



**AGENDA  
CITY OF BELTON  
PLANNING COMMISSION  
MEETING AND PUBLIC HEARING  
MONDAY, OCTOBER 21, 2013 - 7:00 P.M.  
CITY HALL ANNEX, 520 MAIN STREET**

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- I. CALL MEETING TO ORDER**
- II. ROLL CALL**
- III. APPROVAL OF THE MINUTES OF THE SEPTEMBER 16, 2013, PLANNING COMMISSION MEETING**
- IV. PUBLIC HEARING**
  - A. Consideration of a Special Use Permit to allow a home daycare business to operate at 307 Hargis Lane.
- V. PLAT & DEVELOPMENT PLAN**
  - A. Consideration of a Preliminary Plat for Belton Gateway located northwest of 163<sup>rd</sup> Street and I-49.
  - B. Consideration of a Preliminary Development Plan for Belton Gateway located northwest of 163<sup>rd</sup> Street and I-49.
- VI. PRESENTATION**
  - A. Update - North Scott Corridor Plan.
- VII. DIRECTOR'S REPORT**
- VIII. NEXT MEETING DATE: November 4, 2013**
- IX. ADJOURNMENT**

**MEETING MINUTES**

**SEPTEMBER 16, 2013**

**Minutes of Meeting**  
**Belton Planning Commission**  
**City Hall Annex, 520 Main Street**  
**September 16, 2013**

**CALL TO ORDER**

Chairman Holly Girgin called the meeting to order at 7:00 p.m.

**ATTENDANCE**

*Commission:* Chairman Girgin, Mayor Jeff Davis, Councilman Tim Savage, Commissioners Sally Davila, Tim McDonough, Steve Finn, Chuck Crate, and Larry Thompson.

*Staff:* Jay Leipzig, Community and Economic Development Director; Zach Matteo, City Engineer; Robert Cooper, City Planner; and Ann Keeton, Community Development Secretary.

*Absent:* Commissioner Chris Christensen

**MINUTES**

Mayor Jeff Davis moved to approve the minutes of the August 5, 2013 meeting. The motion was seconded by Commissioner Thompson. All members present voted in favor and the motion carried.

**PUBLIC HEARING** – Digital Pricing Sign 1307 E. North

Mr. Cooper presented the staff report about a Special Use Permit (SUP) application to allow a digital pricing sign for the Hy-Vee gas station located at 1307 E. North. He displayed pictures which showed the existing Hy-Vee sign and the proposed pricing sign. Mr. Cooper gave a brief history about the site and he described the size and the location of the sign. He went on to say the light from the sign would be low intensity to prevent glare. There will be no increase in the height or cabinet size of the modified sign according to Mr. Cooper. Staff recommended approval of the SUP with one condition.

Chairman Girgin opened the public hearing at 7:05 p.m. The hearing was being held to receive public input regarding an SUP application to allow a digital pricing sign to be located at 1307 E. North Avenue.

Brenda Slivinski, 910 Englewood Drive, Kearney, Missouri spoke in favor of the sign. According to Ms. Slivinski, the existing signage is hard to see so they are anxious to upgrade the existing sign to make the fuel prices more visible.

Ms. Slivinski answered questions about the appearance of the digital pricing sign. Mayor Davis gave recognition to Hy-Vee's impact in the Belton Community.

As there was no additional public input, Chairman Girgin closed the public hearing at 7:07 p.m.

There was a brief discussion about the overall sign size, and the requirements for electronic message signs, section 30.9 of the Unified Development Code (UDC). Commissioner McDonough moved to approve the Special Use Permit to allow a digital price sign on the existing Hy-Vee gas/convenience store pole sign at 1307 E. North Avenue with the following condition: 1) the applicant shall comply with all the requirements as outlined in Section 30-9 of the UDC. The motion was seconded by Commissioner Davila. It was reported that staff spoke with the City attorney regarding administrative approval for digital pricing signs, but the attorney's opinion was that public approval through the SUP process is the preferred approval process. When a vote was taken, the following was recorded: Ayes: 8 – Chairman Girgin, Mayor Davis, Councilman Savage, Commissioners Davila, McDonough, Finn, Crate, and Thompson. Noes: none. Absent: 1 – Commissioner Christensen. The motion carried.

#### **PRESENTATION – Capital Improvement Plan (CIP)**

Mr. Matteo gave a PowerPoint presentation to share information about an early draft of the City CIP. Thirty-one projects have been identified for inclusion in the CIP according to Mr. Matteo, and he went over the CIP adoption schedule. He named five categories that are presently included in the draft and those are stormwater, drinking water, waste water, transportation and fire. Mr. Matteo went over projects included in each category and identified the project funding sources. Mayor Davis indicated the public is interested in the status / priority of some of the CIP projects, and Mr. Matteo stated he will post a draft of the CIP on the City's website.

Councilman Savage initiated a discussion about how decisions are made when prioritizing CIP projects. Mr. Matteo explained how CIP projects are prioritized, reporting that master plans steer priorities in some categories and development influences priorities in other categories. It was suggested that improvements to Cambridge and Cleveland be considered for inclusion in the CIP.

#### **DISCUSSION – Building Incentives**

Mr. Leipzig reported staff has been meeting with area builders, lenders and realtors to ascertain ways to stimulate residential building construction. Staff is examining ways to create the type of neighborhoods people want to live in. He told of other cities efforts to encourage residential building and the varied results. Staff met with personnel from the Home Builders Association (HBA) according to Mr. Leipzig. He said the City attorney is reviewing a proposal which would pay the builder's entry fee for the spring or fall Home Builders Show for homes with a valuation of \$250,000 or greater, in addition to a 50% reduction in the building permit fee for a maximum of 20 new houses. There have also been discussions with the school district about sharing some of the costs associated with the proposed building incentive.

Mr. Leipzig was questioned about deficient infrastructure leading to subdivisions and existing available sites that could accommodate the proposed type of houses. He listed subdivisions where the proposed category of houses could be built. Councilman Savage suggested the City consider how to improve some of the inadequate roadways with ditches in order to attract quality developments. Mayor Davis spoke of some impending roadway improvements and indicated there may be future improvements to Kentucky Road. He expressed concern that there are areas in the City with narrow roads and deep ditches and suggested the Council develop a plan for future improvements. The infrastructure improvements that

have taken place in a neighboring city were mentioned. Mr. Leipzig announced that staff is researching ways to develop a marketing package for City subdivisions that are currently vacant.

#### **DIRECTOR'S REPORT**

Mr. Leipzig reported on the status of the Markey Parkway project extension to Mullen Road which he said is slated to be completed by June 2014. He went on to say the area is getting a lot of interest from developers.

Menards is moving forward with their project and "coming soon" signs will soon be set up on the site.

The North Scott Corridor Plan is being created by a UMKC intern who has recently spent time working for the City. Preliminary plan ideas may be presented at a Commission meeting in October.

Mr. Leipzig announced the Public Works Department is an accredited public works department and is one out of four in the State of Missouri. He described the review process the public works department went through to become accredited.

#### **ADJOURNMENT**

Commissioner Crate moved to adjourn the meeting. Commissioner Thompson seconded the motion. All voted in favor and the meeting adjourned at 7:45 p.m.

