

The Belton CHAT Report



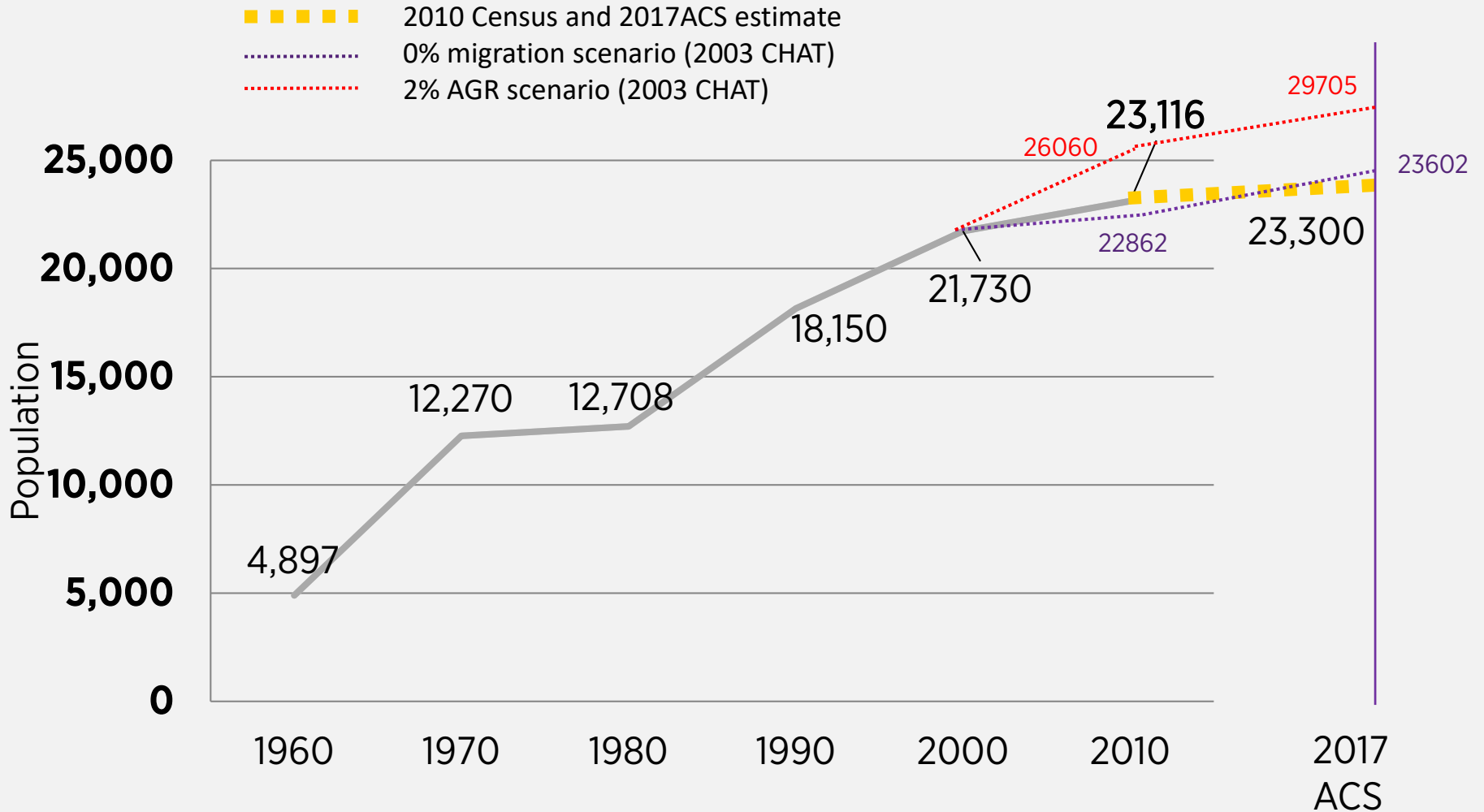


Population and Housing Demand





Population Change by Decade 1960-2010





Population Change by Decade 1960-2010

	Population	Period Population Change	% Change During Period	Average Annual Growth
1960	4,897			
1970	12,270	7,373	150.6%	9.62%
1980	12,708	438	3.6%	0.35%
1990	18,150	5,442	42.8%	3.63%
2000	21,730	3,580	19.7%	1.82%
2010	23,116	1,386	6.4%	0.62%
2017 (ACS est)	23,299	183	0.8%	0.11%
1960-2017		18,402		2.8%

- Since 1960, Belton's population has risen by 18,402 residents, an overall annual average rate of 2.8% but...
- Belton's growth between 1980 and 2000 was that of a growing suburb but change after 2000 was more typical of a first tier community



Population Change by Age Cohort 2000-2010

	2000		2010		Change
0-15	5,548	25.5%	5,505	23.8%	-43
15-19	1,519	7.0%	1,611	7.0%	92
20-24	1,318	6.1%	1,411	6.1%	93
25-34	3,334	15.3%	3,498	15.1%	164
35-44	3,749	17.3%	3,023	13.1%	-726
45-54	2,503	11.5%	3,337	14.4%	834
55-64	1,575	7.2%	2,245	9.7%	670
65-74	1,198	5.5%	1,318	5.7%	120
75-84	677	3.1%	830	3.6%	153
85+	309	1.4%	338	1.5%	29
Total	21,730	100.0%	23,116	100.0%	1,386
Median	32.6		33.6		



Decline



Growth



Population by Age Cohort

Zero migration forecast based on 2010 Census compared with 2017 ACS estimates

	2010 Actual	2017 Predicted	2017 5-Year ACS Est	Difference	% Variance
0-15	5,505	5,197	5,140	-57	-1.1%
15-19	1,611	1,696	1,692	-4	-0.2%
20-24	1,411	1,604	1,450	-154	-9.6%
25-34	3,498	3,153	3,536	383	12.2%
35-44	3,023	3,234	2,897	-337	-10.4%
45-54	3,337	3,095	3,172	77	2.5%
55-64	2,245	2,862	2,448	-414	-14.5%
65-74	1,318	1,534	1,687	153	10.0%
75-84	830	856	773	-83	-9.7%
85+	338	378	504	126	33.4%
Total	23,116	23,609	23,299	-310	-1.3%

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 Growth



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35-44	3,023	3,234	2,897	-337	-10.4%
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Based on ACS estimates, Belton is attracting young family formation age households.

