

Comprehensive Plan Update

Adopted August 2006



Easter Snow on the Nolan Creek Hike & Bike Trail, April 8, 2007 • Photograph courtesy of Allen Wagoner

City of Belton, Texas

TABLE OF CONTENTS

	Executive Summary	
I.	Historical Perspective	pg. 2
II.	Thoroughfare Plan	pg. 4
III.	Strategic Drainage Plan	pg. 9
IV.	Parks Master Plan, Executive Summary	pg. 15
V.	Population Projections	pg. 23
VI.	Design Guidelines	pg. 24
VII.	Design Guidelines, City Wide	pg. 60

EXECUTIVE SUMMARY

The 2005 update of the Belton Comprehensive Plan presents a broad overview of the past planning efforts. In the past, plans have helped the City identify areas of concern and develop general goal statements relating desired solutions; but the past efforts have been difficult to implement.

When the update began in 2004, City Staff and members of the appointed Planning and Zoning Subcommittee indicated that the goals for the future development of Belton were well established and direct suggestions were needed to accomplish these goals. The solutions developed have been directly tied with implementation tools, such as zoning, capital improvements programming and code enforcement, to give the City the knowledge and authority necessary to accomplish the goals of the City of Belton.

Other studies, such as the Thoroughfare Plan, Parks Master Plan and Drainage Plan, have also been incorporated. It is anticipated that the majority of the recommendations outlined herein will be implemented through the Zoning Ordinance. It is also anticipated that revisions to Belton's existing zoning ordinance will be formulated to meet the intent of the suggested guidelines.

To assist in plan implementation and to establish a flexible and functional document, the adoption of the Plan should occur in the form of a resolution. If the Plan were adopted as an ordinance, requests for uses other than those identified by the plan could require a lengthy and cumbersome process, counter to the recommendations of the Commission.

Use of the Comprehensive Plan

Unless the Comprehensive Plan is used in a practical sense, its value and importance cannot be realized. The Plan is not "etched in stone". It is intended to guide and direct development in general directions and suggests general land use relationships and intensities.

The Plan can assist City officials in day-to-day land use, planning and development activities. It helps officials make daily decisions, such as assisting in the evaluation of zoning requests and also provides long-range direction. The Plan also shifts responsibilities for changes in land uses prepared in the Plan to an applicant requesting a specific zoning change.

One recommendation of the Planning and Zoning Commission is that the Comprehensive Plan be reviewed on a 5-year basis. Typically, plans of this nature would be expected to operate on a 15 to 20 year window. However, the commission recognized the rapid pace of growth and change throughout the community and suggested that another review occur within 5 years, or possibly sooner, as necessitated by growth.

Each land use decision should be evaluated in conjunction with the recommendations of the Comprehensive Plan. If a city did not have a Plan and an individual requested zoning for a land use that would not be compatible with surrounding uses, there would be no basis for denial, except the objections of adjacent property owners. A Plan allows the City to review proposals and requests in light of an officially prepared document adopted through a sound and comprehensive planning process.

I. A HISTORICAL PERSPECTIVE

Lena Armstrong, the City Librarian for 54 years and the unofficial historian of Belton wrote the following synopsis of Belton's history. She penned a longer version of Belton history, which is included in the two-volume edition of "The Story of Bell County" published in 1988 by the Bell County Historical Commission. Lena retired from the City in December of 1998 and subsequently passed away in January of 1999. She is fondly remembered and sorely missed.

In August 1850, the new pioneer town of Belton (first named Nolandville that was changed to Belton in 1851) was laid out in blocks, streets, and lots with the courthouse public square in the center. It was designated County seat for the newly organized Bell County. Incorporated in 1852, it was the only town in the County and was the last place of civilization seen by the pioneers heading west by horseback or wagon train.

Within a month after lots were sold, a post office was established and mail was arriving by horseback. But in 1852, a stagecoach route beginning in Tennessee and ending in Brownsville was stopping weekly in Belton to deliver mail, new arrivals and freight. By now, the first courthouse was in use, a log cabin placed high on blocks as safeguard from devastating floods, provided all too frequently by Nolan Creek running very near the public square. In 1853, a two-story log jail was built followed by a school, hotel, church, saloons, stores and other businesses. Most were log buildings or pole shacks, but with a new surge of people, more permanent buildings were built. Stores were erected using native stone and were two-story with the business on the first floor, family quarters on the second. A number of these stores have survived and are still in use. The A. D. Potts building, built in the late 1860's, not only is still in use but is still owned by the Potts Family.

Just prior to the Civil War, Sam Houston stumped the State, urging people to not vote for secession. He made two speeches in downtown Belton, but his talks were not well received. He was booed so loudly on one occasion, he took out his two pistols, laid them on the goods box he was using for a podium, and dared anyone to interrupt him. They did not.

In 1858, the County Commissioners built a new courthouse, spending \$14,000 for a two story limestone building replacing the first courthouse which had become completely inadequate for the population the County now served. Bell Countians so opposed the new edifice, they voted out of office every commissioner, replacing them with more conservative men. It was 26 years before a third (and last) courthouse was approved and built.

Over a thousand Bell County and Belton men joined the Confederate Army and Belton women did their part by meeting daily at the courthouse to sew clothing for the soldiers. There was only one sewing machine in Belton, and it saw constant use. As the War progressed, the effects of the War were felt strongly. Supplies and inventories, as well as currency, dwindled and many stores were forced to close. War's end, and defeat, saw all elected officials from the Governor to Mayors replaced with Union appointees. Federal troops patrolled the streets of Belton giving little protection to the citizens and their property. Outlaws roamed the area stealing, assaulting and killing to such an extent that

Belton men decided to do something. In the dark of the nights, bands of horsemen arrived at the County jail (still standing) where ten prisoners were jailed. The horsemen dismounted, moved into the jail and shot nine men to death. It is said that for decades after, outlaws rode wide around Belton. Sam Bass, on his way to rob a bank, refused to enter Belton, saying, "Those Belton men are too tough for me."

The 1870's saw a boom with building, new businesses and new enterprises. A Belton group organized the Belton Telegraph Company that was chartered and extended to Round Rock where it joined Western Union. The telegraph provided daily quotes of the cotton market, necessary for an area where cotton was King. The 1870's also saw the formation of the now famous Belton Woman's Commonwealth, a loosely organized group that in retrospect seems more a battered wives' refuge than a utopian commune.

Belton met its first setback in 1881 when the City fathers, after meeting the demands of Santa Fe railroad representatives and putting up \$75,000, found themselves duped out of a railroad in Belton. They sued, but the company built their own town that they named Temple. After many years, the Supreme Court finally ended the case in favor of Belton. Meanwhile, they contracted with the MK&T and by 1882, the Katy's depot was built a block from the courthouse. In the interim, Belton went "modern" with a water system and mains throughout town, electric and telephone companies, a fire department, lumber yard, flour mill, plus newspapers and banks. There was also a brand new college, Baylor Female College, now the University of Mary Hardin Baylor. Two beautiful parks, still maintained by the City of Belton, were acquired during these decades: the Confederate Park, donated to the City by citizens honoring the ex-Confederate Veterans; and the Yettie Tobler Polk Park, commemorating Mrs. Polk and her four children who drowned in a devastating flood that inundated Belton in 1913.

Belton got into severe financial difficulties before the Great Depression, but managed to work its way out by the 1970's. World War II and the arrival of Fort Hood to the County brought economic relief and a surge of growth. Two large lakes built during this time provide tourist attractions and IH-35 makes Belton attractive to industries and businesses.

Lena Armstrong

II. THOROUGHFARE PLAN

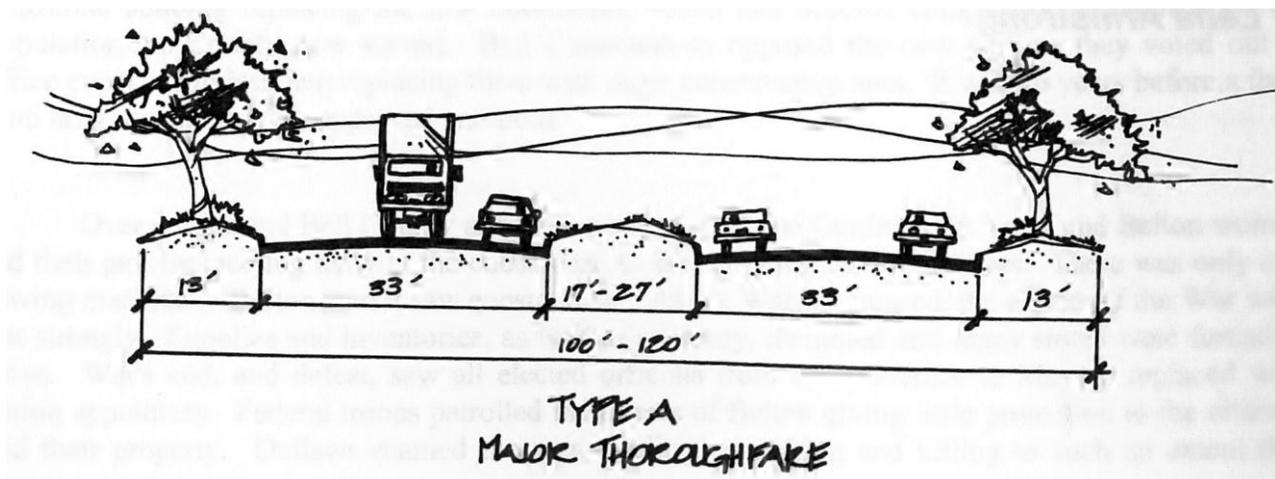
One of the most important elements of the Comprehensive Plan update will be the recommendations made as related to the Thoroughfare Plan. The Thoroughfare Plan will have one of the most substantial impacts upon the City, in that basic thoroughfare design and layout are identified, providing a skeletal framework around which development may occur. To be effective and efficient, this plan must be based upon projections of future traffic volumes, population and land use. The alignments of existing roadways must also be examined to determine their relationship to the overall Thoroughfare Plan. The Thoroughfare Plan was developed and adopted in 2001 by the City Council.

The Thoroughfare Plan established alignments for guiding the acquisition of rights-of-way, through dedication of land for thoroughfare purposes, in conjunction with subdivision platting, as land develops along existing or proposed roadways. In addition, the Thoroughfare Plan provides a basis for projecting future needs under a continuing Capital Improvement Program and allows coordination of thoroughfare planning efforts with other cities or governmental agencies.

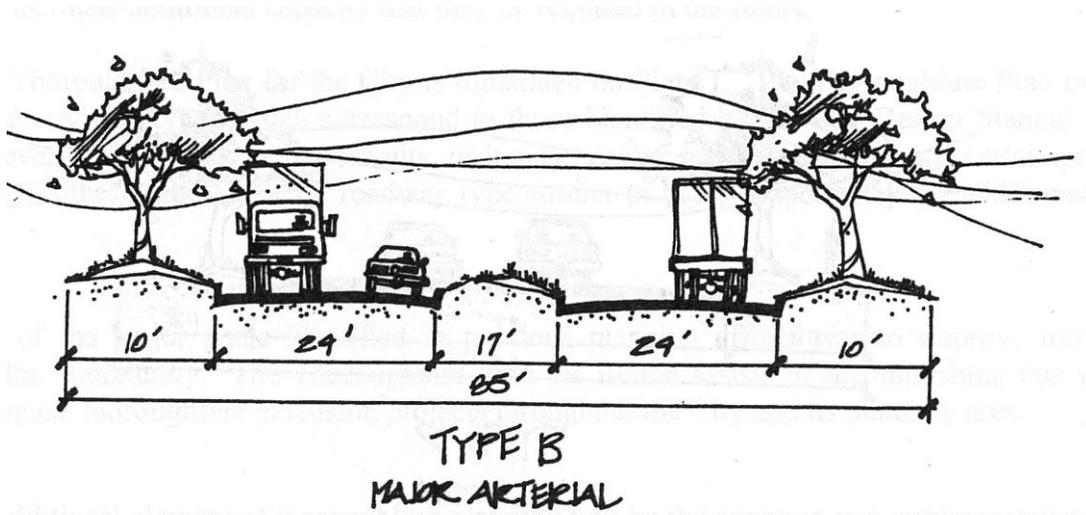
The Thoroughfare Plan also establishes standards for the pavement sections and right-of-way widths for major thoroughfare improvements. Pavement section widths are generally dependent upon anticipated traffic volumes generated by adjacent land uses, with additional consideration given to speed and safety. The right-of-way width, within which the pavement cross section is placed, is dependent upon the ability to acquire the necessary land for the right-of-way and the overall pavement section design.

Five basic thoroughfare designs are used to create the Thoroughfare Plan in Belton and each roadway type provides a different degree of service based upon an intended function. Generally, thoroughfares are designed to provide an access function or a movement function. For example, Interstate Highways are designed to provide a higher movement function, while residential streets provide the low-speed access function. Other roadways combine aspects of both movement and access. The higher classification, movement oriented roadways, will have limitations on access points (driveways) to protect and preserve the intended purpose. Poor access management is a major cause of congestion and accidents. The thoroughfares utilized in Belton, and their typical cross sections, are as follows:

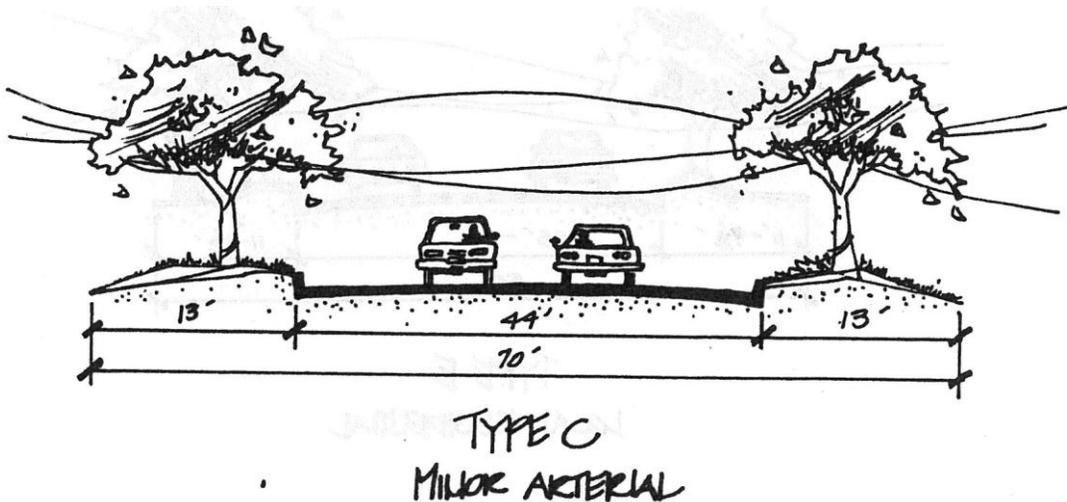
TYPE A – MAJOR THOROUGHFARE – The Type A – Major Thoroughfares are designed to utilize between 100 and 120 feet of right-of-way. Two 33-foot roadway surfaces will be separated by a median ranging from 17 to 27 feet. A continuous left turn lane can also be used.



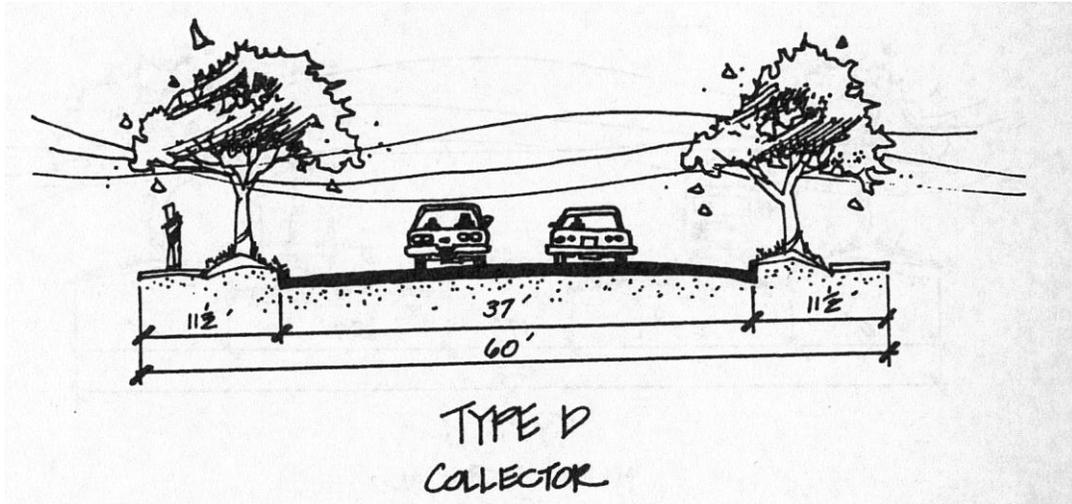
TYPE B – MAJOR ARTERIAL – Roadways of the Type B – Major Arterial classification should consume approximately 85 feet of right-of-way and consist of two 24-foot roadway surfaces separated by a median of 17 feet. An additional 10 feet of right-of-way will remain at the roadway perimeter to buffer adjacent properties.



