



**AGENDA
CITY OF BELTON
PLANNING COMMISSION
MEETING AND PUBLIC HEARING
MONDAY, DECEMBER 16, 2013 - 7:00 P.M.
CITY HALL ANNEX, 520 MAIN STREET**

- I. CALL MEETING TO ORDER**

- II. ROLL CALL**

- III. APPROVAL OF THE MINUTES OF THE DECEMBER 2, 2013, PLANNING COMMISSION MEETING**

- IV. PUBLIC HEARING**
 - A. Consideration of a Special Use Permit to allow a horse race-track to operate north of 58 Highway and Prospect. (Case #SUP13-14)

- V. DISCUSSION**
 - A. Overview of Markey Detention Fee Program.

- VI. DIRECTOR'S REPORT**

- VII. NEXT MEETING DATE: January 6, 2014**

- VIII. ADJOURNMENT**

MEETING MINUTES

DECEMBER 2, 2013

**Minutes of Meeting
Belton Planning Commission
City Hall Annex, 520 Main Street
December 2, 2013**

CALL TO ORDER

Chairman Holly Girgin called the meeting to order at 7:30 p.m.

ATTENDANCE

Commission: Chairman Girgin, Mayor Jeff Davis, Councilman Tim Savage, Commissioners Sally Davila, Tim McDonough, Chris Christensen, 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.

MINUTES

Commissioner Davila moved to approve the minutes of the November 18, 2013 Planning Commission meeting. Commissioner Christensen seconded the motion. All Commission members voted in favor and the motion carried.

FINAL PLAT – Belton Gateway

Mr. Cooper reported that Y-Belton, LLC, would like to develop a 46.8-acre property in phases. The final plat being considered includes Lots 1 – 5 and is 17.43-acres in size. He pointed out the geographical boundary of the plat and mentioned the preliminary plat was approved on October 21, 2013. The primary access points for the development were identified by Mr. Cooper. He noted the developer agreed to dedicate a 10-foot trail easement along Markey Parkway which will tie into the city trail system. There were questions about access to Crossroads Methodist Church which it was stated will be discussed later in the meeting. Commissioner Christensen moved to recommend approval of the final plat of Belton Gateway Addition. Commissioner Thompson seconded the motion. When a vote was taken the following was recorded, Ayes: 9 – Chairman Girgin, Mayor Davis, Councilman Savage, Commissioners Davila, McDonough, Christensen, Finn, Crate and Thompson. Noes: none. Absent: none. The motion carried.

FINAL DEVELOPMENT PLAN – Belton Gateway

Mr. Cooper gave a report on the final development plan for Belton Gateway, specifically Academy Sports & Outdoors, which is a commercial/retail development. He stated the development is on a 6.54-acre tract of land located on Lot 1 and part of Lot 4, and told of the surrounding land uses. Mr. Cooper went over the proposed land uses for the lots in Phase I & II along with the building square footage. He called attention to the proposed exterior finishes. Mr. Cooper explained the inclusion of staff comments/conditions from Planning, Engineering and the Fire Department which are in the agenda staff

report and he went over the Planning comments. Mr. Cooper identified and went into detail about access points to the development. Mr. Leipzig expressed staff's satisfaction with the overall planning of the project. He talked about potential issues with public access for Markey Parkway and the surrounding property owners, and explained four staff public access stipulations and those were:

1. Markey Parkway shall be constructed of concrete with an appropriate aggregate material as stipulated in the City of Belton Design and Construction manual. Quik Trip Way will not be closed until Markey Parkway is completed as depicted on the final development plan. At the northern terminus of Markey Parkway, a temporary drive shall be installed to provide access to the south parking area of the QuikTrip Distribution Center. The location and construction material of said drive shall be coordinated between the developer and Quik & Tasty.
2. Roadway and/or site construction shall commence on or after December 20th and shall be completed no later than March 15, 2014.
3. The second access to the Crossroads United Methodist Church property shall commence during the construction of Markey Parkway as previously agreed to between Christie Development and the church; and
4. The Markey Parkway roadway material and construction shall be designed in accordance with city standards at the direction and oversight of the City's Public Works Department for both temporary and permanent installations.

Dave Olson with Christie Development Associates introduced Sam Malinowski with Kaw Valley Engineering and Dave Christie, Principal of Christie Development, who were present. Mr. Olson responded to the four public access stipulations/conditions presented earlier by Mr. Leipzig. He reported on the actions taken thus far by the developer in anticipation of the project getting underway, including a pre-bid meeting scheduled for December 4, 2013. He proposed a plan to provide an all-weather roadway surface consisting of a combination of a final roadway section approximately 300-ft. from Y Highway to the proposed intersection (Markey Parkway & the new Quik Trip Way) located at the northwest corner of the Master's Transportation property. In addition, a temporary paved roadway surface will connect the existing Quik Trip Way to Y Highway, and he listed the materials that would be used in construction of that temporary road. He reported Quik Trip Way needs to be closed around February 1, 2014 in order to maintain the building construction and grand opening dates.

