

ORDINANCE NO. 090818

Approving the Blue Valley PIEA General Development Plan for an area of approximately 2,620 acres generally bounded by the Big Blue River on the north, 43rd Street (extended) on the south, I-435 and the City of Independence on the east, and the Big Blue River and Missouri Pacific Railroad on the west and declaring the area included in such plan to be a blighted and insanitary area in need of redevelopment and rehabilitation pursuant to the Missouri Planned Industrial Expansion Authority (PIEA) Law 100.300-100.620. (674-S)

WHEREAS, the Planned Industrial Expansion Authority of Kansas City, Missouri did prepare or cause to be prepared the Blue Valley PIEA General Development Plan and recommended that the Council approve the finding of blight and approve the General Development Plan for the area; and

WHEREAS, the City Plan Commission has reviewed and recommended approval of the finding of blight and of the Blue Valley PIEA General Development Plan on July 21, 2009, as evidenced by its disposition of the case and has found said plan to be in conformance with the general plan for the development of the community as a whole; and

WHEREAS, Section 100.400, RSMo, authorizes the Council to approve a general development plan and a designation of blight if the Council finds that the plan is feasible and in conformity with the general plan for the development of the community as a whole; and

WHEREAS, the Council has approved the general development plan; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Council declares the area of approximately 2,620 acres generally bounded by the Big Blue River on the north, 43rd Street (extended) on the south, I-435 and the City of Independence on the east, and the Big Blue River and Missouri Pacific Railroad on the west, and more specifically described by metes and bounds as follows:

Beginning at the intersection of the east line of the Southwest 1/4 Section 29, Township 50 North, Range 32 West and the centerline of the Big Blue River Channel, as now established; thence southwesterly along the meandering of the centerline of the Big Blue River to its intersection with the easterly prolongation of the south right-of-way line of St. John Avenue, as now established; thence west along said line and the south right-of-way line of St. John Avenue as now established to its intersection with the east right-of-way line of the Missouri Pacific Railroad; thence southeasterly along said east right-of-way line to its intersection with the centerline of the Big Blue River Channel; thence southwesterly along the meandering of the centerline of the Big Blue River to its intersection with a line 1,458 feet, more or less, north of and parallel to the south line of the Northwest 1/4 of Section 13 Township 49 North Range 33 East; thence west along said line to a line 480 feet west of and parallel to the east line of Tract 3, Levi Owings Estate, a subdivision in Kansas City, Jackson County, Missouri; thence south along said line to the south line of Tract 3, Levi Owings Estate, a

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subdivision in Kansas City, Jackson County, Missouri; thence east along said south line to the northwest corner of Lot 10, Block 12, East Center Subdivision, a Subdivision in Kansas City, Jackson County, Missouri; thence south along the west line of said Lot 10 to the north right-of-way line of I-70, as now established; thence east along said right-of-way line to a point 625 feet north of the south line and 850 feet east of the west line of Southeast 1/4 Northwest 1/4 Section 13 Township 49 North, Range 33 West; thence southeasterly to the south right-of-way line of U.S. Highway 40, as now established; thence west along said south right-of-way line to its intersection with the east right-of-way line of Topping Avenue, as now established; thence south along said east right-of-way line to its intersection with the south right-of-way line of Stadium Drive, as now established; thence southeast along said south right-of-way line to its intersection with the south right-of-way line of Leeds Trafficway, as now established; thence southwest along said south right-of-way line to its intersection with the east right-of-way line of Emanuel Cleaver II Boulevard, as now established; thence south along said east right-of-way line to the north right-of-way line of 39th Street, as now established; thence east along said north right-of-way line to its intersection with the south line of Southeast 1/4 Northeast 1/4 Section 23 Township 49 North Range 33 West; thence east along said south line to its intersection with the west right-of-way line of Topping Avenue, as now established; thence south along said west right-of-way line to its intersection with the westerly prolongation of the centerline of vacated 39th Street, as now established; thence east along said centerline to its intersection with the centerline of the Big Blue River Channel, as now established; thence southeasterly along the meandering of the centerline of the Big Blue River to its intersection with the south line of Section 24, Township 49 North, Range 33 West; thence east along said south line to its intersection with the east right-of-way line of the Kansas City Southern Railroad; thence southeasterly along said east right-of-way to its intersection with the west right-of-way line of I-435, as now established; thence northeasterly along said west right-of-way line to its intersection with the north right-of-line of the Kansas City Southern Railroad; thence easterly along said north right-of-way line to its intersection with the north right-of-way line of the Santa Fe Railroad; thence easterly along said north right-of-way line to its intersection with the east line of the Northwest 1/4 Section 32, Township 50 North, Range 32 West; thence north along said east line to the northeast corner of said 1/4; thence north along the east line of the Southwest 1/4 Section 29, Township 50 North, Range 32 West to the point of beginning;

