



CITY of HALTOM CITY

**COMPREHENSIVE
LAND USE PLAN
2010**

City of Haltom City
5024 Broadway Ave.
P.O. Box 14246
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July 2010

TABLE OF CONTENTS

Comprehensive Land Use Plan 2010

ACKNOWLEDGEMENTS.....	i
VISION, GOALS, AND OBJECTIVES	<u>1-1</u>
Vision for Haltom City's Future	1-1
Goals and Objectives	1-1
Land Use	1-2
Natural Environment	1-3
Historic Preservation	1-4
Transportation/Thoroughfare System.....	1-4
LAND USE PLAN.....	<u>2-1</u>
Existing Land Use Classifications	2-1
Demographics	2-2
Land Use Issues.....	2-5
Goal and Objectives	2-6
Policies.....	2-7
Planning and Procedural	2-7
Land Use	2-8
Future Land Use Plan.....	2-9
Relationship of Land Use to Zoning	2-12
Implementation	2-13
Amendments to the Future Land Use Plan	2-14
THOROUGHFARE PLAN	<u>3-1</u>
Authority for Planning and Regulating Thoroughfares	3-1
Thoroughfare Planning	3-1
Functional Classifications	3-2
Freeways	3-3
Principal Arterials.....	3-3
Minor Arterials	3-4
Collectors	3-6
Local	3-7
Goal and Objectives	3-8
Policies.....	3-9
Major Thoroughfare Plan.....	3-10
Implementation	3-11
Plan Amendment Process.....	3-12

ACKNOWLEDGEMENTS

Comprehensive Land Use Plan 2010

The Comprehensive Land Use Plan 2010 was prepared under the supervision of the following officials of the City of Haltom City, Texas

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VISION, GOALS AND OBJECTIVES

Comprehensive Land Use Plan 2010

Planning for the future begins with a vision, a broad statement that expresses how the community sees itself as it moves toward the future, particularly over the next 20 years. It is an ideal image of the future based on the values that the community holds. By recognizing its association with the past, understanding of the present, and desires for the future, a vision for the City of Haltom City defines the ideal image of the future.

THE VISION FOR HALTOM CITY'S FUTURE

Haltom City takes pride in its:

- Identity as a historic, more established city in the western Metroplex;
- Established and new neighborhoods with a variety of housing types;
- Quality parks and open space that preserve the natural environment;
- Well maintained local streets, thoroughfares, and pedestrian / bicycle "ways" that provide circulation and access to neighborhoods and businesses;
- Business climate that sustains its local businesses and attracts compatible new commercial endeavors in appropriate locations;
- Viable businesses that support the economy located in industrial, commercial and mixed use settings; and
- Outstanding community facilities and public services provided effectively and efficiently.

In which, all of the above, is overseen by its progressive and responsive city government.

GOALS AND OBJECTIVES

While a vision is the heart of the planning process for the future, goals and objectives are the guides for implementation. After the vision is formed, the next step is to identify the ways to secure it through goals and objectives. Goals are a clearer statement of the vision. They are broad statements of the needs and desires of the community. An important reason for establishing goals is to encourage citizen participation and understanding that results in a unified approach toward desired accomplishments, and to promote consistency in plan implementation as the community changes over time.

The Goal Statements for Haltom City are based on ones established in the City's 2002 *Comprehensive Land Use Plan*. They have been updated to reflect the City's vision and its current development challenges. The Comprehensive Land Use Plan 2010 was adopted by City Council on July 26, 2010.

Once goals were identified, the next step to achieve the long-range vision and goals was to establish objectives. Objectives are statements of the specific approach needed to accomplish the goals. They are quantifiable interim steps to achieve the City's long range vision and goals. Above all, objectives need to be S.M.A.R.T.:

S = Specific
M = Measurable
A = Achievable
R = Realistic
T = Time oriented

Based on input from the Planning and Zoning Commission and public meetings, the following are the updated goals and objectives.

GOALS AND OBJECTIVES FOR HALTOM CITY:

- 1. Land Use Goal: Ensure that there continues to be diverse land uses that promote health, safety and welfare of all citizens of Haltom City.**

Land Use Objectives

Objective 1.1: Use the Future Land Use Map when determining appropriate locations for all types of land uses for development and redevelopment.

Objective 1.2: Adhere strictly to the Zoning Ordinance (SmartCode and Overlay Zoning Districts) and Subdivision Regulations when reviewing and recommending new developments and redevelopment.

Objective 1.3: Improve the integrity of the established single-family residential areas by rehabilitating or reconstructing the streets, using traffic-calming devices where appropriate, sidewalks (safe pathways) and drainage, and enforcing the codes that require maintenance and upkeep of existing structures.

Objective 1.4: Develop new requirements that limit the number of multi-family units in a development and establish a minimum separation from other multi-family complexes, except in mixed use and overlay zoning districts.