Ann Keeton  
Community Development Secretary

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**SPECIAL USE PERMIT**

**307 HARGIS LANE**

**CHILDCARE BUSINESS**



**BELTON MISSOURI - PLANNING COMMISSION  
REGULAR MEETING – CITY COUNCIL ROOM  
CITY HALL ANNEX, 520 MAIN STREET  
MONDAY, OCTOBER 21, 2013 – 7:00 P.M.**

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STAFF REPORT: Robert G. Cooper, City Planner

**CASE #SUP13-11**

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

**Location:** 307 Hargis Lane

**Legal Description:** Hargis Gardens, Lot 7, Block 4

**Owner / Applicant:** Thaddeus Lavon Duke (property owner) / Christina Duke (applicant / business owner)

**Size of Site:** 86-ft. x 125-ft. (10,750-sq. ft.) / 0.25-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:

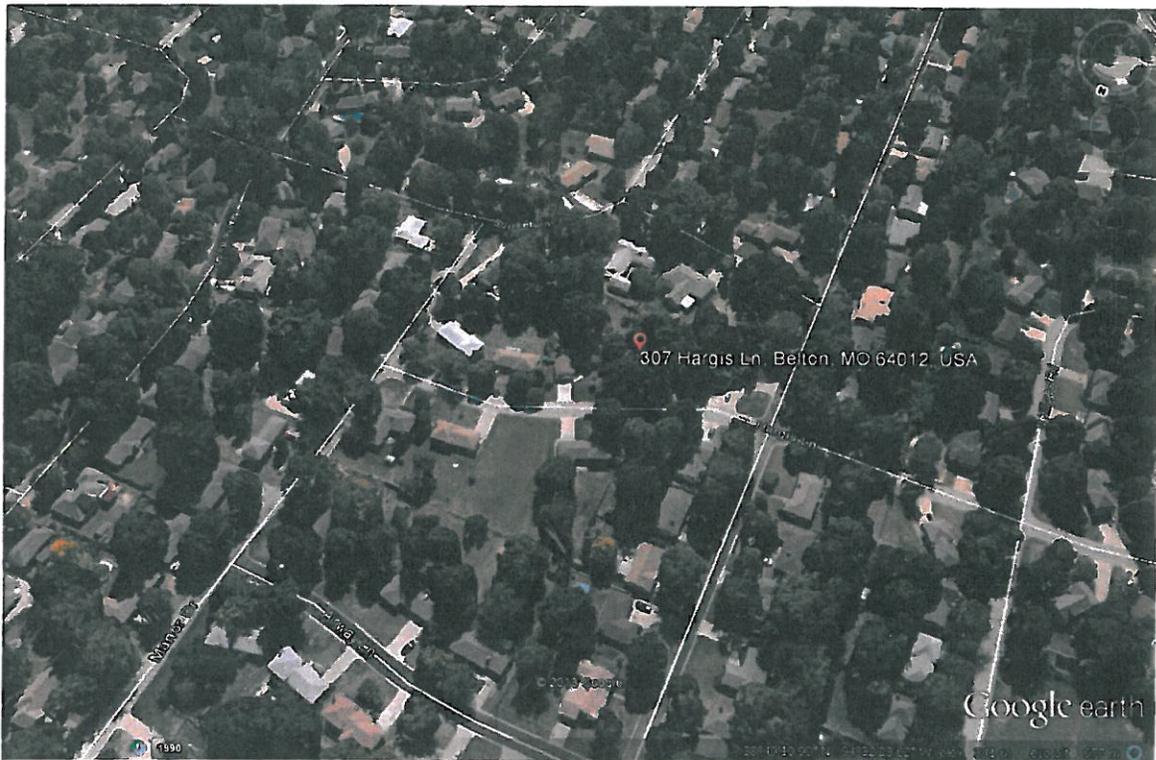
- a. Day care homes and centers must be licensed by and in compliance with all state and local laws governing such facilities;
- b. Any outdoor areas used by the facility as recreational areas must be enclosed by a fence no less than 42-inches in height;
- c. Day care homes and centers must include a 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, Christina Duke, has contacted the City to gather information on what requirements are needed to operate a home child care business at 307 Hargis Lane.

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 2,525-sq. ft. residential house at 307 Hargis Lane was originally constructed in 1964 as a split-level wood-frame... has seven (7) rooms with four (4) of them as bedrooms, with two (2) full size bathrooms and one (1) toilet room including a full basement. The garage is a four stall.

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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 neighborhood have a minimum lot size of 0.25 and 0.35 of an acre. These moderately large residential lots will help mitigate any potential negative affect a use of this type may produce.

### **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 building, it appears there will be ample parking. Currently, there are no restrictions for on-street parking along Hargis Lane.

There is direct access from Hargis Lane 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 additional access or 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.

### **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. Applicant's Business Plan, Policy & Procedures
2. Photo's of interior play / study areas
3. Public Comment letter

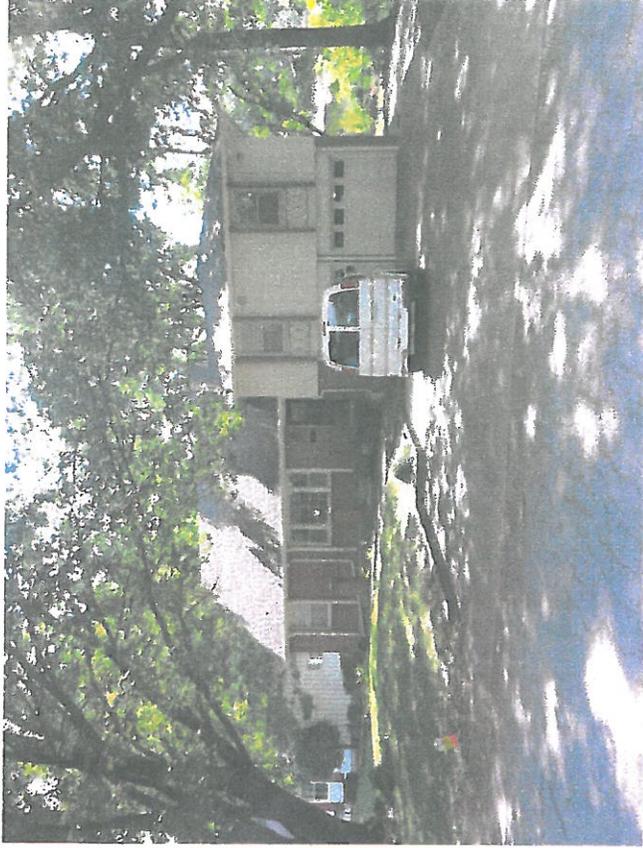
FILE COPY

RECEIVED SEP 27 2013

## Main Entrance & Front Yard/Parking

(5 car driveway, along with two car garage, for resident vehicles)

(Child care children will not be permitted to play in front yard)