... but is less successful at retaining them.



Comparative Population Models

Zero migration forecast based on 2010 Census compared with 2017 ACS estimates

	2010	2017	2020	2025	2030	
We should do better than this	2010-2017 Growth Rate (0.11%)	23,116	23,299	23,378	23,510	23,643
2000-2010 pattern	Natural Growth	23,116	23,299	23,680	23,975	24,198
Logical target for a mature community	1990-2017 Growth Rate (0.93%)	23,116	23,299	23,955	25,088	26,276
Unrealistic	1960-2017 Growth Rate (2.77%)	23,116	23,299	25,292	29,001	33,253



Housing Occupancy Changes 2000-2017

	2000		2017 Est.		Change 2000-2017
	Number	% of Occupied Units	Number	% of Occupied Units	
Owner-Occupied	5,832	73.4%	5,365	63.3%	-467
Renter-Occupied	2,113	26.6%	3,112	36.7%	999
Total Vacant	466		1,014		548
Vacancy rate	5.5%		10.7%		
Total	8,411		9,491		1,080

Source: 2000 Census and 2017 5-Year American Community Survey

- Belton’s housing inventory is still more owner-occupied, but the percentages have dropped significantly since 2000.
- Since 2000, there has been tremendous growth in renter-occupied units while the number of owner-occupied units actually declined. In the absence of major multifamily development, this reflects conversion of existing housing stock to rental occupancy.
- Belton’s vacancy rate increased from a healthy 5.5% in 2000 to a much higher 10.7% in 2017. Vacancy rates typically increase when rental occupancy (specifically conversions) increases. But this probably reflects a substantial increase in vacant mobile home units as some older parks become obsolete.



Mobile Home and Vacancy Changes

	2000	2010	2017 (ACS est)
Mobile Homes	1,219	860	809
Median Value of MH		\$21,300	\$17,500
Total Vacant	466	817	1,014
For Rent		320	404
Rented but unoccupied		15	133
For sale		156	128
Sold but unoccupied		27	0
Seasonal		17	67
Other Vacant		281	282

**5.6% “real”
vacancy**

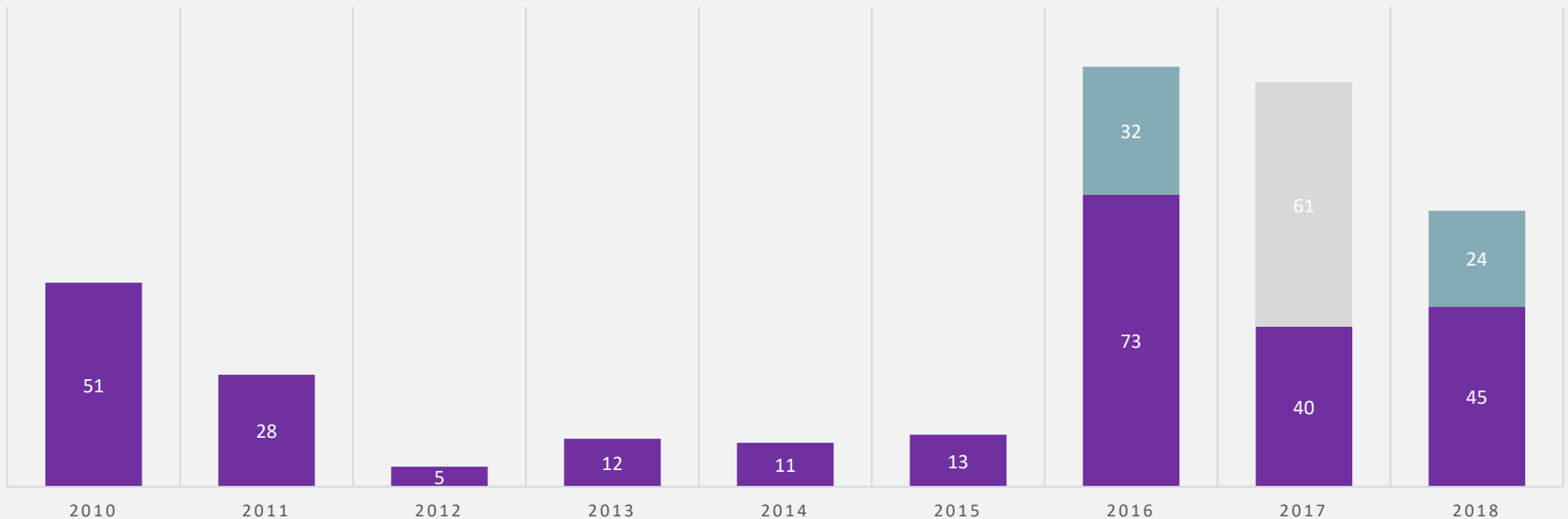
Source: 2000 Census and 2017 5-Year American Community Survey



Housing Construction 2000-2017

BUILDING PERMITS SINCE 2010

■ Single Family ■ Duplex ■ Multifamily



- Most development in Belton has been single family homes (70%) with a fair number of attached units
- Between 2010 and 2018, Belton saw 395 new dwelling units constructed at an average rate of just over 44 homes per year
- The rate of construction between 2016 and 2018 was 92 homes per year



Comparative Regional Affordability 2017

City	Median Household Income	Median House Value	Value/Income Ratio	Median Contract Rent
Belton	\$62,055	\$125,800	2.03	\$776
Raymore	\$76,466	\$186,175	2.43	\$1,045
Peculiar	\$51,786	\$147,184	2.84	\$647
Blue Springs	\$68,258	\$149,000	2.18	\$734
Lee's Summit	\$83,601	\$200,300	2.40	\$833
Independence	\$46,268	\$102,800	2.22	\$606
Liberty	\$70,066	\$169,100	2.41	\$652
Raytown	\$51,089	\$97,600	1.91	\$718
Gladstone	\$55,119	\$134,700	2.44	\$649

