AGENDA
CITY OF BELTON
PLANNING COMMISSION
MEETING & PUBLIC HEARING
MONDAY, SEPTEMBER 21, 2015 - 6:00 P.M.
CITY HALL ANNEX, 520 MAIN STREET

I. CALL MEETING TO ORDER

II. ROLL CALL

III. APPROVAL OF THE MINUTES OF THE AUGUST 17, 2015 PLANNING COMMISSION MEETING

IV. PUBLIC HEARING

A. Consideration of a Special Use Permit to a allow home childcare business at 307 Apple Valley Parkway.
B. Consideration of a Special Use Permit at 200 B Street, Heart and Hand.

V. CONSIDERATION

A. Consideration of a Lot Split for 1818 E. North Ave.
B. Consideration of a Final Plat approval for Carnegie Village.
C. Consideration of a Final Development Plan approval for Carnegie Village.

VI. DISCUSSION

A. Discussion of the Capital Improvement Plan.

VII. DIRECTOR'S *REPORT*

VIII. NEXT MEETING DATE: OCTOBER 5, 2015

IX. ADJOURNMENT

MEETING MINUTES

AUGUST 17, 2015

Minutes of Meeting
Belton Planning Commission
City Hall Annex, 520 Main Street
August 17, 2015

CALL TO ORDER
Chairman Holly Girgin called the meeting to order at 6:00 p.m.

ATTENDANCE
Commission: Chairman Holly Girgin, Commissioners Sally Davila, Tim McDonough, Chris Christensen, Ryan Finn, Chuck Crate, Larry Thompson and Mayor Jeff Davis.

Staff: Jay Leipzig, Community & Economic Director, Jennifer Dutcher, Community Development Secretary, Zach Matteo, City Engineer and Kate Glowacki, Asst. City Engineer.

Absent: Councilman Tim Savage and Robert Cooper, City Planner

MINUTES
Commissioner Christensen moved to approve the minutes of the August 3, 2015 Planning Commission meeting. Commissioner Thompson seconded the motion. All members present voted in favor and the motion carried.

DISCUSSION
Mr. Leipzig introduced Zach Matteo, City Engineer and Kate Glowacki, Assistant City Engineer. Mr. Matteo presented the Commission with the consideration of a text amendment to the Unified Development Code regarding Right of Way permits. Mr. Matteo stated Public Works has an obligation to permit work within a right of way; previously fees included a $5 right of way permit, a $200 cash deposit and a $5,000 surety bond. At the March 3, 2014 Planning Commission meeting changes were approved to the Unified Development Code including the removal of the requirement of a $5,000 surety bond and the $200 cash bond for excavations less than or equal to 12" in depth. Since the March 3, 2014 amendment, Public Works is struggling to get residents and contractors to call in for inspections so that staff may verify the work was done correctly. Mr. Matteo continued to say Public Works is requesting to reinstate the $200 cash bond for excavation less than a foot, to help encourage the homeowner and contractors to call for inspections thus finalizing the permit. After a property passes the inspection, the $200 cash bond will be refunded. Commissioner Christensen questioned if this process has any effect on the cost share program. Mr. Matteo stated this change typically does not affect the cost share program as they are two separate policies. Commissioner Finn asked if a permit is pulled and no inspections are requested does the City keep the $200 cash bond? Mr. Matteo verified this was correct, that typically the contractor would front the $200 deposit which would motivate them to call for the final inspection. Commissioner Crate questioned the justification of the $5000 surety bond for excavations. Mr. Matteo responded the surety bond is to protect the City if the utilities are cut during the excavation process. The City would then have the bond to make sure all necessary repairs are made.

Chairman Girgin opened the public hearing at 6:07 p.m., asking if anyone was present to speak. With no public input, the public hearing closed at 6:08 p.m.

Mayor Davis moved to approve the text amendment to the Unified Development Code for Right of Way permits, seconded by Commissioner Christensen.

When a vote was taken, the following was recorded, **Ayes: 8** –Chairman Holly Girgin, Commissioners Chris Christensen, Sally Davila, Tim McDonough, Ryan Finn, Chuck Crate, Larry Thompson and Mayor Jeff Davis.
Absent: 1 –Councilman Tim Savage
The motion carried.

Mr. Leipzig welcomed the Texas Roadhouse Development Team, Randi Lefko and Cas Patykiewicz as he presented the staff report for the Texas Roadhouse Final Plat. Mr. Leipzig cited the development as a 2.28-acre, dine-in restaurant development, located on the west side of Peculiar Drive, directly north of Cunningham Industrial Parkway. Mr. Leipzig continued to say the Planning Commission approved the request for a zone change for this site from M-1 to C-2 on May 13, 2015 with final acceptance by the City Council anticipated during the upcoming August 25th meeting. The site will consist of a 7,163-square foot dine-in restaurant with a lounge and dining area. The City's future land use map identifies this area as commercial/retail. Ingress and egress to the development will be from Peculiar Drive. Staff finds the final plat to be in accordance with Section 35-36 of the Belton Unified Development Code, therefore, supports a recommendation to approve the Final Plat. Mr. Leipzig stated a 25' access easement and utilities are noted on the plat.

Commissioner Christensen moved to approve the Final Plat for Texas Roadhouse, seconded by Commissioner Finn.

When a vote was taken, the following was recorded, **Ayes: 8** –Chairman Holly Girgin, Commissioners Chris Christensen, Sally Davila, Tim McDonough, Ryan Finn, Chuck Crate, Larry Thompson and Mayor Jeff Davis.
Absent: 1 –Councilman Tim Savage.
The motion carried.

Mr. Leipzig presented the Final Development Plan for Texas Roadhouse citing it as a 99,214-square feet / 2.28-acre site with existing zoning and land use as C-2 / General Commercial. Mr. Leipzig indicated the surrounding zonings are North: C-2 Commercial-Retail, East: I-49, South and West: M-1 Industrial. The parking ratio for this project is 1:50-square feet, which equates to no less than 143-parking spaces. The site will provide for 172 parking spaces including six (6) handicap stalls. The restaurant will utilize three (3) wall signs which will be visible from Cunningham, Peculiar Drive and I-49. Mr. Leipzig indicated the development team has submitted a detailed sign package and is proposing a pole sign in the near future. Mr. Leipzig continued to list over staff's comments for the Final Development plan noting that the development team has acknowledged all comments. Staff's recommendation is to approve #FDP15-13, final development plan approval for the Texas Roadhouse restaurant, located on the west side of Peculiar Drive and directly north of Cunningham Parkway. Mayor Davis questioned how much we can anticipate in making annually. Mr. Leipzig stated they anticipate sales exceeding over $4.5 million, making a sufficient impact. Mayor Davis noted 62,000 cars travel I-49 on a normal weekend and over 124,000 on a holiday weekend; we can anticipate a lot of people to our city.

Commissioner Christensen moved to approve the Final Development Plan for Texas Roadhouse Case #FDP15-13, seconded by Commissioner Thompson.

When a vote was taken, the following was recorded, **Ayes: 8** –Chairman Holly Girgin, Commissioners Chris Christensen, Sally Davila, Tim McDonough, Ryan Finn, Chuck Crate, Larry Thompson and Mayor Jeff Davis.
Absent: 1 –Councilman Tim Savage.
The motion carried.

Mr. Leipzig continued with the Director's report indicating the Texas Roadhouse Rezoning, Final Plat and Final Development Plan will go before the city council on August 25th and be under full construction by the first week of November. Mr. Leipzig said the Planning Commission meeting on September 21st will be a very busy meeting as staff will be presenting a discussion of the CIP (Capital Improvement Plan) for the first review; Carnegie Village Final Plat and Final Development Plan; a home daycare Special Use Permit application for 307 Apple Valley Parkway; a public hearing notice for the UDC Text Amendment for resolution of fines (this item was postponed in July); and a Special Use Permit from Rick Dawson with Heart and Hand. Staff would like to make a proposal to bring in KC Rim Shop to revoke the Special Use Permit for their location. Commissioner McDonough stated this is a reflection of code enforcement across the city. If we don't enforce the code, then it doesn't matter what we say. Mr. Leipzig stated the new city attorney starts tomorrow and we will have a fresh perspective on this issue. Mayor Davis indicated the city is checking into a different code concept and expressed the need for strong documentation as we are working on bringing something down the pipe. Commissioner Crate questioned the status of the North Scott Corridor plan. Mr. Leipzig responded that we have a proposal to waive all permit and impact fees; this program is called the quick start program. Ideally, the first 5 applications with a minimum of a $500,000 development would receive a waiver of all permit and impact fees, including sewer and water. Mayor Davis stated this could possibly impact Carriage Works.
Mr. Leipzig made mention that the Menards construction plans have been received. This project is estimated as a $7 million project and the total project including the out lots is estimated at $93 million.
Mr. Leipzig continued to say the future land use committee (Commissioner Christensen, Crate, Chairman Girgin and Mayor Davis) will meet on Monday August 24th at noon. Official invites will be delivered closer to the meeting date.

ADJORNMENT
Commissioner McDonough moved to adjourn the meeting. The motion was seconded by Commissioner Finn. All members present voted in favor and the meeting adjourned at 6:40 p.m.

Jennifer Dutcher
Community Development Secretary

Consideration to allow a home childcare business at 307 Apple Valley Parkway.

BELTON MISSOURI - PLANNING COMMISSION
REGULAR MEETING – CITY COUNCIL ROOM
CITY HALL ANNEX, 520 MAIN STREET
MONDAY, SEPTEMBER 21, 2015 – 6:00 P.M.

STAFF REPORT: Robert G. Cooper, City Planner

CASE #SUP15-18

Request: Special Use Permit to allow a home child care business to operate on property zoned R-1 (Single-Family Residential) District.

Location: 307 Apple Valley Parkway

Property Description: Apple Valley, 4th Plat, Lot 178

Owner / Applicant: Sondra Kay Everhart (property owner) / Dana Gaston (applicant / business owner)

Size of Site: 65-ft. x 120-ft. (7,800-sq. ft.) / 0.18-acre

Existing Zoning / Land Use: R-1 / Single-Family Residential (S-FR)

Proposed Use: Home Child Care

Surrounding Zoning / Land Use:

North: R-1 / S-FR
East: R-1 / S-FR
South: R-1 / S-FR
West: R-1 / S-FR

Future Land Use Map: Residential

Code Citation:

Pursuant to Section 40-3(6) of the Unified Development Code, 'Day care homes and centers' with more than four (4) children must have a special use permit and must meet the following requirements:

a. Day care homes and centers must be licensed by and in compliance with all state and local laws governing such facilities;

b. Any outdoor areas used by the facility as recreational areas must be enclosed by a fence no less than 42-inches in height;

c. Day care homes and centers must include a designated safe unloading (drop-off) and loading (pick-up) areas for children.

SPECIAL USE PROVISION – Some uses of land are not appropriate in all locations within a district or under circumstances where the use imposes an inappropriate impact on the public or neighboring properties and are therefore designated as "special uses". These uses may be approved at a particular location through the receipt of a special use permit where the impact of those users does not inappropriately affect or impair the use and enjoyment of neighboring properties.

Nature of Current Request

The applicant and business owner, Dana Gaston, has contacted the City to gather information on what requirements are needed to operate a home child care business at 307 Apple Valley Parkway.

According to the applicant, all children and activities associated with the use will be contained primarily within the building with the exception for outdoor play time.

Aerial photo of surrounding area

History

The 1,320-sq. ft. residential house at 307 Apple Valley Parkway was originally constructed in 1999 as a split-level wood-frame… has five (5) rooms with three (3) of them as bedrooms, with two (2) full size bathroom. There is an attached two-car garage with a double stacking capacity of four (4) vehicles.

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STAFF REPORT

Welfare and Convenience of the Public

It appears that by permitting a home day care center in the proposed location could contribute to the welfare and convenience of the public by providing a service in the neighborhood and for individuals living and working in the Belton area.

Injury to Surrounding Property

It appears the proposed use will not have an adverse affect on the surrounding or abutting properties provided the user does not store any materials or items outdoors or maintains an unsightly yard.

Domination of the Neighborhood

It appears to staff, the proposed use as a home day care center will not dominate the neighborhood. All of the adjoining Lots within the immediate block have a lot size of similar size.

Off-Street Parking / Access

The Unified Development Code requires, "one (1) parking space for every 600-s.f. of gross-floor area (gfa)". Based on the total square footage of the house; two (2) off-street parking spaces must be provided. Currently, there are no, on-street parking restrictions, along Apple Valley Parkway.

The property has direct access from Apple Valley Parkway, which is the primary source of ingress/egress. Due to the staggered scheduling scheme of the business owner and relatively low volume of users…no traffic calming devices are needed.

Signage

Pursuant to Section 40-4 of the Unified Development Code, home based business are allowed one (1) non-illuminated wall sign, not to exceed two-square feet and shall match the house in color and design with an approved sign permit.

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Staff Recommendation

Approval… subject to the following condition(s):

1. No outdoor storage of supplies and/or materials.

Planning Commission Alternatives

The Planning Commission has the following options available in the consideration of this application:

1. Approve the application as submitted upon finding that the requirements of Section 40 of the Unified Development Code for Special Use Permits, as been satisfactorily addressed.

2. Approve the application subject to specified conditions.

3. Table the application if additional information is needed, such as time of use or other related factors.

4. Deny the application if the required findings cannot be made or if the proposed use is found to be incompatible with the neighborhood.

Attachments:

1. GIS Map

307 APPLE VALLEY PKWY

Legend

- Street
- Parcel
- Subdivision
- Building Footprint Basemap
- Parcel Basemap
- Boundary Basemap

Notes

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Special Use Permit 200 B Street, Heart and Hand

BELTON MISSOURI - PLANNING COMMISSION
REGULAR MEETING – CITY COUNCIL ROOM
CITY HALL ANNEX, 520 MAIN STREET
MONDAY, SEPTEMBER 21, 2015 – 6:00 P.M.

STAFF: Robert G. Cooper, City Planner

CASE #SUP15-15 **A continuation from the August 3rd Planning Commission meeting.**

Request: Special Use Permit to allow Heart n Hand Ministries, a faith-based community outreach facility, to operate a seasonal concessions stand, on property zoned C-2 (General Commercial) District.

Location: Located at the southeast corner of B Street & 58-Highway. The physical address is 200 B Street.

Property Description: Original Belton, Lot(s) 6-12, Block 16

Deed Holder / Applicant: Belton Assembly of God Church, Inc. / Rick Dawson, Executive Director of Heart n Hand Ministries.

Size of Site: 133-ft. x 175-ft. (23,275-sq. ft.) / 0.53-acre

Existing Zoning / Land Use: C-2 / Commercial

Proposed Use: Concessions / Snack Food Sales

Surrounding Zoning / Land Use:

North: C-2 / Retail Store, Bank
East: C-2 / Residential Dwelling(s)
South: C-2 / Residential Dwelling(s)
West: C-1 / Sonic Drive-Thru Restaurant

Future Land Use Map: Retail /Commercial

Nature of Current Request

According to the applicant, Rick Dawson, Heart n Hand Ministries would like to operate a seasonal concessions stand selling grilled meat sandwiches at 200 B Street. According to Mr. Dawson, they (Heart n Hand) have decided to utilize the donated concessions stand by serving the public an assortment of grilled meat sandwiches and snack foods. In order to facilitate this service, they also constructed a 30-foot by 20-foot / 600-sq. ft. stand-alone platform, to be used as a place for people to sit and eat. The size of the concessions trailer is approximately 8-ft by 12-ft. / 96-sq. ft.

The concessions trailer will be a seasonal event, operating between April thru October, between the hours of 10:00 A.M. and 3:00 P.M., Monday thru Friday. According to Mr. Dawson, the platform seating area can support up to 30 people, will be handicap accessible, and can accommodate small business / organization events.

History

The subject property at 200 B Street, contains a building approximately 4,000-sq. ft. in size, constructed in 1950 and used as a church. In 1960, a small 2,000-sq. ft. building addition was constructed and used as a retail store.

Currently, the main building is being used as a Thrift Store, which is associated with Heart n Hand Ministries, a not for profit, 501C-3 charitable organization.

SPECIAL USE PROVISION – Some uses of land are not appropriate in all locations within a district or under circumstances where the use imposes an inappropriate impact on the public or neighboring properties and are therefore designated as "special uses". These uses may be approved at a particular location through the receipt of a special use permit where the impact of those users does not inappropriately affect or impair the use and enjoyment of neighboring properties.

****

STAFF REPORT

Welfare and Convenience of the Public

Staff believes that by allowing a seasonal food trailer at the proposed location could contribute to the welfare and convenience of the public by providing a service to area residents.

Injury to Surrounding Property

A major concern for the city and more importantly, the immediate neighborhood is the multi-use aspect of the property. The property has seen chaotic growth over the last couple of years.

The proposed use could have an adverse affect on the surrounding or abutting properties. Presently, the site experiences a considerable amount of traffic, with a combination of people occupying the thrift store and people dropping off donated household items; eg: furniture, clothing, toys, books, etc. Currently, there is nuisance code violations on site related to donated household items being left outside, outdoor storage of miscellaneous items, etc.

Trash management is another concern. Code enforcement staff has received numerous complaints concerning the trash dumpster and donated items being dumped illegally. City code requires the trash dumpster to be relocated behind the building line and screened by a six-foot wood privacy fence. There is the potential for additional trash and dumping associated with the seasonal concessions activity.

Staff's concern is that a blighting effect has been created and will continue following the allowance of a chaotic usage of the property.

Domination of the Neighborhood

Currently, the pre-dominate use in the immediate area is light commercial. The proposed use is adjacent to a vacant lot that normally contributes to the blighting effect which is occurring in sections along the East North Avenue corridor.

Off-Street Parking / Access

The Unified Development Code requires one (1) parking space per 300-sq. ft. of floor area. Based on the total size of the trailer (96-sq. ft.), and the size of the eating/seating area (600-sq. ft.), it appears there will be ample parking.

The site has a driveway approach directly from B Street, which is the primary ingress/egress. There is also access from the alley, located on the back side of the facility.

Some of the original parking spaces have been removed or used for other uses other than parking since Heart n Hand Ministries has relocated to the site. However, there still appears to be an adequate number of off-street parking spaces.

Signage

The event/activity may place temporary signage on site with an approved sign permit.

Cass County Health Department

An inspection and the issuance of a valid health department food handlers / preparations license are required prior to the serving of food to the general public.

Construction / Permitting Concerns

Many, if not all of the supplies, materials, and labor is donated to the Heart n Hand Ministries project. As a charitable organization, city code exempts them from the building permit fee; however, they still are obligated to obtain a city building permit. In this case, there are two areas of concern: First, the 8' by 12' concession stand/trailer has running water and electrical service. This service connection to domestic water and electrical service has been done without the review of construction plans by the city building inspector or city inspection. Second, the 30-ft. by 20-ft. seating platform has also been constructed without city review or inspection.

In a pro-active attempt by city building inspectors, they notified Mr. Dawson of the need to submit plans and schedule an inspection; they witnessed a few construction flaws with the seating platform. The following is a list of construction flaws as documented by Greg Clayton, city building inspector:

1. Need bearing under the double 2" 8" boards…at post that are supporting it;
2. Need bearing under the 2 x 8 that run into the double 2" 8" …under the joist that are over spanned …larger ones;
3. Corners need bearing at all points;
4. Everywhere there are the support post…under the deck, a support post needs to be added at that point directly under the joist;
5. Also at the overhead…need a support block (1-foot) or greater at corners.

City code requires that any external wiring for an outdoor recreational area must be enclosed in conduit and approved by a city building inspector.

Mr. Dawson did comply with city staff requests and schedule an inspection date.

SEPTEMBER 8TH INSPECTION RESULTS:

Planning & zoning, building inspections and the fire marshal's office performed an on-site walk-thru inspection. The concessions trailer and the seating platform were one of the many areas that were inspected. Following a thorough inspection, city building inspectors deemed the concessions trailer and seating platform as compliant with applicable building codes.

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Staff Recommendation

Approved as submitted with the following condition(s) of approval:

1. The Concessions' Trailer shall be open to the public between the months of April and October only;

2. The Hours of Operation shall be between 10:00 A.M. and 3:00 P.M., Monday thru Friday only; and

3. No permanent or temporary building additions shall be made to the concessions trailer or the seating platform without prior Planning Commission approval.

4. The approved special use permit shall not be used for any other public or private use.

5. The special use permit shall be reviewed annually by the Planning Commission.

Planning Commission Alternatives

The Planning Commission has the following options available in the consideration of this application:

1. Approve the application as submitted upon finding that the requirements of Section 40, of the Unified Development Code for Special Use Permits, as been satisfactorily addressed.

2. Approve the application subject to specified conditions.

3. Table the application if additional information is needed, such as time of use or other related factors.

4. Deny the application if the required findings cannot be made or if the proposed use is found to be incompatible with the neighborhood.