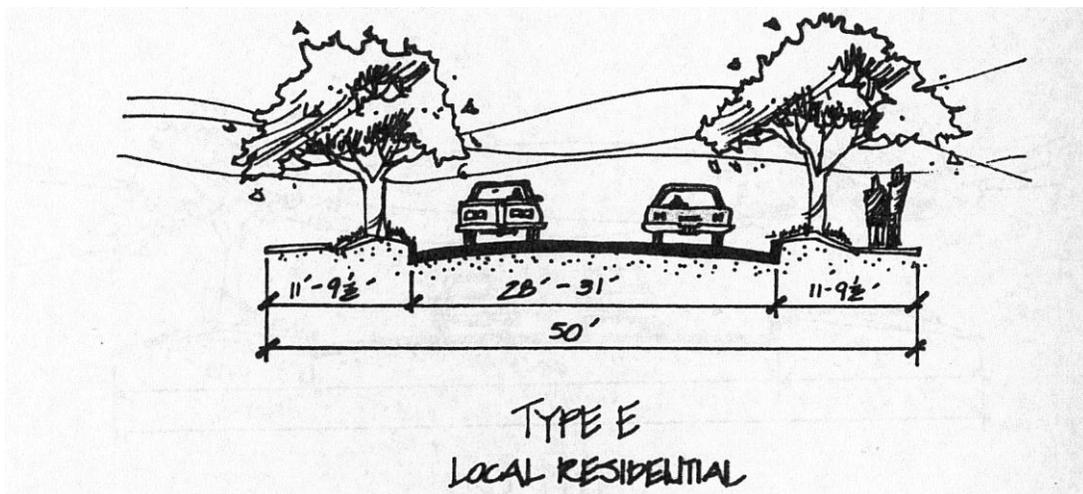
TYPE C – MINOR ARTERIAL – This type of roadway is adaptable to a minimum of 70 feet of right-of-way and may be used as a major or minor secondary thoroughfare in lieu of the Type B – Major Arterial. The pavement width of 44 feet provides four moving traffic lanes with restricted parking. They provide additional capacity at major intersections, the pavement and right-of-way section can be flared to accommodate a median for use in providing a protected left turn lane.



TYPE D – COLLECTOR – Collector streets are designed to gather vehicular traffic and deliver it to higher capacity thoroughfares. These roadways are not designed to provide direct through access, should not extend for great distances and should not divide logical residential neighborhoods. The collector street should be designed with 37 to 61 feet of paved surface and 60 to 80 feet of right-of-way.



TYPE E – LOCAL/RESIDENTIAL - The Type E – Local/ Residential Street is designed to provide access to and from residential areas or within commercially developed property. Normal operating speeds should be very low, less than 20 miles-per-hour, and the roads should not be continuous. A Type E residential thoroughfare should utilize 50 feet of right-of-way and have 24, 28, 31 or 37 feet of paved surface. The Type E thoroughfares will be appropriate in all developing residential areas of Belton and examples exist within most residential subdivisions of recent construction in Belton.

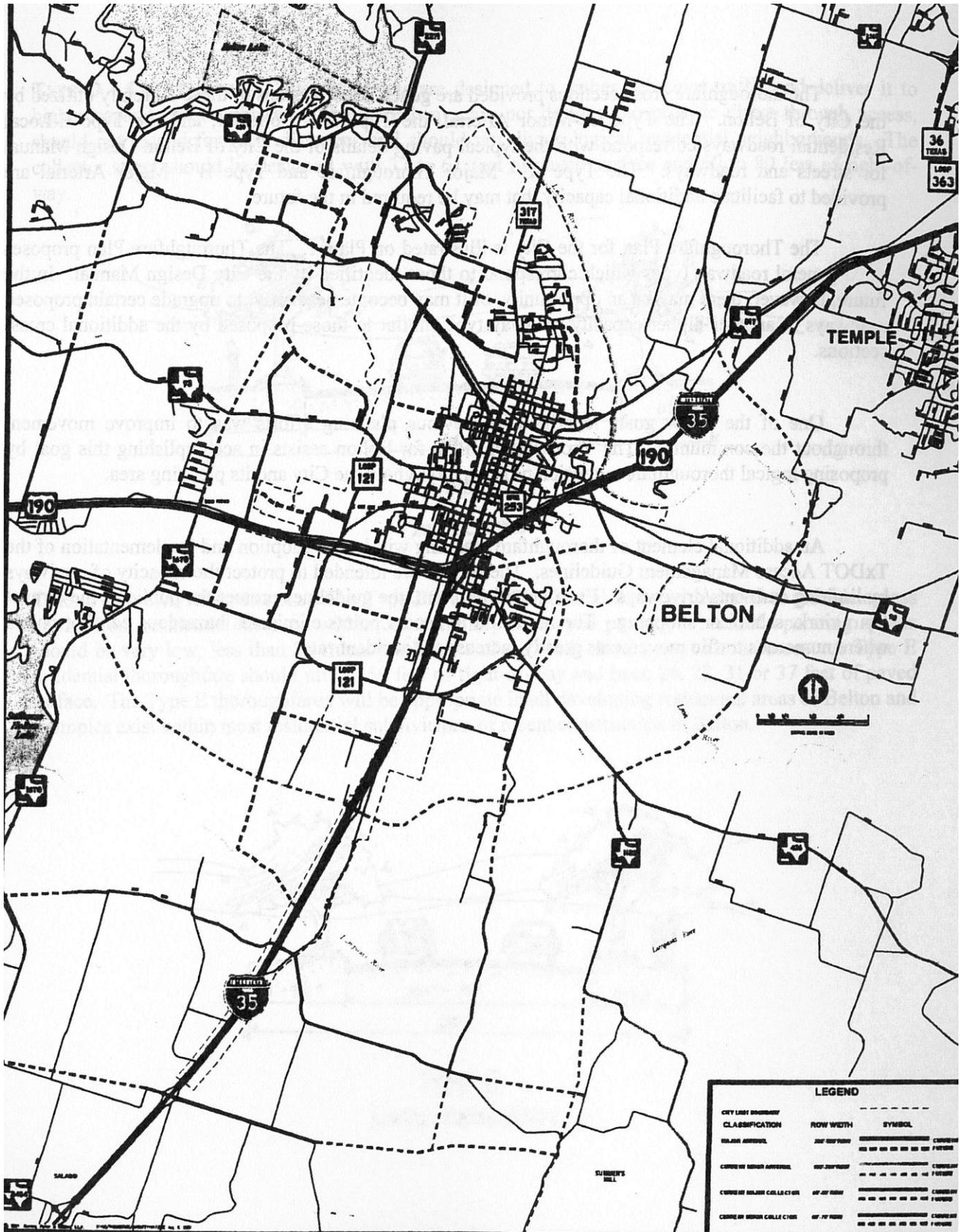


The thoroughfare cross-sections provided are generalized versions of those currently utilized by the City of Belton. The Type C -Minor Arterial, the Type D – Collector, and the Type E-Local Residential roadways correspond with the typical paving details of the City of Belton Design Manual for streets and roadways. The Type A – Major Thoroughfare and Type B – Major Arterial are provided to facilitate additional capacity that may be required in the future.

The Thoroughfare Plan for the City is illustrated on Plate 1. The Thoroughfare Plan proposes three general roadway types which correspond to those identified by the City Design Manual. In the future, however, there may be an opportunity, or it may become necessary, to upgrade certain proposed roadways to another higher capacity roadway type similar to those proposed by the additional cross-sections.

One of the major goals identified in previous planning efforts was to improve movement throughout the community. The Thoroughfare Plan for Belton assists in accomplishing this goal by proposing logical thoroughfare extension projects throughout the City and its planning area.

An additional element of thoroughfare planning will be the adoption and implementation of the TxDOT Access Management Guidelines. These rules are intended to protect the capacity of roadways by limiting curb cuts/driveways. Even more important, the guidelines protect the public as they travel from work, school or shopping. The reduction in access points eliminates hazardous conflict points where numerous traffic movements greatly increase the accident rate.



LEGEND

CLASSIFICATION	ROW WIDTH	SYMBOL
CITY LIMIT BOUNDARY		---
MAJOR ARTERIAL	100' ROW	—
CORNER BORDER ARTERIAL	100' ROW	—
CORNER BORDER COLLECTION	60' ROW	—
CORNER BORDER COLLECTOR	60' ROW	—
CORNER BORDER COLLECTOR	60' ROW	—

ADOPTED BY THE BELTON CITY COUNCIL
ON
TUESDAY, JULY 24, 2001



City of Belton, Texas
Thoroughfare Plan Map



Wm. Maul Park 10-12-01

III. STRATEGIC DRAINAGE PLAN

In late January 2002, the City of Belton authorized Roming, Parker & Kasberg, L. L. P. to develop a strategic drainage plan for the City that would largely revolve around the development of a Master Drainage Basin Map (Plate 2). That map was completed in May 2002 and has been used by the City Staff to plan for various drainage infrastructure designs and improvements as well as for managing the drainage basins throughout the City.

Through the ages, man has experienced the goodness and wrath of weather particularly related to rainfall and/or the lack thereof. Over time, various means and methods have been implemented to conserve, control, lessen, increase, modify, store, retain, detain and utilize stormwater. Each and every action taken has caused results that have permeated each drainage basin where modifications to an existing system took place.

Due to varying opinions and past results regarding the management of stormwater quantity, municipalities have had to delineate the various element that comprise any given drainage system within their respective jurisdictions. Those elements are:

- A. Development of a prioritized Categorical Hierarchy of considerations with regard to severity of stormwater flooding;
- B. Management of Drainage System:
 - 1. Maintenance of existing drainage improvements;
 - 2. Provide for construction of needed drainage improvements;
 - 3. Establish guidelines for proposed improvements by private and public developments.
- C. Preparation for reaction to regulatory issues promulgated by:
 - 1. Texas Commission on Environmental Quality (TCEQ);
 - 2. Environmental Protection Agency (EPA);
 - 3. Federal Emergency Management Agency (FEMA);
 - 4. Texas Parks & Wildlife (TP&W);
 - 5. U. S. Game & Fish Commission;
 - 6. U. S. Corps of Engineers.
- D. Education of the general public about stormwater issues and consideration of public opinion.

Considering the aforementioned elements, the following discussion regarding each is offered:

- A. A categorical hierarchy of drainage priorities, from most important to the least, for planning based on severity of flooding.

1. Loss of life;
2. Loss of residential or non-residential buildings, improvements, utilities or other investments;
3. Inundation of roadways or stream crossings that cause vehicular accidents or that prevent emergency equipment access;
4. Erosion to public/private improvements or property, which cause maintenance problems;
5. Nuisance flooding;
6. "Not-in-my-backyard" drainage issues.

B. Management of drainage system

1. Implement a drainage basin maintenance and operation plan that provides for cleaning of drainage ways, pipe culverts, closed pipe systems, bridges, culverts and for general monitoring of the drainage system as a whole. This work is generally funded by the annual City budget.
2. When studies and planning show new or refurbished drainage infrastructure is needed, capital improvement projects are initiated. This requires funding that may be provided from various sources:
 - a. General Obligation Bonds;
 - b. Certificates of Obligation Bonds;
 - c. Local Drainage User Fees;
 - d. Development Impact Fees;
 - e. Matching grant funds from TxDOT, Federal Government; Texas Water Development Board; CDBG Programs;
 - f. Drainage District Organizations;
 - g. Drainage Basin Participation Contracts where the municipality may act as the broker.
3. Guidelines for design and construction of stormwater improvements would include establishment and enforcement of subdivision and development ordinances that specify design criteria for proposed improvements in undeveloped and redeveloped areas. Also, development of and adherence to municipal land use plans have a huge impact on drainage design and management.

C. Reacting to regulatory mandates and issues are becoming more and more difficult and costly. Actions regarding these parameters include submitting construction drawings to the various agencies prior to infrastructure installation for clearances and permits. One forthcoming regulatory issue regarding drainage is known as Stormwater Phase II rules under requirements of the National and Texas Pollutant Discharge Elimination System (known as NPDES and TPDES). These rules will require municipalities with less than 100,000 population to submit a stormwater management plan to the State of Texas which shall include the elements of best management practices (BMPs) for stormwater. The six control measures required to be included in any program developed are as follows:

1. Public Education and Outreach – Provide education materials designed to inform the general public about the issues of stormwater runoff pollution and its effect on our water.
2. Public Participation/Involvement – Provide an opportunity for the public to become involved in the program development via panels, committees, or public hearings.
3. Illicit Discharge Detection and Elimination – Implementation of a plan to enforce control of erosion and sediment dispersal from construction involving one or more acres.
4. Construction Site Runoff Control – Development and implementation of a plan to enforce control of erosion and sediment dispersal from construction involving one or more acres.
5. Post Construction Runoff Control – Development and implementation of a plan to enforce and control post-construction runoff and continued protection of surrounding bodies of water after all construction activity has been completed.
6. Pollution Prevention/Good Housekeeping – Establishment of a plan to proactively reduce pollution entering the stormwater system on an ongoing basis. Include personnel pollution prevention training for activities such as the maintenance of roads, park/open space, buildings, and storm sewer systems.

As of this time, the USEPA and TCEQ have not formalized the Phase II rules. The City of Belton will continue to implement procedures for measures C, D and E.

D. Education of the general public about stormwater issues and receiving input from the public is one of the tasks that will be required by the State of Texas under the proposed storm water rule as previously discussed. Educating the public about the importance of maintaining drainage easements along or through their property, not filling the local curb inlet or closed pipe system with trash or yard debris (leaves, grass clippings, etc.) and keeping excess fill away from drainage ways are just a few of the public information items that should be discussed.

One issue that the City of Belton will need to address is whether to accept drainage easements across property in new developments or redevelopment areas and under what conditions to accept proposed drainage ways. Another is the issue of prioritization of drainage needs. Finally, the issue of funding for projects is, as always, paramount for the City of Belton.

The responsibility for management and maintenance of the various drainage basins located in the City limits of Belton is largely that of the City of Belton. Conveyance structures, minor channels and some closed pipe systems are located within rights-of-way of I-35, FM 93, FM 817, FM 436, FM 439, Texas 317, U.S. 190, and Loop 121 that are partially maintained by TxDOT. However, the overall management of these drainage systems are the responsibility of the City of Belton.

In reviewing the three major drainage systems in Belton, the Leon River Basin, the Nolan Creek Basin, and the Lampasas River Basin, and recalling the past 25-year history of drainage issues in Belton, the community has very few locations where needed drainage improvements are required compared to other Central Texas communities. The locations that may need improvements are those that would reduce maintenance efforts and provide more efficient flow of stormwater.

The Master Drainage Map shows the top ten locations and will need to address these in the future with respect to infrastructure improvements. This list was developed in conjunction with Belton City Staff input using historical data and public requests for service.

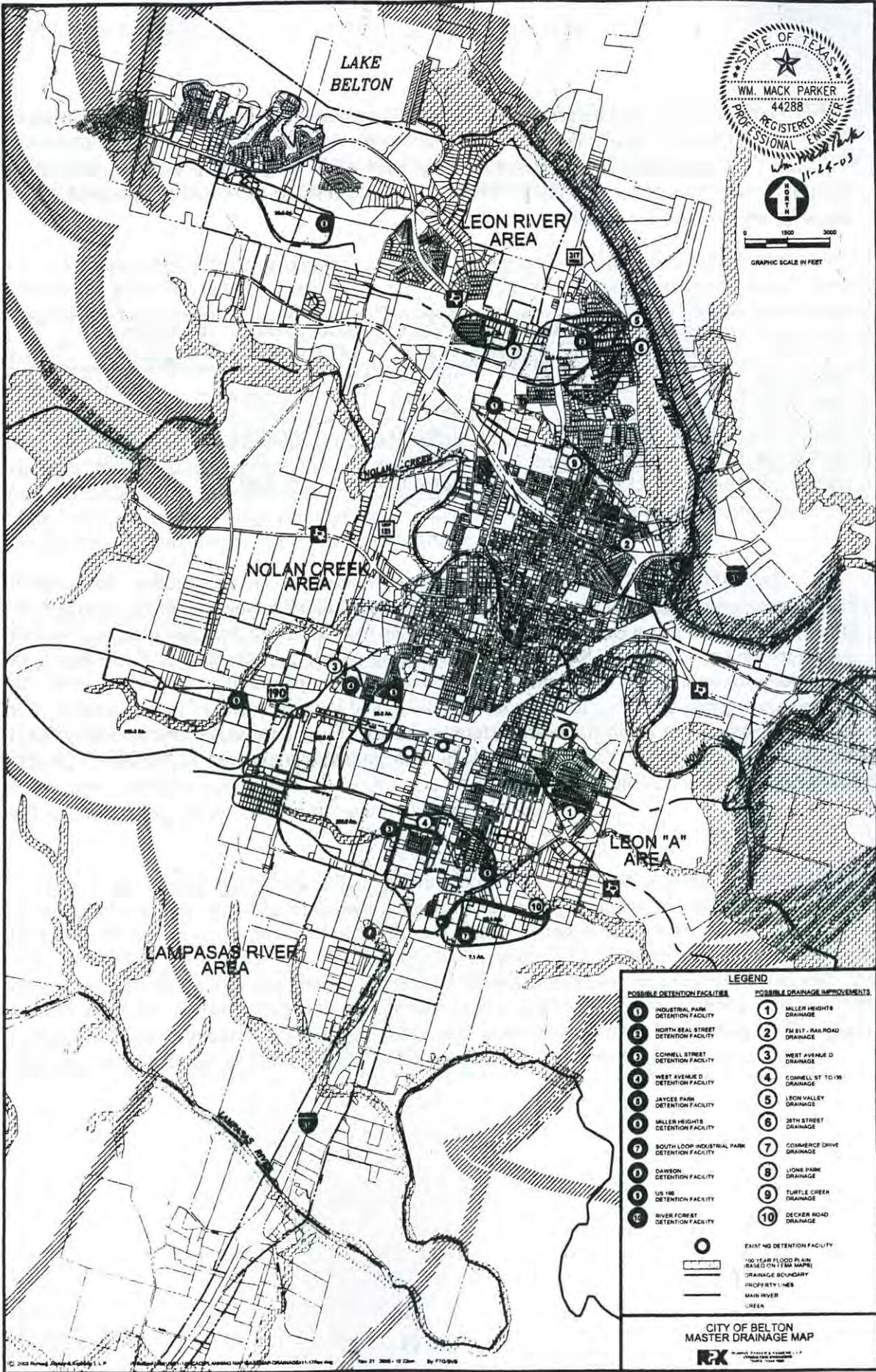
The Master Drainage Map also shows various locations that detention ponds need to be considered, studied and ultimately placed in the given drainage basins. The planning for these improvements would be considered pro-active and highly recommended in relation to lessening the impact of future development of open areas or redeveloped areas.

