

ORDINANCE NO. 160792

Approving an amendment to a previously approved development plan (Crown Center) in District URD on approximately 25 acres generally located 400 feet north of 26th Street on the north, McGee Street and Gillham Road on the east, Union Cemetery on the south and Grand Boulevard on the west for residential, office and commercial uses, which amendment removes about 7 acres from the southeast portion of the plan and leaves about 17.9 acres within the plan area. (12485-UR-3)

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section A. That an amendment to a previously approved development plan in District UR (Urban Redevelopment District) on approximately 25 acres generally located 400 feet north of 26th Street on the north, McGee Street and Gillham Road on the east, Union Cemetery on the south and Grand Boulevard on the west, is hereby approved which removes about 7 acres from the southeast portion of the plan and leaves about 17.9 acres within the plan area, and more specifically described as follows:

Existing 25-acre UR area is described as follows:

A tract of land in the South 1/2 of Section 8 and the North 1/2 of Section 17, all in Township 49, Range 33, in Kansas City, Jackson County, Missouri, being part of Lots 11 through 13, inclusive and part of Lot 16, Scarritt & Peery's Subdivision, part of Lot 1, and all of Lots 2 through 20, inclusive, Bouton's 2nd Addition, part of Lot 1, all of Lots 2 through 16, inclusive, part of Lot 17 and all of Lots 18 through 32, Block 1, Vanderventor Place, all of Blocks 12 and 13, Continuation of Hoelzel's Addition, and all of Lots 1 through 59, Union Terminal Addition, all being subdivisions in said city, county and state, together with portions of vacated Walnut Street, a portion of the alley lying between said Lots 1 through 20, Bouton's 2nd Addition and through said Lot 16, Scarritt & Peery's Subdivision, said alley having been vacated by Ordinance No. 940607, a portion of the alley lying between said Lots 1 through 32, Block 1, Vanderventor Place, said alley having been vacated by Ordinance No. 940606, all of the alley lying west of Lots 1 through 10, said Continuation of Hoelzel's Addition, said alley having been vacated by Ordinance No. 17488, passed February 15, 1954, and parts of vacated Warwick Trafficway and McGee Street Trafficway, portions of which having been vacated by Ordinance No. 011346, passed September 27, 2001, together with portions of 27th Street, McGee Street Trafficway and Warwick Trafficway, the alley lying within Block 13, said Continuation of Hoelzel's Addition, and the alleys lying within said Union Terminal Addition, which streets and alleys have not been vacated and are subject to the rights of the public, said tract of land being more particularly described as follows: Beginning at the intersection of the north right-of-way line of 27th Street and the west right-of-way line of Gillham Road, as said street and road are presently established; thence South 0 degrees 07 minutes 45 seconds East,

