2016 Haslet Comprehensive Plan

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Introduction

OVERVIEW AND INTRODUCTION

A Comprehensive Plan is best described as a guide to the City’s future. The Comprehensive Plan will inform current and future decision makers where we are now, where we want to go, how we intend to get there, and who will help us along the way.

The City of Haslet pro-actively engaged in this planning process primarily to understand and prepare for future growth and development and to safeguard the community character that makes it so unique.

Located along I-35W north of Fort Worth, proximate to Alliance Airport, the Texas Motor Speedway and some of the fastest growing communities within the DFW metroplex, Haslet is in the path of growth. This pending development pressure is both an opportunity and a cause for concern.

City leaders recognized this and the need to take thoughtful and strategic steps to ensure that the future development pattern is appropriate given the community’s appetite and capacity for change. A further goal of the plan is to ensure that, over time, the attributes that currently attract new residents and employers are not compromised as change occurs.

This Plan is meant to serve as a framework to guide land use decisions, departmental actions, and public and private investment for the next ten to twenty years. More specifically, it accomplishes the following:

• Defines the City’s assets and challenges
• Makes recommendations about the type and character of development appropriate in different parts of the City
• Recommends and prioritizes strategies, key projects, resources, and determines implementation partners
• Provides guidance to the City in developing and directing future capital budgets

The Plan was developed over a nine month process and included extensive public involvement in order to ensure that the concerns, ideas, and preferences of the community were taken into account and embodied in the vision it sets forth.

It should be updated regularly and implemented incrementally to achieve a bright future for Haslet.
Plan Purpose

The Haslet Comprehensive Plan was created through community collaboration to define a direction for future growth and development in the City of Haslet. The document conveys a future vision and the steps needed to achieve that vision.

The Plan is intended to clearly reflect the community’s expectations and desires and to guide decisions of City staff, appointed and elected officials, developers and others involved in local development and service-related activities. More importantly, the Plan will facilitate consistency in the decision making that affects this area, which includes the incorporated area of the City of Haslet and portions of Tarrant County within the City’s Extra-territorial jurisdiction (ETJ).

The Haslet Comprehensive Plan anticipates change over a twenty-year time period. The Plan has four main focus areas: Land Use, Economic Development, Parks and Natural Resources, and Infrastructure. The Plan and supporting findings are based on a detailed analysis of existing and future demographic and market trends, environmental features and constraints and existing and planned infrastructure improvements to the road network and water and sewer utility systems (see Appendix B for the full State of the City Report). These findings are supplemented with feedback collected during an extensive public engagement process.

Figure 1: Four Focus Areas
Previous Planning Efforts

The Haslet Comprehensive Plan is the first truly community-based comprehensive plan for the City of Haslet.

Several other planning efforts have addressed specific issues in the study area. This plan serves as an intermediate update to them and will provide a central organizing document to guide the form of growth, activities of various departments, and public and private investments. Previous planning efforts (See Figure 2) that served as input into the plan include:

- Future Land Use Plan (2006, updated in 2014)
- Old Town Redevelopment Plan (2014)
- Master Thoroughfare Plan (2014)
- Parks, Recreation and Open Space Master Plan 2012-2022 (2012)

Figure 2: Previous Planning Efforts Timeline
**Plan Process**

The planning process took place over a period of 9 months (See Figure 3). The first phase of the process included an assessment of current and emerging conditions in the City. This phase included stakeholder interviews, a meeting with the Advisory Committee, and a public meeting that took place on December 2, 2015. The issues and opportunities identified during this phase in the process are described beginning on Page 8 of this report. Appendix B also includes findings from this phase in the form of a presentation that describes existing conditions, and issues and opportunities.

A committee made up primarily of City of Haslet staff provided technical support to the planning effort. Representatives from economic development, public works, administration, and planning assisted with the project.

Goals for the City were developed based on feedback provided in Phase One and presented along with an initial concept plan and policy ideas during Phase Two meetings with the Advisory Committee and the public. Phase Two included a public meeting that took place on February 3rd, 2016. Refined concepts, policy recommendations and a draft action plan was presented during Phase Three. This phase included a public meeting that took place on March 2, 2016.

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**THE PLANNING PROCESS**

1. **City-Assessment + Draft Goals**
   - “Haslet Today”
   - Assessment of current and emerging conditions, identification of issues and opportunities, and development of goals

2. **Develop Initial Concept Plan + Policy Ideas**
   - “Shaping Haslet’s Future”
   - Development of future land use concepts and policy ideas

3. **Refine Concept Plan + Implementation Framework**
   - “Putting the Plan into Action”
   - Refined concepts and recommendations and draft action steps and strategies

4. **Plan Documentation + Adoption**
   - Collection of plan components into a final plan report document to be presented for adoption

*Figure 3: The Planning Process*
**Public Involvement**

Guiding development of the Plan was an inclusionary public engagement process. Understanding community values ensures that this Plan, implemented in accordance with the recommendations, supports and advances those priorities over the long term. The process included traditional methods and new techniques to encourage a diverse group of citizens to contribute to the Plan.

**ADVISORY COMMITTEE**
This effort was guided by an Advisory Committee, made up primarily of residents and business owners, and included representatives from appointed boards. This group met regularly through the process to give direction, provide feedback, and advise the project team on plan concepts and recommendations. A list of the Advisory Committee members can be found in the Acknowledgements section of this document.

**STAKEHOLDER INTERVIEWS**
Stakeholder interviews were conducted to verify and supplement the data gathered, to explain the conditions observed and to further understand the issues and opportunities that affect the study area. The input from these interviews supplemented the feedback received directly from citizens and property owners participating in the process. The stakeholders included key personnel from City departments as well as representatives from a variety of interest groups including real estate developers and brokers, home owners associations, business owners, elected and appointed boards and the Northwest Independent School District (NISD).

**COMMUNITY MEETINGS**
Community meetings were held throughout the planning process to provide an opportunity for the public to come together and learn about the project and guide development of the vision for the future of the City of Haslet. During the first meeting, residents met to learn about the project, refine the understanding of issues and opportunities, and provide feedback on goals. The second community meeting was designed as a visioning session to develop the Future Land Use element of the project and to identify strategies to realize this vision. The third public meeting focused on evaluating, revising, and prioritizing action items and implementation steps.

**MYSIDEWALK**
An online forum was created that allowed citizens to stay informed, discuss issues, submit ideas and provide feedback on draft elements of the plan. This website was created using the MySidewalk platform and was active from October 2015 until the Plan’s adoption.

Input gathered at community meetings and on the MySidewalk forum is included in Appendix C.
A study of the existing conditions in the City, coupled with input from residents and other stakeholders, revealed several issues to be overcome as the City grows and develops over time. Many opportunities have also been identified that could help the City become a vibrant center, building on the employment growth on the north side while protecting the rural lifestyle of the neighborhoods in the southern part of the City. The following summarizes Haslet’s issues and opportunities. The results of the existing conditions assessment are documented in the State of the City Report, which is provided in this plan as Appendix B.
Haslet's regional position presents a major opportunity for the City and its residents. Regional estimates project that North Texas will grow by 4.3 million residents by 2040. Tarrant County is estimated to grow by 1.3 million people, a 73% increase from today. Haslet is well-positioned to capture a share of this future growth due to its proximity to Alliance Airport and central location. Residents are a short 30-minute drive from employment centers at Dallas/Fort Worth International Airport and downtown Fort Worth. This pending growth is also a threat, as many residents are concerned about the rapid growth of surrounding areas and feel that the pace and type of development within the City should be in-keeping with the character of Haslet.

As a result, the City's jobs to housing ratio of 1.7 exceeds the 1.0 target set by many suburban communities. The City has an opportunity to leverage its low property tax (a rate of approximately 29 cents per $100 of valuation) and available sites to attract additional corporate, business, and particularly, retail opportunities, which will bolster job creation.

Strong Single-Family Market

Homes do not stay on the market long in Haslet. According to Realtor.com, there is low inventory in the City and homes stay on the market for less than 45 days. The majority (93%) of Haslet's housing stock is single-family homes with median home value of $348,718.

Strong Employment Sector

Unlike many suburban communities, Haslet has a strong employment sector. Haslet's industrial base includes Amazon, Coca-Cola, Exel, FedEx Freight, Kraft, Michael's, Volkswagen and Williamson-Dickie.

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Land Availability

Approximately 70% of Haslet's 11-square-mile planning area is considered vacant, underutilized, or undeveloped land. This land amounts to 4,873 acres and has the potential to be developed in the future or preserved for community open space\(^4\). Of this, 700 acres of land is available for new development as part of the Alliance development, which includes 18,000 acres of land to be developed for industrial, retail, residential and commercial uses (much of it is outside of the City of Haslet)\(^5\). In addition, a one and one-half mile stretch of road frontage along the I-35W commercial corridor is prime for development. Haslet has the opportunity to guide future growth and development in accordance with the community’s vision for the future set forth in this comprehensive plan.

Retail Opportunity

Haslet has a large daytime population that could potentially sustain restaurants and retail growth. Previous studies have shown unmet retail demand in the vicinity of Haslet\(^6\). Recent retail development announcements just outside of the City of Haslet may be meeting the majority of this demand and will certainly present competition for existing and future businesses in Haslet (See Map 6 in Appendix A for Retail Competition Map). As the City and the surrounding area develops, there is likely to be more retail demand. However, there is a direct link between housing density and retail demand. Residents’ expressed preferences for mostly low-density residential development may have a negative impact on the City’s long-term ability to attract and support commercial development, especially the large-scale retail and service uses envisioned along I-35W.

Limited Housing Options

According to the Urban Land Institute, there is growing demand by Millennials (18-36 year olds) and Baby Boomers (50-68 year olds) for a variety of smaller housing types, including alternatives to detached single-family homes\(^7\). Such alternatives include townhomes and condos, which are more attractive to singles, couples without children, and empty nesters. Their active, on-the-go lifestyles leave them little time at home, and less time for home maintenance. Therefore, smaller units are more appealing. In addition, research shows that these groups would prefer to live in areas having amenities and access to public transportation. Both are more likely to be provided to areas with higher density housing achieved with smaller units (attached and detached). These types of housing products do not exist in Haslet. In addition, most of the housing is for-sale products\(^8\). According to Realtor.com, rental property is in high demand in Haslet, but availability is low. According to Esri, there were 0 vacant housing units in 2015.

\(^4\) Source: LandDesign  
\(^5\) Haslet EDC  
\(^6\) Source: 2015 Merchandising Plan, Haslet, Texas  
\(^7\) America in 2015, Urban Land Institute  
\(^8\) 92% of housing units are owner occupied (Esri, 2015)
**Tax Base**

Over 80% of Haslet’s land area is in Agriculture or Residential use categories. However, the tax revenue generated from properties in these categories only accounts for 53% of Haslet’s tax revenue (10.6% and 42.6% respectively). Industrial land only makes up 5% of Haslet’s land area but contributes a disproportionate 34% to tax rolls. Commercial and office uses account for only 2.1% of total land area (0.7% and 1.4% respectively). In addition, industrial and commercial uses have the highest average tax value per acre.

In order for Haslet to remain solvent, more industrial and commercial uses, and a greater diversity of uses are needed to provide the tax revenues required to meet existing and future demand for infrastructure and services.

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**Figure 5:** Existing Tax Revenue by Land Use (Source: Tarrant County tax parcel records)

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**Figure 6:** Average Tax Value Per Acre (Source: Tarrant County tax parcel records)

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9 Source: LandDesign, Tarrant County Tax Assessor
Parks and Natural Resources

PARKS

The City owns four park facilities: Haslet Community Park, Gammill Park, Nance Field, and Fire Station Park. Haslet Community Park and Gammill Park combine to form a 24 acre park adjacent to Old Town. It has a variety of facilities including a 0.9 mile walking trail, pavilion, play structures, 18-hole disc golf course, sand volleyball area, basketball court, restrooms and picnic tables. A tributary of Henrietta Creek runs through the center of the park and provides for scenic views from FM 156. Nance Field consists of a baseball field and playground adjacent to Haslet Elementary School. Fire Station Park is located behind the fire station on the southern part of FM 156. It consists of three baseball fields and a few practice areas. Additional land was recently acquired by the City in the vicinity of Fire Station Park. Initial designs include additional baseball fields, soccer fields, a nature preserve and trail system, a playground, a fishing pier, and a new road to access Blue Mound Road.

The 2012 Parks, Recreation and Open Space Master Plan included a number of priorities for additional facilities. During Comprehensive Plan public meetings and online engagement activities voting was conducted that verified a number of these priorities. The priorities expressed during the development of the Comprehensive Plan include:

- Greenways and trails*
- Indoor recreation center*
- Natural areas*
- Dog park*
- Tennis courts
- Sports fields (new and maintenance for existing)

Sports leagues that use the fields are administered by the Haslet Sports Association. Annual events, such as Wild West Fest, Easter Egg Hunt, and Christmas in the Park are geared toward families and are a draw for the entire region. As Haslet and the surrounding areas of Fort Worth and Tarrant County grow, it is likely that the demand for facilities, sports leagues, programs, and events will also grow.

Figure 7: Christmas in the Park is one of many annual events that draws people together at the Haslet Community Park in Old Town

*Denotes parks and recreation priorities that were also identified in the 2012 Parks, Recreation and Open Space Master Plan
Figure 8: Vista from Blue Mound Road facing north

NATURAL RESOURCES AND OPEN SPACE

The City of Haslet and surrounding Extraterritorial Jurisdiction (ETJ) has many natural features that contribute to the rural and scenic character of the area. Ranchlands currently utilized for cattle grazing make up much of the eastern and western edges of the Planning Area. Henrietta Creek, Buffalo Creek, and their tributaries are defining features in the landscape. Particularly, Henrietta Creek which runs east to west on the northside of Westport Pkwy, together with a tributary, borders three sides of Old Town. The majority of mature forest is located in and around these floodplains. These riparian forests help to protect water quality, provide wildlife habitats and serve as a natural visual buffer between different areas of the City.