Source: U.S. Census Bureau, 2017

- An affordable, self-sustaining housing market, with adequate value or revenues to support market rate new construction, typically has a V/I value between 2.5 and 3.
- Ratios below 2.0 are significantly undervalued relative to income
- Ratios above 3.0 exhibit significant affordability issues



Income Distributions and Housing Affordability Ranges 2017

Income Range	% of City HH* Median	% of HH's	HH's income range	Affordable Range for Owner Units	# of Owner Units	Affordable Range of Renter Units	# of Renter Units	Total Affordable Units	Balance
\$0-24,999	Under 41%	14.8%	1,251	\$0-50,000	654	\$0-400	199	853	-398
\$25,000-49,999	41-81%	21.6%	1,829	\$50,000-99,999	912	\$400-800	1,550	2,462	633
\$50,000-74,999	82-121%	26.8%	2,275	\$100,000-149,999	2,356	\$800-1250	990	3,346	1,071
\$75,000-99,999	122-161%	18.6%	1,575	\$150,000-199,999	898	\$1,250-1,500	230	1,128	-447
\$100,000-149,999	162-242%	12.8%	1,082	\$200,000-\$300,000	449	\$1,500-2,000	45	494	-588
\$150,000+	Over 242%	5.5%	465	\$300,000+	96	\$2,000+	98	194	-271
Median Income:	\$62,055			\$125,800		\$776			

* Household (HH)

Source: American Community Survey, 2015; RDG Planning & Design



Income Distributions and Housing “Affordability” Ranges: 2017

Income Range	% of City HH* Median	% of HH's	HH's income range	Affordable Range for Owner Units (2x income)	# of Owner Units	Affordable Range of Renter Units	# of Renter Units	Total Affordable Units	Balance
\$0-24,999	Under 41%	14.8%	1,251	\$0-50,000	654	\$0-400	199	853	-398
\$25,000-49,999	41-81%	21.6%	1,829	\$50,000-99,999	912	\$400-800	1,550	2,462	633
\$50,000-74,999	82-121%	26.8%	2,275	\$100,000-149,999	2,356	\$800-1250	990	3,346	1,071
\$75,000-99,999	122-161%	18.6%	1,575	\$150,000-199,999	898	\$1,250-1,500	230	1,128	-447
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\$150,000+	Over 242%	5.5%	465	\$300,000+	96	\$2,000+	98	194	-271
Median Income:	\$62,055			\$125,800		\$776			

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Source: American Community Survey, 2015; RDG Planning & Design



Projecting Housing Needs

Total Housing Unit Needs=Population Demand + Replacement

- Use population scenarios, recent construction activity and assumptions about people per household to generate ten years of overall housing demand.
- Consider the distribution of household income in a community.
- Match income ranges with affordability price points, based on housing costs equal to 25-30% of adjusted gross income.
- Define price breakouts for new housing demand, based on the assumption that new construction should ideally be affordable to the existing household income distribution.



Estimates do not give an exact current demand for housing, but provide guidance for occupancies and cost ranges of housing needed to reach specific targets



Development Targets 2019-2030: 1% Growth Potential

	2019 Base	2019-2025	2026-2030	Total
Population at End of Period	23,299	24,732	25,994	
HH Population at End of Period	23,186	24,613	25,868	
Average PPH	2.74	2.74	2.74	
HH Demand at End of Period	8,477	8,999	9,458	
Projected Vacancy Rate	10.7%	10.7%	10.7%	
Unit Needs at End of Period	9,491	10,075	10,589	
Replacement Need		180	150	330
Cumulative Need During Period		764	664	1,428
Average Annual Target Demand		127	133	130

Source: RDG Planning & Design

Housing demand calculation is based on:

- An estimated loss of 30 dwelling units annually
- No change in the number of people per household
- A constant vacancy rate of 10.68%



Development Targets 2019-2030 1.25% Aspirational Growth

	2019 Base	2019-2025	2026-2030	Total
Population at End of Period	23,299	25,102	26,711	
HH Population at End of Period	23,186	24,980	26,581	
Average PPH	2.74	2.74	2.74	
HH Demand at End of Period	8,477	9,133	9,718	
Projected Vacancy Rate	10.7%	10.7%	10.7%	
Unit Needs at End of Period	9,491	10,225	10,881	
Replacement Need		180	150	330
Cumulative Need During Period		914	805	1,720
Average Annual Need		152	161	156

Source: RDG Planning & Design

Housing demand calculation is based on:

- An estimated loss of 30 homes annually
- No change in the number of people per household
- A constant vacancy rate



