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# **Blight Study**

**for the  
Arborside Redevelopment Area**

**Lee's Summit,  
Missouri**

**May 15, 2026**

**Prepared by:**

**Polsinelli PC**

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# BLIGHT STUDY

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Arborside Redevelopment Area, Lee's Summit, Missouri

## I. Introduction

### *Purpose*

This analysis has been prepared to determine whether the Arborside Redevelopment Area in Lee's Summit, Missouri is "blighted" as defined in RSMo. Section 99.320(3) of the Land Clearance for Redevelopment Authority Law (the "**LCRA Law**"). The property evaluated by this study is generally located east of Interstate 470, west of Lake Jacomo, north of NE Colbern Road, and south of NE Woods Chapel Road in the City of Lee's Summit, Missouri (the "**Study Area**").

### *Study Area*

The Study Area is comprised of eight (8) parcels of land located in the City of Lee's Summit, Jackson County, Missouri. The Study Area consists of vacant ground and comprises approximately 1,063 +/- acres. A legal description and map of the Study Area are attached as **Exhibit A** and **Exhibit B**, respectively.

### *Statutory Analysis*

The LCRA Law defines a "Blighted area" as "the same meaning as defined pursuant to Section 99.805" [of the Missouri Revised Statutes]. Section 99.805 of the Missouri Revised Statutes defines a "Blighted area" as "*an area which, by reason of the predominance of insanitary or unsafe conditions, deterioration of site improvements, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision or housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, or welfare in its present condition and use.*"

An investigation of the presence of these factors within the Study Area is included below.

## II. Study Area Data

The Study Area is generally located in the northern portion of the corporate limits of Lee's Summit, Missouri and lies east of Interstate 470, west of Lake Jacomo, north of NE Colbern Road, and south of NE Woods Chapel Road, as shown below:



***Land Area***

According to Jackson County records, the eight (8) parcels that constitute the Study Area are as follows:

<b><u>Jackson County, MO Parcel #</u></b>	<b><u>Acreage</u></b>
43-700-02-05-02-0-00-000	175.05
43-700-02-05-01-0-00-000	152.10
52-200-01-03-01-1-00-000	118.19
52-100-02-01-00-0-00-000	61.96
52-240-01-01-01-0-00-000	204.18
52-100-03-01-00-0-00-000	116.76
52-600-02-01-00-0-00-000	104.17
52-600-01-01-01-0-00-000	130.29
<b>TOTAL</b>	<b>1,063</b>

### ***Ownership and Current Use***

According to Jackson County records, all land within the Study Area is owned by Land Reserve, Inc., a Utah corporation, and is currently being utilized as unimproved agricultural land.

### ***Access***

Currently, the Study Area has access points on NE Todd George Parkway, NE Rice Road, and NE Colbern Road.

Any future development of the Study Area will require design and construction of roads to facilitate proper access to and across the Study Area. It is anticipated that future access to all parts of the Study Area will require improvements to all of the following public streets:

- Intersection of NE Colbern Road and NE Todd George Parkway
- NE Todd George Parkway from NE Colbern Road to NE Strother Road
- NE Todd George Parkway from NE Strother Road to NE Woods Chapel Road
- Intersection of NE Woods Chapel Road and NE Todd George Parkway
- NE Strother Road from Interstate 470 to NE Todd George Parkway
- Leinweber Road from Lake Giacomo to NE Todd George Parkway
- Leinweber Road from NE Todd George Parkway
- NE Rice Road to NE Todd George Parkway

Furthermore, development of the Study Area will also require the construction of multiple private drives or streets within future development projects to provide full accessibility to all property within all parts of the Study Area. Moreover, it is anticipated that development of the Study Area will require construction of one or more traffic signals, including the installation of a traffic signal at the intersection of NE Todd George Parkway and NE Strother Road.