The scope of this study was not to provide costs that all these strategic location drainage improvements locations. Specific engineering studies and costing analysis will need to be performed for the locations that are given priority by the City on a case-by-case basis. However, during this study the City of Belton did employ the Central Texas Council of Governments to assess each non-residential property in Belton with respect to current ownership, land use and impervious cover. This assessment is in tabular and graphic form for use by the City as the City Council moves toward evaluation and implementation of a drainage fee charge to drainage system basin users under Chapter 402, Subchapter C "Municipal Drainage Utility Systems" of the Local Government Code.

Looking ahead to management, maintenance operations, provisions for new infrastructure and reaction to regulatory issues, the following table sets forth budget/task scenarios for consideration at this time. The costs were developed using knowledge of the City of Belton drainage system history and projection of needs for the future. These numbers should be increased by approximately 3 – 5% annually beyond 2005 for inflation.

YEAR	MAINTENANCE OPERATIONS	INFRASTRUCTURE CONSTRUCTION	REGULATORY MANDATES	PLANNING STUDIES	YEARLY TOTAL
2004-2005	\$ 25,000	\$ 200,000	\$ -----	\$ 20,000	\$ 245,000
2005-2006	35,000	200,000	20,000	25,000	280,000
2006-2007	50,000	200,000	20,000	25,000	295,000
2007-2008	100,000	200,000	20,000	25,000	345,000
2008-2009	125,000	200,000	20,000	25,000	370,000

The dedication of drainage easements and detention areas, recognizing the budgetary and maintenance implications, does, however, provide opportunities for development of recreation areas. Quail Meadows Park is a fine example of a multi-use recreation and drainage facility. Another is the detention pond on Commerce Street. In the more passive realm, the dedication of 100-year flood plain areas along streams, creeks and drainage ways could provide opportunities for the expansion of a trails network throughout the City. In addition, to walking and jogging, many of these corridors, if left in a somewhat natural state, will provide the framework for an "ecotourism" element to the Belton parks and recreation inventory. A flood plain dedication policy was adopted in the 2004 City of Belton Parks Master Plan.



STATE OF TEXAS
 WM. MACK PARKER
 44288
 REGISTERED PROFESSIONAL ENGINEER
 Wm. Mack Parker
 11-24-03



LEGEND	
POSSIBLE DETENTION FACILITIES	POSSIBLE DRAINAGE IMPROVEMENTS
① INDUSTRIAL PARK DETENTION FACILITY	① MILLER HEIGHTS DRAINAGE
② NORTH REAL STREET DETENTION FACILITY	② FM 517 - RAY ROAD DRAINAGE
③ CONNELL STREET DETENTION FACILITY	③ WEST AVENUE D DRAINAGE
④ WEST AVENUE D DETENTION FACILITY	④ CONNELL ST TO I30 DRAINAGE
⑤ JAYCEE PARK DETENTION FACILITY	⑤ LEON VALLEY DRAINAGE
⑥ MILLER HEIGHTS DETENTION FACILITY	⑥ 26TH STREET DRAINAGE
⑦ SOUTH LOOP INDUSTRIAL PARK DETENTION FACILITY	⑦ COMMERCE DRIVE DRAINAGE
⑧ DAWSON DETENTION FACILITY	⑧ LIONS PARK DRAINAGE
⑨ US 190 DETENTION FACILITY	⑨ TURTLE CREEK DRAINAGE
⑩ RIVER FOREST DETENTION FACILITY	⑩ DECKER ROAD DRAINAGE
○ EXISTING DETENTION FACILITY	
▭ 100-YEAR FLOOD PLANE (BASED ON FEMA MAPS)	
▭ DRAINAGE BOUNDARY	
▭ PROPERTY LINES	
▭ MAIN RIVER	
▭ CREEK	

CITY OF BELTON
 MASTER DRAINAGE MAP

IV. PARKS MASTER PLAN EXECUTIVE SUMMARY

A. INTRODUCTION

The citizens of Belton understand that an exceptional parks and recreation system is a crucial component of their community's outstanding quality of life. The City of Belton has developed a comprehensive Park Master Plan that provides a series of recommendations that will guide the City of Belton as it seeks to preserve and enhance the parks system both now and for future generation.

A successful parks system provides a place for large and small groups to gather on special occasions, promotes and provides opportunities for community service, provides constructive and competitive athletic opportunities for all age groups, and provides an environment that contributes to the health and well-being of the entire community. The parks system should also instill a strong sense of pride among area residents, which can be crucial to the area's economy, as interesting and attractive parklands and natural areas are typically the prime destination for visitors, tourists and potential residents looking to relocate.

The initial step towards analyzing and addressing the community's vision for recreational services and facilities was accomplished in 1997 when the City Council of Belton adopted its first Park Master Plan. This plan was developed by Halff Associates, Incorporated. As a continuation of this process, the City Council has adopted the 2004-2009 Park Master Plan as an analysis of the current parks system and as a guide for future development.

B. DEMOGRAPHICS

Belton is a community of approximately 14,600 people. Residential growth has been moderate but steady during the past twenty years with the highest increase in population during this period in the northwest region of Belton, thanks to the development of several large residential subdivisions. Although Belton is primarily a residential community, there is a healthy and developing commercial sector consisting of several business, manufacturing companies, and retail establishments. Many residents choose to live in Belton and travel to their places of employment in the larger cities of Temple and Killeen, due in large part to the quality of the Belton educational system and the close proximity of unique recreational attractions such as Lake Belton and Stillhouse Hollow Lake.

The master plan recognizes that Belton's parks system provides services and facilities for numerous populations outside the city limits that are not included in the census estimates, including residents of smaller cities, unincorporated areas of Bell County, and residents within the boundaries of the Belton Independent School District. Because Belton is the Bell County Seat, the parks system experiences an increase in demand during the business day as employees utilize the City's parks system for lunch, meetings, assemblies, and celebrations.

The population in Belton in 2000 as compared to 1990 is younger, more educated, earning a higher income, and is more racially diverse. According to the Texas Water Development Board, the estimated population of Belton in 2010 is 17,633, an increase of forty-one percent from 1990. Belton's land use plan predicts that the majority of residential and commercial development will continue in the northwest region of the City. A crucial challenge for the City will be balancing the resources available for park system improvements between the new northwestern region and the currently underserved southern regions.

C. EXISTING FACILITIES INVENTORY

The first step in the master planning process was to complete a comprehensive analysis of the existing facilities in a community's park system. The parks in Belton can be broken down into four distinct groups:

1. **Community Parks** are the largest parks, serving traditional family groups and alternate-use groups from the City and the outlying area populations. They have a wide variety of park facilities for recreational and competitive sports use that attract patrons during all seasons. Off-street parking is provided so residents may drive from greater distances to utilize the park facilities. Community parks represent significant construction and maintenance investments by the taxpayers of a City. Belton has four community parks.
2. **Neighborhood Parks** are smaller than community parks, usually under five (5) acres in size. Residents in the immediate walking area primarily use them. Some on-street parking is provided, but the goal of a neighborhood park is to provide a gathering place for one or two neighborhoods to utilize, take pride in, and ideally help enhance and maintain. Neighborhood parks represent significant investments because they spread construction and maintenance responsibilities to several small sites. Belton has four neighborhood parks.
3. **Special Purpose Parks** are designed to accommodate specialized recreational activities, such as a single playing field for softball games. By definition, special purpose parks only provide for one or two activities, but may include additional elements that support the primary activities. Belton has five special purpose parks.
4. **Linkage Parks** are open spaces that provide a linear connection between different sites in a community's parks system. They usually follow some natural or man-made feature, such as a creek bed or an abandoned utility or railroad easement. The new Nolan Creek Hike & Bike Trail is a prime example of a creative and beneficial linkage park.

The City of Belton owns and maintains almost 145 acres of parkland. The parks system includes 125 acres of Community Parks, 8.5 acres of neighborhood parks and 11 acres of special purpose parks.

D. PUBLIC INPUT

Gathering public input is a vital part of the master planning process. Objective feedback from those whom the parks system is designed to support is essential in determining if the community's needs are truly being met. A series of forums were implemented to gather public input, including:

1. **A focus group** provided direct input on key needs and concepts, and also provided feedback on the status of the previous Park Master Plan Goals.
2. **Public meetings** received input from citizens and elected officials.
3. **Interviews** with key community leaders and recreational program administrators.
4. **A community survey** was available online to receive input from the residents and property owners in Belton.

E. PARKS SYSTEM GOALS

After the inventory and public input processes, a series of six parks system goals were developed. The prioritized list is as follows:

1. **Provide Adequate Park Facilities** – Provide a variety of well-maintained and safe parklands and facilities that appeal to and are accessible to all segments of the Belton populations.
2. **New Parks and Existing Park Facilities** – Formulate strategies to acquire and develop new park land that will service newly developing and under-served areas of the community, and develop a plan to enhance existing facilities as recreational need exceed parks system capabilities.
3. **Recreational Programming** – Provide support to existing community organizations that provide various recreational services and facilitate the development of new and creative programs and activities that provide needed recreational programming.
4. **Increase Public Awareness and Use of the Parks System** – Develop a plan to increase the public's awareness and use of the parks system by providing informative and entertaining material, and by increasing the number of events and activities offered to the public.
5. **Unique Natural Environments** – Protect and preserve the unique natural environments in Belton and assist in doing the same for nearby portions of Bell County.
6. **Maintenance of Park Facilities** – Main all parks in a superior condition that instills a sense of pride in the community.

F. KEY NEEDS

Following is a summary of key system needs, based on a standard-based and resource-based analysis:

SUMMARY OF KEY FACILITY NEEDS

2004

Acreage Needs

Neighborhood Parks – 10 acres

Facility Based Needs

Soccer Fields – 1 Field

Softball Fields – 2 Fields

Practice Baseball/Softball Fields – 1 Field

Practice Soccer Fields – 2 Fields

Tennis Courts – 9 Courts

Multi-Purpose Trails – 1.5 Miles

2010

Acreage Needs

Community Parks – up to 11 acres

Neighborhood Parks – 13 acres

Facility Based Needs

Baseball Fields – 1 Field

Soccer Fields – 2 Fields

Softball Fields – 3 Fields

Practice Baseball/Softball Fields – 3 Fields

Multi-Purpose Courts – 2 Courts

Sand Volleyball – 1 Court

Swimming Pools – 1 Pool

Tennis Courts – 11 Courts

Multi-Purpose Trails – 2 Miles

Practice Soccer Fields – Allow practice play

G. MASTER PLAN RECOMMENDATIONS

A series of improvements have been recommended for Belton's parks system. The recommendations represent steps that may be taken to address various parks system needs, including the development of a neighborhood park in southeast Belton, the installation of splash/spray water features, as well as other general park improvements to existing parks. The prioritization of the improvements is based on community input and the needs assessment. Some recommendations should be accomplished within the life of this master plan, which is effective until the year 2009. Other recommendations, while planning should start as soon as possible, have a completion date ranging between five and ten years. The three priority categories are as follows:

1. **High Priority** – should be completed within 5 years
2. **Medium Priority** – should be completed between 5 and 10 years
3. **Long-Range** – These items might be initiated during the life of the master plan, but they may not be completed within 10 years.

Following is a list of the prioritized recommendations.

1. High Priority Items

- a. Acquire and develop a large neighborhood or medium-sized community park in southeastern Belton.
- b. Install Splash/Spray water features in one or more park locations.
- c. Implement a park development fee as part of the City's Subdivision Ordinance.
- d. Develop marketing tools and educational materials for the parks system.
- e. Develop the Nolan Creek Trail northward extension.

2. Medium Priority Items

- a. Develop the 3.3-acre Red Rock Park site located southwest of the intersection of Red Rock Drive and Farm to Market 439.
- b. Develop a disc golf course.
- c. Develop more practice fields for baseball/softball.
- d. Provide more picnic and family gathering places.
- e. Combine Griggs Field and the Housing Authority Play Area into one large neighborhood park of approximately 5 acres.
- f. Develop two additional softball fields.

3. Long-Range Items

- a. Develop the 10 pre-designed "pocket parks" along the Nolan Creek Hike & Bike Trail.
- b. Research the possibility of developing a large community/regional park in conjunction with the Nolan Creek Hike & Bike Trail eastward extension.
- c. Evaluate the possibility of constructing a community swimming pool.
- d. Construct a combination-use community, recreation and senior activity center.
- e. Acquire land for linear greenbelt corridors along the Leon River and sections of Nolan Creek .
- f. Develop tennis court facilities that are open without restriction to the public.

- g. Add 1½ miles of multi-purpose trails before 2010.
- h. Develop the Nolan Creek Hike & Bike Trail southward extension.
- i. Explore the feasibility of adding a Recreational Administration staff component to the Parks Department.
- j. Develop the Leon River Trail.
- k. Research the possibility of acquiring and operating the Summer Fun U.S.A. water park and associated facilities.
- l. Evaluate the possible acquisition cost, revenue streams, ongoing maintenance and personnel costs of a City-owned and operated marina at Belton Lake.
- m. Identify a possible site for a medium-sized community park in Region 1, southwestern Belton, near the Bell County Expo Center.

H. POLICIES AND PROCEDURES

The City of Belton should develop and adopt several policies that enhance the planning and development of park facilities in Belton. These policies would help to maximize available funding by recognizing opportunities to create recreation facilities. Recommended policies and procedures include:

1. Donation of floodplain corridors – Establish policies/ordinances that encourage the donation of creek or river corridors within the 100 year floodplain.
2. Floodplain Ordinances – Establish ordinances that restrict development within the 100-year floodplain.
3. Subdivision Ordinance development fee –Require developers of residential subdivisions to either dedicate suitable land or pay a fee that would help provide neighborhood park service to the immediate vicinity.
4. Joint planning with BISD – Establish procedures for regular joint planning reviews with BISD. These will allow for the pooling of resources in acquiring land for school and parks, and in developing recreational facilities.
5. Joint planning with Bell County – Establish procedures for regular joint planning reviews with Bell County, to explore ways to address the recreation needs of the residents of unincorporated portions of Bell County near the City of Belton.
6. Recreation Programming – The Parks Board and City Staff should focus on ways to increase the available recreation programming in the City.

I. FUNDING FOR PARK FACILITIES

Funding for the recommended parks system projects will come primarily from local funding sources, including;

1. General fund expenditure
2. Bond funds
3. User generated revenues
4. Cash and equipment donations
5. Land donations
6. Funding assistance from other area public entities.

The City should seek grant funding from state and federal government agencies, educational districts, and from private foundations to supplement local funds. Some grants that might help to further develop the parks system include:

1. **TRPA Grants** – The Texas Recreation and Parks Account (TRPA) is administered and distributed by the Texas Parks & Wildlife Department (TPWD). The TRPA has been the primary source of parks and recreation grant funding in Texas over the past 10 years.
2. **Transportation Enhancement Grants** – The funds are administered by the Texas Department of Transportation (TxDOT), with an emphasis on the need for safer, more efficient management of integrated, multimodal transportation systems.
3. **Safe Route to School Grants** – TxDOT also administers this grant, with the overall purpose to improve safety in and around school areas. Bicycle and pedestrian corridors would be an eligible candidate for these grant funds.
4. **Community Development Block Grants** – This is a state administered grant using funds from the U. S. Department of Housing and Urban Development. Eligible projects could be almost any community development activity, including parks system enhancements.

J. CONCLUSION

Parks play an important role in the progress and vitality of a community. Having an inventory of attractive and useful parks greatly enhances the community's quality of life, not to mention the enjoyment of tourists and visitors. The City of Belton has always had excellent recreational opportunities for picnicking and aquatic-recreation activities, due to the City's proximity to Belton and Stillhouse Hollow Lakes. However, the City must consider developing some new recreational facilities, such as a new park in southern Belton and a joint-use recreation center. The City has done an exceptional job at maintaining the existing park, recreation, and open space resources, given budget and staffing constraints and the increased parks system usage without compensation from surrounding smaller towns and unincorporated areas of Bell County.

A parks system is judged by its effectiveness in encouraging people of all ages to participate in a more healthy and meaningful lifestyle, and by its ability to handle the resulting activity. It is with this goal in mind that the City has again dedicated itself to the master planning process. Building on the successful direction of the previous master planning efforts, the City of Belton presents the 2004-2009 Park Master Plan as an analysis of the existing parks system and as a guide for immediate and long-term growth and development.