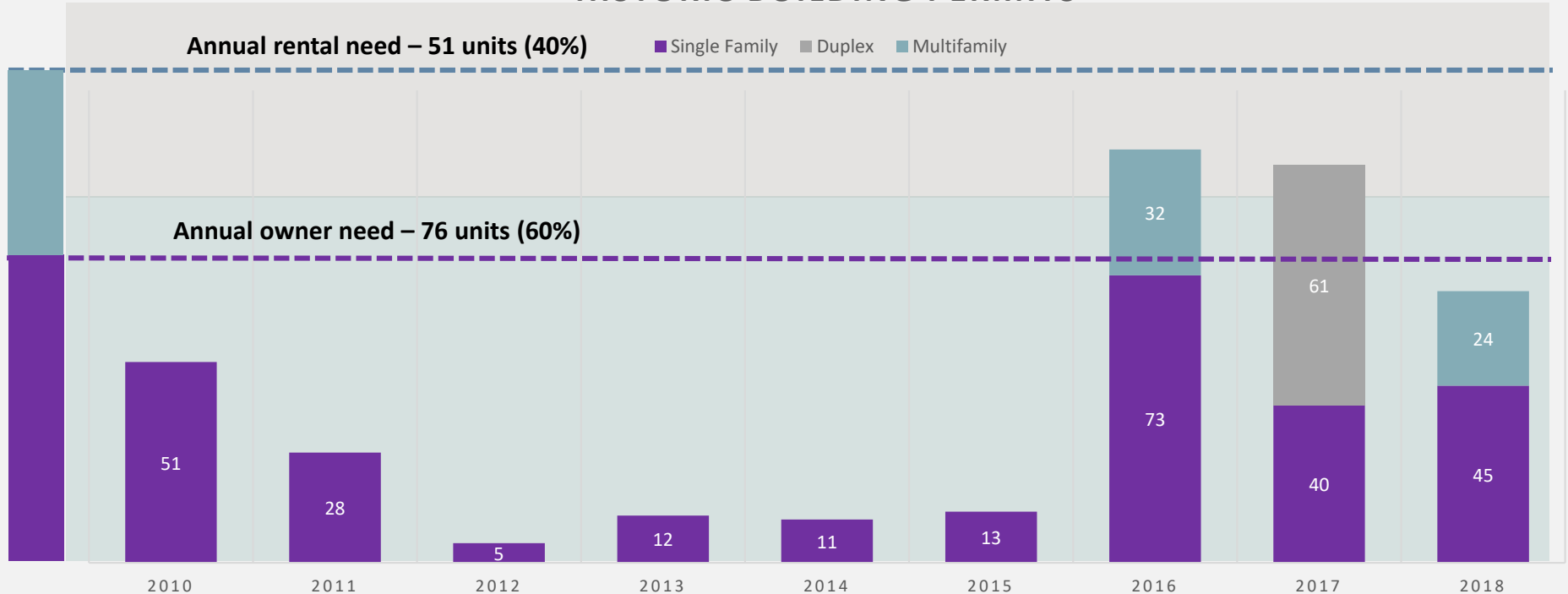
Development Targets: Compared to Output 2019-2030

HISTORIC BUILDING PERMITS

Annual rental need – 51 units (40%)

Single Family Duplex Multifamily

Annual owner need – 76 units (60%)



- Potential housing unit demand exceeded actual average construction, especially during the post-recession years of 2012 to 2015
- Actual average construction since 2016 appears to be approaching projected need, but still remained about 25 units short in 2016 and 2017



Development Targets 2018-2030

1% Projection

	2019-2025	2026-2030	Total
Total Need	764	663	1,428
Total Owner Occupied	458	398	857
Affordable Low: \$50-125,000	123	89	212
Affordable Moderate: \$125-200,000	116	84	201
Moderate Market: \$200-275,000	86	80	166
Market: \$275-350,000	107	78	185
High Market: Over \$350,000	54	39	93
Total Renter Occupied	306	266	571
Low: Less than 500	55	40	95
Affordable: 500-1,000	91	84	174
Market: \$1000-1,500	86	79	165
High Market: \$1,500+	71	66	137

- This analysis assumes a split of 60% owner-occupied and 40% rental units, meeting an increased demand for quality rental units.
- Most new construction will probably cost more than \$130,000, causing demand for lower-cost units to be met by existing housing.



Development Targets 2018-2030

1.25% Projection

	2019-2025	2026-2030	Total
Total Need	914	805	1,720
Total Owner Occupied	549	483	1,032
Affordable Low: \$50-125,000	148	107	255
Affordable Moderate: \$125-200,000	140	101	242
Moderate Market: \$200-275,000	104	96	200
Market: \$275-350,000	129	94	223
High Market: Over \$350,000	65	47	112
Total Renter Occupied	366	322	688
Low: Less than 500	66	48	115
Affordable: 500-1,000	109	101	210
Market: \$1000-1,500	103	95	199
High Market: \$1,500+	86	79	165

- This analysis assumes a split of 60% owner-occupied and 40% rental units, meeting the demand for quality rental units.
- Most new construction will probably cost more than \$130,000, causing demand for lower-cost units to be met by existing housing.



Housing Resources

- Location and Access
- Commercial Development
- New Civic Assets
- Innovating Schools
- Major Economic Development
- Available Development Site
- Overall Affordability
- Attraction of Young Households
- New Housing Types
- Resurgent Town Center





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Belton's location on major transportation routes with access to major employment centers, including Johnson County, Kansas via I-435, continues to be a significant asset for the city. The upgrading of US 71 to Interstate status with the completion and designation of I-49 between the Arkansas border and the Kansas City metro has further enhanced the city's status as a commercial and increasingly industrial center and as the southern gateway to the Kansas City metropolitan area.



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Availability of convenient retail and other commercial services remains an important factor in a city's ability to attract and retain population. Belton's strategic location, far enough away from competitive commercial environments in the metro area, has helped fuel major commercial expansion during the last 15 years. Continued growth in the 58 Highway corridor has been joined by new development around 163rd Street. The extension of Markey Parkway also opens new commercial and mixed use sites. Commercial growth continues to be a revenue generator for Belton and helps provide resources for community reinvestment.



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Civic resources including parks and trails are increasingly seen as necessary to secure a city's ability to attract new population. Belton has developed significant city facilities, including the development of Wallace Park and its state of the art community center, the Markey Park Sports Complex, and the beginning of a trail system that will cross the I-49 barrier and link the city's east and west sides together.



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In the past, a perception existed that put Belton's schools at a competitive disadvantage to the neighboring Ray-Pec District. The school district has undertaken major capital construction and curriculum initiatives, notably the Ford Next Generation Learning and the STEAM Academy, to address this perception, and the school system has emerged as a major community resource. The Ford Next Generation Learning initiative is an academies-based program that will enable ALL students to graduate college- or career-ready, while the STEAM Academy will provide a specific curricular and career focus advantage for the district. The April, 2017 bond issue is financing major enhancements at the high school.



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Belton's excellent transportation on I-49 and near the I-49/435/470 junction makes it a great location for commuters working throughout the metropolitan area. Thus, regional economic development has major benefits for Belton. That said, the development of the Centerpoint Intermodal facility, development around the Y Highway interchange, and the Southview Commerce Center, redeveloping the former Southview Golf Course along I-49 north of 162nd Street with 2 million square feet of flex space will greatly enhance Belton's business and employment environment.



