BEST PRACTICES

City of Belton, MO

Unified Development Code Update

September, 2025

Prepared For

Prepared By

Multistudio

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01.

Introduction

Introduction

Belton's UDO Update

Project Context

In 2024, Belton adopted a new comprehensive plan for the community: *Belton 2050*. The plan was designed to guide the city of Belton through growth, increasing development, and population changes, and it expresses the Belton community's vision for their community's evolution.

The last comprehensive update to the city's UDO took place in 2011, with periodic amendments made as needed since then. This project is updating the city's Unified Development Ordinance (UDO) in order to enable the code to promote the Belton community's vision and goals for development as defined in the comprehensive plan.

Major Project Milestones:

- **Phase 1:** Assembly of project teams & project kick-off.
- **Phase 2:** Establish shared understanding of Belton's existing conditions through analysis methods and community engagement.
- **Phase 3:** Develop a shared direction for the UDO update through stakeholder discussions, Steering and Technical Committee focus groups, and community engagement. ***This document, the Best Practices, is a key deliverable in Phase 3.***
- **Phase 4:** Draft the updated UDO and review with city staff, focus groups and committees, and through community engagement.
- **Phase 5:** Formal adoption of the updated UDO.

Multistudio's Role

Multistudio is the consultant partnered with Belton city staff to update the city's UDO. Working alongside a project management team made up of representatives from several city departments, Multistudio is:

- Analyzing the existing physical, policy, and regulatory conditions in Belton that will impact the UDO update project,
- Coordinating with Belton city staff to facilitate stakeholder and community engagement throughout the project,
- And leading a UDO drafting process that leverages the local expertise of a wide variety of staff and community stakeholders and focus groups.

How to Use this Study

The Best Practices sets the stage for Multistudio's next steps, city staff's local expertise, and engagement of the Belton community with the UDO update. Each of these project participants will use the Best Practices Document differently:

- **Multistudio** will utilize the Best Practices Study to guide potential solutions and identify development issues. The team will then couple this research with input received from the Belton community and Belton city staff to create a regulation framework.
- **Belton City Staff** will review and analyze the Best Practices document to help identify potential approaches to address issues identified.
- The **Belton Community** will provide feedback and input regarding critical issues, information provided in the Best Practices Study, and regulatory strategy.

Guiding the UDO Update Project

A key priority of the UDO update is to implement *Belton 2050*'s vision for development in the city. The four key themes below capture all of *Belton 2050*'s goals and guiding principles affected by the city's development code and were identified through a complete review of the plan's policies. These themes will be used as guides at every step of the project to focus the UDO update on established community goals.

Public Space

Foster the creation and variety of public space with open spaces, essential amenities, and green infrastructure throughout Belton. Balance the preservation and maintenance of existing community assets with the production of new assets.

Mixed-Use Development

Create and support mixed-use development through corridor redevelopment and enhancements to Old Town. Encourage a variety of business types, foster the establishment of small businesses, and protect and enhance the historic character to stimulate economic activity.

Housing & Neighborhoods

Promote an increase in housing variety and types appropriate to different neighborhood contexts and preserve and enhance neighborhood identities.

Multimodal Network

Establish connectivity and access to community resources and destinations through a multimodal network of open space, trails, sidewalks, and roads.

What is the Best Practices Study?

The Best Practices Study explores potential solutions to relevant issues Belton is currently facing.

These solutions are based on projects that illustrate the goals of the *Belton 2050* plan and are relevant to Belton's specific context.

Old Town in Belton, MO.

A vibrant historic downtown with a variety of public amenities and building uses in Belton, MO.

01.

Public Space

Introduction

Precedent: Bucking Horse, CO

Precedent: Park Place, KS

Community Discussion Starters

Introduction

Why is Public Space Important?

Public space is a primary component of creating great neighborhoods and community spaces. The "public realm" is defined as the spaces between buildings. When designed intentionally, the "public realm" can be a powerful tool for establishing placemaking, determining livable neighborhoods, and fostering positive perceptions of a city.

Public space includes placemaking components like the steetscape, trail systems, open space systems, and landscape design.

- **Streetscapes** are created through a combination of various street amenities to enhance the pedestrian experience along roadways. The streetscape can also be used to promote open space systems while providing safe walkability and multimodal options (see 04. Multimodal Network).
- **Trail Systems** are a network of pedestrian or shared-use pathways that can connect communities to resources through alternative modes of travel.
- **Open Space Systems** are a network of greenways, smaller parks, and open areas that shape the structure of an area. This network can provide a wide variety of open space types across a community, dependent on proper context and use.
- **Landscape Design** plays a crucial role in the placemaking and perception of a neighborhood, city, and general space.

What does *Belton 2050* say about Public Space?

Belton 2050 prescribes goals and strategies that emphasize Community Identity, Community Aesthetics, and Parks and Recreation. Through the ideation of a new civic space / gathering space for Old Town, updated streetscape design, and expanded trail networks and access, *Belton 2050* displays the community's need for quality public spaces.

How can the UDO impact Public Space in Belton?

Through a variety of key interventions and modifications, the UDO can assist in prescribing focused standards and regulations to create appropriate public spaces for the Belton community. This can be achieved through intentional streetscape and street design standards, encouraging active and engaging lot frontages, allowing a variety of open spaces at varying scales, and "public realm" sensitive site design and landscape standards.

Public Space: Key Elements

Four placemaking components that are relevant to Belton's Public Spaces are streetscapes, trail systems, open space systems, and landscape design. Each of these elements contains individual components that play an important role in creating good public spaces. The UDO update will prioritize these components and key elements to establish standards that effectively guide and shape public spaces in alignment with Belton's goals.

1 Streetscapes

Streetscapes can provide a variety of multimodal options through sidewalks, trails, bike lanes, etc. With a focus on pedestrian experience, this component also includes features like amenity zones, pedestrian amenities, street trees, lighting, signage, and art.

2 Trail Systems

Trail systems provide pathways that can be used for a variety of multimodal purposes, such as walking and biking. Typically containing a wide pathway, these trails are strategically connected to developments, amenities, and to the whole community.

3 Open Space Systems

Open space systems contain a wide variety of amenities, uses, and elements. Dependent on the context and community need, an open space can contain features such as recreational facilities, trails, sidewalks, trees, landscaping, pedestrian amenities, etc.

4 Landscape Design

The design of a landscape helps establish the character, identity, and use of a space. Features that contribute to landscape design include trees, vegetation, impervious and pervious surfaces, and if appropriate, stormwater infrastructure.

Precedent Studies

To support the production and preservation of Open Space and Trail Systems, Streetscape and Landscape Designs promote public realm amenities and spaces for the Belton community to utilize.

Bucking Horse, located in Fort Collins, Colorado, is a residential neighborhood that utilizes open space systems, streetscapes, and trail systems to produce a highly-connected and beneficial public realm. The development also utilizes housing and its strategic location to promote access to open space.

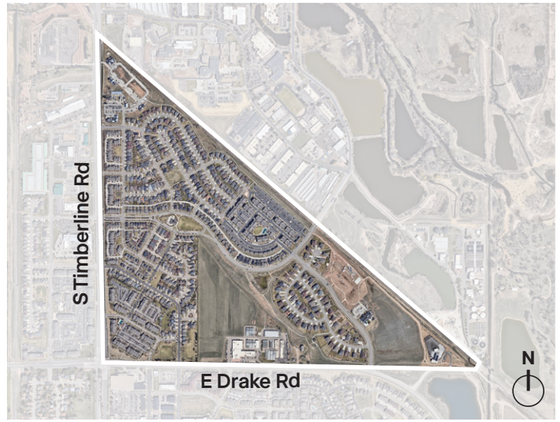
Park Place, located in Overland Park, Kansas, utilizes landscape design in its central green spaces to promote walkability and community activity.