Attachments:

1. Site Plan
2. Platform specs
3. GIS Map
4. Previous Letter(s)

Kitchen
Exit
Exit
David's Room
Welcome Desk
EXIT
trash
Exit
Emergency EXIT
Serving Window
Cafeteria
Coffee (drinks)
10 x 10 awnings
Service line
Ramp Entrance
30' x 20' platform
Wood Arbor shade
Step entrance
2.5' tall landscape wall
Parking Lot
Thrift Store
Exit
Exit
Exit
Exit
Ramp
Bathroom
Dumb Waiter

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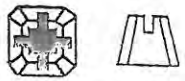
FILE COPY

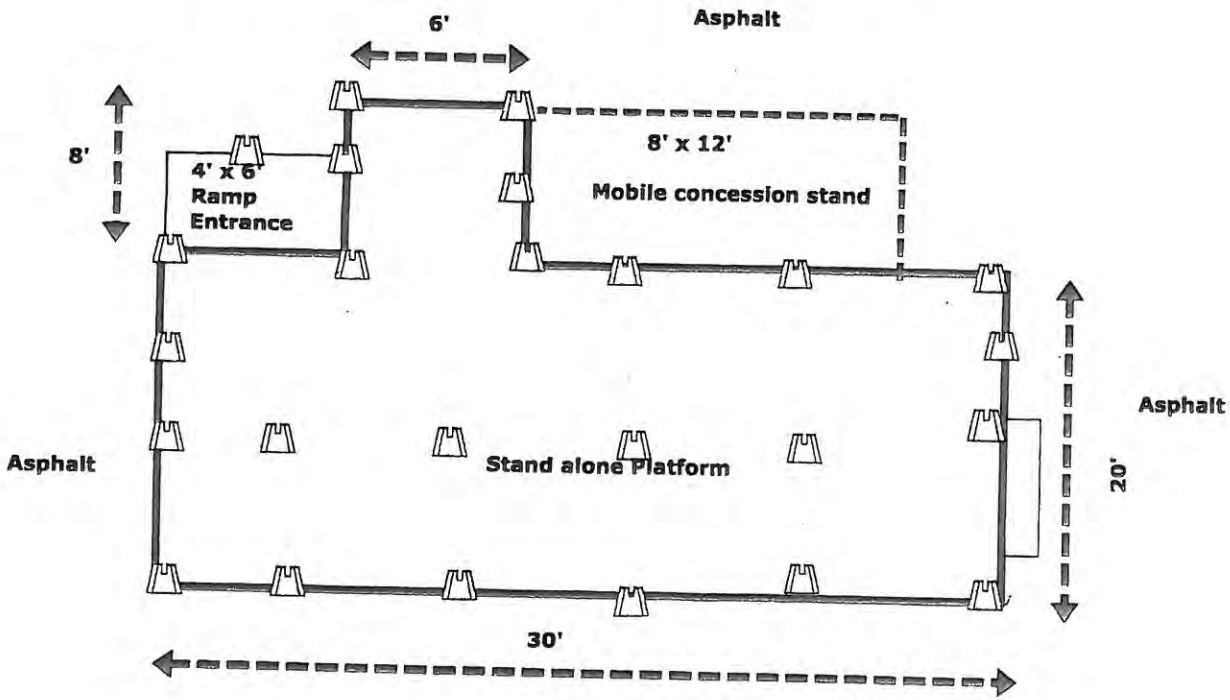
Platform specs



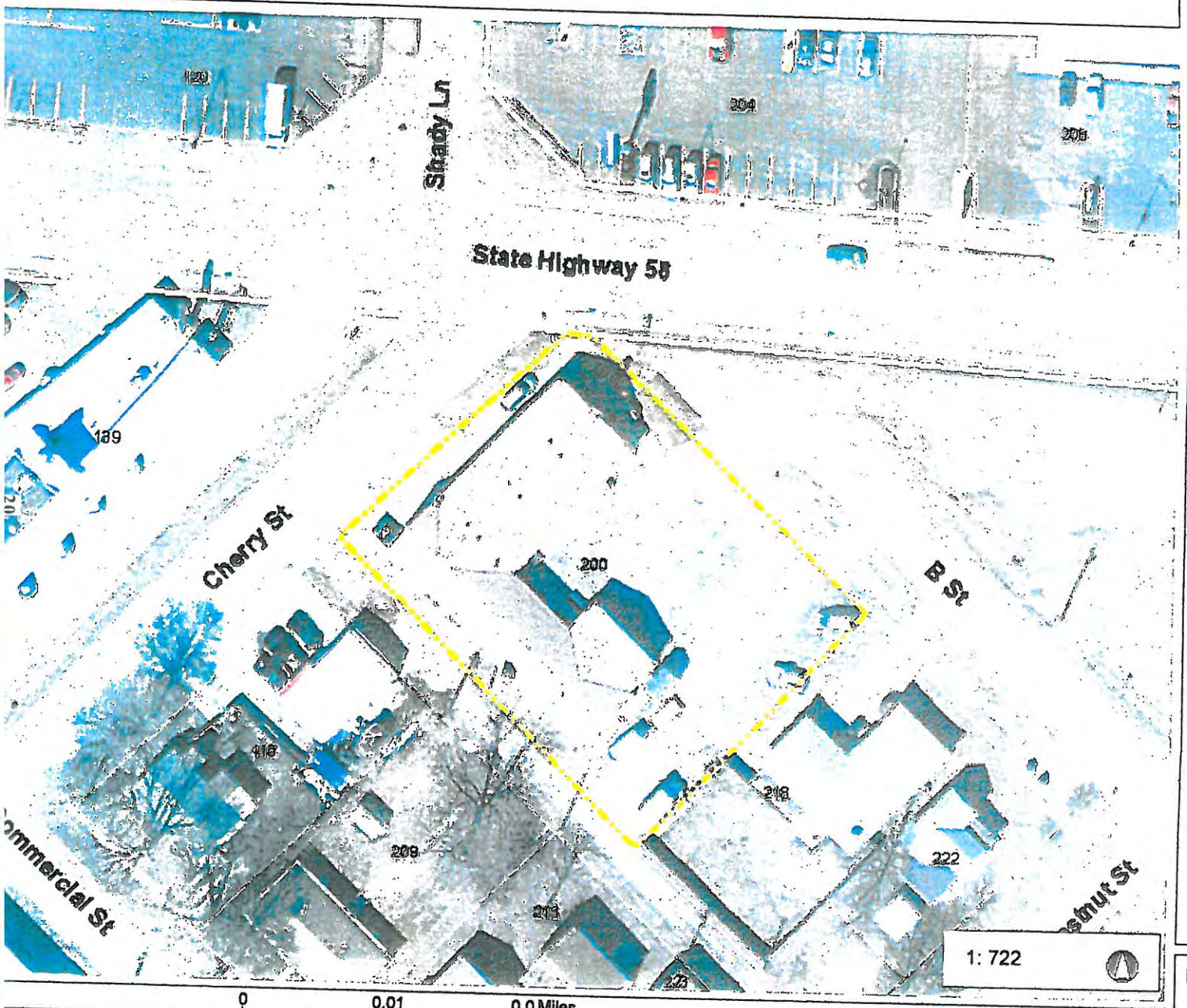
1). full contact treated 4x 4 wood post
mounted with 4 1/2" lag screws, set on a concrete pier every 6' sq. on floor joist and perimeter structure.

2). Structure is 2" x 8" joist on 16" centers, Deck is 3/4 OSB TG. coated with Restore epoxy.
screws to fasten deck with is 1 1/2 camo deck screws.

3). Handrail 5/4 cedar is 4' tall with 1' x 4" slats every 4" or less



Belton, MO



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- Street
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- Subdivision
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- Parcel Basemap
- Boundary Basemap

Notes

FILE COPY

FILE COPY

Robert Cooper

From:	Don Johnson
Sent:	Thursday, July 30, 2015 7:13 PM
To:	hhhcenter@gmail.com
Cc:	Jay Leipzig; Greg Clayton; Robert Cooper
Subject:	Building permit application
Attachments:	Heart n hand 200 B St. Pre Permit Inspection (2).pdf

Rick,

The permit that you submitted with the date of 6-22-15 stated under description of work as " General construction on building". The drawings you provided indicate a basic floor plan but it does not call out the actual changes made or what will be remodeled or changed going forward. I see no mechanical, electrical, or structural drawings. I want to make it clear that no permit has been issued for work to the building.

As for the platform (deck), I sent an email on June 25th requesting structural drawing for that work. Again I want to make clear that the work has been done before structural drawings been received or approved. This platform also has never been permitted. Plan reviews can take up to four weeks but Greg came out last week and did a review of the platform because the drawing did not provide enough information to determine if it meets code requirements. He discussed with you on site the changes that need to be made and you stated you would call when the work was done. I have attached a summary of Greg's findings.

Please call me in the morning to schedule a time that we can meet on site to verify if the changes to the platform have been completed. With your permission, I would also like to inspect the interior of the building to identify any changes that have been made (without a permit) and/or changes that you intend to make to the interior.

Thank you,

Don Johnson
City Inspector
520 Main
Belton, Mo 64012
(O) 816-331-4331
(C) 816-719-2354
(D) 816-892-1259
djohnson@belton.org

BELTON

FILE COPY JUL 3 0 2015

Belton Building Pre Permit Inspection.

Location: 200 B Street.

Owner: Rick Dawson.

#1 Need solid bearing under the Double 2x8's At points along the deck, at the stand alone platforms.

#2 Need bearing points at the platforms also directly under the joist member that it attaches to. Especially the longer ones that are overs panned.

#3 Need bearing under the corners of the platform.

#4 Need kickers along the side of the deck platform concrete stands directly under the member next to it. (For solid bearing.) A 2x4 would be ok if tightly a joined next to the 4x4wood post.

#5 Need a 1 foot ledger board at the top of the structure @ corners for direct bearing of the overhanging cover.

Need to have a detailed drawing of the plans showing exactly where the Joist are, + spacing+ bearing + THE POSITION OF THE DOUBLE 2X8 with the other joist running in to it, showing the hangers. + The points of attachments and how many the deck/platform has to the asphalt below.

I spoke to Rick and he assured me that this would get done to take the "bounce " of it and would call us to let us know when he got it done.

Greg Clayton

Building Inspector

520 Main.

(816) 331-4331

Consideration of a Lot Split for 1818 E. North Ave

LOT SPLIT
(Re-Plat of Lot 1, Charter Plaza)
1818 E. NORTH AVENUE

BELTON CITY PLANNING COMMISSION
MONDAY, SEPTEMBER 21, 2015 – 6:00 P.M.
CITY HALL ANNEX, 520 MAIN STREET

Staff Report: Robert G. Cooper, City Planner

CASE NO. LS15-20

Consideration of a Lot Split for 1818 E. North Avenue, a 4.02 acre tract of land, zoned C-2 (General Commercial) District, located just east of the Cedar Tree shopping center, and immediately west of the 58-Highway & I-49 interchange.

APPLICANT'S PROPOSAL

Planning department has met with the applicant, (Engineering Solutions), to discuss the possibility of splitting the 4.02 acre tract of land, which is located at 1818 E. North Avenue.

SITE REVIEW

Property Description: Lot One (1), Charter Plaza

Zoning: C-2 (General Commercial) District

Lot Size: Existing Tract: 175,027-sq. ft. (4.02-ac.)

New Lot(s):
Lot 1A / 111,452-sq. ft. (2.56-ac.)
Lot 1B / 63,574-sq. ft. (1.46-ac.)

Minimum Lot Size for C-2 (General Commercial):
10,000-sq. ft. or 0.23-ac.

LEGAL CONSIDERATIONS

Section 36-105 of the Subdivision Regulations provides the following stated approval guidelines:

"An existing, lot may be divided by a lot split into not more than two parts which singularly or combined with an adjoining lot results in two lots which meet the minimum size and area requirements of the zoning district in which the lots are located. The new lots cannot thereafter be further subdivided without re-platting. Additionally, approval or disapproval of lot splits shall be made based on the following guidelines:

1. No Lot Split shall be approved if:

   A. It does not comply with the minimum design requirements of these regulations.

      Staff Comment: Splitting of the lot will result in the newly created lot meeting or exceeding the minimum square footage and lot width.

   B. A new street or alley is needed or proposed and dedication is not being made.

      Staff Comment: No new street or alley will be required.

   C. A vacation of streets, alleys, setback lines, access control, or easements is required or proposed.

      Staff Comment: Not applicable.

   D. If such action will result in significant increases in service requirements, e.g., utilities, schools, traffic control, streets; or will interfere with maintaining existing service levels, e.g., additional curb-cuts, repaving, etc.

      Staff Comment: Additional traffic control devices (roadway markings or signage) may be required.

   E. There is less street right-of-way than required by these regulations or the Comprehensive Plan unless such dedication can be made by separate instrument.

      Staff Comment: Adequate access is available.

   F. All easement requirements have been satisfied.

      Staff Comment: The site has existing cross-access easements.

   G. If such split will result in a tract without direct access to a street.

      Staff Comment: Not applicable.

   H. A substandard-sized lot or parcel will be created, except, where a lot split will result in the substandard-sized portion being recombined with an adjoining substandard-sized, platted lot, and where this recombination is duly filed and recorded with the County Recorder of Deeds.

      Staff Comment: The lot being created will meet or exceed the minimum size requirement.

   I. If the lot has been previously split or been part of a minor subdivision in accordance with these regulations.

      Staff Comment: Not applicable.

****

STAFF RECOMMENDATION

Based on the established criteria outlined in the Subdivision Regulations, staff believes this Lot Split request meets all the minimum requirements and therefore, recommends approval.

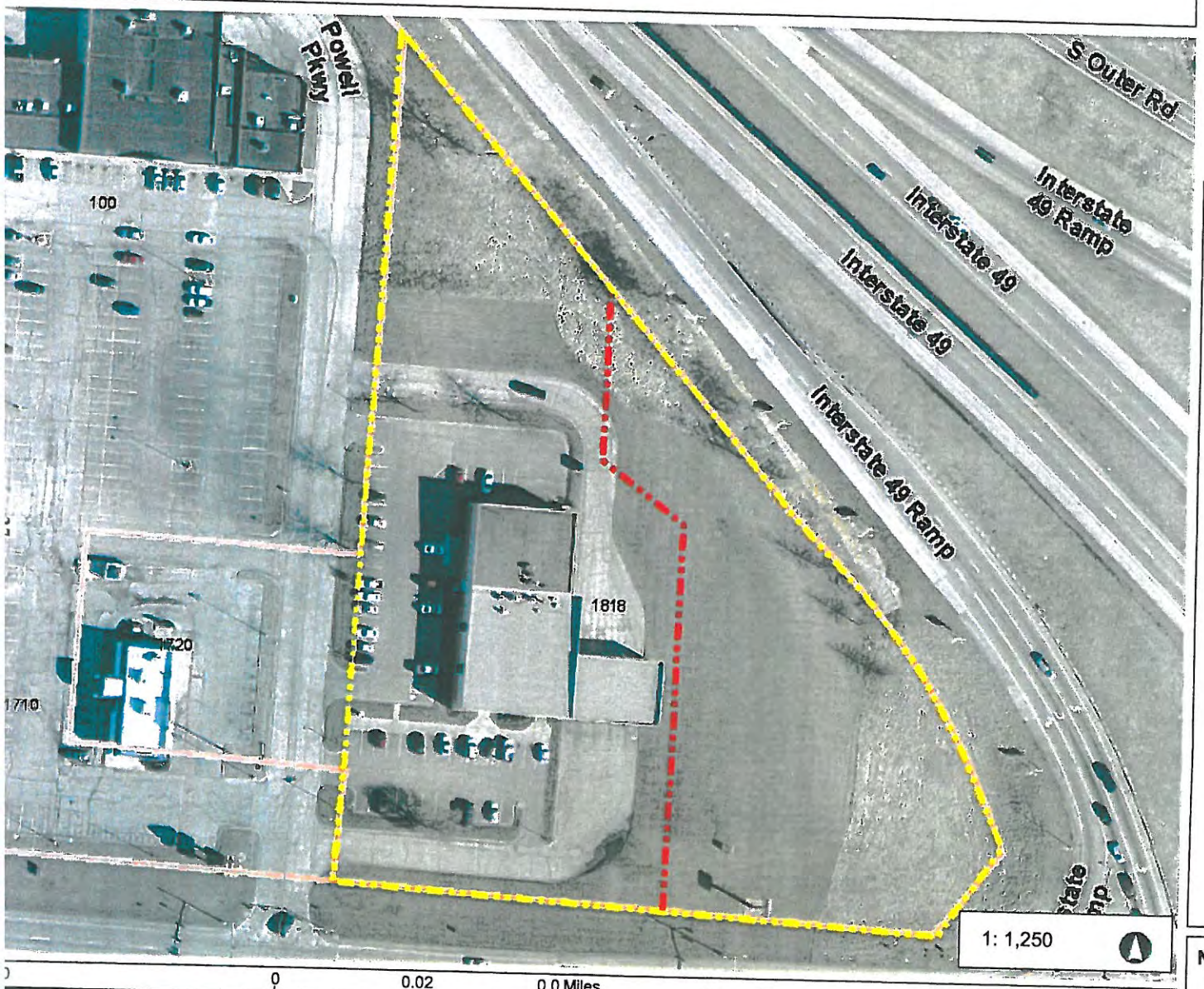
PLANNING COMMISSION ACTION

1. Motion to recommend *approve / deny* the Lot Split for 400 Mill Street.

2. Motion to continue the case pending additional information.

ATTACHMENTS

1. Plat
2. Concept Plan
3. Aerial GIS Map



Legend

- Street
- Parcel
- Subdivision
- Building Footprint Basemap
- Parcel Basemap
- Boundary Basemap