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Belton has significant areas available for new development. One of the most promising is the “Graham” site and later phases of Traditions in the southeast part of the city, generally along the Mullen Road/I-49 corridor south of the Belton, Grandview & Kansas City excursion railroad to the city limits at Peculiar Drive. This provides an unusual opportunity for walkable community development with a variety of housing types. Other growth opportunities include areas along the 179th Street corridor south of the high school, and west of Cherry Hills along Prospect. Land supply is not unlimited, however, and efficient land use is a priority that meets both market and community needs.



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Belton continues to rank favorably among Kansas City metro area communities for housing affordability. Its estimated median value/median income ratio of 2.03 is low and borders on the ratio characteristic of an “undervalued” market. However, it is important to remember that these data are derived from 2017 American Community Survey, based on a five year average during a period of low housing construction in Belton. Single-family development accelerated from 2016 to 2018 and this will undoubtedly increase the V/I ration. Rents rank in the middle range of these comparable communities.



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Belton's relative affordability helps produce a relatively higher than expected number of younger (or entry level) households indicated in the demographic analysis. The migration analysis, comparing the actual population count to that predicted by natural population change shows a significant "overperformance" in starter (age 25 to 34) households. It's also reflected in the school district's steady enrollment in the face of demographic factors that generally trend toward moderate declines during the last 10 years in many places – a trend that will reverse as millennial households have children. This continues to be a strong potential market for Belton, and one that the city just continue to position itself toward.



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While new construction and platting has largely been dominated by conventional lot single-family detached houses, more diverse housing types are beginning to develop. These include single-family attached and duplex units, four-unit townhomes (The Traditions), mixed single-family and duplexes (Meadow Creek 2), affordable cottages for older adults (The Cottages at Belton), low-density multi-family (Lakewood Terrace), and a high quality manufactured housing community (Lazy Acres). Developers in the area are attempting to respond to market and economic demands for small-lot single-family development, but have encountered resistance. This is a potential market sector that Belton should also encourage.



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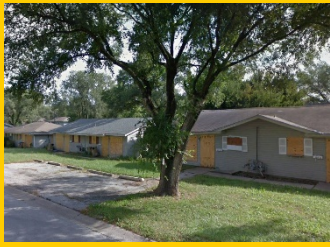


Streetscape improvements noted in the 2003 CHAT report, adoption of downtown design guidelines in 2011, the promotional and event work of Downtown Belton Main Street and overall increase in interest and appreciation for urban districts has continued to elevate the quality of Downtown's business environment. The district's central location and accessibility to most of Belton west of I-49 are also distinct assets, as is the unique (and perhaps underappreciated) BG&KC Railroad and museum. Downtown has some upper story residential conversion opportunities, but the greatest potential lies in continued reinvestment in the surrounding Olde Towne district.



Housing Challenges

- Continued Market Perceptions
- The Belton/Raymore/Peculiar/Lee's Summit Syndrome
- Corridors and Reinvestment Areas
- Infrastructure
- Diversity in Housing Choice
- Costs of Development
- Community Development Entities
- Regulatory Issues and Opportunities



Housing Challenges

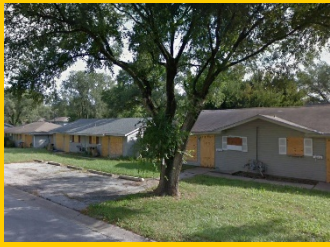
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Belton's market perception has evolved during the last 15 years as the memory of the Richards-Gebaur site as a military base becomes more distant. Much of this change has been related to more intensive commercial development along 58 Highway and the growth of the city as a regional retail destination. Yet issues persist, including:

- Perception that Belton is a place to shop (or work) rather than live.
- Lack of residential exposure along I-49
- Lingering reputation as a "base town."
- Relative competitive position with adjacent communities.

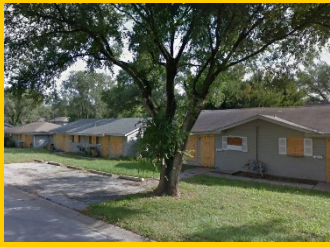


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As a residential setting, Belton advocates have an understandable tendency to evaluate its competitive position relative to surrounding cities. Raymore is viewed as presenting itself successfully as a residential setting. Lee's Summit has established itself with a highly desirable downtown and a high quality of community life. Peculiar presents an intimate, small town quality, appealing to those who want a little more distance while retaining convenience. Belton continues to seek its specific market theme.



Housing Challenges

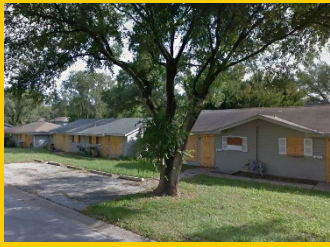
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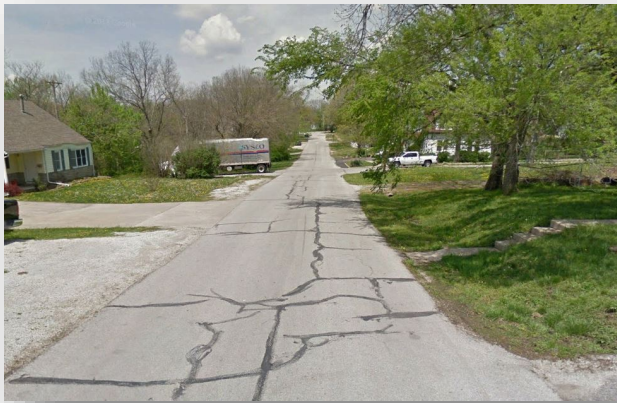


In some cases, corridors and neighborhoods are viewed as having an impact on the development potential of other, otherwise desirable sites. For example, North Scott has been a focus of significant community attention and a master plan and design guidelines have been adopted for the corridor. Some obsolete mobile home parks to transition to upgraded facilities. Plans for the corridor should make tactical improvements that understand the need for short-term image upgrades, the economic life of today's corridor, and the possibilities for integrated needed and supportable residential development that can take advantage of access to jobs, commercial uses, and regional transportation.