The topography in the southern part of the Planning Area lends itself to sweeping vistas of ranchlands. A ridge runs through Hugh White Estates and across Blue Mound Road. There is a plateau to the south and east of this ridge, while the elevation drops over 100 ft in some places to the north and west of the ridge. Blue Mound Road has several locations where motorists can see all the way to Old Town Haslet and Alliance Airport. Just southwest of the intersection of Blue Mound Road and FM 156 (Haslet County Line Road) there is a hill that rises sharply from the surrounding landscape. This is Blue Mound Hill. Legend has it that this hill used to be a lookout point for Native Americans10.

If preserved, these unique features present opportunities to continue to help define the identity of Haslet by serving as landmarks and potential components of a future parks and open space system.

10 Spirits of the Border V: The History and Mystery of the Lone Star State, Volume 5, Ken Hudnall and Sharon Hudnall
Development Constraints

While 70% of the land within Haslet remains available for development, there are a number of constraints that impact the land’s ability to be developed. Some of these constraints are natural features such as floodplains and steep slopes. In some cases, these areas can be developed but may require increased costs for mitigation of risk and/or site preparation (i.e. mass grading). These features can also be seen as opportunities due to their ability to add value to surrounding properties if preserved as vistas, natural areas and other amenities. Other constraints that are present are due to human activities, such as those associated with Alliance Airport. Some airport controls limit the height of buildings within a certain distance of the runways. The Airport Development Zone is an area where residential development is not allowed. This area includes the land between Harmon Road and I-35 and some of the area north of future Haslet Pkwy.

For more information see the map of Development Constraints in Appendix A.

Haslet’s Identity

Haslet has been known for its residential quality. Stakeholders noted that people move to the City because it offers a high quality of life convenient to major employment centers but with the feeling of being in a rural community. In addition, stakeholders suggested that people are drawn to the large-lot, single-family housing options available in the community.

Haslet’s residential character has evolved over time from smaller lots in Old Town to large estates in the southern areas. The most recently constructed subdivisions tend to be comprised of large homes on ½ acre lots. The following describes the four major housing development cycles within the City’s history:

- Old Town: 5,000-10,000 sqft lots / built 1925-1955
- Southern Estates (Blue Mound Estates, Hugh White Estates): 2-6 acre lots / built in the 1980s
- Haslet Park: 1-2 acre lots / built in the 1990s
- Newer residential (The Meadow, Ashmore Farms): 0.5 – 1 acre lots / built in the 2000s

Recently, due to the new distribution centers situated at the City’s northern gateways, the City’s identity is increasingly associated with the large warehouses. Stakeholder’s indicated a desire to build the City’s reputation as a residential community with a vibrant Old Town and other retail destinations.
Traffic congestion has been on the rise in the Dallas-Forth Worth Metroplex. Increased growth in the area coupled with a lack of capacity has resulted in congestion along major corridors in Haslet. Traffic data provided by the North Central Texas Council of Governments reveals that 2014 average daily volumes on some road segments in the City of Haslet were as high as 19,200 vehicles per day and exceed capacities during peak hours (i.e. FM 156 through Old Town). Current projections indicate an increase in average daily volumes with the largest increases expected on FM 156 south of Westport parkway, Westport Parkway and Bonds Ranch Rd.

The road network in the City of Haslet suffers from poor road connectivity. Currently, there is only one direct east-west connection and one direct north-south connection. Westport Pkwy is the major east-west connection, but it is also a heavily used truck route. Blue Mound Road and Bonds Ranch Road are also east-west roads, but they are two-lane roads and do not provide direct access to the I-35W corridor. At-grade rail crossings on east-west routes also cause congestion. FM 156 is the only direct north-south connection and it experiences high traffic volumes. Harmon Road is the other north-south connection, but it is a two-lane indirect route that requires multiple turns.

Primary connectivity and capacity issues include:

- **FM 156**: This is the primary north-south route through the City. It is currently a 2 lane road. It receives a lot of overflow from I-35 as traffic seeks an alternative route during periods of high congestion caused by peak hour travel and/or accidents or construction. The current capacity of FM 156 is around 875 cars/hour. Current volumes exceed this in some sections. An additional north-south arterial is needed to relieve traffic on FM 156.

- **East-West routes**: Avondale-Haslet Road, Westport Pkwy, Blue Mound Road, and Bonds Ranch Road.

Other major problems are centered around the intersections of these main roads. Intersections with issues that were identified by stakeholders include:

- FM 156/Westport Pkwy
- FM 156/Avondale-Haslet Road
- FM 156/Schoolhouse Road
- FM 156/Cactus Drive
- FM 156/Blue Mound Road
- FM 156/Bonds Ranch Road

Proposed network improvements currently in the design stages, such as the extension of Intermodal Pkwy south to Haslet Pkwy and the westerly realignment and extension of Westport Pkwy to Avondale-Haslet Road, will address some of the connectivity issues. However, Haslet’s transportation network needs better connectivity, more capacity, and multi-modal options to improve the mobility and accessibility for residents and visitors.

**SAFETY**

Safety has become a concern for many residents as cut-through traffic uses nearby residential streets to avoid traffic jams. White Lane in Hugh White Estates was identified as a road with significant issues with cut-through traffic.

There are about 28 miles of roadways within Haslet and its extraterritorial jurisdiction (ETJ). Among those, 21 miles are maintained by the City. A number of roadways that were never designed for significant traffic are experiencing high traffic volumes. In some cases, maintenance issues and/or alignment issues lead to unsafe conditions. Harmon Road and Blue Mound Road are examples of this. Since Harmon Road is maintained by multiple entities (the City, Tarrant County, and Fort Worth), the quality of the roadway varies by segment. Blue Mound Road has topographic and sight distance issues that pose safety problems.
TRANSPORTATION COSTS AND LACK OF ALTERNATIVES

As previously noted, Haslet has a strong employment sector. However, the majority of residents that live in Haslet work somewhere else. According to the Census, 86% percent of Haslet residents drive alone to work every day. In addition, residents spend approximately 26% percent of their income on transportation, which is 4% higher than the average for Tarrant County residents\(^\text{11}\). Such costs, which are likely to rise with additional growth in the region, are likely to negatively affect Haslet as a choice residential location.

In general, mobility in the City of Haslet has diminished due to a lack of alternatives and increased growth. The lack of alternatives such as transit or bicycle and pedestrian facilities forces residents and workers to use their vehicles for every trip, regardless of length. There are few places where Haslet residents can safely bike and walk. As Haslet continues to grow, there will be increased need for additional bicycle and pedestrian facilities.

The nearest transit service for residents is the City of Fort Worth’s Express Bus Route 63 to Downtown Fort Worth via the North Park-and-Ride. The North Park-and-Ride is located outside of Haslet’s jurisdiction, just north of Alliance Town Center. As noted in the T’s 2015 Transit Master Plan, Route 63 carries 49 passengers per weekday.

Limited Water and Sewer Infrastructure

The City of Haslet’s water supply is provided by Fort Worth (which receives raw water from the Tarrant Regional Water District) and sewer treatment is provided by the Trinity River Authority. Supply and treatment capacity is adequate for future growth, however additional water storage, water distribution and sewer transmission facilities are needed to support development in key areas.

\(^\text{11}\) Center for Neighborhood Technology (www.htaindex.net.org)
The Haslet Comprehensive Plan is a policy document intended to guide development of the city to be desired, community-supported outcomes. Specifically this Plan provides direction in the form of a future land use plan, parks and recreation concept, as well as policies and strategies that are necessary to achieve the goals identified during the planning process.

**VISION**

*Change may be inevitable, but the character that defines the City of Haslet will remain and be strengthened.*

The Haslet Comprehensive Plan is a policy document intended to guide development of the city to be desired, community-supported outcomes. Specifically this Plan provides direction in the form of a future land use plan, parks and recreation concept, as well as policies and strategies that are necessary to achieve the goals identified during the planning process.

- Predominantly single-family housing.
- Mix of housing types in limited, appropriate locations.
- A range of residential and non-residential uses.
- Create a vibrant Old Town.
- Increased tax revenue through a balanced and diversified tax base.
- Regional destination for civic services, events, and recreation.
- Green space preserved and connected.
- Create a balanced park and open space system and diverse recreational opportunities for the enjoyment of all citizens of Haslet.
- Build an environment that is conducive to healthy living.
- Ensure adequate infrastructure and services.
- Connected, safe, functioning network of well-maintained roads and other facilities that support mobility.
- Effective leadership and governance.

*Figure 12: Comprehensive Plan Goals*
FUTURE LAND USE PLAN

The future land use plan protects existing development with complementary uses while providing for a more balanced tax base.

The Plan is a conceptual representation of the intended development pattern for the City of Haslet. The map and associated land use classes are descriptive, not prescriptive, and should be updated regularly and interpreted with the community defined goals in mind.

The Future Land Use Plan depicts a place where large areas of open spaces and well-designed single-family neighborhoods are the predominant sight; key nodes of employment, retail and mixed use development provide destinations; and a vibrant Old Town serves as the heart of the community.

Highlights include:
- Low- and medium-density residential development adjacent to existing residential
- Neighborhood serving retail in key areas
- Larger scale commercial development near I-35
- Mixed-use development that allows for a variety of housing types in Old Town and in key nodes along Schoolhouse Road, Westport Pkwy, and near Haslet Pkwy
- Regional employment center around Alliance Airport

Figure 13: Key feedback from advisory committee meetings, community meetings, stakeholder interviews and online input

- a MIXED-USE old town
- build TRAILS that CONNECT!
- we have a BLANK SLATE
- EAST / WEST connections
- invest in INFRASTRUCTURE improvements
- attract HIGH QUALITY development
- maintain RURAL character
- need a RECREATION Center
- maintain majority ½ ACRE LOTS
- need some RETAIL / DINING options
- be FORWARD THINKING...
Figure 14: Future Land Use Map
PARKS AND OPEN SPACE

Parks are intended to accommodate active and passive recreational activities. This includes sports fields, playgrounds, trails, and natural areas. Floodplains should be preserved to the extent possible but are appropriate for some types of recreation and should be incorporated into development of all types as focal points and amenities.

- Planned parks and open space amenities shown on the future land use map are conceptual and are subject to further study and coordination
- Exact location, extent, and type of parks shown are to be determined in future studies or coordination with private entities

LOW-DENSITY RESIDENTIAL

Low-Density Residential areas are marked by noncontiguous low-density residential uses and very large lots. Some agricultural uses are present including pasture and other fields. Most are not served by sewer service and rely on septic systems. Uses include:

- Low-density residential and very large lots
- Agricultural homesteads & Farms / Ranches

MEDIUM-DENSITY RESIDENTIAL

Located adjacent to larger lot subdivisions, development should be compatible with existing development. Net density option allows for 1/2 acre lots. Gross Density / Open Space Subdivision option could allow for flexibility in lot size if certain criteria are met (i.e. more open space or parks)*.

- Single-family detached homes
- Open space (25-50%) and other amenities*

*For more information on Open Space Subdivision Option see PR-2.3
IN-TOWN RESIDENTIAL
The In-Town Residential area is comprised of well designed neighborhoods. Density is higher than medium-density areas due to proximity to Old Town. Some civic and small scale commercial uses may be appropriate at intersections of collectors and arterials. Policies and standards encourage the following:
• Connected streets
• Sidewalks
• Landscaping and street trees
• Open space (at least 25%)
• Amenities
• Civic and small scale commercial uses

MULTI-FAMILY RESIDENTIAL
The Multi-Family Residential area is located in close proximity to downtown and a possible future passenger rail terminal and is appropriate for apartments and condos. Design considerations include:
• Street connections to the south
• Planned bicycle and pedestrian connections to Old Town
• Screened parking areas
• Architecture, scale, and massing in-keeping with the character of Haslet

OLD TOWN
Old Town is the heart of Haslet and is meant to provide a mix of residential housing types (including small-lot homes, patio homes, and some attached housing), restaurants, small shops, and civic uses within a walkable environment. Design considerations include:
• Short blocks that build on the historic street grid
• On-street parking
• Mix of housing types that fit the intended scale of Old Town (i.e. small-lot homes, rear-loaded townhomes, stacked maisonettes and live/work units)
• Small scale service, retail, and office uses
• Civic uses
MIXED-USE
Mixed-Use areas will contain a mixture of uses. They are focal points for the community and should accommodate office and a range of retail that meets local as well as regional needs and demands. They may have a mix of housing types as part of a planned development outside of the Airport Development Zone. Design considerations include:
• Short block lengths and connected streets
• Integrated public spaces
• Vertical and/or horizontal mix of uses including retail, service, office, institutional, and residential
• See Strategy LU-3.1.4.2 and conceptual diagrams for more detail regarding the scale and character of development intended for different Mixed-Use areas

GENERAL COMMERCIAL
The General Commercial areas are meant to have a mixture of non-residential uses including retail, service, and office uses. Design consideration include:
• Buildings close to the edge of the future rights-of-way with limited parking in front
• Street trees
• Screened loading areas
• Consolidated driveways, shared parking, and cross access to improve access management on major roads

OFFICE/EMPLOYMENT
Office / Employment areas are ideal for larger scale office, research and technology uses. Flex uses as well as light industrial uses are appropriate as long as design and orientation of facades is compatible with adjacent uses. Design considerations include:
• Building facade facing major road frontage with limited parking in front
• Loading docks and parking areas facing complimentary uses (Industrial / Employment areas or open space) or well screened
INDUSTRIAL/EMPLOYMENT

Industrial/Employment Areas are intended to provide locations for economic development. Industrial, light industrial, office, research and technology uses are appropriate. Design considerations include:

• Bicycle and pedestrian connections to planned greenways
Recommendations

HOW TO ACHIEVE THE VISION

The goals are the targets, the recommendations are the guideposts, and the strategies are the concrete steps that the City, citizens, businesses, and other groups can take toward achieving the vision.