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a distance of 55.00 feet to the intersection of said west right-of-way line of Gillham Road and the south right-of-way line of said 27th Street; thence South 0 degrees 15 minutes 00 seconds East along said west right-of-way line of Gillham Road, a distance of 395.28 feet to the intersection of said west right-of-way line and the north right-of-way line of 27th Street terrace, as presently established; thence North 89 degrees 41 minutes 30 seconds West along said north right-of-way line of 27th Street Terrace, and the westerly prolongation thereof, a distance of 456.25 feet to a point on the southwesterly right-of-way line of McGee Street Trafficway, as presently established; thence North 26 degrees 44 minutes 33 seconds West along said southwesterly right-of-way line, a distance of 124.86 feet to the southeast corner of Lot 2, Union Terminal Addition, thence South 61 degrees 27 minutes 01 seconds West along the south line of said Lot 2, a distance of 69.48 feet to the southwest corner of said Lot 2, said point also being on the northerly boundary of union cemetery; thence the following ten courses along said northerly boundary of Union Cemetery, said boundary also being the southerly boundary of said Union Terminal Addition: North 33 degrees 59 minutes 00 seconds West, a distance of 156.04 feet; thence northwesterly and westerly along a curve to the left, tangent to the last described course, having a radius of 120.00 feet and a central angle of 92 degrees 30 minutes 00 seconds, an arc distance of 193.73 feet; thence South 53 degrees 31 minutes 00 seconds West, a distance of 107.23 feet; thence southerly along a curve to the left, tangent to the last described course, having a radius of 100.00 feet and a central angle of 46 degrees 02 minutes 30 seconds, an arc distance of 80.36 feet; thence South 7 degrees 28 minutes 30 seconds West, a distance of 99.00 feet; thence South 33 degrees 51 minutes 45 seconds West, a distance of 78.50 feet; thence South 89 degrees 46 minutes 15 seconds West, a distance of 82.00 feet; thence westerly and northwesterly along a curve to the right, tangent to the last described course, having a radius of 100.00 feet and a central angle of 62 degrees 11 minutes 00 seconds, an arc distance of 108.53 feet; thence northwesterly and westerly along a curve to the left, having a common tangent with the last described curve, a radius of 200.00 feet and a central angle of 62 degrees 11 minutes 00 seconds, an arc distance of 217.06 feet; thence South 89 degrees 46 minutes 15 seconds West, a distance of 0.84 feet to the northwest corner of said union cemetery, said point also being on the northerly prolongation of the east line of Lot 60, said Union Terminal Addition; thence South 89 degrees 21 minutes 15 seconds West, departing said northerly boundary of Union Cemetery, a distance of 24.11 feet to a point on the east right-of-way line of Grand Boulevard, as presently established; thence northerly along said east right-of-way line, along a curve to the left having an initial tangent bearing of North 8 degrees 16 minutes 32 seconds East, a radius of 540.00 feet and a central angle of 8 degrees 02 minutes 19 seconds, an arc distance of 75.76 feet; thence North 0 degrees 14 minutes 13 seconds East along said east right-of-way line, a distance of 202.84 feet to an angle point therein; thence North 45 degrees 15 minutes 45 seconds East along said east right-of-way line, a distance of 21.21 feet to an angle point

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therein; thence North 0 degrees 15 minutes 45 seconds East along said east right-of-way line, and the northerly prolongation thereof, a distance of 35.00 feet to a point on the centerline of 27th Street, as presently established; thence North 89 degrees 44 minutes 15 seconds West along said centerline, a distance of 2.48 feet; thence northerly along the southerly prolongation of said east right-of-way line of Grand Boulevard and along said east right-of-way line, along a curve to the right having an initial tangent bearing of North 3 degrees 12 minutes 54 seconds East, a radius of 398.00 feet and a central angle of 21 degrees 00 minutes 42 seconds, an arc distance of 145.96 feet; thence North 24 degrees 13 minutes 36 seconds East, continuing along said east right-of-way line, a distance of 97.40 feet; thence northerly along said east right-of-way line, along a curve to the left, tangent to the last described course, having a radius of 452.00 feet and a central angle of 24 degrees 11 minutes 34 seconds, an arc distance of 190.85 feet; thence North 0 degrees 02 minutes 02 seconds East along said east right-of-way line, a distance of 13.87 feet to an angle point therein; thence North 40 degrees 54 minutes 24 seconds East along said east right-of-way line, a distance of 6.29 feet to a point on the south line of former 26th Street, now a part of the Grand Boulevard right-of-way; thence South 89 degrees 44 minutes 00 seconds East along said south line, a distance of 104.36 feet to a point on the easterly terminus of said Grand Boulevard right-of-way, said point also being on the westerly terminus of that portion of 26th Street having been vacated by Ordinance No. 011346, passed September 27, 2001; thence North 0 degrees 16 minutes 00 seconds East along said westerly terminus, a distance of 70.00 feet to a point on the north line of said former 26th Street; thence North 89 degrees 44 minutes 00 seconds West along said north line, a distance of 104.32 feet to a point on said east right-of-way of Grand Boulevard; thence North 44 degrees 43 minutes 09 seconds West along said east right-of-way line, a distance of 6.31 feet; thence North 0 degrees 02 minutes 02 seconds East continuing along said east right-of-way line, a distance of 93.55 feet; thence northerly, continuing along said east right-of-way line, along a curve to the right, tangent to the last described course, having a radius of 398.00 feet and a central angle of 21 degrees 26 minutes 35 seconds, an arc distance of 148.95 feet; thence North 21 degrees 28 minutes 37 seconds East, continuing along said east right-of-way line, a distance of 33.37 feet; thence South 89 degrees 42 minutes 59 seconds East, departing said east right-of-way line, a distance of 245.68 feet; thence North 0 degrees 01 minutes 33 seconds East, a distance of 122.10 feet; thence North 90 degrees 00 minutes 00 seconds East, a distance of 381.87 feet to a point on the east line of vacated McGee Street Trafficway; thence South 0 degrees 00 minutes 00 seconds West along said east line, a distance of 877.69 feet to the intersection of said east line and said north right-of-way line of 27th Street; thence South 89 degrees 44 minutes 15 seconds East along said north right-of-line, a distance of 125.23 feet to the intersection of said north right-of-line with the west line of the Southeast 1/4 of Section 8, Township 49, Range 33; thence South 89 degrees 43 minutes 23 seconds East, continuing along

