



**CITY OF BELTON  
CITY COUNCIL  
WORK SESSION  
TUESDAY, MAY 17, 2016 – 7:00 P.M.  
CITY HALL ANNEX  
520 MAIN STREET  
AGENDA**

- I. CALL WORK SESSION TO ORDER
- II. ITEMS FOR REVIEW AND DISCUSSION
  - A. REVIEW OF TRADITIONS MULTI AND SINGLE FAMILY RESIDENTIAL DEVELOPMENT FINAL PLAT

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  - B. FOLLOW UP ON CHIP SEAL AND MAINTENANCE ACTIVITIES FOR STREETS

Page 11
  - C. OTHER BUSINESS
- III. ADJOURN

**SECTION II**  
**A**



CITY OF BELTON
CITY COUNCIL INFORMATION FORM

MEETING DATE: May 17, 2016
ASSIGNED STAFF: Robert G. Cooper, City Planner

DEPARTMENT: Community Planning and Development

Table with 4 columns and 2 rows of checkboxes for item types: Ordinance, Resolution, Consent Item, Change Order, Agreement, Discussion, FYI/Update, Public Hearing.

CASE #FP16-08

Consideration of a Final Plat approval for Traditions – 1st Plat, a 49.40-acre, a multi and single family residential development, located on the east side of S. Mullen Road, and Sycamore Drive.

BACKGROUND

The Planning Commission originally reviewed and approved the Traditions preliminary plat on January 9, 2006 and City Council approval of the final plat on September 25, 2007. At the time, the residential development was under a different ownership. Due to the previous owner's financial instability, the final plat was never recorded with the Cass County Recorder's Office. The previous developer was able to put in the internal roadway system, public utilities, and some landscaping. However, by the beginning of 2008, the developer had abandoned the project, with no additional public improvements being made to the subdivision nor was there any maintenance of the newly installed public utilities or roadway. As a result, the subdivision remained abandoned for eight (8) years.

Sallee Homes, Inc. (current developer) is proposing to develop this 49.40-acre tract of land, which is part of the original final plat that was approved by the city in 2007. The city's development review committee has convened on several occasions and met with the developer to discuss and review the elements of the plat and general layout of the development.

The property is currently zoned R-3/PUD. The planned unit development district provides flexibility in the design of buildings, yards, courts, and circulation in exchange for the provision of platted common open space, amenities, and design excellence.

The developer is prepared to move forward in the development process and has submitted a final plat in conjunction with a development plan for this multi and single family residential housing project.

REVIEW

The project consists of two (2) phases of development. Phase I will commence in Summer 2016, with the construction of eight (8) 4-plex buildings / 32-dwelling units, with an additional twelve (12) single-family houses. It is estimated that by the end of the 2016 calendar year, there will be a total of 25 single-family houses and twelve (12) 4-plex buildings constructed and marketable.

The Final Plat of the 1st Plat will consist of fifty-one (51) single-family residential lots and twenty-three (23) 4-plex buildings. The single-family houses will range in size between 1,400-sq. ft., to 2,000-sq. ft., mostly three and four bedroom, with 2.5 and 3.5 baths. The 4-Plex units will consist of a 1,253-sq. ft. two-bedroom dwelling and a 1,352-sq. ft. three bedroom dwelling.

A public common area is identified on the plat as Tract(s) A, B, and C, which surrounds the 4-plex multi-family units, to be used as a common green-space area. The developer has no plans to pursue any commercial development. Subsequently, the area shown on the original plat as “commercial” will be shown as un-platted and will be re-platted as residential at a later phase of development. The remaining acreage of the Traditions subdivision will be developed and platted at a later phase, to be in accordance with the city’s adopted codes and ordinances.

The primary access to the development will be from S. Mullen Road with Sycamore Drive and Traditions Parkway being classified as the two major internal collector streets for this subdivision. An 8’-10’ wide walking trail will be added to the plat along Sycamore Drive (to be used mutually with the public sidewalk) and also, along Traditions Parkway on the west side of the roadway.

Various Tracts and Common Areas are shown and identified on the plat as *‘landscape islands’*; *‘community use/open space’*; *‘common-areas for multi-family units’*; and *‘detention areas’*, all of which are spelled out in the Development Agreement in terms of ownership and maintenance responsibilities.