Notes

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

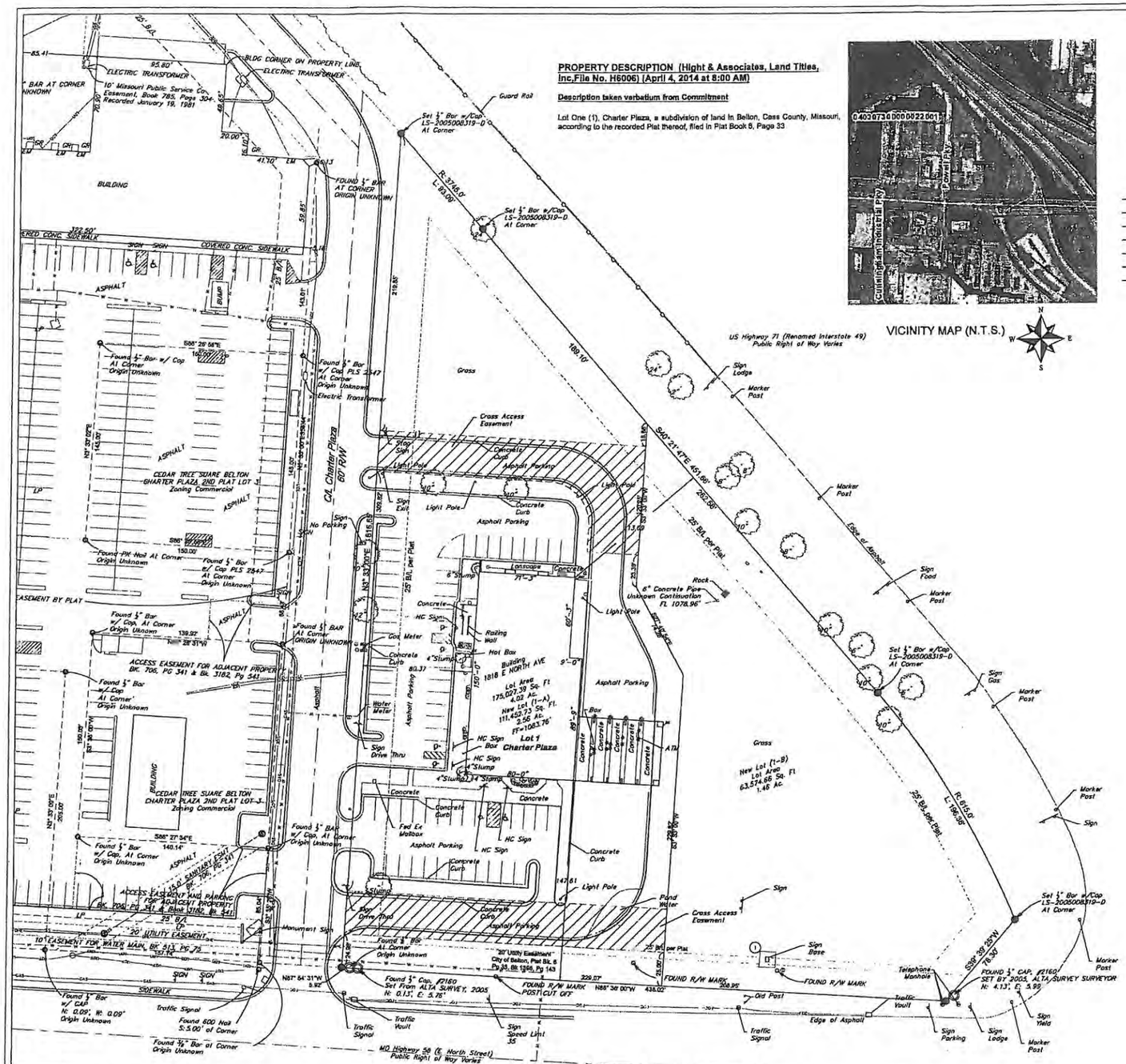
Lot Line Adjustments

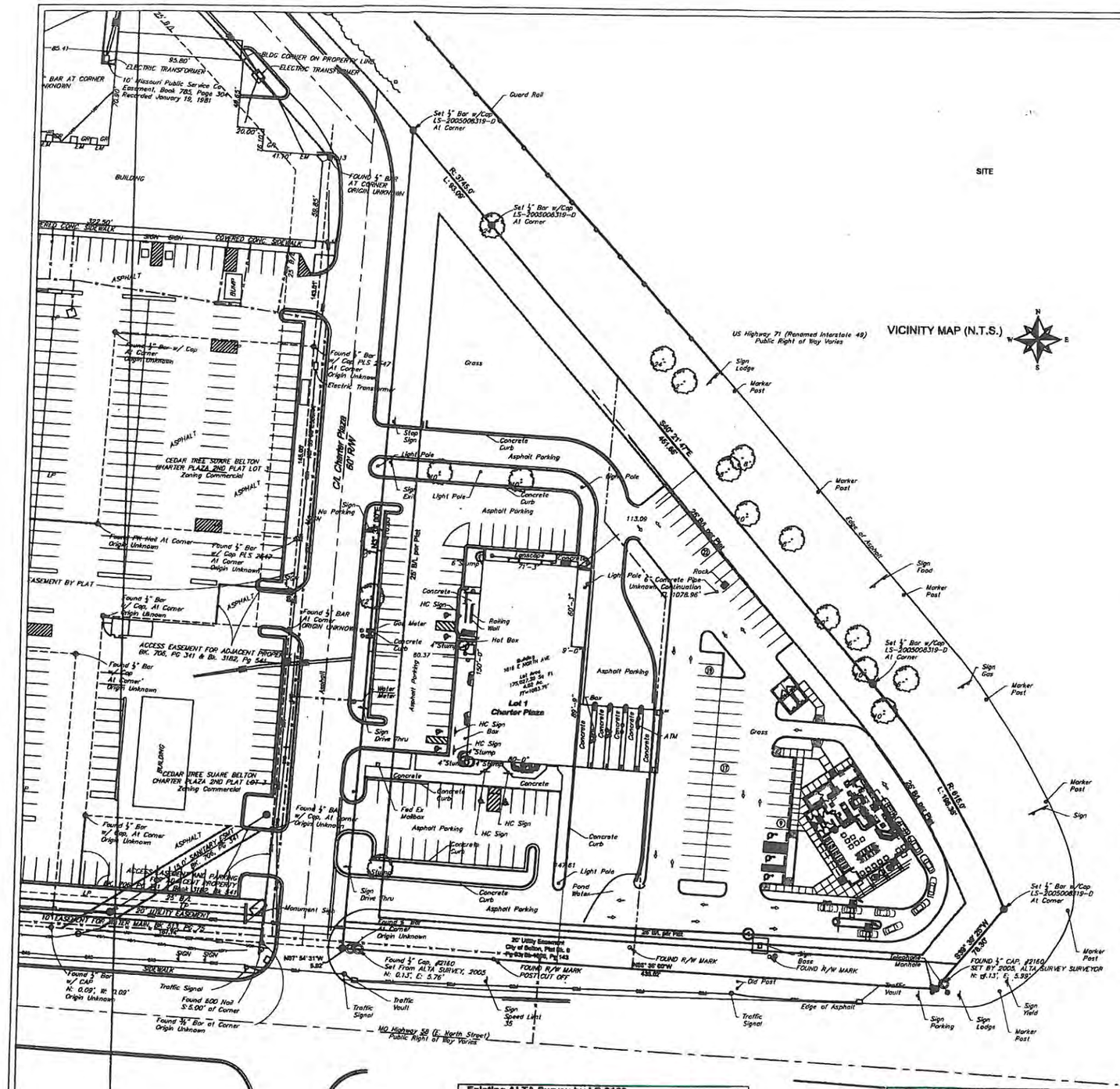
Lots 1-A & 1-B, Charter Plaza 3rd Plat

Replat of Lot 1, Charter Plaza

Section 7, Township 46 N, Range 32W

Belton, Cass County, Missouri


BUILDING
ASPHALT
CEDAR TREE SUARE BELTON CHARTER PLAZA 2ND PLAT LOT 3 Zoning Commercial
℄ Charter Plaza 60' R/W
Cross Access Easement
Asphalt Parking
Concrete Curb
Light Pole
Landscape
Grass
US Highway 71 (Renamed Interstate 49) Public Right of Way Varies
S40°31'47"E 451.66'
25' B/L per Plat
Edge of Asphalt
Sign Food
Sign Gas
Sign Lodge
Sign Parking
Sign Yield
Sign Base
Sign Speed Limit 35
Traffic Signal
Traffic Vault
Telephone Manhole
Pond Water
Monument Sign
Drive Thru
Fed Ex Mailbox
Water Meter
Gas Meter
Hot Box
Railing Wall
Building 1818 E NORTH AVE
Lot 1 Charter Plaza
New Lot (1-A) Lot Area 111,452.73 Sq. Ft. 2.56 Ac.
New Lot (1-B) Lot Area 63,574.66 Sq. Ft. 1.46 Ac.
ACCESS EASEMENT FOR ADJACENT PROPERTY BK. 706, PG 341 & Bk. 3182, Pg 541
ACCESS EASEMENT AND PARKING FOR ADJACENT PROPERTY BK. 706, PG 341 & Book 3182, Pg 541
20' UTILITY EASEMENT
10' EASEMENT FOR WATER MAIN, BK 813, PG 75
EASEMENT BY PLAT
SIDEWALK
MO Highway 58 (E North Street) Public Right of Way Varies
FOUND R/W MARK
FOUND R/W MARK POST CUT OFF
FOUND ½" CAP, #2160 SET BY 2005 ALTA SURVEY SURVEYOR
Set ½" Bar w/Cap LS-2005008319-D At Corner
Found ½" Bar At Corner Origin Unknown
Found ½" Bar w/ Cap PLS 2547 At Corner Origin Unknown
Found ½" Bar w/ Cap At Corner Origin Unknown
Found ½" Bar w/ Cap, At Corner Origin Unknown
Found ½" Bar w/ Cap PLS 2547 At Corner Origin Unknown
Found PK Nail At Corner Origin Unknown
Found 600 Nail S: 5.00' of Corner
Found ⅜" Bar at Corner Origin Unknown
Found ½" Bar w/ CAP N: 0.09', W: 0.09' Origin Unknown
Found ½" Bar At Corner ORIGIN UNKNOWN
Found ½" BAR At Corner ORIGIN UNKNOWN
Found ½" BAR w/ Cap, At Corner Origin Unknown
Found ½" Bar w/ Cap, At Corner Origin Unknown
Found ½" Bar At Corner Origin Unknown
Found ½" Bar At Corner ORIGIN UNKNOWN
Found ½" BAR At Corner ORIGIN UNKNOWN
BLDG CORNER ON PROPERTY LINE
ELECTRIC TRANSFORMER
10' Missouri Public Service Co. Easement, Book 785, Page 304, Recorded January 19, 1981
Guard Rail
R. 3715.07' L. 87.00'
R. 6165.07' L. 196.00'
S09°39'35"W 76.00'
N87°38'00"W 438.02'
N87°54'31"W 5.92'
S86°27'54"E 140.14'
S86°28'58"E 150.00'
S86° 139.97'
N2°33'00"E 205.00'
N2°30'00"W 150.00'
N2°33'00"E 315.00'
N2°33'00"E 315.00'
N2°33'00"E 315



1818 E. North Ave

Section 7, Township 46 N, Range 32W

Belton, Cass County, Missouri

N
W E
S

0 40 80 120

LEGEND

These standard symbols will be found in the drawing.

- Set 1/2" Rebar & Cap (LS-2005008319-D)
- Found Survey Monument (As Noted)
- Exception Document Location
- Existing Fence Line - Chain Link
- Existing Water Line
- Existing Sanitary Sewer Main
- Existing Storm Sewer
- Existing Gas Line
- Existing Underground Telephone
- Existing Underground Electric

PROPERTY DESCRIPTION (Hight & Associates, Land Titles, Inc.File No. H6006) (April 4, 2014 at 8:00 AM)

Description taken verbatim from Commitment

Lot One (1), Charter Plaza, a subdivision of land in Belton, Cass County, Missouri, according to the recorded Plat thereof, filed in Plat Book 6, Page 33

The Survey Parcel is subject to the following items listed in Schedule B - Section II

8. Building set-back lines and easements shown on the recorded plat of CHARTER PLAZA, of record in Plat Book 6, Page 33. (Affects surveyed parcel, shown on survey)
9. Easement or right-of-way in favor of City of Belton, of record in Book 1395, Page 143. (Affects surveyed parcel, shown on survey)

ALTA/ACSM - Table A requested items

1. Monuments were placed at all major corners of the boundary, unless already marked or referenced by existing monuments
2. Address of subject property
   -1818 E. North Ave
3. Flood Zone Classification
   -Located outside the 100 year flood plan per panel 29037C009F, dated January 2, 2013
4. Gross land area
   -Lot Area 175,027.39 sq. ft 4.02 Ac.)
6. Vertical relief is provided based on NAVD 88, MoDOT Network for reference datum
6. Current Zoning Classification
   -Zoned C-2, General Commercial
7. Exterior dimensions of all buildings at ground level
8. Substantial features observed in the process of conducting the survey
9. Striping, number and type of parking spaces in parking areas, lots and structures
   -83 Regular Parking Spaces and 6 Handicap Spaces
11.b. Location of utilities existing on or serving the surveyed property as determined by observed evidence
   -Located Ticket #141180457
13. Name of adjoining owners of platted lands according to the current public record

SURVEYOR'S GENERAL NOTES:

1). This survey is based upon the following information provided by the client or researched by this surveyor.
(A). Final Plat of Charter Plaza
(B). Final Plat of Charter Plaza, 2nd Plat
(C). Prior ALTA Survey of Lots 1 - 3, Charter Plaza, 2nd Plat by this surveyor
(D). Prior ALTA Survey of Lot 1, Charter Plaza, by Chief Surveying, Inc, Richard Plane, LS #2168

2). This survey meets or exceeds the accuracy standards of a (SUBURBAN) Property Boundary Survey as defined by the Missouri Standards for Property Boundary Surveys.

3). The Title report was furnished by Hight & Associates, Land Titles, Inc, File No. H6006
Dated: March 30,2012 @ 8:00 A.M.

4). Bearings shown hereon are based upon bearings described on the Plat of Charter Plaza

5). This company assumes no responsibility in the location of existing utilities within the subject premises. This is an above-ground survey. The underground utilities, if shown, are based on information provided by the various utility companies and these locations should be considered approximate. There may be additional underground utilities not shown on this drawing.

6). Subsurface and environmental conditions were not surveyed or examined or considered as a part of this survey. No evidence or statement is made concerning the existence or underground or overhead conditions, conditions or facilities that may affect the use or development of this property. No attempt has been made to obtain or show data concerning existence, size, depth, conditions, capacity or location of any utility existing on the site, whether private, municipal or public owned.

Existing ALTA Survey by LS-2160

It appears based on the monuments found and utilizing the copy of the ALTA Survey prepared on 2-24-2005 that this survey held the ⅜" Bar as the Southwest corner of Lot 1, Charter Plaza, when the ⅜" Bar found was actually the ⅜" Bar, 5.98 feet east of the Southwest corner. Additionally the surveyor held the northwest corner and rotated the site based on those bars. Based on the found monuments from Lots 1 - 3, Charter Plaza, 2nd Plat and Lot 1, Charter Plaza, the bars set by LS #2168 have been called off.

Potential Encroachments

1. Monument sign encroaches into building line

Planning Dept. Copy

CITY OF BELTON
Distributed 8-27-15
Project # 15-0827-1115
DUE: 9/10

To:
Hight & Associates, Land Titles, Inc

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6, 6.b, 7.a, 8, 9, 11.b and 13 of Table A thereof. The field work was completed on May 21, 2014

Date of Plat or Map: May 22, 2014

DRAFT

Matthew J. Schlicht, KS-PLS 2012000102
Engineering Solutions, LLC., Corp Authority LS-2005008319-D

ENGINEERING SOLUTIONS
ENGINEERING & SURVEYING
50 SE 30TH STREET
LEE'S SUMMIT, MO 64082
P:(816) 623-9888 F:(816)623-9849

Professional Registration
Missouri
Engineering 2005008319-D
Surveying 2005008319-D
Kansas
Engineering E-1635
Surveying LS-216
Oklahoma
Engineering 6254
Nebraska
Engineering CA2021

ALTA Survey
CHARTER PLAZA LOT 1
BELTON, MO

Project: CHARTER PLAZA LOT1 BELTON MO
Issue Date: May 2014

ALTA/ACSM SURVEY
CHARTER PLAZA LOT 1
1818 E NORTH AVE
BELTON, MO

Matthew J. Schlicht
MO PE 2005015706
MO PLS 2012000102
KS PE 19071
KS PLS 1566
OK PE 25226
NE PE E-14338

REVISIONS

C.010

Consideration of a Final Plat approval for Carnegie Village

BELTON CITY PLANNING COMMISSION
MONDAY, SEPTEMBER 21, 2015 – 6:00 P.M.

FINAL PLAT
A Re-Plat of Lot 1, Carnegie Village
Parts of Lot(s) 5 & 6, Block B, J.V. Robinson & Sons 2nd Addition
'CARNEGIE VILLAGE'

Robert G. Cooper, City Planner

CASE #FP15-12

Consideration of a Final Plat approval for Carnegie Village, a 13.4-acre, senior and assisted living facility, located on the south side of 58-Highway, east of Y-Highway, address as 107 Bernard Drive

BACKGROUND

Carnegie Village is a development that has been owned by the Tutera Group since 2006. Although the Tutera Group owned a minority share until 2010 when they assumed full ownership and management control, they have worked to improve the operation of the facility and brought the assisted living component to the project. The property is currently owned by JCT Belton Senior Living, LLC. The State of Missouri has granted them a Skilled Nursing Certificate of Need to construct a development next to Carnegie Village. At the present time the plan is to build and manage a 60-bed facility immediately west of the current development.

The Carnegie Village site (entire tract) was viewed as a long term development and the existence of the assisted living and independent living units possible when excess land became available allows the owner to enhance the development by adding the Skilled Nursing Facility. This allows for additional services to the elderly and the population segment needing physical rehabilitation and other services. In addition, the new facility will need additional staff, most being skilled workers, providing job opportunities within the community.

REVIEW

The City's future land use map identifies this as high density residential, with a senior assisted living facility as a permitted use by-right.

Primary access to the facility will continue to be from East North Avenue with additional access from the south along Minnie Avenue.

The preliminary plat indicates the project involves the realignment of the existing interior roadway system, the creation of new carports, and new parking areas, in addition to the new 60-bed facility.

CITY ENGINEERING

1. On the plat, identify the existing wet detention pond as a '*Storm-Water Management Area*', and include the following statement:

   "All storm-water management areas shall be maintained in perpetuity by the property owner. Maintenance of storm-water management areas shall not be the responsibility of the City."

****

STAFF RECOMMENDATION

Staff finds the Final Plat to be in accordance with Section 35-36 of the Belton Unified Development Code, therefore, supports a recommendation to approve the Final Plat of the Carnegie Village Plat.

NOTE: *Pursuant to Section 36-37 of the Unified Development Code, if a final plat is not recorded within one year of the date of the Planning Commission's approval of the final plat, the approval shall become null and void and a new final plat must be submitted to the commission and the governing body for their consideration. No building shall be occupied until the final plat has been recorded with the Cass County Recorder's Office.*

PLANNING COMMISSION ACTION

1. Motion to recommend approval of the Final Plat of the Carnegie Village Plat.
2. Motion to recommend denial of the Final Plat of the Carnegie Village Plat.
3. Motion to continue the case pending additional information.

ATTACHMENTS

1. Final Plat
2. Site Plan

"TITLE BLOCK"
Section, Township, Range

Comment(s)
1. Add Name to Title Block (See Township Range)
2. Provide Name, signature & seal of Licensed Engineer prepared the plat in addition to L.S.

LEGEND

Δ	SECTION CORNER
O	EXISTING MONUMENT AS DESCRIBED
⊕	SET 1/2" BAR W/ PLASTIC CAP, CF&S CLS 1999141100
+	CHISLED "+"
E	EAST
F	FOUND
N	NORTH
S	SOUTH
S/B	SET BACK
S/E	SANITARY EASEMENT
U/E	UTILITY EASEMENT
W	WEST

LEGAL DESCRIPTION

A Tract of land in the Northwest Quarter of Section 13, Township 46 North, Range 33 West, City of Belton, Cass County, Missouri described as follows:
Commencing at the Northeast corner of the Northwest Quarter of Section 13; thence South 00 degrees, 01 minute, 40 seconds West, 60.02 feet to the Northeast corner of recorded plat "LOT 1 CARNEGIE VILLAGE" and the POINT OF BEGINNING; thence continuing South 00 degrees, 01 minute, 40 seconds West, along the East line of said plat, 961.98 feet to the Southeast corner of said plat; thence North 89 degrees, 58 minutes, 20 seconds West, along the South line of said plat and the recorded plat "J.V. ROBINSON & SONS 2ND ADDITION", 738.50 feet, to Southwest corner of Lot 6; thence North 00 degrees, 01 minute, 40 seconds East, along the West line of Lot 6 and Lot 5 of said plat and the West line of "LOT 1 CARNEGIE VILLAGE", 540.00 feet to the North end of the West line of said plat; thence South 89 degrees, 58 minutes, 20 seconds East, along the North line of said plat, 300.03 feet to an angle point in the West line of said plat; thence North 00 degrees, 01 minute, 40 seconds East, 432.00 feet to the Northwest corner of said plat and a point on the existing South Right of Way of E. North Avenue (MO Hwy. 58); thence South 88 degrees, 39 minutes, 47 seconds East, along the North line of said plat and the South Right of Way, 438.58 feet to the POINT OF BEGINNING, containing 586,012.41 square feet or 13.45 acres, more or less.

DEDICATION:

The undersigned proprietors of the hereon described tract of land have caused the same to be subdivided in the manner shown on the accompanying plat, which plat and subdivision shall hereafter be known as "CARNEGIE VILLAGE 2nd PLAT".

EASEMENT DEDICATION:

An easement or license is hereby granted to the City of Belton, Missouri to locate construct and maintain or to authorize the location, construction, and maintenance of conduits, water, gas and sewer pipes, surface drainage ducts, cables and underground conduits, pad mounted transformers, and service pedestals and all or any of them upon those areas in this subdivision outlined on this plat and designated by the words "Utility Easement" or U/E, "Sanitary Easement" or S/E.

BUILDING LINES:

Building or Setback Lines are hereby established as shown on this plat, and no building or portion thereof shall be built between this line and the Lot line nearest thereto.

CERTIFICATION

I HEREBY CERTIFY; that the within plat of "CARNEGIE VILLAGE SECOND PLAT" subdivision is based on an actual survey meets or exceeds the current Minimum Standards for Property Boundary Surveys as adopted by the Missouri Board for Architects, Professional Engineers, Professional Land Surveyors and Professional Landscape Architects. I further certify that the bearings shown on this plat are based on the East line of the recorded plat "LOT 1 CARNEGIE VILLAGE" as being South 00 degrees, 01 minute, 40 seconds West, that the Sectional subdivision corner monuments and survey boundary corner monuments were either found or set as indicated on this plat; that I have complied with all Stat and Belton statutes, ordinances and regulations governing the practice of surveying and the platting of subdivision to the best of my professional knowledge and belief at this time.

Final Plat

FOR REVIEW

Ronald E. Schroer, MOLS 2569

CITY OF BELTON
Distributed 10/21/15
Project # 15-0002 SD
Review Comments Due: 11/3/15

NOTES:

1. This was prepared from information provided by Old Republic National Title Insurance Company File No. 15002049 Revision 6, Effective Date of May 20, 2015 at 8:00 A.M.

2. Flood zone designation– the subject property lies within Zone X (Areas determined to be outside the 0.2% chance floodplain). According to Federal Emergency Management Agency Flood Insurance Rate Maps, Community Panel Nos. 29037C0009F, dated January 2, 2013, and 29037C0017F, dated January 2, 2013.

3. Basis of bearings shown are based on the East line of Carnegie Village being South 00 degrees, 01 minute, 40 seconds West.

4. Areas designated as Drainage Easements shall be maintained by the property owner.

IN TESTIMONY WHEREOF:

Carnegie Village Real Estate, L.L.C. has caused there presents to be signed by Michael F. Flanagan, Managing Member of Carnegie Village Real Estate, L.L.C. this _____ day of _____, 2015.

Michael F. Flanagan, Managing Member

State of Missouri }
County of _____ } SS

Be it remember that on this _____ day of _____, 2015 befor me, a Notary Public in and for said County and State, came Michael F. Flanagan to me personally known to be the same person who executed the foregoing instrument of writing and duly acknowledged the execution of same. In testimony whereof, I have hereunto set my hand and affixed my Notary Seal the day and year written above.

My Commission expires: _____

_____
Notary Public

PLANNING COMMISSION:

The plat of "CARNEGIE VILLAGE 2nd PLAT" has been submitted to and approved by the Belton Planning Commission this _____ day of _____, 2015.

Chairman, Holly Gungin Secretary, Jay Leapaw

These easements and Right of Way accepted by the City Council of Belton, Missouri this _____ day of _____, 2015.

Attest:

Mayor, Jeff Davis City Clerk, Patricia Ledford

PREPARED FOR:
Carnegie Village Real Estate, L.L.C.
7611 State Line Road, Suite 303
Kansas City, MO 64114

CFS ENGINEERS
cfsc.com
8229 Ward Pkwy, Ste 110, KCMO 64114
o: 816-333-4477 f: 816-333-8888

FINAL PLAT

SHEET	SECTION	TOWNSHIP	RANGE	COUNTY	JOB NO.
1	13	46N	33W	CASS	15-5099
DRAWN BY		SCALE		DATE OF PREPARATION	
RES		1"=50'		6/4/15	

CARNEGIE VILLAGE 2ND PLAT
a replat of LOT 1 CARNEGIE VILLAGE and part of J.V. ROBINSON & SONS 2ND PLAT
In Section 13, Twp. 46N, Rge. 33W
Belton, Cass County, Missouri

REVISIONS	
6/4/15	As submitted.

Consideration of a Final Development Plan for Carnegie Village

PLANNING COMMISSION REGULAR MEETING
CITY HALL ANNEX, CITY COUNCIL ROOM
520 MAIN STREET
MONDAY, SEPTEMBER 21, 2015 – 6:00 P.M.

Robert G. Cooper, City Planner

CASE #FDP15-17 Final Development Plan review of Carnegie Village, a 13.4-acre, senior and assisted living facility, located on the south side of 58-Highway, east of Y-Highway, address as 107 Bernard Drive

Subdivision: Carnegie Village

Size of Site: 583,704-sq. ft. / 13.4-acre(s)

Existing Zoning / Land Use: R-3 / Multi-Family Residential

Proposed Use: Senior Living Facility / Assisted living and Independent living

Surrounding Zoning / Land Use:

North:	C-2	Commercial / Retail
East:	C-2, R-1	Commercial / Residential
South:	PR	Memorial Park
West:	C-2, R-1	Commercial / Residential

Comprehensive Plan: Multi-Family Residential

Background

Carnegie Village is a development that has been owned by the Tutera Group since 2006. Although the Tutera Group owned a minority share until 2010 when they assumed full ownership and management control, they have worked to improve the operation of the facility and brought the assisted living component to the project. The property is currently owned by JCT Belton Senior Living, LLC. The State of Missouri has granted them a Skilled Nursing Certificate of Need to construct a development next to Carnegie Village. At the present time the plan is to build and manage a 60-bed facility immediately west of the current development.

The Carnegie Village site (entire tract) was viewed as a long term development and the existence of the assisted living and independent living units possible when excess land became available allows the owner to enhance the development by adding the Skilled Nursing Facility. This allows for additional services to the elderly and the population segment needing physical rehabilitation and other services. In addition, the new facility will need additional staff, most being skilled workers, providing job opportunities within the community.

REVIEW

Cook, Flatt, and Strobel (CFS) Consulting Engineer, on behalf of Carnegie Village, have submitted a development plan for this project.

Aerial photograph: Surrounding area of the proposed Carnegie Village Senior Living addition

Intended Use: Assisted and Independent Living

Building Size: 47,977- square feet, single-story structure

Land Use Map: The subject site is located within one-half mile of the city's downtown core. The area is designated as high density residential and mixed use commercial.

Access: The site is designed to control the traffic flow with multiple ingress/egress access points. There will be access from Minnie and Central Avenue and the main entrance from the north along 58-Highway.

Parking: The parking ratio for this project is one per unit / 1:p.u. per assisted living section, and 1: 1000 sf per skilled nursing care section, with a total for the site at 255 parking spaces.

Landscaping: The project will have an assortment of shrubs and trees ...all meeting or exceeding the minimum size at planting.

Trash Receptacle: There will be one cluster of three (3) dumpsters located on the east side of the new building. All outdoor trash receptacles and trash compactors must be permanently screened from view on all sides by a fence of 100-percent opacity and a minimum height of six-feet. The fence must be constructed to prevent accidental dispersal of material within the storage area.

All screens for trash receptacles that are part of new construction projects must match the primary color and material of the structure served. Doors accessing storage areas must remain closed at all times when not accessed.

STAFF'S COMMENTS / RESPONSES

Planning/Zoning:

- Some of the parking spaces along the perimeter and along the building do not meet the minimum depth requirement. City code requires parking space depth to be no less than 20-feet.

- The developer is requesting a variance of the parking stall depth be reduced from 20' to 18' at locations where overhang is available and when not adjacent to a sidewalk.

- Planning staff will present the parking stall depth waiver to the Planning Commission for consideration.

Fire Department:

- Fire Department access road widths must meet Appendix D of the 2012 International Fire Code. For aerial operations the drop of lane for the new building needs to be 26' do to its proximity to the existing building.

- Please clarify the height of the tallest point on the new building. Anything over 30' requires access roads to be 26' for aerial operations.