V. POPULATION PROJECTIONS

MAY 2004 GROWTH RANGES

YEAR	SB-1*	VARIABLE	VARIABLE
2000		14653 (CENSUS)	14653 (CENSUS)
2001		15000 (x 2%)	15000 (x 2%)
2002		15300	15300
2003		15600	15600
2004		15900	15900
2005		16200	16200
2006		16700 (x 3%)	16700 (x 3%)
2007		17200	17200
2008		17700	17700
2009		18200	18200
2010	20088	18700 (x 10%)	18700 (x 12%)***
2015		20600	20900
2020	23236	22700	23400
2025		25000	26200
2030	26088	27500	29300
2035		30300	32800
2040	28188	33300	36700
2045		36600	41100
2050	29593	40300	46600
2055		44300	51500
2060		48700	57700
2065		53600	64600
2070		59000	72400
2075	50000 (Est)	65000	81000

* SB-1 (Senate Bill-1) Estimate, developed by RPK Engineers in 1999, ending in 2050

** 10% projection each 5 year increment, 2010-2075

***12% projection each 5 year increment 2010-2075

VI. DESIGN GUIDELINES

This series of Design Guidelines have been developed to facilitate quality and desirable development, redevelopment and rehabilitation in specific areas of Belton. The Planning & Zoning Commission subcommittee had questions and concerns about the future character developing in the various areas identified.

All the identified areas were studied to determine the likely character of future development. Following detailed discussion with the Committee, the Guidelines were formalized to provide guidance for development in these specific areas, so that functional and efficient land use relationships may be achieved for the future.

Fifteen areas were identified, ranging from existing residential areas experiencing transition, to future growth corridors along major thoroughfares, and areas presently vacant and undeveloped. The Guidelines suggest features and areas of concern which should be addressed and introduce issues which would be raised during the planning phases, prior to actual development. Suggested courses of action will also be proposed at the end of the discussion for each Design Guideline area. These suggested actions will help the City establish a direct correlation between the Guidelines, the Zoning Ordinance, the Subdivision Ordinance and Design Manual. Past planning efforts have been general in scope and lacked the guidance to implement proposals. The Design Guidelines are intended to directly relate to future zoning districts and regulatory actions, giving the City a strong tool to assist in the implementation of established goals and objectives.

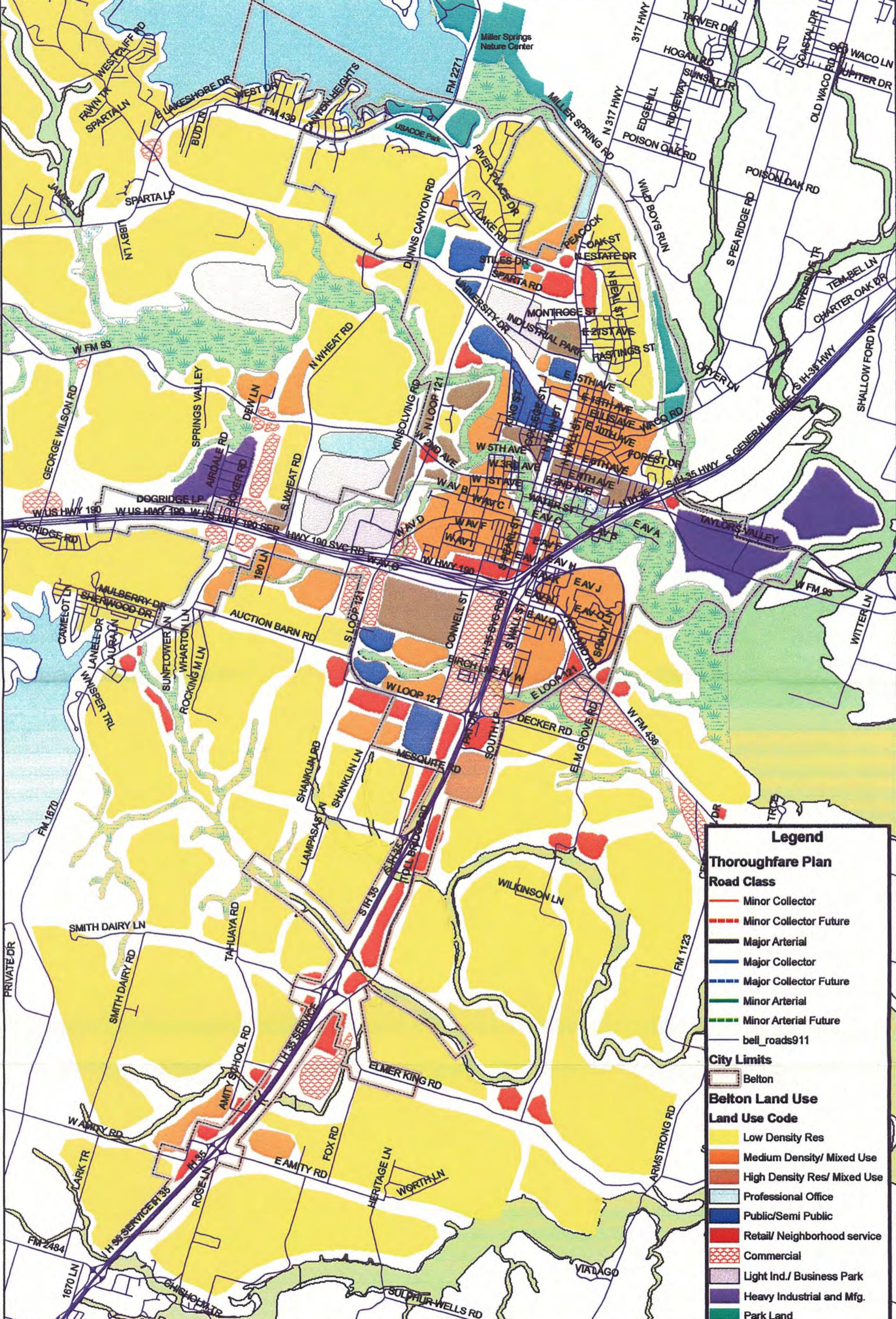
Terminology

Several terms referred to in the following guidelines are defined and discussed below:

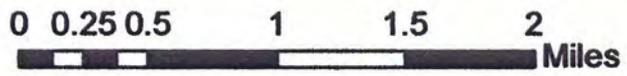
- A. Low Density – Residential dwellings constructed at 1 to 5.5 dwelling units per acre.
- B. Low Intensity – Small scale, low-rise (one or two stories) office or retail development, usually on small lots.
- C. Medium or Moderate Density – Residential dwellings constructed at 5.5 to 12 dwelling units per acre.
- D. High Density – Multi-family or apartments constructed above 12 units per acre.
- E. Mixed Use – a combination of residential, office and retail. Some light commercial uses are included, but not industrial uses.
- F. Residential Compatibility – The intent of this strategy is to allow proposed compatible non-residential uses in close proximity with, or adjacent to low density residential areas. These uses are generally one or two stories, smaller in scale, located on smaller lots and less intensive in operation. For example, small offices, clinics, bookstores, photographic studios, and other service retail uses are often compatible with residential areas. Commercial and industrial uses are generally excluded.

- G. Transition – Often, areas evolving from an older residential area to a redeveloped or new construction area with a trend toward non-residential uses are called transition areas. The encroachment of non-residential uses into an area which was predominantly residential sometimes creates problems, principally, due to land speculation. Properties are held or purchased for the potential retail, office or commercial value rather than present residential value. Sometimes, residential units deteriorate because it is perceived by the owner as a short-term use of the property. Transition areas should be identified so property owners can plan for the use of their property based upon the ultimate use of the area. Only uses, which are compatible to residential uses and neighborhoods, should be permitted because the transition occurs over many years and the residential occupants wishing to remain should have reasonable protection.
- H. Neighborhood Preservation – Measures adopted to insure that the basic characteristics of a definable part of the community (a neighborhood area) are maintained and enhanced. Measures could involve both social and structural preservation.
- I. Access Management – Controlling and regulating the location, spacing, operation and design of driveways and street connections, medians, traffic signals and interchanges in order to protect the functional classification of roadways, enhance public safety and reduce pollution.

(this page was intentionally left blank)



CITY OF BELTON
 Future Land Use Plan
 8-22-06



Legend

Thoroughfare Plan

Road Class

- Minor Collector
- Minor Collector Future
- Major Arterial
- Major Collector
- Major Collector Future
- Minor Arterial
- Minor Arterial Future
- bell_roads911

City Limits

- Belton

Belton Land Use

Land Use Code

- Low Density Res
- Medium Density/ Mixed Use
- High Density Res/ Mixed Use
- Professional Office
- Public/Semi Public
- Retail/ Neighborhood service
- Commercial
- Light Ind./ Business Park
- Heavy Industrial and Mfg.
- Park Land
- Flood Plain and Open Spaces
- Lake/Wetland

DESIGN GUIDELINE - AREA 1

Area 1 is located along the northward extension of Loop 121 from U. S. Highway 190 to F.M. 439, and should extend to a depth of approximately 1000 feet along each side. This area is considered as a high-visibility future growth corridor. The major intersections, Loop 121 and U. S. Highway 190, Loop 121 and 9th Ave. and Loop 121 and F. M. 93, have been proposed as Mixed-Use areas. Generally, mixed-use areas should consist of Retail, Office and Multi-Family uses. Also proposed along Loop 121 are areas of single-family residential, medium-density residential and retail.

The idea associated with future development along Loop 121 is to avoid a continuous "strip" development pattern. Higher intensity uses, such as retail and multi-family, should be concentrated at the major intersections. This not only discourages the strip-type development, but also protects the capacity of the roadway as future development occurs.

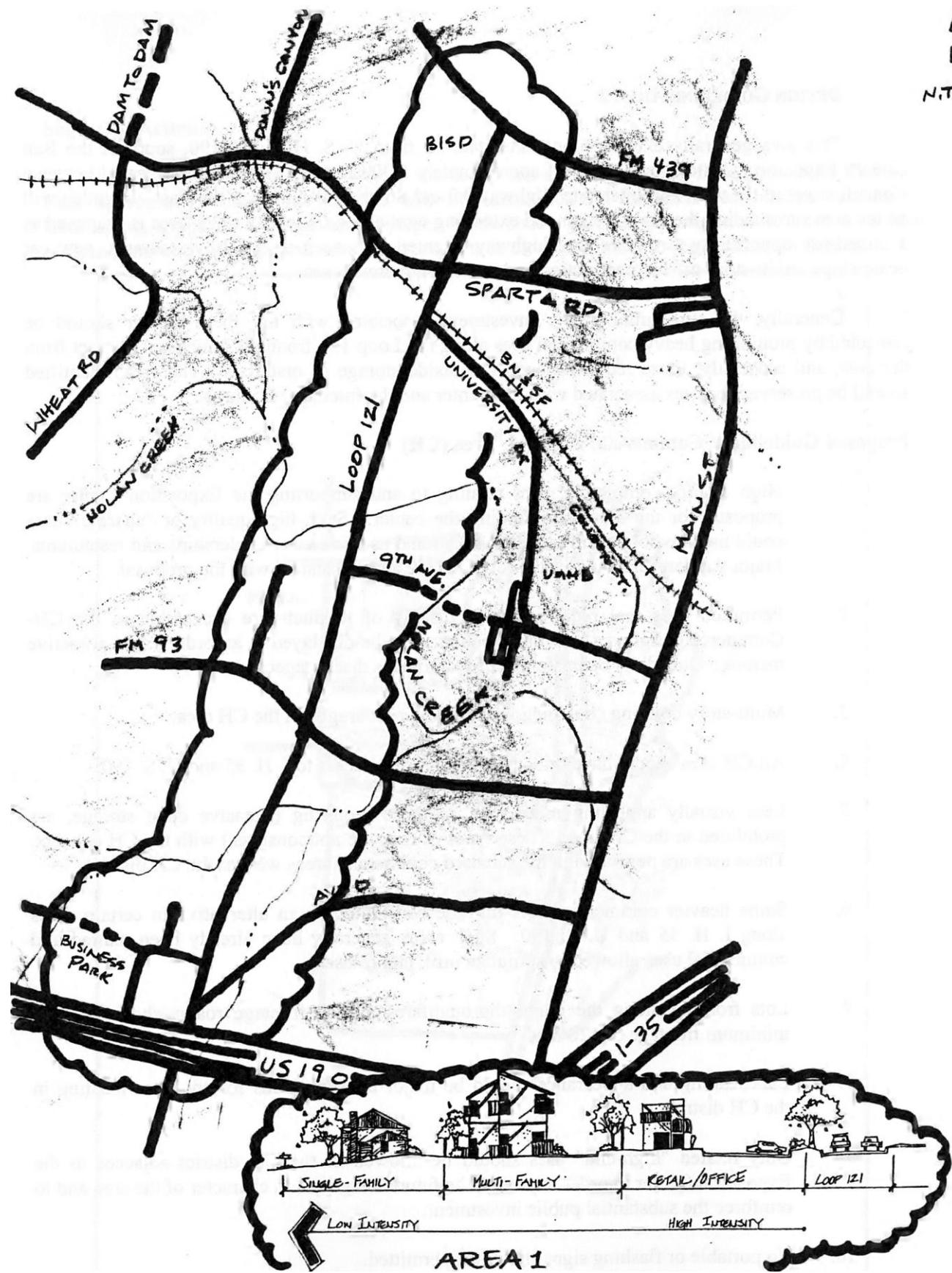
Proposed Guidelines: New Loop 121

1. Planned Development designations are encouraged on tracts larger than 10 acres.
2. The majority of the area should develop at lower residential densities, although opportunities for higher densities, such as patio homes, townhouses and multi-family, exist within the areas identified as Mixed Use Areas by the Future Land Use Plan.
 - a. Multi-Family should have direct access to a major thoroughfare or major collector.
 - b. No apartment complex should have more than 320 units or be greater than 20 acres in size and should not be contiguous with other multi-family complexes.
 - c. Apartment complexes should have amenities such as recreational areas and facilities, landscaping, covered parking, on-site security, attractive views and should meet the needs of a variety of age groups.
 - d. Multi-family developments should have a net density of approximately 18 to 20 units per acres. Incentives should be developed for protection and utilization of open space and existing natural vegetation.
 - e. Appropriate transition between high-density residential development and low-density areas should be provided. Greater setbacks, landscaping and masonry screening walls are considered appropriate.
3. Although the predominant use along the Loop is anticipated to be residential, a variety of land uses is encouraged, with non-residential uses located in reasonable proximity to major intersections or access to major thoroughfares.
4. Non-residential uses should comprise no more than 30% of the frontage along the Loop. The total of higher density residential uses and non-residential uses should not exceed 50% of the total frontage.

5. Retail development should occur on or along major thoroughfares and is preferable at major intersections. These areas should have additional landscaping due to the high visibility of the land use type.
 - a. Access management along Loop 121 is critical. Continuous linear "strip centers" should be discouraged because of their disruption of traffic.
 - b. Retail sites should generally range from eight to twelve acres and accommodate 70,000 to 125,000 square feet of retail space including "anchor" stores (1½-mile service radius).
 - c. Retail buildings should be arranged to reduce visibility of service areas from streets, adjacent property and general public view.
 - d. "Typical" Pad sites should generally be for free standing structures with approximately 5,000 square feet of floor area and should be limited to one site per 4 acres of land.
 - e. Landscape treatment should be an integral part of the site design. In addition to plantings along the primary frontage, trees should be located throughout the parking area to create park-like settings for the shopper.
 - f. Circulation and "cross" access within the site is desirable to reduce median and driveway openings. This is an element of basic "Access Management".
 - g. Strive to avoid visual clutter. No portable or flashing signs should be allowed. Monument signs are desired for individual sites and buildings.
6. Areas of dense, existing vegetation should be incorporated into overall design and development plans for large residential developments.
7. Uses requiring outside storage should be prohibited along the Loop.

Suggested Actions

The guidelines proposed for the Loop 121 area will be incorporated into the Zoning Ordinance through the use of a new zoning district or additional supplemental regulations. For example, a specific retail category will be created which requires landscaping, additional setbacks and design elements to accomplish the established goals. Non-residential uses should be residentially compatible. Other zoning districts for medium-density, multi-family and single-family uses should also be established to protect the Loop 121 area from development not consistent with the goals of the City of Belton



DESIGN GUIDELINE AREA 2

This area generally extends along Interstate 35 from U. S. Highway 190, south of the Bell County Exposition Center, for a depth of approximately 1,000 feet, and is generally located between Connell street to the west and Interstate Highway 35 and South Wall Street to the East. Included will be the area surrounding the Expo Center and extending west along Loop 121. This area is proposed as a mixed-use opportunity area, targeting highway oriented uses such as hotels, restaurants, new car dealerships, multi-story office construction and some commercial uses.

Generally, the substantial public investment associated with the Expo Center should be protected by prohibiting heavy commercial uses along the Loop 121 frontage, which will detract from the area, and especially, those requiring open or outside storage of materials. The areas identified should be preserved for uses associated with the Center and the Interstate frontage.

Proposed Guidelines: Commercial Highway Area (CH)

1. High quality commercial uses relating to and supporting the Exposition Center are proposed for the areas surrounding the center. Such high-quality or "upscale" uses could include hotels and motels, recreational uses, new car dealerships and restaurants. Major support retail and office activities are also consistent with the proposal.
2. Permitted uses that require outside display of products are acceptable in the CH-Commercial Highway area but products must be displayed in an orderly and attractive manner. Outside or open storage of materials is discouraged.
3. Multi-story building construction should be encouraged in the CH area.
4. All CH uses should have principal frontage and access to I. H. 35 and U. S. 190.
5. Less visually appealing uses, such as those requiring extensive open storage, are prohibited in the CH area. These types of uses are not consistent with the CH concept. These uses are permitted in the standard commercial areas west of the CH district.
6. Some heavier commercial uses may be considered as an alternative in certain areas along I. H. 35 and U. S. 190. Such areas generally have already been platted and commercial uses allowed to stimulate infill and re-use.
7. Lots fronting along the major thoroughfares, or the frontage roads, should have a minimum frontage of 120 feet.
8. Landscaping and appearance should be major considerations for any uses locating in the CH district.
9. Only related "high-end" uses should be allowed in the CH district adjacent to the Exposition Center in order to protect the future integrity and character of the area and to reinforce the substantial public investment.
10. No portable or flashing signs should be permitted.