Mr. Olson then proposed modifications to the public access stipulations as follows:

Condition #1:

- "Quik Trip Way will not be closed until" *the temporary driving surface of Markey Parkway is completed.*
- Delete the last two sentences —~~At the northern terminus of Markey Parkway, a temporary drive shall be installed to provide access to the south parking area of the Quik & Tasty Distribution Center. The location and construction material of said drive shall be coordinated between the developer and Quik & Tasty.~~

Condition #2:

- Add the word "access" - "Roadway *access* and/or site construction shall commence on or after December 20 . . ." Mr. Olson explained the Markey roadway construction can be completed by May 15, 2014 and the site construction completed prior to July 1, 2014.

Condition #3:

- Remove the word “second” – “The ~~second~~ access to the Crossroads United Methodist Church property shall commence during the construction of Markey Parkway as previously agreed to between Christie Development and the church.”

Condition #5:

- Add new condition #5 – The City of Belton will vacate Quik Trip Way from the northern boundary of Belton Gateway to the intersection of the future Quik Trip Way.

Mr. Olson indicated Condition #5 should be added for the developer to comply with the Fire Department Condition #8 and to prevent the creation of a fire department access road in excess of 150-ft. He also commented on the Fire Department Condition #10 and proposed the following:

Fire Department Condition #10: Add the language “temporary surface” – “It is the recommendation of the Fire Department, that Markey Parkway *temporary surface* be completed BEFORE the closing of Quik Trip Way.”

Mr. Olson reported the developer could not commit to the conditions as written by staff and he indicated that unknown winter weather conditions could cause delays. He then guaranteed Quik Trip, Masters Transportation, and the Church will have access to Y Highway on an all-weather roadway surface from the time Quik Trip Way is closed until Academy Sports is opened. Mr. Leipzig told Commissioners about staff meetings with the developer and surrounding businesses to address and balance the construction schedule concerns along with the existing business access concerns.

Jeff Fisher, Public Works Director, spoke of the challenges the project faces and the uncertainty in the number of traffic disruptions that may occur during construction. He indicated the overall proposal is sound. He provided an example of potential interruptions that could occur during construction. Mr. Leipzig provided further details about temporary roadway closures during construction and the need to provide surrounding businesses with advance notice of those closures.

Commissioner Christensen asked about the relocation of the City of Belton sign currently located on Y Highway and Quik Trip Way. It was reported the sign will be relocated to the middle of the median on Y Highway (163rd Street). Councilman Savage asked if staff has reviewed the proposed sign location for traffic sight-lines / road visibility issues and Mr. Matteo agreed to review the proposed sign location.

Mr. Olson answered questions about the road construction. He stated that the first 300 feet of Markey Parkway from the 163rd Street intersection and the most northwest intersection of Markey Parkway will be constructed with a permanent pavement section of 9 inches of Portland Cement Concrete (PCC) on top of 6 inches of granular base. The remaining length of Markey Parkway will be initially constructed as a temporary driving surface with 4 inches of asphalt on top of Tensar geogrid. This temporary surface will substitute the 6 inches of granular base to serve as the base material, and 9 inches of PCC will be placed on top later in the construction process. He also gave some details about the building design exterior finishes.

Mr. Leipzig reported the second access to the Crossroads Methodist Church property was included in the public access stipulations to ensure that access issues are addressed as described to the church when their representatives met with the developer. Mr. Fisher added that City staff will be available to work at all hours in the field on this project. It was stated the developer will be responsible for moving the church signs. It was also explained that the onsite utilities are underground.

Brad Foster, Assistant City Manager, gave a schedule of approval for the Belton Gateway Development including the TIF Commission meeting on December 4, 2013 and the City Council special meeting, December 19, 2013. He added that the Commission has a meeting scheduled for December 16, 2013, if they wish to continue discussion and allow more time for staff / developer to try to resolve some of the differences and possibly reach an agreement regarding the public access stipulations.

Mayor Davis voiced his concern regarding access to the surrounding businesses and presented details of the negative result a roadway shut down could have on those businesses. There was a discussion about whether access to the neighboring businesses will be closed at any time during construction. Commissioner Christensen added that he believes access should not totally be shut down to the businesses but he expects there could be some inconveniences during the construction process. He expressed concern and pointed out there is only one road into the church property. Mayor Davis went on to explain the importance of the jobs created by the nearby businesses and the essential role those businesses play in the City's economic development.