Bucking Horse, Fort Collins, CO

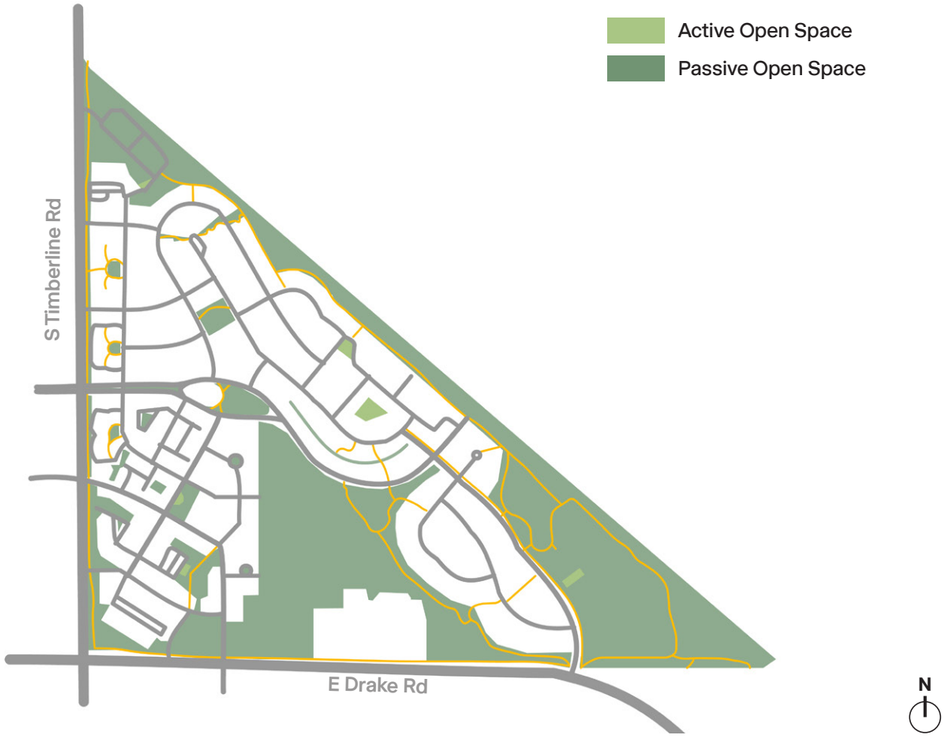
Introduction

The Bucking Horse neighborhood organizes itself around trails and well-designed streets, allowing residents to easily utilize the open spaces within. Public realm features, such as street trees, amenity zones, and well-connected sidewalks, allow for pedestrian activity and internal connectivity. Housing options and various services and amenities are also possible due to the well-planned connectivity and open space.

Total Area: 214 acres



Google Earth Aerial of Bucking Horse in Fort Collins, CO.



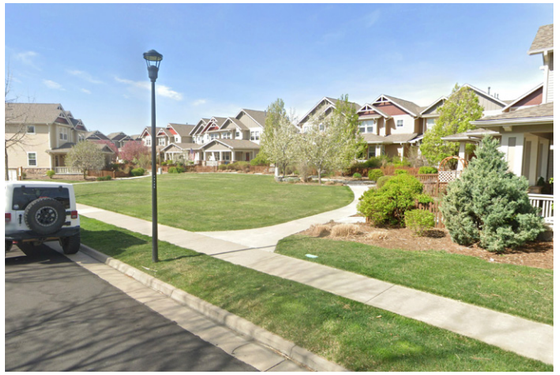
Open Space Systems Diagram
Emphasizing active vs. passive open space.

Open Space Types

Agricultural Open Space
Ownership: Private; Area: 20.3 Acres

Neighborhood Park
Ownership: Public; Area: 1.31 Acres

Plaza
Ownership: Public; Area: 0.09 Acres



Courtyard
Ownership: Public; Area: 0.17 Acres

Greenway
Ownership: Public; Area: 1.32 Acres

Open Space
Ownership: Private; Area: 1.92 Acres

Note: All dimensions are approximate based on measurements from Google Earth.

Open Space Types (Continued)

Sidewalk Network
Ownership: Public

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Park Place, Leawood, KS

Introduction

Park Place is a walkable mixed-use neighborhood that utilizes a variety of landscape designs for different contexts. Open space design ranges from plazas with heavy landscaping and pedestrian amenities to open spaces with simple lawns, yet both provide access to green space and can be programmed in numerous ways for the community.

Total Area: approx. 28 acres

Google Earth Aerial of Park Place in Leawood, KS.

Open Space Systems Diagram
Emphasizing active vs. passive open space.

Open Space Types

Plaza
Ownership: Public; Area: 0.35 Acres

Residential Common
Ownership: Semi-Public; Area: 0.96 Acres

Open Space
Ownership: Semi-Public; Area: 0.89 Acres

Open Space
Ownership: Private; Area: 1.57 Acres

Note: All dimensions are approximate based on measurements from Google Earth.

Community Discussion Starters

Streetscapes

- How can pedestrian elements, like trees, benches, and sidewalks, help create a better connection between a community, its streets, and its parks?

Public spaces can be supported by a variety of pedestrian pathways to create a network of open spaces.

Trail Systems

- To create a more walkable city, how could trails be integrated into Belton's neighborhoods?
- What scale of development promotes trail usage and access?

Open Space Systems

- What types of open spaces (parks, civic spaces, trails, natural areas) are needed in Belton?
- What types of open spaces (active - playgrounds, fields or courts, etc., or passive - open space, natural areas, etc.) should be incorporated into Belton's neighborhoods?

Landscape Design

- How can landscape design contribute to the image of the community?

Open Space Dedication

- How could the process for developing open spaces be maximized?

Displayed in a "green-court" configuration, homes front to a central open space that allows access through a connected pedestrian path.

02.

Mixed-Use Development

Introduction

Precedent: Glenwood Park, GA

Precedent: Metcalf Ave, KS

Precedent: Old Town Arvada, CO

Community Discussion Starters

Introduction

Why is Mixed-Use Important?

Mixed-use development helps create placemaking opportunities through allowing a variety of activities, establishing efficient development patterns, and providing resiliency through flexibility in building use.

Mixed-use development requires a variety of components, such as context, mix of building uses, scale and format, and infill and reuse, to be considered when planning for a mixed-use area or block.

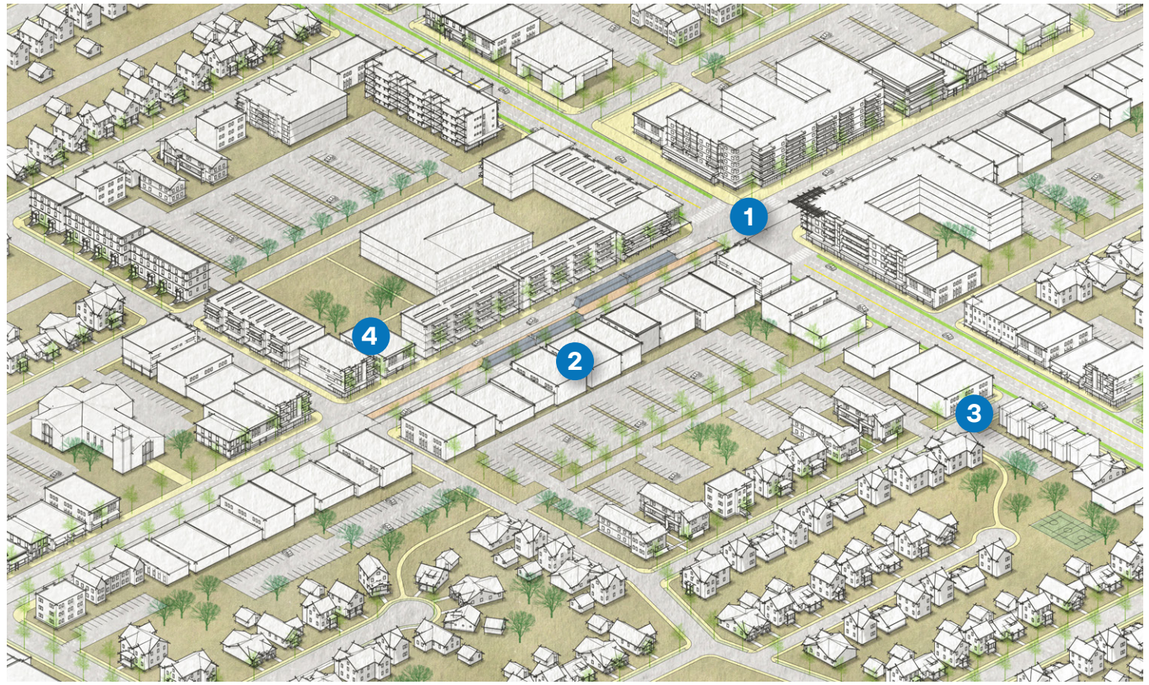
- **Context** refers to the character, history, natural environment, and existing built environment of a place.
- A **Mix of Uses** utilizes residential and non-residential uses and their relationship with one another to create a hub of amenities and resources.
- The **Scale and Format** of uses defines how a programmed space is incorporated into its context and how people are intended to use the space.
- **Infill and Reuse** can provide opportunities for strategic programmatic intervention within an existing development or neighborhood.

What does *Belton 2050* say about Mixed-Use?

Belton 2050 promotes mixed-use development through the city's sub-area plans, including the North Scott and Old Town Belton plans, to create distinct places. The plan also further promotes an intentional mix of uses according to the appropriate context, such as Downtown Mixed-Use, Mixed-Use, Neighborhood Commercial, Regional Commercial, and Business Park.

How can the UDO impact Mixed-Use in Belton?

The UDO can support walkable patterns and mixed-use development that responds to an area's context, has appropriate scale and format, and provides programmatic flexibility through a modified approach to the design standards and permitted uses.