**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.

**STAFF COMMENT**

Engineering staff – The following changes need to be made to the final plat prior to the recording of the document:

- Update names and dates to be relevant to 2016.
- Ensure west property line is consistent with Mullen & N Cass Parkway ROW Plans – currently in progress.
- Remove sidewalk note on plat; this will be incorporated into the development agreement.
- Add statement on plat that this document is recorded contemporaneously with development agreement and include blank spaces for book and page of recorded development agreement

**STAFF RECOMMENDATION:**

Staff finds the final plat to be consistent with Section 35-36 of the Belton Unified Development Code, therefore, supports a recommendation to approve the Final Plat of Traditions 1<sup>st</sup> Plat.

**PLANNING COMMISSION RECOMMENDATION:**

Approve the Final Plat as requested. The Planning Commission met on May 16, 2016 and considered the request for the Final Plat approval, and following staff presentation and discussion, the Planning Commission voted to approve.

**ATTACHMENTS**

1. Final Plat



Block 6  
Dean-Co Development Park  
(Bk. 11, Pg. 29)

Block 6  
Dean-Co Development Park  
(Bk. 11, Pg. 29)

UNPLATTED

TRACT A  
COMMON AREA / DETENTION  
24,577 sq. ft.

TRACT B  
COMMON AREA  
24,577 sq. ft.

TRACT C  
COMMON AREA  
24,577 sq. ft.

TRACT D  
COMMON AREA  
24,577 sq. ft.

TRACT E  
COMMON AREA  
24,577 sq. ft.

LOT 202  
COMMERCIAL  
RESIDUAL BLDG.

LOT 203  
COMMERCIAL  
RESIDUAL BLDG.

LOT 204  
COMMERCIAL  
RESIDUAL BLDG.

LOT 205  
COMMERCIAL  
RESIDUAL BLDG.

MATCH LINE  
MATCH LINE

MATCH LINE  
MATCH LINE

MATCH LINE  
MATCH LINE

South Mullen Road  
150' Right-of-Way

Traditions - 1st Plat  
Part of Section 18, Twp. 46S, Rge. 32E, of  
Bellevue, Cass County, Missouri

Sheet 2 of 4



DATE: SEPTEMBER 17, 2009

MATCH LINE  
MATCH LINE

MATCH LINE  
MATCH LINE

MATCH LINE  
MATCH LINE



180' 120' 60' 0'

**Traditions - 1st Plat**  
Part of County Lot 2 of the SW 1/4 of  
Section 16, Twp. 46, Rgn. 22 E.,  
Rush, Cass County, Missouri

Sheet 3 of 4



2017 Traditions Date: September 17, 2008

**SECTION II**  
**B**



**CITY OF BELTON – PUBLIC WORKS DEPARTMENT**  
**MEMORANDUM**

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**Date: May 9, 2016**  
**To: City Manager, Mayor and Council**  
**From: Jeff Fisher**  
**Dept./Div.: Public Works / Transportation**  
**Subject: Planned approach to annual street maintenance**

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It seemed from the last discussion on May 3 that it would now be helpful to revisit staff's recommended street maintenance plan going forward. This plan very much depends on annual budgetary levels allocated to actual street preservation dollars, but I think it could be valuable to all concerned to understand the approach to street maintenance that staff believes will give the City the best chance to raise the overall system condition to an acceptable level.

The past practice of the City for many years prior to 2012 or so was to allocate dollars each year to overlays and the level of dollars in a given year was determined based on institutional knowledge and available funding. There was not a complete/studied understanding of the needs based on a good system of data and therefore staff at the time was doing the best they could to meet demands. They could never do enough overlays to keep the system from declining to conditions that now must be addressed in a manner based on data and all studied techniques and methods.

The City's streets are traveled thousands of times every day making it one of the City's most important assets and require serious, continuous investment. In the last four years, City staff with budget support from the City Manager and Council added equipment, technology and training that has allowed technical and skilled staff to assess street conditions for every segment and determine best approach to maintenance year to year and over the 5-10 year horizon. Staff can now much more easily and more wisely determine best application for a street segment, and make more sound recommendations for funding levels.

The City took its first new step in 2012 when it used micro-seal on the North Scott corridor and on 163<sup>rd</sup> Street, followed the next year by micro-seal on Main Street. Staff then in 2014 tested a new sealant on a segment of the freshly laid asphalt on Town Center Drive; a product that is to be applied to new asphalt to extend the life of that surface. In 2015 of course, used chip-seal for the first time in 25 years.