David Christie, principal of Christie Development Associates, stated they are "not talking of any closures whatsoever." He told about the retail tenant that will be locating in Belton, Academy Sports, which he said will have 15 – 17 million dollars in retail sales plus hire 150 people. He reiterated they are not closing the Quik Trip Way at all without having a full surface road in. Mr. Christie listed potential benefits to area businesses with the completion of the road project. He described the road construction materials and repeated there will be a hard surface that semi-trucks can drive on before Quik Trip Way will be closed. He emphasized that no one would be without access. According to Mr. Christie, there are eight utility crossings under the road and they will be built in ahead of time so as not to inconvenience anyone. He went on to describe the materials that will be used in the construction of the temporary road. He made a commitment that a hard-surface road will be built and not be closed while acknowledging it may be down to one lane at times. According to Mr. Christie, Quik Trip Way has to be closed at some point, because the Academy Sports pad is located in the right-of-way.

When asked if staff needs more time to review the developer's proposals for public access, Mr. Foster indicated that more time would be beneficial. He went on to explain details about a plan presented earlier in the day which was for the construction of two permanent lanes of concrete from the current Markey Road to the intersection of Y Highway at Markey Parkway. Mr. Foster reiterated that staff has concerns about the developer's proposal which he said will create disruptions. Councilman Savage recommended giving staff more time for review. Mr. Olson reported that traffic control strategies during construction are submitted as part of the infrastructure plans and are a condition of approval listed in the staff report. He described how the site for Academy Sports was selected and went into

detail about an agreement between the City and MoDOT. In the agreement, MoDOT relinquished control of Y Highway to the City and the City agreed to close existing Quik Trip Way and move the entrance further away from the I-49/ Y Highway intersection. There was conversation about the vacation of a portion of Quik Trip Way by Masters Transportation which was mentioned by Mr. Olson in proposed Condition #5. It was announced the City does not object to the vacation and will start the vacation process. It was recommended once more to give staff additional time to review the developer's proposals so that a proper agreement can be worked out and not rushed. The Commission talked over future meeting dates for continuation of the discussion for the final development plan.

Larry Dickerson, Director of Real Estate for QuikTrip Corporation, stated that QuikTrip is not opposed to this project. He expressed concern that Markey Parkway will not be completed when Quik Trip Way is closed. He reported the number of employees at the QuikTrip Distribution Center and the number of trucks in-and-out of the facility daily. Mr. Dickerson related possible scenarios that could happen during road construction which would cause closures/delays and he was unsure if steel road plates would hold up to truck traffic. He spoke of the benefits to truck traffic when the road is complete but suggested there might be an alternate plan where half the road could be completed to prevent interruptions to business access.

Mr. Olson described the traffic control measures that would be temporarily implemented on North Scott / Locust Hill Road. The measures would give large trucks a wider turn area and would be implemented once Quik Trip Way is closed. Mr. Olson gave detailed information of a hypothetical timeline for road construction/utility crossings installation and he stated the intent is to have the crossings installed before Quik Trip Way is closed.

Steve Worstell with Crossroads United Methodist Church reported that church members are looking forward to the new road, which he said will increase the church's visibility. He pointed out the church has families that count on the church daycare center being open and accessible daily. If there are alternate routes during construction, they would like to be notified, so they can advise the parents ahead of time. He spoke of the second access/driveway to the church's lower parking lot, which they would like to remain as one of the stipulations for public access. He didn't categorize it as a priority but as a necessary item the church would like to see constructed in the future. He indicated that he would be comfortable with the drive being built in Phase II as long as it is not overlooked. Mr. Worstell mentioned the upper parking lot will have to be realigned when the entrance becomes right-in / right-out. It was announced that public works will provide snow removal during the project.

Commissioner Finn provided additional information about the wide area required for large trucks when making turns in the N. Scott / Locust Hill Road area. Councilman Savage asked for clarification on the second access to the Church and whether a curb cut is being requested. He recommended that be made clear since the developer proposed removing the second access earlier in the meeting. Mr. Matteo provided details about the church's second access request which he said is at the full intersection with a drive that goes southwest to the church. Mr. Worstell provided additional information about the existing parking lots at the church, and a land deal that was made with the developer in 2008. As part of

that agreement, a second access road is to be constructed to the lower parking lot, and the upper lot is to be redone when Markey Parkway is expanded to four lanes. Mr. Olson gave a history of the road plan from an earlier unrealized development and its relationship to the church property. The current plan has the intersection closer to Y Highway which has created a gap in between the church's southern property line and the signalized entrance according to Mr. Olson. He stated there is a development opportunity in Phase II but could not identify the location of that access point.