Mixed-Use Development: Key Elements

Four components that are relevant to Belton's Mixed-Use Development are context, mix of uses, scale and format, and infill and reuse. Each of these elements contains individual components that play an important role in creating appropriate mixed-use development. The UDO update will prioritize these components and key elements to establish standards that purposefully influence mixed-use development in alignment with Belton's goals.

1 Context

The context of an area defines how programmatic uses are implemented, spaces are designed, and what elements / uses are appropriate.

2 Mix of Uses

A mix of uses refers to a combination of residential and non-residential uses within a singular structure, block, or zoning district. In order to be successful, a mixed-use area needs to have compatible uses that work well within the surrounding context.

3 Scale and Format

Appropriate scale and format of uses (building and spatial programming) are shaped by a wide array of factors, including height restrictions, setbacks, density requirements, physical design, etc. and need to be carefully chosen.

4 Infill and Reuse

Infill utilizes vacant or underused sites, increasing neighborhood amenities or housing and promoting walkability.

Reuse is the repurposing of existing structures, promoting investment, context-sensitivity, and reduced waste.

Precedent Studies

Utilizing elements like Context, a Mix of Uses, Scale and Format, and Infill and Reuse, mixed-use developments promote amenity access, placemaking, and business creation while still protecting and enhancing Belton's character.

Glenwood Park, located in Atlanta, Georgia, is a walkable district that utilizes transitions in building scales, a variety of uses, and systematic design to support the bordering neighborhoods of detached housing.

Metcalf Ave, located in Overland Park, Kansas, is a major roadway that has emphasized infill and reuse to bring in mix of uses to the area, with walkable streetscapes providing connections to the new uses.

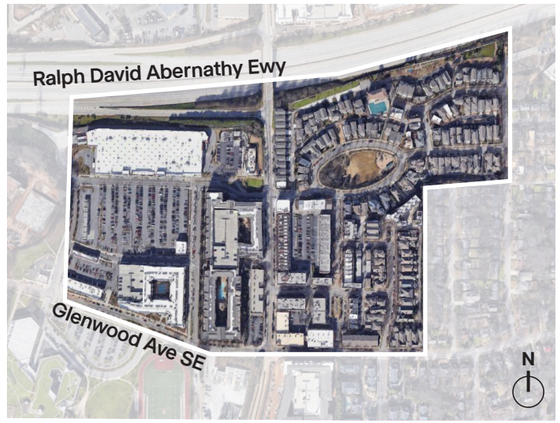
Old Town Arvada, located in Arvada, Colorado, is a vibrant, historic downtown that provides a dynamic experience through the district's mix of uses, public realm design, and context-sensititve infill and reuse projects.

Glenwood Park, Atlanta, GA

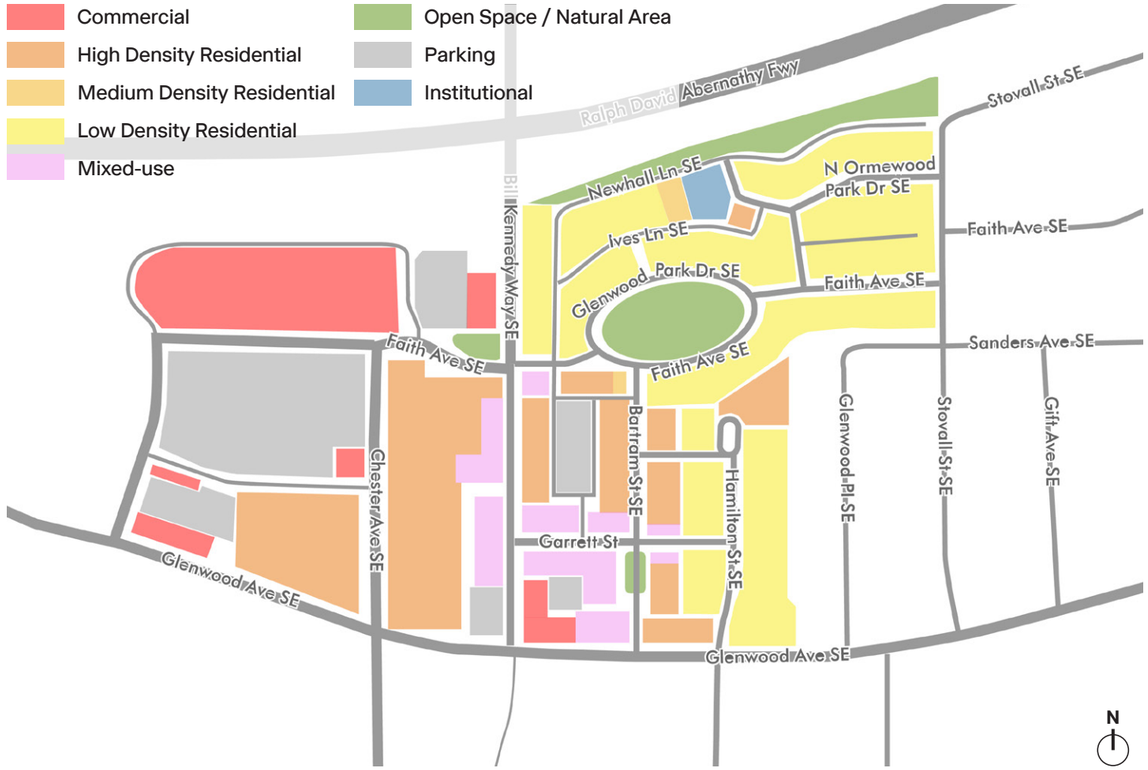
Introduction

To better transition the surrounding developments, Glenwood Park utilizes strategic placement of residential densities, commercial uses, and mixed-use buildings. The scale and format of these developments support the gradual shift in density and uses, promoting walkability and an increase of amenities and services to residents without harsh transitions.

Total Area: 51 acres

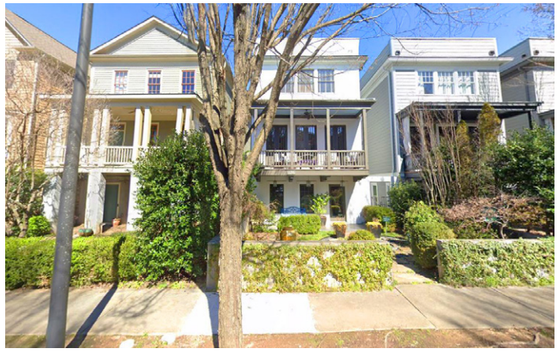


Google Earth Aerial of Glenwood Park in Atlanta, GA.

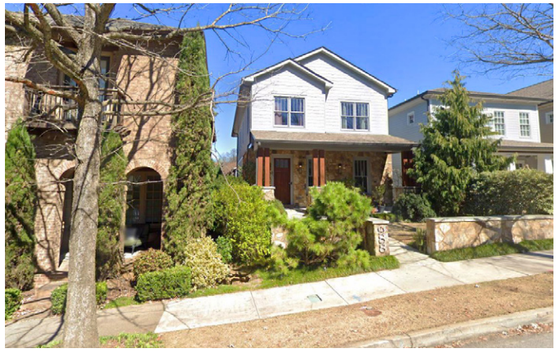


Building Types Diagram
Emphasizing the diversity of building uses within Glenwood Park.

Building Typologies



Detached House, Small Lot
Lot Size: 2,252 sq.ft.; Frontage Type: Neighborhood yard; Entry Feature: Recess



Detached House, Compact Lot
Lot Size: 3,269 sq.ft.; Frontage Type: Neighborhood yard; Entry Feature: Porch

Detached House, Large Lot
Lot Size: 6,118 sq.ft.; Frontage Type: Neighborhood yard; Entry Feature: Porch

Duplex
Lot Size: 7,676 sq.ft.; Frontage Type: Neighborhood yard; Entry Feature: Entry Court

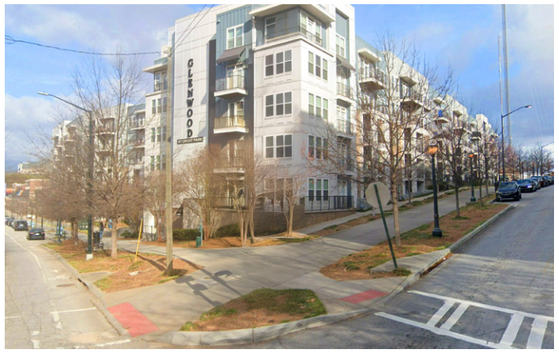
Attached Housing
Lot Size: 7,800 sq.ft., 6 units (1,300 sq.ft./unit); Frontage Type: Neighborhood yard/Terrace; Entry Feature: Stoop

Attached Housing
Lot Size: 13,779 sq.ft., 8 units (1,722 sq.ft./unit); Frontage Type: Terrace; Entry Feature: Stoop

Note: All dimensions are approximate based on measurements from Google Earth.