In both cases of the micro and chip-seal, staff learned what it takes to prepare and apply those sealants in the best manner possible. With continued use of those tools, the program will improve and the system's overall condition will increase. It will require all of the fundamentals of sound maintenance:



- 1) Crack seal
- 2) Patching
- 3) Micro or slurry-seal
- 4) Chip-seal
- 5) Overlays, and
- 6) Reconstructs

In the attached exhibit, staff has created a visual that we hope better describes the ranges for certain applications and the dollars associated with each in a relative sense. It is important to note the overlap between chip-seal and overlays as you move down the condition rating on the chart indicates the range where chip-seal was used on some street segments that has created much of the discussion in past meetings. These are segments that required something and although overlay would be better on some, there had not been enough dollars to do so and chip-seal is still effective in providing a seal to buy some life for the street. The fact that we were addressing segments in the bottom of that range is the reason for the bigger aggregate. If the City continues, we will begin to see a trend up so that we are working more in the upper part of that range.

The list of activities for 2016 will include:

- 1) Crack seal and patching- it is possible staff may try a new sealer product and the City purchased the new patch truck in 2014 that is proving to be the asset all expected it would be- maximize use of asphalt, greater efficiency and improved ability to patch in the winter
- 2) In May, the warranty work on the chip-seal streets from 2015, and a short strip on Prospect for Council to evaluate. Continued use of chip-seal would include the following protocol:
  - a. Project needed activities on a 2-3 year rolling horizon (it would be helpful if all involved were to evaluate the street budget for the same horizon so staff had some idea of the levels of funding to anticipate so work could be planned accordingly)
  - b. Prepare roads the previous year
  - c. Bid the work early in the calendar year even though the fiscal year does not start until April (this makes it relatively challenging to plan and prepare for contracted preservation work that takes place in the summer)
  - d. Share the plans publically each year so the community can prepare for it; add a webpage for the public to access information and education
- 3) The proposed preservation for 2016 included chip-seal, overlays and reconstructs. Staff has been working with Superior-Bowen and Olsson Associates on core samples and materials testing to determine best approach to treating the subgrade on the streets to be reconstructed. The costs to do it right on these streets are being evaluated now. It is likely that there will be no chip-seal this year due to the costs of the rest of the preservation program, and may require a budget amendment to use additional funds from rainy day.

*Note: this sort of outline of planned activities can be used in each budget proposal and the adopted plan each year can be included on the new webpage mentioned above.*

In 2017 (FY18) and the foreseeable future, the preservation program will need be heavy on chip-seal but also include some micro-seal, curb replacement, overlays and reconstructs. In order to

catch up, there will need to be a budget commitment every year similar to 2016; or a commitment with an annual average over five years, similar to the levels of 2016.

The following is the strategy outline that was modified from a report recently provided to Council and should be discussed if there is going to be a sustainable program of effective street maintenance to increase the conditions to an acceptable level:

- 1) Move forward with the proposed 2016 street preservation plan
- 2) Evaluate existing GO Bonding capacity and determine a strategy for using those funds to:
  - a. Complete 2 or 3 of the top stormwater projects; and
  - b. Use the remaining dollars to jump start a new commitment to the transportation system; utilizing an appropriate combination of reconstructs, overlays and surface treatments
- 3) Determine and adopt a new approach to funding annual transportation system maintenance:
  - a. Decrease annual street light costs- subsidize it, or it may be possible to purchase and make enhancement to the streetlights through a performance contracting approach that lowers costs long term and gives the City greater control over the costs long term
  - b. A new revenue stream or a reallocation of existing revenue streams; a Gas Tax in Belton like that of the City of Peculiar should be considered. This is a tax where most people understand its purpose.
  - c. Eliminate the overhead allocation from Transportation since this fund is scraping for dollars
- 4) Since the transportation fund is the only source of reoccurring money for stormwater system maintenance at an extremely low level of less than \$75,000 annually (this includes labor), a stormwater utility warrants serious evaluation. There is a large portion of the existing storm system that is in poor and failed condition that cannot be funded by current annual funding streams or GO Bonds. A utility would be effective and relieve the transportation budget of that financial burden that it does not have the capacity to deal with anyway.

There is some renewed optimism that sales tax revenues are trending up, which could help if it continues at current pace. However, the new commercial growth and the upcoming residential growth brings new road miles to maintain and new, additional trips on existing streets, so a positive trend in the transportation sales tax does not necessarily provide the solution unless there is additional and consistent commitment from other budgetary sources.

There is no doubt that the City can improve the conditions of the street system and the stormwater system. They just have to become higher priorities and there must be several tools used, guided by a well-developed plan.

# DATA DRIVEN STREET MAINTENANCE