### ***Other Public Infrastructure Improvements***

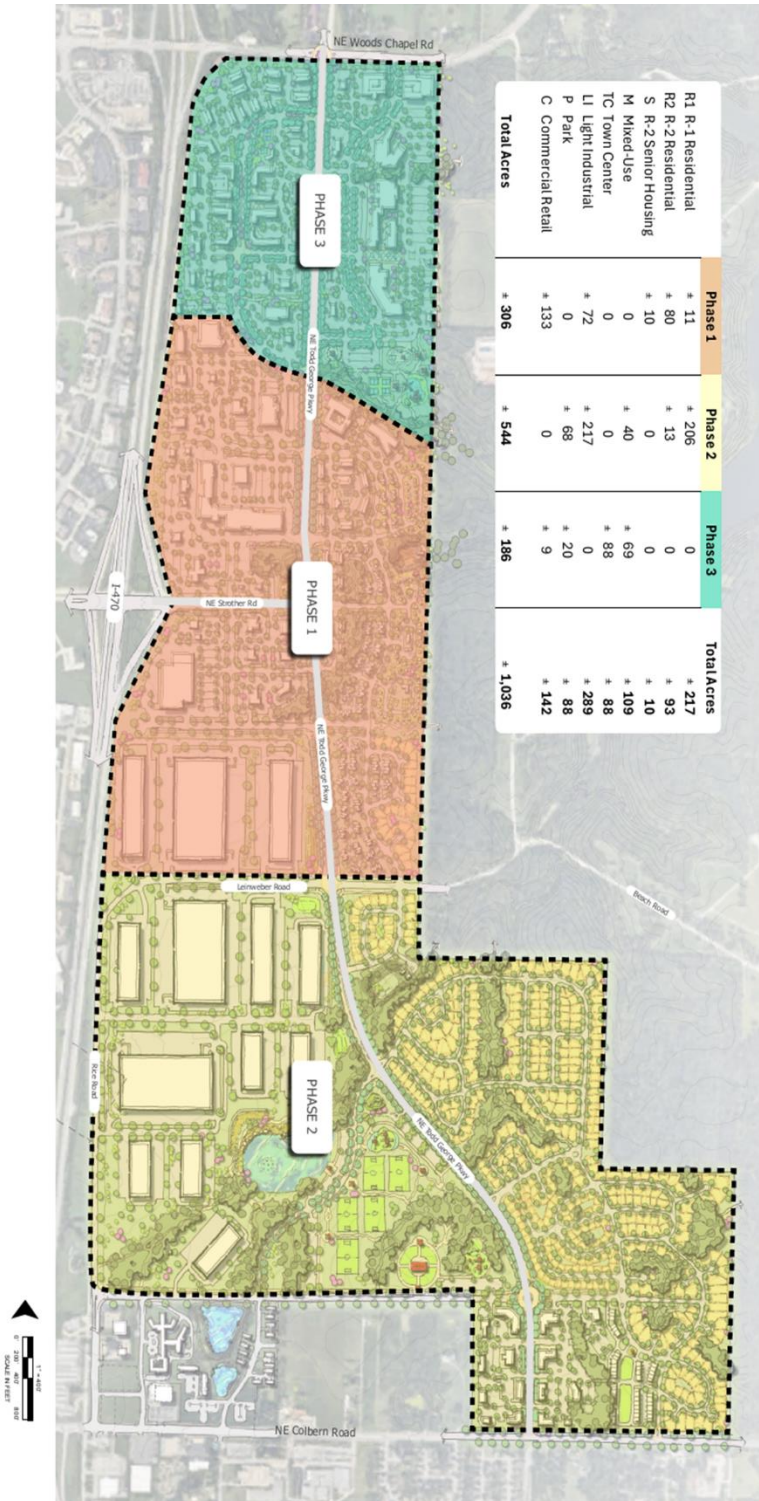
Any future development of the Study Area will require significant upgrades to the sanitary sewer, stormwater, water, and electrical infrastructure.

The cost of addressing all necessary access issues and other public infrastructure improvements will impose a formidable financial hurdle for any potential developer of the Study Area. An engineer's estimate of the cost of constructing the necessary improvements at the time this Study was prepared is \$103,023,762, as set forth below.

Access Improvements / Roadway Construction	\$39,927,750
Sanitary Sewer Improvements	\$34,026,000
Stormwater Detention and Retention Improvements	\$1,776,225
Water Main Improvements	\$6,264,000
Electrical Improvements	\$3,859,160
Contingency	\$17,170,627
<b>TOTAL:</b>	<b>\$103,023,762</b>

## Site Plan for Proposed Redevelopment

The conceptual site plan included with the LCRA Redevelopment Plan for the Study Area is depicted below.



### **III. Blight Analysis**

As discussed above, the LCRA Law defines a “Blighted area” as “the same meaning as defined pursuant to Section 99.805” [of the Missouri Revised Statutes]. Section 99.805 of the Missouri Revised Statutes defines a “Blighted area” as “*an area which, by reason of the predominance of insanitary or unsafe conditions, deterioration of site improvements, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision or housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, or welfare in its present condition and use.*”

The following study has been prepared pursuant to the statutory factors described above and accordingly concludes that the Study Area is a blighted area within the meaning of the LCRA Law.