Carl Gum with Crossroads United Methodist Church spoke of an agreement made with Mr. Christie when the church sold the land to Christie Development. The church's three crosses are to be moved as part of the consideration for the price of the land according to Mr. Gum. In addition, Christie Development is to build a second road into the lower parking lot. Mr. Gum indicated there has been no dispute about relocation of the crosses closer to the church. He went on to express pleasure with the proposed development. Mr. Gum pointed out the church has many activities taking place at the facility daily and emphasized the importance of a second drive to the church which he said Mr. Christie has already agreed to in the contract. He requested it be publically acknowledged that the second road/drive will be put in to the lower parking lot at some time and he stated that without that road/drive, the church would be out of business.

When Commissioners questioned Mr. Christie about the church's second access he talked about the City using the money created in the Belton Towne Center District being used to build roads outside of that district. He stated that he is advancing money to build the road and he claimed the money should have already been there for road construction. Mr. Christie said that he has agreed to build a minimal portion of the road but he does not know who is going to build the second portion of the road and he surmised it would be a TDD District. Mr. Christie stated that he is prepared to provide an easement but the City will probably build the church drive to provide access at the time they build the road. The location of the road has changed so there is a bigger gap between the proposed road and the church property. He went on to say the Church does not need the second access now but they will need it when Markey Parkway becomes four-lane.

Commissioner Christensen thought it would be beneficial for the Commission to have a revised document with the agreed upon conditions for the final development plan when the developer and staff work out the language. There was additional discussion about a future date to continue discussion.

Mr. Olson asked Mr. Matteo if he is comfortable with the proposed changes to the public access stipulations. Mr. Matteo indicated that he would have to review the proposals before making a decision on what has been discussed tonight.

Mr. Christie requested the Commission approve the final development plan tonight with the understanding that the conditions will be resolved by the staff. He reported they have been working for months and they will build the road in accordance with what staff wants them to do. He stated there are four minor issues to be resolved and encouraged the Commission to allow staff to work out the issues. Councilman Savage recommended that staff be allowed more time to look over the developer's

proposals for the final development plan before the Commission makes a decision. There was discussion about approving the final development plan with the conditions stated and stipulated by staff and allowing staff to work out the final proposed details. Councilman Savage contended that if the plan is approved with the proposed stipulations, staff needs time to review.

Commissioner Christensen moved to approve the Final Development Plan for Belton Gateway with the stipulations that have been listed in the document and tonight. The motion was restated by Chairman Girgin to approve the Final Development Plan as presented with the conditions listed by staff and further stipulated through discussion. The motion was seconded by Commissioner McDonough. When a vote was taken, the following was recorded, Ayes: 6 – Chairman Girgin, Commissioners Davila, McDonough, Christensen, Finn and Thompson. Noes: 3 – Mayor Davis, Councilman Savage and Commissioner Crate. Absent: none. The motion carried. Chairman Girgin stated the motion was approved and staff will get with the developer to rework the final conditions and stipulations.

DIRECTOR'S REPORT

Mr. Leipzig reported the following:

- Staff will provide the final conditions of approval for the Belton Gateway Final Development Plan at the Commission meeting December 16, 2013.
- Belton was chosen as one of five Cities of Distinction in the Kansas City area in Ingram's Magazine.
- Heart n' Hand is moving from the house on Lilliard to 200 B Street.
- The City is trying to find out the best use for the Markey Business Park by getting an appraisal of the City owned land.
- An SUP proposal from Benjamin Ranch for a horserace track on land near Prospect and 58 Highway is to be considered at the December 16, 2013 Commission meeting.

ADJOURNMENT

Commissioner Crate moved to adjourn the meeting. Commissioner Thompson seconded the motion. All voted in favor and the meeting adjourned at 9:30 p.m.

Ann Keeton
Community Development Secretary

SPECIAL USE PERMIT

HORSE RACE-TRACK



**BELTON MISSOURI - PLANNING COMMISSION
REGULAR MEETING – CITY COUNCIL ROOM
CITY HALL ANNEX, 520 MAIN STREET
MONDAY, DECEMBER 16, 2013 – 7:00 P.M.**

STAFF: Robert G. Cooper, City Planner

CASE #SUP13-14

Request: Special Use Permit to allow a public horse race-track on property zoned Ag (Agricultural) District.

Location: Located in the 16000 block of S. Prospect Avenue, just north of the 'Lawn-Corp.' composting facility.

Property Description: Section 9, Township 46, Range 33

Deed Holder / Applicant: Benjamin Enterprises / Benny Benjamin

Size of Site: 19.20-acre

Existing Zoning / Land Use: Ag / Agricultural

Proposed Use: Horse racing

Surrounding Zoning / Land Use:

North: Ag / Agricultural
East: Ag / Agricultural
South: Ag / Agricultural
West: Ag / Agricultural

Future Land Use Map: Parkland / Single-Family
(numerous gas and oil wells scattered throughout the area more than likely would preclude any future development).