- Fire hydrant spacing and placement must meet 2012 International Fire Code. All adopted appendices and any local amendments found in our Uniform Development Code. Hydrant locations are subject to the approval of the Belton Fire Marshal.

- For future reference all plans submitted need to be stamped by the registered design professional.

- All turning radiuses must meet the minimum turning radius for our largest truck. A specification sheet will be provided by the Belton Fire Marshal.

Engineering Department:

1. Section 36-108 of the City's Unified Development Code addresses improvements to public infrastructure triggered by redevelopment projects. Staff recommends the developer provide street improvements to Lillard Ave, including resurfacing, regrading of roadside ditches and curb improvements.

2. Provide a modified outlet structure on the existing detention pond to ensure the water quality runoff volume can be captured and detained for at least 40 hours as specified in the BMP Manual.

3. The existing waterline onsite is private infrastructure. Repaint fire hydrants internal to site yellow rather than red. Private hydrants across the City are painted yellow, whereas red indicates a public fire hydrant.

4. Construction traffic access is limited to 58 Highway. Adjacent residential streets need to be protected from construction traffic, and left turns from southbound Y-Hwy onto Minnie with construction equipment are potentially dangerous.

5. Submit state of Missouri land disturbance permit and submit application for City Land Disturbance Permit.

6. Per City ordinance if construction cost of sediment and erosion control exceeds $2,000 a performance bond or letter of credit is required.

7. 3% review and inspection fee for storm-water management elements, sediment and erosion control measures and any improvements to public infrastructure apply. Fee is based on 3% of construction cost per estimate to be provided by developer's engineer.

8. Street impact, water impact, water tap and sanitary impact fees apply.

****

NOTE:

In the event that a plan or section thereof is given final approval and thereafter the landowner shall abandon said plan or the section thereof and shall fail to commence the development within 18-months after final approval has been granted, then in such event, the final approval shall terminate and shall be deemed null and void unless such time period is extended by the planning commission. Whenever a final plan or section thereof has been abandoned, no development shall take place on the property until a new final development plan has been approved.

Staff's Recommendation

Approve #FDP15-17, Final Development Plan approval for the Carnegie Village, Assisted Living addition.

Planning Commission Alternatives

The Planning Commission has the following options available in the consideration of this application:

1. Approve the application as submitted upon finding that the requirements of the Unified Development Code have been satisfied.

2. Approve the application subject to specified conditions.

3. Table the application if additional information is needed, such as time of use or other related factors.

4. Deny the application if the required findings cannot be made or if the proposed use is found to be incompatible with the neighborhood.

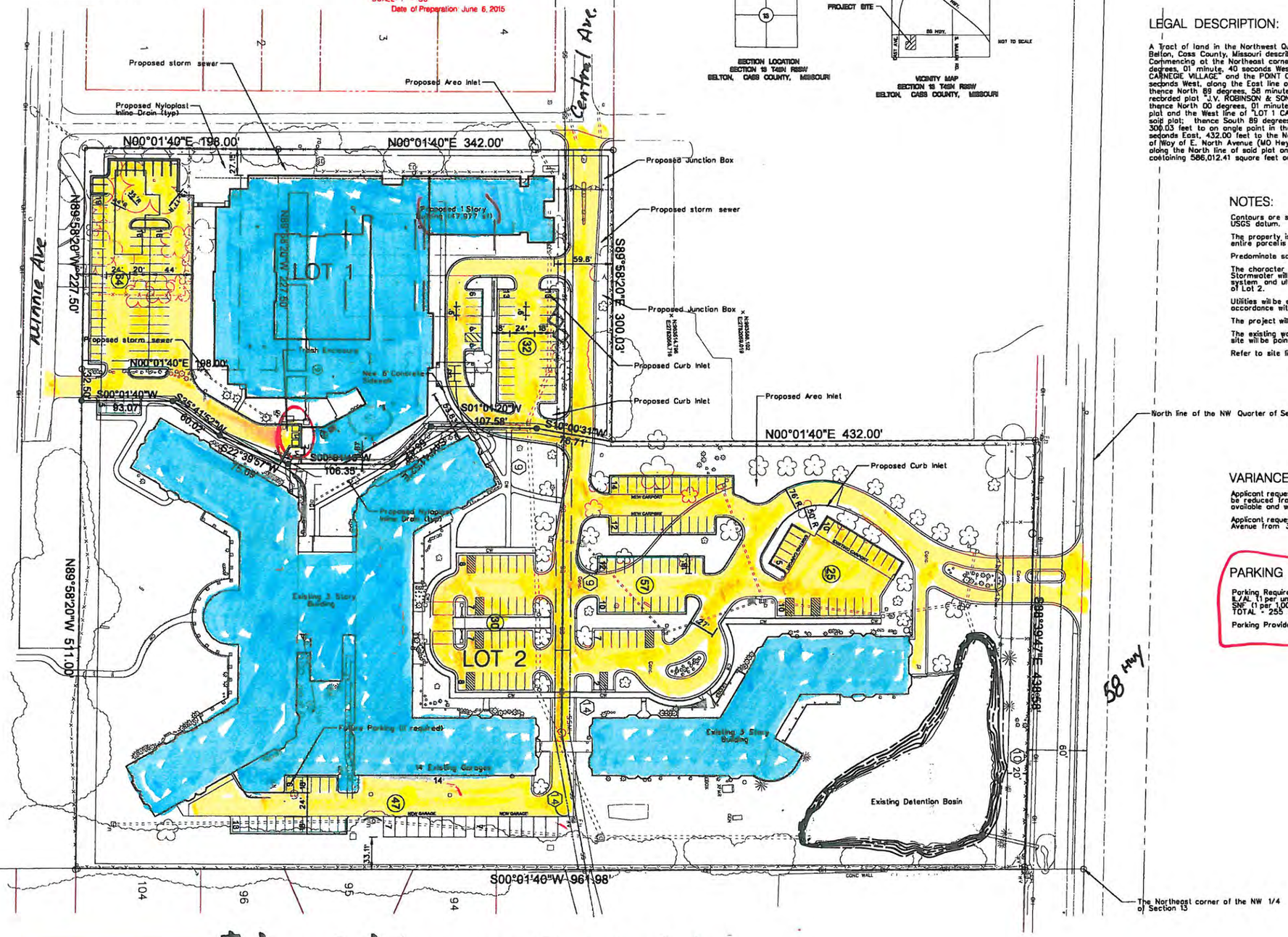
Attachments:

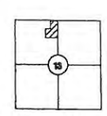
1) Site Plan
2) Floor Plan
3) Building Elevation

FINAL DEVELOPMENT PLAN
CARNEGIE VILLAGE 2ND PLAT

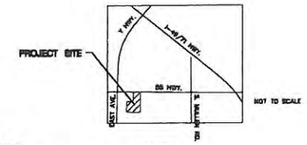
Being a replat of Lot 1, Carnegie Village, a subdivision in Belton, Cass County, Missouri, and parts of Lots 5 & 6, Block B, J.V. Robinson & Sons 2nd Addition, a subdivision in Belton, Cass County, Missouri.

SCALE: 1' - 50'
Date of Preparation June 6, 2015





SECTION LOCATION
SECTION 13 T46N R33W
BELTON, CASS COUNTY, MISSOURI



VICINITY MAP
SECTION 13 T46N R33W
BELTON, CASS COUNTY, MISSOURI

Internal driveway + Parking Lots

Buildings

N →

CFS ENGINEERS
cfse.com
9229 Ward Pkwy, Ste 110, KCMO 64114
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NSPJ ARCHITECTS
ARCHITECTURE
LANDSCAPE ARCHITECTURE
INTERIORS
ENERGY SERVICES
P. 913.831.1415
F. 913.831.1563
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3515 W. 75TH ST., SUITE 201
PRAIRIE VILLAGE, KS 66208

LEGAL DESCRIPTION:

A Tract of land in the Northwest Quarter of Section 13, Township 46 North, Range 33 West, City of Belton, Cass County, Missouri described as follows:
Commencing at the Northeast corner of the Northwest Quarter of Section 13; thence South 00 degrees, 01 minute, 40 seconds West, 60.02 feet to the Northeast corner of recorded plat "LOT 1 CARNEGIE VILLAGE" and the POINT OF BEGINNING; thence continuing South 00 degrees, 01 minute, 40 seconds West, along the East line of said plat, 961.98 feet to the Southeast corner of said plat; thence North 89 degrees, 58 minutes, 20 seconds West, along the South line of said plat and the recorded plat "J.V. ROBINSON & SONS 2ND ADDITION", 738.50 feet, to Southwest corner of Lot 6; thence North 00 degrees, 01 minute, 40 seconds East, along the West line of Lot 6 and Lot 5 of said plat and the West line of "LOT 1 CARNEGIE VILLAGE", 540.00 feet to the North end of the West line of said plat; thence South 89 degrees, 58 minutes, 20 seconds East, along the North line of said plat, 300.03 feet to an angle point in the West line of said plat; thence North 00 degrees, 01 minute, 40 seconds East, 432.00 feet to the Northwest corner of said plat and a point on the existing South Right of Way of E. North Avenue (MO Hwy. 58); thence South 88 degrees, 39 minutes, 47 seconds East, along the North line of said plat and the South Right of Way, 438.58 feet to the POINT OF BEGINNING, containing 586,012.41 square feet or 13.45 acres, more or less.

NOTES:

Contours are shown at 1' intervals and reference to USGS datum.

The property is currently zoned R-3 and R-1. Proposed zoning for the entire parcel is R-3.

Predominate soil types are silty clay loams.

The character of the drainage will not be altered by this project. Stormwater will be routed, underground and discharged into the existing system, and ultimately into the detention basin at the Northeast corner of Lot 2.

Utilities will be extended to the Building Expansion, as necessary, in accordance with the Standards of the city of Belton.

The project will be constructed in one phase.

The existing waterline is private infrastructure. Fire hydrants within the site will be painted yellow per City standards.

Refer to site lighting plans for parking lot lighting design and specifications.

VARIANCE

Applicant requests variance of Standard Parking Stall depth be reduced from 20' to 18' at locations where overhang is available and when not adjacent to the sidewalk.

Applicant requests a reduction in the building setback along Lillard Avenue from 30' to 27'.

PARKING REQUIREMENTS

Parking Requirements
ILF/AL (1 per unit req'd) - 204 spaces
SNF (1 per 1,000sf req'd) - 51 spaces
TOTAL - 255 spaces

Parking Provided - 255 spaces

A PROPOSED SKILLED NURSING FACILITY FOR:
CARNEGIE VILLAGE
103 BERNARD DRIVE
BELTON, MISSOURI 64012

DRAWING RELEASE LOG
• 07.24.2015 - FINAL DEVELOP. PLAN

OWNER /DEVELOPER:
Carnegie Village Real Estate, LLC
JCT – Belton Senior Living, LLC
7611 State Line Road
Kansas City, Missouri 64114
p: 816.444.0900

ENGINEER:
Cook, Flatt & Strobel Engineers
9229 Ward Parkway
Kansas City, Missouri 64114
p: 816.333.4477
f: 816.333.6688

REVISIONS

DATE
07/24/2015
JOB NO.
564215
DRAWN BY:
TWH / JAT
SHEET NO.

FINAL DEVELOPMENT PLAN

PROPOSED FLOOR PLAN

47,977 SF

1" = 20'-0"

NORTH

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A PROPOSED SKILLED NURSING FACILITY FOR:

CARNEGIE VILLAGE

103 BERNARD DRIVE
BELTON, MISSOURI 64012

DRAWING RELEASE LOG

- 07.24.2015 - FINAL DEVELOP. PLAN

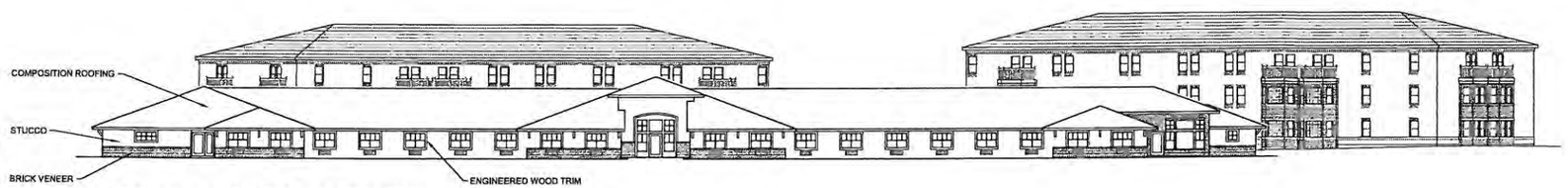
REVISIONS

DATE
07/24/2015
JOB NO.
564215
DRAWN BY:
TWH / JAT
SHEET NO.
A1.00

FINAL DEVELOPMENT PLAN

PROPOSED NORTH ELEVATION

1" = 20'-0"



PROPOSED WEST ELEVATION

1" = 20'-0"

PROPOSED SOUTH ELEVATION

1" = 20'-0"

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A PROPOSED SKILLED NURSING FACILITY FOR:

CARNEGIE VILLAGE

103 BERNARD DRIVE
BELTON, MISSOURI 64012

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07.24.2015 - FINAL DEVELOP. PLAN

REVISIONS

DATE
07/24/2015
JOB NO.
564215
DRAWN BY:
TWH / JAT
SHEET NO.
A2.00

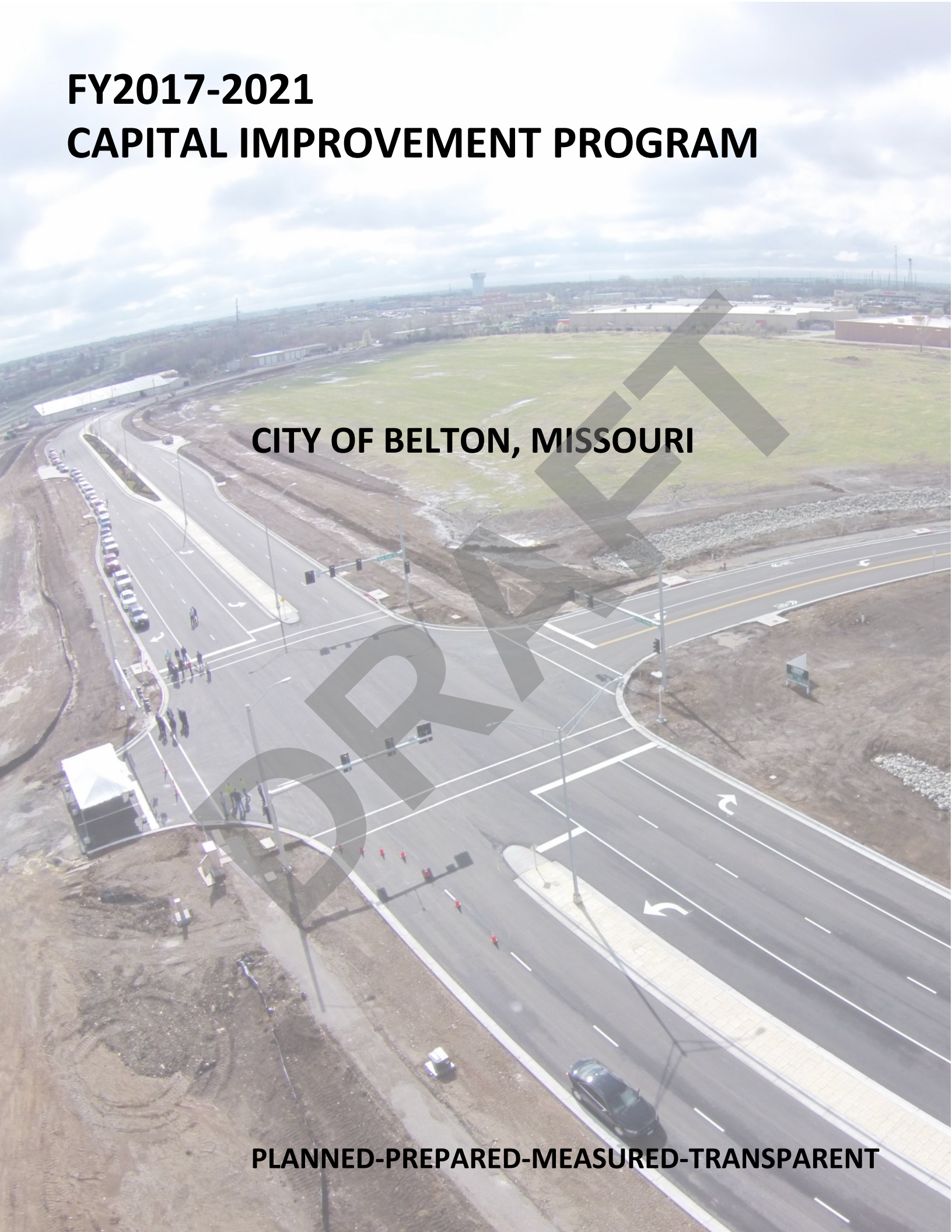
FINAL DEVELOPMENT PLAN

Capital Improvement Plan

Draft Modifications

Date	Description
9-16-16	Modifications have been made since the CIP was distributed and discussed at the 9/15/16 working Council meeting. All modifications are related to the Kentucky Road Improvements project and are highlighted in orange.

FY2017-2021
CAPITAL IMPROVEMENT PROGRAM



CITY OF BELTON, MISSOURI

DRAFT

PLANNED-PREPARED-MEASURED-TRANSPARENT

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EXECUTIVE SUMMARY

PURPOSE

The City of Belton is transforming in a big way. There is strong commercial development in Belton and several key infrastructure improvements ongoing to address aging water lines and streets, and to reduce operational costs such as the annual sanitary sewer inflow and infiltration (I&I) reduction program. The portfolio of projects and other expenditures described in this document is believed to strike a fiscally responsible balance between improvements to facilitate smart growth, investment in essential services, and creating and maintaining amenities that are important to the moral of the community.

A Capital Improvement Program (CIP) is a portfolio of projects determined to be important over the next five years and provides a planning schedule with options identified for financing the projects. Typically, the primary criterion for CIP consideration is that it affects the character of the community. Essentially, the program provides a link between the City's comprehensive plan, various master plans, annual budget, and long-range financial forecasts.

Figure 1. New 3 million gallon Water Tower

Figure 2. Markey Parkway and Towne Center Drive

Figure 3. Academy Sports + Outdoors

Figure 4. Transportation needs

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PROGRESS AND POSSIBILITIES

To be competitive in the region it is necessary to invest in projects that attract new development and redevelopment that are critical to the long-term welfare of the community. The recent completion of the Markey Parkway projects are great examples and were funded by transportation development districts and tax increment financing at responsible levels.

Federal dollars have been secured on a number of projects like the 155th Street Widening Project that is currently in the property acquisition phase and should be in the construction phase in the summer of 2016. There are two trail projects with federal funding as well: Nexus and the future Bel-Ray Connector.

Embracing new technology is proving to be extremely beneficial in areas of asset maintenance and transparency for the public. Staff is utilizing new technology to increase efficiency and productivity and to account for most activities to build a history that can be used to target weakness and identify opportunities. There is more information than ever available to the public on the City's website as a result of the key technology platform, Geographic Information System (GIS). Staff can also develop more effective long-range maintenance and improvements with much higher level of accuracy.

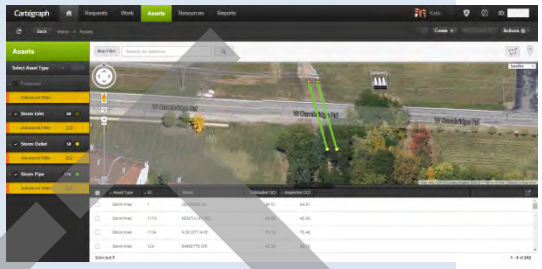

Figure 5. Cartegraph Asset Management Software

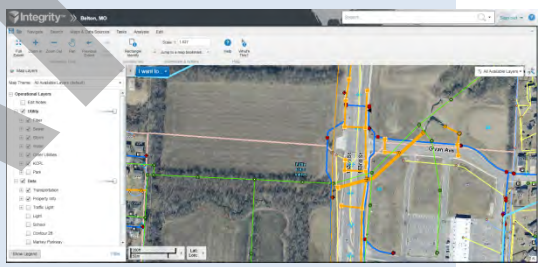

Figure 6. Integrity GIS

Figure 7. 155th Street looking east

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Streets

Streets, particularly residential streets, are deteriorating faster than the City can manage with current revenue streams. There are approximately 18 miles of residential streets in poor to failed condition. Motor fuel taxes have not been adjusted for inflation since 1993 and the City's local transportation sales tax has had flat to nominal growth. There has been a recent uptick in sales tax. If the trend continues, it may provide more dollars to aid the program but will require a significant increase over several years to catch up. In the meantime, the City is rolling two budget years together and performing major street preservation every two years to leverage a larger sum of money and gain some economies of scale. There is also a cooperative contracting initiative with other Cass County cities to leverage more and stretch the dollars even further.

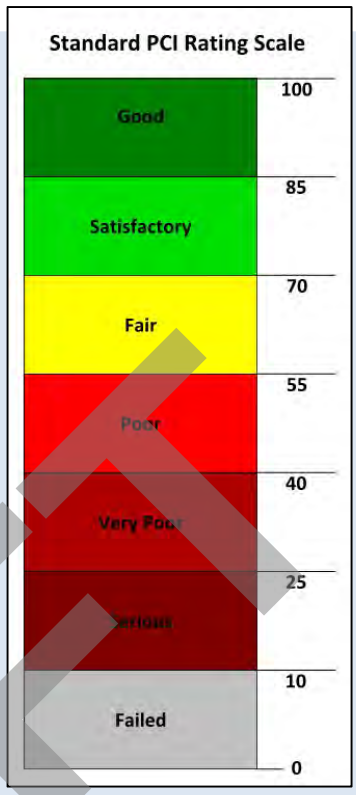

Figure 8. Streets - Standard PCI Rating Scale

There are several possibilities to strategically construct new streets primarily driven by new development. These include:

- 173rd Street
- Larkspur Court
- Peculiar Drive
- Outer Road near the old golf course

These projects could be funded by and would substantially benefit potential new development. While these projects may not be Capital Improvement Projects, they still play a crucial role in the City's growth and connectivity for incoming development.