The following section contains recommendations in the form of recommendations and strategies organized by topic area and goals. These recommendations are meant to be utilized to guide land use decisions, infrastructure planning and investment in terms of staff time, programs and services.

By implementing these recommendations the city can address some of the most pressing issues and take advantage of potential opportunities.
Land Use

RECOMMENDATIONS

LAND USE GOALS

Goal LU-1: Predominantly single-family housing.

Goal LU-2: Mix of housing types in limited, appropriate locations.

Goal LU-3: A range of residential and non-residential uses.

Goal LU-4: Create a vibrant Old Town.

The land use element of the comprehensive plan seeks to balance the goal of protecting the character of Haslet while providing an opportunity for new kinds of development to introduce a greater diversity of uses. These recommendations are meant to assist in the implementation of the future land use map (see Figure 14).

Goal LU-1: Predominantly single-family housing.

Recommendation LU-1.1
Vacant lands adjacent to existing single-family development should have compatible development to maintain/enhance property values.

- **Strategy LU-1.1.1**: Update zoning ordinance and the subdivision regulations to ensure new development within the medium-density residential areas on the Future Land Use Map is compatible with existing residential development. Updates could include:
  - Lot size, buffering, open space, and/or amenity requirements
  - A consideration of the density of adjacent residential development
  - Provisions that encourage Open Space Subdivisions that maintain gross density, but allow flexibility in lot size, while requiring open space be reserved to buffer new development from existing development. See Recommendation PR-2.3 in Parks and Natural Resource Section for more information.

*Figure 15: Typical Housing Character*
**Goal LU-2: Mix of housing types in limited, appropriate locations.**

**Recommendation LU-2.1**
Allow for a mix of housing types in some areas.
- In the vicinity of Old Town
- In designated Mixed Use areas on the Future Land Use Map
- In the designated multi-family area on the Future Land Use Map

**Recommendation LU-2.2**
Ensure moderate to higher-density residential development is designed and built to a higher standard that helps maintain the value of those properties as well as the values of surrounding properties.

- **Strategy LU-2.2.1:** Except in Multi-family and I-35W Mixed Use area limit townhomes and multi-family types to those with limited surface parking in order to maintain the character of Haslet (i.e. rear-loaded townhomes, stacked maisonettes and live/work units are preferred).
- **Strategy LU-2.2.2:** Adopt design standards for townhomes and multi-family residential development. Design standards should address:
  - Architectural design (materials, fenestration, façade articulation, roof pitch, etc.)
  - Open space (pocket parks, neighborhood playgrounds, passive spaces, trails, etc.)
  - Amenities (pools, clubhouses, greenways, trails, etc.) to buffer new development from existing development.

**Recommendation LU-2.3**
Accommodate housing that is suitable for seniors.

- **Strategy LU-2.3.1:** Modify regulations to allow accessory dwelling units where appropriate. The following areas on the Future Land Use Plan should be considered:
  - Low-Density Residential
  - In-Town Residential
  - Old Town
  - Mixed-Use

- **Strategy LU-2.3.2:** Support the construction of age-restricted housing in the vicinity of Old Town.
- **Strategy LU-2.3.3:** Support living facilities with senior care. Such facilities may include but are not limited to the following:
  - Assisted and/or skilled nursing living
  - Co-housing

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**A PLACE FOR SENIORS**

Co-housing and other forms of senior living would be ideal in Old Town and in the vicinity of Mixed-Use areas identified on the Future Land Use Map. Traditional senior living facilities, including assisted living such as Redbud Place in McKinney, Texas, and newer alternative co-housing developments which offer truly independent living with shared amenities and community activities, would both be appropriate in areas in close proximity to walkable areas.

In addition, one way to provide for senior housing may be to investigate ways to make accessory dwelling units (ADUs) legal in certain areas of town. Some cities have sought to encourage accessory dwelling units to increase options for affordable, student, or senior housing. Larger lots, as well as areas in proximity to Old Town and Mixed-Use areas, may be appropriate areas to consider allowing ADUs.

For more information:
- The Cohousing Association of the United States
  [http://www.cohousing.org/what_is_cohousing](http://www.cohousing.org/what_is_cohousing)
- American Planning Association
  Quick Notes on Accessory Dwelling Units
- Guide to Accessory Dwelling Units by City of Golden, Colorado
  [http://www.cityofgolden.net/city-services/accessory-dwelling-units/](http://www.cityofgolden.net/city-services/accessory-dwelling-units/)
Goal LU-3: A range of residential and non-residential uses.

Recommendation LU-3.1
Ensure alignment between the City’s regulations and the Future Land Use element of the plan.

• Strategy LU-3.1.1: Support rezoning requests, and amend the Official Zoning Map to apply residential zoning districts to areas designated as such on the Future Land Use Map.

• Strategy LU-3.1.2: Support rezoning requests and amend the Official Zoning Map to apply commercial zoning districts to areas designated as such on the Future Land Use Map.

• Strategy LU-3.1.3: Support rezoning requests and amend the Official Zoning Map to apply industrial zoning districts to areas designated as such on the Future Land Use Map.

• Strategy LU-3.1.4: Support more intense development and a greater mix of uses (residential and non-residential) in and surrounding the mixed use areas shown on the Future Land Use Map, including:
  • Old Town
  • Near I-35W at the intersections of Haslet Parkway/Harmon Road and Haslet Parkway/Intermodal Parkway
  • Along Westport Parkway east of Old Town
  • In infill areas along Schoolhouse Road

Where feasible, consider a vertical mix of uses (i.e., residential and/or office uses above first-floor retail and/or office uses). Multi-story buildings ensure an efficient use of available land and, with a mixture of uses, maximize opportunities for creating a walkable environment in these key locations.

Flanking the vertical mixed-use buildings, consider a horizontal mixture of uses that create an appropriate transition to less intense development. Office and multi-family uses, for example, serve as appropriate transitions to single-family residential neighborhoods while enabling the concentration of people (residents and workers) in close proximity to commercial uses that depend on a critical mass for viability.

• Strategy LU-3.1.4.1: Revisit the Old Town Master Plan. Update the plan and/or consider adjustments listed in LU-4.1.2 when reviewing development proposals.

• Strategy LU-3.1.4.2: Modify or create zoning districts to allow for mixed-use development in key locations and support rezoning requests and amendments to the Official Zoning Map as appropriate.

  • Expand the Old Town Overlay District or create a new zoning district to allow for mixed-use development that reinforces the scale and character of Old Town while creating a “transit-ready” environment. This new or modified district should be applied to the area shown as “Old Town” on the Future Land Use Map. The district standards should facilitate development in accordance with the details reflected in the Old Town Redevelopment Plan with modifications per LU-4.1.1 and LU-4.1.2. The Overlay should expand the range of allowable uses while encouraging small-scale spaces consistent with the existing character. However, for civic and governmental uses that serve as focal points and anchors in Old Town, the district standards should support larger building footprints as well as building heights in excess of 35 feet.

  • Along Westport Parkway, support a mixture of uses that complement development in Old Town to the west as well as industrial development that is situated to the east. Create a new mixed-use zoning district that, working in concert with office and residential zoning districts, allows for a cohesive and connected pattern of development. The district standards should facilitate development in accordance with the details reflected in the conceptual development plan (See Figure 16). On the north side of Westport Parkway, the district should allow a mix of residential housing types (including townhomes and multi-family), small-scale retail and office uses, restaurants, and amenities. Overlooking the open space that borders the area on the west side, this
Figure 16: Conceptual Plan for Westport Pkwy Mixed Use Area*

*Note Conceptual Plans are meant to represent intended scale, use mix, orientation and key features, but actual development proposals may vary based on detailed site analysis and market factors.
mixed-use area can serve as an extension of Old Town. The two areas in combination, linked by the public open space in between, could become a vibrant regional destination in the heart of the city and help justify a future transit stop in Haslet. This mixed-use district should allow 1- to 3-story buildings that are single use or designed for non-residential uses on the first floor and office and/or residential above. Retail tenant space should be a maximum of 50,000 square feet per tenant. District design standards should be included that address the following at a minimum: relationship of buildings to open space and Westport Parkway to promote safety, particularly for pedestrians and park users; connectivity to public spaces (parks, greenways, Westport Parkway); access, internal circulation, and parking; and streetscape. Westport Parkway, and the areas around it, shall include both existing Westport Parkway (regardless of future name) and the future realigned Westport Parkway.

- **Along Schoolhouse Road**, encourage infill development and redevelopment. Create a new mixed-use zoning district that allows for infill development and redevelopment in partially developed or underutilized areas, particularly where existing development has created inconsistency in building scale, orientation, setbacks, etc. Standards should provide the flexibility required to attract appropriate investment and anticipate a transition of properties over time.

- **Near I-35W at the intersection of Haslet Parkway and Harmon Road**, create a new mixed-use zoning district that includes large-scale retail and office development integrated with multi-family units and smaller scale retail, office, and service uses in a walkable environment. The district should accommodate larger building footprints and higher building heights relative to other mixed-use districts in the city. By allowing this scale in this area, development that is suitable for regional retail tenants, class A office space, and apartment complexes can be located in this district with easy access to I-35. To ensure a high level of quality and compatibility with adjacent development, design standards should be included in the district that address the following at a minimum: transitions to single-family neighborhoods; access, circulation, and parking; and streetscape and site landscaping. The district standards should facilitate development in accordance with the details reflected in the conceptual development plan (See Figure 18).

- **Strategy LU-3.1.4.3**: Prepare a small area plan or conceptual development plan for the area designated as Mixed-Use along Schoolhouse Road. This plan should consider future transportation improvement opportunities, the introduction of new (infill) development and redevelopment that complements adjacent neighborhoods, and the integration of open space (parks and greenways).

- **Strategy LU-3.1.4.4**: Allow for civic and small scale commercial uses at the intersections of major roads (collectors and arterials) in the In-Town Residential land use area.
Figure 18: Conceptual Plan for 1-35 Mixed Use Area*

*Note Conceptual Plans are meant to represent intended scale, use mix, orientation and key features, but actual development proposals may vary based on detailed site analysis and market factors.
Goal LU-4: Create a vibrant Old Town.

Recommendation LU-4.1
Encourage residential and commercial development in the vicinity of Old Town.

- **Strategy LU-4.1.1**: Update and revise components of the Old Town Redevelopment Plan as needed to ensure that the plan reflects the scale of intended development, the citizens’ vision for the area, and market realities. Consider the following adjustments (depicted in Figure 20):
  - Encourage extension of Old Town street grid to the northeast parallel and on both sides of FM 156.
  - Focus retail, office and mixed use buildings along Main Street, FM 156 and around possible future transit station.
  - Allow for medium and higher density residential uses to be located in proximity to proposed transit station if non-residential development is not feasible given status of premium transit or market conditions.
  - Establish a plan for public spaces and civic uses in the vicinity of Old Town

- **Strategy LU-4.1.2**: Revise regulations to allow new development to contribute to a walkable, vibrant Old Town. Allow and encourage:
  - 2- to 4-story mixed use buildings
  - Flexible setbacks
  - Mix of housing types that fit the intended scale of Old Town (i.e. small-lot homes, cottage homes, rear loaded townhomes, stacked maisonettes and live/work units)

Recommendation LU-4.2
Remove barriers to infill development in Old Town and along Schoolhouse Road.

- **Strategy LU-4.2.1**: Consider relaxed setback and parking requirements in this area.

- **Strategy LU-4.2.2**: Plan for access to underutilized parcels between FM 156 and Schoolhouse Road.

- **Strategy LU-4.2.3**: Study the feasibility of a district stormwater retention solution to spur redevelopment in the area.

Recommendation LU-4.3
Invest in civic uses and public spaces in Old Town.

- **Strategy LU-4.3.1**: Establish a plan for short term operational improvements, long term streetscape improvements, ultimate cross sections, and right-of-way needs for FM 156 and Main Street through Old Town.

- **Strategy LU-4.3.2**: Establish a plant palette to be used as a guide for street trees, median plantings and new development.

Recommendation LU-4.4
Improve access and establish an identity for Old Town.

- **Strategy LU-4.4.1**: Conduct a wayfinding/signage study for the City and specifically focus on increasing awareness of the Old Town area.
  - Establish a plan for gateway monumentation at the intersection of existing Westport Pkwy and the Realigned Westport Pkwy on the east side of Old Town.

- **Strategy LU-4.4.2**: Improve bicycle and pedestrian connections into Old Town:
  - Pursue grant funds to assist in the creation of a multi-use path along Schoolhouse Road into Old Town.
  - Study additional connections into Old Town.
  - Require new development in the vicinity to improve connectivity of pedestrian facilities via onsite improvements or fee in lieu.
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Figure 20: Old Town Conceptual Plan*

Figure 21: Precedent Images for Old Town Sub-Area

*Note Conceptual Plans are meant to represent intended scale, use mix, orientation and key features, but actual development proposals may vary based on detailed site analysis and market factors
Goal ED-1: Increased tax revenue (or stronger tax base).

Recommendation ED-1.1
Protect areas shown as Industrial and Office / Industrial on the Future Land Use Map for existing and future industrial and office development.

• **Strategy ED-1.1.1:** Discourage residential development in areas highly suitable for industrial and office development.

• **Strategy ED-1.1.2:** Support rezonings for properties shown on the Future Land Use Map as Industrial and Office from the Agricultural Homesites (AG) district to existing or new districts that allow for office and industrial uses and limited, supporting commercial uses.