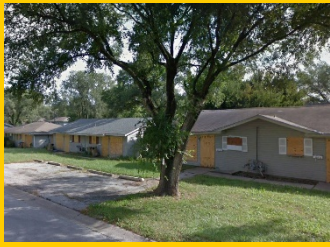


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Many of Belton's older neighborhoods, including Olde Towne and others that provide the walkability, adjacency to the traditional center of town, and affordable housing, lack the contemporary infrastructure – standard streets, curbs, sidewalks, storm drainage – that contemporary buyers expect in urban neighborhoods. Residential street infrastructure upgrades have proven to be a powerful incentive for reinvestment in neighborhoods. And innovative street infrastructure should also be considered.

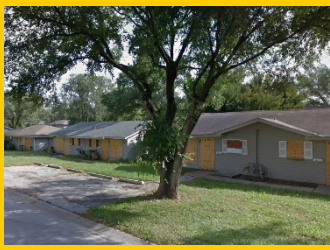


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- Community Development Entities
- Regulatory Issues and Opportunities



While most of Belton's housing supply is solid, the city has significant amounts of older, marginal mobile home units, base-type housing, and older rental units. Many of these units are vacant and have become blighting influences. These uninhabitable units are probably accounting for an uptick the city's nominal vacancy rate. But others, if fully rehabilitated to contemporary standards, may both provide affordable workforce housing assets and opportunities for upgrading neighborhoods.



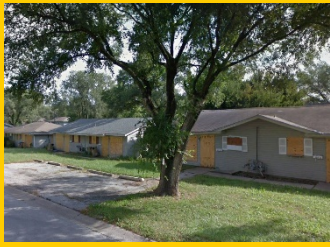
Housing Challenges

- Continued Market Perceptions
- The Belton/Raymore/Peculiar/Lee's Summit Syndrome
- Corridors and Reinvestment Areas
- Infrastructure
- Obsolete or Deteriorated Housing Types
- **Diversity in Housing Choice**
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As noted earlier, Belton has begun to diversify beyond the traditional single-family detached lot, with production of attached homes and townhomes increasing in recent years. However, major market opportunities are still not being capitalized on to full advantage. These include:

- *Multifamily.* Only 56 units that could be classified as “multifamily” have been built since 2010 and these are primarily 4-unit buildings. A lack of contemporary, high-quality rental and apartment development in the face of increased generational demand can lead to conversion of single-family homes to rental occupancy.
- *Small lot single-family.* A growing demand from younger family households is perceived by builders and developers by is experiencing difficulty in finding places to build. Some of these problems relate to neighborhood opposition to higher development densities.



Housing Challenges

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Development costs that are borne privately have created issues for the development industries. Some builders calculate city fees at up to 20% of the cost of home construction, ranging from \$10,000 to \$25,000 per unit. Others report overall infrastructure as high as \$40,000 on a standard 70-foot lot. Stormwater detention is also done on an individual developer level, adding to development cost. These costs are tending to push new construction above the \$100/square foot "sweet spot" that some builders identify as the core of demand.



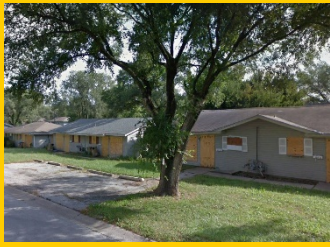
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Habitat built owner-occupied housing, Bloomington, IN

Nonprofit community development corporations (CDC) that garner community support and cooperative financing are often able to complete necessary projects that are outside the scope of private builders and developers, although they often team with the private sector. They do not have profit expectations, can do their work as 501(c)(3)s, and do not entail personal risk. An effective CDC is a significant priority for Belton and can help produce development that is particularly well-suited to the city, such purchase and rehabilitation of older housing for affordable owner occupancy, rent-to-own units, mobile home park redevelopment, and innovative development forms.



Housing Challenges

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Habitat built owner-occupied housing, Bloomington, IN

Contemporary market preferences by young home-buying families suggest greater interest in small lots, high quality, connectivity, public space, mixed uses, and compact development. In addition, small lots save significantly on the cost of infrastructure per unit, a significant problem for Belton. Belton's unified development code appears to require a 65-foot width for single-family lots, when some current developments are in the 40-foot and under range. Several cities in the Kansas City metro area have adopted TND (traditional neighborhood development) or "village" ordinances that are designed to encourage small lot, walkable communities. However, many of these ordinances are so detailed or prescriptive that developers avoid using them. In other cases, small lot development faces opposition from neighbors. This presents a significant opportunity for Belton if it can both maintain standards but provide streamlined regulations to accommodate an emerging market.






A Look Back

2003 Recommendation		Action	Continued Relevance or Action
Develop a new comprehensive plan providing a growth vision and framework.	●	<ul style="list-style-type: none"> Adoption of North Scott plan and design guidelines, downtown design guidelines, and trail master plan 	<ul style="list-style-type: none"> Still operates with a 1992 comprehensive plan Major projects reflect elements of a community vision
Develop a public/private cost sharing system for the basic infrastructure framework	●		<ul style="list-style-type: none"> Still a major issue
Initiate an image investment program to redefine Belton as place of choice for the South Metro	●	<ul style="list-style-type: none"> Major advances with new commercial development in the 58 and I-49 corridors Wallace and Memorial Park development New housing development with the Traditions Continued downtown enhancement Some trail and greenway projects 	<ul style="list-style-type: none"> Major work has occurred and community image has improved, but continued transformation is still a work in progress. “Belton is viewed as a place to shop, Raymore as a place to live”





A Look Back

2003 Recommendation		Action	Continued Relevance or Action
<p>Capitalize on the railroad corridor and uniqueness of an operating excursion</p>		<ul style="list-style-type: none"> Railroad continues but operation appears to be in some question 	<ul style="list-style-type: none"> Remains a unique resource. Joint greenway/trail is included in the master plan but not yet implemented. Primary development site is served by the line
<p>Develop district financing of interceptor sewer development in southeast and northwest growth areas</p>			<ul style="list-style-type: none"> Still a major issue
<p>Launch an “Open for Business” campaign aimed at selected, quality builders and developers in the metro area</p>		<ul style="list-style-type: none"> Significant work has been done in the economic development sphere, including the Southview Commerce Center and other development along the I-49 corridor, QT distributing center, intermodal facility Improved lines of communication between city and development community School system capital and program improvements have been significant 	<ul style="list-style-type: none"> Major issues appear to remain on fees, infrastructure cost, requirements, and private/public cost sharing



