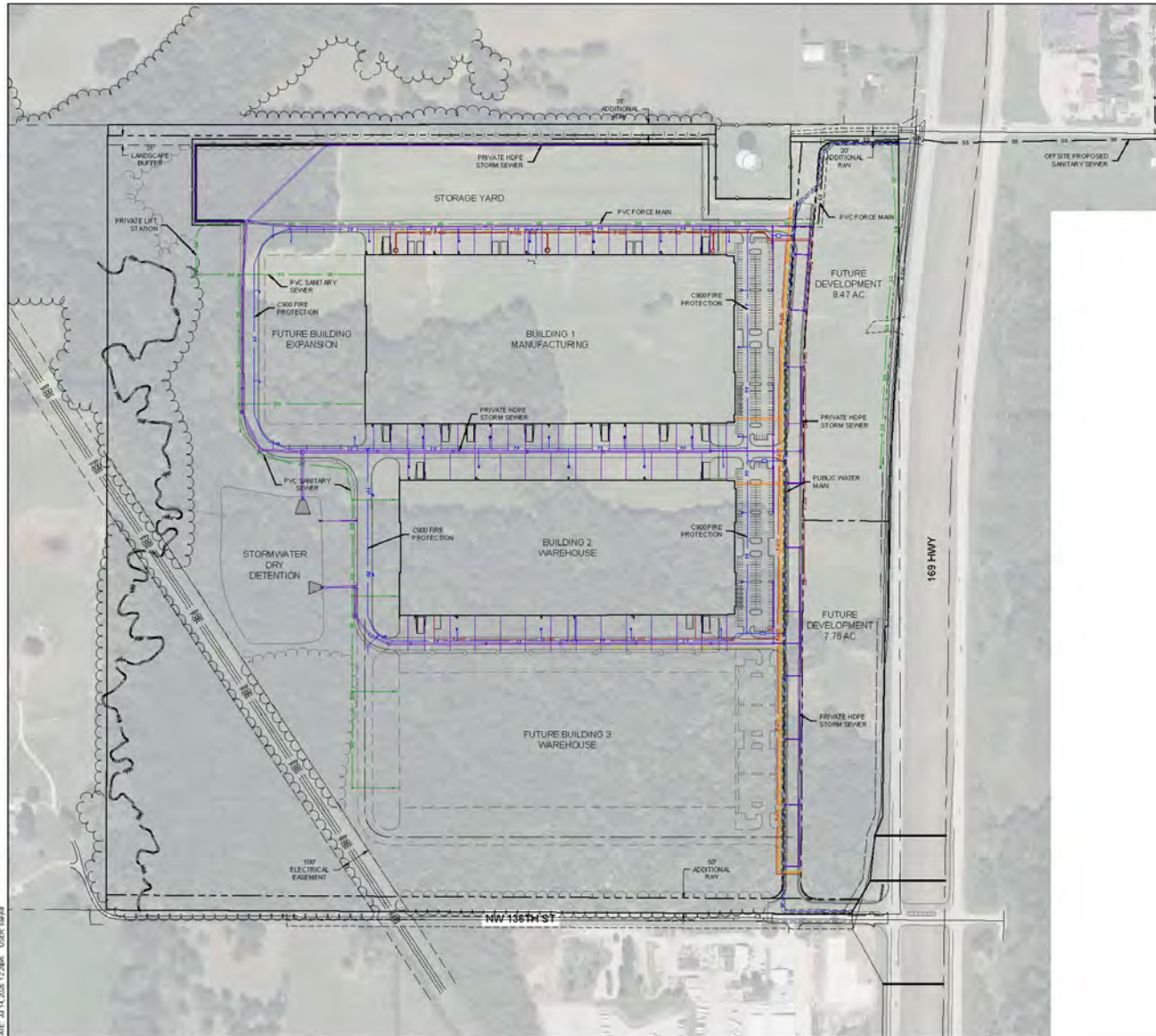
Drawn by: _____ Date: _____
Designed by: _____ Date: _____
Scale: 1:1000 _____

SHEET
04

Grading Plan



Utility Plan



LEGEND

	PROPERTY BOUNDARY
	EXISTING EASEMENT
	PROPOSED RIGHT OF WAY
	EXISTING STAIR TRACK
	EXISTING WATER LINE
	PROPOSED OVERHEAD POWER LINE
	EXISTING SANITARY SEWER LINE
	EXISTING GAS LINE
	EXISTING STORM SEWER LINE
	PROPOSED WATER LINE
	PROPOSED OVERHEAD POWER LINE
	PROPOSED SANITARY SEWER LINE
	PROPOSED GAS LINE
	PROPOSED STORM SEWER LINE
	PROPOSED COMMUNICATION LINE
	PROPOSED FIBER OPTIC LINE

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Missouri C/OA #001592

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UTILITY PLAN	PROJECT ROCKET SHIP DEVELOPMENT PLAN, REZONING, & PRELIMINARY PLAT	2026
SMITHVILLE, MISSOURI		

Drawn by: 088
 Date: 08
 Price of no: 020-02142
 Date: 05.22.2025

SHEET
06

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Landscape Plan



PARKING BUFFERING ZONES REQUIREMENT (400.435 C.2B)			
BLDG #	PARKING FRONTAGE LENGTH (LF)	1 SHADE/ ORNAMENTAL TREE / 60 LF.	1 SHRUB/ EVERGREEN BUSH / 50 LF.
1	905	REQUIRED	15
		PROVIDED	15
2	954	REQUIRED	11
		PROVIDED	11

V: _____ 000
 City: _____ DE
 No.: _____ 020-01542
 _____ 05.10.2009

SHEET
07

Elevations



Manufacturing Building

Warehouse Building



Visual Rendering



Traffic / Truck Movement

Summary of Missouri's oversized load regulations as they pertain to our operations. We anticipate a frequency of 6 to 8 of these loads per week.