Recommendation ED-1.2
Direct commercial growth to General Commercial, Mixed Use and Old Town area shown on the Future Land Use Map.

Recommendation ED-1.3
Recruit non-residential tenants.

• **Strategy ED-1.3.1:** Regularly update inventory of available sites and buildings and distribute via website (http://hasletedc.com) and recruitment initiatives.

• **Strategy ED-1.3.2:** Develop list of target industries/businesses for recruitment initiatives. Target industries/businesses may include:
  • Light industrial / distribution
  • Professional office, medical office, research and development
  • Retail / service
    • Including grocers, national chains, boutiques, hotels and restaurants.
Recommendation ED-1.4
Encourage residential infill that facilitates commercial growth.

Recommendation ED-1.5
Investment in transportation and utility infrastructure needed to catalyze the type of development that is desired.

- **Strategy ED-1.5.1:** Develop list of transportation and utility “hot spots” and funds to address them.
- **Strategy ED-1.5.2:** Participate in public and private partnerships.

- **Strategy ED-1.5.3:** Update multi-year Capital Improvement Plan annually.

Recommendation ED-1.6
Consider fiscal impacts of new development and seek to maximize return on investment.

- **Strategy ED-1.6.1:** Conduct a fiscal impact analysis for proposed major developments and/or on the Future Land Use Plan.

**LAND USE AND RETURN ON INVESTMENT (ROI)**

The future financial health of the City of Haslet will be closely tied to land use decisions that are made within the next 5 years. Property taxes and sales taxes made up a substantial percentage of total revenue in FY 2014 (62%). It is projected that in FY 2015 and FY 2016 this pattern will continue, with property taxes proposed to make up 48% and sales tax to proposed to constitute 23.4% of total revenue in FY 2016*.

Not all land uses contribute to the tax rolls evenly. As stated in the Issues and Opportunities chapter, industrial and commercial development have the highest tax values per acre for land uses in the City ($458,000 and $324,000 respectively). Other land use types that are currently not present in the city, such as mixed use centers, have the potential to meet and even exceed these figures. For instance, townhomes in Southlake Town Center to the east of Haslet approach a value of $10 million per acre. Similarly, new retail tenants could substantially raise the sales tax revenue in the City.

Federal and State budgets for transportation improvements are shrinking. Increasingly, roadway improvements on the 21 miles of City-maintained roads, and on the many new roads that will be needed to maintain mobility for Haslet’s citizens, will be the responsibility of the City. In addition, many of the services that the City provides and may provide in the future to contribute to the quality of life in the area, such as parks and greenways, will require additional revenue. For instance, one mile of greenway may cost in excess of $400,000. Accordingly, it is essential for the City to pursue a balanced tax base, recruit more non-residential tenants, and encourage residential growth that supports commercial growth.

*Source: City of Haslet Adopted Budget FY 2015-2016*
A system of parks and recreation facilities as well as healthy natural resources will be critical to maintaining and enhancing the quality of life enjoyed by City residents.

**Goal PR-1: Regional destination for civic services, events, and recreation.**

**Recommendation PR-1.1**
Continue support for planning, programming and marketing activities in support of major events.

- Wild West Fest
- Annual Easter Egg Hunt
- Christmas in the Park

**Strategy PR-1.1.1:** Study the feasibility of leasing underutilized land within and adjacent to Old Town for parking during major events.

**Recommendation PR-1.2**
Support the library.

**Recommendation PR-1.3**
Encourage additional civic uses downtown.

**Recommendation PR-1.4**
Build on the Haslet Community Park.

- **Strategy PR-1.4.1:** Work with BNSF Railway to determine feasibility of converting a portion of the abandoned rail corridor into a linear park.
- **Strategy PR-1.4.2:** Connect to future parks via bicycle and pedestrian paths (i.e. linear park and park/open space along south branch of Henrietta Creek).

**Goal PR-2: Green space preserved and connected.**

**Recommendation PR-2.1**
Encourage open space to be conserved and/or integrated in tandem with new development.

- **Strategy PR-2.1.1:** Prioritize the following areas for preservation as open...
space in new development:
- Environmentally sensitive areas (i.e. riparian areas (land adjacent to streams), floodplains, steep slopes, existing mature forest)
- Culturally significant places (i.e. Blue Mound and scenic viewsheds)
- Community gathering places (in support of activity centers)
- Connections between open spaces

- **Strategy PR-2.1.2:** Modify zoning regulations to encourage new development to relate to existing natural features and planned open spaces.

- **Strategy PR-2.1.3:** Build on recommendations in the Comprehensive Plan to create an Open Space Master Plan as a component of, or to complement the Parks, Recreation, and Open Space Plan, and guide development design.

**Recommendation PR-2.2**
Fund land protection and restoration efforts within the City.

- **Strategy PR-2.2.1:** Establish a fund for the acquisition of future parkland and environmental/cultural assets.

- **Strategy PR-2.2.2:** Establish a partnership with the local land trust to assist in acquisition and to guide restoration activities on future park sites.

**Recommendation PR-2.3**
Allow open space subdivisions in the Medium-Density areas on the Future Land Use Plan.

- **Strategy PR-2.3.1:** Update zoning ordinance and overlay district that allows open space subdivisions if criteria and standards are met. Ensure open space subdivisions adhere to design guidelines which include:
  - Minimum open space requirement (>40%)
  - Gross density not to exceed 2 units per acre
  - Protection of one or more sensitive environmental features including:
    - Steep slopes
    - Riparian buffers
    - Mature forest
    - Cultural resources (i.e. viewsheds)
  - Plan for maintenance and/or restoration of open space
  - Onsite amenities (such as walking, equestrian or biking trails, amenity center, etc.)
  - Street trees
  - Perimeter compatibility
    - Mitigation of visual impacts to public right-of-ways, adjacent homes and neighborhoods

*Figure 22: Conventional Vs. Open Space Subdivision (for more information comparing these two development types see Appendix A)*
Goal PR-3: Create a balanced park and open space system and diverse recreational opportunities for the enjoyment of all citizens of Haslet.

Recommendation PR-3.1
Plan for adequate levels of service for parks and recreation facilities.

- **Strategy PR-3.1.1**: Update the Parks, Recreation and Open Space Master Plan (last updated in 2012).
  - Build on guidance in the Comprehensive Plan to determine facility and programming needs and priorities.

- **Strategy PR-3.1.2**: Acquire new parkland to meet the needs of the population of Haslet in the future:
  - Acquire land for 4 new parks
  - Incorporate high priority facilities into designs for publicly accessible parks
  - Connect parks via trails or other bike/pedestrian facilities (sidewalks or bikeways)

Recommendation PR-3.2
Increase passive and active recreational opportunities.

- **Strategy PR-3.2.1**: Acquire land and/or request easements from new developments along Buffalo Creek, Henrietta Creek, their contributing tributaries and in corridors as shown on the Parks and Recreation Concept Plan for future greenways.

- **Strategy PR-3.2.2**: Extend Community Park via a linear park and greenway to support downtown development and community gathering in the heart of the community.

**Approximately 130 acres of new parkland will be needed to meet level of service suggestions (10 acres per 1000 people) when all vacant land in Haslet is developed.**

Recommendation PR-3.3
Include scenic and cultural resource protection and enhancement considerations in decision making (policies, parks at key locations, etc.).

Recommendation PR-3.4
Partner with the Haslet Sports Association to provide for active recreation needs (sports leagues and facilities).

**PARKS AND RECREATION PRIORITIES**

During the public meetings and online engagement activities, voting was conducted that verified a number of these priorities. The priorities expressed during the development of the Comprehensive Plan include:

- Greenways and trails*
- Indoor recreation center*
- Natural Areas*
- Dog Park*
- Tennis Courts
- Sports fields (new and maintenance for existing)

*These facilities were also identified as priorities during the development of the 2012 Parks, Recreation and Open Space Master Plan.
Figure 23: Parks and Recreation Concept Plan
Existing and Future Parks

Blue Mound

Blue Mound Park lends itself to be a special landmark to more than just the residents of Haslet. The preserved hilltop provides vast vistas of the surrounding area. “Painting” the mound with native grasses and wildflowers will provide a scenic passive recreational opportunity reminiscent of the rural character of Haslet.

Blue Mound Road Overlook

Blue Mound Road Overlook sits along a ridgeline which provides great views of Haslet and Alliance Airport. The preservation of this area would allow for all residents of Haslet to enjoy.

Neighborhood Parks / Amenities

Within future neighborhood planning, efforts should be made to provide community amenities and parks. Where possible, natural features and vistas should be preserved for all to access. Whether these spaces be used for active or passive uses, the parks will provide a variety of recreational opportunities for the growing community.
Airport Park

Located just south of Alliance Airport along Westport Pkwy, the proposed Airport Park sits amongst preserved floodplain and is strategically located along the planned trail alignment. The proposed park has great potential to become a regional draw where families have the opportunity to watch airplanes take off and land as they picnic and play; where walking trails and fields become “runways” and aviation-themed play equipment allows childrens’ imaginations to soar.

Greenways

The planned greenway alignments shown on the Parks and Recreation Concept Plan connect key recreational opportunities by way of floodplain, abandoned rail corridor, multi-use paths along roadways, and on-street bike and pedestrian facilities. These greenways provide great health benefits to the residents and employees of Haslet while also allowing for safe alternative transportation opportunities.

Many residents of Haslet own horses so accommodations for multiple users should be considered. The separation of bike, pedestrian, and horse trails is encouraged as shown in the figures to the left. The location of each greenway shall dictate the cross-section, user accommodation, materials, amenities, signage, and lighting.
Goal PR-4: Built environment that is conducive to healthy living.

Recommendation PR-4.1
Seek opportunities to create a built environment that supports an active lifestyle.

- **Strategy PR-4.1.1**: Facilitate the creation and maintenance of active parks (see PR-3 for more info).
- **Strategy PR-4.1.2**: Allow mixed-use development at densities that make walking and biking for local trips a reasonable option.
- **Strategy PR-4.1.3**: Modify City street design standards so that bike and pedestrian activity is accommodated as streets are constructed and improved.
- **Strategy PR-4.1.4**: Construct greenway trails as shown on the Parks and Recreation Concept Plan in a connected manner to make them a viable option for transportation.
- **Strategy PR-4.1.5**: Consider enhancing existing and future parks and trails by integrating outdoor fitness equipment into the design.
- **Strategy PR-4.1.6**: Support the incorporation of community gardens into existing and new development or parks.

Recommendation PR-4.2
Encourage development and programs that strengthen community connections.

- **Strategy PR-4.2.1**: Provide or partner with public and private entities to provide activities and facilities that promote a connected and healthy community.
  - Educational seminars, workshops, and other types of classes that promote lifelong learning for all ages (i.e. gardening, cooking, healthy eating, fitness, etc.)
  - Senior facilities (i.e. senior center) to keep seniors active and engaged in the community.
Figure 30: Community Garden

Figure 31: Fresh Produce

Figure 32: Trail Side Fitness Equipment

Figure 33: Senior Programs
Infrastructure

**RECOMMENDATIONS**

**INFRASTRUCTURE RECOMMENDATIONS**

Goal INF-1: Ensure adequate infrastructure and services.

Goal INF-2: Connected, safe, functioning network of well-maintained roads and other facilities that support mobility.

Goal INF-3: Effective leadership and governance.

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The provision of adequate infrastructure, in the form of safe roadways, clean drinking water and wastewater treatment is necessary to support the type of development desired by Haslet residents.

**Goal INF-1: Ensure adequate infrastructure and services.**

**Recommendation INF-1.1**

Invest in infrastructure needed to catalyze the type of development that is desired.

- **Strategy INF-1.1.1:** Improve water and sewer capacity in Old Town and near I-35W.
- **Strategy INF-1.1.2:** Participate in public-private partnerships to facilitate desired development (commercial and residential that is needed to support desired commercial development (i.e. for construction of water tank in the vicinity of Old Town)).

**CASE STUDY**

**SEWER EXTENSION PROJECT**

Sewer extension project in the I-35 area is an example ($4 million) of an investment in a trunk line that will benefit the City by providing access to utilities in an area where economic development is desired.
• **Strategy INF-1.1.3:** Encourage public and private investment in new public parks and greenways to increase quality of life and attractiveness to prospective citizens and businesses.

• **Additional Strategies:** See Strategies ED-1.6.1 through ED-1.6.4.

**Goal INF-2:** Connected, safe, functioning network of well-maintained roads and other facilities that support mobility.

With the fast-paced growth being experienced in North Central Texas, traffic congestion has increased throughout the DFW area. As a result, mobility and safety in the City of Haslet has declined. The current transportation network in Haslet does not have the road capacity nor the East-West connectivity needed to handle all of the growth. The transportation goal in this Comprehensive Plan is to create a connected, safe, functioning network of well-maintained roads and other facilities that support mobility.

**Recommendation INF-2.1**
Acquire ownership of key roadway segments.

**Recommendation INF-2.2**
Coordinate with public and private entities to create a connected, safe, functioning, network of streets.

• **Strategy INF-2.2.1:** Work with regional and state governments as well as new development to reserve right-of-ways and/or construct roads (or portions thereof) as shown on the Master Thoroughfare Plan and Roadway Standards Table (see Appendix).
  • Note: New location roadways are representative of connections and further study is necessary to evaluate alternatives and determine best way to accommodate alignment within future developments.

• **Strategy INF-2.2.2:** Conduct an alignment/feasibility study for the proposed improvement of Blue Mound Road.

• **Strategy INF-2.2.3:** Pursue funds to make operational and safety improvements to the FM 156 and Blue Mound Road intersection.