Building Typologies (Continued)

Attached Housing
Lot Size: 8,591 sq.ft., 6 units (1,074 sq.ft./unit); Frontage Type: Terrace; Entry Feature: Stoop



Apartment
Lot Size: 93,934 sq.ft.; Frontage Type: Neighborhood yard; Entry Feature: Awning, Transom

Retail / Office Small
Lot Size: 3,655 sq.ft.; Frontage Type: Street Front; Entry Feature: Porch

Retail / Office Medium
Lot Size: 8,825 sq.ft.; Frontage Type: Street Front; Entry Feature: Awning, Transom

Retail / Residential
Lot Size: 8,970 sq.ft.; Frontage Type: Street Front; Entry Feature: Awning, Transom

Commercial
Lot Size: 8,430 sq.ft.; Frontage Type: Street Front; Entry Feature: Awning, Transom

Note: All dimensions are approximate based on measurements from Google Earth.

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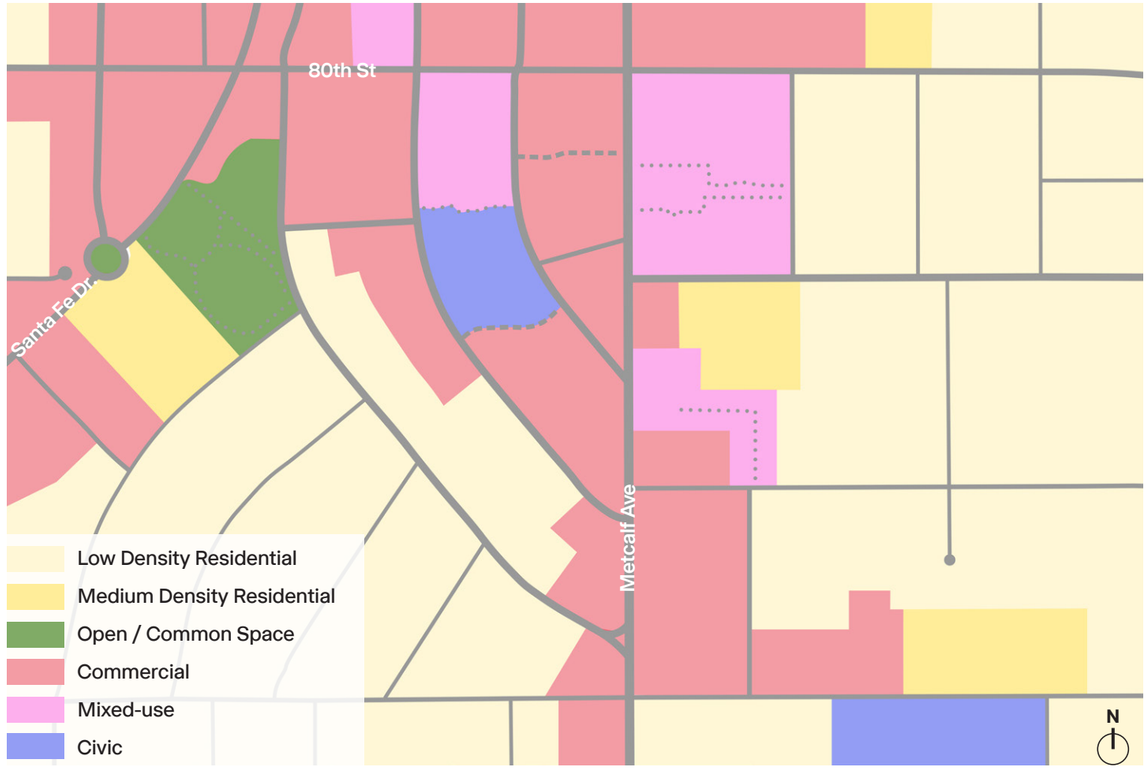
Metcalf Ave, Overland Park, KS

Introduction

Metcalf Avenue is a major arterial roadway and suburban commercial corridor in Overland Park, Kansas. Following the *Vision Metcalf* plan's adoption, recent investments have been targeted at increasing the mix of uses on the roadway through infill projects. Urban design elements, such as streetscape design, and an increase in amenities promote walkability and access to residents and visitors.

Google Earth Aerial of Metcalf Ave in Overland Park, KS.



Building Types Diagram
Emphasizing the diversity of building uses along Metcalf Ave.

Incremental Infill Redevelopment

Before View of Metcalf Ave

View of Metcalf Ave before the area was redeveloped, containing under-utilized and vacant spaces with an uninviting streetscape.

After View of Metcalf Ave

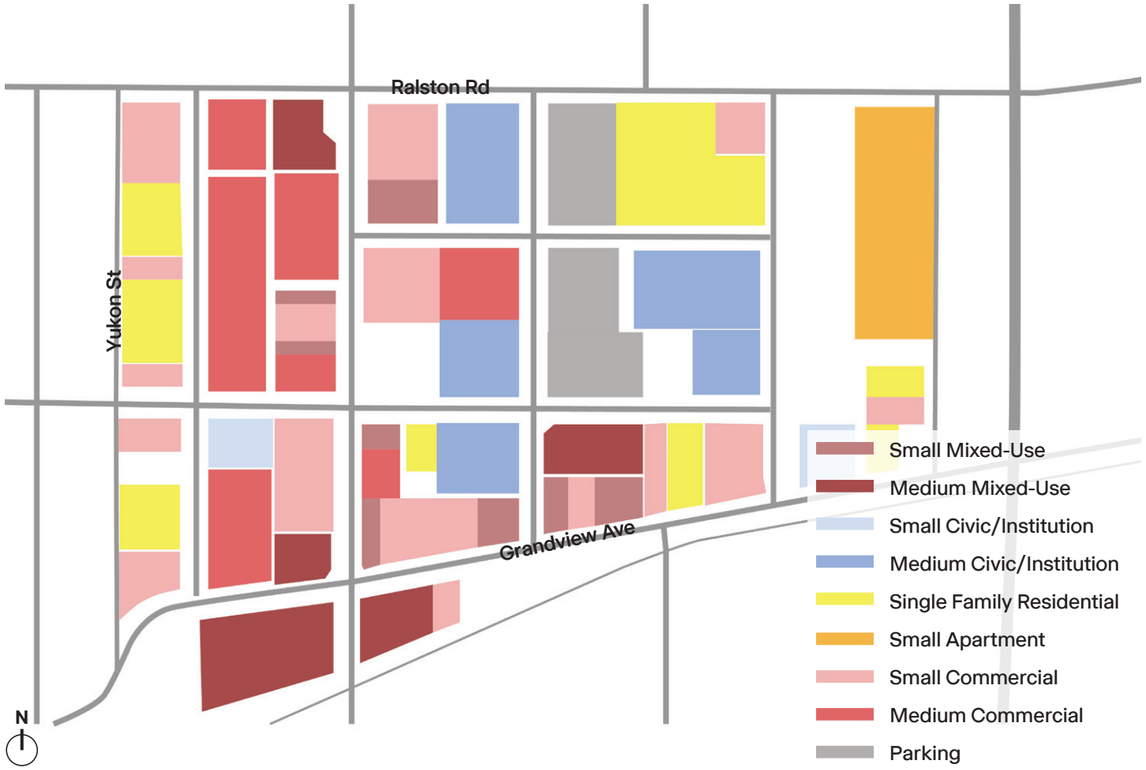
View of Metcalf Ave after the area was redeveloped and transformed into a thriving mixed-use space with a safe and walkable streetscape.

Old Town Arvada, Arvada, CO.

Introduction

Old Town Arvada is a historic district of Arvada, Colorado, that showcases context-sensitive planning to the area's character while implementing new infill and reuse projects. A variety of commercial and residential uses and beneficial public realm design, such as pathway widths and materials used, benefit the pedestrian experience and emphasize placemaking.

Google Earth Aerial of Old Town Arvada in Arvada, CO.



Building Types Diagram
Emphasizing the diversity of building uses within Old Town Arvada.

Building Typologies

Detached House
Lot Size: 6,969 sq.ft.; Entry Feature: Portico, Patio

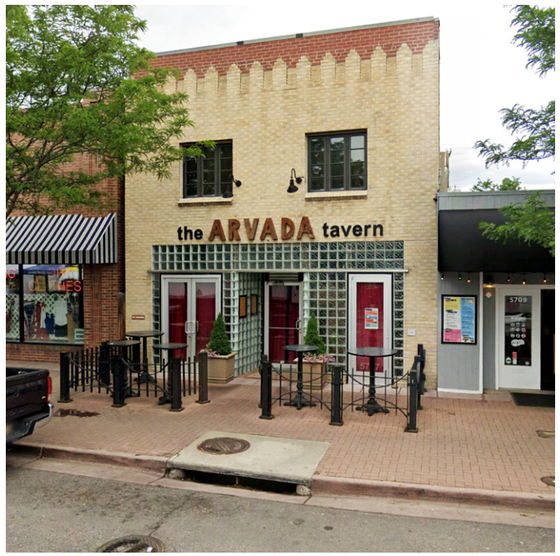
Small Apartment
Lot Size: 70,567 sq.ft.; Entry Feature: Transom

Small Commercial
Lot Size: 3,049 sq.ft.; Entry Feature: Awning

Medium Commercial
Lot Size: 10,018 sq.ft.; Entry Feature: Awning, Porch

Note: All dimensions are approximate based on measurements from Google Earth.