Nature of Current Request

Benjamin Ranch is closing after 125-years of operating in the South Kansas City area. Benjamin Ranch would like to continue in the tradition of horse shows, horse races, and barrel runs during the past several decades by providing equestrian functions and these same events by relocating to the Belton area.

The applicant (Ben Benjamin) has contacted the City to gather information on what requirements are needed to operate a dirt race-track for horses on his property. According to the applicant, they have chosen this site due to easy access from 58-Highway and because the property is secluded, so as to have minimal adverse affect on the community. In addition to the dirt race-track, there will be a public seating area, food vendor area, graveled parking area and a sectioned-off area exclusively for horse staging and horse trailer parking.

Minimal site improvements will be made. The gravel parking area for the patrons and trailer parking will be a treated, crushed rock surface material. Mobile food vendors and bleacher type seating will allow for a temporary and flexible use. It is anticipated; approximately 400 people would attend these events which are expected to open during the spring 2014.



Aerial view of the surrounding area

History

The subject property is owned and maintained by Benjamin Enterprises. In fact, Benjamin Enterprises owns approximately 242-acres of land located north of 58-Highway between Prospect and Holmes Road in West Belton. The land has remained rural and undeveloped.

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 public horse race-track at the proposed location could contribute to the general convenience of the horse racing enthusiast. The surrounding area in west Belton has a rather large number of private horse owners who may have an interest in this activity.

Injury to Surrounding Property

It appears, the proposed use will not have an adverse affect on the surrounding or abutting properties primarily due to the existing rural/agricultural type uses in the immediate vicinity. Rose Hill Nurseries and Lawn-Corp composting are two of the closest businesses that may be impacted.

Domination of the Neighborhood

The subject site is a twenty-acre tract of land in an agricultural zoning district. It appears to staff, the proposed use as a horse race-track will not dominate the neighborhood. The pre-dominate use in the immediate area is and has been agricultural farmland.

Off-Street Parking / Access

The site will utilize a gravel drive to access Prospect Avenue. Gravel parking will be provided for vehicles. Gravel trailer parking areas will be located near the perimeter to allow for staging of the horses.

The site has a driveway approach directly from Prospect Avenue, which is the primary and only source of ingress/egress. Due to the width and slope of the existing drive, city fire and engineering, request the driveway width be increased to no less than 24-feet and re-grade the roadway surface to accommodate dually-wheeled pick-up trucks and trailers as well as city and county emergency vehicles.

Signage

The business may place a banner sign on site with an approved banner permit. Banner signs are subject to the following restrictions:

Pursuant to Chapter 18.8 of the Unified Development Code:

- banner signs can not exceed 120-sq. ft. in size;
- must remain on private property;
- must stay out of the street right-of-way; and
- must not block visibility.

Electrical Wiring

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

Storm Water: Site grading will utilize surface grading to route storm water run-off towards the existing creek channel. The site will not provide any storm water detention as there are no planned hard surface areas.

Sanitary Sewer: The site will provide portable facilities for public restrooms.

Public Water: The site will not provide public water via city water lines. The site will provide portable water that will be brought into the site by truck during each event.

Fencing: A six-foot chain-link perimeter fence will be installed to control public access and the containment of horses.

Vendor Parking Area: This area will provide a space for vehicles to bring products to the facility for sale during events only.

Horse Corral: This site will be utilized as a staging and preparation area for the horses during the events.

Staff Recommendation

Approval... subject to the following condition(s):

1. No issuance of the City business license, until the site has had a final life-safety inspection by the fire marshal and building official;
2. Any area which will be used for public seating / eating purposes shall be clearly marked; roped off; and protected from vehicles.
3. The special use permit may be reviewed by staff in one-year pending any code or nuisance violations.

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. Arial Photo
2. Business Description
3. Site Plan



Google earth

feet
km



Food. Entertainment. Interactive Fun.

Faulkner's Ranch

A TURN-KEY EVENT FACILITY

FILE COPY

RECEIVED DEC 12 2013

December 9, 2013

CITY OF BELTON
Robert G. Cooper, City Planner

Dear Robert:

As you know Benjamin Ranch is finally closing after 125 years of operating in South Kansas City, Missouri. Ben Benjamin, prior owner of Benjamin Ranch and Bob Faulkner, operator of the Benjamin Ranch for the past twenty five years would like to relocate some of the equestrian functions that the ranch hosted for the past several decades. The events to be held on the proposed site would include horse shows, barrel racings, bull buck-outs and match horse races on the proposed straight-a-way track. The events will be weather driven, seasonal in nature (May through October), include off-surface parking with appropriate fencing, portable restrooms, mobile food and beverage trailers. No night events would be held which would eliminate the need for exterior lightning.