EXCEPTING THEREFROM, that area generally bound by the Big Blue River, Kansas City Southern Railway, Big Blue River and I-435, and more specifically described as follows:

Part of the Southwest 1/4 of Section 31, Township 50, Range 32, and part of the Northwest 1/4 of Section 6, Township 49, Range 32, in Kansas City, Jackson County, Missouri described as follows: Commencing at the southwest corner of the Southwest 1/4 of said Section 31; thence South 86 degrees 53 minutes 04 seconds East along the south line of said Southwest 1/4, a distance of 617.14 feet, to a point on the easterly right of way line of the Kansas City Southern Railroad,

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as now established, said point also being the point of beginning of the tract of land to be herein described; thence North 2 degrees 12 minutes 50 seconds East, continuing along the easterly right of way line of said railroad, a distance of 168.93 feet, to a point on the southerly right of way line of U.S. Highway No. 24, as now established; thence the following courses along the southerly right of way line of U.S. Highway No. 24: North 68 degrees 49 minutes 29 seconds East, a distance of 150 feet; thence North 21 degrees 10 minutes 31 seconds West, a distance of 5 feet; thence North 68 degrees 49 minutes 29 seconds East, a distance of 150 feet; thence North 21 degrees 10 minutes 31 seconds West, a distance of 15 feet; thence North 68 degrees 49 minutes 29 seconds East, a distance of 100 feet; thence North 21 degrees 19 minutes 29 seconds West, departing from the right of way line of said highway, a distance of 467.32 feet to a point on the south line of the Southwest 1/4 of said Section 31; thence South 86 degrees 53 minutes 04 seconds East, along the south line of said 1/4 section, a distance of 296.20 feet; thence South 2 degrees 15 minutes 49 seconds West, a distance of 30 feet; thence South 86 degrees 53 minutes 04 seconds East, a distance of 2 feet; thence South 2 degrees 15 minutes 49 seconds West, a distance of 202 feet; thence South 22 degrees 12 minutes 50 seconds East, a distance of 1196.45 feet; thence South 76 degrees 41 minutes 08 seconds West, a distance of 79.73 feet to a point on the easterly line of the Big Blue River channel, as now established; thence the following courses along the easterly and northerly line of the Big Blue River channel: North 13 degrees 18 minutes 52 seconds West, a distance of 83 feet; thence northwesterly along a curve to the left, tangent to the last described course, having a radius of 1191.74 feet and a central angle of 42 degrees 56 minutes 30 seconds, an arc distance of 893.18 feet; thence North 56 degrees 15 minutes 23 seconds West, a distance of 19.85 feet; thence northwesterly along a curve to the left, tangent to the last described course, having a radius of 913.94 feet and a central angle of 24 degrees 18 minutes 10 seconds, an arc distance of 387.66 feet; thence North 80 degrees 33 minutes 33 seconds West, a distance of 6.86 feet; thence westerly and southwesterly along a curve to the left, tangent to the last described course, having a radius of 753.11 feet and a central angle of 33 degrees 18 minutes 15 seconds, an arc distance of 437.76 feet to a point on the easterly right of way line of said Kansas City Southern Railroad; thence North 2 degrees 12 minutes 50 seconds East along said right of way line and departing from the line of said point of beginning. Containing 17.476 acres, more or less.