A Look Back

2003 Recommendation		Action	Continued Relevance or Action
<p>Consider a redevelopment authority or other entity with ability to acquire property and carry out focused development activities</p>			<ul style="list-style-type: none"> Remains highly relevant by a community development approach operating in partnership but outside of government may be more appropriate
<p>Institute an Old Town conservation district that includes street rehabilitation, curb and gutter, residential rehabilitation, focused code enforcement</p>		<ul style="list-style-type: none"> Design guidelines for downtown have been developed Significant Main Street business growth 	<ul style="list-style-type: none"> Focus on Olde Towne reinvestment remains highly relevant



Complete Community Housing



Growing Up

Starting

Settling

Prospering

Aging



- Safe, nurturing homes for growing as a person
- Secure neighborhoods

- Places to try out and experiment
- Housing within one's means
- Economic opportunity

- Places to put down roots and gain equity
- Places to grow and establish a household
- Housing within one's changing means
- Room to grow

- Options
- Settings that adapt to stages of life

- Options
- Settings that adapt to stages of life
- Places for active retirement
- Places for growing old with dignity



New Directions

Infrastructure Finance

- Establish a program to extend interceptor sewers as necessary, providing public front end financing reimbursed as lots are final platted by individual developers. Execute a fee calculation methodology that calculates the development yield generated by a specific extension, producing a per lot calculation for single-family development and a per unit fee for multi-family.
- Create a public/private infrastructure financing program by which front-end or public finance tools are offered for projects or developments that meet specific public development objectives such as workforce or starter family housing, quality multifamily development, or new independent senior living settings.



New Directions Infrastructure Finance

This policy table, as part of the *Live Salina* (KS) housing and neighborhood development plan addressed a major community debate about infrastructure financing by offering graduated levels of assistance for projects that met specific community objectives and priorities.

TABLE 3.2: Development Policies

		Market Drivers		
Price Range	Price Point Alone	Contiguity	Density/Innovation	Reinvestment
High (>\$250,000)	Private Financing	Partial special assessment if contiguous (50% of development cost)	Full special assessment if mixed with other housing price points and/or uses.	Full development incentive package in reinvestment areas
Medium (\$175-250,000 & rents above \$700)	Private Financing	Full special assessment if contiguous	Full special assessment if mixed with other housing price points and/or uses.	Full development incentive package in reinvestment areas
Moderate (\$125-175,000 & rents \$450-700)	Full special assessment Consideration of public infrastructure financing depending on context	Full special assessment Direct public infrastructure financing Development incentives (TIF or RHID) Direct development assistance	No requirement	Full development incentive package in reinvestment areas
Low (Under \$125,000 and below market rate rentals)	Full special assessment Consideration of public infrastructure financing depending on context	Full special assessment Direct public infrastructure financing Development incentives (TIF or RHID) Direct development assistance	No requirement	Full development incentive package in reinvestment areas