#### ***Component 1: Insanitary of Unsafe Conditions***

The Study Area lacks adequate lighting and security as there are no lights installed around the perimeter nor on the interior of the Study Area. Also, the Study Area is completely unsecured, allowing trespassers to wander on to the site unimpeded.

Trespassers are illegally dumping trash within the Study Area.

Additionally, the overgrown vegetation on the periphery of the Study Area that immediately abuts the public street right-of-way and adjacent to an interstate corridor that generates tens of thousands of vehicle trips per day. creates an undeveloped rural setting within a developed and urbanized region of the City (often called “leapfrog development”), thereby creating enhanced life safety risks for drivers as deer and other wildlife can emerge onto the adjacent roadways with no time for drivers to react.

See Figures 1 – 5 below.

**FIGURE 1**

**LACK OF SECURITY AND LIGHTING AT STUDY AREA**



Unsecured and Unlit Property Boundary along NE Todd George Parkway



Unsecured and Unlit Property Boundary along Leinweber Road

**FIGURE 2**

**LACK OF SECURITY AND LIGHTING AT STUDY AREA**



Unsecured and Unlit Property Boundary along NE Rice Road



Unsecured and Unlit Property Boundary along NE Strother Road

**FIGURE 3**

**TRASH AND ILLEGAL DUMPING**



Littering Upon Study Area

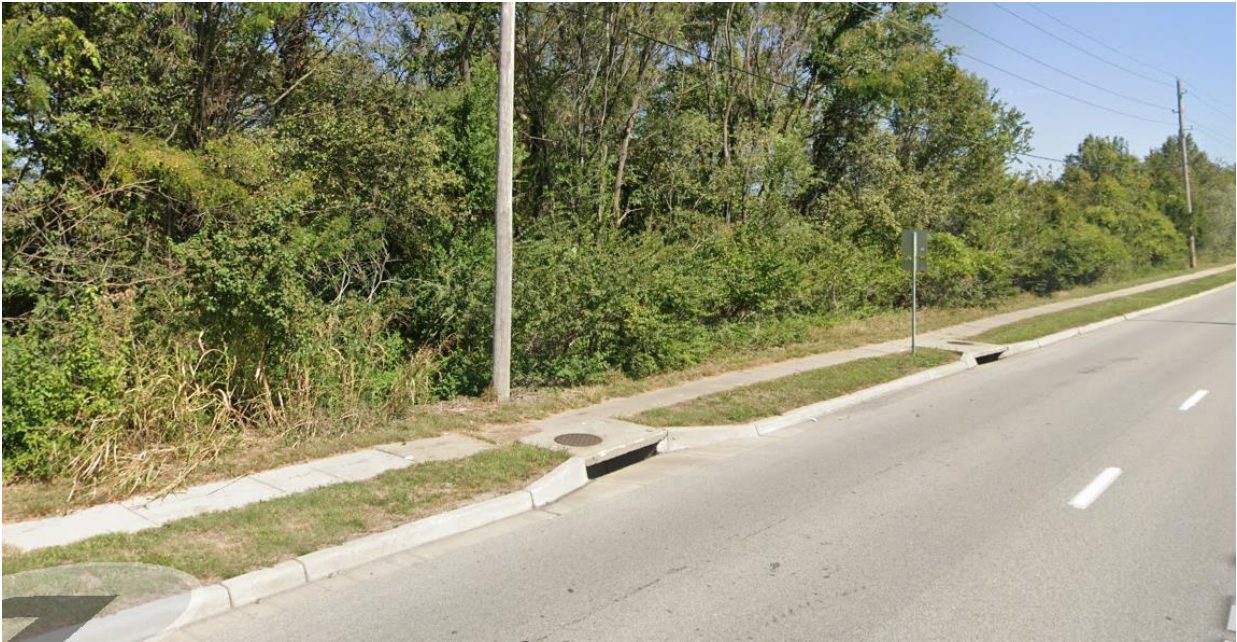


Illegal Dumping Within Study Area

**FIGURE 4**  
**OVERGROWN VEGETATION**



Overgrown Vegetation Along Public Road



Overgrown Vegetation Along NE Colbern Road

**FIGURE 5**

**OVERGROWN VEGETATION**



Overgrown Vegetation Along NE Todd George Parkway



Overgrown Vegetation Along NE Rice Road

### ***Component 2: Deterioration of Site Improvements***

This factor was not found to be applicable within the Study Area.