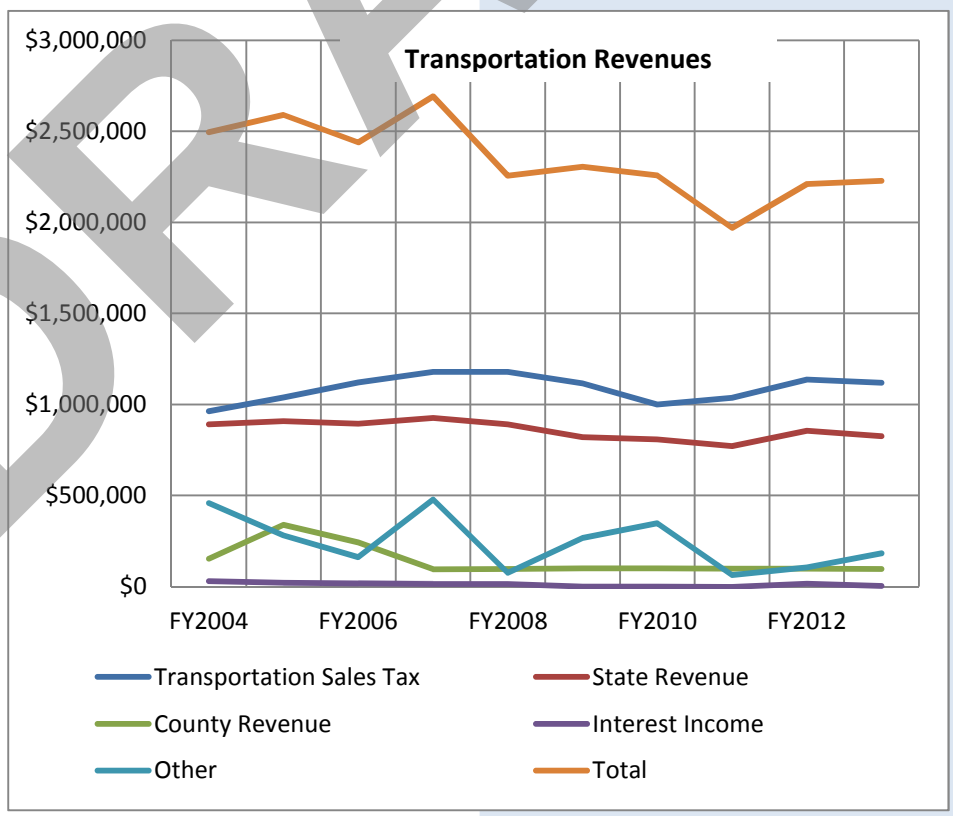

Figure 9. Transportation Revenue Sources

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Water

There are approximately 26 miles of cast-iron and asbestos waterlines that are primarily post WWII era infrastructure. The City began a commitment to an annual replacement program at $400,000. It is necessary to increase this significantly to avoid increased maintenance costs and increased risks to the public and staff. However, it will be challenging to increase the commitment without increasing user rates at a higher level than recent trend.

Sanitary Sewer

The less appealing sanitary sewer system has been a point of focus for several years and more recently has undergone some excellent changes. The objectives to eliminate high maintenance lift stations and reduce I&I has produced great results, and the City has been able to do it with no increases in user rates for the past two years and is working diligently to maintain that trend for multiple years.

Stormwater

Possibly the most forgotten infrastructure until intense rains hit is the stormwater system. The City has made very effective use of the 2006 voter-approved stormwater bonds (i.e., Cleveland Lake and others) and has been able to use leftover dollars recently to chip away at the master plan projects that are planned to be complete in FY2016 (i.e., Oil Creek Culvert Replacement and others). In addition, the City has implemented the new Markey Regional Detention Program that uses development dollars to construct and maintain the detention facility long term and allows development to maximize the use of each lot without individual detention. Unfortunately, there is a long list of other stormwater project needs that currently have no funding.

One potential funding source for stormwater maintenance needs is implementation of a stormwater utility. A stormwater utility is to stormwater what a sewer utility is to sewage. It is a "stand-alone" service unit within the City government that generates revenues through fees for service. A stormwater

Figure 10. Waterline

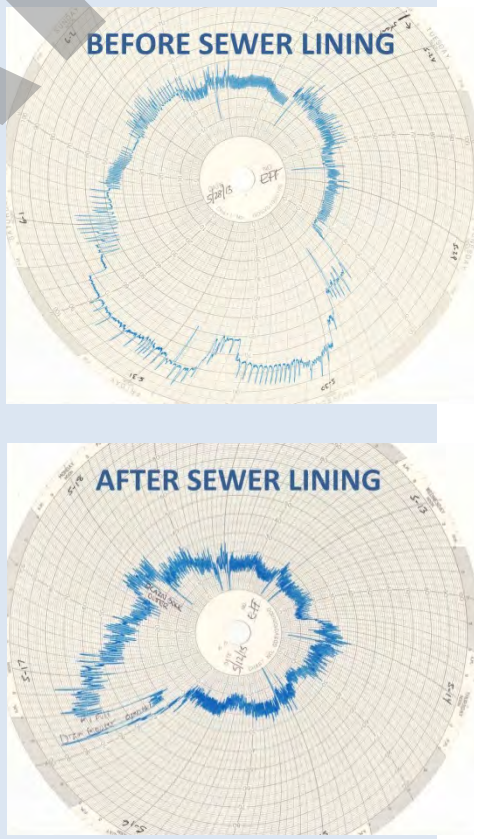

Figure 11. Inflow at Wastewater Treatment Facility before and after sewer lining

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utility is responsible for funding the operation, construction, and maintenance of stormwater management devices and infrastructure for stormwater system planning and management.

Vehicle and Equipment Fleet

The three departments with the majority of the vehicle and equipment fleet (Public Works, Fire, and Police) are utilizing a replacement program that is fiscally prudent and provides those departments an improved ability to do their job as effectively as possible.

PAST YEAR

Last year's CIP (FY2016-2020) included 34 projects, whereas this year's CIP includes 29 programs and projects. The difference comes from seven projects that are expected to be complete by the end of FY2016, two projects that were removed due to a change in priorities, and four that were added to this year's CIP.

NEXT FIVE YEARS

This portfolio of projects and other expenditures is believed to be important over the next five years and provides a planning schedule with options identified for financing the projects. A long-term capital improvement program has many benefits resulting from its organized approach to planning projects. However, these benefits cannot be attained from the production of this document alone. One key benefit of a centralized capital improvement program is the opportunity to foster cooperation among departments and an ability to inform other governmental entities and rating agencies of the City's priorities and future plans. The support of the citizens of Belton and the City's commitment to carrying out these programs is required in order to realize the following benefits:

- Focus attention of community goals and needs
- Inform the public of future plans
- Encourage efficient program administration
- Help to plan for future debt issues
- Define the impact of master plans and studies
- Optimize the use of taxpayer dollars

Figure 12. New Police and Fire Vehicles

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The City of Belton is facing the challenge of maintaining existing aging infrastructure while preparing for growth with a limited budget. An objective for the City over the next five years' CIP is to be able to prepare for and overcome these challenges. In order to make this vision a reality, the City must make planning and improving of public infrastructure and facilities a priority. The maintenance and construction of facilities, streets, stormwater, water, sanitary sewer, and other assets must keep pace with the changing population, demands, and regulations.

CAPITAL IMPROVEMENT PROGRAM FUNDING

The Program and Project Summary section provides the projects that make up the FY2017-2021 Capital Improvement Program and associated costs. These projects are separated into two groups: 1) projects with current or identified funding sources from the general fund, special funds, or proprietary funds and 2) projects with uncertain funding sources. This year's CIP contains 10 programs and projects that have identified funding sources, leaving 19 projects with no funding identified. Projected funding per division/department for each fiscal year is provided in Figure 13. This figure includes projects with unidentified funding.

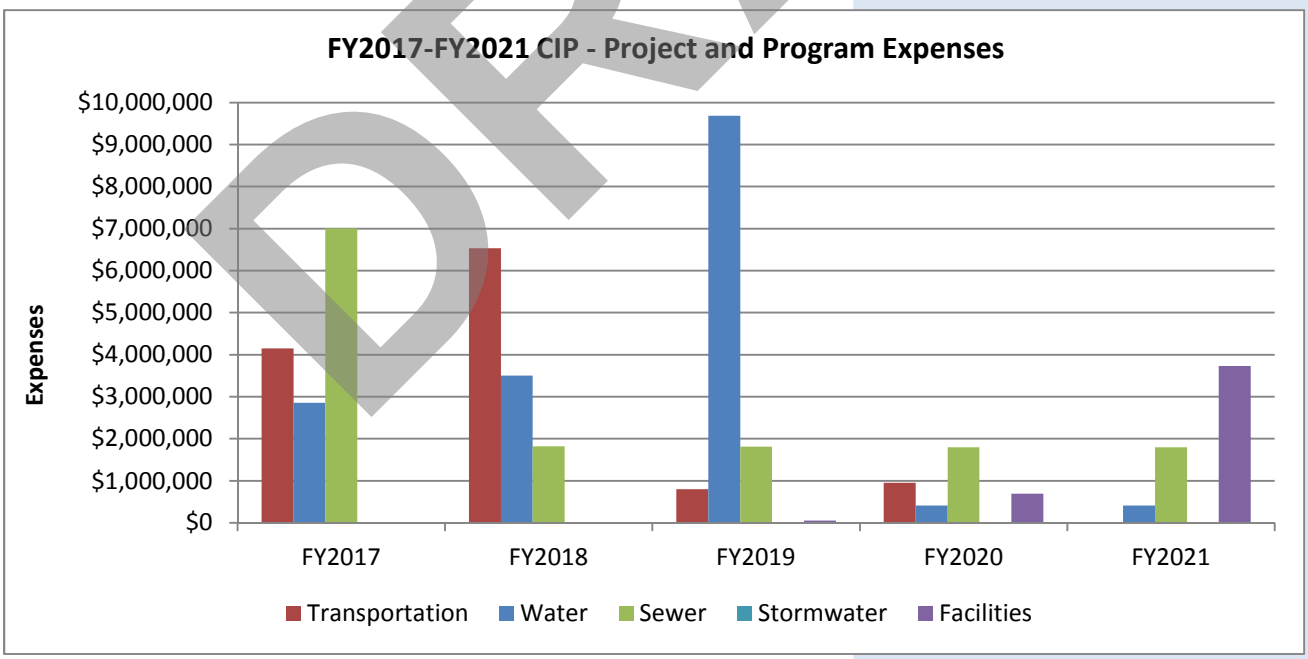

Figure 13. Program and Project Expenses

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MAINTENANCE AND OPERATION COSTS

The City of Belton's operating budget can be summarized as the maintenance operations, salaries, and interest payments that provide ongoing services to citizens. As Capital Improvement Projects are completed, operation and maintenance of these new facilities must be absorbed in the operating budget. Operating costs for new facilities may include reductions or increases in maintenance supplies, equipment, and staff. These operating costs are adjusted annually to account for new capital projects or accommodate growth and inflation in maintaining or improving service levels. The City should be careful when considering new projects if operating revenues are unavailable to cover the associated operating costs. The availability of recurring revenues must be considered prior to scheduling the various projects in the program.

CONCLUSION

Infrastructure is the backbone of the community as it provides essential and vital services necessary for a civil and thriving community. Like other cities, the City of Belton is facing the challenge of maintaining aging infrastructure while preparing for growth with a limited budget. As existing infrastructure ages, it is absolutely imperative for the City to invest in renewing these facilities so they continue to operate and serve the citizens as initially designed and constructed. Moderate growth is expected for the City of Belton in the future. The proposed CIP provides a plan to begin addressing these challenges.

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PROGRAM AND PROJECTS SUMMARY

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General, Proprietary, and Special Revenue Funded Programs and Projects								
Project Number and Title	Prior	FY2017	FY2018	FY2019	FY2020	FY2021	Beyond/ Uncertain	Total
Stormwater Maintenance Program	$12,000	$12,000	$12,000	$12,000	$12,000	$12,000	-	$72,000
Street Preservation Program	$725,000	$75,000	$875,000	-	$950,000	-	-	$2,625,000
Annual Waterline Replacement Program	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000	-	$2,400,000
Infiltration and Inflow Reduction Program – Public System	$2,318,957	$1,290,000	$370,000	$1,210,000	$1,200,000	$1,200,000	-	$7,588,957
Infiltration and Inflow Reduction Program – Private System	$350,000	$600,000	$600,000	$600,000	$600,000	$600,000	-	$3,350,000
DW-1 Drinking Water Improvements – Phase 2	$2,200,000	$2,349,000	-	-	-	-	-	$4,549,000
WW-1 Wastewater Treatment Facility Upgrades	$9,847,200	$3,962,000	-	-	-	-	-	$13,809,200
WW-2 Wastewater Collection System Master Plan	-	$300,000	-	-	-	-	-	$300,000
WW-3 Sewer Lining	-	$850,000	$850,000	-	-	-	-	$1,700,000
T-1 155th Street Widening Project	$950,000	$3,544,000	$1,570,000	-	-	-	-	$6,064,000
General, Proprietary, and Special Revenue Funded Project Totals	**$16,803,157**	**$13,382,000**	**$4,677,000**	**$2,222,000**	**$3,162,000**	**$2,212,000**	**-**	**$42,386,157**

Note: Shaded row indicates project is underway.

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Projects with Uncertain Funding Sources								
Project Number and Title	Prior	FY2017	FY2018	FY2019	FY2020	FY2021	Beyond/ Uncertain	Total
DW-2 Drinking Water Improvements – Phase 3	-	$100,000	$3,093,000	$9,273,000	-	-	-	$12,466,000
T-# Cleveland Road Widening	-	-	-	-	-	-	$6,570,000	$6,570,000
T-# Kentucky Road Improvements	-	-	-	-	-	-	$3-4 Million	$3-4 Million
T-# Mullen Road Widening– Phase 1	$82,000	$530,000	$3,988,000	-	-	-	-	$4,600,000
T-# Mullen Road Widening– Phase 2	$82,000	-	-	-	-	-	$8,210,000	$8,292,000
T-# North Cass Connector	$82,000	-	-	-	-	-	$6,607,000	$6,689,000
T-# North Cass Parkway from Mullen Road to Y Highway	-	-	-	-	-	-	$7,950,000	$7,950,000
T-# Markey Parkway Extension to North Scott Avenue	-	-	-	-	-	-	$6,030,000	$6,030,000
T-# Markey Parkway from North Scott Avenue to Westover Road	-	-	-	-	-	-	$5,580,000	$5,580,000
T-# Markey Parkway from Westover Road to Bales Road	-	-	-	-	-	-	$4,150,000	$4,150,000
T-# Markey Parkway from Bales Road to Prospect Avenue	-	-	-	-	-	-	$9,166,000	$9,166,000
T-# Scott Avenue and State Highway 58 Intersection Realignment	-	-	-	-	-	-	$2,533,000	$2,533,000
T-# State Highway 58 and Y Highway Intersection	-	-	$100,000	$800,000	-	-	-	$900,000
Fa-1 Transportation, Water Services, and Parks Maintenance Facility	-	-	-	-	-	-	-	-
Fa-2 Fire Station #3	-	-	$50,000	$650,000	$3,100,000	-	-	$3,800,000
SW-1 Lacy Estates Stormwater Improvements	-	-	-	-	-	-	$3,004,000	$3,004,000
SW-2 Summerset Hills Stormwater Improvements	-	-	-	-	-	-	$1,679,000	$1,679,000
SW-3 Hargis Lake Stormwater Improvements	-	-	-	-	-	-	$2,827,000	$2,827,000
SW-4 162nd Street Stormwater Improvements	-	-	-	-	-	-	$2,175,000	$2,175,000
Uncertain Funding Sources Project Totals	**$246,000**	**$630,000**	**$7,231,000**	**$10,723,000**	**$3,100,000**	**-**	**$70,481,000**	**$92,411,000**
All Project Totals	**$17,049,157**	**$14,012,000**	**$11,908,000**	**$12,945,000**	**$6,262,000**	**$2,212,000**	**$70,481,000**	**$134,797,157**

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PROGRAM DETAIL SHEETS

In the FY2017-2021 CIP there are five Capital Improvement *Programs*. A program can be defined as a portfolio of small projects that are reoccurring on an annual basis. While the five programs are primarily maintenance based, the goal is to improve the City's existing assets.

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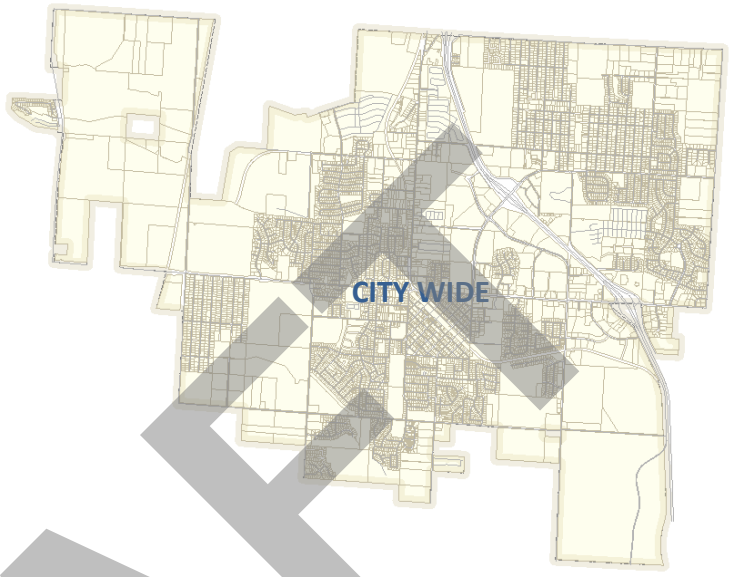
Stormwater Maintenance Program

Department: Public Works - Transportation

Program Description:

The Stormwater Improvements Program includes repairing and replacing stormwater facilities within the City. The Transportation Division's current annual budget for stormwater maintenance activities is $12,000.



Program Justification:

In the 2012 Stormwater Master Plan, the City's stormwater infrastructure was inventoried. There are approximately 48 miles of storm pipes and culverts and over 2,000 inlets and manholes. Long-term maintenance of this system is necessary to prevent future flooding problems, roadway failures, sewer back-ups and other impacts to property and infrastructure. It was estimated that across the entire 48 miles of pipe the required resources to maintain the system annually is about $500,000. This figure includes staff salaries, equipment, and occasional contracting costs for minor reconstruction work.

Program Funding:

There is currently only a fraction of the estimated amount needed to maintain the stormwater infrastructure on an annual basis.

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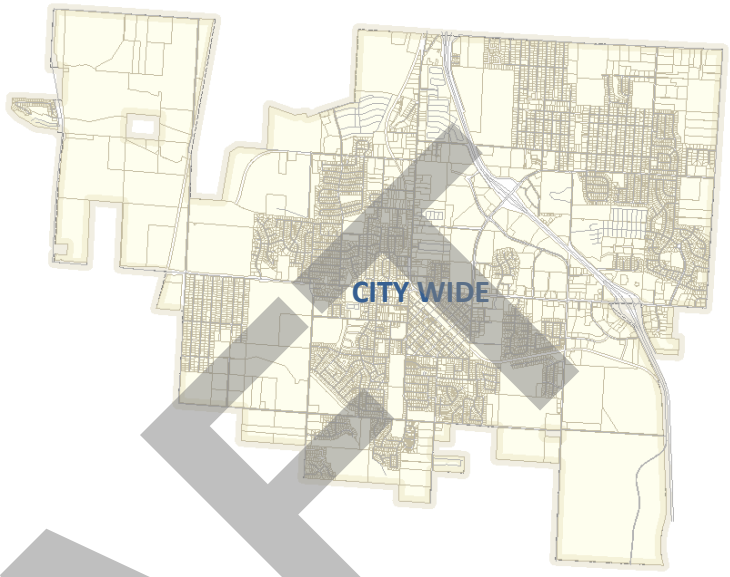
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Design	-	-	-	-	-	-	-	-
Construction	$12,000	$12,000	$12,000	$12,000	$12,000	$12,000	-	$72,000
Total	**$12,000**	**$12,000**	**$12,000**	**$12,000**	**$12,000**	**$12,000**	-	**$72,000**

Street Preservation Program

Department: Public Works - Transportation

Program Description:

Due to funding constraints, the current Street Preservation Program only includes curb replacement, overlay, and chip seal. The City currently has 21 linear miles of public streets that are rated "poor" to "failed". In most cases, the appropriate solution is to complete a full reconstruct of the "poor" to "failed" streets, totaling at a cost of approximately $20 million.



Program Justification:

Staff has a thorough understanding of the condition and needs of the streets based on a recently completed condition assessment. Staff tracks the condition and activities with the Cartegraph system. While there are currently 21 linear miles of streets that predominantly require reconstruction, this number will only increase due to the lack of funding available to maintain the streets that are of higher ratings, or in better condition. In addition to funds needed to complete the full reconstruction of roads, there needs to be a net increase of $900,000 annually in the budget in order to maintain the streets at an acceptable level.

Program Funding:

Although there are a small amount of funds that are budged annually for street preservation, there is a great need for additional funding sources in order to preserve, maintain and reconstruct the streets that are in need. Additional funding sources may include property taxes, sales taxes, general obligation bonds, and gas taxes.

DRAFT

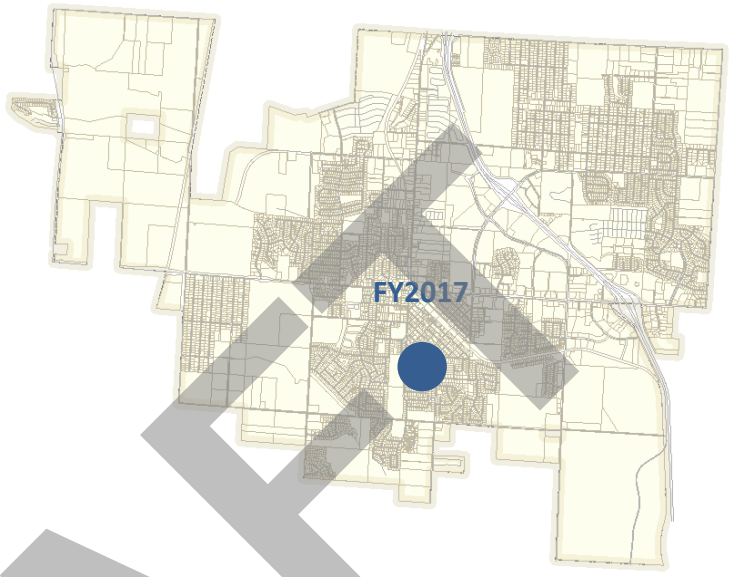
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Design	-	-	-	-	-	-	-	-
Construction	$725,000	$75,000	$875,000	-	$950,000	-	-	$2,625,000
Total	**$725,000**	**$75,000**	**$875,000**	-	**$950,000**	-	-	**$2,625,000**

Watermain Replacement Program

Department: Public Works - Water Services

Program Description:

This program involves replacement of existing waterline pipes at various locations throughout the City. It will include replacing both cast iron and asbestos pipes in a systematic process on an annual basis. Waterlines to be replaced in FY2018 and beyond will be identified in the future and depicted in the figure.



Program Justification:

A Waterline Replacement Program is one of the recommendations of the 2012 Drinking Water Master Plan. The waterlines indicated to be replaced represent the top priority of this program. The program also includes installing several loops in the system to improve fire protection flows at various locations. This program was first included in the CIP two years ago and represents an ongoing transition from development driven improvements to also include a proactive replacement of aging infrastructure.