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said north right-of-line, a distance of 458.93 feet to the point of beginning. The above described tract of land contains 24.989 acres, more or less, and is subject to the rights of the City of Kansas City and the rights of the public in and to those portions of streets and alleys contained within and not heretofore vacated.

Area to be removed from the Plan:

A tract of land in the North 1/2 of Section 17, Township 49, Range 33, in Kansas City, Jackson County, Missouri, being all of Blocks 12 and 13 Continuation of Hoelzel's Addition and all of Lots 1 through 22, Union Terminal Addition, all being subdivisions in said city, county and state, together with the vacated alley lying between Lot 1, Union Terminal Addition and Block 12, Continuation of Hoelzel's Addition, said alley having been vacated by Ordinance No. 17488 passed February 15, 1954, together with portions of 27th Street, Oak Street, McGee Street Trafficway and vacated Warwick Trafficway, and the alleys lying adjacent to said Lots 1 through 22 of said Union Terminal Addition, said tract of land being more particularly described as follows: Beginning at the intersection of the centerline of 27th Street and the west right-of-way line of Gillham Road, as said street and road are presently established; thence South 0 degrees 15 minutes 00 seconds East along said west right-of-way line of Gillham Road, a distance of 422.78 feet to the intersection of said west right of way line and the north right of way line of 27th Street Terrace as presently established; thence North 89 degrees 41 minutes 30 seconds West along said north right of way line and the westerly prolongation thereof, a distance of 456.25 feet to a point on the southwesterly right of way line of McGee Street Trafficway, as presently established; thence North 26 degrees 44 minutes 33 seconds West along said southwesterly right of way line, a distance of 124.86 feet to the southeast corner of Lot 2, Union Terminal Addition; thence South 61 degrees 27 minutes 01 seconds West along the south line of said Lot 2, a distance of 69.48 feet to the southwest corner of said Lot 2, said point also being on the northerly boundary of Union Cemetery; thence the following four courses along said northerly boundary of Union Cemetery, said boundary also being the southerly boundary of said Union Terminal Addition: North 33 degrees 59 minutes 00 seconds West, a distance of 156.04 feet; thence northwesterly and westerly along a curve to the left tangent to the last described course, having a radius of 120.00 feet and a central angle of 92 degrees 30 minutes 00 seconds, an arc distance of 193.73 feet; thence South 53 degrees 31 minutes 00 seconds West, a distance of 107.23 feet; thence southwesterly along a curve to the left tangent to the last described course having a radius of 100.00 feet and a central angle of 10 degrees 16 minutes 17 seconds, an arc distance of 17.93 feet more or less to a point on the southerly prolongation of the east curb of vacated Warwick Trafficway lying north of 27th Street; thence North 0 degrees 12 minutes 36 seconds West along said southerly prolongation of said east curb, a

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distance of 263.26 feet more or less to the centerline of 27th Street; thence South 89 degrees 44 minutes 15 seconds East along said centerline, a distance of 471.33 feet more or less to the intersection of the west line of the Northeast 1/4 of Section 17, Township 49, Range 33; thence South 89 degrees 43 minutes 23 seconds East along said centerline of 27th Street, a distance of 459.00 feet to the point of beginning. The above described tract of land contains 7.116 acres, more or less, and is subject to the rights of the City of Kansas City and the rights of the public in and to those portions of streets and alleys contained within and not heretofore vacated.