RECEIVED

SEP 27 2013

# Back Yard & Garage Storage Entry Way

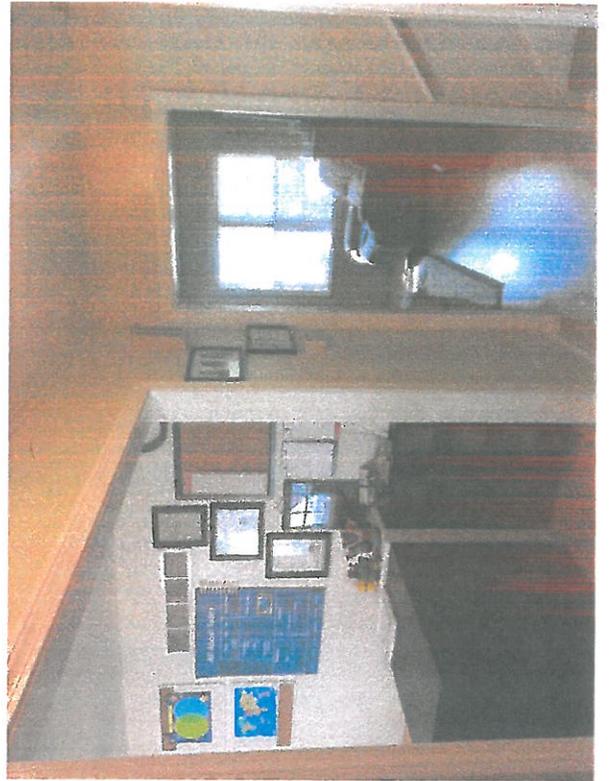
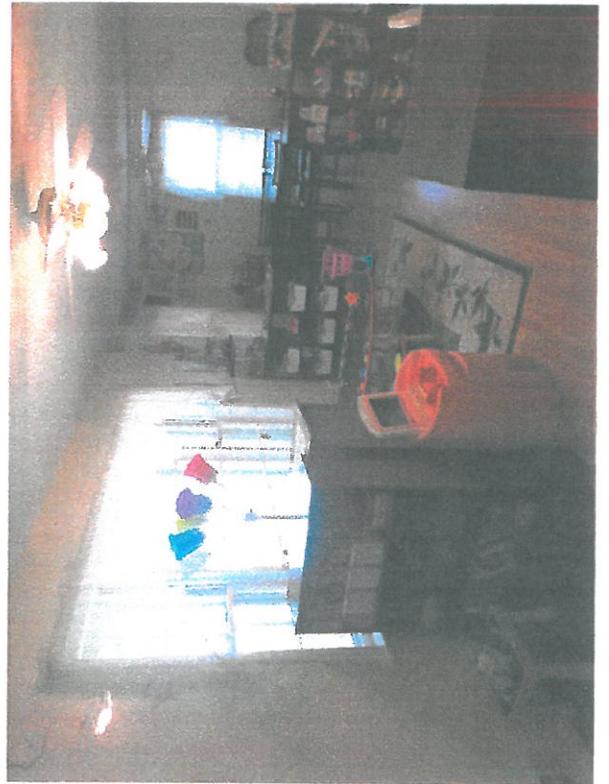
(Back poach is in the process of having a patio fence built)



Playroom

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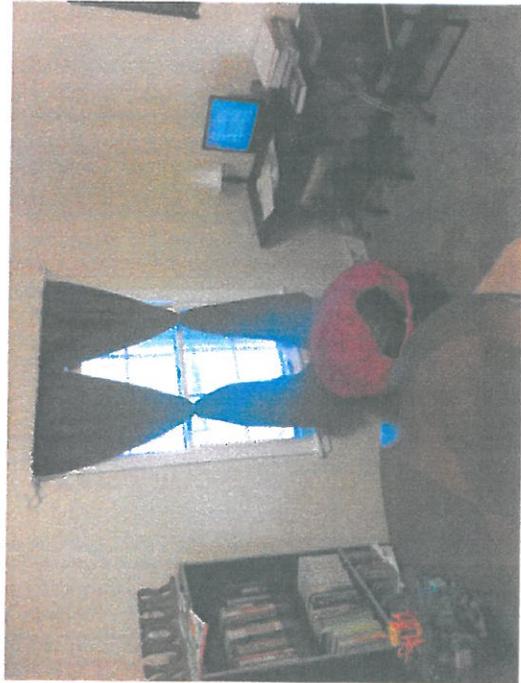
# Playroom, Learning Centers & Meal Area



RECEIVED

SEP 27 2013

# Student Room



**Robert Cooper**

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**Subject:** FW: Rezoning Request for 307 Hargis Lane, Belton, MO

-----Original Message-----

From: Charlotte Miller [<mailto:mmilrproper@cs.com>]

Sent: Wednesday, October 02, 2013 10:38 AM

To: Robert Cooper

Subject: Rezoning Request for 307 Hargis Lane, Belton, MO

Dear Mr. Cooper

We are in receipt of your notification of subject's rezoning request.

We are hereby notifying you that we are adamantly opposed to this rezoning. We shall not be able to attend the meeting since we live out of state. Please make sure that the Belton Planning Commission is made aware of this.

We currently own 303 Hargis Lane, Belton, MO. We know that having this Strong Beginnings Family Child Care, Inc. move into the neighborhood would adversely affect property values. If it was a family just doing child care--that would be a different story. We are looking at additional traffic, no parking available so parents would be parking in front of our house, additional noise in an otherwise quiet residential neighborhood.

If this company wants to move into a building it would be our recommendation that they move into a place that is already zoned appropriately and not break up an otherwise nice residential neighborhood.

Being a Licensed Real Estate Broker in Missouri and Kansas and running my own real estate company I know all too well how this would affect property values in the neighborhood--so please be our voice at this meeting and make our voices heard.

Thank you in advance.

Roy & Charlotte Miller  
Miller Properties  
913 727-2772  
[mmilrproper@cs.com](mailto:mmilrproper@cs.com)

**BELTON GATEWAY**  
**PRELIMINARY PLAT**



**PRELIMINARY PLAT  
'BELTON GATEWAY'**

**PLANNING COMMISSION  
MONDAY, OCTOBER 21, 2013 – 7:00 P.M.  
CITY HALL ANNEX, 520 MAIN STREET**

---

Assigned staff: Robert G. Cooper, City Planner

**CASE #PP13-12**

Consideration of a Preliminary Plat approval for Belton Gateway, a 46.8-acre commercial development, located north and west of Y-Highway, directly west of Quik Trip Way.

**BACKGROUND**

Y-Belton, LLC, (current land owner/developer) is proposing to develop this 46.8-acre tract of land. The city's development review committee had convened on several occasions and met with the developer to discuss and review the elements of the preliminary plat and general layout of the development. The property is currently zoned C-2/P (General Commercial/Planned). The developer is prepared to move forward in the development process and has submitted a preliminary plat in conjunction with a preliminary development plan for this commercial / retail project.