Example: Public Improvement Incentive Structure prepared for Salina, KS



New Directions

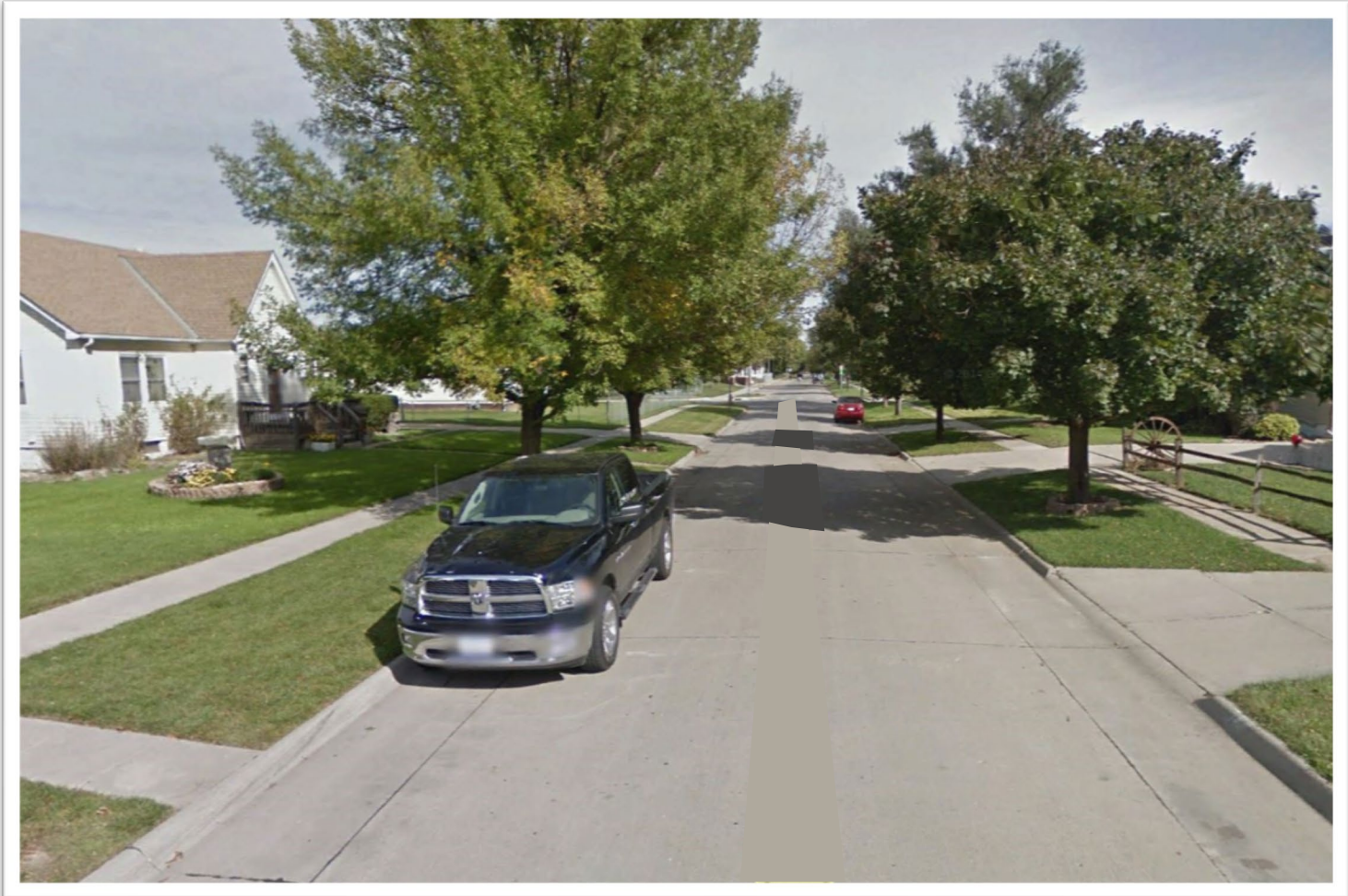
Infrastructure Upgrades

- Create a dedicated annual budget allocation for street reconstruction/resurfacing, curb and gutter, sidewalks, and thematic street lighting, targeted initially to Olde Towne but eventually extending into other targeted neighborhoods with “rural” section streets.
- Consider using woonerfs (shared space local streets that slow auto traffic to pedestrian speeds), green streets, and other innovative street designs.



New Directions Infrastructure Upgrades

Council Bluffs, IA found that a systematic street rehabilitation program helped leverage major homeowner reinvestment in homes in its West End neighborhood.



Example: 6th Avenue, Council Bluffs, IA



New Directions Infrastructure Upgrades



Woonerf Concept



New Directions Infrastructure Upgrades



Hybrid Woonerf Concept (RDG)



New Directions

Regulations that to Encourage Desirable Outcomes

Some KC metro communities have policies to produce walkable and even small-lot residential development but often the regulations are so prescriptive that they actually discourage potential developers. In other places, neighborhood opposition is slowing project approval. This provides an opportunity for Belton, especially in large development areas like the Graham property. Belton should create flexibility in small lot or high-density single family development by focusing on the most important patterns, and avoid loading developers down with the specific requirements of TNDs. The overarching principles of TND's (higher density, civic life, walkability, connectedness, scale) can be accomplished in other ways. There are many approaches to great environments. Do not let the perfect be the enemy of the good.



New Directions Regulations that to Encourage Desirable Outcomes



Small Lot Single Family, Fayetteville AR



New Directions Regulations that to Encourage Desirable Outcomes



Small Lot Single Family, Fayetteville AR



New Directions

Community Development Corporation

Belton would benefit by creating a Community Development Corporation (CDC) to carry out highly focused project types that the private sector by itself does not deliver. Some CDCs are organized as Community Housing Development Organizations (CHDOs), which provide special access to some financing, including Low Income Housing Tax Credits (LIHTC). (Note: Missouri is not presently approving LIHTC projects). A CDC should have a close relationship with local lenders, who will provide construction financing and are likely to participate in mortgage lending. An CDC should work across income ranges and housing types as needed. A CDC will determine its own course but may focus on:

- Acquisition of vacant houses for rehabilitation/resale or demolition and infill equity development in target areas, with a probable focus on Old Town.
- Development of a portion of a major development area with introduction of a new-to-market housing product, or as part of a demonstration block with innovative infrastructure like a green street.
- Rent to own homes.
- Redevelopment of a mobile home site that is undergoing transition.



New Directions Community Development Corporation



Rent to Own/Shared Equity Housing, Omaha (Holy Name Housing Corporation)



New Directions Community Development Corporation



Image NASA

Holy Name Housing Corporation Senior Cottages, Omaha



New Directions Comprehensive Plan

Belton's comprehensive plan is 27 years old and much has changed since then. A new plan is needed and Belton might be initiating this process. A new plan should be highly strategic and focus around critical issues, among which are land use, housing, and infrastructure policy; reinvestment corridors and districts; community quality; and connectivity. Outcomes of a process should include:

- Specific standards for siting multi-family housing such as nearby services, transportation infrastructure, reasonable separation from SF outside of planned, mixed density developments. In the land use plan, identifying qualified areas compatible for higher-density residential development.
- Detailed concept plan for the North Ave/Scott/I-49 triangle, with a more granular land use and development program for North Scott and attention to a mixed use program (including density residential) along the Markey Parkway corridor.
- Implementing connection opportunities to Wallace Park, Memorial Park, and Downtown as a system of key civic attractions
- More specific directions and actionable strategies for older parts of the city



New Directions

Comprehensive Plan: Corridor Development



Apartments and Target, Minneapolis



New Directions

Comprehensive Plan: Corridor Development



Broadway Boulevard Plan, Salina, KS



New Directions

Comprehensive Plan: Corridor Development



Broadway Boulevard Plan, Salina, KS



New Directions BG&KC Development Corridor

The BG&KC Railroad and Museum, whose property and operational line runs from 155th Street to Cambridge Road (179th Street), appears to be a unique resource – a tourist attraction to be sure but also a thematic growth corridor. The railroad, like many of its peers, is seen as a valuable asset that always struggles for adequate resources. But it can be seen in a different way – a unique community corridor that becomes an iconic spine for growth. This corridor could have the same importance to Belton in its way as the High Line on New York and the 606 Trail in Chicago with a major exception – it still has an actual passenger train running along it. Of particular initial importance is the link between Downtown, Olde Towne, Memorial Park, the Traditions and surrounding growth areas and the Graham property.





New Directions BG&KC Development Corridor

To that end, the railroad corridor in principal southeast growth areas could be expanded into a family-oriented greenway with trail, special features, and of course the train with a south station that could be coordinated with potential commercial development at the Cass Parkway interchange. This could be especially important because of its visibility to I-49 and its possibility of a visual counterpoint to Raymore on the other side of the interstate. The city should work closely with adjacent property owners and developers to tie into a green line initiative and design development master plans that take advantage of both market demand and the special resource offered by the railroad. This should also include a cooperative funding arrangement to support and upgrade the line as a value-added asset.





New Directions BG&KC Development Corridor



The Belton CHAT Report