Building Typologies (Continued)



Small Mixed-Use
Lot Size: 3,049 sq.ft.; Entry Feature: Awning, Transom

Medium Mixed-Use
Lot Size: 18,295 sq.ft.; Entry Feature: Awning, Transom

Small Civic / Institution
Lot Size: 8,276 sq.ft.; Entry Feature: Porch

Medium Civic / Institution
Lot Size: 20,908 sq.ft.; Entry Feature: Awning, Transom

Note: All dimensions are approximate based on measurements from Google Earth.

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Community Discussion Starters

Context

- What design characteristics make the different neighborhoods of Belton unique?
- What makes design elements in walkable parts of Belton different from those in car-focused areas?
- What would make Downtown / Old Town Belton stronger?

Mix of Uses

- What non-residential uses are beneficial to have close to where people live?
- How could residential uses be incorporated into non-residential areas?
- What type of housing would be appropriate in Downtown or commercial areas? (Detached, attached, small apartments, large apartments, mixed-use buildings (housing over retail, offices, etc.))
- What would make the commercial areas in Belton stronger?

Scale and Format

- What makes places within Belton look and feel different?

Infill and Reuse

- What is important to regulate for infill and redevelopment within Belton?

Similar building scales of varied uses are utilized to ensure harmonious transitions between uses.

A variety of materials, frequent entries and windows, and the use of balconies creates visual interest and alters the building facade to feel less overpowering from the streetscape.

03.

Housing & Neighborhoods

Introduction

Precedent: Bradburn Village, CO

Precedent: Bentonville, AR

Community Discussion Starters

Introduction

Why is Housing and Neighborhoods Important?

Housing diversity allows cities to respond to the changing housing market and community demographics. Components such as housing options, essential non-residential development, and neighborhood design are crucial elements to accurately respond to the broad range of housing needs.

- **Housing Options** allow for a wide range of lifestyles and demographics through the various housing types offered.
- **Non-Residential Development,** when incorporated with residential uses, can provide vital amenities for nearby community residents.
- **Neighborhood Design** promotes the unique characteristics of a neighborhood and can emphasize or protect the area's distinct history.

Through a thoughtful building type approach, elements like diverse housing options, non-residential development, and neighborhood design can create a vibrant community.

When considering housing and neighborhoods, shifting focus from strict single-use zoning to a broader view of building types is more effective and curates a compatible neighborhood. This approach encourages a mix of densities, diverse building forms, and intentional placement, creating functional and dynamic neighborhoods for the community.

What does *Belton 2050* say about Housing and Neighborhoods?

Belton 2050 emphasizes neighborhood identity, the increase of housing diversity and supply, housing for all ages and incomes, context-sensitive infill, and form based codes to provide quality and attainable housing for the Belton community.

How can the UDO impact Housing and Neighborhoods in Belton?

By establishing a comprehensive "building type" approach to housing and leveraging residential standards, a wider range of housing options that are compatible and appropriate can be achieved.

Housing and Neighborhoods: Key Elements

Three components that are relevant to Belton's Housing and Neighborhoods are housing options, non-residential development, and neighborhood design. These elements contain individual components that have a vital part in fostering strong neighborhoods and thriving communities. The UDO update will prioritize these components and key elements to establish standards that effectively guide and shape housing and neighborhoods in alignment with Belton's goals.

1 Housing Options

To better suit the changing needs of a community's housing market, a variety of housing types is crucial. Different housing scales can be carefully designed and formated to fit within various neighborhoods.

Housing options include detached homes, attached homes, multi-unit homes, apartments, and mixed-use developments. Each of these types has a distinct set of criteria, including number of dwelling units, configuration of dwelling units, building scale, building massing, and entry features.

2 Non-Residential Development

Non-residential development pertains to a wide variety of programming outside of residential uses. These programmatic uses can be configured to establish districts, utilized to create mixed-use development, or organized to create neighborhood centers to service surrounding residential development.

These programmatic uses include commercial, institutional, industrial, civic, and mixed-use.

3 Neighborhood Design

Neighborhood design establishes the character and identity of a neighborhood through various design elements, such as building scale and format, frontage design, connectivity, etc.

When appropriate neighborhood design elements are implemented, livable neighborhoods and a sense of community are created.

Precedent Studies

Promoting a variety of Housing Options, utilizing Non-Residential Development, and fostering beneficial Neighborhood Design allows for a highly responsive housing market while protecting Belton's neighborhood contexts and identities.

Bradburn Village, located in Westminster, Colorado, is a vibrant neighborhood that emphasizes quality neighborhood design while promoting a variety of housing options and non-residential development for nearby amenities and services.

Bentonville, Arkansas, contains a large mix of housing options that fit within its variety of neighborhood designs.

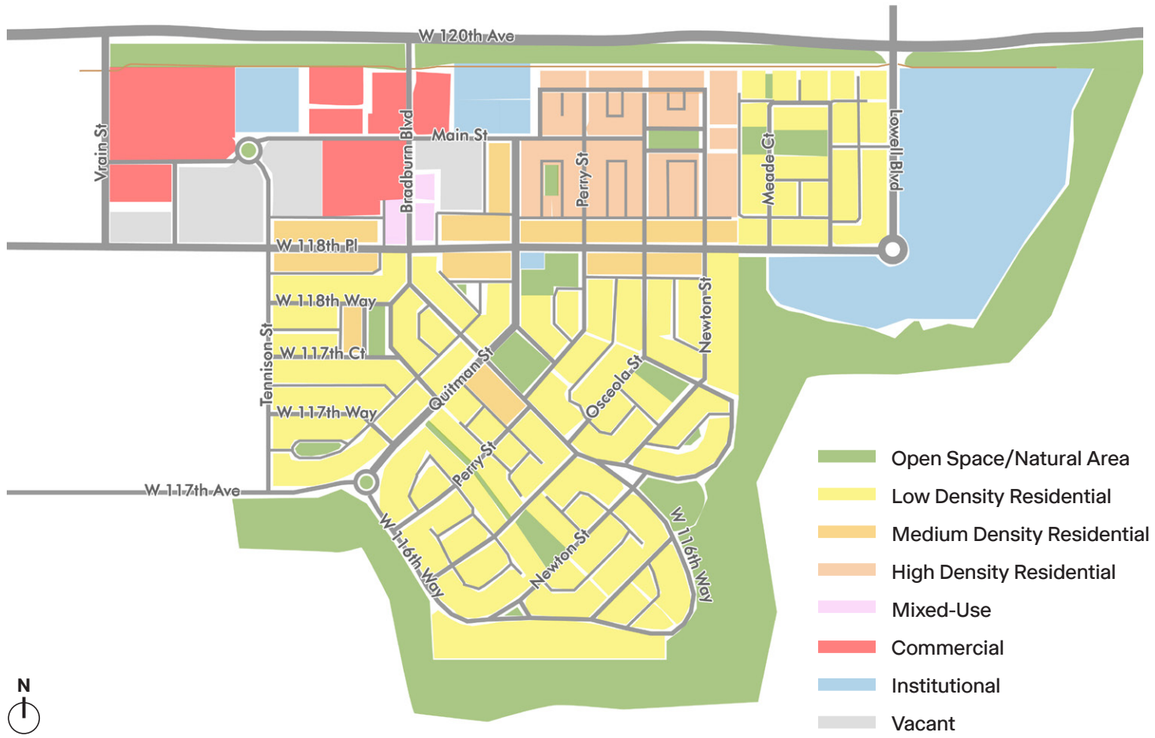
Bradburn Village, Westminster, CO

Introduction

Bradburn Village is a full-service neighborhood that provides a diverse range of housing options and access to goods and services. The development emphasizes walkability through its compact development pattern and design of the public spaces and streets. Local academic institutions, offices, parks, restaurants, and other uses foster community resilience and support developments in the area.

Total Area: 160 acres

Google Earth Aerial of Bradburn Village in Westminster, CO.



Building Types Diagram
Emphasizing the diversity of building uses within Bradburn Village.