Program Funding:

This annual program is funded by the water enterprise fund. The financial level of commitment may vary from year to year depending on priority.

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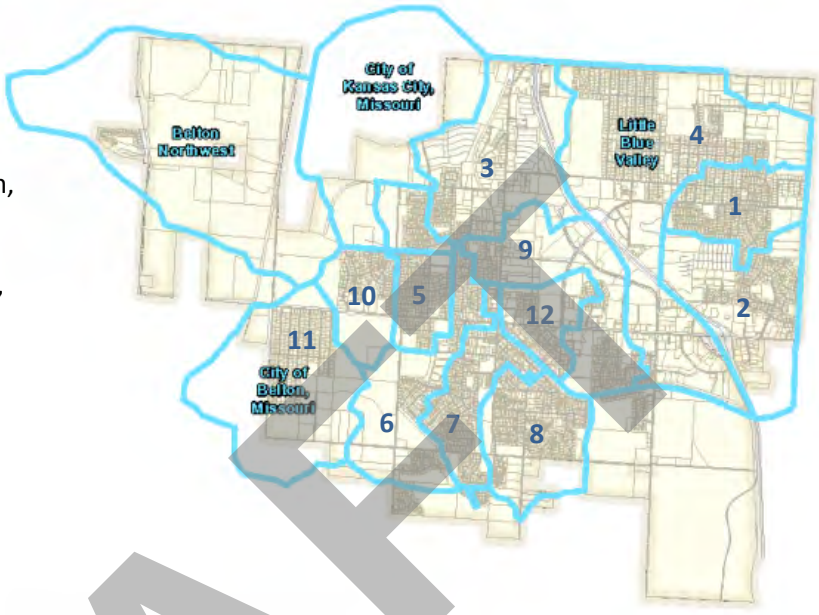
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Design	$130,000	$30,000	$30,000	$30,000	$30,000	$30,000	-	$280,000
Construction	$270,000	$370,000	$370,000	$370,000	$370,000	$370,000	-	$2,120,000
Total	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	-	**$2,400,000**

Infiltration and Inflow Reduction Program - Public System

Department: Public Works - Water Services

Program Description:

This program is the City's Infiltration and Inflow (I&I) Reduction Program. Repairs to sanitary manholes and pipes will prevent rainwater from entering the sanitary system, decreasing costs to treat sanitary sewage. Work in this 5-year period includes rehab in Basins 4, 9, 10, and 12 as well as Basins 1, 3, and 5.



Program Justification:

The City has made a strong commitment to reducing I&I in the collection system. I&I is groundwater and stormwater entering the sanitary sewer system. This causes overloaded sewers and additional costs to unnecessarily treat stormwater. I&I can also cause sewer backup leading to basement flooding. The goal of the City's comprehensive program is to reduce I&I in the system by 40%.

Program Funding:

This 5-year period of the project is funded by the wastewater enterprise fund. Funding may fluctuate depending on other capital projects and operating expenses year to year.

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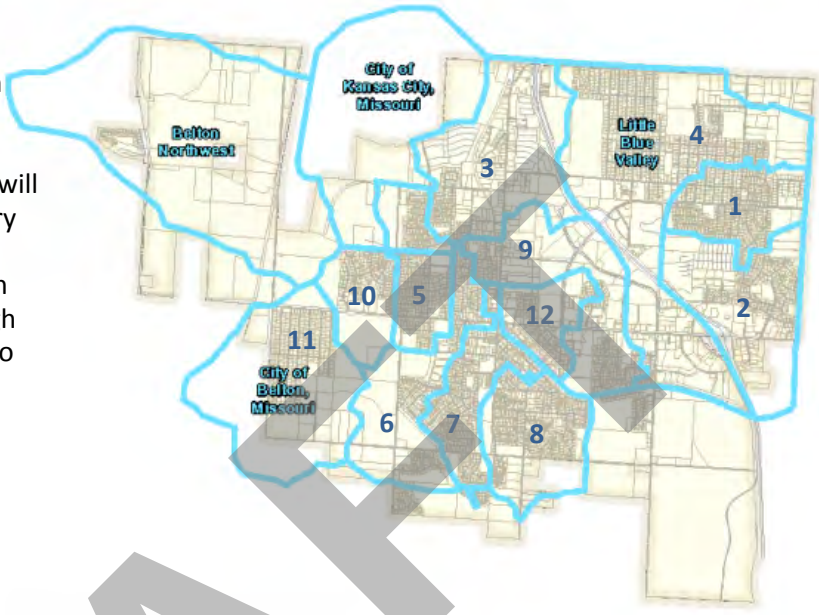
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Design	$225,000	$185,000	$370,000	$130,000	-	-	-	$910,000
Construction	$2,093,957	$1,080,000	-	$1,080,000	$1,200,000	$1,200,000	-	$6,653,957
Total	**$2,318,957**	**$1,290,000**	**$370,000**	**$1,210,000**	**$1,200,000**	**$1,200,000**	-	**$7,588,957**

Infiltration and Inflow Reduction Program - Private System

Department: Public Works - Water Services

Program Description:

This program is the City's Private Infiltration & Inflow (I&I) Reduction Program. Private building evaluations and source removal of clean-outs, downspouts, sump pumps, etc. will prevent rainwater from entering the sanitary system, decreasing costs to treat sanitary sewage. Work in this 5-year period begins in Basin 11 and is expected to progress through basins in order of the highest contributors to I&I.



Program Justification:

The City has made a strong commitment to reducing I&I in the collection system. I&I is groundwater and stormwater entering the sanitary sewer system. This causes overloaded sewers and additional costs to unnecessarily treat stormwater. I&I can also cause sewer back-up leading to basement flooding. The goal of the City's comprehensive program is to reduce I&I in the system by 40%.

Program Funding:

This 5-year period of the project is funded by the wastewater enterprise fund.

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Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Design	$50,000	$60,000	$60,000	$60,000	$60,000	$60,000	-	$350,000
Construction	$300,000	$540,000	$540,000	$540,000	$540,000	$540,000	-	$3,000,000
Total	**$350,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**	-	**$3,350,000**

PROJECT DETAIL SHEETS

In the FY2017-2021 CIP, there are 24 Capital Improvement *Projects*. A project can be defined as an individual enterprise that is carefully planned and designed to achieve a particular aim. Projects unlike programs have a definitive end. Project detail sheets in the CIP are categorized as Drinking Water, Wastewater, Transportation, Facilities, and Stormwater. Within each category, the projects are numbered based on their priority and/or schedule. Rankings for Transportation were determined based on consensus from the City department heads, Planning Commission, and City Council.

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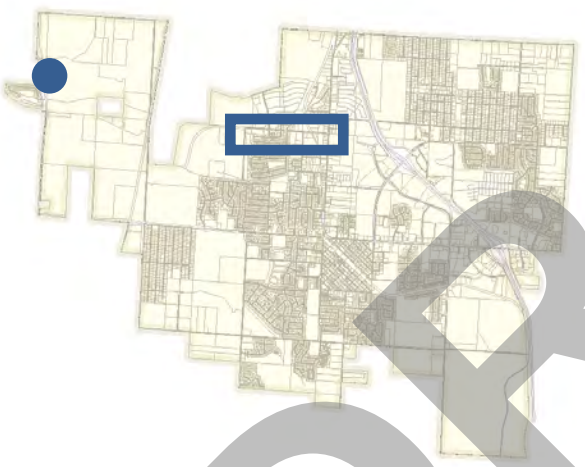
DW-1 Drinking Water Improvements - Phase 2

Department: Public Works

Project Description:
This project is Phase 2 of a multi-phase program to address deficiencies in the City's drinking water system. This project involves improvements to the existing Holmes Road Booster Pump Station, improvements to the existing 300,000 gallon water tower, and construction of a 16" watermain on Markey Road.

Project Justification:
Additional capacity and storage to the City's drinking water system is essential to meet both present and future demand. These improvements will enhance the City's ability to provide water during peak demands. This project is consistent with recommendations provided to the City in the 2012 Drinking Water Master Plan.



Project Funding: Identified

Funding Source:
This project is funded through a State Revolving Loan administered through Missouri Department of Natural Resources. The loan was made available due to voter-approved bonds in 2013.

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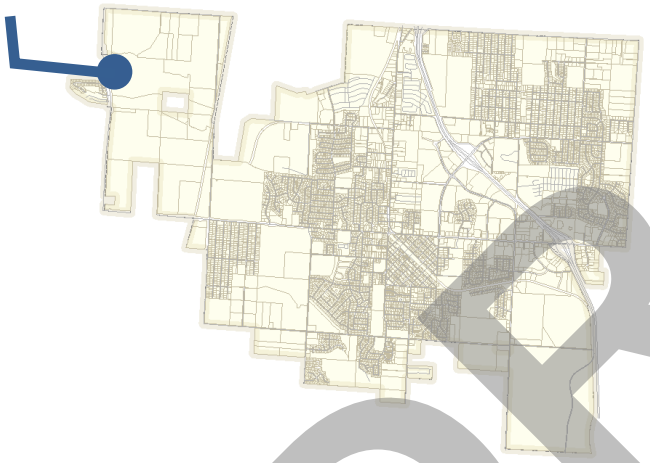
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	$10,000	-	-	-	-	-	-	$10,000
Design	$190,000	$1,716,000	-	-	-	-	-	$1,906,000
Construction	$2,000,000	$600,000	-	-	-	-	-	$2,600,000
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance	-	$33,000	-	-	-	-	-	$33,000
Contingency	-	-	-	-	-	-	-	-
Total	**$2,200,000**	**$2,349,000**	-	-	-	-	-	**$4,549,000**
Op Expense	-	-	$20,000	$20,000	$20,000	$20,000	$20,000	$100,000
Cost Savings	-	-	-	-	-	-	-	-

DW-2 Drinking Water Improvements - Phase 3

Department: Public Works

Project Description:
This project is a continuation of the multi-phase drinking water improvements program and is expected to begin in FY2018. This phase may be a regional effort between several municipalities and includes the construction of 28,000 linear feet of water main and a system development charge to WaterOne of Johnson County Kansas. *Costs provided on this sheet account for only 1 Million Gallon per Day (MGD) of additional capacity; the cost for additional capacity is uncertain at this time.*

Project Justification:
Additional capacity and storage to the City's drinking water system is essential to meet both present and future demand. These improvements will enhance the City's ability to provide water during peak demands as well as provide the City a second source of water. This project is consistent with recommendations provided to the City in the 2012 Drinking Water Master Plan.



Project Funding: To be determined

Possible Funding Source:
As this project's funding source is to be determined, possibilities include it to be funded through impact fees, rates, and bonds.

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Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	$619,000	-	-	-	-	$619,000
Design	-	$100,000	$1,237,000	-	-	-	-	$1,337,000
Construction	-	-	$1,082,000	$8,809,000	-	-	-	$9,891,000
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	$155,000	$464,000	-	-	-	$619,000
Total	**-**	**$100,000**	**$3,093,000**	**$9,273,000**	-	-	-	**$12,466,000**
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

WW-1 Wastewater Treatment Facility Upgrades

Department: Public Works

Project Description:
This project includes a new parallel pump station and force main, realignment of existing force main, replacement of the preliminary treatment facility (headworks), and miscellaneous plant system process improvements.

Project Justification:
New Parallel Influent Pump Station & Force Main: The peak influent flow rates to the existing influent pump station have occasionally exceeded the pumping capacity. As a result, there have been overflows at the upstream manhole.

Headworks Facility: The preliminary treatment equipment in the existing Headworks has reached the end of its useful life. Staff has observed plastics and other undesirable material present after passing through the preliminary treatment facility.

New SCADA System: This improvement is recommended for more effective and effective operation of the treatment plant.

Project Funding: Identified

Funding Source:
This project is funded through a State Revolving Loan administered through Missouri Department of Natural Resources. The City was able to receive the loan due to the voter approved bonds.

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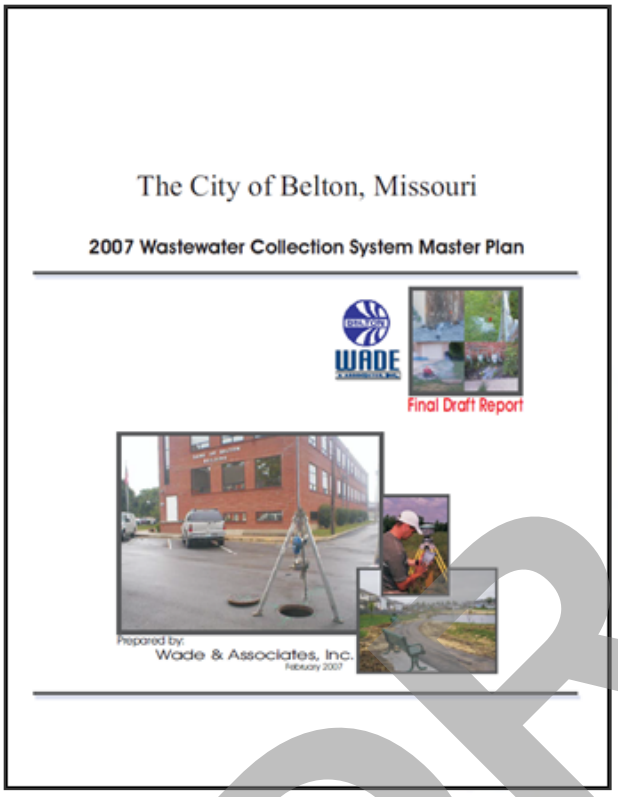
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	$18,800	-	-	-	-	-	-	$18,800
Design	$1,550,000	$250,000	-	-	-	-	-	$1,800,000
Construction	$7,908,400	$3,614,000	-	-	-	-	-	$11,522,400
Utility	-	-	-	-	-	-	-	-
Legal	-	$25,000	-	-	-	-	-	$25,000
Bond Issuance	$370,000	-	-	-	-	-	-	$370,000
Contingency	-	$73,000	-	-	-	-	-	$73,000
Total	**$9,847,200**	**$3,962,000**	-	-	-	-	-	**$13,809,200**
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

WW-2 Wastewater Collection System Master Plan

Department: Public Works

Project Description:
This project includes updating the City's current Wastewater Collection System Master Plan.



Project Justification:
The Collection System Master Plan Update will present the findings of a comprehensive analysis of the capacity of the District's wastewater collection system. The master plan will provide recommendations for updates to the collection system and improvement projects. It is recommended to update the master plan every five years to keep up to date with changes in the system and ensure the right project is completed at the right time to ensure the most efficient use of funding. The latest version of the Collection System Master Plan that the City has was completed in 2007.

Project Funding: Identified

Funding Source:
This project is funded through the wastewater enterprise fund.

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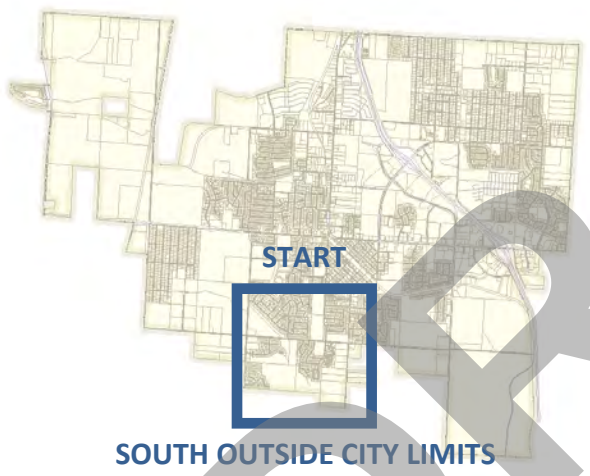
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	-	-
Design	-	$300,000	-	-	-	-	-	$300,000
Construction	-	-	-	-	-	-	-	-
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	-	**$300,000**	-	-	-	-	-	**$300,000**
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

WW-3 Sewer Lining

Department: Public Works

Project Description:
This project includes lining of the City's 27 and 30 inch diameter sanitary sewer interceptor from the current Public Works Maintenance Facility to the 36 inch interceptor. In addition, some 18 inch sewer upstream will be lined under this project.

Project Justification:
The City has made a strong commitment to reducing infiltration and inflow (I&I) in the collection system. I&I is ground water and stormwater entering the sanitary sewer system. This causes overloaded sewers and additional costs to unnecessarily treat stormwater. I&I can also cause sewer back-up leading to basement flooding.The goal of the City's comprehensive program is to reduce I&I in the system by 40%.



Project Funding: Identified

Funding Source:
This project is funded through the wastewater enterprise fund.

Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Construction	-	$850,000	$850,000	-	-	-	-	$1,700,000
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	-	**$850,000**	**$850,000**	-	-	-	-	**$1,700,000**
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

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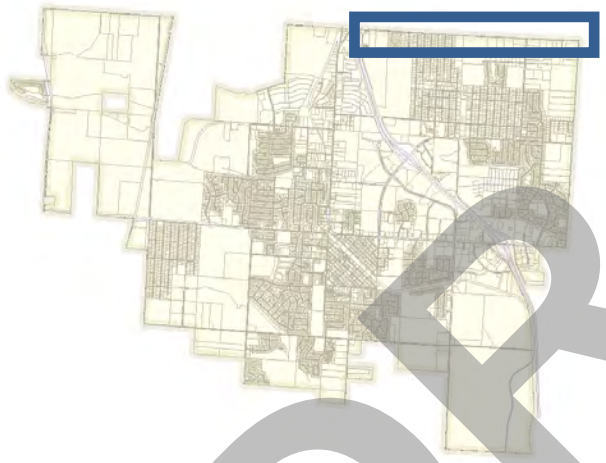
T-1 155th Street Widening

Department: Public Works

Project Description:
This project is the widening of 155th Street from the East Frontage (Outer) Road of I-49 to Harris Avenue. 155th Street will be widened to three lanes with the center lane as a designated turning lane and will include accommodations for pedestrians and bicyclists.

Project Justification:
155th Street runs west to east from the Centerpoint development at the former Richards Gebaur Airport to Ward Road in Lee's Summit. 155th Street is projected to have large increases in traffic in the coming years and is a natural route for traffic to access I-49. Belton has worked with Grandview to secure federal funding through the Mid-America Regional Council utilizing MoDOT's Surface Transportation Program (STP) funding. The STP funding will contribute 80% of right-of-way (ROW) and construction dollars.



Project Funding: Identified

Funding Source:
This project will receive 80% of the ROW and construction dollars through MoDOT's STP funds. The remaining 20% of the ROW and construction dollars, local match, will be split evenly between Belton and Grandview, where each City will pay 10%. Belton's share of the local match and engineering costs will total around $850,000 and be funded through street impact fees.

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Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	$450,000[1]	$450,000[1]	-	-	-	-	-	$900,000[1]
Design	$500,000[2]	$94,000[2]	-	-	-	-	-	$594,000[2]
Construction	-	$3,000,000[1]	$1,570,000[1]	-	-	-	-	$4,570,000[1]
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	**$950,000**	**$3,544,000**	**$1,570,000**	-	-	-	-	**$6,064,000**
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

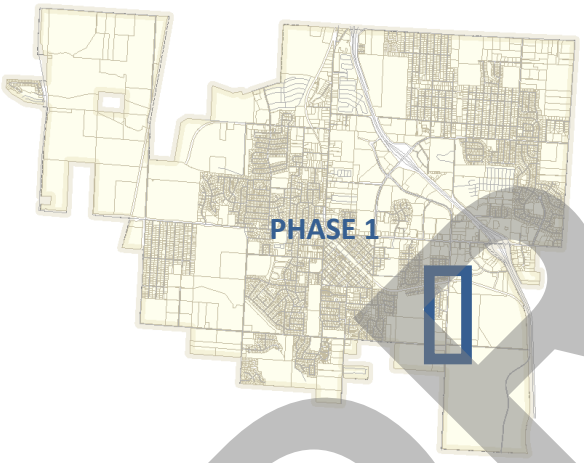
[1] Belton's share of the costs is 10% of the dollar amounts shown above.
[2] Belton's share of the costs is 50% of the dollar amounts shown above.

T-# Mullen Road Widening - Phase 1

Department: Public Works

Project Description:
This project includes two phases of widening Mullen Road to a four-lane roadway with a median, sidewalk and pedestrian trail. The first phase is from Silver Maple Drive to just south of the Cambridge and Mullen intersection.

Project Justification:
The City envisions Markey Parkway and Mullen Road eventually connecting the interchanges of 163rd Street and North Cass Parkway along Interstate-49. A Transportation Development District (TDD) is formed that will provide some funding for this project. The focus of FY2016 expenditures has been towards preliminary design for Phase 1, Phase 2, and the North Cass Connector as well as property acquisition for Phase 1.



Project Funding: To be determined

Possible Funding Source:
This project is supported by a TDD, and the City plans to apply for MoDOT's Surface Transportation Program (STP) funding for Phase 1 of the project.

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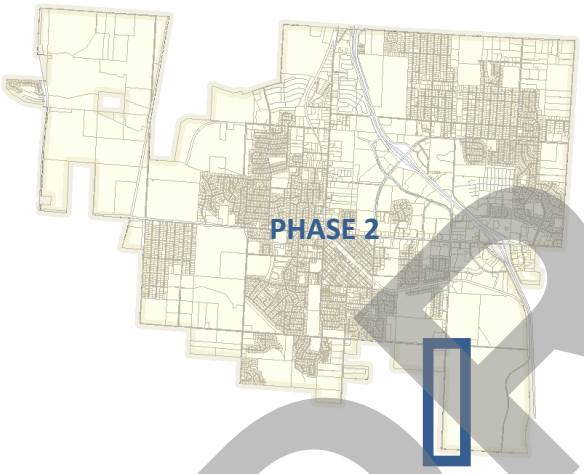
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	$220,000	-	-	-	-	-	$220,000
Design	$82,000	$150,000	-	-	-	-	-	$232,000
Construction	-	-	$3,338,000	-	-	-	-	$3,338,000
Utility	-	$160,000	-	-	-	-	-	$160,000
Legal	-	-	-	-	-	-	-	-
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	$650,000	-	-	-	-	$650,000
Total	**$82,000**	**$530,000**	**$3,988,000**	-	-	-	-	**$4,600,000**
Op Expense	-	-	-	$100,000	$103,000	$107,000	$110,000	$420,000
Cost Savings	-	-	-	-	-	-	-	-

T-# Mullen Road Widening - Phase 2

Department: Public Works

Project Description:
This project includes two phases of widening Mullen Road to a four-lane roadway with a median, sidewalk, and pedestrian trail. The second phase is from just south of the Cambridge and Mullen intersection south to the edge of City Limits.

Project Justification:
The City envisions Markey Parkway and Mullen Road eventually connecting the interchanges of 163rd Street and North Cass Parkway along Interstate-49. A Transportation Development District (TDD) is formed that may provide some funding for this project. The focus of FY2016 expenditures has been towards preliminary design for Phase 1, Phase 2, and the North Cass Connector as well as property acquisition for Phase 1.