• **Strategy INF-2.2.4:** Coordinate and implement operational and safety improvements with the City of Fort Worth for the FM 156 and Bonds Ranch

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**DID YOU KNOW?**
HASLET MAINTAINS SOME, BUT NOT ALL, LOCAL ROADS

Roads in Haslet are owned and maintained by multiple entities, including the Texas Department of Transportation, City of Haslet, City of Fort Worth, Tarrant County, and Denton County. In some instances, multiple entities have ownership of the same facility. For example, Blue Mound Road is owned by Haslet and Tarrant County. Similarly, the intersection of FM 156 and Bonds Ranch Road is owned by TxDOT, Haslet, and Fort Worth.

Having multiple owners of the same facility can make it difficult to implement improvements and maintain uniformity. In some cases, it would be beneficial to acquire ownership of key roadway segments to ensure the mobility and consistency throughout the entire corridor. The City of Haslet should consider acquiring ownership of key roadway segments such as those along Blue Mound Road and Harmon Road.

**Recommendation INF-2.3**
Regulate the movement and parking of freight truck traffic within the city.

• **Strategy INF-2.3.1:** Coordinate with the Texas Department of Transportation (TxDOT) and implement streetscape improvements on FM 156 through Old Town to discourage through movement of truck traffic.
• **Strategy INF-2.3.2**: Amend the truck route ordinances to include truck-route signs and markings, restrictions on truck size and weight, and enforcement along with associated penalties for deviations from the truck route. The ordinances should exempt emergency vehicles, municipal vehicles, and vehicles operated by public utility companies to provide maintenance service. Other exemptions apply to vehicles traveling to a truck terminal, place of repair, garage, place performing a service, or to a point for loading or unloading over the shortest practical route to or from the nearest truck route.

• **Strategy INF-2.3.3**: Amend the parking ordinance to prohibit the parking of oversized commercial vehicles on roads, alleys, or public right-of-ways.

**Recommendation INF-2.4**
Regulate access on each functional classification of roadway shown on the Master Thoroughfare Plan.

• **Strategy INF-2.4.1**: Adopt an Access Management Ordinance that supplements the existing zoning overlay district ordinance and establishes criteria for elements such as traffic signals, driveway spacing, driveway design, corner clearance, and median requirements for each functional classification of roadway shown on the Master Thoroughfare Plan.

• **Strategy INF-2.4.2**: Adopt land development regulations that support the Access Management Ordinance.

**DID YOU KNOW?**

**ACCESS MANAGEMENT IS KEY**

Access management is the process of protecting the function of a roadway by regulating access through the number of intersections, driveways, and median openings. In general, access is based on a road’s functional classification. Roads with higher functional classifications, such as Principle Arterials whose primary function is to provide mobility, should have less access, while roads with a lower classification, such as Collectors, should have increased access. This process provides vehicular movement in a way that preserves the safety and efficiency of the transportation system. Currently, the city’s zoning ordinance includes some access management principles within the Corridor Overlay Districts that apply to FM 156, I35, and any 4 or 6-lane road shown on the Master Thoroughfare Plan. Although some principles are already in place, best practices indicate that access management standards should be established for all functionally classified roads shown on the Master Thoroughfare Plan.
Figure 36: Master Thoroughfare Plan
Recommendation INF-2.5
Reduce vehicular traffic by offering safe and high quality multimodal transportation choices throughout the city.

- **Strategy INF-2.5.1:** Amend the Roadway Design Standards to provide on-street protected bicycle facilities on arterial and collector roads with physical traffic delineation or other engineered safety measures.
- **Strategy INF-2.5.2:** Amend the Roadway Design Standards to allow on-street parking on collectors and minor thoroughfares in key areas such as Old Town and near mixed-use areas.
- **Strategy INF-2.5.3:** Amend the Design Standards for Urban Subdivisions to require sidewalks on both sides along all roadway frontages, and to provide connectivity to the city’s future greenway network.
- **Strategy INF-2.5.4:** Adopt design standards for improving streetscapes and roadway aesthetics.
  - **Strategy INF-2.5.4.1:** Identify key gateways and evaluate opportunities to improve signage and monumentation.
  - **Strategy INF-2.5.4.2:** Evaluate the opportunities to preserve or enhance key natural features near gateways (as identified on the Parks and Recreation Concept Plan).
- **Strategy INF-2.5.4.3:** Support the incorporation of green space in strategic areas along Haslet Pkwy as shown on the Conceptual Plan for the I-35 Mixed Use Area (see Figure 18)
- **Strategy INF-2.5.4.4:** Work with TxDOT to ensure that improvements to FM 156 through Old Town provide for an improved pedestrian and motorist experience. Consider the following design features:
  - Limit the size of future roadway improvements to 4 lanes (with intermittent turn lanes)
  - Incorporate adequate pedestrian facilities, including a sidewalk or multi-use path on both sides of the roadway, a planting strip and street trees (see Figure 37 below)
- **Strategy INF-2.5.5:** Support the development of a network of greenways that connect residential, mixed use, commercial, and office/employment land uses.
- **Strategy INF-2.5.6:** Coordinate with the NCTCOG to optimize the opportunity for the City of Haslet to obtain a transit facility on the proposed high-intensity bus service along I-35W.

*Figure 37: FM 156 Proposed Cross Section through Old Town*
Goal INF-3: Effective leadership and governance

Recommendation INF-3.1
Increase coordination with local, regional, and state planning agencies.

• **Strategy INF-3.1.1:** Hold quarterly individual work sessions as well as annual group work sessions on regional transportation issues with the Planning Department of the City of Fort Worth, Tarrant County Transportation Department, Texas Department of Transportation (TxDOT), and North Central Texas Council of Governments (NCTCOG).

• **Strategy INF-3.1.2:** Become a member of the NCTCOG’s Surface Transportation Technical Committee to establish a presence, develop relationships, and provide input on surface transportation planning and funding of transportation improvements in the DFW Metropolitan Area.

• **Strategy INF-3.1.3:** Coordinate with regional authorities to ensure adequate water supply and sewer treatment capacity.

Recommendation INF-3.2
Consider the long-term fiscal implications of new development.

• **Strategy INF-3.2.1:** Coordinate between departments to compile information on the city expenditures needed to provide services to different types of land uses.

• **Strategy INF-3.2.2:** Conduct a fiscal impact analysis to determine long-term fiscal implications of the Future Land Use Plan.
FROM VISION TO ACTION

The implementation of this plan is dependent on support from citizens and elected officials.

The following pages consist of a matrix that reiterates the City’s goals and priority strategies by topic area. These actions do not necessarily represent all actions the City will need to take to make progress toward the goals, but represent steps that may be critical to realizing the vision for Haslet embodied in this Comprehensive Plan.

The table lists an appropriate time frame for implementation of key recommendations and responsible entities (including non-governmental partners).

In addition to the entities listed in the table, the citizens of Haslet, non-profit organizations, landowners, as well as appointed and elected officials, are essential to the implementation of this plan. Leadership from members of the City Council, other boards, and citizens will be needed to move priorities forward.

Projects specified in the Action Plan should be evaluated for inclusion in the Capital Improvement Program (CIP) on an annual basis. An annual reporting of progress toward these action items is also recommended.
<table>
<thead>
<tr>
<th>Plan Element</th>
<th>Goal</th>
<th>Key Recommendations &amp; Strategies</th>
<th>Timeframe</th>
<th>Responsibility*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use</td>
<td>Goal LU-1: Predominantly single-family housing</td>
<td><strong>Strategy LU-1.1.1:</strong> Update zoning ordinance and subdivision regulations to ensure new development within the Medium Density Residential areas on the Future Land Use Map is compatible with existing residential development.</td>
<td><strong>SHORT TERM (1-2 YEARS)</strong></td>
<td>City of Haslet Planning Dept.</td>
</tr>
<tr>
<td></td>
<td>Goal LU-2: Mix of housing types in limited, appropriate locations</td>
<td><strong>Strategy LU-2.1.1:</strong> Limit the location and types of multi-family housing types to maintain the character of Haslet.</td>
<td><strong>SHORT TERM (1-2 YEARS)</strong></td>
<td>City of Haslet Planning Dept.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy LU-2.2.1:</strong> Consider standards that would allow accessory dwelling units and senior housing in key areas of town (i.e. Old Town, Low Density Residential, In-Town Residential, and Mixed Use areas).</td>
<td><strong>SHORT TERM (1-2 YEARS)</strong></td>
<td>City of Haslet Planning Dept.</td>
</tr>
</tbody>
</table>
|              | Goal LU-3: A range of residential and non-residential uses | **Strategy LU-3.1.2:** Update the zoning ordinance and map to address the following:  
  - Differentiation, consolidation and simplification of the residential zoning districts.  
  - Modification or creation of new zoning districts as appropriate (i.e. mixed use districts, open space divisions). | **SHORT TERM (1-2 YEARS)** | City of Haslet Planning Dept. |
|              |                                              | **Strategy LU-3.1.3:** Direct larger/regional scale commercial development along the I-35 corridor and as a component of the Mixed Use area south of Haslet Pkwy. | **LONG TERM (3-5 YEARS)** | City of Haslet and Economic Development |
|              | Goal LU-4: Create a vibrant Old Town | **Strategy LU-4.1.1:** Revise regulations to allow new development to contribute to a walkable, vibrant Old Town. | **SHORT TERM (1-2 YEARS)** | City of Haslet Planning Dept. |
|              |                                              | **Strategy LU-4.1.2:** Update and revise components of the Old Town Redevelopment Plan as needed to ensure that the plan reflects the scale of intended development, the citizens’ vision for the area, and market realities. | **LONG TERM (3-5 YEARS)** | City of Haslet Planning Dept. |

*Note responsible parties may also include elected and appointed officials on the Planning and Zoning Commission and the City Council, as well as other boards. Citizens, non-profit organizations, and private entities may also have a role to play.
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<th>Timeframe</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Land Use</td>
<td>Goal LU-4: Create a vibrant Old Town</td>
<td><strong>Strategy LU-4.3.1:</strong> Establish a plan for short term operational improvements, long term streetscape improvements, ultimate cross sections, and right-of-way needs for FM 156 and Main Street through Old Town.</td>
<td>MEDIUM TERM (2-3 YEARS)</td>
<td>City of Haslet Planning Dept. and Engineering Dept.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy LU-4.3.2:</strong> Establish a plant palette to be used as a guide for street trees, median plantings and new development.</td>
<td>SHORT TERM (1-2 YEARS)</td>
<td>City of Haslet Planning Dept.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy LU-4.4.1:</strong> Conduct a wayfinding and signage study for the City, and specifically, focus on improving awareness of the Old Town area.</td>
<td>MEDIUM TERM (2-3 YEARS)</td>
<td>City of Haslet Public Works Dept. and Planning Dept.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy LU-4.4.2:</strong> Improve bicycle and pedestrian connections into Old Town.</td>
<td>ONGOING</td>
<td>City of Haslet Planning Dept. and Engineering Dept.</td>
</tr>
<tr>
<td>Economic Development</td>
<td>Goal ED-1: Increased tax revenue (or stronger tax base)</td>
<td><strong>Strategy ED-1.3.1:</strong> Regularly update inventory of available sites and distribute via website and outreach activities.</td>
<td>ONGOING</td>
<td>City of Haslet Planning Dept. and Economic Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy ED-1.3.2:</strong> Develop list of target industries/businesses for outreach activities.</td>
<td>MEDIUM TERM (2-3 YEARS)</td>
<td>City of Haslet Economic Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy ED-1.5.1:</strong> Develop list of transportation and utility “hot spots” and funds to address them.</td>
<td>SHORT TERM (1-2 YEARS)</td>
<td>City of Haslet Engineering Dept. and Public Works Dept.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy ED-1.5.2:</strong> Participate in public/private partnerships.</td>
<td>ONGOING</td>
<td>All Departments</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy ED-1.5.3:</strong> Update multi-year Capital Improvement Plan annually.</td>
<td>ONGOING</td>
<td>City of Haslet Engineering Dept. and Public Works Dept.</td>
</tr>
<tr>
<td>Parks, Recreation and Natural Resources</td>
<td>Goal PR-1: Regional destination for civic services, events, and recreation</td>
<td><strong>Recommendation 1.1:</strong> Continue support for major events, the library, additional civic uses downtown.</td>
<td>ONGOING</td>
<td>All Departments</td>
</tr>
</tbody>
</table>
|              |      | **Recommendation 1.4:** Build on Community Park  
  • Work with BNSF Railway to determine feasibility of converting a portion of the abandoned rail corridor into a linear park.  
  • Connect to future parks via bicycle and pedestrian paths (i.e. linear park and park / open space along south branch of Henrietta Creek). | ONGOING | City of Haslet Engineering Dept., Public Works Dept., Economic Development, and Planning Dept. |