Building Typologies

Detached House
Lot Size: 3,913 sq.ft.; Frontage Type: Neighborhood Yard, Terrace; Entry Feature: Porch, Portico

Detached House
Lot Size: 9,623 sq.ft.; Frontage Type: Suburban Yard; Entry Feature: Porch

Small Attached Housing
Lot Size: 7,603 sq.ft., 6 units (1,521 sq.ft./unit); Frontage Type: Terrace; Entry Feature: Stoop, Portico

Large Attached Housing / Apartment
Lot Size: 20,961 sq.ft.; Frontage Type: Terrace; Entry Feature: Stoop, Awning

Note: All dimensions are approximate based on measurements from Google Earth.

Building Typologies (Continued)

Mixed-Use / Live Work
Lot Size: 10,666 sq.ft.; Frontage Type: Street Front;
Entry Feature: Awning, Transom

Small Commercial
Lot Size: 7,536 sq.ft.; Frontage Type: Street Front;
Entry Feature: Awning

Medium Commercial
Lot Size: 15,293 sq.ft.; Frontage Type: Street Front;
Entry Feature: Awning, Transom

Note: All dimensions are approximate based on measurements from Google Earth.

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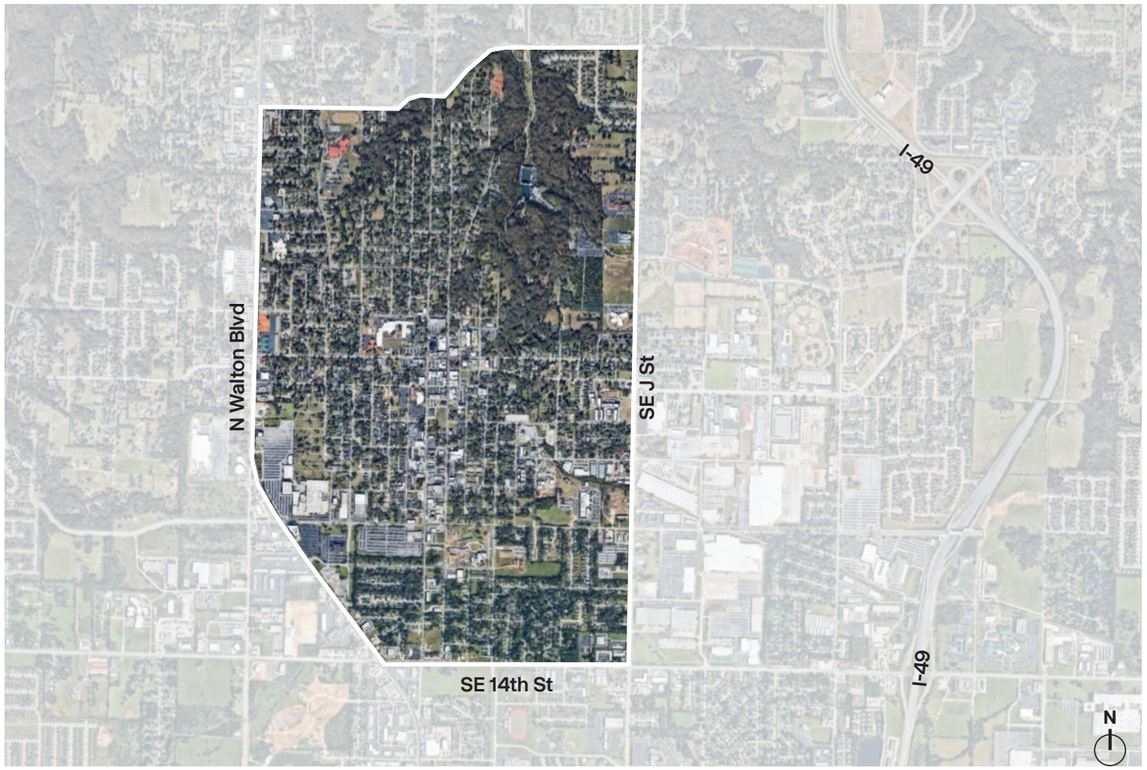
Bentonville, AR

Introduction

Neighborhoods near Bentonville, Arkansas's downtown have recently experienced significant reinvestment, allowing for the introduction of a variety of housing options. The design and format of these new buildings allows them to be compatible with the existing neighborhoods, even if densities are different.

Narrow lot homes are one strategy for increasing housing supply and can be attractive to a variety of incomes and lifestyles.



Google Earth Aerial of Bentonville, AR.

Building Typologies

Detached House with Detached ADU
Lot Size: 0.18 acres, 2 units (11.1 units/acre); Access: Front Driveway

Townhomes & Live-Work Corner Building
Lot Size: 0.34 acres, 5 units (14.7 units/acre); Access: Side Lot

Detached House, Large Lot
Lot Size: 0.21 acres, 1 unit (4.8 units/acre); Access: Front Loaded Garages

Detached House, Narrow Lot
Lot Size: 0.29 acres, 4 units (13.6 units/acre); Access: Shared Alley

Townhomes
Lot Size: 1.1 acres, 15 units (13.5 units/acre); Access: Front and Alley

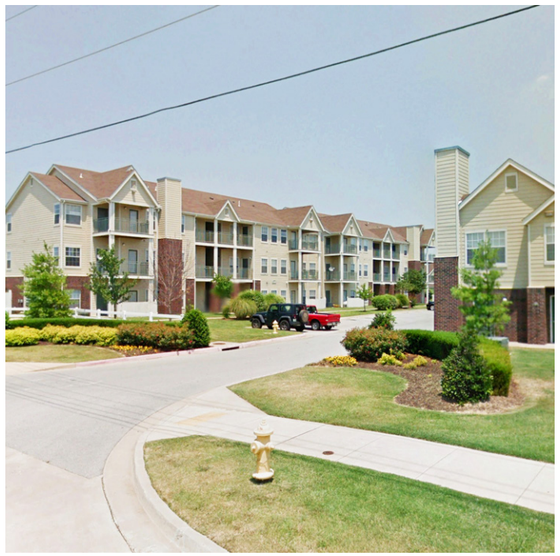
Detached House, Small Lot
Lot Size: 0.45 acres, 4 units (8.8 units/acre); Access: Side Lot

Note: All dimensions are approximate based on measurements from Google Earth.

Building Typologies (Continued)

Detached House, Narrow Lot
Lot Size: 0.48 acres, 4 units (8.3 units/acre); Access: Shared Alley

Townhomes
Lot Size: 0.21 acres, 3 units (14.3 units/acre); Access: Side Lot



Garden Apartment Complex
Lot Size: 15.09 acres, 172 units (11.4 units/acre); Access: Front Lot/Internal Streets

Note: All dimensions are approximate based on measurements from Google Earth.

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Community Discussion Starters

Housing Options

- What types of housing (duplexes, rowhouses, multi-unit houses, small apartment buildings) does Belton need more of?
- Where are different types of housing appropriate within Belton? (Within neighborhoods, at the edge of neighborhoods, commercial areas, or downtown)
- What design standards are important for accessory dwellings?
- What small housing options could be beneficial in Belton?

Townhomes provide a great additional housing option to assist in the changing housing market demands.

Non-Residential Development

- To increase the variety of available housing, where and how could residential uses be incorporated into non-residential areas?

Neighborhood Design

- What makes Belton's neighborhoods unique?
- What characteristics of Belton's neighborhoods should be protected or enhanced?
- What characteristics should be carried over from Belton's existing neighborhoods into new neighborhoods?

Narrow lot housing is one option for assisting in the creation of housing supply and variety.

04.

Multimodal Network

Introduction

Street Design

Precedent: Rigden Farm, CO

Precedent: Belmar, CO

Community Discussion Starters

Introduction

Why is a Multimodal Network important?

Streets and other multimodal networks strongly influence the types of development, scale, and land uses the future of Belton will have. If a framework of high levels of connectivity, flexibility, resilience, and balanced transportation and open space is promoted, a thriving and active community will likely follow.