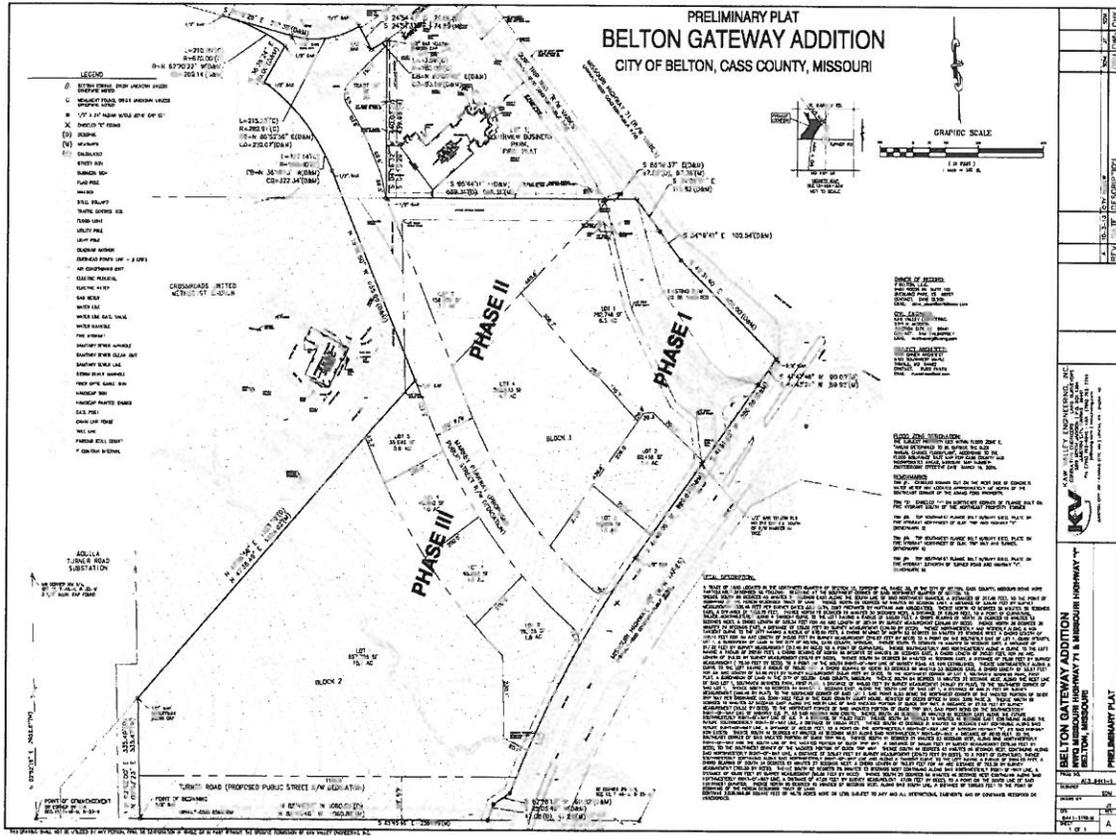
**REVIEW**

The preliminary plat consists of three (3) Phases with multiple Lots. Phase I and Phase II will be developed and built-out first, includes lots 1 thru 5 with Phase III (future development) providing an additional five (5) lots. The City's future land use map identifies this area one of the city's major retail/commercial corridor and entry-way into Belton. Retail stores, restaurants and hotels are a permitted use by-right in this commercial corridor.

The C2 General Commercial District is intended to accommodate mid-size retail and commercial businesses along commercial corridors. Uses in the C2 district have the potential to generate significant auto/pedestrian traffic. Therefore, care must be taken to ensure that traffic and other related impacts are minimized. Since this district is located along major arterials and collectors that serve as gateways into Belton, quality building architecture, landscaping and other site improvements will be required to ensure development enhances Belton's image.

The primary access to the development will be from Y-Highway and the Markey Parkway west connector with signalized intersections.

A portion of the development does not lie within a "Special Flood Hazard Area" (SFHA) as defined by the Federal Emergency Management Agency (FEMA).



**PURPOSE OF THE PRELIMINARY PLAT:**

1. ensures the City of Belton protects and provides for the public health, safety, and general welfare of its residents;
2. helps guide the future growth and development in accordance with the comprehensive plan;
3. provide for adequate light, air, and privacy, and to secure safety from fire, flood and other danger and to prevent overcrowding of the land and undue congestion of population;
4. to protect the character and social and economic stability of all parts of the city and to encourage the orderly and beneficial development;
5. to protect and conserve the value of land throughout the city and the value of buildings and improvements upon the land and to minimize the conflicts among the uses of land and buildings;
6. to guide public and private policy and action in order to provide adequate and efficient transportation, water, sewer, schools, parks, playgrounds, recreation and other public requirements and facilities;
7. to provide the most beneficial relationship between the uses of land and buildings and the circulation of traffic, avoidance of congestion in the streets and highways, heed pedestrian traffic movements in relation to buildings and land uses and provide for proper location and width of streets and building lines;
8. to establish reasonable standards of design and procedures, in order to further the orderly layout and use of land;

9. to insure public facilities are available and have sufficient capacity to serve the proposed development;
10. to prevent the pollution of air, streams, and ponds, and to assure the adequacy of drainage facilities;
11. to preserve the natural beauty of and topography of the city and to ensure appropriate development with regard to these natural features;
12. to provide for open spaces through the most efficient design and layout of the land including the use of average density in providing for minimum width and area of lots.

**Engineering Comments:**

- Permanent utility easements for proposed public sanitary sewer and waterlines, and any necessary drainage easements, must be granted to the City;
- R/W on Turner Road is yet to be determined because of uncertainty with desired level of service. Coordination with the Y-Highway Preliminary Plat approved by the Planning Commission on May 20, 2013 is recommended;
- Recommendation #1 of the traffic study prepared by Kaw Valley Engineering and submitted to the City on October 2, 2013 states “an auxiliary 200’ right turn lane will need to be constructed in conjunction with the extension of Markey Parkway to Scott Avenue.” This comment pertains to the intersection of Missouri Highway Y and the proposed Markey Parkway. The proposed 120’ R/W on the preliminary plat does not appear to be sufficient to add this auxiliary 200’ right turn lane in the future. The R/W shown on the preliminary plat must be widened or adjusted to accommodate this additional right turn lane.

**STAFF RECOMMENDATION**

Engineering, Fire and Planning, staff support the recommendation to approve the Preliminary Plat of the Belton Gateway Plat.

**NOTE:** The approval of the preliminary plat by the Planning Commission does not constitute an acceptance of the subdivision, but is merely deemed to be an authorization to proceed with the preparation of the final plat which requires Planning Commission and City Council approval.

The approval of the preliminary plat shall be effective for two-years. If the final plat for any part of the area covered by the preliminary plat has not been submitted for approval within this specified period, a preliminary plat must be resubmitted to the Planning Commission for approval.

**PLANNING COMMISSION ACTION**

1. Motion to recommend **approval** of the Preliminary Plat of the **Belton Gateway Plat**.
2. Motion to recommend **denial** of the Preliminary Plat of the **Belton Gateway Plat**.
3. Motion to continue the case pending additional information.

**ATTACHMENTS**

1. Preliminary Plat



**BELTON GATEWAY**  
**PRELIMINARY DEVELOPMENT**  
**PLAN**



PRELIMINARY DEVELOPMENT PLAN  
'BELTON GATEWAY'

PLANNING COMMISSION  
MONDAY, OCTOBER 21, 2013 – 7:00 P.M.  
CITY HALL ANNEX, 520 MAIN STREET

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Assigned staff: Robert G. Cooper, City Planner

**CASE #PDP13-12**

Consideration of a Preliminary Development Plan approval for Belton Gateway, a planned commercial / retail Development, located on a 46.8-acre tract of land located north and west of Y-Highway, directly west of Quik Trip Way.

**GENERAL PURPOSE AND DESCRIPTION**

The planned commercial development is a district that is intended to encourage the unified design of commercial, office, retail and institutional uses and facilities or combinations thereof in accordance with an approved comprehensive development plan. This provides for flexibility in the design of buildings, yards, courts, amenities and design excellence.

**DISTRICT SPECIFIC DESIGN STANDARDS**

- **Adequate Circulation System** - The site must be accessible from public roads that are adequate to carry the traffic that will be imposed upon them by the proposed development, and the streets and driveways on the site must be adequate to serve the residents or occupants of the new development. A traffic study shall be submitted in order to determine impacts of the proposed development and necessary improvements to the transportation system.
- **Adequate Public Services** – The development must not impose an undue burden upon public services and facilities, such as fire and police protection and public infrastructure. The development must make adequate provisions for resulting additional system demands imposed upon roads, and streets, water supply and storage, storm sewerage, sanitary sewerage and wastewater treatment. The developer must make arrangements and furnish such performance bonds, escrow deposits or other guarantees as may be determined by the City to be reasonably required to assure consistency of the development with the City's Growth Management Plan.

