

CHAPTER TWO
DEVELOPMENT PATTERNS

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ANNEXATIONS

In the last nine years the City of Belton has incorporated a significant amount of new land into its city limits. This increase of 805 acres brings the amount of land area in the City to a total of 7,762 acres representing an increase of 11.6% since 1982. All three of the recently annexed areas are located in the northwest corner of the City within the vicinity of Richards-Gebaur Air Base. The eastern-most of these three areas is an area that was, prior to Belton's annexation, included within the Base property.

Two additional areas are proposed to be annexed into the City in the near future. One of these areas, almost completely surrounded by the present city limits, is located in the City's southwest corner and is 159 acres in size. The other, much larger area, contains the 744 acres of land which extends to the south along 71 Highway.

EXISTING LAND USE SURVEY

This section examines the pattern of existing land uses which has developed in the City of Belton since 1982. The inventory of existing land uses describes both the amount of land in each land use category and the distribution of uses throughout the City. Before an updated future land use plan for the City of Belton can be generated, it is necessary to have a full understanding of the existing land use pattern and the development which has occurred since the last Comprehensive Plan in 1982. The location and character of these additional existing uses will have an obvious impact on the location and character of future uses.

Land Use Survey

A survey of the number and type of building permits issued since 1982, cross-referenced with aerial photographic information and a windshield survey field check, was conducted by Bucher, Willis & Ratliff with help from Belton city staff. The land use inventory is a current identification of the uses of land throughout the study area. Land use classifications are as follows:

1. Residential
 - a. Single-Family Dwellings
 - b. Two-Family Dwellings
 - c. Multi-Family Dwellings
 - d. Mobile Homes
 - e. Farmsteads
2. Commercial
3. Public and Semi-Public
4. Industrial
5. Parks and Recreation
6. Agricultural or Vacant

These categories can be defined in the following manner:

1. Residential: That land which is occupied by one or more dwelling units, including accessory buildings, the primary use being for sheltering individuals, families, or groups of persons. Examples: single-family residences, duplexes, apartments, mobile homes, farmsteads and nursing homes.
2. Commercial: That land occupied by buildings or merchandise, the primary purpose of the land being a location for the wholesale or retail sale of goods and services. *Examples: grocery stores, clothing, car sales and service, farm equipment sales.*
3. Public and Semi-Public: Land or buildings occupied by agencies of the government or by religious, educational or civic groups, excluding lands used for recreational purposes. *Examples: schools, churches, cemeteries, city buildings, fire stations.*
4. Industrial: That land occupied by buildings, materials or equipment, the primary use being for storage, transportation, or manufacturing of a product. *Examples: manufacturing, construction yards, heavy equipment or material storage, warehousing.*
5. Parks and Recreation: Land used for both active and passive recreational activities.
6. Agricultural or Vacant: Land on which none of the above uses are performed.

The results of the survey are presented in both graphic form as a map and tabular form as acreage calculations. The land use map is not a plan, but rather a representation of the inventory data to be referenced throughout the planning process. To keep the map current, the inventory should also be kept current. It is recommended that the City conduct a periodic¹ land use survey, or update the map and adjust the inventory calculations as new building permits are issued, or as tax records are changed. By keeping the land use data current, the City can always assess where it is in relation to its development objectives and goals as outlined in following chapters of the Comprehensive Plan.

Table 2.1
Existing Land Use
Belton, Missouri
1982 - 1991

<u>Land Use Category</u>	<u>1982 Acres</u>	<u>% of Total Developed Land</u>	<u>1991 Acres</u>	<u>% of Total Developed Land</u>	<u>% Increase in Acreage 1982 - 1991 % Change</u>
Residential	1,084	44.9%	1,527	50.1%	40.9%
<i>Single-Family</i>	822	34.1%	1,075	35.2%	30.7%
<i>Two-Family</i>	115	4.8%	208	6.8%	80.9%
<i>Multiple-Family</i>	34	1.4%	47	1.5%	38.2%
<i>Mobile Home</i>	93	3.9%	177	5.8%	90.3%
Farmstead	20	0.3%	20	0.6%	0.0%
Parks and Recreation	206	2.1%	228	7.5%	9.2%
Public and					
Semi-Public	199	8.2%	241	7.9%	21.1%
Commercial	138	5.7%	198	6.5%	43.5%
Industrial	31	1.3%	51	1.7%	64.5%
Streets and Highways	710	29.4%	760	25.0%	7.0%
Railroad R.O.W.	45	1.9%	45	1.5%	0.0%
Total Developed Acreage	2,413	100.0%	3,050	100.0%	26.4%
Agricultural and Vacant	4,544	---	4,723	---	3.9%
Annexations (1982-1991)			805		
TOTAL	6,957	---	7,773	---	

Source: Bucher, Willis & Ratliff

¹It is recommended that new building permits be recorded annually.