*Note responsible parties may also include elected and appointed officials on the Planning and Zoning Commission and the City Council, as well as other boards. Citizens, non-profit organizations, and private entities may also have a role to play.*
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</thead>
<tbody>
<tr>
<td>Parks, Recreation and Natural Resources</td>
<td>Goal PR-2: Green space preserved and connected</td>
<td><strong>Strategy PR-2.1.1:</strong> Prioritize areas for preservation as open space in new development (including environmentally sensitive areas, culturally significant places, connections between open spaces).</td>
<td>MEDIUM TERM (2-3 YEARS)</td>
<td>City of Haslet Planning Dept., Public Works Dept., and Parks and Recreation Board</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy PR-2.1.2:</strong> Modify zoning regulations to encourage new development to relate to open spaces.</td>
<td>SHORT TERM (1-2 YEARS)</td>
<td>City of Haslet Planning Dept., Engineering Dept. and Public Works Dept.</td>
</tr>
<tr>
<td></td>
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<td><strong>Strategy PR-2.1.3:</strong> Build on recommendations in the Comprehensive Plan to create an Open Space Master Plan as a component of or to compliment the Parks, Recreation and Open Space Master Plan and guide development design.</td>
<td>MEDIUM TERM (2-3 YEARS)</td>
<td>City of Haslet Public Works Dept., Parks and Recreation Board, and Planning Dept.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy PR-2.2.1:</strong> Establish a fund for the acquisition of future parkland and environmental/cultural assets.</td>
<td>MEDIUM TERM (2-3 YEARS)</td>
<td>City of Haslet Planning Dept., Public Works Dept., and Parks and Recreation Board</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy PR-2.2.2:</strong> Establish a partnership with the local land trust to assist in acquisition and to guide restoration activities on future park sites.</td>
<td>LONG TERM (3-5 YEARS)</td>
<td>City of Haslet Public Works Dept.</td>
</tr>
<tr>
<td></td>
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<td><strong>Strategy PR-2.3.1:</strong> Allow Open Space Subdivisions in the areas shown on the Parks and Natural Resources Concept Map. Ensure Open Space Subdivisions adhere to design guidelines (included in Plan or codified by zoning ordinance updates).</td>
<td>SHORT TERM (1-2 YEARS)</td>
<td>City of Haslet Planning Dept.</td>
</tr>
<tr>
<td></td>
<td>Goal PR-3: Create a balanced park and open space system and diverse recreational opportunities for the enjoyment of all citizens of Haslet</td>
<td><strong>Strategy PR-3.1.1:</strong> Update the Parks, Recreation and Open Space Master Plan (last updated in 2012).</td>
<td>LONG TERM (3-5 YEARS)</td>
<td>City of Haslet Public Works Dept., Parks and Recreation Board, and Planning Dept.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy PR-3.1.2:</strong> Acquire new parkland to meet the needs of the population of Haslet in the future.</td>
<td>LONG TERM (3-5 YEARS)</td>
<td>City of Haslet Public Works Dept., Parks and Recreation Board, and Economic Development</td>
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<tbody>
<tr>
<td>Parks, Recreation and Natural Resources</td>
<td>Goal PR-4: Built environment that is conducive to healthy living</td>
<td><strong>Strategy PR-4.1.3:</strong> Modify City street design standards so that as streets are constructed and improved, bike and pedestrian activity is accommodated.</td>
<td>SHORT TERM (1-2 YEARS)</td>
<td>City of Haslet Engineering Dept., Public Works Dept., and Planning Dept.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy PR-4.1.4:</strong> Construct greenway trails as shown on the Parks and Recreation Concept Plan in a connected manner to make them a viable option for transportation.</td>
<td>LONG TERM (3-5 YEARS)</td>
<td>City of Haslet Engineering Dept., Public Works Dept., and Planning Dept.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy PR-4.1.5:</strong> Consider enhancing existing and future parks and trails by integrating outdoor fitness equipment into the design.</td>
<td>ONGOING</td>
<td>City of Haslet Public Works Dept., Parks and Recreation Board</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy PR-4.1.6:</strong> Support Community gardens.</td>
<td>ONGOING</td>
<td>City of Haslet Public Works Dept. and Parks and Recreation Board</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy PR-4.2.1:</strong> Provide or partner with public and private entities to provide activities and facilities that promote a connected and healthy community.</td>
<td>ONGOING</td>
<td>Various public and private entities</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Goal INF-1: Ensure adequate infrastructure and services</td>
<td><strong>Strategy INF-1.1.1:</strong> Improve water and sewer capacity in Old Town and near I-35W.</td>
<td>LONG TERM (3-5 YEARS)</td>
<td>City of Haslet Engineering Dept., Public Works Dept., Planning Dept., Economic Development</td>
</tr>
<tr>
<td></td>
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<td><strong>Strategy INF-1.1.2:</strong> Participate in public-private partnerships to facilitate residential and commercial development.</td>
<td>ONGOING</td>
<td>All Departments</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy INF-1.1.3:</strong> Encourage public and private investment in new public parks and greenways.</td>
<td>ONGOING</td>
<td>City of Haslet Public Works Dept., Parks and Recreation Board, Planning Dept., Economic Development</td>
</tr>
<tr>
<td></td>
<td>GOAL INF-2: Connected, safe, functioning network of well maintained roads and other facilities</td>
<td><strong>Recommendation INF-2.2:</strong> Work to acquire ownership of key roadway segments.</td>
<td>ONGOING</td>
<td>City of Haslet Engineering Dept. and Public Works Dept.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy INF-2.2.1:</strong> Work with public and private partners to reserve ROW for and/or construct new roads as shown on Master Thoroughfare Plan.</td>
<td>ONGOING</td>
<td>All Departments involved in Development Review</td>
</tr>
</tbody>
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<th>Timeframe</th>
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<tbody>
<tr>
<td>Infrastructure</td>
<td>Goal INF-2: Connected, safe, functioning network of well-maintained roads that supports mobility.</td>
<td><strong>Strategy INF-2.2.2:</strong> Conduct study for the proposed improvement of Blue Mound Road.</td>
<td>MEDIUM TERM (2-3 YEARS)</td>
<td>City of Haslet Engineering Dept. and Public Works Dept.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy INF-2.2.3-4:</strong> Implement operational and safety improvements to key intersections along FM 156.</td>
<td>ONGOING</td>
<td>City of Haslet Engineering Dept. and Public Works Dept.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy INF-2.2.5:</strong> Study grade separation at railroad crossing on Blue Mound Road.</td>
<td>ONGOING</td>
<td>City of Haslet Engineering Dept. and Public Works Dept.</td>
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<tr>
<td></td>
<td></td>
<td><strong>Strategy INF-2.2.6:</strong> Strict enforcement of traffic laws and discourage residential cut-through traffic.</td>
<td>ONGOING</td>
<td>Tarrant County Sheriff’s Office</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy INF-2.3.1:</strong> Coordinate with TxDOT and implement streetscape improvements on FM 156 through Old Town.</td>
<td>ONGOING</td>
<td>City of Haslet Planning Dept., Engineering Dept., TXDOT</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy INF-2.3.2:</strong> Amend truck route ordinance.</td>
<td>LONG TERM (3-5 YEARS)</td>
<td>City of Haslet Engineering Dept., Public Works Dept., City Attorney</td>
</tr>
<tr>
<td></td>
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<td><strong>Strategy INF-2.3.2-3:</strong> Amend parking ordinance as needed to prohibit parking of oversized vehicles along key roadways.</td>
<td>ONGOING</td>
<td>City of Haslet Engineering Dept., Public Works Dept., City Attorney</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy INF-2.4.1-2:</strong> Adopt access management ordinance.</td>
<td>SHORT TERM (1-2 YEARS)</td>
<td>City of Haslet Planning Dept. and Engineering Dept.</td>
</tr>
</tbody>
</table>
| | | **Strategy INF-2.5.1-3:** Amend Roadway Design Standards to address:  
• bicycle facilities and sidewalks  
• on street parking | SHORT TERM (1-2 YEARS) | City of Haslet Planning Dept. and Engineering Dept. |
| | | **Recommendation INF-2.5.5:** Support the development of greenways. | SHORT TERM (1-2 YEARS) | City of Haslet Planning Dept., Public Works Dept., and Parks and Recreation Board |
| | | **Strategy INF-2.5.6:** Coordinate with the NCTCOG to optimize the opportunity for a transit facility on the proposed high intensity bus service near Haslet. | LONG TERM (3-5 YEARS) | City of Haslet Planning Dept. and Engineering Dept. |

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<td><strong>Goal INF-3: Effective leadership and governance</strong></td>
<td><strong>Strategy INF-3.1.1:</strong> Hold quarterly individual work sessions as well as annual group work sessions on regional transportation issues with the Planning Departments of the City of Fort Worth, Tarrant County, Texas Department of Transportation (TxDOT), and North Central Texas Council of Governments (NCTCOG).</td>
<td>MEDIUM TERM (2-3 YEARS)</td>
<td>City of Haslet Planning Dept. and Engineering Dept.</td>
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<td></td>
<td></td>
<td><strong>Strategy INF-3.1.2:</strong> Become a member of the NCTCOG’s Surface Transportation Technical Committee to establish a presence, develop relationships, and provide input on surface transportation planning and funding of transportation improvements in the DFW Metropolitan Area.</td>
<td>SHORT TERM (1-2 YEARS)</td>
<td>City of Haslet Planning Dept. and Engineering Dept.</td>
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<td><strong>Strategy INF-3.1.3:</strong> Coordinate with regional authorities to ensure adequate water supply and sewer treatment capacity.</td>
<td>ONGOING</td>
<td>City of Haslet Engineering Dept., Public Works Dept., and Planning Dept.</td>
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<td></td>
<td><strong>Strategy INF-3.2.1:</strong> Coordinate between departments to compile information on the city expenditures needed to provide services to different types of land uses.</td>
<td>ONGOING</td>
<td>City of Haslet All Departments</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Strategy INF-3.2.2:</strong> Conduct a fiscal impact analysis to determine long-term fiscal implications of the future land use plan.</td>
<td>MEDIUM TERM (2-3 YEARS)</td>
<td>City of Haslet Planning Department</td>
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Appendix A:
MAPS AND FIGURES
Table 1: Master Thoroughfare Plan Table

<table>
<thead>
<tr>
<th>Street Classification</th>
<th>Min. ROW Width</th>
<th>Min. Road Width</th>
<th>No. of Lanes &amp; Widths</th>
<th>Median Width</th>
<th>Bike Lane Width</th>
<th>Pkwy Width (Planting strip and Sidewalk or MUP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principle Arterials</td>
<td>120'</td>
<td>100'</td>
<td>(6) lanes @12'</td>
<td>16'</td>
<td>-</td>
<td>(2)–10'</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16'</td>
<td>-</td>
<td>(2)–16'</td>
</tr>
<tr>
<td>Major Arterials</td>
<td>110'</td>
<td>76'</td>
<td>(4) lanes @12'</td>
<td>16'</td>
<td>6'</td>
<td>(2)–17'</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>22'</td>
<td>-</td>
<td>(2)–20'</td>
</tr>
<tr>
<td>Minor Arterials</td>
<td>80'</td>
<td>48'</td>
<td>(2) lanes @12'</td>
<td>12'</td>
<td>6'</td>
<td>(2)–16'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>36'</td>
<td>(3) lanes @12'</td>
<td>-</td>
<td>-</td>
<td>(2)–22'</td>
</tr>
<tr>
<td>Collector Streets</td>
<td>60'</td>
<td>36'</td>
<td>(4) lanes @12'</td>
<td>12'</td>
<td>-</td>
<td>(2)–12'</td>
</tr>
<tr>
<td>Old Town District Streets</td>
<td>68'</td>
<td>50'</td>
<td>(2) lanes @12'</td>
<td>0-10'</td>
<td>Sharrow</td>
<td>(2)–9'</td>
</tr>
<tr>
<td></td>
<td>55'</td>
<td>39'</td>
<td></td>
<td>-</td>
<td>-</td>
<td>(2)–8'</td>
</tr>
</tbody>
</table>
Map 4: Conventional Subdivision Conceptual Plan*
One idea for ensuring compatible development and preserving open space in new developments is to allow for a gross density option in areas with key natural features (i.e. vistas, steep slopes, tree groupings, riparian areas or floodplains). Open Space Subdivisions, which are also known as a conservation subdivisions, would allow for flexibility in lot size (while maintaining a 2 dwelling unit per acre maximum) in exchange for a high percentage of parks and open space (i.e. >40%).

For more information on Open Space Subdivisions and the potential benefits of encouraging gross density vs. net density see the following resources:

- Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks, Randall Arendt
- Rural By Design, Randall Arendt

**CONVENTIONAL SUBDIVISION DEVELOPMENT CHARACTERISTICS**

- 246 homes (+/-1/2 acre - 1 acre lots)
- ½ Acre Minimum Lot Size
- No lot size flexibility
- Limited Parks and Open Space Required
- 25 homes adjacent to existing residential
- Environmental features / views lost

**EASEMENT OPEN SPACE**

*Note Conceptual Plans are meant to represent intended scale, use mix, orientation and key features, but actual development proposals may vary based on detailed site analysis and market factors*
Map 5: Open Space Subdivision Conceptual Plan*
OPEN SPACE SUBDIVISION
DEVELOPMENT CHARACTERISTICS

- 246 Lots
- Flexibility in lot sizes to meet market demand (i.e. for seniors)
- 2 Dwelling Unit per acre Gross Density Maximum
- 40%+ Parks and Open Space
- 2 homes adjacent to existing residential
- Less infrastructure cost
- Environmental features / views conserved

*Note Conceptual Plans are meant to represent intended scale, use mix, orientation and key features, but actual development proposals may vary based on detailed site analysis and market factors
Map 6: Regional Retail Precedents & Competition Map
Map 7: Natural Resources Map
Map 10: Residential Built Year Map
Map 11: Development Constraints
Map 12: Commercial Suitability Map
Map 13: Residential Suitability Map

Context Features
- City of Haslet
- ETJ
- Counties
- Gas Wells

Residential Suitability
- Low Suitability
- Medium Suitability
- Highly Suitable

Residential Suitability Analysis Notes

Definition of Suitability: A measure of environmental and economic factors that contribute to the acceptability of a given area for a particular use.