DESIGN GUIDELINE - AREA 3

Area 3 generally surrounds the University of Mary Hardin Baylor. The northern boundary is formed by the AT&SF Railroad, Pearl Street forms the eastern limit of the area and Nolan Creek bounds the area to the south and west. The campus and surrounding areas constitute a very distinctive community within the larger City of Belton. The students of the University and the permanent area residents may require certain opportunities for shopping, recreation and living, which are not appropriate in other areas of the City.

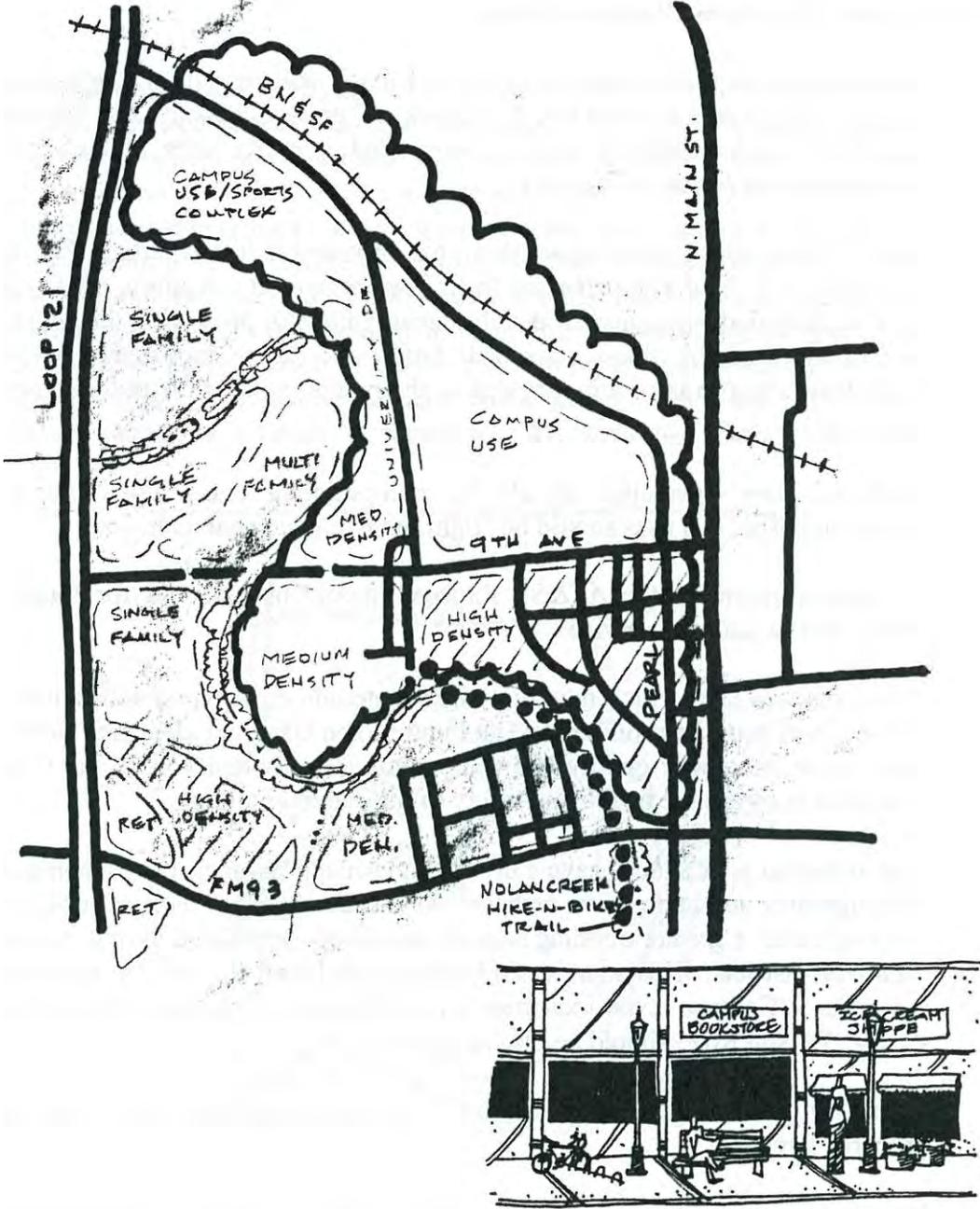
Proposed Guidelines: University of Mary Hardin Baylor

1. The campus of the University of Mary Hardin Baylor exists entirely within the boundaries of Area 3. Area 3 is intended to provide for the actual active campus and surrounding area by permitting a range of uses and development standards appropriate for a University.
2. Residential uses, such as apartments, duplexes, single-family residences, boarding or rooming houses and fraternity or sorority houses, are appropriate within the area.
3. Educational, institutional and other special uses are appropriate for the area. For example, museums, churches, clinics, day-care centers and expanded University facilities are envisioned for the area.
4. Certain limited retail uses should be allowed within the University District but such uses should primarily serve the campus population and the surrounding residential area. The scale and appearance of retail uses within the University District should be such that the residential and institutional character of the neighborhood is not disrupted.
5. Retail uses should be considered west of University Drive, along Nolan Creek, and north of the proposed extension of 9th Avenue.
6. Limited retail uses that may be considered appropriate for the area include sandwich shops and delicatessens, ice cream and soda shops, gift, book and music stores and similar uses targeting campus and neighborhood residents.
7. No portable or flashing signs should be allowed.
8. Except for certain areas of the campus, all new construction should not exceed three stories in height.

Suggested Actions

It is proposed that the campus of the University and surrounding areas be expanded as the UC-University Campus District. This district permits uses associated with, and appropriate for, the active operation of a university. There will also be a need, and subsequent opportunities, for the designation of areas for limited retail uses, such as bookstores, ice cream shops or similar establishments, which generally serve the campus community and surrounding residential area. Also appropriate, in close proximity to the campus, are higher density residential uses, such as apartments or townhouses, but on

a smaller scale, which will not be offensive to established residences. For example, duplexes or quadriplexes may be appropriate in certain areas. Encouraging multi-story townhouses is strongly recommended.



AREA 3

DESIGN GUIDELINE - AREA 4

Area 4 is located in far northwest Belton, generally north of FM 93 and the Nolan Creek flood plain, south of the AT&SF Railroad, with frontage along the eastern right-of-way of the proposed northern extension of George Wilson Road. The area is primarily undeveloped at this time

Proposed Guidelines: Northwest Industrial Area

1. Truck traffic should be directed by interior major collectors to a proposed extension of George Wilson Road and to FM 93. Quick and direct access to US 190, and eventually IH-35 is highly desirable and is considered a prerequisite to achieving the full development potential of this area.
2. Nolan Creek is located to the south of this proposed industrial area. The flood plain is extensive and should be protected in its present natural condition. Adequate adjacent land is identified for industrial development while still protecting the flood plain. The natural state of the flood plain will buffer the future industrial area from future residential areas to the southeast, due to the natural vegetation and distance across the floor plain.
3. Industrial uses developed should be non-polluting and compatible with nearby residential uses. All uses should be "light industrial" in character.
4. Property adjacent to the AT&SF Railroad should be reserved for future industries, which will require rail service.
5. Any industrial uses which may discharge materials or generate substantial runoff into Nolan Creek must be prohibited. The Future Land Use Plan identifies Nolan Creek as a linear park and water quality and the overall natural condition of the Creek must be protected to insure the health and safety of the general public.
6. The industrial park should have a neat and clean appearance. Landscaping along major thoroughfares and appropriate setbacks should be required. For example, along major thoroughfares, a greater building setback should be established than is required in other industrial districts. This area should be landscaped with trees native to the area, such as live oaks. "Campus" type industries are encouraged. Frontage of uses directly along George Wilson Road should be discouraged.
7. Open storage areas should be limited to a small percentage of the total site and be properly screened.
8. Masonry, or masonry veneer exteriors for buildings should be encouraged, but are not required.

DESIGN GUIDELINE - AREA 5

The North Belton Industrial Park is located north of the AT&SF Railroad and south of the new extension of Sparta Road from Loop 121 east to N. Main Street. This industrial park exists today, and has numerous establishments operating. This industrial park is surrounded by an area that may be predominately residential at some point in the future, but all residential uses will be buffered by thoroughfares, rights-of-way, easements and setbacks. Future occupants of the industrial park should be involved primarily in the assembly of products, avoiding operations, which produce excessive noise, smoke, odor or vibration.

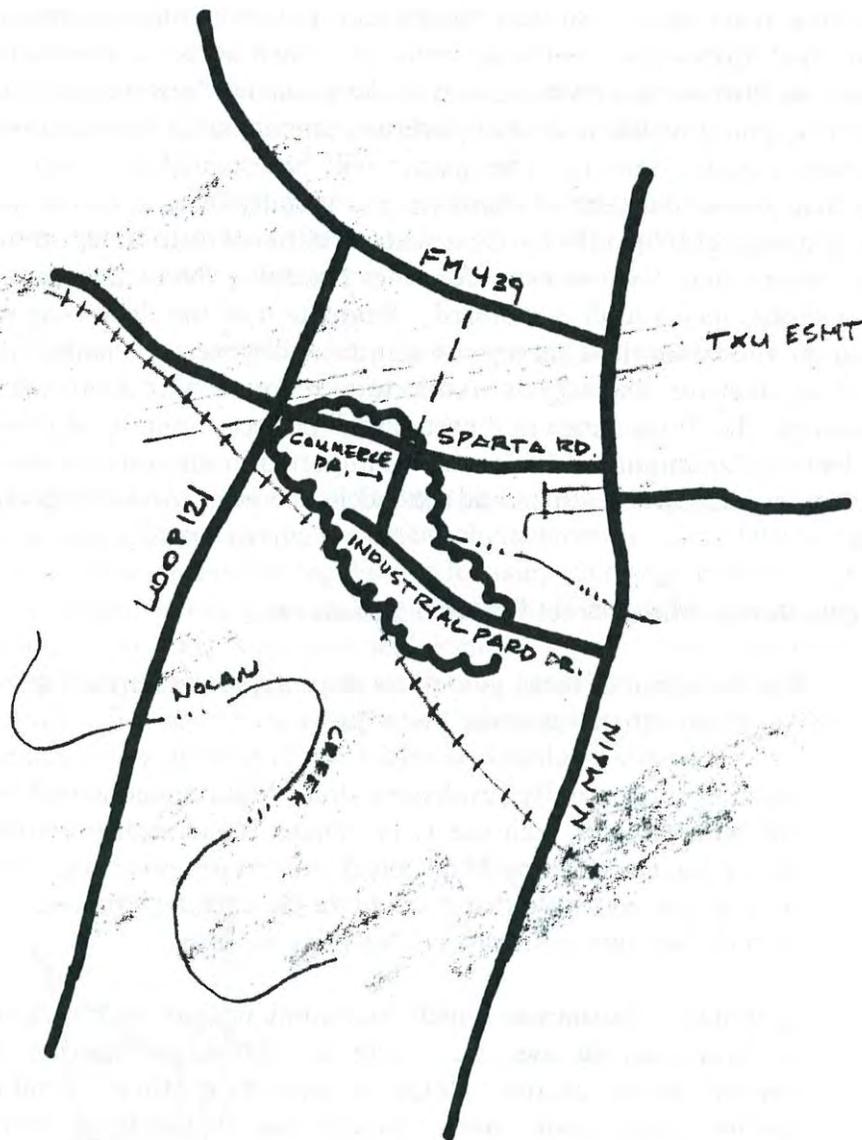
Proposed Guidelines: North Belton Industrial Park

1. All industrial uses should be clean, of a light industrial character and non-polluting.
2. Industrial uses should be buffered from surrounding land uses by open spaces, thoroughfares, landscape easements and masonry screening walls. Residential compatibility strategies are also appropriate.
3. The traffic patterns into and out of the industrial park should not interfere with residential neighborhoods. Truck access to and from the industrial area should be provided by the new Sparta Road extension from Loop 121. Truck access along Main Street and through the Central Business District should be discouraged.
4. Open storage is permitted, but must be located in the rear yard and screened from view with landscaping and fencing.
5. Loading docks and delivery areas should not be visible from public streets, thoroughfares or residential areas.
6. Metal exterior buildings may be permitted but should utilize masonry facades or other aesthetic enhancements.

Suggested Actions

If area thoroughfares develop as proposed, regulations must be developed to control building location, orientation and appearance. Zoning standards should require an interior orientation, prohibiting industrial frontage along Sparta Road and across from residential areas. Substantial rear yard setbacks from Sparta Road and landscaping with street trees in the rear yard area should be included to buffer nearby residential areas

A major area of concern is truck traffic. Truck traffic should be directed to Loop 121 where possible. Existing traffic volumes are problematic at times and the addition of large trucks will aggravate the situation, especially on Main Street.



AREA 5

DESIGN GUIDELINE - AREA 6

Area 6 extends along Main Street from 2nd Avenue (FM 93), two blocks north of the Central Business District, to the AT&SF Railroad. This segment of Main Street, approximately nine blocks in length, contains many large, historical homes and numerous other smaller, older homes. There are also several small offices and retail establishments, which utilize converted residential structures. The Future Land Use Plan proposed that Area 6 be designated a Preservation or Conservation Area. Such a designation is applicable when an area possesses architectural, historical or cultural significance and which provides a public benefit. The district will be established in order to organize and enforce Ordinances that protect the general character and identity of an area but do not require a minimum percentage of structures to qualify for local, state or national historic registration.

The Preservation Area should offer more flexibility than a designated historic district, in that no state or national recognition is required. Regulation of the Preservation/Conservation District is administered on a local level. This type of district will preserve existing character and identity, help establish design elements and suggest architectural renovation or maintenance and provide strategies for rehabilitation. The "Visionaries in Preservation" project currently underway, with the assistance of the Texas Historic Commission, will provide an important framework for this undertaking.

Regulations applied to Area 6 should extend to the logical rear property line of lots fronting on Main Street.

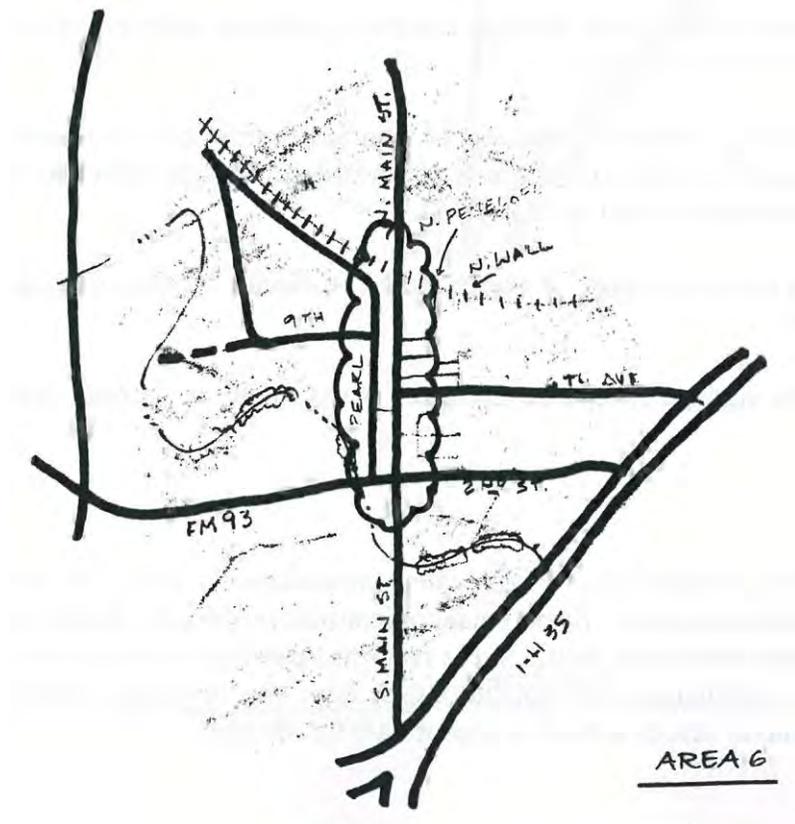
Proposed guidelines: Main Street Preservation Area

1. It is the intent of these guidelines to preserve the remaining historically designated and significant structures along Main Street.
2. Existing single-family residences along Main Street should continue to be utilized for this purpose until such use is no longer economically feasible. If significant single-family residences along Main Street convert to non-residential uses, the new use should be of a type and scale that will utilize the existing structure. This transformation of an existing structure is known as "Adaptive Re-Use."
3. Examples of businesses which commonly occupy structures converted from residential to non-residential uses are: bakeries; florist and knitting shops; specialty, gift and novelty shops; dentist, doctor or attorney's offices; insurance agents; restaurants; jewelry stores; book stores; camera and photographic supplies; real estate offices; beauty and barber services; engineering and architectural offices; dance studios; and other similar uses. There are many other types of occupations suitable for re-use situations. Any proposal must be weighed upon its own merits.
4. Allowing a mixture of residential and retail uses, such as a home occupation or small business in the same structure, is a desirable option. For example, a business such as an insurance office, architect or photographer's studio might be allowed on the ground floor of a significant structure while the above floor(s) are utilized as a residence for the operator.
5. Monument-type signage should be utilized for non-residential uses along Main Street. No portable or flashing signs should be permitted.