Survey Results

Table 2.1 displays a summary of existing land uses within Belton. Overall, 637 acres or 8.2% of the City's total land area has been developed in some way since 1982. This increase raises the amount of developed land in the City to 3,050 acres which is 39.2% of the City's total land area. In 1982, the amount of developed land as a percentage of the total land area was less, at 34.7%. These figures indicate that the City of Belton is gradually becoming more densely developed even with the addition of the 806 newly annexed areas most of which are currently vacant or agricultural land.

Residential Development Patterns

The City of Belton added a total of 443 acres of residential land uses to its total developed land area. This represents a 40.9% increase in the amount of residential land since 1982.

The results of the land use survey show that, in terms of acreage, the City's predominant land use continues to be the single-family residence. Since 1982, 251 new acres of land were developed for single-family use. The majority of this development occurred within platted subdivisions located throughout the City of Belton. It appears from the figures that the greatest amount of single-family development is occurring in the northeast portion of the City. The subdivisions in this area of the City, combined, accounted for 43% of the total increase in single-family development. From this group, the Martinwood subdivision added 75 acres to its total developed land area which represents the greatest increase in any single subdivision area in the City of Belton. Second to Martinwood was West Belton, in the far southwest portion of the City, showing an increase of 32 acres in single-family uses since 1982.

Two-family residential units continue to increase in significance in the City of Belton. The number of acres of two-family uses increased 93 acres, increasing this use as a percentage of the total developed land from 4.8% in 1982 to 6.8% in 1991. The largest percentage of this increase was due to the incorporation of the former Richards-Gebaur Base housing development.

The increase in multi-family residential uses in Belton was significantly low. The number of acres of this use increased from 34 to 47 over the last nine years.

An 84 acre area of land was added to the City's 1982 total of mobile home residential uses increasing this use as a percentage of the total developed land to 5.8%.

Commercial and Industrial Development

The City of Belton added 60 acres of land to its developed commercial totals. It is clear that the commercial area witnessing the greatest amount of growth is in the vicinity of the 71 Highway/M-58 interchange which has added 35 acres of new commercial uses. Commercial development along North Scott increased by 15 acres while only 7 acres of land within the Tax Increment Financing District (TIF) was developed for commercial use.

In the category of industrial uses, the location of the 8 acre Quick 'N Tasty was included in the 20 additional acres of Belton industrial development. All industrial development which occurred in the City of Belton since 1982, occurred within the boundaries of the City's Tax Increment Financing District.

Park Land

Three new areas of park and recreation land were added to the City's total of open space resources. One of these is included within the land area which was annexed from the Richards-Gebaur Air Base and is being used as a temporary park. An approximately eight-acre parcel of land will extend the limits of the existing Memorial Park and an eight-acre park has been established in West Belton. Bicentennial Park which was included as one of the 1982 park areas is no longer owned by the City of Belton. This brings the City to an approximate total of 228 acres of park land within its jurisdiction.

THOROUGHFARE IMPROVEMENTS

There are a number of thoroughfare improvements planned and recently completed within the boundaries of the Belton city limits which are expected to impact the future pattern of growth. They are as follows:

Completed Projects

- Widen M-58 from Mullen Road to the Belton/Raymore city limits to five-lanes.
- Interchange improvements at M-58 and 71 Highway.

Funded Projects

- Widen M-58 from Route Y to Mullen Road to five-lanes.
- Build 71 Highway/Route Y interchange south on and off ramps.

Recommended Improvements

- Widen M-58 from Route D to west of Route Y to three-lanes.
- Widen 71 Highway from 155th Street to M-58 to six-lanes.