All that part of the Southwest 1/4 of Section 31, Township 50, Range 32, in Kansas City, Jackson County, Missouri. Being more particularly described as follows: Beginning at the intersection of the west right of way line of Manchester Avenue, as now established: and the northwesterly right of way line of U.S. Highway No. 24, as now established: thence the following courses along said northwesterly right of way line: South 68 degrees 49 minutes 29 seconds West, a distance of 176.28 feet; thence North 21 degrees 10 minutes 31 seconds West, a distance of 10 feet; thence South 68 degrees 49 minutes 29 seconds West, a distance of 100 feet; thence North 21 degrees 10 minutes 31 seconds West, a distance of 15 feet; thence South 68 degrees 49 minutes 29 seconds West, a distance of 150.00 feet; thence North 21 degrees 10 minutes 31 seconds West, a

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distance of 5 feet; thence South 68 degrees 49 minutes 29 seconds West, a distance of 150.00 feet; thence South 21 degrees 10 minutes 31 seconds East, a distance of 30 feet; thence South 68 degrees 49 minutes 29 seconds West, a distance of 37.80 feet; thence southwesterly along a curve to the right tangent to the last described course, having a radius of 2824.79 feet and a central angle of 1 degree 28 minutes 39 seconds, an arch distance of 72.84 feet to a point on the easterly right of way line of the Kansas City Southern Railroad, as now established; thence the following courses along the easterly right of way line of said railroad; North 2 degrees 12 minutes 50 seconds East departing from the northwesterly right of way line of said U.S. Highway No. 24, a distance of 660.62 feet to a point on the south line of a 100 foot wide tract of land described in special warranty deed as Document No. 377712 in Book 611 at page 441; thence North 29 degrees 25 minutes 28 seconds West, a distance of 118.78 feet to a point on the north line of said 100 foot wide tract; thence continuing northerly along last said easterly right of way line North 11 degrees 40 minutes 06 seconds West, a distance of 140.01 feet; thence northwesterly along a curve to the left, tangent to the last described course, having a radius of 1960.08 feet and a central angle of 3 degrees 40 minutes 07 seconds, an arc distance of 125.50 feet to a point on the southerly line of former Wilson Road, said road having been vacated by Ordinance No. 23018; thence North 17 degrees 08 minutes 12 seconds West, departing said south line, a distance of 40 feet to a point on the centerline of said vacated Wilson Road; thence North 72 degrees 51 minutes 48 seconds East along said centerline line, a distance of 822.50 feet to the intersection of said centerline with said west right of way line of Manchester Avenue; thence South 2 degrees 19 minutes 29 seconds West along said west right of way line, a distance of 1056.91 feet to the point of beginning. Except that part in right of way for U.S. Highway No. 24 as recorded in Document No. 200210035107. The same being shown of certificate of survey recorded May 17, 2002 as Document No. 200210040990. The above described tract of land contains 16.310 acres, more or less.

All that part of the Southwest 1/4 of Section 31, Township 50, Range 32, in Kansas City, Jackson County, Missouri. Being more particularly described as follows: Beginning at the intersection of the west right of way line of Manchester Avenue, as now established and the northwesterly right of way line of U.S. Highway No. 24, as now established: thence the following courses along said northwesterly right of way line: South 68 degrees 49 minutes 29 seconds West, a distance of 176.28 feet; thence North 21 degrees 10 minutes 31 seconds West, a distance of 10 feet; thence South 68 degrees 49 minutes 29 seconds West, a distance of 100 feet; thence North 21 degrees 10 minutes 31 seconds West, a distance of 15 feet; thence South 68 degrees 49 minutes 29 seconds West, a distance of 150.00 feet; thence North 21 degrees 10 minutes 31 seconds West, a distance of 5 feet; thence South 68 degrees 49 minutes 29 seconds West, a distance of 150.00 feet; thence South 21 degrees 10 minutes 31 seconds East, a distance of 30 feet; thence South 68 degrees 49 minutes 29 seconds West, a distance of 37.80 feet; thence southwesterly along a curve to the right tangent to the last described course, having a radius of 2824.79 feet and a central angle of 1 degree 28 minutes 39 seconds, an arch distance of 72.84 feet to a point on the