### ***Component 3: Existence of Conditions which Endanger Life or Property by Fire and Other Causes***

The Study Area lacks adequate access, which endangers both life and property, as there is no paved access to the Study Area. As demonstrated below, the only access points which are unpaved, are grossly inadequate and will not afford emergency vehicles proper access to the Study Area. Emergency vehicle access may be needed for grassfires or other events within the property that cannot be accessed without additional road network and capacity.

Additionally, the lack of acceleration and deceleration lanes serving the Study Area could pose life endangerment risks for anyone accessing the Study Area.

See Figures 6 – 7 below.

**FIGURE 6**  
**INADEQUATE ACCESS**



Unpaved Access Point from NE Todd George Parkway



Unpaved Access Point from NE Rice Road

**FIGURE 7**

**INADEQUATE ACCESS AND LACK OF ACCELERATION AND DECELERATION LANES**



Unpaved Access Point from NE Colbern Road



Lack of Acceleration and Deceleration Lanes

## **Conclusion**

The above analysis indicates that two of the three statutorily-defined conditions of blight – a clear predominance – are present in the Study Area. These components include:

1. Insanitary or unsafe conditions
2. Existence of conditions which endanger life or property by fire or other causes

As a result of the preponderance of the factors above, the Study Area constitutes an economic and social liability in its present condition and use.

The concept of property becoming an economic liability for a municipality, and the fact that property can become economic underutilized in relation to the development and urbanization of surrounding property is recognized as a basis for blight by the Missouri Supreme Court in the case of *Tierney v. Planned Industrial Expansion Authority of Kansas City*, 742 S.W.2d 146, 151 (Mo. banc 1987). In *Tierney*, the Court evaluated whether the planned condemnation of an otherwise usable building met the definition of “blight” under the Planned Industrial Expansion Authority Act, set forth at Sections 100.310, *et seq.*, RSMo (the “PIEA Act”), which used a definition of “blighted area” that is substantially similar to the current statutory definition of blight. This allows for comparisons today.

The *Tierney* Court started by noting that it was commanded by Section 100.610, RSMo, to construe the act “liberally to effectuate the purposes of the law.” *Tierney*, 742 S.W.2d at 149. The LCRA Act similarly provides that it “should be construed liberally to effectuate the purposes thereof”, which is to declare that designated areas are blighted and implement a redevelopment plan to cure the blight. § 99.650, RSMo.

The property at issue in *Tierney* was added to a redevelopment area that had been previously declared to be blighted property by the City Council of Kansas City. In the *Tierney* opinion, the Court discussed the purposes of the PIEA Act and condemnation actions that may be prosecuted to take ownership of property after paying just compensation, in order to cure the blighting influences within the entire area that has been declared blighted. The Court stated: “Whether a particular area is blighted, furthermore, is a matter for the legislative body to resolve. Its authority controls unless its decision is shown to be so arbitrary and unreasonable as to amount to an abuse of the legislative process.” *Tierney*, 742 S.W.2d at 150.

The facts of the *Tierney* case show that the property in question was not itself declared to be blighted by the City Council, but instead was an “unblighted property” that was added to the PIEA redevelopment area that was previously declared to be blighted. The Court cited to two prior cases for the proposition that a blighted area may include parcels which are not themselves blighted if these parcels are necessary to provide a tract of sufficient size or accessibility to attract redevelopers. *Id.* at 151. The Court then stated that existing uses of property which physically inhibit other, more economically intense uses is a valid consideration when evaluating a prior legislative blight finding. *Id.* at 151. The Court rejected the argument that property added to a pre-existing blighted redevelopment area needs to be specifically accompanied by a finding of “necessity” for adding that specific parcel, given that the City Council is “entitled to consider the area as a whole.” *Id.* at 151.

The party challenging the finding in *Tierney* argued that all land could be put to a higher and better use, and that “the concept of economic underutilization is so broad as to confer upon the legislative authority and PIEA the unlimited discretion to take one person's property for the benefit of another....” *Tierney*, 742 S.W.2d at 151. The Court explicitly rejected this argument and stated “the concept of urban redevelopment has gone far beyond ‘slum clearance’ and the concept of economic underutilization is a valid one.” *Tierney*, 742 S.W.2d at 151. The court reviewed the facts and concluded:

We need not repeat all of the evidence which was before the city council tending to show that redevelopment of this area could promote a higher level of economic activity, increased employment, and greater services to the public. Industrial development is a proper public purpose. We do not sit as a court of appeal over the decisions of the council. The burden is on the owners to show that the finding of blight constitutes an arbitrary or unreasonable abuse of the legislative authority.