Project Funding: Unidentified

Possible Funding Source:
This project is supported by a TDD, and the City plans to apply for MoDOT's Surface Transportation Program (STP) funding for Phase 1 of the project.

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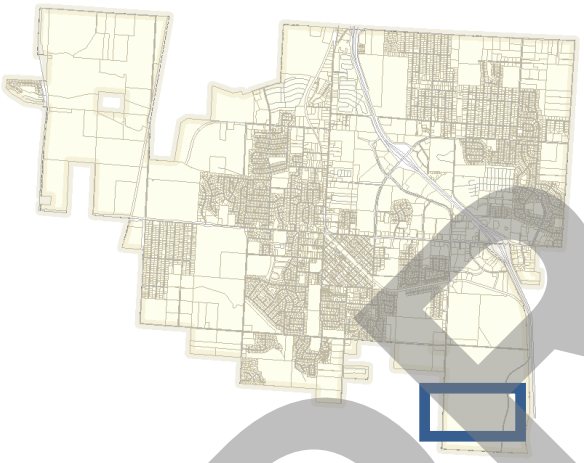
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$552,000	$552,000
Design	$82,000	-	-	-	-	-	$238,000	$320,000
Construction	-	-	-	-	-	-	$5,968,000	$5,968,000
Utility	-	-	-	-	-	-	$320,000	$320,000
Legal	-	-	-	-	-	-	-	-
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$1,132,000	$1,132,000
Total	**$82,000**	**-**	**-**	**-**	-	-	**$8,210,000**	**$8,292,000**
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

T-# North Cass Connector

Department: Public Works

Project Description:
This project is related to Mullen Road Widening Phase 1 and Phase 2 and includes construction of North Cass Parkway from Mullen Road east to the North Cass Parkway and I-49 interchange. North Cass Parkway will be a four-lane divided roadway.

Project Justification:
The City envisions Markey Parkway and Mullen Road eventually connecting the interchanges of 163rd Street and North Cass Parkway along I-49. A Transportation Development District (TDD) is formed that may provide some funding for this project. The focus of the FY2016 expenditures has been towards preliminary design for Phase 1, Phase 2, and the North Cass Connector as well as property acquisition for Phase 1.



Project Funding: Unidentified

Possible Funding Source:
This project is supported by a TDD but dollars to fund property acquisition, design engineering, and construction are unknown.

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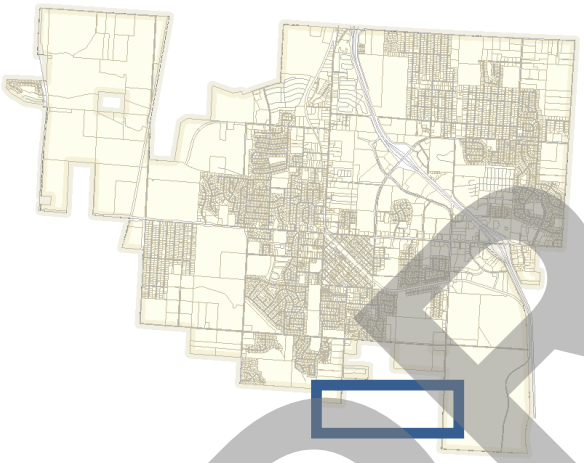
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$733,000	$733,000
Design	$82,000	-	-	-	-	-	$183,000	$265,000
Construction	-	-	-	-	-	-	$4,813,000	$4,813,000
Utility	-	-	-	-	-	-	$10,000	$10,000
Legal	-	-	-	-	-	-	-	-
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$868,000	$868,000
Total	**$82,000**	**-**	**-**	**-**	-	-	**$6,607,000**	**$6,689,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

T-# North Cass Parkway from Mullen Road to Y Highway

Department: Public Works

Project Description:
This project consists of the construction North Cass Parkway to connect Y Highway and Mullen Road. This project has not started the preliminary design phase.

Project Justification:
Like the Markey Parkway Corridor concept, the North Cass Parkway from Mullen Road to Y Highway would provide an additional route to travel in the east-west direction across the City. State Highway 58 is the main east-west corridor but is frequently congested especially in afternoon peaks.



Project Funding: Unidentified

Possible Funding Source:
This project is supported by a Transportation Development District (TDD), but dollars to fund property acquisition, design engineering, and construction are unknown.

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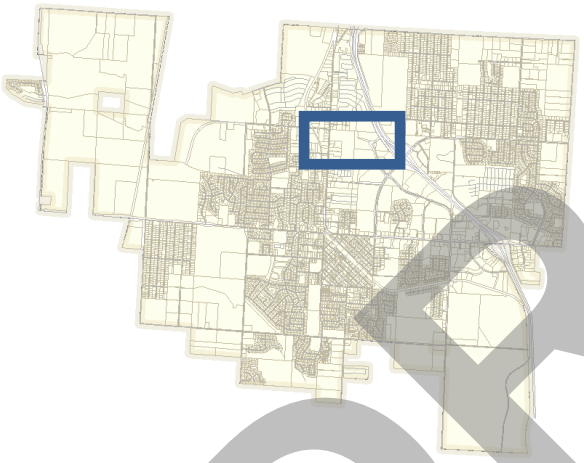
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$1,000,000	$1,000,000
Design	-	-	-	-	-	-	$700,000	$700,000
Construction	-	-	-	-	-	-	$6,000,000	$6,000,000
Utility	-	-	-	-	-	-	$50,000	$50,000
Legal	-	-	-	-	-	-	$50,000	$50,000
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$150,000	$150,000
Total	**-**	**-**	**-**	**-**	-	-	**$7,950,000**	**$7,950,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

T-# Markey Parkway Extension to North Scott Avenue

Department: Public Works

Project Description:
This project consists of the extension of existing Markey Parkway from Quik Trip Way to the intersection of Markey Road and North Scott Avenue.

Project Justification:
This is the next phase of Markey Parkway from the original conceptual design started in 2004. Markey Parkway currently ends at the intersection with Quik Trip Way. This project is expected to connect two major arterial corridors within the City. The link between these two roadways would be beneficial to the City for potential commercial development and a more efficient roadway system.



Project Funding: To be determined

Possible Funding Source:
Possible funding sources may include contributions from a Transportation Development District (TDD), development, grants, and the City.

DRAFT

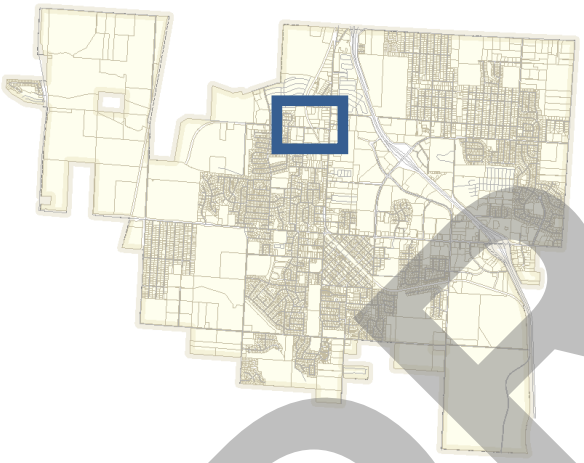
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$1,512,000	$1,512,000
Design	-	-	-	-	-	-	$519,000	$519,000
Construction	-	-	-	-	-	-	$2,970,000	$2,970,000
Utility	-	-	-	-	-	-	$714,000	$714,000
Legal	-	-	-	-	-	-	$100,000	$100,000
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$215,000	$215,000
Total	**-**	**-**	**-**	**-**	-	-	**$6,030,000**	**$6,030,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

T-# Markey Parkway from North Scott Avenue to Westover Road

Department: Public Works

Project Description:
This project includes the reconstruction of Markey Road, becoming Markey Parkway from North Scott Avenue to Westover Road.

Project Justification:
This corridor is a phase of the original Markey Parkway engineering study completed in 2004. Overall, this section of road will eventually help to complete the Markey Parkway loop from the intersection of State Highway 58 and Prospect Avenue to Mullen Road and State Highway 58. The reconstruction of Markey Road will be beneficial to the City as it will provide better access from west Belton and increase capacity for anticipated growth in the City.



Project Funding: Unidentified

Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$425,000	$425,000
Design	-	-	-	-	-	-	$470,000	$470,000
Construction	-	-	-	-	-	-	$3,480,000	$3,480,000
Utility	-	-	-	-	-	-	$905,000	$905,000
Legal	-	-	-	-	-	-	$150,000	$150,000
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$150,000	$150,000
Total	**-**	**-**	**-**	**-**	-	-	**$5,580,000**	**$5,580,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

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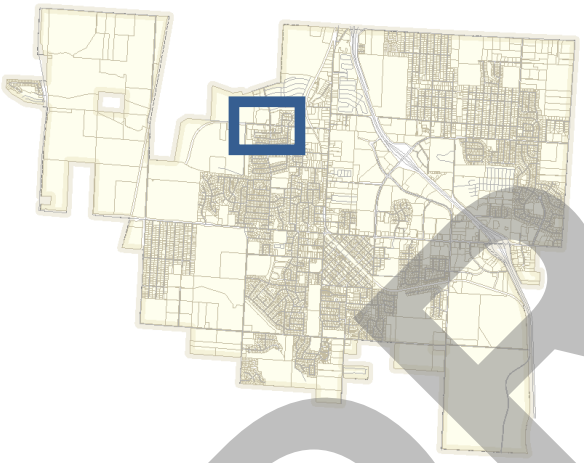
T-# Markey Parkway from Westover Road to Bales Road

Department: Public Works

Project Description:
This project includes the reconstruction of Markey Road, becoming Markey Parkway from Westover Road to Bales Road.

Project Justification:
This corridor is a phase of the original Markey Parkway engineering study completed in 2004. Overall, this section of road will eventually help to complete the Markey Parkway loop from the intersection of State Highway 58 and Prospect Avenue to Mullen Road and State Highway 58. The reconstruction of Markey Road will be beneficial to the City as it will provide better access from west Belton and increase capacity for anticipated growth in the City.



Project Funding: Unidentified

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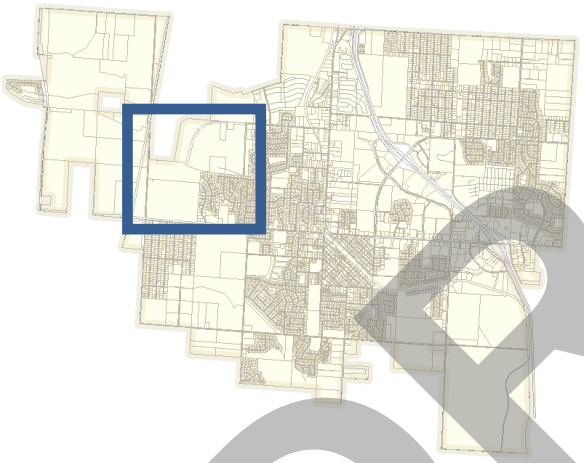
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$160,000	$160,000
Design	-	-	-	-	-	-	$300,000	$300,000
Construction	-	-	-	-	-	-	$2,920,000	$2,920,000
Utility	-	-	-	-	-	-	$535,000	$535,000
Legal	-	-	-	-	-	-	$85,000	$85,000
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$150,000	$150,000
Total	**-**	**-**	**-**	**-**	-	-	**$4,150,000**	**$4,150,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

T-# Markey Parkway from Bales Road to Prospect Avenue

Department: Public Works

Project Description:
This project includes the construction of Markey Parkway from Bales Road to Prospect Avenue.

Project Justification:
This corridor is a phase of the original Markey Parkway engineering study completed in 2004. Overall, this section of road will eventually help to complete the Markey Parkway loop from the intersection of State Highway 58 and Prospect Avenue to Mullen Road and State Highway 58. The reconstruction of Markey Road will be beneficial to the City as it will provide better access from west Belton and increase capacity for anticipated growth in the City.



Project Funding: Unidentified

DRAFT

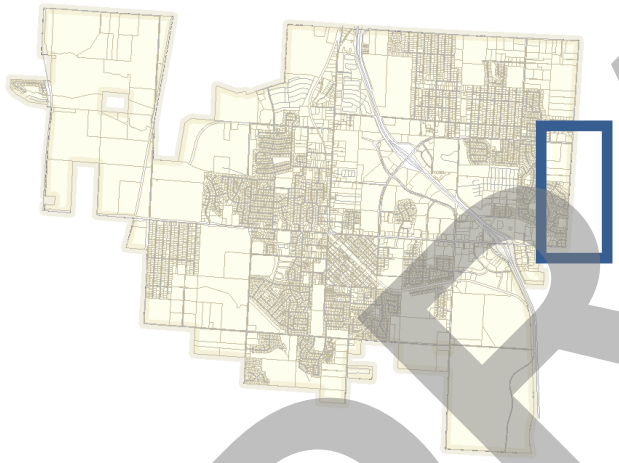
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$733,000	$733,000
Design	-	-	-	-	-	-	$750,000	$750,000
Construction	-	-	-	-	-	-	$7,110,000	$7,110,000
Utility	-	-	-	-	-	-	$58,000	$58,000
Legal	-	-	-	-	-	-	$150,000	$150,000
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$365,000	$365,000
Total	**-**	**-**	**-**	**-**	-	-	**$9,166,000**	**$9,166,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

T-# Kentucky Road Improvements

Department: Public Works

Project Description:
This project includes Kentucky Road Improvements from State Highway 58 to 163rd Street. The scope of this project is yet to be determined, but will likely include resurfacing the 2-lane roadway, adding a third turn lane at 163rd Street and may include ribbon curb, for example, along the roadway.

Project Justification:
Kentucky Road is currently a two lane road with open ditches. There is a significant amount of growth anticipated with respect to traffic volume and general population along this roadway in the near future. Given that both Cities of Belton and Raymore have recently experienced major commercial growth adjacent to Kentucky Road, there is a need for this roadway to be improved.



Project Funding: To be determined

Possible Funding Source:
The Cities of Belton and Raymore may together complete a MoDOT Surface Transportation Program (STP) funding application.

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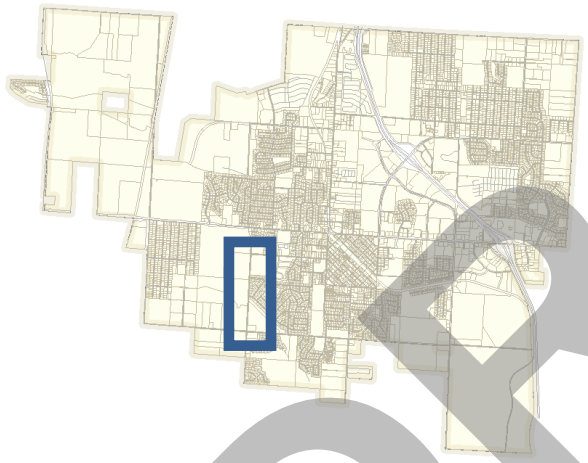
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	**-**	**-**	**-**	**-**	-	-	**$3-4 Million**	**$3-4 Million**
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

T-# Cleveland Avenue Widening

Department: Public Works

Project Description:
This project includes the widening of Cleveland Avenue from London Way to Cambridge Road. There has been no preliminary design complete.

Project Justification:
Cleveland Avenue located south of State Highway 58 is a two lane road with open ditches. With the growth of the City as well as the development of the school facilities along Cleveland Avenue, this section of roadway may need to be widened to arterial standards.



Project Funding: Unidentified

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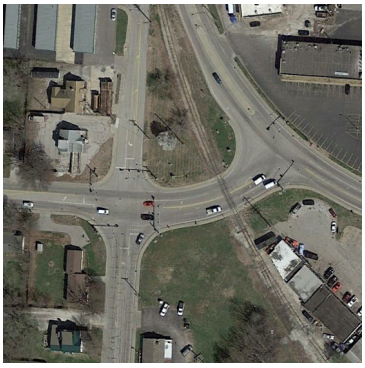
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$773,000	$773,000
Design	-	-	-	-	-	-	$500,000	$500,000
Construction	-	-	-	-	-	-	$4,340,000	$4,340,000
Utility	-	-	-	-	-	-	$557,000	$557,000
Legal	-	-	-	-	-	-	$100,000	$100,000
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$300,000	$300,000
Total	**-**	**-**	**-**	**-**	-	-	**$6,570,000**	**$6,570,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

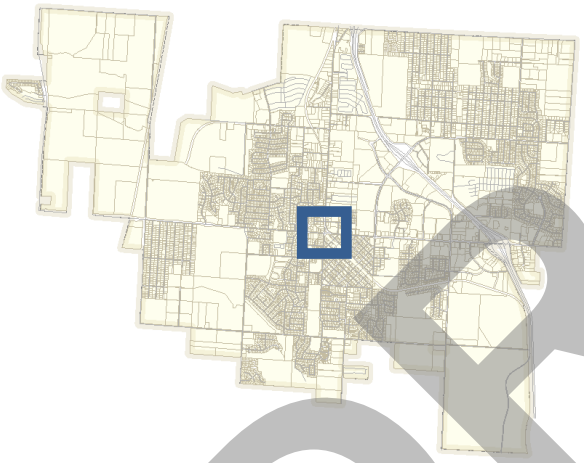
T-# Scott Avenue and State Highway 58 Intersection Realignment

Department: Public Works

Project Description:
This project includes the realignment of the intersection of Scott Avenue and State Highway 58.



Project Justification:
The intersection of Scott Avenue and State Highway 58 is currently offset due to railroad safety requirements. The existing railroad has a very low volume relative to common lines in the region, and this specific crossing is proposed to be removed entirely as a part of this project. It is a high priority that this intersection operate at the most efficient level possible as it is the main corridor connecting east and west Belton and has a traffic volume of approximately 15,000 average daily traffic (ADT).



Project Funding: To be determined

Possible Funding Source:
The City may apply for a MoDOT Surface Transportation (STP) application for this project.

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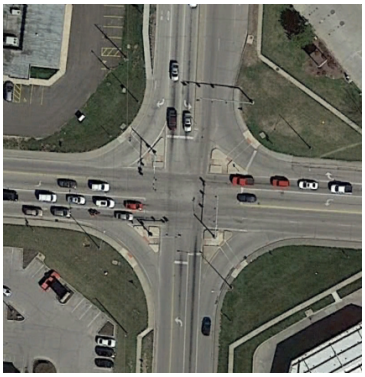
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$62,000	$62,000
Design	-	-	-	-	-	-	$249,000	$249,000
Construction	-	-	-	-	-	-	$1,960,000	$1,960,000
Utility	-	-	-	-	-	-	$162,000	$162,000
Legal	-	-	-	-	-	-	$50,000	$50,000
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$50,000	$50,000
Total	**-**	**-**	**-**	**-**	-	-	**$2,533,000**	**$2,533,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

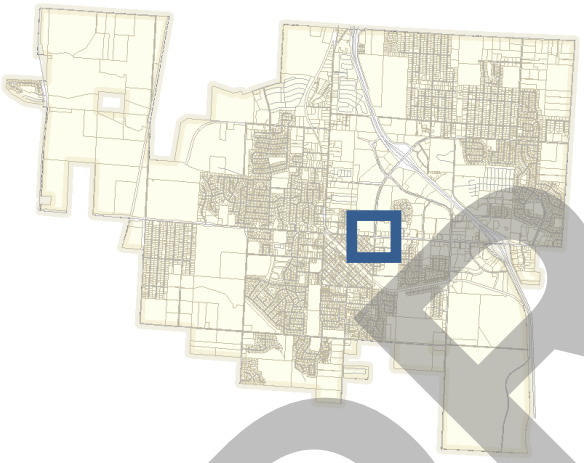
T-# State Highway 58 and Y Highway

Department: Public Works

Project Description:
This project includes modifications to the intersection of State Highway 58 and Y Highway.



Project Justification:
The intersection of State Highway 58 and Y Highway is currently congested due to a limited number of lanes and pedestrian refuge islands within the intersection. Modification of this intersection will provide for additional through lanes to help reduce queue lengths at the intersection, especially during peak hours. It is a high priority that this intersection operate at the most efficient level possible as it is the main corridor connecting east and west Belton and has a traffic volume of approximately 15,000 average daily traffic (ADT).



Project Funding: To be determined

Possible Funding Source:
The City plans to apply for MoDOT's Surface Transportation Program (STP) funds and Staff will look into alternative funding sources such as Congestion Mitigation and Air Quality (CMAQ) funding and Transportation Enhancement (TE) funding.

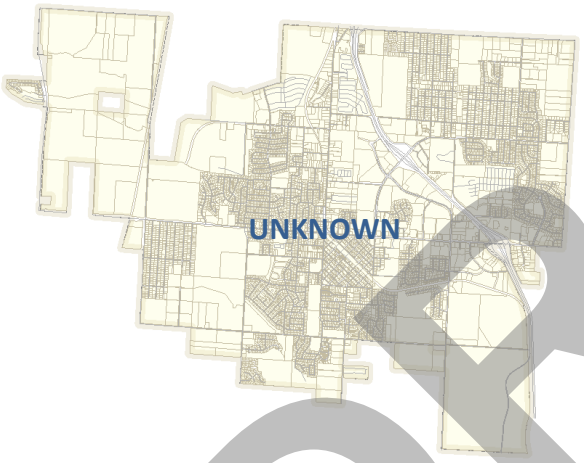
DRAFT

Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	-	-
Design	-	-	$100,000	-	-	-	-	$100,000
Construction	-	-	-	$700,000	-	-	-	$700,000
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	$100,000	-	-	-	$100,000
Total	**-**	**-**	**$100,000**	**$800,000**	-	-	-	**$900,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

Fa-1 Transportation, Water Services, and Parks Maintenance Facility

Department: Public Works

Project Description:
This project will include relocation to a new facility for the Parks Department and the Transportation and Water Services Divisions of the Public Works Department.



Project Justification:
The current facilities for the City of Belton Transportation and Water Services Departments are located at the old Wastewater Treatment Facility. Current facilities are in an undesireable location, in poor condition, and part of the campus is located in the floodplain. The Parks Department is also in need of more space for limited operational purposes.

Until recently, the City had been anticipating that the former SeaBee Facility may be a cost-effective solution, but the facility requires major improvements to make it functional for City purposes.

The City is currently considering other possible locations with the ideal and most strategic location being on North Scott Avenue between State Highway 58 and Markey Road.

Project Funding: To be determined

Possible Funding Source:
It may be best to utilize certificates of participation that would not impact the City's bonding capacity. In any case, these facilities are in urgent need of attention and certainly within the next five years.