As previously, stated we have hosted these events for the past many years at the Benjamin Ranch without incident and we look forward to working with your staff to help us facilitate a move to the property located in your fine City.

Sincerely,

Bob Faulkner
Ranch Entertainment, Inc.
President

BF/rg

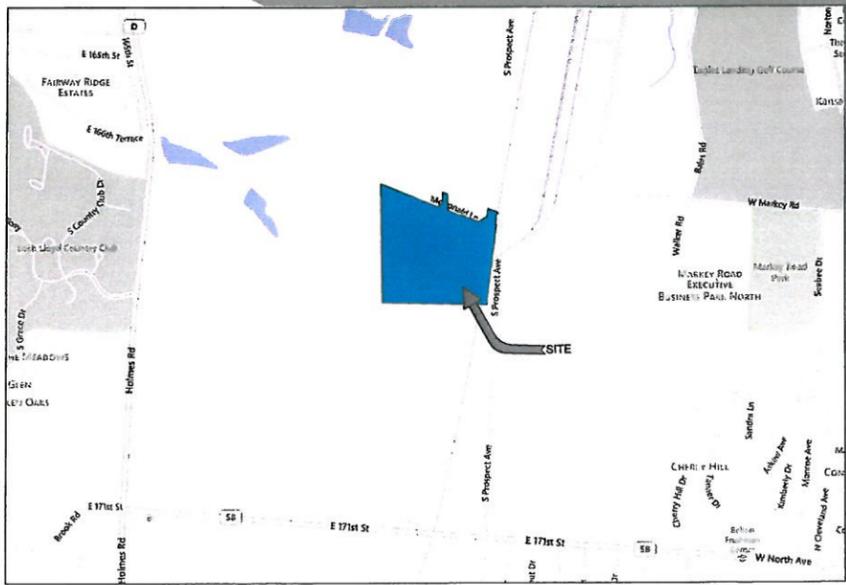


Site Improvements:

Description of Improvements

- Site Access
-The site will utilize a gravel drive to access Prospect Ave
- Storm Water Runoff
-Site grading will utilize surface grading to route storm water runoff toward the existing creek channel
- Storm Water Detention
-The site will not provide any storm water detention as there is no planned hard surface area
- Sanitary Sewer
-The site will provide portable facilities for public restrooms
- Water Main
-The site will not provide public water and potable water will be brought to the site by truck
- Parking
-Gravel parking will be provided for vehicles
-Gravel trailer parking areas will be located near the perimeter to allow for staging of the horses
- Fence
-Perimeter fencing will be provided to control access to the site
- Vendor Parking Area
-This area will provide a space for vehicles to bring products to the facility for sale during events only
- Horse Pin
-This area will be utilized to stage and prepare horses for the events

Civil Engineer
Engineering Solutions
50 SE 30th Street
Lee's Summit, MO 64082



ENGINEERING SOLUTIONS
ENGINEERING & SURVEYING
50 SE 30TH STREET
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Professional Registration
Missouri
Engineering 2005002186-D
Surveying 200500319-D
Kansas
Engineering E-1685
Surveying LS-216
Oklahoma
Engineering 6254
Nebraska
Engineering CA2821

Section 9, Township 46, Range 33
BELTON CASS COUNTY, MISSOURI

Project: Benjamin Ranch
Issue Date: December 6, 2013

SITE PLAN
Special Use Permit for:
Benjamin Ranch
Belton, Cass County, Missouri

Matthew J. Schlicht
MO PE 2006019708
KS PE 19071
OK PE 25226
NE PE E-14335

REVISIONS

MARKEY DETENTION

FEE PROGRAM



**CITY OF BELTON – PUBLIC WORKS
MEMORANDUM**

Date: December 11, 2013
To: Jay Leipzig – Community and Economic Development Director
From: Zach Matteo, P.E. - City Engineer
Department: Public Works
Subject: Markey Regional Detention Fee Program