Federal Aid to Urban Systems

- Widen North Scott from Route 58 to Markey Road to four-lanes.
- Widen North Scott from Markey Road to 155th Street to four-lanes.
- Widen M-58 from Scott Avenue to Route Y to four-lanes.
- Kentucky Road from M-58 to 155th Street
- Mullen Road from Route Y to Cambridge Road
- M-58 through its Belton extent
- Route Y from the southern city limits to 71 Highway
- Prospect Avenue from Cambridge to M-150
- Cambridge Road from Prospect to Mullen Road
- County Line Road from Kentucky Road to 71 Highway
- 71 Highway through its Belton extent

Sources: City of Belton
MARC Draft Year 2010 Transportation Plan
Missouri Highway & Transportation Department
Cass County Comprehensive Plan

REGIONAL DEVELOPMENT PATTERNS

The results of the land use survey which was conducted in 1990 for the recently adopted Cass County Comprehensive Plan show that, in terms of acreage, the county's predominant land use is agricultural. Despite the fact that Cass County includes large areas of suburban

concentrations, 95% of the total land area is either agricultural or vacant. The county's predominant residential use is the farmstead. This use occupies 4,004 acres or 18 percent of the county's total developed land area. The percentage of farmsteads far exceeds those of any of the other residential uses; however, a substantial suburban pattern of growth extending southward from the Belton-Raymore area and around Harrisonville may conflict with agricultural operations.

Several planned residential developments have been developed in the County within the vicinity of the City of Belton. Immediately to the south of the Belton city limits, lying adjacent to the 71 Highway corridor, is a planned development designed for older adult living which when complete will consist of 600 attached garden homes. Another large-scale residential planned development is Loch Lloyd which lies immediately to the west of the Belton city limits across D Highway. This planned community when fully developed, will consist of low density single-family residential surrounding a recreational lake and golf course area.

A development plan for the 836 acres of land which was once occupied by the Air Force at Richards-Gebaur Air Base has been prepared for the City of Kansas City. The master plan outlines areas for light industrial, retail, office/warehouse and institutional uses as well as some areas to be reserved for recreation and open space.

To the northwest of the City of Belton is an extended area of open space including a number of contiguous park areas which follow the course of the Little Blue River. This area provides the regional area with valuable recreation and open space opportunities.

CASS COUNTY URBAN RESERVE AREA

The Cass County Planning Commission adopted a new comprehensive plan at the end of 1990 after considerable public participation and debate. The City of Belton and other Cass County communities contributed directly to the debate surrounding the new county-wide land use plan. The City of Belton and others submitted resolutions of support for the county plan, which, among other objectives, strives to encourage urban growth to concentrate within the corporate limits of cities, or within the "Urban Reserve Area" near cities.

The following is excerpted from the Cass County Comprehensive Plan and describes the Urban Reserve Area concept that has been adopted.

annexation due to the fact that they are not contiguous to present city limits. It is within this area that the following policy will be enforced.

Only one "sell-off" parcel of not less than five acres in area per quarter of a quarter section of land provided sewage disposal requirements may be met. However, developers or subdividers may exceed this requirement within this zone if the subdivision design, including the construction of roadways and water service, is provided to the nearby city's standard, and the provision for sewage disposal on a system other than conventional septic tanks is incorporated within the improvement. (Cass County Comprehensive Plan, 1990)

REGIONAL THOROUGHFARE IMPROVEMENTS

There are a number of major regional thoroughfare improvements that are expected to have an effect on Belton and the surrounding area. The completion of the Bruce R. Watkins Drive, well outside of the immediate vicinity of Belton, is, nevertheless, expected to have an effect on the development in northern Cass County. The Missouri Highway and Transportation Department is in the process of evaluating alternative routes for the relocation of Missouri Highway 150 which will connect with Kansas Route 150. In addition, there has been discussion among a number of groups in the south Kansas City Metropolitan Area regarding two significant and long-term thoroughfare plans. The first concerns the realignment and widening of Missouri 58 Highway to the south of the City of Raymore and connecting with 187th Street at the southern extent of the Belton city limits. This would include the construction of a new interchange at 71 Highway. In addition there has been discussion surrounding the idea of reserving the right-of-way through a portion of the county to the south of Belton for the future alignment of what has been called the South Belt Highway. This segment of a freeway loop would connect with thoroughfares to the east and west and eventually encircle the entire metropolitan area. Another recommended major thoroughfare improvement within the vicinity of the City of Belton is to widen Missouri Highway D from M-150 to M-58 to four lanes.

PROPOSED ANNEXATIONS

The City of Raymore has made public its plans to annex a portion of land bounded by its current southern and western extent and extending south along 71 Highway.

The City of Kansas City is in the initial stages of proposing to annex an area of land to the west of the City of Belton. This land area extends from the Jackson County/Cass County line toward the south to the section line which separates Sections 17 and 20 and is bounded by Holmes Road on the east and State Line on the west. A second portion of this proposed annexation is the area of land which lies between the Belton city limits which extend through Section 4 and the railroad right-of-way adjacent to and west of the Richards-Gebaur runway area.