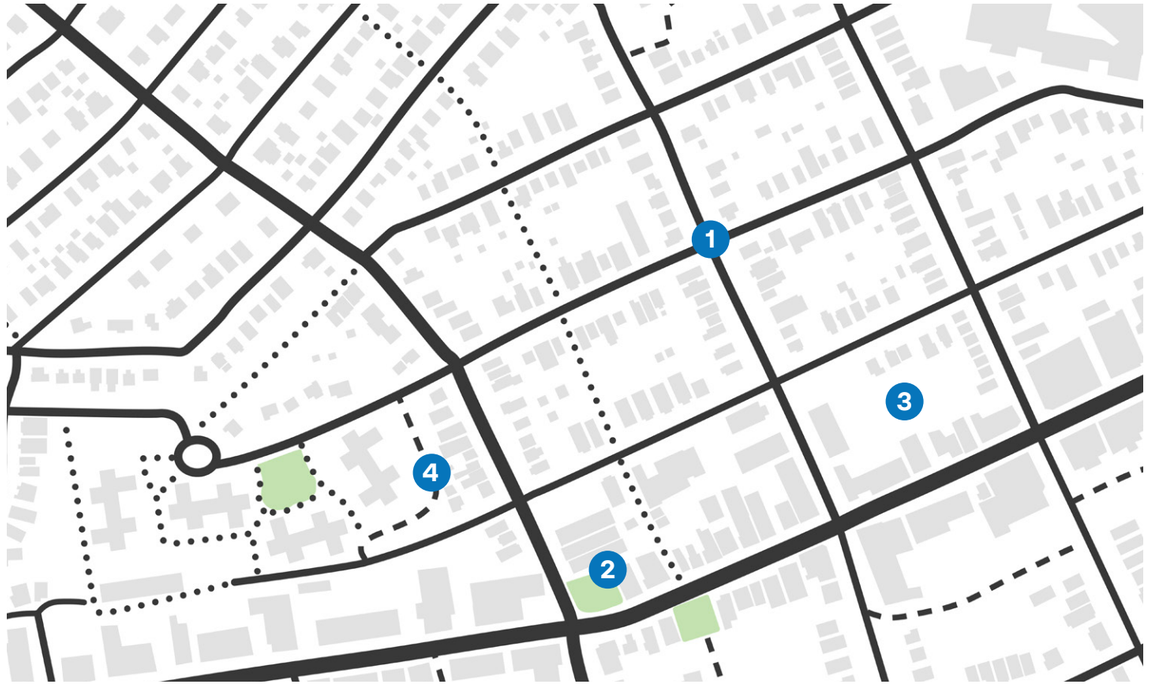
- **Connectivity** of a community influences how people move through, experience, and identify their city. The connectivity for transportation systems and street networks has a direct impact on the public realm.
- Beneficial Street Design:
  - Effective **Streetscape Design** prioritizes the pedestrian and cyclist experience through the incorporation of context-appropriate design elements, like sidewalks, street trees, and other amenities.
  - **Complete Streets** promotes access for all users and mobility for a variety of transportation options through specific multimodal design standards.
  - **Street Trees** have substantial benefits for the natural environment and user experience. Such benefits include a reduction in urban heat, increase in stormwater management, and the impacts of shading, streetscape appearance, and placemaking.

What does *Belton 2050* say about a Multimodal Network?

Connectivity and access are key themes and guiding principles of the *Belton 2050* plan. This recognizes the community's desire to manage and reduce traffic, improve safety, and increase options for non-motorized transportation.

How can the UDO impact Multimodal Networks in Belton?

By establishing context-based connectivity and street design typologies, the UDO can assist in public realm design and implementation of specific, context-sensitive characteristics and development patterns.



Connectivity: Components

Four components that are relevant to the connectivity of Belton's Multimodal Network are street networks, open space networks, blocks, and the allowed vehicular access. Connectivity is a key element that has direct impacts on the accessibility, quality, and identity of a community. The UDO update will emphasize these components and the key element through standards that promote mobility and multimodal options in alignment with Belton's goals.

1 Street Networks

The organization and hierarchy of public roadways and streets create street networks, which then establish the "public realm" and "private realm." The size, arrangement, and layout of blocks determine if the network is connected or disconnected.

2 Open Space Networks

Open space networks are community spaces that support movement. Parks, alleys, mid-block walkways and pedestrian paths, trails, and other publicly-accessible spaces are examples.

3 Blocks

Blocks are the land area in between public space and street networks, typically hosting a number of platted lots. The length and geometric area of blocks significantly influences connectivity, with smaller blocks supporting greater levels of connectivity than larger blocks.

4 Vehicular Access

Vehicular access to blocks, buildings or sites vary dependent upon location and need. If an alley is present, vehicular access should be located off of it; if no alley is present, vehicle access is given through a front or side street.

Street Design

Street Design

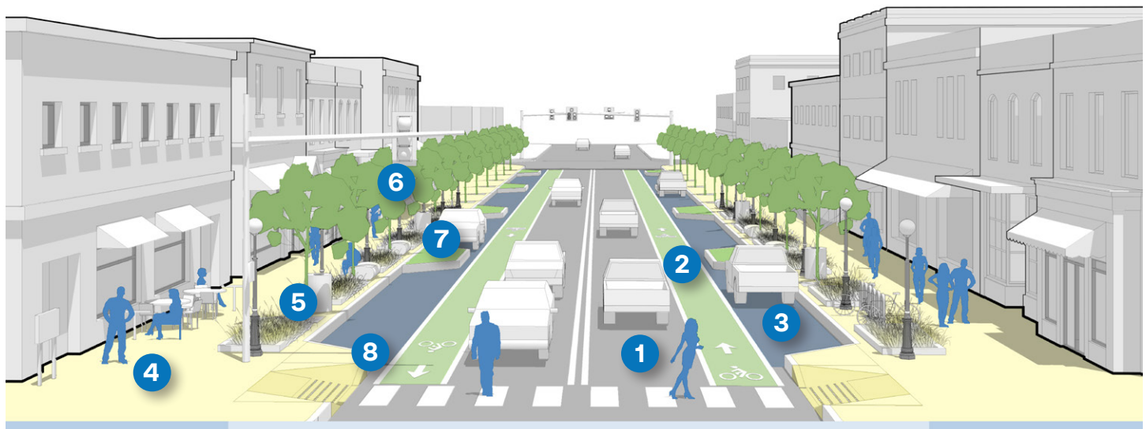
Why is Street Design Important?

Street design plays a major role in shaping community identity and aesthetic appeal as well as impacting the safety, efficiency, and functionality of a large portion of the public realm. Setting up design standards as a guide or requirement for streets enables more consistency across the city, and it ensures all modes of travel are taken into account when designing and constructing new streets and street improvements.

Roadway Design Strategies

A variety of design techniques can be incorporated into new and existing streets to reduce vehicle speed and make streets safer for everyone. These techniques typically 1) alter the physical roadway, 2) adjust how a street is perceived, or 3) both.

Conceptual placement and purpose of these techniques is illustrated below, and several techniques may be used together for traffic calming functions. Often, several of these techniques are used strategically along a roadway to change the collective behavior of motorists improving the multimodal environment and safety for all users.



Conceptual Illustration of Key Street Design Elements
Combinations of these elements can be arranged in different ways depending on the street's context.

Street Design: Key Elements

Street Design as it applies to Belton's street network includes three key elements: complete streets, street trees, and streetscape design. Good street design will prioritize the street network pattern, placemaking, and various context considerations to create a holistic and intentional network. The UDO update will reinforce the elements listed above through standards that enhance the design of the street and the streetscape.

Complete Streets

A variety of street designs that allows for ample multimodal options and access to all users. Elements within this design include lane widths, on-street parking, bicycle facilities, amenity space, sidewalk widths, and right-of-way widths; all vary dependent upon the context and street type.

Street Trees

Trees that line a street provide a multitude of benefits for the community, infrastructure, and environment. These trees should be considered an essential component to the infrastructure and have an appropriate rhythm of spacing along a streetscape.

Streetscape Design

The design of the street, street edge, and the right-of-way provide a memorable and safe experience, connected multimodal network, and comfortable spaces for pedestrians.

Zone: Street

The area located between curbs that includes the travel lanes and potential other facilities, such as bike lanes, on-street parking, turning lanes, etc.

1 Travel Lanes

A defined area of the street for the movement of vehicles, buses, bikes, and transit, typically marked by painted striping. The width and number of travel lanes significantly impacts the speed of drivers, multi-modality, and safety. Lane widths of 10 feet or less are appropriate in areas where slower vehicle speeds are desired and various modes of movement are prioritized. Lanes greater than 11 feet are most appropriate for highways or major trafficways.

2 Bicycle Facilities

Defined areas of the street intended to support bicycle movement. On streets with a higher speed for vehicles, bicycle facilities are separated from travel lanes and may be buffered to protect bicyclists. In urban and neighborhood contexts where vehicle speeds are slower, bicyclists may share the road.

3 Parking Areas

An area paved with a hard surface at the side of a street. Parallel parking areas are typically 7-9 feet wide.

4 Traffic Calming

Proactive street design strategies intended to moderate vehicle speeds and support the safety of all transportation modes, including walking and cycling. Traffic calming designs should be applied based on nuanced analysis of conditions and context, and may include medians, curb or mid-block "bump-outs," speed humps, roundabouts, on-street parking, street trees, and signage.

Zone: Street Edge

The areas of the right-of-way adjacent to the street's edges, hosting a variety of facilities and amenities, including sidewalks, trails, street trees, benches, bus stops, etc.

5 Sidewalks

An area paved with a hard surface at the side of a street. It is designed for pedestrians and is normally higher than the roadway to protect pedestrians from street traffic.

6 Pedestrian Amenity

Elements located within the sidewalk area intended to accommodate pedestrian use. Examples of pedestrian amenities include benches, public art, planters, wayfinding signage, shade elements, and trash receptacles.