The following Missouri travel restrictions apply:

- General Movement: Oversized loads are prohibited from moving until 1.5 hours after dawn and must stop 1.5 hours before dusk.
- I-435 Loop: To avoid rush hour, these vehicles are restricted from highway travel until after 9:00 AM. All oversize loads with this project also are required to have two chase cars with them at all times for safety.

All other traffic consists of standard semi-trucks governed by normal regulations for the warehouses

Traffic Impact Study (TIS) Overview

What was evaluated:

- US 169 corridor between Amory Road and NW 136th Street
- Existing, Phase 1, Full Build, and 2045 future conditions
- Site access at NW 136th Street with future Amory Road access
- Operations, queues, safety considerations, and weaving movements

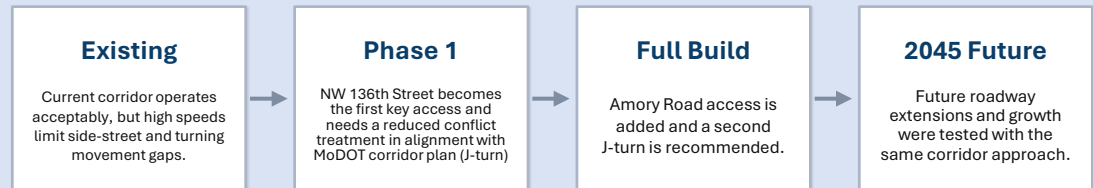
Key Findings:

- MoDOT has indicated that traditional full-access intersections are not sustainable as development and future corridor traffic are added.
- Per MoDOT, the US 169 Corridor is planned for J-turn treatment, consistent with developments to the north and south.

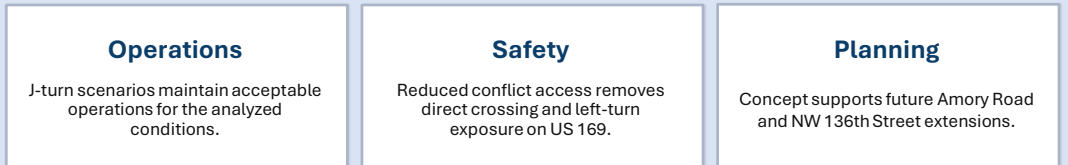
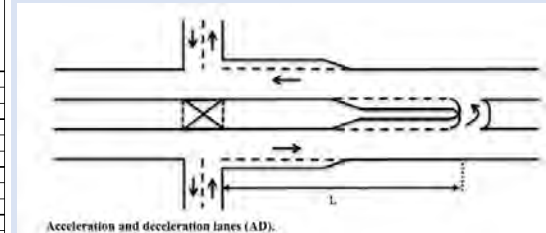
Current Status:

- TIS has been submitted to MoDOT and City staff for review.

Study Scenario Summary



Recommended J-Turn U-turn Offset Length (L) Design Values					
Major Total (veh/hr)	Minor Crossing Left-Turn+ Through (veh/hr)	Minor Crossing Right-Turn (veh/hr)	Total Minor/ Major	With Acceleration Lane (in ft) "AD"	No Acceleration Lane (in ft) "DF"
1000	150	150	30%	1000-2000	1000
	250	250	50%	1000-2000	1000
	350	350	70%	2000	1000
1300	195	195	30%	1000-2000	not preferred
	325	325	50%	2000	not preferred
	455	455	70%	2000-3000	not preferred
1504	226	226	30%	2000	not preferred
	376	376	50%	>2000	not preferred
	526	526	70%	>2000	not preferred
1800	270	270	30%	2000	not preferred
	450	450	50%	2000	not preferred
	630	630	70%	3000	not preferred



Traffic Impact Study (TIS) Summary Findings



Recommended improvements

- Phase 1: J-turn configuration at US 169 and NW 136th Street (Shown in Red)
- Full Build: Second J-turn configuration at US 169 and Amory Road (Shown in Blue Dashed Linework)
- Use acceleration and deceleration lanes where feasible, with storage based on design volumes
- Target a minimum of 1,800 feet between intersections and J-turn crossover locations
- Weaving analysis indicates acceptable operations under Phase 1, Full Build, and 2045 conditions

These improvements are intended to preserve US 169 operations while supporting safer access to the development.

Conclusion

In accordance with Staff's recommendation, Applicant requests that the Planning and Zoning Commission recommend approval of:

1. Approval of the rezoning of about 155 acres from A-1 and B-3 to B-3;
2. Approval of the preliminary plat for this 155 acres in subdividing the property into 3 lots; and
3. Approval of the Conceptual Plan for Phase I to provide for Community Scale Manufacturing.