Area remaining in the UR Area:

A tract of land in the South 1/2 of Section 8 and the North 1/2 of Section 17, all in Township 49, Range 33, in Kansas City, Jackson County, Missouri, being part of Lots 11 through 13 inclusive and part of Lot 16, Scarritt & Peery's Subdivision, part of Lot 1, and all of Lots 2 through 20, inclusive, Bouton's 2nd Addition, part of Lot 1, all of Lots 2 through 16, inclusive, part of Lot 17 and all of Lots 18 through 32, Block 1, Vanderventor Place, and all of Lots 23 through 59, Union Terminal Addition, all being subdivisions in said city, county and state, together with portions of vacated Walnut Street, a portion of the alley lying between said Lots 1 through 20, Bouton's 2nd Addition and through said Lot 16, Scarritt & Peery's subdivision, said alley having been vacated by Ordinance No. 940607, a portion of the alley lying between said Lots 1 through 32, Block 1, Vanderventor Place, said alley having been vacated by Ordinance No. 940606, and those portions of Warwick Trafficway and McGee Street Trafficway vacated by Ordinance No. 011346, passed September 27, 2001, together with portions of 27th Street, McGee Street Trafficway and vacated Warwick Trafficway, and the alleys lying adjacent to said Lots 23 through 59 of said Union Terminal Addition, said tract of land being more particularly described as follows: Beginning at the intersection of the north right-of-way line of 27th Street and the west right-of-way line of Gillham Road, as said street and road are presently established; thence South 0 degrees 07 minutes 45 seconds East along said west right-of-way line of Gillham Road, a distance of 27.50 feet to the centerline of 27th Street, as established at 55.00 feet in width; thence North 89 degrees 43 minutes 23 seconds West, along said centerline, a distance of 459.00 feet, to the intersection of said centerline with the west line of the Northeast 1/4 of Section 17, Township 49, Range 33; thence North 89 degrees 44 minutes 15 seconds West, continuing along said centerline, a distance of approximately 471.33 feet, to a point on the southerly prolongation of the east curb of vacated Warwick Trafficway lying north of 27th Street, as vacated by Ordinance No 011346, passed September 27, 2001; thence South 0 degrees 12 minutes 36 seconds East, along said southerly prolongation of said east curb, a distance of approximately 263.26 feet to a point on the northerly boundary of Union Cemetery; thence the following six courses along said northerly boundary

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of Union Cemetery, said boundary also being the southerly boundary of said Union Terminal Addition; thence along a curve to the left, having an initial tangent bearing of South 43 degrees 14 minutes 43 seconds West, a radius of 100.00 feet, a central angle of 35 degrees 46 minutes 13 seconds, and an arc distance of 62.43 feet; thence South 7 degrees 28 minutes 30 seconds West, a distance of 99.00 feet; thence South 33 degrees 51 minutes 45 seconds West, a distance of 78.50 feet; thence South 89 degrees 46 minutes 15 seconds West, a distance of 82.00 feet; thence westerly and northwesterly along a curve to the right, tangent to the last described course, having a radius of 100.00 feet and a central angle of 62 degrees 11 minutes 00 seconds, an arc distance of 108.53 feet; thence northwesterly and westerly along a curve to the left, having a common tangent with the last described curve, a radius of 200.00 feet and a central angle of 62 degrees 11 minutes 00 seconds, an arc distance of 217.06 feet; thence South 89 degrees 46 minutes 15 seconds West, a distance of 0.84 feet to the northwest corner of said Union Cemetery, said point also being on the northerly prolongation of the east line of lot 60, said Union Terminal Addition; thence South 89 degrees 21 minutes 15 seconds West, departing said northerly boundary of union cemetery, a distance of 24.11 feet to a point on the east right-of-way line of Grand Boulevard, as presently established; thence northerly along said east right-of-way line, along a curve to the left having an initial tangent bearing of North 8 degrees 16 minutes 32 seconds East, a radius of 540.00 feet and a central angle of 8 degrees 02 minutes 19 seconds, an arc distance of 75.76 feet; thence North 0 degrees 14 minutes 13 seconds East along said east right-of-way line, a distance of 202.84 feet to an angle point therein; thence North 45 degrees 15 minutes 45 seconds East along said east right-of-way line, a distance of 21.21 feet to an angle point therein; thence North 0 degrees 15 minutes 45 seconds East along said east right-of-way line, and the northerly prolongation thereof, a distance of 35.00 feet to a point on the centerline of 27th Street, as presently established; thence North 89 degrees 44 minutes 15 seconds West along said centerline, a distance of 2.48 feet; thence northerly along the southerly prolongation of said east right-of-way line of Grand Boulevard and along said east right-of-way line, along a curve to the right having an initial tangent bearing of North 3 degrees 12 minutes 54 seconds East, a radius of 398.00 feet and a central angle of 21 degrees 00 minutes 42 seconds, an arc distance of 145.96 feet; thence North 24 degrees 13 minutes 36 seconds East, continuing along said east right-of-way line, a distance of 97.40 feet; thence northerly along said east right-of-way line, along a curve to the left, tangent to the last described course, having a radius of 452.00 feet and a central angle of 24 degrees 11 minutes 34 seconds, an arc distance of 190.85 feet; thence North 0 degrees 02 minutes 02 seconds East along said east right-of-way line, a distance of 13.87 feet to an angle point therein; thence North 40 degrees 54 minutes 24 seconds East along said east right-of-way line, a distance of 6.29 feet to a point on the south line of former 26th Street, now a part of the Grand Boulevard right-of-way; thence South 89 degrees 44 minutes 00 seconds East along said south line, a distance of 104.36 feet to