6. Parking and service areas must be screened from adjacent residential property through the use of landscaping and/or screening walls. Extensive landscaping will be required for new structures constructed for non-residential uses. Shared and off-site parking requirements will likely be needed, as existing lots will generally not allow adequate parking for uses converted from residential.
7. Parking should be in the rear yard, where possible, although alternatives should be available to encourage preservation of the existing structures.
8. Any new construction must be of a style, character and scale which does not destroy the unique atmosphere of Main Street. New structures should be limited to one or two stores depending on the proximity to existing structures.
9. Incentives should be developed for conservation and adaptive re-use of the existing structures.

Suggested Actions

The creation of a Main Street Preservation Area or District is suggested as a method of local control for areas such as Main Street having historical characteristics. This District or Area can be administered through the Zoning Ordinance regulations focusing on design elements, such as rear yard parking, landscaping, architectural elements and sign control. The regulations should also strongly encourage adaptive reuse of existing structures and identify typical uses. Demolition of existing residential structures is strongly discouraged, and future new construction should blend architecturally with the existing structures in the Preservation Area. Expanding the preservation efforts to the established Pearl, Penelope and Wall Street neighborhoods should be considered.



DESIGN GUIDELINE - AREA 7

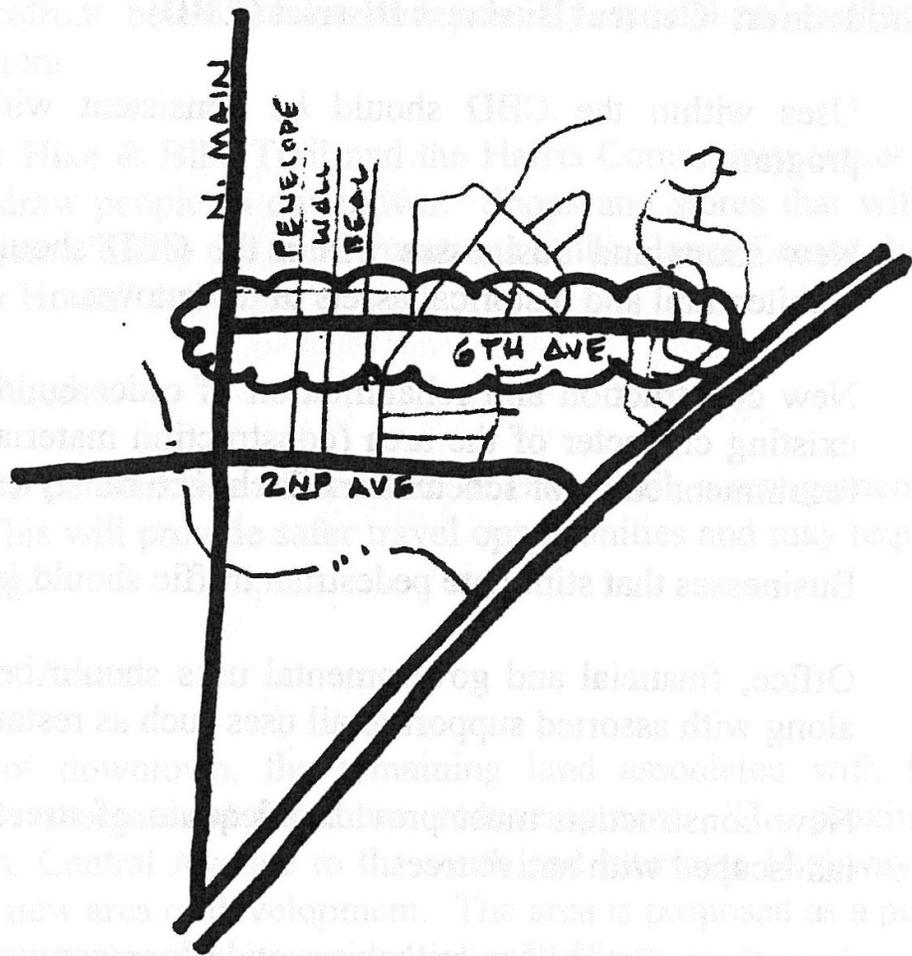
Area 7 shall include lots fronting along 6th Avenue, from Main street to IH-35 and to a depth of approximately 150 feet or the average lot depth. The area is generally residential at this time, but is experiencing a significant transition to office and retail type uses. The area, unlike Main Street, does not contain historically significant residential structures. The majority of the structures are small frame homes. Several new office buildings have been constructed, in addition to the conversion of residential structures to office uses. The dominant uses along the corridor are the HEB grocery store and the Junior High School

Proposed Guidelines: 6th Street (and Central Avenue)

1. Non-residential uses developing along 6th Avenue should include neighborhood retail and office uses, such as doctor, dentist or insurance offices and small restaurants.
2. Parking areas should be located in the required rear yard of non-residential uses.
3. If parking for a non-residential use is located in the front yard, it should be set back approximately 10 feet from the right-of-way. This setback area shall be landscaped and maintained by the property owner. Landscaping of the front yards will also be required. A complete covering of the front yard area by impervious materials is not desirable.
4. Although allowed, adaptive re-use of existing structures is not stressed along 6th Avenue. Historic structures are not as prevalent as along Main Street.
5. New construction should be of masonry materials, although alternatives or a mixture of other materials may be allowed.
6. Driveway openings should be spaced at minimum distances to protect the traffic movement capacity of the thoroughfares. Standards for shared driveway openings and joint access easements should be developed.
7. Uses requiring outside display of merchandise or outside storage of materials should not be allowed.
8. Monument type signage should be utilized. No portable or flashing signs should be allowed.

Suggested Actions

Retail and office zoning categories will be located predominantly along the frontage of 6th Avenue to encourage similar developments. Residential compatibility strategies should be adopted for new construction. Development Standards should stress rear-yard parking, or front yard parking with landscaping. In addition, the ordinance will regulate signs, driveway openings, outside display of merchandise, and establish general design standards appropriate for the area.



AREA 7

DESIGN GUIDELINE - AREA 8

The boundaries for Area 8 generally include Nolan Creek, 2nd Avenue, and Interstate Highway 35, and include the Central Business District, the Nolan Creek corridor (including Confederate Park and Yettie Polk Park) and Central Avenue. This area is currently the center of business and government. The County Court House, Bell County Law Enforcement Center and Juvenile Detention Center, City Hall, Central Fire Station, City Library and Post Office are all located within Area 8. Also within the boundaries is a large, vacant area, located north of Central Avenue and east of Wall Street, created by the abandoned rights-of-way of the old Belton Railroad. It is anticipated and recommended that the CBD area will remain the center of business and government in the future. Additionally, the Nolan Creek Hike & Bike Trail and the Harris Community Center projects will have positive influences in the future.

Proposed Guidelines: Central Business District (CBD)

1. Uses within the CBD should be consistent with the Visionaries in Preservation program.
2. New shops and businesses within the CBD should recognize the importance of the architectural and historical assets of downtown.
3. New construction and rehabilitation of older buildings should be consistent with the existing character of the area (construction materials). Considerations should include recommended color schemes and architectural styles.
4. Businesses that stimulate pedestrian traffic should locate in the CBD.
5. Office, financial and governmental uses should be encouraged to locate in the CBD, along with assorted support retail uses such as restaurants and cafes.
6. New construction must provide adequate of-street parking. Parking areas should be landscaped with native trees.
7. Incentives that will stimulate second floor conversions to residential uses should be developed.
8. Public improvements and an orientation of uses to Nolan Creek could greatly enhance the downtown area.
9. Public/private partnerships might be organized to stimulate historic preservation and development within the CBD.
10. Incentives should be developed to encourage new, specialty retail and to support existing businesses in the downtown area.

Suggested Actions

A four-part conceptual plan is proposed for the revitalization of Belton's Central Area. This Plan generally can be accomplished through rezoning, land acquisition, street closing and capital improvements.

1. Improvements to the Existing CBD and the Nolan Creek Parks:

The area bounded by Nolan Creek, 2nd Avenue and Penelope Street has been identified as Phase 1. Generally, projects should be undertaken for CBD beautification, including landscaping, storefront beautification and possibly specialized paving treatments at selected intersections.

2. The Nolan Creek Hike & Bike Trail and the Harris Community center offer excellent opportunities to draw people to downtown. Shops and stores that will cater to Trail users could bring new life to the area. Functions at the Harris Center should encourage creation of "After Hours" activities.

3. Improvement to Access:

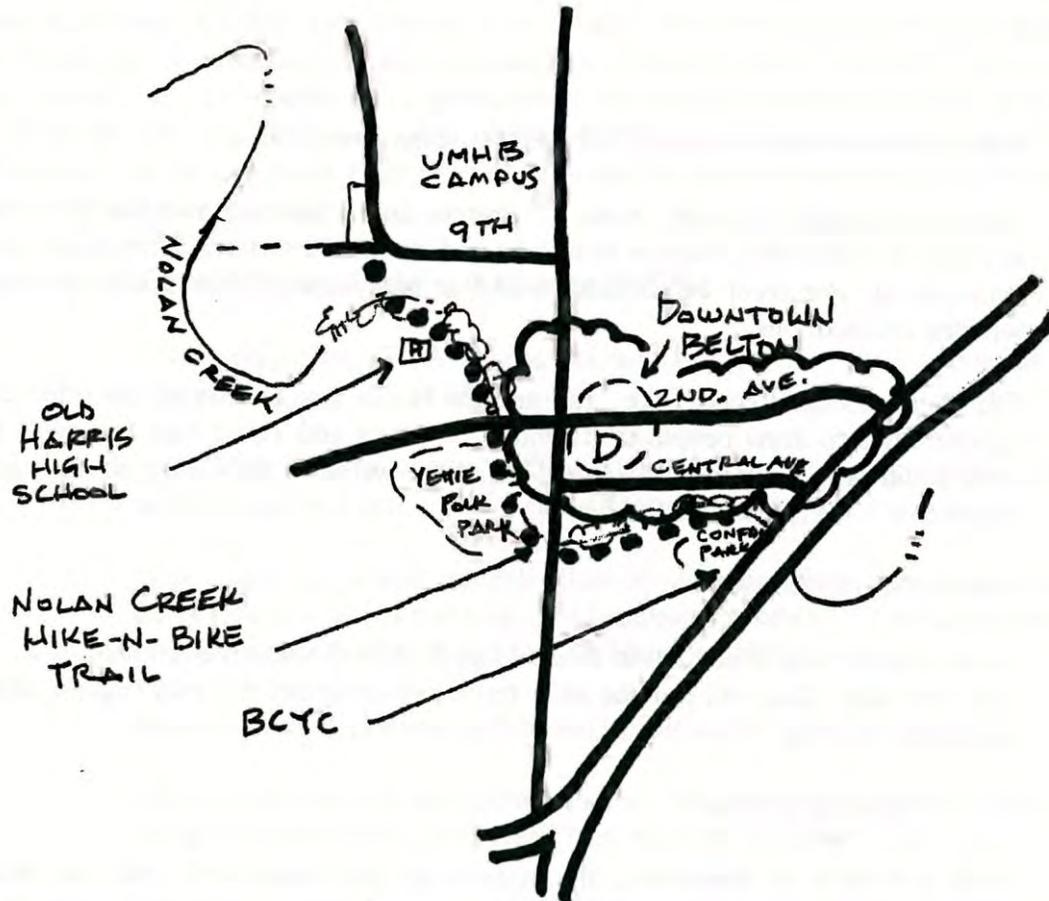
In association with construction of the Hike & Bike Trail, a realignment of E. Avenue C is proposed. This will provide safer travel opportunities and may require closing the low water crossing.

4. New Development Areas:

North and east of downtown, the remaining land associated with the abandoned railroads could be reorganized for future redevelopment. The proximity to the 2nd Avenue extension, Central Avenue to the south and Interstate Highway 35 to the east could stimulate a new area of development. The area is proposed as a possible location for future expansion higher density residential and offices

This four-phase conceptual redevelopment project for downtown stresses the connections between the CBD and its existing government centers, the Nolan Creek Parks, the proposed area for governmental expansion a pedestrian mall area and a new Community Center.

New zoning districts should be formulated to assist in the implementation of redevelopment in this area. Other options could include tax abatement or a tax increment financing district to generate revenues for these proposed or similar projects.



AREA 8

DESIGN GUIDELINE - AREA 9

Area 9 lies directly south of the existing Central Business District and is delineated by Pearl Street on the West, Nolan Creek and Interstate Highway 35. The Future Land Use Plan identifies this as a Transition Area. The existing character of development includes retail and commercial uses along S. Main Street, intermixed with single-family structures. Many residential structures have been converted to non-residential uses. To the interior, there are several large public uses, including the South Belton Cemetery and a County Roads Department storage yard. Confederate Park and the Belton Christian Youth Center are located adjacent to Nolan Creek at Interstate 35. The remainder of the uses within the area are generally low-density residential.

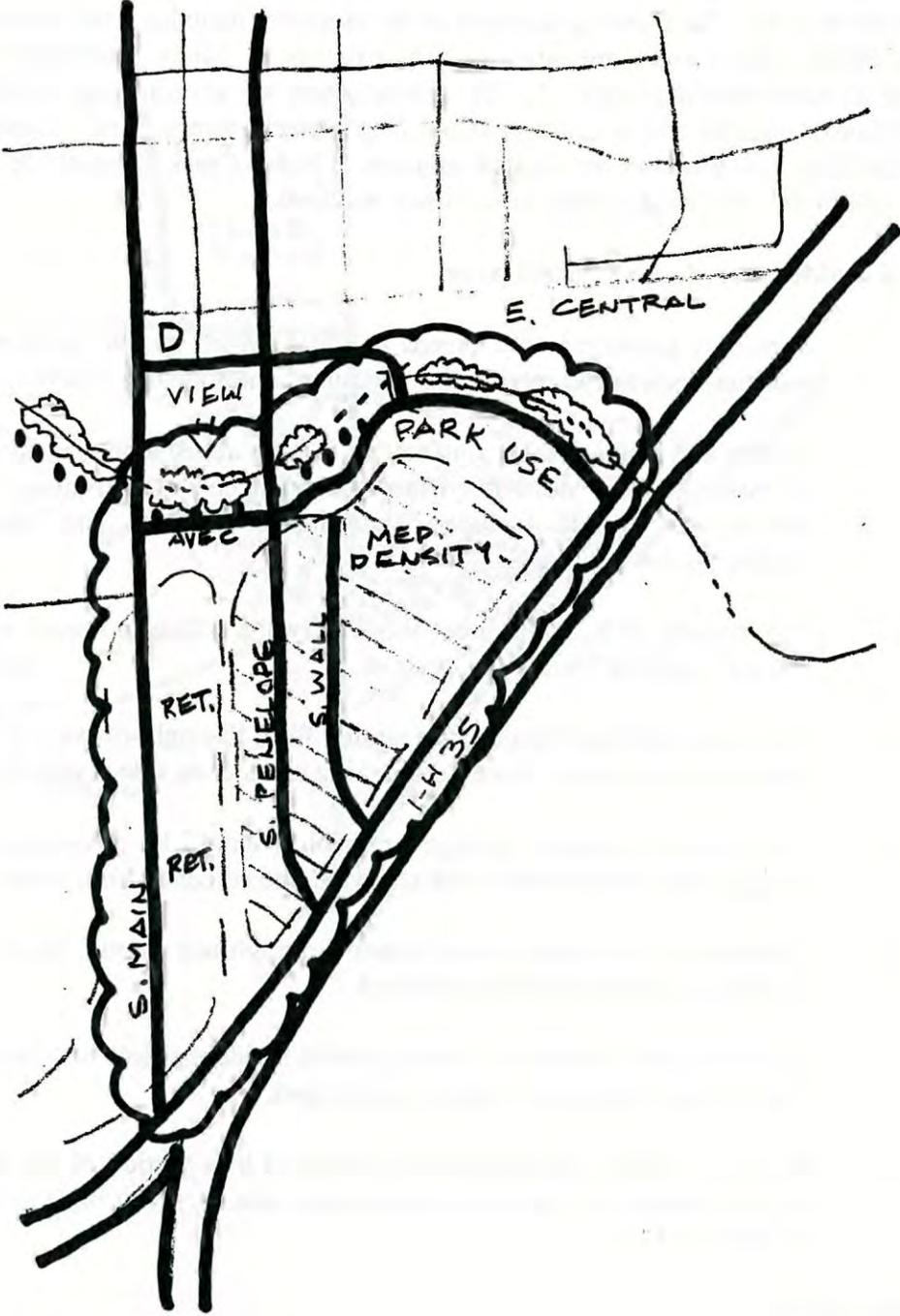
Proposed Guidelines: South Central Area

1. Area 9 is perceived as a mixed use area which would include office, multi-family, medium-density and retail uses. Modular homes are also allowed.
2. Offices and Multi-family construction is encouraged along IH-35 and the southern bank of Nolan Creek. Multi-story construction is encouraged along the Interstate. Multi-family uses should include quadriplexes, triplexes and other moderate density residential developments.
3. The frontage of S. Main Street should develop office and retail uses. Landscaping and rear yard parking should be required.
4. Front yard parking should be separated from the right-of-way of Main Street by a ten-foot landscaped strip. Access to parking areas from side streets is highly desirable.
5. Uses requiring outside storage or display should be discouraged. If allowed, open storage must be confined to the rear yard and screened from view.
6. Monument type signage along major thoroughfares should be utilized and no portable or flashing signs should be permitted.
7. Consolidation of smaller, existing platted residential lots into larger, more developable tracts for non-residential uses is encouraged.
8. An area of open space should be developed in a portion of the area, possibly utilizing the old cemetery as part of an open space amenity, with links to the Nolan Creek Hike & Bike Trail.