**PROPOSED PROJECT DEVELOPMENT**

**Design Intent:** The developer indicates the design intent is to capture a new-style commercial shopping destination point, complete with public amenities.

**Phases/Projects:** The following depicts the square-footage and proposed land use by parcel and phase:



**Surrounding Zoning / Use:**

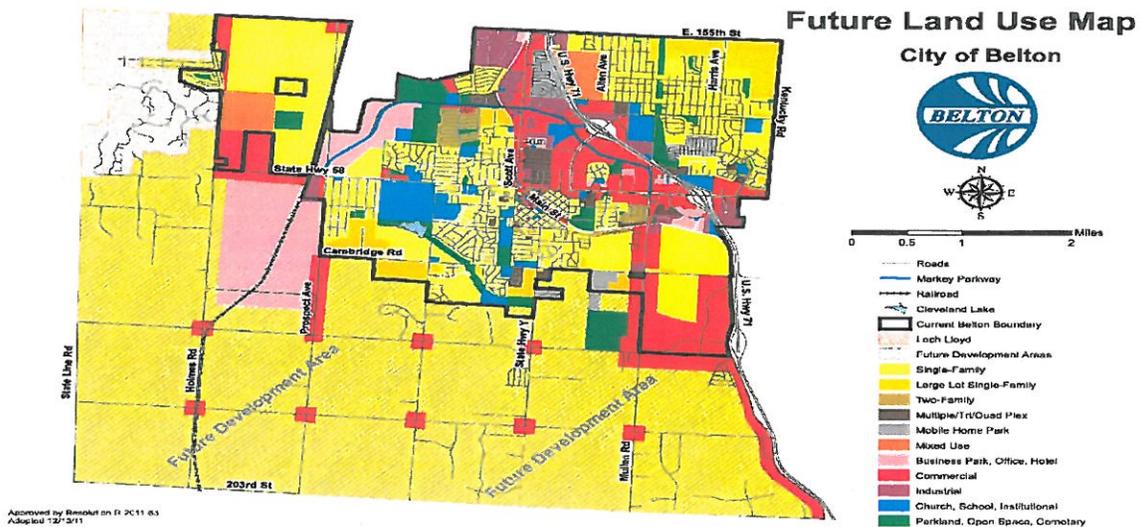
West: C-2P/ General Commercial/Planned / Crossroads United Methodist Church

East: C-2P/ General Commercial/Planned / Undeveloped land

North: C-2/ General Commercial / Master’s Transportation trucking facility

South: C-2P/ General Commercial/Planned / Undeveloped land

**Comprehensive Plan:** The proposed preliminary development plan is in general conformance with the Comprehensive Plan and Future Land Use Map. Missouri statute does not require strict adherence to the Comprehensive Plan...to be used as a guide only.



**PRELIMINARY DEVELOPEMNT PLAN**

**Basic Site Design Criteria**

- a) The form and proportion of buildings shall be consistent or compatible in scale, form, proportion, and design with others on the site.
- b) Buildings shall connect to sidewalks and other pedestrian connections within the site and to adjacent sites.
- c) Other site features must be reasonably compatible within the development, including signage materials or design and landscape location and design.
- d) Parking must be arranged within the site in such a way that all areas of the site may be accessed safely by pedestrians.

**Building Design:** Building design is reflected in the attached renderings.

- 1. Buildings visible from public streets must include at least two of the following features:
  - a) Variations in roof form and parapet heights;

- b) Clearly pronounced recesses and projections;
  - c) Wall plane off-sets;
  - d) Reveals and projections and changes in texture and color of wall surfaces; Ground level arcades and second floor galleries/balconies. Buildings must have architectural features that conceal rooftop equipment, such as HVAC units from public view.
2. Each building must have a clearly defined, highly visible customer entrance featuring at least three of the following elements:
- a) Canopies or porticos;
  - b) Overhangs;
  - c) Recesses/projections;
  - d) Arcades;
  - e) Raised corniced parapets over the door;
  - f) Peaked roof forms;
  - g) Arches;
  - h) Outdoor patios; and
  - i) Display windows.

**STAFF RECOMMENDATION**

Staff recommends **APPROVAL** of application PDP13-12 for the preliminary development plan with the following condition(s):

**Planning**

1. Provide size, location, color and materials of all signs to be attached to building exteriors;
2. Indicate location, size, and materials to be used in all screening of roof-top mechanical equipment;
3. Provide building sections, floor plans indicating dimensions and areas of all floors within proposed buildings;
4. Location, size, type of material and message of all proposed monument or wall signs;
5. Location, height, candle-power, and type of outside lighting fixtures for buildings and parking areas;
7. Location and dimensions of all driveways, parking lots, parking stalls, aisles, loading and service areas and docks. (All assessable parking spaces shall comply with ADA/Accessibility Guidelines. Each accessible parking space shall be identified by a sign, mounted on a pole or other structure located 60-inches (5-ft) above ground measured from the bottom of the sign at the head of the parking stall.);
8. Limits, location, size and material to be used in all proposed retaining walls;
9. Show distance between all buildings, between buildings and property lines and between all parking areas and property lines;

10. Landscape and screening plans shall include the following:
  - a) Size, species, location and number of all proposed landscape materials;
  - b) Notation of all areas to be seeded or sodded;
  - c) Location, size, and materials to be used for all screening, including screening of outside trash enclosures;
  - d) Provide a street lighting plan. The light poles should be metal and all electric lines tunneled underground. The final layout will be reviewed by the city's engineering division for any conflicts within easements.
11. All off-street parking areas are required to have concrete curb and gutter;
12. All off-street parking and loading areas are required to be surfaced with a permanent material such as asphalt, concrete, paving blocks, or other approved material meeting City standards;
13. Every parking space needs to be clearly demarcated by lines painted on the roadway surface. All other roadway markings shall be clearly identified;
14. Provide details on pedestrian access ways/trails. Pedestrian access to buildings shall be provided from rights-of-way and parking areas. Walkways, no less than 8-feet in width must be provided along the full length of the building façade;
15. Provide details on bike/walking trails. The project's trails system shall be in accordance with Mid-America Regional Council (MARC) Metro-Green Plan, the Missouri Livable Streets Design Guidelines, and the City of Belton Parks and Recreation Trails Master Plan. Trails for walking, jogging and biking shall be no less than 10-feet in width and located within dedicated rights-of-way. Trail segments with a minimum of 10-feet shall be constructed at the time of infrastructure improvements;
16. All Best Management Practices (BMPs) shall be utilized;
17. All sidewalks shall be constructed to City design standards. Sidewalks shall be required on both sides of the street in any commercial use district and on all collector and arterial streets. All sidewalks shall not be less than five (5) feet in width along arterial streets. Sidewalks shall be located in the platted street right-of-way, six (6) feet from back-of-curb to near the face of the sidewalk. Walks shall also be installed in any pedestrian easements and be maintained by the abutting property owner.