7 Landscape Area

Areas, commonly between the sidewalk and street edge, hosting various landscaping elements in planter boxes, pots, or tree wells. Street trees are an important landscape amenity for a well-designed street because they serve various aesthetic, ecological, and safety functions.

Zone: Right-of-Way

The public area where streets are located, measured by width for the purposes of this study.

Precedent Studies

Emphasizing Connectivity, Complete Streets, Streetscape Design, and Street Trees throughout Belton encourages a highly connective and accessible multimodal network.

Rigden Farm, located in Fort Collins, Colorado, contains a connective street network and complete street design, which promotes access within and adjacent to the neighborhood. The development's streetscape design and incorporation of street trees enhances the pedestrian experience while remaining context-sensitive.

Belmar, located in Lakewood, Colorado, utilizes a traditional street grid to promote high connectivity and walkability.

Rigden Farm, Fort Collins, CO

Introduction

Rigden Farm is a diverse neighborhood integrated with a variety of uses, building scales, and contextual design. Civic and retail uses are located near corridors, higher-density housing in central portions, and smaller-scale housing at select neighborhood edges. Connectivity is maintained via street and sidewalk networks, allowing open spaces and amenities to be accessed by pedestrians within and outside of the neighborhood.

Total Area: 328 acres

Google Earth Aerial of Rigden Farm in Fort Collins, CO.

Street Network Diagram
Showcasing connectivity of typical street types found in Rigden Farm.

Street Network

Standard Street

Custer Dr located within Rigden Farm. ROW: 87′

Neighborhood Parkway

Rigden Parkway located within Rigden Farm. ROW: 74′

Note: All dimensions are approximate based on measurements from Google Earth.

Street Network (Continued)

Activity Street

Illinois Dr located within Rigden Farm. ROW: 100′

Neighborhood Street

Sitting Bull Way located within Rigden Farm. ROW: 44′

Note: All dimensions are approximate based on measurements from Google Earth.

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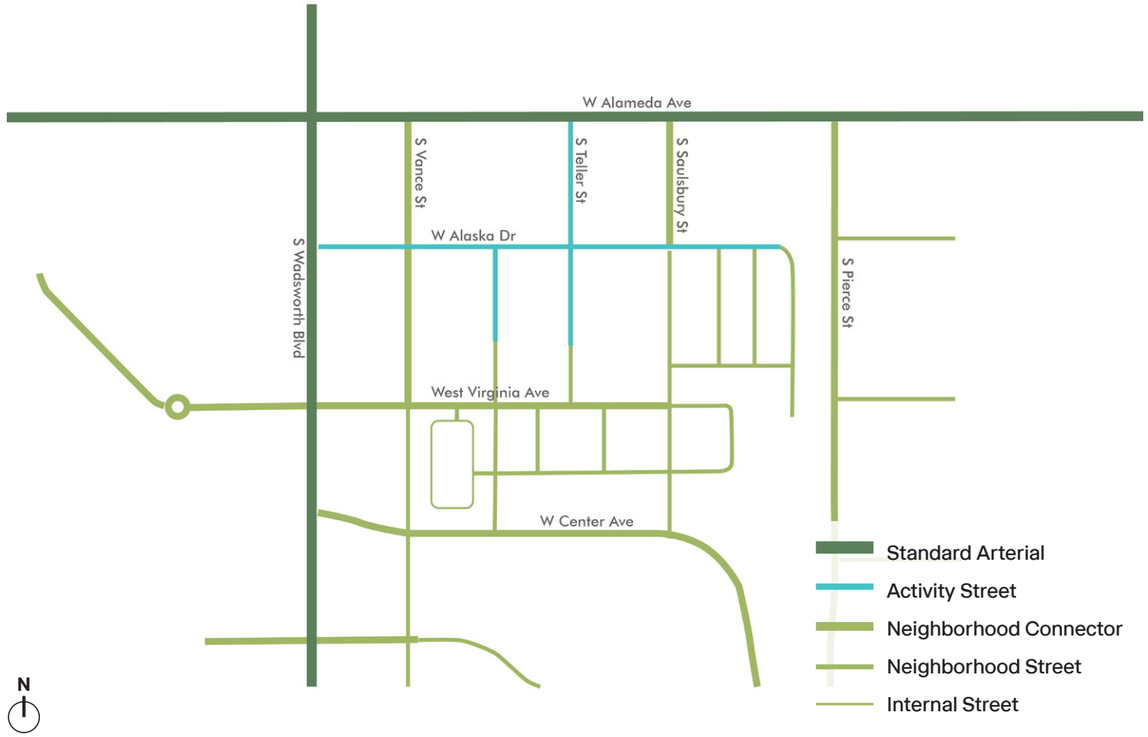
Belmar, Lakewood, CO

Introduction

A failed 1960s 100-acre enclosed mall was redeveloped into the bustling urban village now known as Belmar. The redesign of this district uses a traditional street grid and prioritizes the pedestrian experience. Today, Belmar is a mixed-use hub that provides an abundance of entertainment and community amenities while protecting the unique local character and multimodal connectivity.

Total Area: 104 acres

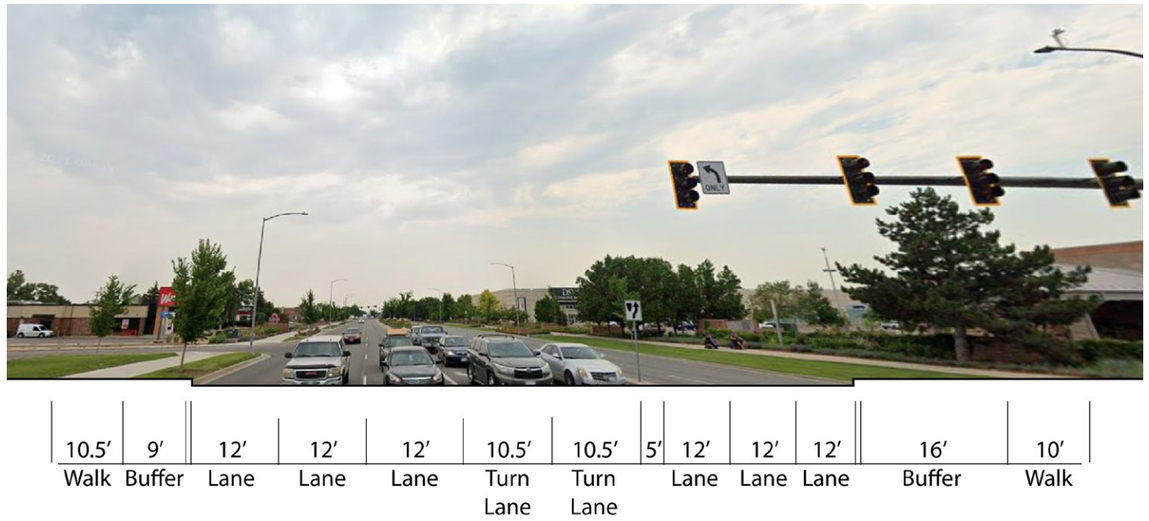
Google Earth Aerial of Belmar in Lakewood, CO.



Street Network Diagram
Showcasing connectivity of typical street types found in Belmar.

Street Network

Standard Arterial



W Alameda Ave defines the edge of Belmar. ROW: 143.5′

Activity Street

S Teller St located within Belmar. ROW: 71′

Note: All dimensions are approximate based on measurements from Google Earth.

Street Network (Continued)

Neighborhood Connector

S Saulsbury St located within Belmar. ROW: 81.5′

Neighborhood Street

West Virginia Pl located within Belmar. ROW: 56′

Note: All dimensions are approximate based on measurements from Google Earth.

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Community Discussion Starters

Connectivity

- In what ways can new neighborhood developments improve connectivity?
- Do you feel connected to all parts of Belton?
  - If not, why not? What is missing from the transportation system that makes you feel disconnected?

Mid-block curb extension in parking lane provides green space and protects mid-block crosswalk.

Complete Streets

- How can Belton's street design increase access and mobility for drivers, cyclists, and pedestrians?
- Are the streets in Belton pedestrian and bicycle friendly?
  - If not, what changes are necessary to make pedestrians and cyclists comfortable?

Street Trees

- What areas of Belton would benefit from additional street trees to provide shade and naturally absorb rainwater?

Streetscape Design

- When planning a new street project, how should improvements for pedestrians and cyclists be tailored to the surrounding area?
- How can pedestrian street design increase the connectivity between Belton's different neighborhoods?
- What design elements (sidewalks, street trees, amenities - seating, trash receptacles, lighting) would you like to see more along the streets of Belton?

Partial reconstruction of pavement can provide the opportunity to include pedestrian improvements: a widened sidewalk, street trees, and amenities like benches and trash recepticals.


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