Suggested Actions

To accomplish the proposed guidelines, a new hierarchy of zoning should be developed for the area. The frontage along Interstate Highway 35 may be placed within a multi-family or office category allowing mixed and higher intensity uses. Similar districts are envisioned along S. Main Street and along Avenue C south of Nolan Creek, but at a much lower intensity. Additional regulations should address parking, landscaping and signage. Areas to the interior should be rezoned

to accommodate medium density residential developments. Until rezoning occurs, code enforcement should be actively pursued to ensure conformance with safe housing standards.



AREA 9

DESIGN GUIDELINE - AREA 10

Area 10 was identified as the southwestern residential core of Belton. The general limits of the area include FM 93 to the north, Pearl Street to the East, and U. S. Highway 190 to the south. The west, the limit of existing development was identified as Loop 121.

The housing stock within Area 10 is generally of older construction. There are homes that have been built recently, but most are wood frame and many are deteriorating. At the center of the area is a large federally subsidized multi-family housing project. Numerous modular homes have been sited in the area. A major new subdivision, Saddle Creek, is currently under construction.

Proposed Guidelines: Southwest Residential Core

1. The character of future development should remain predominantly single-family residential.
2. Structures that are severely deteriorated and vacant should be identified for demolition and removal.
3. Opportunities for multi-family development exist along US 190 and FM 93.
4. Small, platted lots could be replatted and consolidated into larger developable tracts for those areas suitable for multi-family.
5. Medium density units, such as duplexes, patio homes, or townhomes, are also appropriate within the area, especially for infill.
6. Retail development opportunities exist at Saunders Street and US 190, but should be neighborhood service in character.
7. A rehabilitation program should be adopted for this area. Many of the improvements necessary to upgrade the existing housing are of the type the property owner cannot undertake, and therefore, are much more costly. Improvements generally necessary to rehabilitate the housing in these areas involve structural repair, roofing and other major repairs.

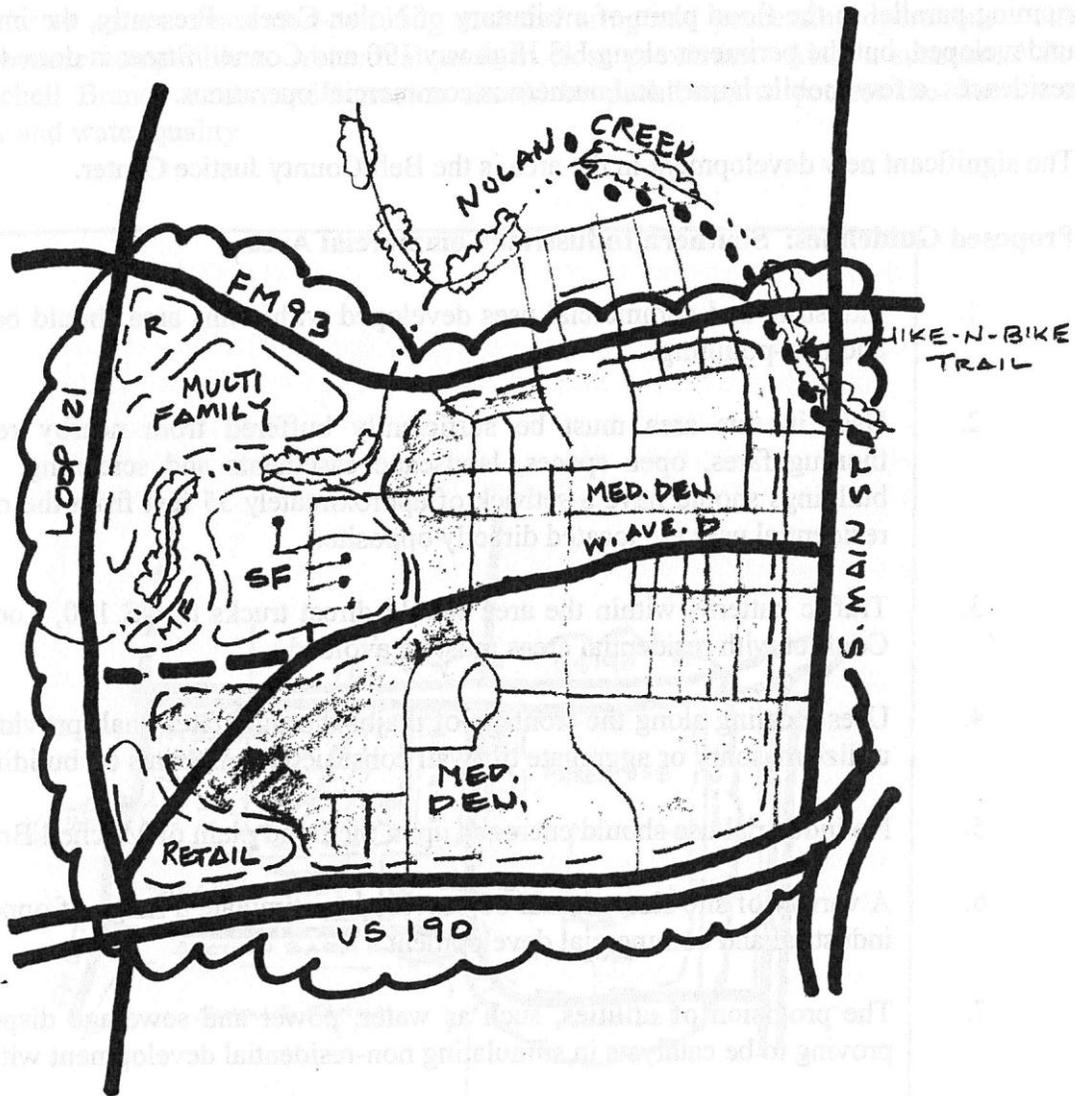
Since rehabilitation should be conducted as an area-wide program, basic considerations to the project are necessary prior to beginning. Community support must be given to the project by: 1) establishing organizational structures to accomplish the program goals; 2) making available financial assistance at a reasonable interest rate, preferably from local sources; 3) consulting with property owners requiring help to organize their individual programs; and 4) establishing means whereby continual contact with area owners can be maintained to further educate them in code enforcement and methods of conservation.

Some public improvements may also need to be accomplished simultaneously, such as street paving or repair. CDBG or other available housing funds would be appropriate expenditures in these areas.

Suggested Actions

Area 10 is an older area of Belton that is predominantly residential in character. Many of the homes are in need of repairs, or rehabilitation, some even requiring demolition. The Zoning Ordinance should provide residential districts that will allow new construction of single-family residences on small lots and permit units such as duplexes or quadriplexes in specified locations. It is suggested that the majority of the area remain single-family in character but selected locations will be appropriate for higher densities. Opportunities for retail development are also available within the district and limited retail zoning should be considered along US Highway 190. Appropriate retail zoning districts should be developed to direct specific types of uses to appropriate locations.

Another important action will be the continued use of code enforcement to identify and target severely deteriorated structures. Through this technique, the City may identify dangerous situations and relieve the area of the problem. This also makes lots available for redevelopment in the future. However, it may be necessary for the City to make some improvements, such as water or sewer or streets to certain areas to stimulate new construction. One of the primary functions the City should provide initially in this area is coordination of private, volunteer and public rehabilitation efforts.



AREA 10

DESIGN GUIDELINE - AREA 11

Guideline Area 11 is located south of US Highway 190, west of Interstate Highway 35 and Connell Street and north of Loop 121 and the flood plain of Mitchell Branch. Another portion of the area extends to the west of Loop 121, approximately 2,000 feet, to a proposed major collector street running parallel to the flood plain of a tributary of Nolan Creek. Presently, the interior of the area is undeveloped, but the perimeter along US Highway 190 and Connell Street is dotted with single-family residences, a few mobile homes and numerous commercial operations.

The significant new development in the area is the Bell County Justice Center.

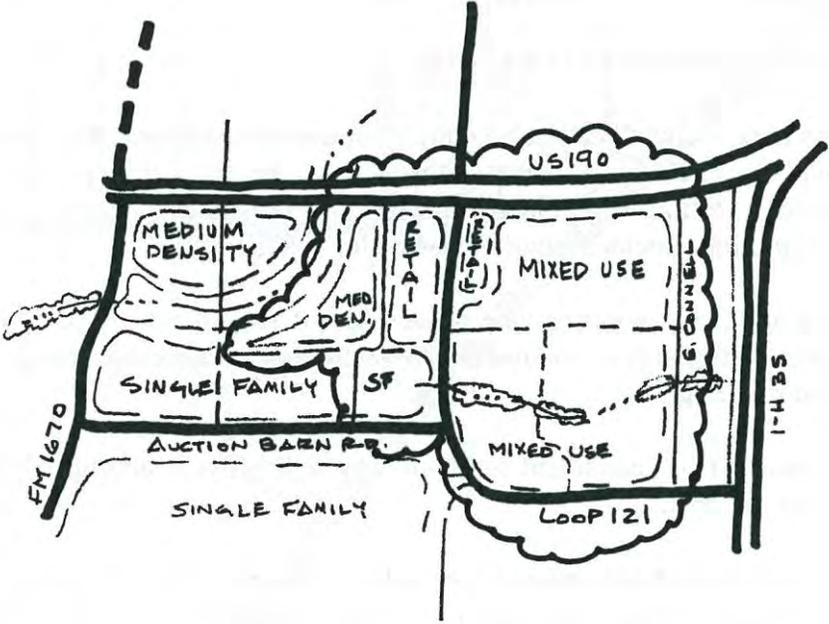
Proposed Guidelines: Southern Industrial/Commercial Area

1. Industrial and commercial uses developed within this area should be light in character and non-polluting.
2. Uses in this area must be sufficiently buffered from nearby residential uses by thoroughfares, open spaces, landscape easements and screening walls. Industrial buildings should have a setback of approximately 35 feet from the right-of-way where residential uses are located directly opposite.
3. Traffic patterns within the area should direct trucks to US 190, Loop 121 and IH-35. Conflict with residential areas must be avoided.
4. Uses locating along the frontage of major thoroughfares shall provide landscaping and utilize masonry or aggregate tilt-wall construction materials on building fronts.
5. No industrial use should encroach upon the flood plain of Mitchell Branch.
6. A variety of site sizes should be provided to stimulate a range of opportunities for light industrial and commercial development.
7. The provision of utilities, such as water, power and sewerage disposal facilities, are proving to be catalysts in stimulating non-residential development within the area.
8. Area 11 is located at a high point topographically and overlooks a large portion of Belton. Two major thoroughfares also pass near the area. It will be important to encourage quality development by attracting image-conscious uses and prohibiting "smoke-stack" and cluttered industries because of the high-visibility of this area.

Suggested Actions

This proposed light industrial/commercial area is in a location that presently allows quick and convenient access to major regional thoroughfares and that will also be highly visible due to natural topography. To stimulate initial development, the site has been provided with utilities, such as water and sewer, and an internal street system with the capacity to handle industrial uses.

Zoning regulations should be applied which identify minimum setbacks for parking areas and maximum percentages of coverage for an individual site. Landscaping should also be required within the front setbacks along major thoroughfares. Construction materials should be of a masonry or tilt-wall type, thus prohibiting metal exterior buildings fronting on major thoroughfares. Metal buildings should not be prohibited, but the front elevations should incorporate a masonry element. In addition, industries that produce smoke, noise, glare or other objectionable or noxious by-products shall be prohibited in order to attract clean, non-polluting manufacturing and processing operations. These uses will also be more compatible to residential areas in close proximity. Also, a substantial flood plain along Mitchell Branch exists and intrusion should be prohibited to protect the flood water carrying capacity and water quality.



AREA 11

DESIGN GUIDELINE - AREA 12

Area 12 is located in an older, central area of Belton, which has experienced some transition from residential to non-residential uses. The area is generally delineated by Birdwell Street, 6th Avenue, 3rd Avenue and to the rear of lots fronting on Neil Street. The central portion of the area is vacant and undeveloped due to an abandoned railroad right-of-way.

Whenever housing or non-residential areas reach an advanced state of deterioration and obsolescence, making it impractical and uneconomical to attempt to rehabilitate them, redevelopment may be appropriate. This strategy is also applicable to areas where platted lots have been vacant for a long period of time. This area has experienced a change to non-residential uses and the organization of the old right-of-way could create new sites for future development. Additional changes in the BISD property use characteristics could influence the overall land use patterns.

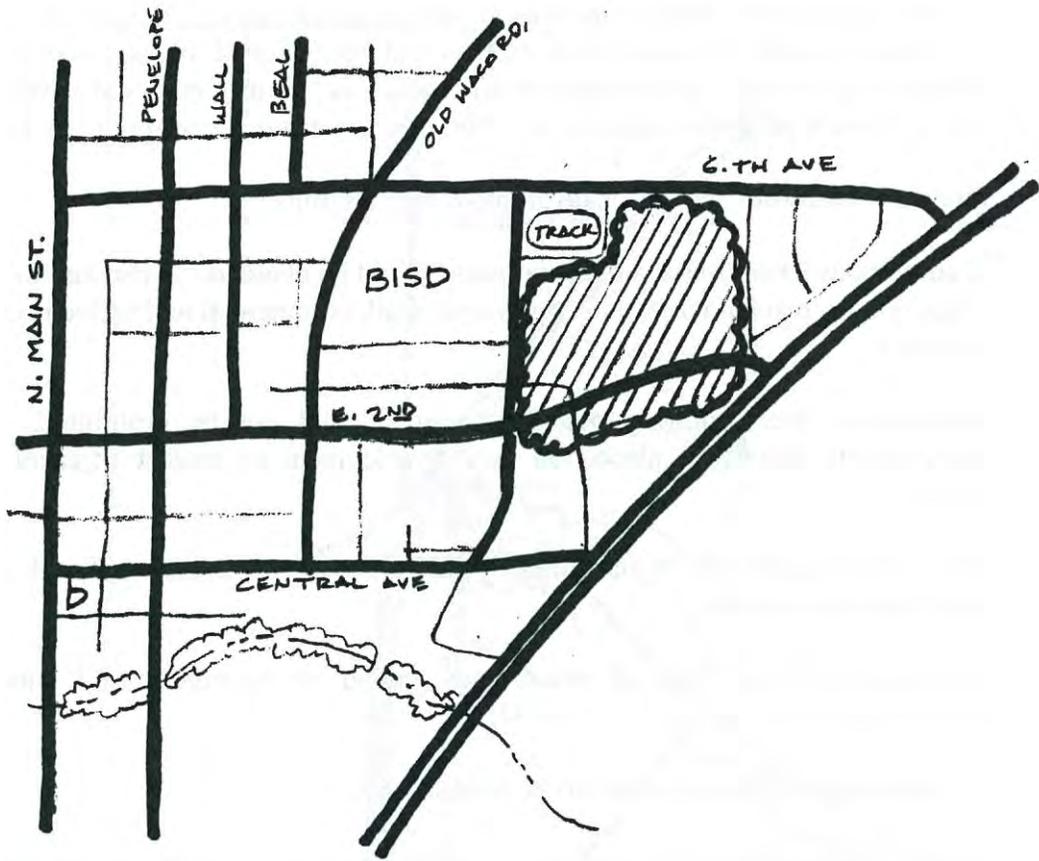
The redevelopment of large areas containing many parcels involves various problems when attempted by private development. Redevelopment on a lot-by-lot basis is primarily the responsibility of the private sector. For redevelopment on a larger scale, such as reorganizing the rights-of-way, the City must take a more active role. Often, rezoning is necessary to encourage redevelopment, provide economic incentives and introduce new opportunities for targeted businesses.

Proposed Guidelines: Industrial Trades Zone

1. This area is envisioned as a centrally convenient location for commercial uses, such as plumbers, electricians, contractors, glass shops, welding shops, upholstery shops, furniture refinishing shops, equipment companies, heating, air conditioning and refrigeration specialists and other similar businesses.
2. Masonry front buildings are suggested but should not be required. Landscape trees along the frontage of roadways can be credited and considered as an element of overall building design.
3. Acquisition of abandoned rights-of-way will provide additional land for development within the area.
4. All required outside storage should be in the rear yard or screened from view utilizing an evergreen hedge, solid fence or other appropriate screening technique when located adjacent to a residential area or in the front yard. If not screened, the open storage areas should be located in the rear yard.
5. A solid masonry-screening wall should be required along the rear of lots adjacent to the existing residential area along and east of Neil Street.
6. Salvage and wrecking yards, and other similar "heavy" uses, are not appropriate within this area but higher intensity commercial uses are encouraged.

Suggested Actions

Any zoning district placed on the area must identify the types of uses desired for the area, and steps must be taken to avoid conflicts, such as traffic or noise, with the existing school facility to the west. Setbacks, construction standards and outside storage requirements tailored to smaller, more compact commercial uses should also be identified for the district.



AREA 12

DESIGN GUIDELINE - AREA 13

The frontage along Holland Road (FM 436) is identified as Area 13. The proposed guidelines should be applied east and southeast of Interstate Highway 35 as redevelopment increases. The area is presently developed with numerous single-family residences fronting along Holland Road and some retail and commercial uses, generally concentrated at major intersections. Many vacant areas exist along the street frontage.