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easterly right of way line of the Kansas City Southern Railroad, as now established; thence the following courses along the easterly right of way line of said railroad; North 2 degrees 12 minutes 50 seconds East departing from the northwesterly right of way line of said U.S. Highway No. 24, a distance of 660.62 feet to a point on the south line of a 100 foot wide tract of land described in special warranty deed as Document No. 377712 in Book 611 at page 441; thence North 29 degrees 25 minutes 28 seconds West, a distance of 118.78 feet to a point on the north line of said 100 foot wide tract; thence continuing northerly along last said easterly right of way line North 11 degrees 40 minutes 06 seconds West, a distance of 140.01 feet; thence northwesterly along a curve to the left, tangent to the last described course, having a radius of 1960.08 feet and a central angle of 3 degrees 40 minutes 07 seconds, an arc distance of 125.50 feet to a point on the southerly line of former Wilson Road, said road having been vacated by Ordinance No. 23018; thence North 17 degrees 08 minutes 12 seconds West, departing said south line, a distance of 40 feet to a point on the centerline of said vacated Wilson Road; thence North 72 degrees 51 minutes 48 seconds East along said centerline line, a distance of 822.50 feet to the intersection of said centerline with said west right of way line of Manchester Avenue; thence South 2 degrees 19 minutes 29 seconds West along said west right of way line, a distance of 1056.91 feet to the point of beginning. Except that part in right of way for U.S. Highway No. 24 as recorded in Document No. 200210035107. The same being shown of certificate of survey recorded May 17, 2002 as Document No. 200210040990. The above described tract of land contains 16.310 acres, more or less.

Part of the Northeast 1/4 of Section 36, Township 50, Range 33, and part of the Northwest 1/4 of Section 31, Township 50, Range 32, in Kansas City, Jackson County, Missouri, described as follows: Beginning at the southeast corner of the Northeast 1/4 of said Section 36, said point also being on the northerly right of way line of the Kansas City Terminal Railroad, as now established; thence North 87 degrees 20 minutes 54 seconds West, along the south line of the Northeast 1/4 of said Section 36, and along said northerly right of way line, a distance of 213.26 feet to a point on the easterly right of way line of the Kansas City Southern Railroad, as now established; thence the following courses along said easterly right of way line: North 25 degrees 58 minutes 41 seconds West, a distance of 1078.33 feet; thence North 64 degrees 02 minutes 06 seconds East, a distance of 66.19 feet; thence North 25 degrees 57 minutes 54 seconds West, a distance of 66 feet; thence South 64 degrees 02 minutes 05 seconds West, a distance of 66 feet; thence North 25 degrees 57 minutes 54 seconds West, a distance of 50.46 feet to a point of the southeasterly edge of water on the Big Blue River, as shown by aerial photography by M. J. Harden dated April 1, 1994; thence departing the easterly line of the Kansas City Southern Railroad, the following courses along said southeasterly edge of water of the Big Blue River: North 47 degrees 41 minutes 55 seconds East, a distance of 189.13 feet; thence North 57 degrees 30 minutes 29 seconds East, a distance of 75.53 feet; thence along a curve to the left tangent to the last described course, having a radius of 7780.13 feet and a central angle of 2 degrees 33 minutes 42 seconds, an arc distance of 347.84 feet to a point on the southerly right of way line of the Illinois Central Gulf Railroad, as now

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established; thence departing the aforesaid water line, the following courses along said southerly right of way line; thence along a curve to the left having an initial tangent bearing of South 76 degrees 44 minutes 31 seconds East, a radius of 2934.93 feet and a central angle of 3 degrees 16 minutes 46 seconds, an arc distance of 167.98 feet; thence along a curve to the left tangent to the last described course, having a radius of 3890.00 feet and a central angle of 2 degrees 29 minutes 59 seconds, an arc distance of 169.72 feet; thence South 83 degrees 20 minutes 11 seconds East, a distance of 2108.49 feet; thence along a curve to the left, having an initial tangent bearing of South 82 degrees 31 minutes 15 seconds, east, with a radius of 3858.37 feet and a central angle of 2 degrees 30 minutes 01 seconds, and arc distance of 168.37 feet; thence along a curve to the left, tangent to the last described course, having a radius of 2904.93 feet and a central angle of 1 degree 01 minutes 00 seconds, an arc distance of 51.55 feet; thence along a curve to the left tangent to the last described course having a radius of 3858.37 feet and a central angle of 1 degrees 00 minutes 33 seconds, an arc distance of 67.96 feet, to a point on the westerly right of way line of Interstate Route No. 435, as now established; thence departing the southerly line of the Illinois Central Gulf Railroad southeasterly along said westerly right of way line and along curve to the right having an initial tangent bearing of South 18 degrees 03 minutes 54 seconds East, a radius of 2739.93 feet and a central angle of 6 degrees 01 minutes 35 seconds, an arc distance of 288.18 feet to a point on the northerly right of way line of the Kansas City Terminal Railroad, as now established; thence departing the westerly right of way line of Interstate Route No. 435, the following courses along said northerly right of way line: South 70 degrees 32 minutes 06 seconds West, a distance of 498.25 feet; thence North 19 degrees 27 minutes 54 seconds West, a distance of 20 feet; thence South 70 degrees 32 minutes 06 seconds West, a distance of 2085.84 feet to a point on the south line of the Northwest 1/4 of Section 31, Township 50, Range 32; thence continuing along said south line and last said northerly right of way line, North 86 degrees 47 minutes 21 seconds West, along the south line of the Northwest 1/4 of said Section 31, a distance of 101.60 feet to the line of the Northwest 1/4 of said Section 31, a distance of 101.60 feet to the point of beginning, together with, or except from, that part of the Northwest 1/4 of said Section 36 lying between the above described waters edge and the low water mark of the Big Blue River, if any. Containing 64.711 acres, more or less.