*Tierney*, 742 S.W.2d at 151.

If vacant land “no longer meets the economic and social needs of modern city life and progress,” the land can be considered blighted. *State ex. rel. Atkinson v. Planned Industrial Expansion Authority*, 517 S.W.2d 36, 46 (Mo. banc 1975). Further, the Missouri Court have determined that an otherwise viable use of a property may be considered blighted if it suffers from economic underutilization. *Crestwood Commons Redevelopment Corporation v. 66 Drive-In. Inc.*, 812 S.W. 2d 903, 910 (MO. App. E.D.1991). The Court in *Crestwood Commons* determined that blight exists to the extent an area is being utilized for less than its potential from an economic standpoint. In the *Crestwood* case, the Court explained how a review of the City’s decision is conducted on appeal:

[T]he courts cannot interfere with a discretionary exercise of judgment in determining a condition of blight in a given area. *Id.* Unless it appears that the conclusion of the Board of Aldermen in the respect in issue is clearly arbitrary, we cannot substitute our opinion for that of the Board. *Id.* If the Board’s action is reasonably doubtful or even fairly debatable we cannot substitute our opinion for that of the Board.

The evidence here did not compel a conclusion that the area was blighted and the proposed redevelopment plan necessary and in the public interest. Similarly, the evidence did not compel a decision that it was not. There was room for reasonable differences and fair debate on the issue. From the evidence, the Board reasonably could have concluded both that the area was blighted ... and that a redevelopment plan was necessary.

*Crestwood Commons*, 812 S.W.2d at 910.

The Study Area remains largely undeveloped, but flanked by an interstate corridor that created tens of thousands of daily vehicle trips, and the surrounding land in Lee’s Summit around the Study Area is developed. The Jackson County park property to the east inhibits development to the east. Presently, the Study Area generates only around \$6,000 in annual real property taxes. If the LCRA Redevelopment Plan submitted to the City is fully implemented, in the year following completion of the project there will be an estimated \$5,000,000 in real estate taxes. Additionally, the Study Area may produce more than \$50,000,000 per year in sales revenues after substantial build-out, resulting in a substantial source of revenue for the City of Lee’s Summit and Jackson County.

However, as described above, the Study Area requires an estimated \$103,000,000 of primary regional public infrastructure improvements to develop the site. This immense investment in public infrastructure improvements is an additional, and perhaps the most determinative, factor as to why the Study Area has remained undeveloped for decades.

The stagnant nature of the Study Area’s real property taxes and total lack of sales taxes, coupled with the presence of the blighting factors and public infrastructure costs discussed above, are clear indicators that the Study Area is not being utilized for its highest and best use. The result is less tax revenue for the taxing jurisdictions to provide services to the public, which is a clear economic liability to taxpayers. The Study

Area “could promote a higher level of economic activity, increased employment and greater services to the public,” thus falling within the definition of a blighted area.

To achieve the Study Area’s highest, best, and most productive use, and to transform the Study Area into an attractive and appealing development, significant financial investment by a developer to remove the Study Area’s blight will be required.

As a result of the factors detailed in this report, the Study Area constitutes an economic and social liability in its present condition and use, and as a result, constitutes a “blighted area” according to the definition provided in Section 99.805(1) of the Missouri Revised Statutes.

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**EXHIBIT A**

**LEGAL DESCRIPTION OF STUDY AREA**

[SEE ATTACHED]

TRACT 1:

ALL THAT PART OF THE EAST 1/2 OF THE EAST 1/2 OF SECTION 17, THE WEST 1/2 OF SECTION 16, THE EAST 1/2 OF THE EAST 1/2 OF THE NORTH 1/2 OF SECTION 20, AND THE WEST 1/2 OF THE NORTH 1/2 OF SECTION 21, ALL IN TOWNSHIP 48 NORTH, RANGE 31 WEST, IN LEE'S SUMMIT, JACKSON COUNTY, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 16; THENCE SOUTH 2° 31' 20" WEST, ALONG THE WEST LINE OF SAID SECTION 16, 30.00 FEET TO THE POINT OF BEGINNING OF THE TRACT OF LAND TO BE HEREIN DESCRIBED, WHICH POINT IS ON THE SOUTH RIGHT-OF-WAY LINE OF WOODS CHAPEL ROAD; THENCE SOUTH 88° 03' 21" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, PARALLEL TO AND 30.00 FEET DISTANT FROM THE CENTER LINE OF SAID WOODS CHAPEL ROAD, 176.30 FEET; THENCE SOUTH 1° 56' 39" WEST, 10.00 FEET; THENCE SOUTH 88° 03' 21" EAST, PARALLEL TO AND 40.00 FEET DISTANT FROM SAID CENTER LINE, 100.00 FEET; THENCE NORTH 1° 56' 39" EAST, 10.00 FEET TO A POINT 30.00 FEET DISTANT FROM SAID CENTER LINE; THENCE SOUTH 88° 03' 21" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, PARALLEL TO AND 30.00 FEET DISTANT FROM SAID CENTER LINE, 1627.54 FEET TO A POINT OF CURVATURE; THENCE NORTHEAST, ALONG A CURVE TO THE LEFT, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 849.14 FEET AND A CENTRAL ANGLE OF 6° 46' 43", AN ARC DISTANCE OF 100.46 FEET TO A POINT 660.00 FEET WEST OF THE EAST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 16; THENCE SOUTH 2° 22' 43" WEST, PARALLEL TO SAID EAST LINE, 2613.71 FEET TO A POINT 660.00 FEET WEST OF THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 16; THENCE SOUTH 2° 21' 12" WEST, PARALLEL TO THE EAST LINE OF SAID 1/4 SECTION, 2646.51 FEET TO A POINT 660.00 FEET WEST OF THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 21; THENCE SOUTH 2° 05' 22" WEST, PARALLEL TO THE EAST LINE OF SAID 1/4 SECTION, 2621.63 FEET TO A POINT 660.00 FEET WEST OF SAID EAST LINE, WHICH POINT IS ON THE NORTH RIGHT-OF-WAY LINE OF LEINWEBER ROAD, 40.00 FEET DISTANT FROM THE NEW CENTER LINE THEREOF, AND WHICH POINT IS ALSO 27.77 FEET NORTH OF THE SOUTH LINE OF SAID 1/4 SECTION; THENCE NORTH 87° 14' 14" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, PARALLEL TO AND 40.00 FEET DISTANT FROM SAID NEW CENTER LINE, 372.60 FEET TO AN ANGLE POINT; THENCE NORTH 88° 28' 41" WEST, ALONG SAID NORTH RIGHT-OF-WAY, PARALLEL TO AND 40.00 FEET DISTANT FROM SAID NEW CENTER LINE, 2271.60 FEET; THENCE NORTH 77° 02' 25" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, 101.98 FEET TO A POINT 60.00 FEET DISTANT FROM SAID NEW CENTER LINE; THENCE NORTH 88° 21' 11" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, PARALLEL TO AND 60.00 FEET DISTANT FROM NEW SAID CENTER LINE, 130.40 FEET TO A POINT OF CURVATURE ON LEINWEBER ROAD AT STATION 8+69.00; THENCE WESTERLY, ALONG SAID NORTH RIGHT-OF-WAY LINE, ALONG A CURVE TO THE LEFT, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 518.37 FEET, AND A CENTRAL ANGLE OF 15° 12' 00", AN ARC DISTANCE OF 137.52 FEET; THENCE NORTH 88° 32' 56" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, 261.81 FEET TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF INTERSTATE ROUTE NO. 470, SAID POINT BEING 171.00 FEET DISTANT FROM AND OPPOSITE STATION 594+64.00 ON THE CENTER LINE OF SAID INTERSTATE