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a point on the easterly terminus of said Grand Boulevard right-of-way, said point also being on the westerly terminus of that portion of 26th Street having been vacated by Ordinance No. 011346, passed September 27, 2001; thence North 0 degrees 16 minutes 00 seconds East along said westerly terminus, a distance of 70.00 feet to a point on the north line of said former 26th Street; thence North 89 degrees 44 minutes 00 seconds West along said north line, a distance of 104.32 feet to a point on said east right of way line of Grand Boulevard; thence North 44 degrees 43 minutes 09 seconds West along said east right of way line a distance of 6.31 feet; thence North 0 degrees 02 minutes 02 seconds East along said east right of way line, a distance of 93.55 feet; thence northerly, continuing along said east right of way line, along a curve to the right, tangent to the last described course, having a radius of 398.00 feet and a central angle of 21 degrees 26 minutes 35 seconds, an arc distance of 148.95 feet; thence North 21 degrees 28 minutes 37 seconds East, continuing along said east right of way line, a distance of 33.37 feet; thence South 89 degrees 42 minutes 59 seconds East, departing said east right of way line, a distance of 245.68 feet; thence North 0 degrees 01 minutes 33 seconds East, a distance of 122.10 feet; thence North 90 degrees 00 minutes 00 seconds East, a distance of 381.87 feet to a point on the east line of vacated McGee Street Trafficway; thence South 0 degrees 00 minutes 00 seconds West, along said east line, a distance of 877.69 feet to the intersection of said east line and said north right of way line of 27th Street; thence South 89 degrees 44 minutes 15 seconds East along said north right of way line, a distance of 125.23 feet to the intersection of said north right of way line with the west line of the Southeast 1/4 of Section 8, Township 49, Range 33, thence South 89 degrees 43 minutes 23 seconds East, continuing along said north right of way line, a distance of 458.93 feet to the point of beginning. The above described tract of land contains 17.873 acres, more or less, and is subject to the rights of the City of Kansas City and the rights of the public in and to those portions of streets and alleys contained within and not heretofore vacated.

is hereby approved, subject to the following conditions:

1. The developer shall cause the area to be platted and processed in accordance with Chapter 88, Code of General Ordinances of the City of Kansas City, Missouri.
2. The developer shall submit an update to the previously accepted macro storm drainage study for the overall development to address the development amendments along with a detailed micro study for review and acceptance prior to approval and issuance of any building permits, and the developer shall construct any improvements as required by the Land Development Division prior to issuance of any certificate of occupancy.