Part of the Northeast 1/4 of Section 31, Township 50, Range 32, in Kansas City, Jackson County, Missouri. Described as follows: Commencing at the northwest corner of the Northeast 1/4 of said Section 31; thence South 3 degrees 34 minutes 41 seconds West along the west line of said 1/4 section, a distance of 1525.53 feet; thence South 86 degrees 25 minutes 19 seconds West, at right angles to said 1/4 section line, a distance of 128.41 feet to the point of beginning of the tract of land to be herein described, said point also being on the easterly right of way line of Interstate Route No. now established; thence southerly along the easterly right of way line of said interstate, along a curve to the right having a initial tangent bearing of South 14 degrees 35 minutes 52 seconds East, a radius of 2989.93 feet and a central angle of 2 degrees 04 minutes 28 seconds, an arc distance of 108.25

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feet, to a point on the northerly right of way line of the Kansas City Terminal Railroad, as now established; thence easterly along the northerly right of way of said railroad, along a curve to the right having an initial tangent bearing of North 75 degrees 28 minutes 33 seconds East, a radius of 1781.94 feet and a central angle of 11 degrees 47 minutes 07 seconds, an arc distance of 366.53 feet to a point on the southerly right of way line of the Illinois Central Gulf Railroad, as now established; thence North 82 degrees 35 minutes 41 seconds West along the southerly right of way line of said railroad, a distance of 390.38 feet to the point of beginning. Containing 17,396 square feet or 0.399 acre, more or less.

Part of the Northwest 1/4 of Section 31, Township 50, Range 32, and part of the Northeast 1/4 of Section 36, Township 50, Range 33, in Kansas City, Jackson County, Missouri described as follows: Commencing at the southwest corner of the Northwest 1/4 of said Section 31, thence North 1 degree 54 minutes 49 seconds East along the west line of said 1/4 section a distance of 1559.06 feet to the point of beginning of the tract of land to be herein described; said point also being on the northerly right of way line of the Kansas City Terminal Railroad as now established; thence North 1 degree 54 minutes 49 seconds East continuing along the west line of said 1/4 section and along the last said northerly right of way line, a distance of 26.76 feet; thence North 81 degrees 35 minutes 11 seconds West along said northerly right of way line, a distance of 103.09 feet to a point on the southeasterly edge of water of the Big Blue River as shown my aerial photography by M. J. Harden, dated April 1, 1994; thence the following courses along said southeasterly edge of water: North 50 degrees 22 minutes 16 seconds East, a distance of 284.63 feet; thence along a curve to the right, tangent to the last described course having a radius of 3286.09 feet and a central angle of 4 degrees 56 minutes 42 seconds an arc distance of 283.62 feet; thence along a curve to the right, tangent to the last described course, having a radius of 1406.55 feet and a central angle of 6 degrees 30 minutes 53 seconds an arc distance of 159.93 feet; thence along a curve to the left tangent to the last described course having a radius of 3558.79 feet and a central angle of 5 degrees 26 minutes 29 seconds, an arc distance of 337.98 feet; thence along a curve to the right, tangent to the last described course, having a radius of 568.35 feet and a central angle of 11 degrees 41 minutes 33 seconds an arc distance of 115.98 feet to a point on the southwesterly right of way line of the Missouri Pacific Railroad as now established; thence the following courses along the southwesterly right of way line of said railroad: South 25 degrees 16 minutes 11 seconds East departing from said southeasterly edge of water a distance of 180.41 feet; thence along a curve to the left, tangent to the last described course having a radius of 1482.69 feet and a central angle of 17 degrees 00 minutes 22 seconds an arc distance of 440.08 feet; thence South 1 degree 25 minutes 17 seconds West, a distance of 71.15 feet; thence along a curve to the left having an initial tangent bearing of South 44 degrees 12 minutes 13 seconds East, a radius of 1532.69 feet and a central angle of 25 degrees 07 minutes 01 seconds an arc distance of 671.89 feet to a point on the northerly right of way line of said Kansas City Terminal Railroad; thence North 81 degrees 35 minutes 11 seconds West along said right of way line, a distance of 1768.38 feet to the point of beginning, together with, or except from