**Engineering** – The City of Belton Engineering Division has reviewed the preliminary development plan and offers the following comments:

#### **Public Utilities**

- All design and construction of public infrastructure must comply with the City of Belton's Design and Construction Manual, including City standard details;
- Proposed diameters of sanitary and storm sewers, including the proposed 8" diameter sanitary sewer, requires verification from the City Engineer and may need to be increased;

- The connection of the proposed sanitary sewer to the existing system to the south is not depicted. This information must be provided before the sanitary sewer layout can be approved;
- Permanent utility easements for proposed public sanitary sewer and waterlines, and any necessary drainage easements, must be granted to the City;
- A storm water drainage study must be submitted in compliance with Section 5600 of the City's Design and Construction Manual. This drainage study must also address storm water quality requirements as outlined in Section 36-69 Subdivision design of the City's Unified Development Code, and any other storm water requirements per City code. The City is seeking creative solutions to address storm water quality requirements in conjunction with landscaping;
- Comprehensive infrastructure construction plans must be submitted for Engineering review, including, but not limited to: roadways, waterlines, sanitary sewerage, storm sewer, and storm water quality Best Management Practices (BMPs). Plans must depict profiles for all public utilities, and all plan and profile sheets shall have the plan view on the top half of the sheet and profile view on the bottom half of the sheet.

#### **Stream Buffers**

- Development of the property surrounding the existing stream (Phase III) must be in compliance with Chapter 32 of the City's Unified Development Code, specifically stream setback requirements. If the developer seeks to obtain a Federal Clean Water Act Individual 404 Permit for Phase III, this permit must be submitted to the City and approved by the City before any construction of Phase III can occur.

#### **Connection to Turner**

- R/W on Turner Road is yet to be determined because of uncertainty with desired level of service. Coordination with the Y-Highway Preliminary Plat approved by the Planning Commission on May 20, 2013 is recommended.

#### **Traffic Study**

Discrepancies between the preliminary plat/plan and the traffic study prepared by Kaw Valley Engineering and submitted to the City on October 2, 2013 are outlined below, with staff questions, comments and concerns. The following was provided to Kaw Valley Engineering on October 10, 2013.

#### **Report Clarifications/Modifications**

- Please revise the report text to make consistent or provide clarity to the orientation of roadways and turning movements. The page after Figure 3 sets the convention that Quik Trip Way is north/south and Y Highway is east/west, but the text alternates between this convention and true north;

- Traffic count table on this same page shows a peak hour count for Westbound Right as 88, but Figure 4 shows 80;
- Correct the first sentence of the “Future Traffic Projections and Conditions” section on Page 9.
  - Also, please relocate the “Future Traffic Projections and Conditions” section to be located after the “Existing Plus Proposed Conditions” but before the “Recommended Improvements” section;
- Revise Figure 7 to reflect the latest preliminary plan.

#### Questions/Comments on Recommendations

- Recommendation #1 states “an auxiliary 200’ right turn lane will need to be constructed in conjunction with the extension of Markey Parkway to Scott Avenue.” This comment pertains to the intersection of Missouri Highway Y and the proposed Markey Parkway. The proposed 120’ R/W on the preliminary plat does not appear to be sufficient to add this auxiliary 200’ right turn lane in the future. The R/W shown on the preliminary plat must be widened or adjusted to accommodate this additional right turn lane;
- In regard to the Markey/Y Hwy intersection and the Markey/site driveway intersection, recommendation #2 states “the intersections need to be spaced a minimum of approximately 850 LF” while the preliminary development plan spaces these intersections 650 LF. Is it possible to shift the Markey/site driveway intersection further north, to bridge the gap between 650 LF and 850 LF?
  - *Southeast bound approach at Markey/site driveway intersection:* The traffic study recommends 200 feet while the preliminary site plan appears to show 150 feet. Is it possible to make this 200 feet?
  - *Northwest bound approach at Markey/site driveway intersection:* The traffic study recommends 300 feet while the preliminary site plan appears to show 180 feet. Is it possible to make this closer to 300 feet?
  - The preliminary plan does not depict anticipated lanes in the southwest or northbound directions at the Markey/site driveway intersection from the developed sites. Please incorporate the traffic study recommendations into the preliminary plan to fully depict the intersection.
- Recommendation #3 – Is it possible to construct the traffic signal at the Markey/site driveway intersection with Phase 1 and leave it dark until it is needed? The report should discuss specific triggers on when to construct this traffic signal if it is not constructed in Phase 1, or when to activate the signal if it is constructed in Phase 1;
- Recommendation #4 – Traffic study suggests the right-in/right-out upstream of the Markey/Y Hwy intersection be located 730 LF upstream of the intersection. It is difficult

to match the text with the preliminary plan to verify if the two match. The right-in/right-out may need to be shifted closer to the I-49 exit ramp to match the traffic study. Please provide clarification in the report on how these distances are measured;

- Please note in the recommendations sections the final sentence on Page 3 in regard to sight distance at all driveways: “The developer is advised that care should be taken by the site designer to not locate landscaping or development signage within the sight triangles at each driveway.”

**Fire Department** – The City of Belton Fire Marshal’s Office has reviewed the preliminary development plan and offers the following comments:

1. All construction must comply with the provisions of the 2012 International Fire Code (IFC) (or code adopted at time of construction) and City of Belton local amendments and standards;
2. Comprehensive infrastructure construction plans shall be submitted for fire review and acceptance including, but not limited to:
  - a. Fire hydrants – existing and proposed.
  - b. Water mains – public and private.
  - c. Location of overhead utilities. No overhead power lines shall obstruct FD access.
  - d. Location of exterior electric/gas appurtenances;
3. Exterior electric/gas appurtenances subject to vehicular impact will require vehicle impact protection in accordance with Section 312 of the IFC;
4. Provide documentation of current fire flow and impact on water system;
5. Fire flow shall be provided to each building in accordance with appendix B of the 2012 IFC (or standard adopted at time of submittal);
6. All fire department access roads, including parking lots, shall be designed to support the imposed loads of fire apparatus and be provided with an all-weather driving surface in accordance with appendix D of the 2012 IFC (or standard adopted at time of development). Turning radius shall be approved. (30’ Inside, 40’ Outside). Access to the Crossroads Church shall be maintained at all times throughout construction. Approved roadways shall be provided to within 150’ of all portions of all buildings;
7. Dead-end FD access roads in excess of 150’ shall be provided with width and turnaround provisions in accordance with Table D103.4 of the 2012 IFC;
8. Gates across fire department access roads shall meet Belton Fire Department specifications and be in accordance with local fire codes;

9. The design of any traffic calming measures (speed bumps/humps, etc.) proposed in the fire department access shall be approved by the fire prevention bureau prior to installation;
10. Fire department access must be in place and maintained throughout construction;
11. Knox Box fire department access key boxes will be required at several locations throughout the development.
12. Separate fire protection permits will be required for each automatic fire sprinkler system, commercial kitchen hood suppression systems, or other fire protection systems installed;
13. Any blasting that takes place on the site requires a separate permit prior to commencement.

#### **PLANNING COMMISSION ACTION**

1. Motion to recommend approval of the Preliminary Development Plan of 'Belton Gateway', a Planned Commercial Development, for a 46.8-acre tract of land, located north and west of Y-Highway, directly west of Quik Trip Way;
2. Motion to deny the Preliminary Development Plan of 'Belton Gateway', a Planned Commercial development, for a 46.8-acre tract of land, located north and west of Y-Highway, directly west of Quik Trip Way.
3. Motion to continue the case pending additional information.