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3. The developer shall submit plans for grading and siltation and erosion control to the Land Development Division for acceptance prior to beginning any construction activities.
4. The developer shall secure a site disturbance permit from the Land Development Division prior to beginning any construction, grading, clearing or grubbing activities, if the disturbed area equals or exceeds one acre.
5. The developer shall provide for fire protection as required by the Fire Department.
6. The developer shall extend or realign sanitary sewers as required by the Land Development Division.
7. The developer shall extend or relocate water mains as required by the Water Services Department.
8. No permit shall be issued until the updated Traffic Impact Study (TIS) is submitted to verify that the roadway improvements are adequate for any proposed development as required by the Department of Public Works.
9. The developer shall dedicate additional right of way on 27th Street with the first plat of Parcel B-4 or C-1a from Main Street on the west to Warwick Trafficway on the east so as to provide for a total right of way width of 100 feet as shown on the development plan and as required by the Department of Public Works.
10. The developer shall will dedicate with the first plat of any of the tracts bounded by 27th Street on the north, 27th Terrace on the south, Gillham Road on the east and vacated Warwick on the west, additional right of way on the north side of 27th Street from vacated Warwick Trafficway on the west to McGee Trafficway on the east so as to provide 42.5 feet of right of way on the north side of the centerline of 27th Street. Additionally the developer shall dedicate with the first plat of any of the tracts bounded by 27th Street on the north, 27th Terrace on the south, Gillham Road on the east and vacated Warwick on the west, additional right of way on the north side of 27th Street from McGee Trafficway on the west to Gillham Road on the east so as to provide 44 feet of right of way north of the centerline of 27th Street at McGee Trafficway, which will taper to 33.5 feet at vacated Oak Street and to 27.5 feet north of 27th Street at Gillham Road, as shown on the development plan and as required by the Department of Public Works.
11. With the first plat of Parcel B-4 or C-1a the developer shall improve the intersection of 27th Street and Grand Avenue by constructing one additional eastbound through lane, one eastbound right turn lane, one westbound right turn lane and one northbound right turn lane as shown on

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the development plan and as required by the Board of Parks and Recreation Commissioners and the Department of Public Works.

12. At the time of recording of the first plat of Parcel B-4 or C-1a the developer shall either (a) enter into a deferral agreement, as required by the Land Development Division, to provide and install traffic signals at the intersection of 27th Street and vacated Warwick Trafficway at such time that the Public Works Department determines that they are warranted and necessary; or (b) enter into a cooperative agreement, as required by the Land Development Division, to contribute a sum of money, as specified herein, towards the provision and installation of traffic signals at the intersection of 27th Street and vacated Warwick Trafficway at such time that the Public Works Department determines they are warranted, necessary, and funded. Said contribution sum shall initially be \$295,000.00 in the year 2016 and shall be increased by a compounded annual rate of five percent per year thereafter so as to account for annual increases in costs of constructing traffic signals.
13. The developer shall construct an additional left turn lane and through lane on the eastbound and westbound approaches of the intersection of 27th Street and vacated Warwick Trafficway at the time of the first plat of Parcel B-4 or C-1a as required by the Department of Public Works.
14. The developer shall construct an exclusive right turn lane on the southbound and northbound approaches of the intersection of 27th Street and vacated Warwick Trafficway at the time of the first plat of Parcel B-4 (for southbound right turn) or C-1a (for northbound right turn) as required by the Department of Public Works.
15. At the time of recording of the first plat of Parcel B-4 or C-1a, the developer shall either (a) enter into a deferral agreement, as required by Development Services, to provide and install traffic signals at the intersection of 27th Street and McGee Trafficway at such time that the Public Works Department determines they are warranted and necessary; or (b) enter into a cooperative agreement, as required by Development Services, to contribute a sum of money, as specified herein, towards the provision and installation of traffic signals at the intersection of 27th Street and McGee Trafficway at such time that the Public Works Department determines they are warranted, necessary, and funded. Said contribution sum shall initially be \$295,000.00 in the year 2016 and shall be increased by a compounded annual rate of five percent per year thereafter so as to account for annual increases in costs of constructing traffic signals.
16. The developer shall construct an additional left turn lane and through lane on the eastbound and westbound approaches of the intersection of 27th Street and McGee Trafficway at the time of the first plat of Parcel B-4 or C-1a as required by the Department of Public Works.