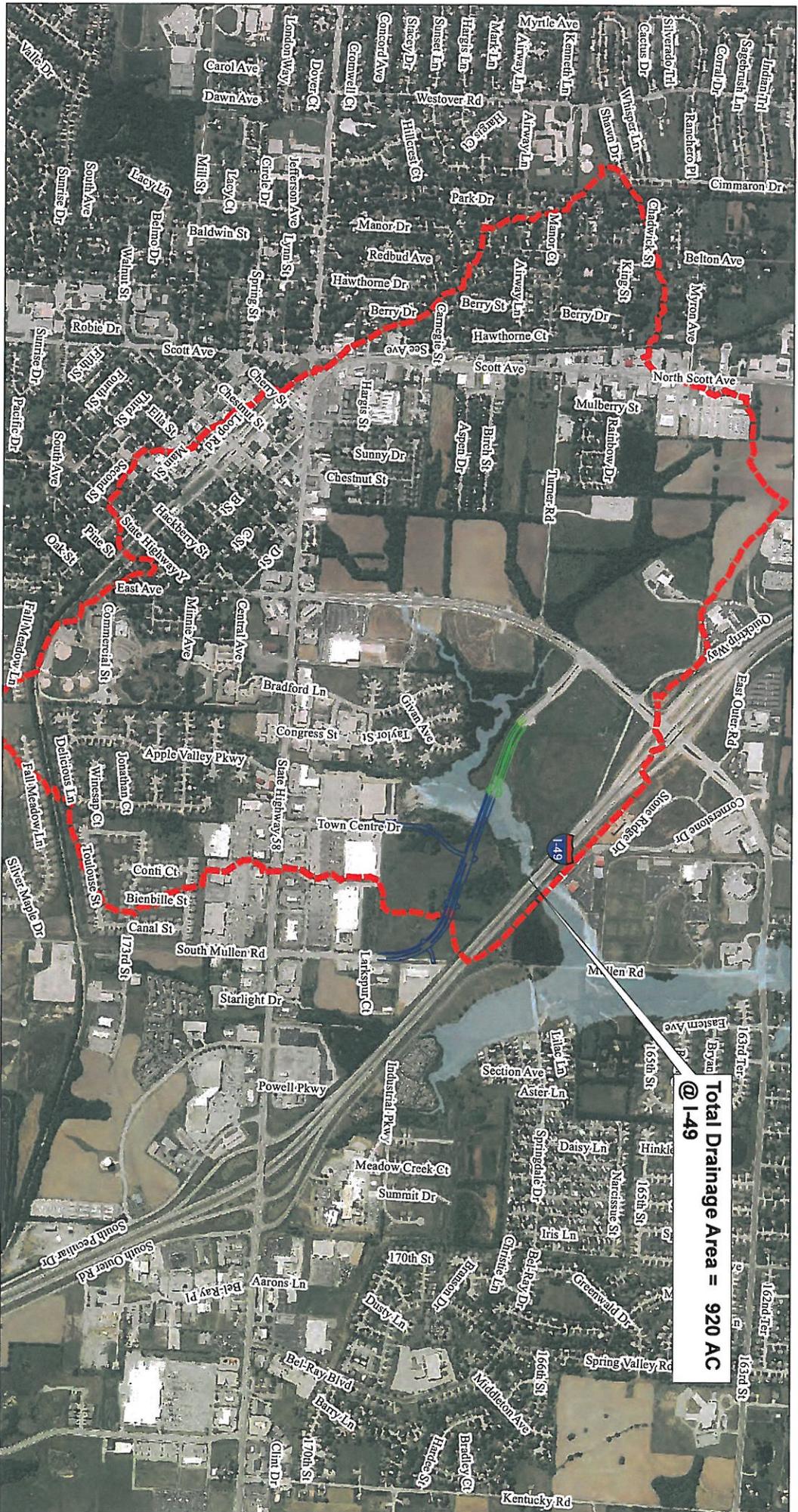
In conjunction with construction of Markey Parkway between 163rd Street and Mullen Road beginning this spring, a regional detention facility will be constructed to detain stormwater runoff from those properties within the watershed. Rather than losing developable ground on each property by detaining stormwater on site, developers will be required to pay into a Markey Regional Detention Fund. This fund will be used to complete construction of the detention basin and to maintain the detention basin long term.

Olsson Associates was contracted by the City to analyze alternatives for Markey Regional Detention. Olsson has submitted their final report, which includes a recommended alternative with a proposed fee for developers of \$3,560 per acre to fund construction and long term maintenance of the detention basin. Staff is seeking consensus on this program and will provide information to property owners in the watershed upon approval.

The proposed program will require changes to the Unified Development Code, specifically Chapter 32 - Stormwater Management and Flood Protection. A public hearing is scheduled and advertised for the January 6, 2014 Planning Commission meeting as required by code for text amendments to the UDC. Proposed changes to the code will be provided at the January meeting. Figure 1 depicts the delineated watershed contributing to the Markey Regional Detention Basin. This figure can either be incorporated into the code directly or by reference.

It should be noted that while this program would eliminate on-site stormwater detention requirements for development within the watershed, hydrologic and hydraulic analyses will still be required for each development project to ensure that the downstream stormwater system between the proposed project and the Markey Regional Detention is adequate. Figure 2 depicts the results of Olsson Associates' evaluation of the existing stormwater infrastructure in the Markey Regional Detention Basin watershed.