#### **ATTACHMENTS**

1. Pre-Development Plan

**EXISTING LEGEND**

- △ SECTION CORNER, ORIGIN UNKNOWN UNLESS OTHERWISE NOTED
- MONUMENT FOUND, ORIGIN UNKNOWN UNLESS OTHERWISE NOTED
- 1/2" X 24" REBAR W/CLS #214F CAP SET
- ✕ CHEISEL "X" FOUND
- (D) DESCRIBE
- (M) MEASURED
- (C) CALCULATED
- STREET SIGN
- BUSINESS SIGN
- FLAG POLE
- MAILBOX
- STEEL BOLLARD
- TRAFFIC CONTROL BOX
- FLOOD LIGHT
- UTILITY POLE
- LIGHT POLE
- DEADMAN ANCHOR
- OVERHEAD POWER LINE - # LINES
- AIR CONDITIONING UNIT
- ELECTRIC PEDESTAL
- ELECTRIC METER
- GAS METER
- WATER LINE
- WATER LINE GATE VALVE
- WATER MANHOLE
- FIRE HYDRANT
- SANITARY SEWER MANHOLE
- SANITARY SEWER CLEAN-OUT
- SANITARY SEWER LINE
- STORM SEWER MANHOLE
- FIBER OPTIC CABLE SIGN
- HANDICAP SIGN
- HANDICAP PAINTED SYMBOL
- GATE POST
- CHAIN LINK FENCE
- TREE LINE
- PARKING STALL COUNT
- 1' CONTOUR INTERVAL

**PROPOSED IMPROVEMENTS LEGEND**

- W PROPOSED WATER LINE (SIZE INDICATED ON PLAN)
- PROPOSED STORM SEWER INLET
- ⊙ PROPOSED STORM SEWER MANHOLE
- ⊙ PROPOSED SANITARY SEWER MANHOLE
- S PROPOSED 8" SANITARY SEWER LINE

**AQUILA TURNER ROAD SUBSTATION**

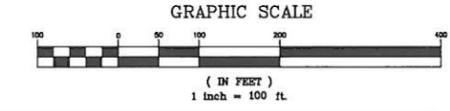
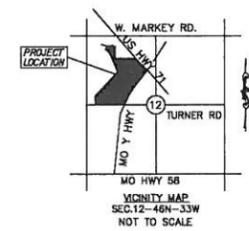
NW CORNER NW 1/4, SEC 12, T-46-N, R-33-W  
3 1/4" ALUM. CAP FOUND

POINT OF COMMENCEMENT  
SW CORNER NW 1/4, SEC. 12, T-46-N, R-33-W

POINT OF BEGINNING  
5/8" BAR

N 85°45'57" W 1060.65'(D)  
N 85°45'46" W 1060.86'(M)

S 62°28'13" W 60.02'(D&M)  
S 25°08'48" W(D&M)  
47.08'(D), 47.23'(M)



PROPOSED LAND USE BY PARCEL				
PHASE	PARCEL	PROP. LAND USE	SQ. FT.	REQUIRED / PROVIDED
PHASE I	LOT 1	SPORTING GOODS RETAILER	58,475	293(5.0) / 294(5.0)
	LOT 2	MIXED RETAIL/RESTAURANT	7,200	36(5.0) / 53(7.4)
PHASE II	LOT 3	MIXED RETAIL/RESTAURANT	7,200	36(5.0) / 45(6.2)
	LOT 4	MOTEL	33,522	168(5.0) / 241(7.2)
PHASE III	LOT 5	RETAIL	19,183 (90 RMS)	80 / 111
	LOT 1	RETAIL	106,350	532(5.0) / 677(6.4)
	LOTS 2-5	TBD		

**OWNER OF RECORD:**  
Y BELTON, L.L.C.  
9400 REDS RD, SUITE 100  
OVERLAND PARK, KS 66207  
CONTACT: DAVE GILSON  
EMAIL: dave.gilson@christaldev.com

**CIVIL ENGINEER:**  
KAW VALLEY ENGINEERING  
2319 N JACKSON  
JUNCTION CITY, KS 66441  
CONTACT: SAM MALINOWSKY  
EMAIL: malinowsky@kvweng.com

**PROJECT ARCHITECT:**  
RUSS EINHEN ARCHITECT  
5702 SOUTHWEST MAPLE  
TRIMBLE, MO 64492  
CONTACT: RUSS EINHEN  
EMAIL: russ@einhen.com

**GENERAL PROVISIONS:**  
1. NET AREA: 2,037,222 SF, 46.8 ACRES.  
2. BUILDING COVERAGE SHALL NOT EXCEED 35% OF THE NET AREA OF THE PLANNED UNIT DEVELOPMENT.  
3. REQUIRED NUMBER OF OFF-STREET PARKING SPACES: 1125  
4. GROSS FLOOR AREA PROPOSED: 231,930

**FLOOD ZONE DESIGNATION:**  
THE SUBJECT PROPERTY LIES WITHIN FLOOD ZONE X. AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, ACCORDING TO THE FLOOD INSURANCE RATE MAP FOR CASS COUNTY AND INCORPORATED AREAS, MISSOURI, MAP NUMBER: 290173C00009E EFFECTIVE DATE: MARCH 16, 2006.

**BENCHMARKS:**  
TBM #1: CHISELED SQUARE CUT ON THE WEST SIDE OF CONCRETE WATER METER BOX LOCATED APPROXIMATELY 50' NORTH OF THE SOUTHEAST CORNER OF THE ADAMS FORD PROPERTY.  
TBM #2: CHISELED "X" ON NORTHEAST CORNER OF FLANGE BOLT ON FIRE HYDRANT SOUTH OF THE NORTHEAST PROPERTY CORNER.  
TBM #3: TOP SOUTHWEST FLANGE BOLT W/BURY STEEL PLATE ON FIRE HYDRANT NORTHWEST OF QUICK-TRIP AND HIGHWAY "Y". (BENCHMARK 3)  
TBM #4: TOP SOUTHWEST FLANGE BOLT W/BURY STEEL PLATE ON FIRE HYDRANT NORTHWEST OF QUICK-TRIP WAY AND TURNER. (BENCHMARK 4)  
TBM #5: TOP SOUTHWEST FLANGE BOLT W/BURY STEEL PLATE ON FIRE HYDRANT 33' NORTH OF TURNER ROAD AND HIGHWAY "Y". (BENCHMARK 5)