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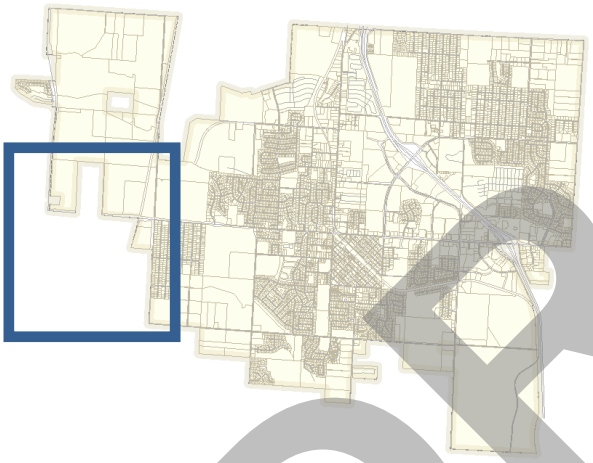
Fa-2 Fire Station #3

Department: Fire

Project Description:
This project involves the location and construction of a fire station west of the intersection of State Highway 58 and Prospect Avenue.

Project Justification:
Fire and EMS response are most effective when the proper resources arrive within six minutes of notification. Therefore, travel distance from facilities to areas served should be targeted to be four to six minutes. Insurance rates are also affected by the proper distribution of fire stations. According to the ISO rating agencies, a location gets the best ratings if you are within five road miles of a Fire Station. Areas within the western and southern City limits are outside of a five-road-mile distance from the closest fire station. There has been interest expressed by a developer in dedicating land for this purpose in the proposed area.



Project Funding: Unidentified

DRAFT

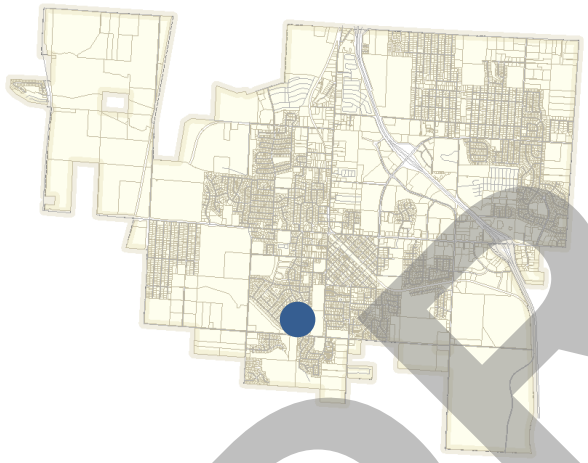
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	-	-
Design	-	-	$50,000	$650,000	-	-	-	$700,000
Construction	-	-	-	-	$2,800,000	-	-	$2,800,000
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	$300,000	-	-	$300,000
Total	**-**	**-**	**$50,000**	**$650,000**	**$3,100,000**	-	**-**	**$3,800,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

SW-1 Lacy Estates Stormwater Improvements

Department: Public Works

Project Description:
The conceptual improvement for this area includes installing a new storm sewer system where none currently exist and upsizing existing pipes to meet design criteria for a 10-year storm event.

Project Justification:
Residential flooding, street flooding, and crumbling pavement are caused because of the lack of a storm sewer system at the upper end of the subdivision. Existing storm sewers at the south end of Lacy Estates are undersized creating flooding problems. This is the #2 priority project in Priority Group 1 as identified in the 2012 Stormwater Master Plan.



Project Funding: Unidentified

Possible Funding Source:
This project may be funded through general obligation bonds.

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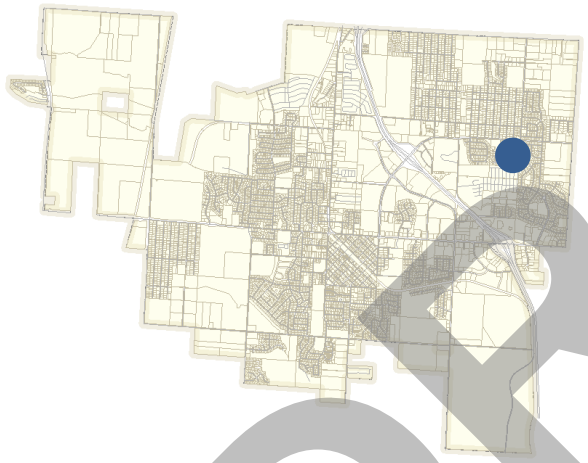
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$180,000	$180,000
Design	-	-	-	-	-	-	$250,000	$250,000
Construction	-	-	-	-	-	-	$1,800,000	$1,800,000
Utility	-	-	-	-	-	-	$180,000	$180,000
Legal	-	-	-	-	-	-	$144,000	$144,000
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$450,000	$450,000
Total	**-**	**-**	**-**	**-**	**-**	-	**$3,004,000**	**$3,004,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

SW-2 Summerset Hills Stormwater Improvements

Department: Public Works

Project Description:
The conceptual improvement for this area includes replacing the entire main line system from the outlet of the system at Somerset Park Lake to east of McKinley Street. While the line is being replaced, an overflow path will be graded over the top of the pipe to carry the water for storms more frequent than the 10-year event.

Project Justification:
The problem consists of reported building flooding in two locations as well as street flooding in five locations. The entire system lacks the capacity for the 5-year storm with houses adjacent to the enclosed system and the overflow path above the pipe being in danger of flooding in frequent events. This is the #3 priority project in Priority Group 1 as identified in the 2012 Stormwater Master Plan.



Project Funding: Unidentified

Possible Funding Source:
This project may be funded through general obligation bonds.

DRAFT

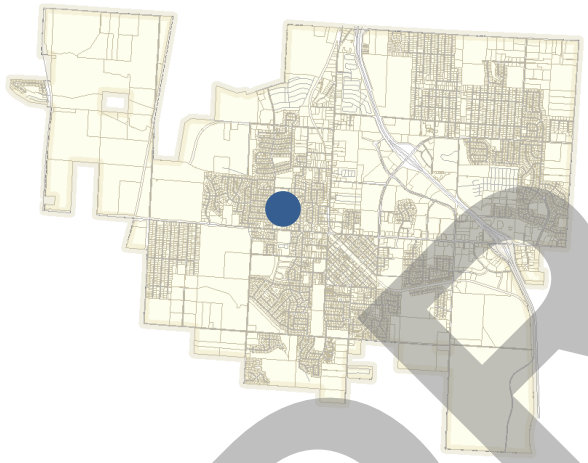
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$97,000	$97,000
Design	-	-	-	-	-	-	$194,000	$194,000
Construction	-	-	-	-	-	-	$970,000	$970,000
Utility	-	-	-	-	-	-	$97,000	$97,000
Legal	-	-	-	-	-	-	$78,000	$78,000
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$243,000	$243,000
Total	**-**	**-**	**-**	**-**	-	-	**$1,679,000**	**$1,679,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

SW-3 Hargis Lake Stormwater Improvements

Department: Public Works

Project Description:
The conceptual improvement for this area provides 100-year storm event protection and includes new storm sewers at key locations, upsized and more efficient inlets, and upsizing main trunk line pipes to box culverts.

Project Justification:
Fourteen residential concerns regarding stormwater flooding, sanitary sewer backup, street flooding, and erosion have been received in the Hargis Lake subdivision. The existing storm system is undersized resulting in significant amounts of overland flow during significant rainfall events. Above ground swales are insufficient to handle the overland flow resulting in fast moving water with home flooding that may be responsible for some surcharging of the sanitary sewer system. This is the #4 priority project in Priority Group 1 as identified in the 2012 Stormwater Master Plan.



Project Funding: Unidentified

Possible Funding Source:
This project may be funded through general obligation bonds.

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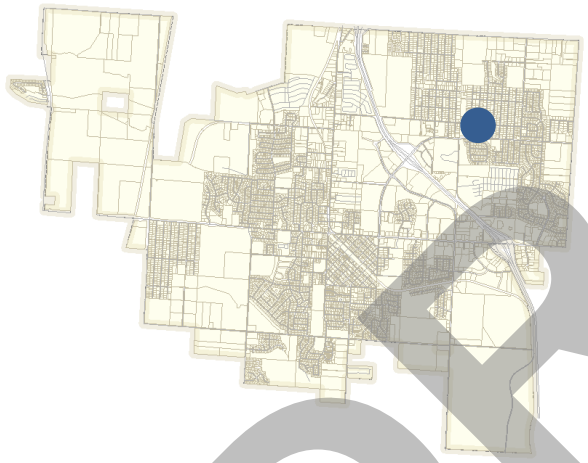
Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$156,000	$156,000
Design	-	-	-	-	-	-	$200,000	$200,000
Construction	-	-	-	-	-	-	$1,559,000	$1,559,000
Utility	-	-	-	-	-	-	$212,000	$212,000
Legal	-	-	-	-	-	-	$170,000	$170,000
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$530,000	$530,000
Total	**-**	**-**	**-**	**-**	-	-	**$2,827,000**	**$2,827,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

SW-4 162nd Street Stormwater Improvements

Department: Public Works

Project Description:
The conceptual improvement for this area includes installing berms and improved ditches around 7111 162nd Street to allow stormwater to be conveyed around the house, expand the natural channel to possibly remove multiple houses from the floodplain. Additional work would include replacing the bridge at 162nd Street to prevent significant street flooding in the 100-year storm event.

Project Justification:
The lack of capacity in the natural channels and culvert at 162nd Street in this area cause reported flooding at one house and street flooding on 162nd Street in large rain events. 16105 Valentine has reported flooding 6 times in 4 years, and modeling for the area indicates 162nd Street overtops in the 10-year rain event. This is the #6 priority project in Priority Group 1 as identified in the Stormwater Master Plan.



Project Funding: Unidentified

Possible Funding Source:
This project may be funded through general obligation bonds.

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Projected Five-Year Cost Schedule								
Breakdown	**Prior**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**	**Beyond**	**Total**
Land	-	-	-	-	-	-	$126,000	$126,000
Design	-	-	-	-	-	-	$252,000	$252,000
Construction	-	-	-	-	-	-	$1,256,000	$1,256,000
Utility	-	-	-	-	-	-	$126,000	$126,000
Legal	-	-	-	-	-	-	$101,000	$101,000
Bond Issuance	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	$314,000	$314,000
Total	**-**	**-**	**-**	**-**	-	-	**$2,175,000**	**$2,175,000**
				-				
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-		-	-	-	-

APPENDIX

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CAPITAL IMPROVEMENT PROCESS

Definition – A capital improvement is a necessary or desirable project that supports or improves infrastructure or facilities and enhances the City's ability to provide safe and desirable services for the benefit of the community and the future of the City of Belton. These projects directly affect the way citizens live, travel, and conduct business within our community. Furthermore, a capital project may be further defined as a project or asset with a minimum total cost of $50,000 resulting in 1) creation of a new fixed asset or 2) enhancement to an existing fixed asset with a life expectancy of at least 20 years.[1] Examples include construction or expansion of public buildings, new storm and sanitary sewers, waterline upgrades and extensions, acquisition of land for public use, planning and engineering costs, and street construction. The Planning Commission reviews the preliminary program for consistency with the comprehensive plan and, if appropriate, submits the preliminary program to the City Council for consideration. The City Council either accepts the program with or without amendments or rejects it. Thus, the CIP becomes an essential guide to basic community improvements.

Identification – The need for capital improvements may be identified by an appropriate master plan, by changes within a growing community, or by regulatory legislation. Planned and coordinated capital improvement project identification enhances the City's ability to change the appearance and make the community more desirable to existing and potential residents, businesses, and industries. Projects are prioritized based on many factors including their critical necessity, effect on property values, city growth, and overall health, safety, and welfare of the citizens.

Creation – When a capital improvement has been identified, the City Engineer or Project Manager defines the scope of the project and prepares a preliminary cost estimate for the design and acquisition of property, if applicable, and construction of the project. These cost estimates are typically conceptual in nature with considerable contingencies included. Each phase of the project will be placed on the CIP, and the City will budget funds accordingly.

[1] The City of Belton is applying accepted accounting practices in the CIP report.

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MODIFYING THE CIP

The proposed five-year CIP for the City of Belton is a fluid document that can be changed as the infrastructure requirements change, development occurs, and funding opportunities become available. Additionally, changing needs and priorities, emergencies, cost changes, mandates, and changes in technology may require the CIP to be updated. As new projects are identified and new revenues become available, projects are added to the annual prioritized funding schedule. Future changes anticipated by the Public Works Department include:

- Transportation Master Plan (TMP): It is recommended that the City develop a TMP in the near future as it would provide a summary of all findings and recommendations developed and culminate in a master recommended action plan to address the City's immediate and long-range transportation needs. The action plan will include capital improvement projects, land use planning and policy modifications, maintenance efforts, and public outreach and education programs. The action plan will be organized and presented in a concise manner whereby actions are prioritized, assigned to appropriate staff with recommended timelines/schedules, budgets, and expected benefits. Belton's CIP will need updating once the TMP is complete.
- Continued focus toward the Livable Streets concepts
- Creation of a Stormwater Utility that generates dedicated revenues for the maintenance of stormwater infrastructure like water and wastewater
- Possible regional efforts in water and wastewater services

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CAPITAL IMPROVEMENTS PLAN IMPLEMENTATION

When a project on the CIP schedule is funded, the City's Project Manager (typically the City Engineer or the Assistant City Engineer) will assume the oversight responsibilities. Although the City has an adopted Project Management Manual (PMM), this section will highlight the fundamentals of project management. The first phase involves securing professional engineering services or moving forward with in-house design services to define the exact scope, detail, and cost of a project. Phase two is the actual design of the project. With the exception of small, easily defined projects, these phases typically occur over a two-year period. This allows for the design to be completed, easements and right-of-way secured, and funding to be identified and authorized for the actual construction of a project.

Design - The Project Manager will negotiate an engineering services contract for the design of a defined project unless the project is to be designed in-house. Architectural and engineering services contracts are awarded to firms strictly based on the firms' qualifications and expertise to perform the work. The selected consultant then submits a schedule of total hours and a scope of services needed to complete the design of the project. Upon award of a design contract, the selected consultant or in-house design team will complete a set of preliminary design plans. After reviewing the preliminary design, the engineering firm or in-house design team may have a public meeting followed by development right of way and easements documents. The legal descriptions and related documents are necessary for all land, right-of-way, and easement acquisitions necessary before proceeding with the project. The consultant or in-house design team will complete the general conditions documentation and any remaining technical specifications for a complete package ready to advertise for construction services. The project is advertised when all land, right-of-way, and easement acquisitions are complete.

Advertisement and Award - The project is advertised for periods of at least two weeks, depending on the complexity of the project. Each contractor must submit with their bid, a bid bond equal to five (5) percent of the contract value and certification of compliance with state prevailing wage regulations. State law requires that all labor by contractors on public improvements must be paid for at prevailing wage rates. When the contract is awarded, the contractor must provide performance and payment bonds that guarantee the acceptable completion of the project. The majority of construction projects managed though the Public Works Department are unit price contracts that define a quantity of product at a specific per unit cost. A minority of projects may result in lump sum contracts for the construction of a structure or new facility.

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Schedule - The project scope defines a construction duration period from the time a "Notice to Proceed" is issued to the point of substantial completion and final completion. The Project Manager will confer with the contractor to assign a construction schedule to define the development of the project within the contracted time. Consideration is given to the project scope, seasonal issues, procurement schedules, job complexity, and other items in the development of a project schedule. The assessment of liquidated damages is included in construction contracts for failure to meet project schedules.

Payments - As construction of the project proceeds, the contractor will submit to the Project Manager an application for monthly payment based upon the estimated percent of project completion. The City Engineer and consulting engineering firm evaluates the progress and approves an appropriate payment. A percent retainage fee (typically five percent) is withheld to assure all tasks are completed before final payment is made.

Changes - When something occurs to change the scope of the construction project, the contractor will request a change order. A change order is an amendment to the original contract that details the scope and cost of the change. All change orders are processed and approved in accordance with the City's adopted purchasing policy.

Substantial Completion - When the contractor has delivered a usable product to the community, a request for payment for substantial completion will be made. At this time, a comprehensive inspection is performed by City staff or the engineering consultant and a punch list of outstanding items is prepared. Upon acceptance of substantial completion, the contractor will be fully paid for all work completed on the project less the 5% retainage held back until final acceptance. The punch list items and all deficiencies must be completed before final acceptance of the project and final payment is approved and made.

Final Acceptance - Final acceptance is achieved when the contractor has completed all punch list and items and has provided the City with a maintenance bond (usually two years from final acceptance) to cover labor material expenses through this warranty period. At the same time, the resident inspector initiates the completion of "as-built" drawings prepared from field records. These records will be delivered to the City. Any unspent moneys authorized for a project will be returned to the CIP fund for reallocation on future projects.

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CIP FUNDING SOURCES

A large component of developing the CIP focuses on the balancing of available resources with the identified budget needs. The process involves reviewing all funding sources used for various capital improvements each year. Consideration must be given to legal limitations of debt capacity as well as the impact of debt issuance on tax rates and user charges. Financial analysis utilizes staff projections of future bond sales, interest rates, population growth, assessed valuation increases, user fees, and other variables. A listing of existing funding sources and definitions follow:

General Fund

The General Fund is the primary operating fund for the City. Expenditures from this fund provide basic City services such as police and fire protection, planning, inspection, engineering, animal control, civil defense, municipal court, and overall basic services such as finance and data processing, personnel, and general administration of the City. Revenue sources include items such as property taxes, sales taxes, franchise taxes, cigarette taxes, fines, business licensing and permitting, grants, allocations from other City departments for services provided, and other small sources. The General Fund can be used to provide funds for programs and projects where shortfalls exist.

Transportation Fund

The Transportation Fund (Street Fund) is used for the Annual Paving Program, Ice and Snow Removal, and Street Maintenance. The main sources of revenue for this fund include a one-half percent transportation sales tax, motor vehicle taxes, and fuel taxes.

Stormwater

The City currently does not have a dedicated revenue source to maintain and improve the storm system and these services are currently provided through the Transportation Fund. As funding street maintenance is a challenge for all cities, it may be in the cities best interest to work toward establishing a stormwater utility.

Water and Wastewater Funds

The Water and Wastewater Funds cover all expenses related to providing water and collecting and treating sanitary sewer for residents and businesses in the City of Belton. The main sources of revenue for the Water and Wastewater Funds come from:

- Rates and User Fees
- Water Tap Fees
- Water and Sanitary Sewer Impact Fees

Arterial Street Impact Fees

Impact fees are to be paid for a development that generates new traffic in the City. Fees are based on the amount of

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traffic the new development will generate. The proceeds of which shall be used for improvements to arterial streets improvements throughout the City.

Capital Improvements Fund

The Capital Improvements Fund is funded solely by a one-half percent capital improvements sales tax. Revenues from this fund are currently committed to debt service on the 71 and Y-Highway interchange project, new Police and Court building, and City Hall Renovations.

General Obligation (GO) Bond Fund

The City is authorized to issue General Obligation Bonds payable from ad valorem taxes to finance capital improvement and equipment upon a two-thirds majority vote and on general election dates, a four-sevenths majority vote of the qualified voters. The Missouri Constitution permits the City to incur general obligation indebtedness for general purposes not to exceed 10 percent of the assessed valuation of taxable tangible property. The City is also permitted to incur general obligation indebtedness not to exceed an additional 10 percent to acquire right of ways; construct and improve streets, sanitary sewers, and storm sewers; and purchase or construct waterworks plants.

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ALTERNATIVE FUNDING SOURCES

Tax Increment Financing (TIF)

Tax Increment Financing provides for the capture of up to fifty percent of the incremental increase in Economic Activity Taxes (sales tax, franchise taxes, utility taxes) and up to one hundred percent of the incremental increase in property taxes on real property in a designated redevelopment project area for a period of up to twenty-three years in order to fund improvements.

Transportation Development Districts (TDD)

Transportation Development Districts are geographic areas that may be designated to levy an additional sales or property tax assessment to pay for transportation related infrastructure improvements.

Special Grants from Federal or State Programs

Grants may be received from the federal, state, and county governments. Grants are available for stormwater, roads, sewers, parks, and public safety equipment.

Federal Community Development Block Grant Program (CDBG)

The Community Development Block Grant Program offers grants to Missouri communities to improve local facilities, address health and safety concerns, and develop a greater capacity for growth. Funds are available for Water, Waste Water, Stormwater, and Transportation.

Neighborhood Improvement District/Community Improvement District (NID/CID)

A Neighborhood Improvement District or Community Improvement District may be created in an area desiring certain public-use improvements that are paid for by special tax assessments to property owners in the area in which the improvements are made. Projects that can be financed through a NID/CID must be for facilities used by the public and must confer a benefit on property within the NID/CID.

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Engineering Division's Criteria for Ranking Transportation Projects

	Rating Points			
Criteria	**3 (Best)**	**2**	**1**	**0**
Motorist & Pedestrian Safety	Need to alleviate existing public health or safety hazard.	Needed to avoid a public health or safety threat.	Needed to enhance or continue to provide safe travel.	NOT needed in order to avoid a motorist or public safety threat.
Efficient and Green	Required to reduce existing congestion and increase connectivity, or provides alternative routes and encourages sustainable communities.	Required to mitigate an expected increase in average daily trips and/or encourages sustainable communities.	Needed in order to continue to provide a required an acceptable level of service.	NOT needed to improve efficiency or reduce environmental impacts.
Consistency w/ community's planning document(s)	Project is specifically identified in a community plan.	Project is not specifically identified in a plan, but would advance the goals stated in a community plan.	Project has no relationship to or with a community plan.	Project is contrary to the goals and objectives in a community plan.
Financial Feasibility	Financial assistance has been secured and the local match is funded or assistance is not needed.	An application has been or is planned to be filed for financial assistance and the project is competitive and the local match is funded **OR** developer is a likely source for funding.	The project is not affordable without financial assistance, but a funding application has been filed or should be filed, but local match is uncertain **OR** development may be a potential source for funding.	No financial assistance is available and project is not affordable without financial assistance.
Project Readiness-Engineering & Design	Project has been designed and is ready to bid or engineering design is not needed.	The project is currently being designed.	A preliminary engineering report has been prepared, but design work has not been started or design needs are minimal. Could be Design-Build.	Preliminary engineering report has not yet been prepared, only conceptual.

FY2017-2021 Capital Improvement Program

Ranking Sheet for Transportation Projects

Name: _____

Transportation Project	Cost Estimate based on Conceptual Layout	Ranking (1-13, 1 is best)
Cleveland Rd Widening	$6,570,000	
Intersection of Hwy 58 and Y Hwy	$900,000	
Intersection of Scott and Hwy 58	$2,533,000	
Kentucky Rd Improvements	$3,000,000 - $4,000,000	
Markey Parkway to N Scott	$6,030,000	
Markey Parkway from N Scott to Westover	$5,580,000	
Markey Parkway from Westover to Bales	$4,150,000	
Markey Parkway from Bales to Prospect	$9,166,000	
Mullen Rd Widening - Phase 1	$4,600,000	
Mullen Rd Widening - Phase 2	$8,292,000	
N Cass Connector	$6,689,000	
N Cass Parkway from Mullen to Y Hwy	$7,950,000	
Street Preservation Program	Current Level: $1,900,000 in 5 years Needs-based Level: $20,000,000 in 5 years	

City of Belton
September 16, 2015