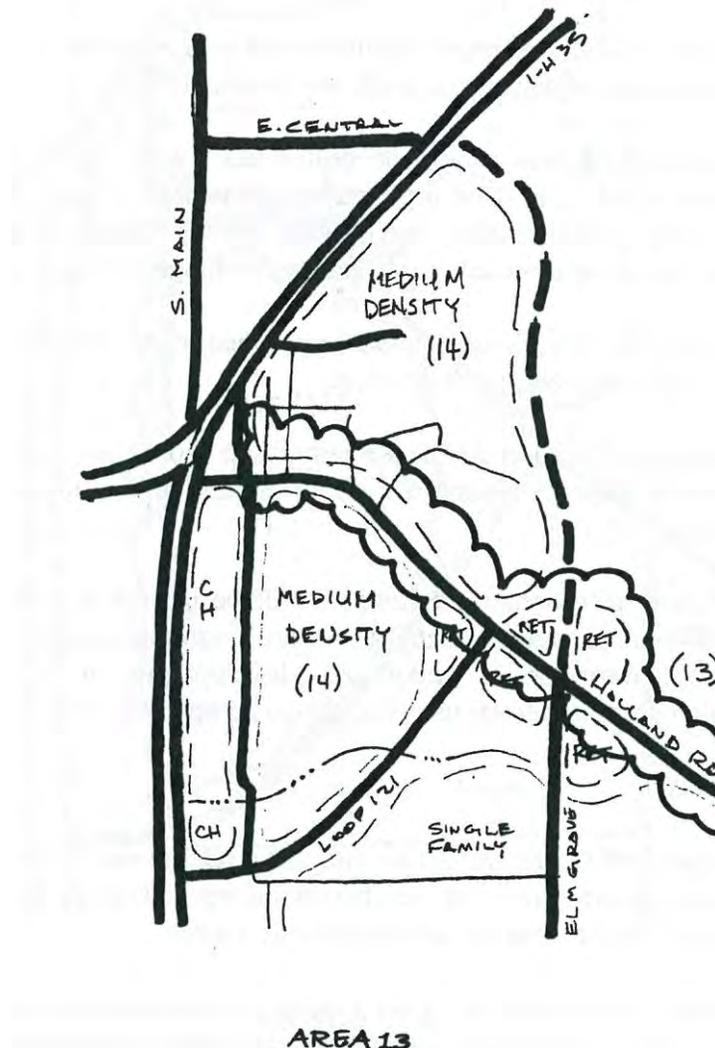
Proposed Guidelines: Holland Road

1. Future residential development should not front on Holland Road. The lots should be oriented to available side streets as they develop. There are numerous existing structures that front along Holland Road and, in the future, development pressures may attempt to transform these residences to non-residential uses. Conversion of all existing structures to retail or commercial uses should be designed to maximize traffic safety through appropriate access management standards. Some retail and commercial uses can efficiently adapt to single-family structures but this practice should be limited.
2. Intensive retail uses should locate at major intersections.
3. A continuous strip of non-residential uses should be avoided. A mixture of side-facing single-family residential, Multi-family and retail, commercial and office uses should be achieved.
4. Commercial uses requiring outside storage should not be prohibited. Screening requirements should be placed on new development to protect adjacent residential areas.
5. Metal buildings should be discouraged, unless the face is constructed with masonry or other suitable material.
6. Landscaping in the form of street trees should be required of all non-residential development.
7. Portable and flashing signs should be prohibited.
8. Access standards should be applied to control driveway openings and interference with traffic flow along Holland Road. Excessive driveway openings will prove the single greatest problem in a redevelopment area such as Holland Road.
9. All new construction should generally be limited to one story in height.
10. Except at major intersections, non-residential uses should be small in scale, utilizing one or two lots. It is anticipated that uses of this intensity will be compatible with adjacent residential areas.

Suggest Actions

The Zoning Ordinance should provide a zoning district suitable for areas along Holland Road that are appropriate for neighborhood service/retail development. Such uses should be small, neighborhood-oriented uses. These standards will also require a landscaped setback for parking areas, prohibiting a total paving of an area. Driveway openings should also be regulated to protect thoroughfare capacity. The types of uses and construction techniques allowed should also be addressed by the zoning regulations for the area.

Future residential development should be required by ordinance to meet basic design standards prohibiting front-facing lots along Holland Road. This, too, will help protect thoroughfare capacity by controlling driveway openings and improve public safety.



DESIGN GUIDELINE - AREA 14

Area 14 is closely associated with Area 13 and Holland Road. Area 14, generally known as Miller Heights, is predominantly residential in character and is bisected by Holland Road. The area is east of interstate Highway 35. The residences within the area are stable, but opportunities for development and redevelopment exist. Two (2) new single family subdivisions are currently under construction.

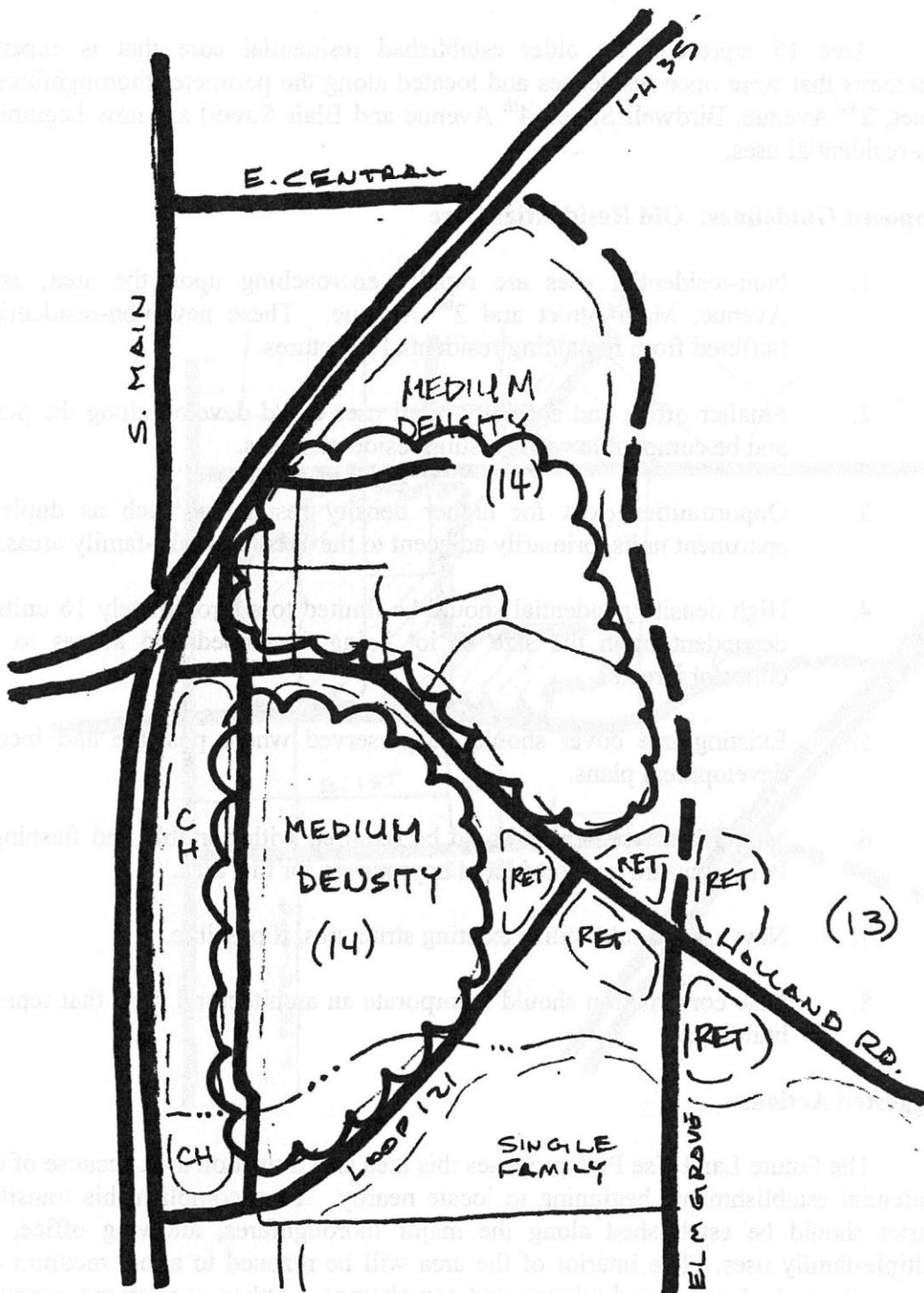
Proposed Guidelines: Miller Heights/Griggs Hill Areas

1. The areas are predominantly residential and future development of this type should continue. A rehabilitation program similar to Area 10 would be appropriate.
2. Many structures exist that are below code and should be considered for rehabilitation or condemnation for eventual removal.
3. Acquisition of condemned structures and consolidation of small, platted lots will offer opportunities for residential infill development.
4. Non-residential uses should be prohibited, except along the IH-35 frontage north of Holland Road. Here, the topography and access may suggest some type of office and commercial development, but outside storage should be prohibited. Non-residential traffic should be directed to the freeway frontage/service road.
5. A neighborhood park site should be pursued in the portion of Area 14 south of Holland Road as the area begins to develop.
6. The frontage of Loop 121 and Shady Lane should not be developed entirely with non-residential uses. A balanced mixture of residential and non-residential uses should be achieved.
7. Innovative development techniques will be necessary to develop portions of the area near Avenue H due to steep slopes and rough topography. Although single residential uses are desirable, a mixed-use development of a scale and magnitude that complements residential uses could also be appropriate.

Suggested Actions

The conditions found within the Miller Heights Area are similar in many ways to those in Area 10. There are many opportunities for neighborhood revitalization resulting from effective code enforcement and demolition of severely deteriorated structures.

A zoning district is desirable to allow smaller lot development and higher densities in many portions of the area. The established standard single-family residential areas should, however, be protected and zoned to encourage similar construction. Non-residential uses should be prohibited and directed to appropriate areas along Holland Road. The flood plain of Mitchell Branch must also be identified and encroachment prohibited. Improvements to public utilities and roadways will also facilitate continued growth and redevelopment in the area.



AREA 14

DESIGN GUIDELINE - AREA 15

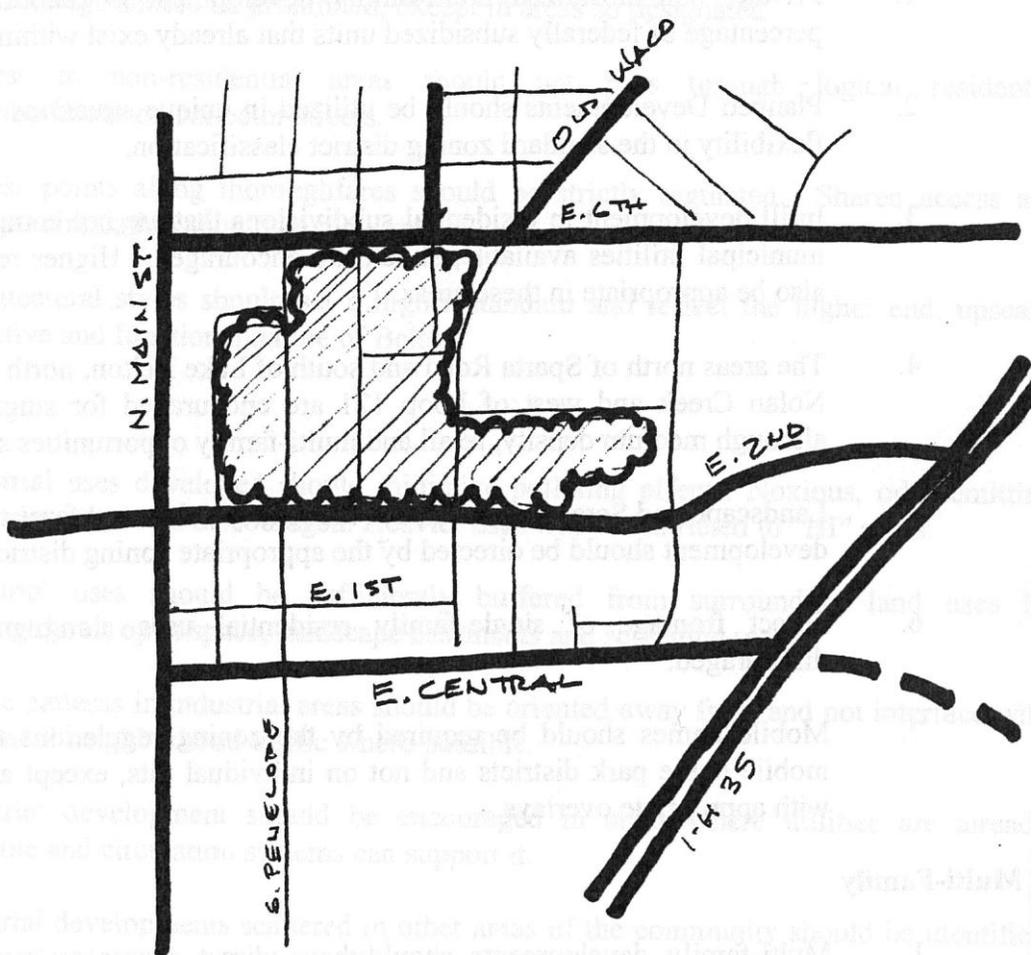
Area 15 represents an older established residential core that is experiencing transition. Structures that were once residences and located along the perimeter thoroughfares (6th Avenue, East Street, 2nd Avenue, Birdwell Street, 4th Avenue and Blair Street) are now beginning to transform to non-residential uses.

Proposed Guidelines: Old Residential Core

1. Non-residential uses are rapidly encroaching upon the area, especially along 6th Avenue, Main Street and 2nd Avenue. These new non-residential uses should be buffered from remaining residential structures.
2. Smaller office and specialty retail uses could develop along the perimeter of the area and be compatible with existing residential uses.
3. Opportunities exist for higher density residential such as duplex, townhome and apartment units, primarily adjacent to the existing multi-family areas.
4. High density residential should be limited to approximately 16 units per development, dependent upon the size of lot being developed and access to thoroughfares and collector streets.
5. Existing tree cover should be preserved where possible and incorporated into any development plans.
6. Monument type signs should be required with portable and flashing signs prohibited. Pole signs are not considered appropriate for this area.
7. New uses should utilize existing structures, if possible.
8. New construction should incorporate an architectural style that replicates older, period buildings.

Suggested Actions

The Future Land Use Plan proposes this area as a transition area because of the number of non-residential establishments beginning to locate nearby. To accomplish this transition, a new zoning district should be established along the major thoroughfares, allowing office, limited retail and multiple-family uses. The interior of the area will be rezoned to allow medium and higher density uses such as duplexes, quadriplexes and townhomes. Other regulations concerning signage, lot coverage, screening and intensity of development should also be applied to this area.



AREA 15

VII. CITY-WIDE DEVELOPMENT GUIDELINES

Belton has the opportunity to influence future growth and development in all areas of the City, not just those identified as Design Guideline Areas. The Design Guideline Areas were identified as areas for particular attention but all portions of Belton can be directed by several guidelines for overall community development due to their general scope.

Residential

1. Private, non-subsidized multi-family development is encouraged, due to the high percentage of federally subsidized units that already exist within the City.
2. Planned Developments should be utilized in unique situations requiring a variation or flexibility in the standard zoning district classification.
3. Infill development in residential subdivisions that are not completely "built out", with municipal utilities available, should be encouraged. Higher residential densities may also be appropriate in these areas.
4. The areas north of Sparta Road and south of Lake Belton, north of US 190 and south of Nolan Creek and west of Loop 121 are encouraged for single-family development, although medium density, retail and multi-family opportunities should be considered.
5. Landscape and Screening Standards along major thoroughfares relating to single-family development should be directed by the appropriate zoning district regulations.
6. Direct frontage of single-family residential uses along major thoroughfares is discouraged.
7. Mobile homes should be required by the zoning regulations to locate in designated mobile home park districts and not on individual lots, except as provided for in areas with appropriate overlays.

Multi-Family

1. Multi-family developments should have direct access to a major thoroughfare or collector.
2. No complex should have greater than 360 units, or be 20 acres in size and should not be contiguous with other multi-family complexes, minimizing excessive concentration and density in one location..
3. Apartment complexes should have amenities such as recreational areas and facilities, landscaping, covered parking, security, attractive views and meet the need of a variety of age groups.
4. Multi-family should have a net density of approximately 16 to 18 dwelling units per acre. Credit may be given for protection of open space and other natural vegetation areas.

Non-Residential

1. Retail development should occur at major intersections and along major thoroughfares but continuous "strips", with unrestricted or controlled access, should be avoided. Parking and setback areas should have considerable landscaping due to the high visibility of the land use type.
2. Open storage should be prohibited, except in areas so designated.
3. Access to non-residential areas should not pass through logical residential neighborhoods on collector streets.
4. Access points along thoroughfares should be strictly regulated. Shared access and internal circulation should be required.
5. Architectural styles should set a higher standard and reflect the higher end, upscale, attractive and functional nature of Belton.

Industrial

1. Industrial uses developed should minimize polluting effects. Noxious, odor emitting industries should be discouraged. Heavier uses will be restricted to "HI" areas.
2. Industrial uses should be sufficiently buffered from surrounding land uses by thoroughfares, open space, landscape easements and screening walls.
3. Traffic patterns in industrial areas should be oriented away from and not interface with residential neighborhood traffic where possible.
4. Industrial development should be encouraged in areas where utilities are already available and circulation systems can support it.
5. Industrial developments scattered in other areas of the community should be identified and confined to uses such as light trucking and warehousing activities, operated primarily during the daylight hours, other non-polluting industries and "office-showroom" types of facilities.
6. When multi-family or non-residential uses are adjacent to single-family uses, the following restrictions shall apply;
 - a. Loading docks and other delivery areas shall be oriented away from single-family areas. If loading or delivery areas must be adjacent to single-family uses, additional screening and landscaping shall be required.
 - b. Masonry and other similar materials shall be required to satisfy screening of adjacent uses.