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that part of the Northwest 1/4 of said Section 31, and the Northeast 1/4 of said Section 36, lying between the above described waters edge and the low water mark of the Big Blue River, if any. Containing 15.762 acres more or less.

Part of the Northwest 1/4 of Section 31, Township 50, Range 32 in Kansas City, Jackson County, Missouri described as follows: Commencing at the northeast corner of the Northwest 1/4 of said Section 31 thence North 87 degrees 38 minutes 47 seconds West along the north line of said 1/4 section, a distance of 1214.96 feet; thence South 2 degrees 21 minutes 13 seconds West at right angles to the last described course a distance of 96.67 feet to the point of beginning of the tract of land to be herein described; said point also being on the southwesterly right of way line of Interstate Route No. 435 as now established; thence South 39 degrees 01 minutes 46 seconds East along said right of way line a distance of 703.76 feet; thence continuing along said right of way line along a curve to the right tangent to the last described course having a radius of 2684.93 feet and a central angle of 13 degrees 13 minutes 33 seconds, an arc distance of 619.77 feet to a point on the northeasterly right of way line of the Kansas City Southern Railroad as now established; thence North 82 degrees 32 minutes 34 seconds West continuing along said right of way line, a distance of 124.85 feet; thence continuing along said right of way line along a curve to the right having an initial tangent bearing of North 81 degrees 25 minutes 20 seconds West, a radius of 1282.69 feet and a central angle of 56 degrees 51 minutes 41 seconds an arc distance of 1272.96 feet; thence North 25 degrees 16 minutes 11 seconds West, continuing along said right of way line a distance of 169.12 feet to a point on the southeasterly edge of water of the Big Blue River as shown by aerial photography by M. J. Harden, dated April 1, 1994; thence continuing along said edge of water along a curve to the left having an initial tangent bearing of North 67 degrees 58 minutes 26 seconds East, a radius of 3627.50 feet and a central angle of 3 degrees 39 minutes 12 seconds, an arc distance of 231.29 feet; thence continuing along said edge of water along a curve to the right, tangent to the last described course having a radius of 1203.21 feet and a central angle of 9 degrees 27 minutes 02 seconds, an arc distance of 198.46 feet to the point of beginning, together with or except from that part of the Northwest 1/4 of said Section 31, lying between the above described waters edge and the low water mark of the Big Blue River, if any. Containing 12.203 acres, more or less.

AND, EXCEPTING THEREFROM, that area generally bounded by the Big Blue River on the north and East 23rd Street on the south, from the Missouri Pacific Railroad right-of-way on the west to Manchester Trafficway on the east, more specifically described as follows:

Tax Parcel No. 27-420-08-01-0-00-000:

Part of the Northwest 1/4 of Section 7, Township 49, Range 32, in Kansas City, Jackson County, Missouri, being more particularly described as follows: Commencing at the Southeast corner of said 1/4 section; thence North 86 Degrees 43 Minutes 39 Seconds West along the South line of said section, a distance of