Factors considered include:
- Proximity to residential areas
- Proximity to higher density residential
- Proximity to retail and services
- Proximity to schools
- Proximity to industrial uses
- Access to utilities
- Access to major roads and exits
- Slope and other environmental constraints
- Parcel sales

RESIDENTIAL SUITABILITY
CITY OF HASLET COMPREHENSIVE PLAN

1 inch = 1,000 feet
Appendix B:
STATE OF THE CITY REPORT
COMPREHENSIVE PLAN
HASLET TODAY
Fast Growing Region

North Texas to Grow by 3.8 million people by 2040

- 700,000 new jobs
- Tarrant County estimated to grow by 1.1 million people by 2040 (62%)
- Growth trend north and west from Dallas

Source: NCTCOG
Alliance is Major Economic Engine

- 40,000 employees, 400 corporate residents
- Fastest growing area of metroplex
- $250M Airport Expansion Program
- Parallel Runway Extension
- Provides for Europe/Asia Direct Air Cargo
Steady Residential Growth

Source: U.S. Census

Haslet Historical Population Growth
Haslet Residents Today Are...

**A bit older**

Median Age is 43 compared to 33 (entire State)

**Educated**

- Less than high school graduate
- High school graduate (includes equivalency)
- Some college, no degree
- Associate’s degree
- Bachelor’s degree
- Graduate or professional degree

**Married with kids**

- Singles
- Single Parents
- Married
- Married with Kids
- Other

Average Household Size is 2.85

**Affluent**

31% Higher Household Income than Tarrant County

Source: U.S. Census
Strong Single-Family Residential Real Estate Market

Current Stats (Census)
- Total Housing Units: 763
- Housing Type: 93% SF
- Median Value: $350,000

Current Stats (Realtor.com)
- Low Inventory
- Average Home Price: $249,490
- Median Days on Market: 45
Strong Employment Sector

- Jobs in 2013: 1,108
- Jobs / Household Ratio: 1.7
  - Exceeds standard target of 1.5*

*See Finding the Balance: Low-Wage Jobs and Affordable Housing in the City of Austin, 2014
But Most Haslet Residents Work Somewhere Else

- 1,107 People Commute Into Haslet
- 747 People live in Haslet and work elsewhere*
- Very few people live and work in Haslet

*747 people represents 99% of workforce
Existing and Projected Traffic

2014

2035

Source: NCTCOG Mobility 35 - YR 2014

Source: NCTCOG Mobility 35 - YR 2035
Limited Biking, Walking and Transit

Nearest service is Fort Worth’s Express Bus Route 63 to Downtown via the North Park and Ride

There is a loop trail (0.9 miles) in the Community Park, but no other trails in the City.

There are 11.7 miles of PLANNED trail facilities
Parks and Rec

- Park Board in operation since 1990
- Facilities
  - Haslet Community Park
  - Nance Field
  - Fire Station Fields
- 2012 Parks and Rec Master Plan
  - Priorities:
    - Nature Areas / Trails / Greenways (with benches)
    - Water Features (creeks / lakes)
    - Indoor Rec Center
    - Dog Parks
- Additional parks recommended in Parks and Rec Plan and I-35 Corridor Study (2015)
- Leagues administered by Haslet Sports Association
Residents Spend 64% of income on Housing + Transportation Costs

Average Housing + Transportation Costs % Income

- Housing: 38%
- Transportation: 36%
- Remaining Income: 26%

Source: Center for Neighborhood Technology www.htaindex.net.org
Over 80% of Land is in Ag or Residential Use

Source: Tarrant County Tax Parcel Data
Use vs. Revenue Imbalance

Source: Tarrant County Tax Parcel Data
Industrial and Commercial have the highest average tax value per acre

Haslet Residents will be ...

- Older
- More Diverse
- Who else?

“What will be different in this next housing cycle is that the growth will not come from typical move-up middle-aged buyers but instead from minorities, especially Hispanic buyers as well as active adult retirees, the baby-boomers that are 65 years old and older.”

~ Residential Strategies Inc, DFW Executive Summary
Evolving Town Character

1/8-1/2 Acre Lots

2-6 Acre Lots

1-2 Acre Lots

0.5-1 Acre Lots

Southern Estates

Old Town

Haslet Park

The Meadows / Ashmore
Land Availability

70% Undeveloped/Underutilized
• 4,873 Acres

30% Developed
• 2,115 Acres

Source: Tarrant County Tax Parcel Data
How big is 4,000 acres?

4 Downtown Fort Worths
2 Trophy Clubs
37 Downtown Roanokes
22 Haslet Park Subdivisions
38 Amazon Distribution Centers
Development Constraints

- Airport Controls
- Gas Wells
- Floodplain
- Steep Slopes
Transportation Opportunity

Ability to plan the right way

Great opportunity to provide input on the look and feel of the roads that the city envisions for its future

Future Transit Opportunities

Source: Haslet Master Thoroughfare Plan, 2013
Future Land Use

- Last adopted in 2014
- Non-residential, mixed use and residential areas delineated
- Does not include results of most recent land use recommendations from I-35 study
- Clarification on the type of residential / commercial / mixed use may be necessary
Appendix C:
PUBLIC INVOLVEMENT SUMMARY
Table of Contents

1. Input from December 2, 2015 Community Meeting #1 ........................................ 1
2. Input from February 3, 2016 Community Meeting #2 ........................................ 3
3. Input from March 2, 2016 Community Meeting #3 ............................................ 6
4. MySidewalk Comments ....................................................................................... 7
Haslet Comprehensive Plan
Haslet Community Meeting #1 Notes
December 2, 2015

Transportation Issues & Ideas
- East/west corridor (where is I70?)
- Red light at intersection at 156 and Westport
- Left hand turn lane into the Meadows
- Right hand turns at Bonds Ranch and 156 (Yes! Yes!)
- No truck traffic at our end of Westpark (Keller Haslet)
- Fix light turn lane at Bonds Ranch and Blue Mound on 156 to flashing yellow (Yes)
- Safety is a big traffic issue. Need more lands going east on Bonds Ranch from 156 to 35
- Fix/expand Blue Mound east of 156
- Need additional north/south thoroughfare such a Harmon
- Prohibit truck parking on 156 in front of Subway
- Don’t make permanent road development (blocks sight) until I35 is complete (truck traffic nightmare)
- No expansion of 156, Bonds Ranch, Blue Mound, etc. until 35W is complete. Expansion will drive truck and traffic into downtown Haslet.
- Baby boomers - old per slide does not equal urban
- 156 Lane into Heritage Baptist Church
- Route traffic around Haslet not through it – do not expand 156 but encourage the use of 35
- Right turn lane (going north on 156) for Bonds Ranch – to avoid cutting through neighborhood
- Bike lane on 156
- Expand Blue Mound going west of 156 to lessen traffic on Avondale
- 170 east/west corridor is an important piece of the puzzle
- Extend main street to Westport Realignment

Natural Resources and Parks & Rec
Issues & Opportunities
- Trails that connect!
  - Loop around Haslet (asset to corporate users and community)
- Tennis courts
- Bike trail to Alliance Town Center
- Dog Park
- Tennis courts – grants available from national tennis association (30k) and state tennis (5-10k)
- Playgrounds
- Rec center with fitness equipment
- Upgrade softball/baseball fields (soccer)
- More fitness amenities to support active lifestyles
- Better access to baseball facility behind F.D.
- Need fitness facility by softball complex
- Play park/ concession stand in center of 4plex (much like Bob Jones/Southlake)
- More parking to back left (NW) side of softball/rec field
- Support from/awareness participation from city for softball – HSA (funding)
- Playground and fitness for “old folks”
Haslet Comprehensive Plan
Haslet Community Meeting #1 Notes
December 2, 2015

- Rec center, tennis court, dog parks

Land Use, Housing & Economic Development
Issues & Opportunities
- East/west traffic and roadways
- Quality of homes and land mass for home value – NO TRACK HOMES!
- No homeland/lot size under ½ acre – NO TRACK HOMES!
- Quality of new build homes to meet or exceed Ashmore/Meadows
- Residential parcels should not be designated as Community Services on Future Land Use Plan
- When you re-route Westport Parkway to Avondale Haslet Road, please extend Main Street east on the old Westport Parkway extension and create a larger, more productive and profitable old town area that encompasses the trails on the east side of the abandoned tracks.
- Expand old town overlay to realign Westport Parkway area
- No apartments, but okay with Mixed Use in old town
- Would love quality gates community with duplexes or condos with dog park
- No high density tract homes
  - Keep ½ acre lots
  - Maybe some upscale town homes
1. CURRENTLY THE DRAFT LAND USE CONCEPT MAP CALLS FOR MOSTLY LOW DENSITY RESIDENTIAL WITH A MIX OF RESIDENTIAL HOUSING TYPES (SMALLER LOTS, TOWNHOMES AND MULTI-FAMILY) ONLY LOCATED NEAR OLD TOWN, AND AS PART OF THE MIXED USE AREAS (I.E. I-35 TOWN CENTER SITE). A RESULT OF THIS LOW DENSITY LAND USE PATTERN, DEMAND FOR ADDITIONAL RETAIL AND RESTAURANTS MAY BE LIMITED. IS THIS OK?

<table>
<thead>
<tr>
<th>Votes</th>
<th>Housing Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>A) Low density is preferred</td>
</tr>
<tr>
<td>5</td>
<td>B) The Draft Land Use Concept Map shows mostly low density and a limited mix of housing I am comfortable with</td>
</tr>
<tr>
<td>9</td>
<td>C) To recruit more commercial development and have a broader range of housing choices, smaller lot homes or other housing types should be encouraged in the following areas</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Housing types:</th>
<th>Location:</th>
</tr>
</thead>
<tbody>
<tr>
<td>High quality town homes</td>
<td>West in T/O East, adjacent to I35 along commercial</td>
</tr>
<tr>
<td>No apartments</td>
<td>Blue Mound Road</td>
</tr>
<tr>
<td>Villas/smaller lots</td>
<td>Condos</td>
</tr>
<tr>
<td>Townhomes</td>
<td>Old Town</td>
</tr>
<tr>
<td>Condos - luxury</td>
<td>Outside edges of Old Town</td>
</tr>
<tr>
<td>High value/smaller lots</td>
<td>Downtown</td>
</tr>
<tr>
<td>Keep existing farm feel</td>
<td>North/East I56/West Port</td>
</tr>
<tr>
<td>Southwest of Downtown</td>
<td>Old Town</td>
</tr>
<tr>
<td>Keep more modern</td>
<td>Single family housing</td>
</tr>
<tr>
<td>Custom homes (no trac homes)</td>
<td>Old Town/West Port</td>
</tr>
<tr>
<td>Smaller lots</td>
<td>Blue Mound Road</td>
</tr>
<tr>
<td>Empty nesters/millennials</td>
<td>Blue Mound Road</td>
</tr>
</tbody>
</table>

2. WHAT ADDITIONAL CHANGE WOULD YOU MAKE TO THE LAND USE CONCEPT TO BE MORE IN LINE WITH YOUR VISION?

- Be even more flexible than what you showed tonight; more parkland and trail ok with higher density; has to be a tradeoff for developers
- We need high quality town homes; no apartments.
- Gross density not net ½ acre
- Looks great. My vision is that hopefully at sometime in the future we might resemble downtown Grapevine.
- Urban downtown and keep old town feel outside of downtown with driving so there is still a nice scenic drive – like Westlake
- More mixed use; more parks; create a destination; I prefer an Apex concept to Harrisburg.
- I like the proposal you are making, but wish could connect Hugh White with the park/trail system. How can we do this?
3. TELL US WHAT YOUR TOP THREE PREFERRED PARKS AND RECREATION FACILITIES (LABEL IN ORDER OF PREFERENCE 1,2,3 WITH 1 BEING HIGHEST PRIORITY).

<table>
<thead>
<tr>
<th>Facility</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>Unranked</th>
<th>Comments on locations or preferred facilities:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Areas</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>1</td>
<td>Within/adjacent to new residential development. Water areas, hills &amp; views.</td>
</tr>
<tr>
<td>Greenways/Trails</td>
<td>6</td>
<td>1</td>
<td>3</td>
<td></td>
<td>Connecting parks to residential development. Connect Hugh White with park system.</td>
</tr>
<tr>
<td>Indoor Rec Center</td>
<td>3</td>
<td>2</td>
<td>4</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Pool</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Playgrounds</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dog Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sports Fields</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>Support maintenance &amp; Improvement</td>
</tr>
<tr>
<td>Tennis Courts</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td></td>
<td>Tennis courts by the fire station</td>
</tr>
<tr>
<td>Pickleball Courts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Courtyard</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Equine trails</td>
</tr>
</tbody>
</table>

4. DO YOU LIKE THE IDEA OF ALLOWING OPEN SPACE SUBDIVISIONS (LOT FLEXIBILITY IN EXCHANGE FOR 40%+ OPEN SPACE OR PARKS) IN THE LOCATIONS INDICATED ON THE PARKS AND OPEN SPACE CONCEPT MAP?

<table>
<thead>
<tr>
<th>Votes</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>YES: Open Space Subdivisions may be ok in certain areas to preserve scenic views or environmental features</td>
</tr>
<tr>
<td>1</td>
<td>NO: I prefer 1/2 acre lots because</td>
</tr>
<tr>
<td>3</td>
<td>MAYBE: In certain areas, with high standards to ensure quality of development</td>
</tr>
</tbody>
</table>

5. EVALUATE ROAD CLASSIFICATIONS AS PROPOSED. WHAT CHANGES TO ALIGNMENTS OR CLASSIFICATIONS SHOULD BE CONSIDERED?

- Sounds good
- Haslet Parkway I-70 is not realistic on your map. It is longer on the state's plan. It cannot
- Emphasize east-west movement with Bonds Ranch, Blue Mound and Westport-Avondale Haslet
- Leave out extension of Haslet Parkway to the west
- I-70 Haslet Parkway is key
- I wouldn’t make any changes to your proposal
- Increase high truck traffic alternative, closer to 35w; add turn lanes on 156 and Bonds Ranch
- Add turn lanes to I56 – near term
- Add railroad over/under passes east-west – long term
- I56 to be widened
- Westport to be completed from Amazon to I56
Haslet Comprehensive Plan
Haslet Community Meeting #2 Feedback
February 3, 2016

- Stop light at Worstport to I56
- Do not want the proposed road from 35 direct to I56 behind Haslet Park addition
- Your east-west suggestions make sense to me; Bonds Ranch and I56 seem rather hopeless.