ROUTE NO. 470; THENCE ALONG THE EAST RIGHT-OF-WAY LINE OF SAID INTERSTATE ROUTE NO. 470 THE FOLLOWING COURSES AND DISTANCES: THENCE NORTH 2° 34' 38" EAST, 545.54 FEET TO A POINT 130.00 FEET DISTANT FROM AND OPPOSITE STATION 600+05.00 ON SAID CENTER LINE; THENCE NORTH 6° 53' 14" EAST, 795.00 FEET TO A POINT 130.00 FEET DISTANT FROM AND OPPOSITE STATION 608+00.00 ON SAID CENTER LINE; THENCE NORTH 12° 35' 52" EAST, 100.50 FEET TO A POINT 140.00 FEET DISTANT FROM AND OPPOSITE STATION 609+00.00 ON SAID CENTER LINE; THENCE NORTH 6° 53' 14" EAST, 1173.28 FEET TO A POINT 140.00 FEET DISTANT FROM AND OPPOSITE STATION 620+73.28 ON SAID CENTER LINE; THENCE NORTH 10° 40' 21" EAST, 227.20 FEET TO A POINT 155.00 FEET DISTANT FROM AND OPPOSITE STATION 623+00.00 ON SAID CENTER LINE; THENCE NORTH 6° 53' 14" EAST, 200.00 FEET TO A POINT 155.00 FEET DISTANT FROM AND OPPOSITE STATION 625+00.00 ON SAID CENTER LINE; THENCE NORTH 0° 12' 52" WEST, 242.66 FEET TO A POINT 125.00 FEET DISTANT FROM AND OPPOSITE STATION 627+40.80 ON SAID CENTER LINE; THENCE NORTH 6° 53' 14" EAST, 2659.20 FEET TO A POINT 125.00 FEET DISTANT FROM AND OPPOSITE STATION 654+00.00 ON SAID CENTER LINE; THENCE NORTH 14° 55' 09" EAST, 107.35 FEET TO A POINT 140.00 FEET DISTANT FROM AND OPPOSITE STATION 655+06.30 ON SAID CENTER LINE; THENCE NORTH 6° 53' 14" EAST, 493.70 FEET TO A POINT 140.00 FEET DISTANT FROM AND OPPOSITE STATION 660+00.00 ON SAID CENTER LINE; THENCE NORTH 9° 10' 40" EAST, 500.40 FEET TO A POINT 160.00 FEET DISTANT FROM AND OPPOSITE STATION 665+00.00 ON SAID CENTER LINE; THENCE NORTH 13° 33' 00" EAST, 344.76 FEET TO A POINT 200.00 FEET DISTANT FROM AND OPPOSITE STATION 668+42.43 ON SAID CENTER LINE; THENCE NORTH 21° 19' 14" EAST, 492.15 FEET TO A POINT 350.00 FEET DISTANT FROM AND OPPOSITE STATION 672+80.00 ON SAID CENTER LINE; THENCE NORTH 76° 17' 07" EAST, 197.56 FEET TO A POINT 50.47 FEET SOUTH OF THE NORTH LINE OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 17, AND WHICH POINT IS OPPOSITE STATION 15+45.00 ON THE CENTER LINE OF WOODS CHAPEL ROAD; THENCE NORTH 86° 15' 15" EAST, 206.03 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY OF WOODS CHAPEL ROAD, 30.00 FEET DISTANT FROM THE CENTER LINE THEREOF; THENCE SOUTH 88° 02' 21" EAST (TITLE CALLS FOR NORTH 88° 02' 21" EAST), ALONG SAID SOUTH RIGHT-OF-WAY LINE, PARALLEL TO AND 30.00 FEET DISTANT FROM SAID CENTER LINE, 90.07 FEET TO THE POINT OF BEGINNING.

TRACT 2:

ALL THAT PART OF THE EAST 1/2 OF THE EAST 1/2 OF THE SOUTH 1/2 OF SECTION 20, THE SOUTH 1/2 OF SECTION 21, THE NORTHEAST 1/4 OF SECTION 29 AND THE NORTH 1/2 OF SECTION 28, ALL IN TOWNSHIP 48 NORTH, RANGE 31 WEST, IN LEE'S SUMMIT, JACKSON COUNTY, MISSOURI, LYING SOUTH OF LEINWEBER ROAD, NORTH OF COLBERN ROAD AND EAST OF OLD MISSOURI ROUTE NO. 291, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 28; THENCE SOUTH 1° 48' 58" WEST, ALONG THE EAST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 28, 2627.97 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF COLBERN ROAD, 40.00 FEET DISTANT FROM THE CENTER LINE THEREOF; THENCE NORTH 88° 12' 11" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, PARALLEL AND 40.00 FEET DISTANT FROM SAID CENTER LINE, 2659.50 FEET TO A POINT ON THE WEST LINE OF SAID 1/4 SECTION; THENCE NORTH 1° 47' 40" EAST, ALONG THE WEST LINE OF SAID 1/4 SECTION, 1286.61 FEET TO THE SOUTHEAST CORNER OF THE NORTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 28; THENCE NORTH 88° 27' 45" WEST, ALONG THE SOUTH LINE OF SAID 1/2-1/4 SECTION,

