

COMMITTEE SUBSTITUTE FOR ORDINANCE NO. 031026

Approving a General Development Plan for the East Bottoms Industrial Area for an area generally bounded by the Big Blue River, Kansas City Southern Railway, Big Blue River and I-435; declaring the area included in such plan to be a blighted, insanitary or undeveloped industrial area and its redevelopment necessary; and approving the ad valorem tax benefits.

WHEREAS, the Planned Industrial Expansion Authority of Kansas City, Missouri did prepare or cause to be prepared a General Development Plan for the East Bottoms Area 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 General Development Plan for the East Bottoms Industrial Area on September 2, 2003, as evidenced by its resolution and has found said plan to be in conformance with the general plan for the development of the community as a whole, a copy of which resolution is attached hereto and incorporated herein by reference as Exhibit "A"; 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 determined that ad valorem tax exemption benefits as authorized in Section 100.570, RSMo are necessary to attract developers to the area; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Council declares the area generally bounded 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°53'04" 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, as now established, said point also being the point of beginning of the tract of land to be herein described; thence North 2°12'50" 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°49'29" East, a distance of 150 feet; thence North 21°10'31" West, a distance of 5 feet; thence North 68°49'29" East, a distance of 150 feet; thence North 21°10'31" West, a distance of 15 feet; thence North 68°49'29" East, a distance of 100 feet; thence North 21°19'29" 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°53'04" East, along the south line of said 1/4 section, a distance of 296.20 feet; thence South 2°15'49" West, a distance of 30 feet; thence South 86°53'04" East, a distance of 2 feet; thence South 2°15'49" West, a distance of 202 feet; thence South 22°12'50" East, a distance of 1196.45 feet; thence South 76°41'08" 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°18'52" 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°56'30", an arc distance of 893.18 feet; thence North 56°15'23" 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°18'10", an arc distance of 387.66 feet; thence North 80°33'33" West, a distance of 6.86 feet; thence westerly and southwestly 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°18'15", 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°12'50" 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°49'29" West, a distance of 176.28 feet; thence North 21°10'31" West, a distance of 10 feet; thence South 68°49'29" West, a distance of 100 feet; thence North 21°10'31" West, a distance of 15 feet; thence South 68°49'29" West, a distance of 150.00 feet; thence North 21°10'31" West, a distance of 5 feet; thence South 68°49'29" West, a distance of 150.00 feet; thence South 21°10'31" East, a distance of 30 feet; thence South 68°49'29" West, a distance of 37.80 feet; thence southwestly 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°28'39", 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

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easterly right of way line of said railroad; North 2°12'50" 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°25'28" 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°40'06" 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°40'07", 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°08'12" West, departing said south line, a distance of 40 feet to a point on the centerline of said vacated Wilson Road; thence North 72°51'48" 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°19'29" 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°49'29" West, a distance of 176.28 feet; thence North 21°10'31" West, a distance of 10 feet; thence South 68°49'29" West, a distance of 100 feet; thence North 21°10'31" West, a distance of 15 feet; thence South 68°49'29" West, a distance of 150.00 feet; thence North 21°10'31" West, a distance of 5 feet; thence South 68°49'29" West, a distance of 150.00 feet; thence South 21°10'31" East, a distance of 30 feet; thence South 68°49'29" 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°28'39", 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°12'50" 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°25'28" West, a distance of 118.78 feet to a point on the north

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line of said 100 foot wide tract; thence continuing northerly along last said easterly right of way line North $11^{\circ}40'06''$ 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 $3^{\circ}40'07''$, 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 $17^{\circ}08'12''$ West, departing said south line, a distance of 40 feet to a point on the centerline of said vacated Wilson Road; thence North $72^{\circ}51'48''$ 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 $2^{\circ}19'29''$ 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 $87^{\circ}20'54''$ 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 $25^{\circ}58'41''$ West, a distance of 1078.33 feet; thence North $64^{\circ}02'06''$ East, a distance of 66.19 feet; thence North $25^{\circ}57'54''$ West, a distance of 66 feet; thence South $64^{\circ}02'05''$ West, a distance of 66 feet; thence North $25^{\circ}57'54''$ 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 $47^{\circ}41'55''$ East, a distance of 189.13 feet; thence North $57^{\circ}30'29''$ 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 $2^{\circ}33'42''$, 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 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 $76^{\circ}44'31''$ East, a radius of 2934.93 feet and a central angle of $3^{\circ}16'46''$, 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

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and a central angle of $2^{\circ}29'59''$, an arch distance of 169.72 feet; thence South $83^{\circ}20'11''$ East, a distance of 2108.49 feet; thence along a curve to the left, having an initial tangent bearing of South $82^{\circ}31'15''$, east, with a radius of 3858.37 feet and a central angle of $2^{\circ}30'01''$, 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 $1^{\circ}01'00''$, 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 $1^{\circ}00'33''$, 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 $18^{\circ}03'54''$ East, a radius of 2739.93 feet and a central angle of $6^{\circ}01'35''$, 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 $70^{\circ}32'06''$ West, a distance of 498.25 feet; thence North $19^{\circ}27'54''$ West, a distance of 20 feet; thence South $70^{\circ}32'06''$ 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 $86^{\circ}47'21''$ 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 water's 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 $3^{\circ}34'41''$ West along the west line of said 1/4 section, a distance of 1525.53 feet; thence South $86^{\circ}25'19''$ 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 $14^{\circ}35'52''$ East, a radius of 2989.93 feet and a central angle of $2^{\circ}04'28''$, an arc distance of 108.25 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 $75^{\circ}28'33''$ East, a radius of 1781.94 feet and a central angle of $11^{\circ}47'07''$, an arc distance of 366.53 feet to a point

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on the southerly right of way line of the Illinois Central Gulf Railroad, as now established; thence North 82°35'41" 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°54'49" 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°54'49" 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°35'11" 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°22'16" 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°56'42" 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°30'53" an arc distance of 159.93 feet; thence+ along a curve to the left tangent to the last described course having a radius of 3558.98 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°41'33" 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°16'11" 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°00'22" an arc distance of 440.08 feet; thence South 1°25'17" West, a distance of 71.15 feet; thence along a curve to the left having an initial tangent bearing of South 44°12'13" East, a radius of 1532.69 feet and a central angle of 25°07'01" 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°35'11" West along said right of way line, a distance of 1768.38 feet to the point of beginning, together with, or except from 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.

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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°38'47" West along the north line of said 1/4 section, a distance of 1214.96 feet; thence South 2°21'13" 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°01'46" 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°13'33", 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°32'34" 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°25'20" West, a radius of 1282.69 feet and a central angle of 56°51'41" an arc distance of 1272.96 feet; thence North 25°16'11" 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°58'26" East, a radius of 3627.50 feet and a central angle of 3°39'12", 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°27'02", 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 water's edge and the low water mark of the Big Blue River, if any. Containing 12.203 acres, more or less.

to be a blighted, insanitary 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 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 General Development Plan for the East Bottoms Industrial Area is hereby approved. A copy of said plan is attached hereto and incorporated herein by reference as Document No. 031026.

Section 3. That the Council has duly made the findings necessary for compliance with

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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.

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