6. WHAT CHANGES WOULD YOU MAKE TO THE PROPOSED BIKE/PED NETWORK?
- If anything, make it bigger.
- I know it’s probably not possible, but it would be great to extend trails south in to Hugh White.
- Add bike network to parks not I56 or high use roads – dangerous & traffic movement hindering
- Most important – needs to be interconnected and be more useful in transportation than just recreational.
- More pedestrians in Old Town. Connect Hugh White with the city.

7. WHAT ARE YOUR BIG IDEAS? WHAT DID YOU EXPECT TO SEE IN THE CONCEPTS PRESENTED THAT IS NOT?
- Council is doing a great job on fixing transportation. They are working with state, Ft. Worth and County.
- Focus energy to get the property on 35 developed with commercial to drive tax base.
- Develop a comp plan that allows City staff to work with future developers and grow Haslet.
- Being able to take the train to downtown Fort Worth and back again
- Possibly of moving into a patio or town home when I get older and still stay in Haslet
- Timeline – what needs to happen first to pay for next phase?
- Return on investment
- Low turn out of younger residence – take the presentation into the communities at someone’s house.
- How do you know if any retail wants in Haslet with Alliance less than 5 miles away?
- Well presented, well researched, well constructed. You haven’t left out any big ideas.

8. WHAT IDEAS DO YOU WANT TO BE RESEARCHED FURTHER AND MORE DETAIL ON IN THE DRAFT PLAN?
- The Council is doing a great job with the funds available.
- Keep pounding away on diversity in housing – with ½ acre lots only we will never realize our potential and in my mind eventually property values will suffer
- How would you improved our Old Town plan? How can we design other “Center” plans to make Haslet more of a town that we can enjoy rather than drive through?

ADDITIONAL COMMENTS:
- The development of Old Town is unlikely. Why would a developer want to deal with 15 or 50 instead of moving over ½ mile and purchasing the same amount of land for much less money and negotiating with one landowner.
- Looks like a good overall plan for the town.
- Would really like to see a place for retiree or smaller families to live without cookie cutter homes.
- Keep up the great work – this is exactly what we need.
- No chain restaurants or businesses/ general commercial. How are we going to control builders allowed in open space subdivisions? Roanoke was not a good example – they brought in track-home look across from Walmart.
- Yours is a really fine proposed plan for our town.
Haslet Comprehensive Plan
Summary of Comments at Community Meeting #3
March, 3, 2016

- Change SF Res to Office for FWRR property south of Amazon
- Expand Old Town or Mixed Use area East of Henrietta Creek trib to Westport Pkway realigned
- Tennis courts needed at existing or future parks
- Greenway through Maxwell Road area may impact livestock
- School house Rd MUP grant was won from TxDOT
What are the top three reasons you love living here?

#Government, #Transportation, #Livability in Dallas-Fort Worth-Arlington Area, Tarrant County, TX, Haslet, TX

What makes Haslet a great place to live?

Affordability
Climate
Family-friendly
Jobs
Location
Safety
Schools
Small Town Character
Quality of Life
Other

Vote on this poll 28 people have voted

Like  Share  7 people like this
Post:

Posted: November 30, 2015 4:10 PM

**Haslet Comprehensive Plan**

**Preserving Haslet's Character**

Tarrant County and the Dallas, Fort Worth area surrounding the City of Haslet is growing rapidly. What steps should be taken to preserve the character of Haslet while accommodating some growth and economic development?

Likes: 0  Responses: 4

---

Responses:

Posted: January 8, 2016 11:42 AM

**Rachel Pickett**

When we decided that we would call Haslet home, several things were part of our consideration set. We did not want zero lot lines, we wanted a community feel vs big city feel, and the culture of community was a big reason we chose Haslet. The first city council meeting we attended the phrase "satellite city" was used. After explanation, the focus was to maintain our city, its values, its character, its personality. The council said it was their goal to preserve Haslet and hold its property values. I do think we need to hold firm to the minimum 1/2 acre lots, new builds be at Ashmore Farms and the Meadow standards or higher.

Likes: 3
**Patricia Hilborn**
I think a good start would be to establish a consensus on describing Haslet’s character. In Hugh White, we have an idea that Haslet is a rural community, but other subdivisions see Haslet differently. Newer residents want city amenities that old residents never even considered. When the streets of Hugh White were cut, I’m sure the old timers (descendants of farmers!) shook their heads sadly. We weren’t even in the city limits then, but they knew we would change Haslet. That’s been true of every new subdivision and addition. I think the best we can hope for is that the city makes thoughtful decisions that keep residential and industrial development separated, that bring in appropriate commercial growth, and that doesn’t erase our past completely.

Likes: 0

---

**Julie Rodgers**
I agree that we should enforce the 1/2 acre minimum lot size. We diminish the ability to enforce this restriction if we allow a variances.

Likes: 0

---

**Sheila Moore**
I am in full agreement we should enforce the 1/2 acre minimum lot size. We would like to build a new home, and want to stay in Haslet and do not want a lot less than 1/2 acre. I know of several people who want to move to Haslet, because they like the fact the houses are built on 1/2 acre lots. They all live in areas where they can eat dinner and watch their neighbor in their home. They would love to move here but there are no homes. Also, I would think Haslet would want more upscale homes, not "cookie cutter" homes in the city.

Likes: 0
Post:

Posted: November 30, 2015 4:28 PM

Haslet Comprehensive Plan

Transportation Problems

What is the biggest transportation problem in Haslet? This could be general or specific. A general problem could be, "Need more street trees" or "Need more sidewalks". A specific problem could be an intersection that needs to be addressed or a section of roadway that needs to be connected or improved.

Likes: 1  Responses: 9

Responses:

Posted: December 1, 2015 5:21 PM

Patrick Richey

Haslet’s biggest problem is lack of planning and understanding Fort Worth's plan and Hillwood’s plan for the city as it relates to streets. and roads. Bonds Ranch Road and Blue Mound Rd are already choked with traffic and are unable to handle the loads. The extension of 170 west past I35W to HW156 is critical for the future.

Likes: 4
Lisa Brown
The traffic situation in Haslet has become out-of-control. Until we can figure out a solution to our traffic issues, I prefer not to increase the residential population. What used to be a 5 minute trip to get to 287, now takes anywhere from 20-30 minutes from Ashmore Farms from about 4:30-6:30pm Monday - Friday. The amount of 18-wheeler traffic on Blue Mound and on 156 has steadily increased in the 10 years I have lived here. The amount of increase in heavy-load traffic and the time it takes one to start from a complete stop at a traffic light is one of the major reasons traffic is so horrendous. Only a few cars get through each light cycle waiting on 18-wheelers. Once we get traffic back to a reasonable pace, I have no problem with growing Haslet for the future.

Likes: 6

Paul Sciacca
Right turning lanes on westbound Blue Mound Road and W. Hicks Road at 157. Possibly right turn lanes in other direction as well. I'm not familiar with traffic going that direction.

Likes: 2

Erin Berryhill
I agree that the traffic on 156 has become a problem. Trying to get out of Ashmore Farms, early morning and late afternoon, has become a challenge. Bonds Ranch Road and 156 is obviously an issue.

Likes: 1

Rachel Pickett
I think there should be a plan for a turning lane on 156 turning into Ashmore and The Meadow. People traveling on 156 that do not live in either neighborhood d not slow down and there have been more than several close calls from being rear ended.

Likes: 0
Posted: January 9, 2016 11:47 AM

**Patricia Hilborn**

I hope Land Design can help us find an appropriate means to address our growing traffic problems (and other funding needs) through thoughtful economic changes. We need a robust sales tax base to fund projects, but we also need to protect the residents’ quality of life. Thoughtful planning should allow us to meet several goals -- necessities and desires. Our city has paid for professional advice before. How do we follow through?

Likes: 0

Posted: January 10, 2016 12:36 AM

**Julie Rodgers**

Our house is on Virginia Lane, a street that intersects with Bonds Ranch. At rush hour this road is gridlocked between Harmon and 156 making it impossible to get of the Hugh White neighborhood. Cars turn down Virginia to cut through to 156 creating increased traffic, typically at well over the speed limit. Can the city create turn lanes or widen the Haslet half of Bonds ranch? Add a few speed bumps, improvements or deterrents? Just for grins try to get out pulling a horse trailer!

Likes: 2

Posted: February 3, 2016 2:2 PM

**Sheila Moore**

I live in Ashmore Farms and I am of the opinion there needs to be at least a "No blocking entrance" sign placed on 156. It is impossible to turn into Ashmore Farms when traveling NB. In addition, I am almost afraid to come to a complete stop fearing I may be rear-ended by on coming NB traffic. Since the speed limit increases around this same point, drivers tend to speed up in order to make it through the light. Also, exiting Ashmore onto 156 NB is an accident waiting to happen. Lastly, there needs to be right turn only lanes on all four corners at the 156/blue mound road intersection.

Likes: 0

Posted: February 27, 2016 11:46 AM

**bob golden**

As an FYI update, the northbound turn lane on FM 156 into Ashmore Farms was recently striped. At the City Council Meeting on March 7, Council will be considering the location of traffic calming devices (speed humps) for Bayne and Virginia in Hugh White as well as Arbor Lane in Ashmore Farms.

Likes: 0
Post:

Posted: November 30, 2015 4:23 PM

Haslet Comprehensive Plan

Ideas for Goals

What are some ambitious goals that decision makers could set for the City's future? Goals are something we are working towards. The Comprehensive Plan can have recommendations on a variety of topic areas including, but not limited to land use, transportation, economic development, housing, utilities, parks and recreation, natural resources, community services and public health. The first step is to identify goals to help guide the recommendations. Some example of goals are: “Establish a best-in-class park and recreation system”, "Encourage quality development", or "Reduce the rate of childhood obesity by 2030".

Likes: 0  Responses: 4

Responses:
Posted: December 1, 2015 5:39 PM

**Patrick Richey**

Haslet’s long time problem with goal setting is having a vision of the future. So many voters want to keep the rural feeling in Haslet because that what they moved here for many years ago. If the goal is to leave Haslet just like it is now then why are we spending money planning for the future. My plan would be to have a goal to build relationships with the regional authorities that can help us connect the things you list as goals. Everyone says they want upscale housing on large lots, but obvious that developer can’t make this work for them. Parks and recreation systems, but we tend to build them on very valuable property that could bring large tax revenue to the city instead of planning them for land that is more in line with their use. I drive around late at night and look at the area of Haslet. It is very easy to find at night because it’s the large dark area in the middle of all the lights and development around it. Professionals such as Land design need to help educate and lead Haslet out of this darkness. We have proven for the last 20 years that we are not capable of this on our own.

Likes: 2

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Posted: January 8, 2016 12:13 PM

**Michael Manley**

I think we should model Southlake. They have done a great job of maximizing tax revenue and maintaining a small town feel.

Likes: 1

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Posted: January 9, 2016 11:36 AM

**Patricia Hilborn**

I would add that Roanoke has kept its old town intact while adding sales tax revenue at the north end of town.

Likes: 1

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Posted: January 10, 2016 1:15 AM

**Julie Rodgers**

A local recreation center similar to the one in Roanoke would be a nice benefit for residents.

Likes: 0
Hey, if we're missing your location info, you're missing out.
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February 17 (February 17, 2016 at 8:52 AM)  
Haslet Comprehensive Plan posted

Parks and Recreation Priorities

#Wellness, #Parks, #Livability in Dallas-Fort Worth-Arlington Area, Tarrant County, TX

Tell us your top three preferred parks and recreation facilities. This question was asked during the last public meeting. Additional input received here will help determine priorities in the implementation portion of the Comprehensive Plan.

You can select 4 choices

- Natural Areas
- Greenways / Trails
- Indoor Recreation Center
- Pool
- Playgrounds
- Dog Park
- Sports Fields
- Tennis Courts
- Pickleball Courts
- Other: Enter below

Vote  View results

Like  Share
Conventional Vs. Open Space Subdivision Option

#Livability, #Parks, #Sustainability in Dallas-Fort Worth-Arlington Area, Tarrant County, TX, Haslet, TX

Do you like the idea of allowing open space subdivisions (lot flexibility in exchange for 40%+ open space or parks) in locations that have sensitive natural resources and/or in areas where future parks are located on the draft Parks and Recreation concept map (see: ... Read More

YES: Open Space Subdivisions may be ok in certain areas to preserve scenic views or environmental features

NO: I prefer ½ acre lots no matter what

MAYBE: In certain areas, with high standards to ensure quality of development

Vote on this poll 12 people have voted

Like Share

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Post:

Posted: February 22, 2016 8:50 AM

Haslet Comprehensive Plan

Draft Future Land Use Map
Currently the Draft Land Use Concept Map (see <https://www.dropbox.com/s/2fi8j3q6kvchxrfdFLU%20Map%20and%20Descriptions_2016_02_20.dl=0>) calls for mostly low density residential with a mix of residential housing types (smaller lots, townhomes and multi-family) only located near Old Town, and as part of the Mixed Use areas (i.e. I-35 Town Center site). What change would you make to the land use concept to be more in line with your vision?

Likes: 0  Responses: 2

Responses:

Posted: February 27, 2016 11:30 AM

bob golden

Allow higher density residential on the outer edges of the established residential areas. For example, on the western side of the proposed commercial development along 35W to the east of the city and in the ETJ to the west of the city.

Likes: 0

Posted: February 28, 2016 10:13 AM

Linda Courville

Make sure that the natural habitats for the wild animals and their prey is taken into account and not ignored. This is happening too often around the area.

Likes: 0