2663.33 FEET TO THE SOUTHWEST CORNER THEREOF, SAID CORNER ALSO BEING THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 29; THENCE NORTH 88°38' 59" WEST, ALONG THE SOUTH LINE OF SAID 1/4-1/4 SECTION, 1257.28 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF OLD MISSOURI ROUTE NO. 291, SAID POINT BEING 60.00 FEET DISTANT FROM THE CENTER LINE THEREOF; THENCE NORTH 1° 50' 33" EAST, ALONG SAID EAST RIGHT-OF-WAY LINE, PARALLEL TO AND 60.00 FEET DISTANT FROM SAID CENTER LINE, 1247.37 FEET TO A POINT 60.00 FEET DISTANT FROM AND OPPOSITE STATION 284+51.90 ON SAID CENTER LINE; THENCE NORTH 1° 41' 49" EAST, ALONG SAID EAST RIGHT-OF-WAY LINE, PARALLEL TO AND 60.00 FEET DISTANT FROM SAID CENTER LINE, 2273.96 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY, ALONG A CURVE TO THE RIGHT, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 398.37 FEET, AND A CENTRAL ANGLE OF 89° 57' 00", AN ARC DISTANCE OF 625.41 FEET TO A POINT OF TANGENCY ON THE SOUTH RIGHT-OF-WAY LINE OF LEINWEBER ROAD, 60.00 FEET DISTANT FROM THE NEW CENTER LINE THEREOF; THENCE SOUTH 88° 21' 11" EAST, TANGENT TO THE LAST DESCRIBED CURVE, ALONG SAID SOUTH RIGHT-OF-WAY LINE, PARALLEL TO AND 60.00 FEET DISTANT FROM SAID NEW CENTER LINE, 130.40 FEET; THENCE NORTH 80° 19' 44" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, 101.97 FEET TO A POINT 40.00 FEET DISTANT FROM SAID NOW CENTER LINE; THENCE SOUTH 88° 28' 41" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, PARALLEL TO AND 40.00 FEET DISTANT FROM SAID NEW CENTER LINE, 2270.90 FEET TO AN ANGLE POINT; THENCE SOUTH 87° 14' 14" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, PARALLEL TO AND 40.00 FEET DISTANT FROM SAID NEW CENTER LINE, 372.79 FEET TO A POINT 52.23 FEET SOUTH OF THE NORTH LINE AND 660.00 FEET WEST OF THE EAST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 21; THENCE SOUTH 1° 58' 18" WEST, PARALLEL TO AND 660.00 FEET WEST OF THE EAST LINE OF SAID 1/4 SECTION, 607.77 FEET; THENCE SOUTH 88° 28' 25" EAST, PARALLEL TO AND 660.00 FEET SOUTH OF THE NORTH LINE OF SAID 1/4 SECTION, 660.00 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 21; THENCE SOUTH 88° 30' 11" EAST, PARALLEL TO AND 660.00 FEET SOUTH OF THE NORTH LINE OF SAID 1/4 SECTION, 1334.06 FEET TO A POINT ON THE EAST LINE OF THE WEST 1/2 OF SAID SOUTHEAST 1/4; THENCE SOUTH 2° 04' 04" WEST, ALONG SAID EAST LINE OF SAID 1/2-1/4 SECTION, 1993.26 FEET TO THE SOUTHEAST CORNER OF SAID 1/2-1/4 SECTION, SAID POINT ALSO BEING ON THE NORTH LINE OF SAID SECTION 28; THENCE SOUTH 88° 34' 10" EAST, ALONG THE NORTH LINE OF SAID SECTION 28, 1329.92 FEET TO THE POINT OF BEGINNING.

EXCEPT 23.75 Acres deeded to the city of Lee's Summit in Special Warranty Deed as Document 2008E0097719

AND

EXCEPT 10.19 Acres deeded to the State of Missouri in Special Warranty Deed as Document 2008E0097563

AND

EXCEPT 4.13 Acres Deeded to the city of Lee's Summit in Right of Way Deed as Document 2007E0081037

AND

EXCEPT 0.22 Acres Deeded to the city of Lee's Summit in Right of Way Deed as Document 1999I0050890

Said Tract 1 and 2, have a combined 46,368,226.08 Square feet or 1064.47 acres more or less.

**EXHIBIT B**

**MAP OF STUDY AREA**