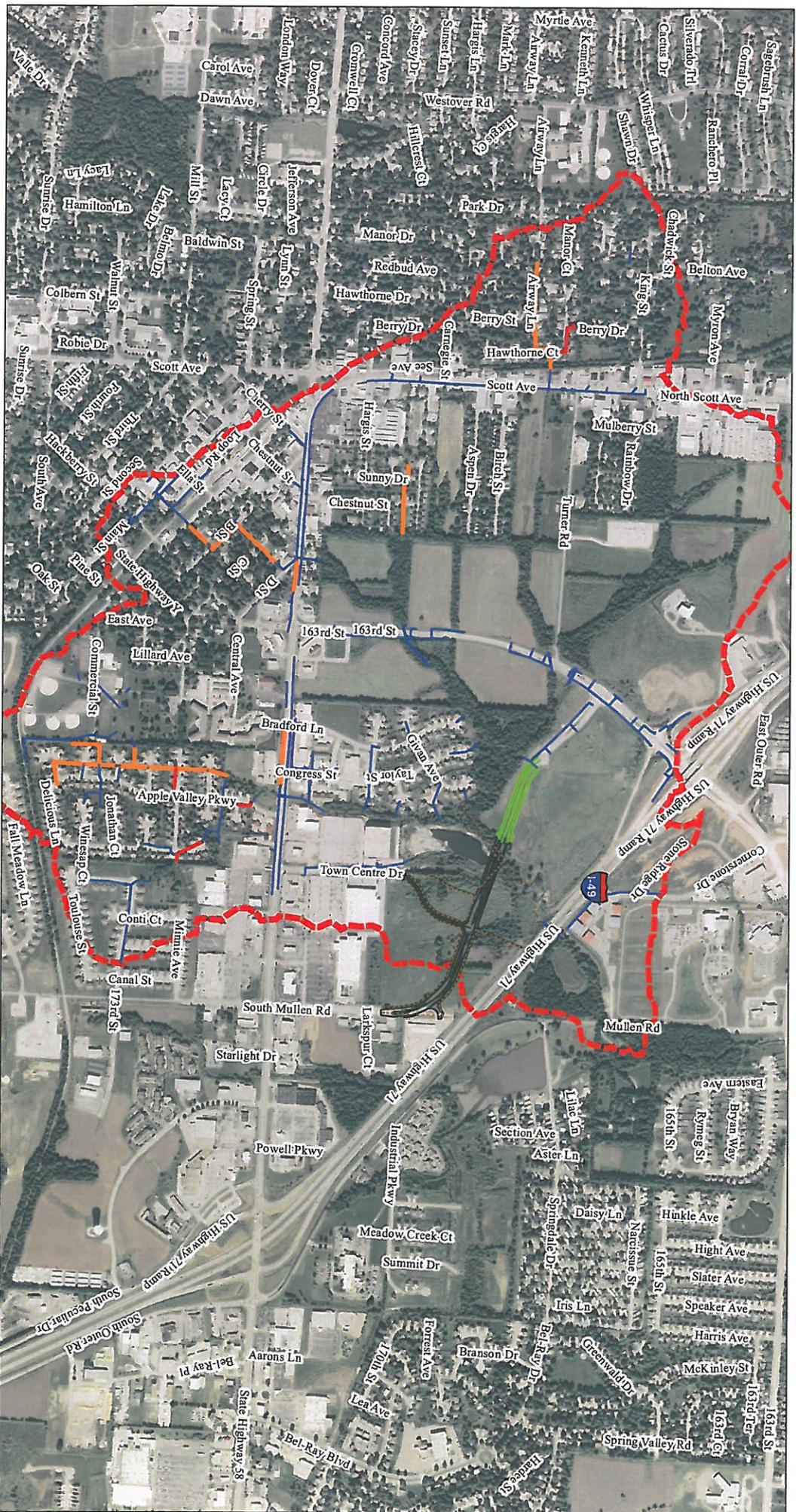
In addition, stormwater quality Best Management Practices will remain a requirement and a priority for proposed developments.



- Constructed Roadway
- Markey Watershed
- Current Effective FEMA Floodplain
- Planned Roadway

FIGURE 1
MARKEY REGIONAL DETENTION WATERSHED MAP
 City of Belton, MO





- Adequate Capacity
- Undersized in the 100yr
- Undersized in the 100yr and Potential Flooding in the 100yr
- Planned Roadway
- Constructed Roadway
- Markey Detention Basin Drainage Area

FIGURE 6
MARKEY DETENTION AREA PIPE CAPACITY ANALYSIS
 City of Belton, MO