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17. The developer shall construct an exclusive right turn lane on the southbound approach of the intersection of 27th Street and Gillham Road at the time of the first plat of Parcel B-4 or C-1a as required by the Board of Parks and Recreation Commissioners and the Department of Public Works.
18. The developer shall construct a shared through/right turn lane on the eastbound approach of the intersection of 27th Street and Gillham Road at the time of the first plat of Parcel B-4 or C-1-as required by the Board of Parks and Recreation Commissioners and the Department of Public Works.
19. At the time of the first plat of Parcel B-4 or C-1a, the developer shall provide for traffic signal coordination system on 27th Street from Main Street to Gillham Road, on Gillham Road from 27th Street to 31st Street, on 31st Street from Main Street to Gillham Road, and on Main Street from 27th Street to 31st Street, as required by the Department of Public Works. To provide for said traffic signal coordination system, the developer shall either (a) enter into a deferral agreement, as required by the Land Development Division, to provide and install said traffic signal coordination system at such time that the Public Works Department determines it to be necessary; or (b) enter into a cooperative agreement, as required by the Land Development Division, to pay for provision and installation of said traffic signal coordination system at such time that the Public Works Department determines it to be necessary.
20. The developer shall provide for a truck loading and unloading dock on the premises as required by the Land Development Division.
21. The developer shall file an application for the approval of an encroachment license for any overhead pedestrian walkways as required by the Land Development Division.
22. The developer shall submit a street tree planting plan as part of the final plat with a copy to be submitted to the Department of City Planning and Development, secure the approval of the City Forester for street trees planted on right of way in front of residential lots, and plant the street trees in conformance with the plan approved by the City Forester. The plan shall include size, type, species and placement of trees.
23. The developer shall secure permits for the sidewalks within the development at the time street improvement permits are secured. Sidewalks shall be installed per the sidewalk installation plan reviewed and accepted by the Parks and Recreation Department.
24. The developer is required to construct new or repair existing sidewalks, curbs and gutters along all development street frontages, and repair all

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alleys within the development, in accordance with Chapters 56 and 64, Code of Ordinances. The developer shall submit a letter from a licensed civil engineer, licensed architect, or licensed landscape architect, who is registered in the State of Missouri, stating the condition of the existing sidewalks, alleys, curbs, and gutters, and identifying the quantity and location of sidewalks, alleys, curbs, and gutters that need to be constructed, repaired, or reconstructed. The developer shall secure permits to repair or reconstruct the identified sidewalks, curbs, and gutters as necessary, and as required by the Parks and Recreation Department (for boulevards and parkways), and by the Land Development Division (for all other street frontages), prior to recording of the final plat or prior to the issuance of any certificate of occupancy, whichever occurs first.

25. The developer shall follow the Boulevard and Parkway Standards established by Ordinance No. 150544 and described in Sections 88-323, 88-405-D, 88-450, 88-810-192, 88-810-512, 88-810-1108 and 88-810-2165 for work along Gillham Road and Grand Boulevard.
26. The developer shall submit a streetscape plan with street tree planting plan for approval and permitting by the Parks and Recreation Department prior to beginning work in the public right of way.
27. The developer shall submit a final plan to the Director of the Department of City Planning and Development for approval prior to the issuance of a building permit. The site plan shall include information regarding: property uses, setback distances, lighting, landscaping and architectural characteristics.
28. The developer shall have the right to seek or apply for such public funding of the street improvements identified in these conditions as may be available at the time such improvements are required to be constructed.
29. Prior to issuance of a final certificate of occupancy, all landscaping as shown on the approved landscape plan, including trees, plant material and structural elements, shall be in place and healthy, as certified by a sealed letter submitted by a registered landscape architect licensed in the State of Missouri.

A copy of said amendment is on file in the office of the City Clerk with this ordinance and is made a part hereof.

Section B. That the City Council finds and declares that before taking any action on the proposed amendment hereinabove, all public notices and hearings required by the Zoning Ordinance have been given and had.

A copy of said development plan is on file in the office of the City Clerk with this ordinance and is made a part hereof.

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I hereby certify that as required by Chapter 80, Code of Ordinances, the foregoing ordinance was duly advertised and public hearings were held.

Secretary, City Plan Commission

Approved as to form and legality:

M. Margaret Sheahan Moran
Assistant City Attorney