**LEGAL DESCRIPTION:**

A TRACT OF LAND LOCATED IN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 46, RANGE 33, IN THE CITY OF BELTON, CASS COUNTY, MISSOURI BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID NORTHWEST QUARTER OF SECTION 12; THENCE SOUTH 85 DEGREES 45 MINUTES 57 SECONDS EAST ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 317.48 FEET; TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED TRACT OF LAND; THENCE NORTH 02 DEGREES 50 MINUTES 00 SECONDS EAST, A DISTANCE OF 335.49 FEET BY SURVEY MEASUREMENT (335.46 FEET PER SURVEY DATED JULY 25TH, 2007 PREPARED BY HUFFMAN AND ASSOCIATES); THENCE NORTH 47 DEGREES 36 MINUTES 56 SECONDS EAST, A DISTANCE OF 1223.79 FEET; THENCE NORTH 19 DEGREES 16 MINUTES 50 SECONDS WEST, A DISTANCE OF 635.99 FEET, TO A POINT OF CURVATURE; THENCE NORTHWESTERLY ALONG A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 550.00 FEET, A CHORD BEARING OF NORTH 36 DEGREES 19 MINUTES 13 SECONDS WEST, A CHORD LENGTH OF 322.34 FEET FOR AN ARC LENGTH OF 327.14 FEET BY SURVEY MEASUREMENT (328.98 BY DEED); THENCE NORTH 36 DEGREES 38 MINUTES 24 SECONDS EAST, A DISTANCE OF 120.00 FEET BY SURVEY MEASUREMENT (120.00 BY DEED); THENCE NORTHWESTERLY AND WESTERLY ALONG A NON TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 670.00 FEET, A CHORD BEARING OF NORTH 62 DEGREES 20 MINUTES 22 SECONDS WEST, A CHORD LENGTH OF 208.14 FEET FOR AN ARC LENGTH OF 210.07 FEET BY SURVEY MEASUREMENT (210.07 FEET BY DEED); TO A POINT ON THE SOUTHERLY LINE OF LOT 1, QUICK TRIP, LOT 1, A SUBDIVISION OF LAND IN THE CITY OF BELTON, CASS COUNTY, MISSOURI; THENCE SOUTH 71 DEGREES 19 MINUTES 28 SECONDS EAST, A DISTANCE OF 217.32 FEET BY SURVEY MEASUREMENT (217.40 BY DEED) TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY AND NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 282.91 FEET, A CHORD BEARING OF NORTH 88 DEGREES 52 MINUTES 56 SECONDS EAST, A DISTANCE OF 75.00 FEET BY SURVEY MEASUREMENT (75.00 FEET BY DEED); TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF MARKEY ROAD, AS NOW ESTABLISHED; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 785.00 FEET, A CHORD BEARING OF NORTH 83 DEGREES 09 MINUTES 53 SECONDS EAST, A DISTANCE OF 53.67 FEET FOR AN ARC LENGTH OF 53.68 FEET BY SURVEY MEASUREMENT (53.41 FEET BY DEED); TO THE NORTHWEST CORNER OF LOT 1, SOUTHWEST BUSINESS PARK, FIRST PLAT, A SUBDIVISION OF LAND IN THE CITY OF BELTON, CASS COUNTY, MISSOURI; THENCE SOUTH 04 DEGREES 16 MINUTES 32 SECONDS WEST, ALONG THE WEST LINE OF SAID LOT 1, SOUTHWEST BUSINESS PARK, FIRST PLAT, A DISTANCE OF 440.03 FEET BY SURVEY MEASUREMENT (439.87 BY DEED); TO THE SOUTHWEST CORNER OF SAID LOT 1; THENCE SOUTH 85 DEGREES 44 MINUTES 11 SECONDS EAST, ALONG THE SOUTH LINE OF SAID LOT 1, A DISTANCE OF 689.31 FEET BY SURVEY MEASUREMENT (689.49 BY DEED); TO THE SOUTHWEST CORNER OF SAID LOT 1, SAID POINT ALSO BEING THE NORTHWEST CORNER OF THE VACATED PORTION OF QUICK TRIP WAY PER ORDINANCE NO. 2009-3522 FIELD IN THE CASS COUNTY COURT HOUSE, REGISTER OF DEEDS OFFICE IN BOOK 3208 PAGE 3; THENCE SOUTH 88 DEGREES 16 MINUTES 37 SECONDS EAST ALONG THE NORTH LINE OF SAID VACATED PORTION OF QUICK TRIP WAY, A DISTANCE OF 97.52 FEET BY SURVEY MEASUREMENT (98.92 BY DEED); TO THE NORTHEAST CORNER OF SAID VACATED PORTION OF QUICK TRIP WAY, SAID POINT BEING ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF U.S. 71, AS SAID HIGHWAY NOW EXISTS; THENCE SOUTH 34 DEGREES 26 MINUTES 51 SECONDS EAST ALONG THE FUTURE SOUTHWESTERLY RIGHT-OF-WAY LINE OF U.S. 71 A DISTANCE OF 115.82 FEET; THENCE SOUTH 34 DEGREES 19 MINUTES 41 SECONDS EAST, CONTINUING ALONG THE FUTURE SOUTHWESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 102.64 FEET; THENCE SOUTH 42 DEGREES 31 MINUTES 40 SECONDS EAST CONTINUING ALONG SAID FUTURE RIGHT-OF-WAY LINE, A DISTANCE OF 402.00 FEET, TO A POINT ON THE NORTHWESTERLY RIGHT-OF-WAY LINE OF MISSOURI HIGHWAY "Y", AS SAID HIGHWAY NOW EXISTS; THENCE SOUTH 41 DEGREES 47 MINUTES 46 SECONDS WEST ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 90.00 FEET, TO THE SOUTHWEST CORNER OF SAID VACATED PORTION OF QUICK TRIP WAY; THENCE SOUTH 41 DEGREES 51 MINUTES 23 SECONDS WEST, ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE AND THE SOUTH LINE OF THE VACATED PORTION OF QUICK TRIP WAY, A DISTANCE OF 280.88 FEET BY SURVEY MEASUREMENT (279.50 FEET BY DEED); TO THE SOUTHWEST CORNER OF THE VACATED PORTION OF QUICK TRIP WAY; THENCE SOUTH 41 DEGREES 45 MINUTES 06 SECONDS WEST, CONTINUING ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 329.87 FEET BY SURVEY MEASUREMENT (329.73 FEET BY DEED); TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY CONTINUING ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE AND ALONG A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 284.93 FEET, A CHORD BEARING OF SOUTH 34 DEGREES 21 MINUTES 37 SECONDS WEST, A CHORD LENGTH OF 780.27 FEET FOR AN ARC DISTANCE OF 782.38 FEET BY SURVEY MEASUREMENT (782.35 BY DEED); THENCE SOUTH 82 DEGREES 28 MINUTES 13 SECONDS WEST CONTINUING ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 60.02 FEET BY SURVEY MEASUREMENT (60.02 FEET BY DEED); THENCE SOUTH 25 DEGREES 08 MINUTES 48 SECONDS WEST CONTINUING ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 47.08 FEET BY SURVEY MEASUREMENT (47.08 FEET BY DEED); TO A POINT ON THE SOUTH LINE OF SAID NORTHWEST QUARTER; THENCE NORTH 85 DEGREES 45 MINUTES 57 SECONDS WEST, ALONG SAID SOUTH LINE, A DISTANCE OF 1060.65 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED TRACT OF LAND; CONTAINS 2,036,959.88 SQUARE FEET OR 46.78 ACRES MORE OR LESS SUBJECT TO ANY AND ALL RESTRICTIONS, EASEMENTS AND OR COVENANTS RECORDED OR UNRECORDED.

**KAW VALLEY ENGINEERING, INC.**  
CONSULTING ENGINEERS - LAND SURVEYORS  
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www.kvweng.com

JUNCTION CITY, MO | LENEXA, KS | SAUKIA, KS

**BELTON GATEWAY ADDITION  
NW QUARTER MISSOURI HIGHWAY 71 & MISSOURI HIGHWAY "Y"  
BELTON, MISSOURI**

**PRELIMINARY SITE DEVELOPMENT PLAN**

PROJ. NO.	A13, 6441-1
DESIGNER	SDM
DRAWN BY	JD
CPN	6441-1PSPD
SHEET	1 OF 1

SDM	CHK
JD	DWN
SDM	DES