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1859.74 feet; thence deflecting 90 Degrees 00 Minutes 00 Seconds right, a distance of 456.06 feet to the point of intersection of the Easterly Right-of-Way line of the Union Pacific Railroad; as now established and the Westerly Right-of-Way line of Kansas City Southern Railroad, as now established said point also being the point of beginning of the tract of land to be herein described; thence North 11 Degrees 44 Minutes 59 Seconds West along said Easterly Right-of-Way line and the Northerly prolongation thereof, a distance of 1370 feet, more or less, to the centerline of the Big Blue River Channel; thence Northeasterly along the meandering of the centerline of the Big Blue River, to a point on the Northerly prolongation of the Westerly Right-of-Way line of the Kansas City Southern Railroad, as now established; thence South 2 Degrees 04 Minutes 14 Seconds West along said Westerly Right-of-Way line and its Northerly prolongation, a distance of 750 feet, more or less; thence continuing along said Westerly Right-of-Way line and a curve to the left tangent to the last described course, having a radius of 2904.43 feet and a central angle of 13 Degrees 49 Minutes 13 Seconds, an arc distance of 700.58 feet to the point of beginning.

Tax Parcel No. 27-420-09-01-0-00-000:

Part of the Northwest 1/4 of Section 7, Township 49, Range 32, in Kansas City, Jackson County, Missouri, being more particularly described as follows: Commencing at the Southeast corner of said 1/4 Section; thence North 86 Degrees 43 Minutes 39 Seconds West along the South line of said Section, a distance of 1398.59 feet; thence deflecting 90 Degrees 00 Minutes 00 Seconds right from the last described course, a distance of 114.97 feet to the point of intersection of the North Right-of-Way line of 23rd Street, as now established and the West Right-of-Way line of Manchester Avenue, as now established said point also being the point of beginning of the tract of land to be herein described; thence North 86 Degrees 41 Minutes 15 Seconds West along said North Right-of-Way line of 23rd Street a distance of 301.34 feet to a point on the Easterly Right-of-Way line of the Kansas City Southern Railroad, as now established; thence North 11 Degrees 44 Minutes 59 Seconds West along said Easterly Right-of-Way line, a distance of 370.65 feet; thence continuing along said Easterly Right-of-Way line and a curve to the right tangent to the last described course having a radius of 2838.43 feet and a central angle of 13 Degrees 49 Minutes 13 Seconds, an arc distance of 684.66 feet; thence North 2 Degrees 04 Minutes 14 Seconds East continuing along said Easterly Right-of-Way line and the Northerly prolongation thereof, a distance of 750 feet, more or less, to a point in the centerline of the Big Blue River; thence Northeasterly along the meandering of the centerline of the Big Blue River, to a point on the Northerly prolongation of the West Right-of-Way line of Manchester Avenue, as now established; thence South 2 Degrees 04 Minutes 14 Seconds West along said West Right-of-Way line and its Northerly prolongation of the centerline of the Big Blue River, a distance of 1800 feet, more or less, to the point of beginning.

to be a blighted, unsanitary or undeveloped industrial area in need of industrial development as defined in Section 100.310, RSMo, which constitutes an economic or social liability or a serious

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and growing menace, which is injurious to the public health, safety, morals, economy and welfare of the residents of Kansas City, and finds that the elimination or prevention of the detrimental conditions in such area by the commercial development of such area is necessary and in the interest of the public health, safety, morals, economy and welfare of such residents.

Section 2. That the Blue Valley PIEA General Development Plan being that area of approximately 2,620 acres generally bounded by the Big Blue River on the north, 43rd Street (extended) on the south, I-435 and the City of Independence on the east, and the Big Blue River and Missouri Pacific Railroad on the west, is hereby approved. A copy of said plan is attached to this ordinance and is made a part hereof.

Section 3. That the Council has duly made the findings necessary for compliance with Section 100.300-100.620, RSMo.

Section 4. That said General Development Plan is hereby found to be feasible and in conformance with the general plan for the development of the community as a whole.

Section 5. That the ad valorem tax exemption benefits as authorized in Section 100.570, RSMo, are hereby extended to the plan area to the extent and in the manner as provided for in said General Development Plan, and subject to the execution of a development agreement with Planned Industrial Expansion Authority and the developer.

I hereby certify that as required by Chapter 100, RSMo, as amended, all public notices have been given and public hearings held, as required by law.

Secretary, City Plan Commission

Approved as to form and legality:

Heather A. Brown
Assistant City Attorney