Objective 1.5: Improve the appearance of the community and minimize the effects of adjacent incompatible uses by requiring landscape buffering, fencing and screening.

Objective 1.6: Work with neighboring cities and regional agencies when considering zoning changes and development plans that affect

properties bordering adjacent cities.

Objective 1.7: Encourage the formation of and work with neighborhood groups, associations (business/neighborhood), and cultural groups to improve specific neighborhoods/areas.

Objective 1.8: Consider rezoning commercial areas that are shown on the Future Land Use Map to the appropriate zoning classification that is compatible with the current and desired uses.

Objective 1.9: Encourage the development of attractive Town Center/Urban Village areas in which commercial and retail facilities can be located in order to provide coordinated parking facilities, efficient transportation systems, and appropriate public infrastructure.

Objective 1.10: Establish development incentives such as tax abatements that encourage restoration of older structures and redevelopment of incompatible uses.

Objective 1.11: Fund and enforce programs to provide for removal of abandoned and unsafe structures.

Objective 1.12: Establish guidelines to reduce overcrowding and strain on the public infrastructure, which include, but are not limited to roadways, water, sewer, drainage, parks, and schools.

Objective 1.13: Require that commercial development and redevelopment maintain the natural characteristics of the area through landscaping, tree preservation, building setbacks and access management.

2. *Natural Environment Goal: Promote and preserve the natural environment and encourage its significance in the community.*

Natural Environment Objectives

Objective 2.1: Use wooded areas and land along creeks to minimize the effects of incompatible uses, adjacent development through park dedication or purchase, landscaping requirements and floodplain management.

Objective 2.2: Use the Parks Master Plan to assure that new developments provide for the preservation of land that exhibits natural desirable characteristics for the enjoyment of the citizens of Haltom City.

Objective 2.3: Encourage the protection and preservation of natural areas through the dedication of parks, recreation areas and open spaces throughout the development and redevelopment process.

Objective 2.4: Incorporate the flood plain areas located within the City into green belts and open space.

3. *Historic Preservation Goal: Identify, preserve and promote the historical aspects of the City.*

Historic Preservation Objectives

Objective 3.1: Recognize the buildings (including stone and rock structures built prior to 1940) and areas of historical significance (including churches and cemeteries) within the City with historical markers. Promote historical tours of the City.

Objective 3.2: Promote the preservation and renovation of historical sites in the Birdville area encouraging appropriate development and redevelopment through the Zoning Ordinance and tax incentives. Provide a mechanism that will keep the taxes at a pre-renovation level for a specified period of time when an older building is improved.

Objective 3.3: Use the International Building code and other building official discretionary means to guide appropriate, yet safe, restoration and renovation of older structures.

4. *Transportation/Thoroughfare System Goal: Ensure that there is sufficient capacity for the development densities and land uses to be served. Ensure that streets and thoroughfares are consistently well maintained and functional.*

Transportation/Thoroughfare System Objectives

Objective 4.1: Implement a thoroughfare system that is based on functional classifications and design.

Objective 4.2: Develop and adopt minimum standards for the design and construction of streets in order to assure that new development is adequately served and existing uses are not improperly impacted by new development.

Objective 4.3: Preserve the traffic carrying capability and level of service of existing Freeway thoroughfares.

Objective 4.4: Redesign thoroughfares to facilitate the flow of multiple modes of traffic (including but not limited to bicycle, pedestrian, trolley/bus, and rail).

Objective 4.5: Redesign thoroughfares to facilitate the flow of traffic by considering the addition of turn lanes, turning aids, traffic grids and other traffic controlling/calming devices at major intersections and

along commercial corridors.

Objective 4.6: Develop additional access, backage and frontage roads along Interstate 820.

Objective 4.7: Develop regulations, SmartCodes, overlays and policies that enable City officials to control the placement and construction standards of existing and proposed thoroughfares.

Objective 4.8: Enforce standards that ensure thoroughfare systems address the needs of the disabled, aged, children, bicycle and pedestrian oriented activities.

Objective 4.9: Improve street quality, access, and aesthetic appeal to encourage economic development along all thoroughfares in the City.

Objective 4.10: Use traffic calming devices and landscaping to discourage speeding in residential areas.

LAND USE PLAN

Comprehensive Land Use Plan 2010

The **Land Use Plan** is a principal element of a Comprehensive Plan. It is the principal basis for guiding development and redevelopment in the City. As every community has its own unique identity, it is important that the arrangement of land uses respects the community's vision. This arrangement must take into consideration the history, growth patterns, current and desired physical characteristics, as well as demographic and economic trends. Population projections are often used to determine the required infrastructure and development needs to serve the community in the future. The Land Use element focuses primarily on Future Land Use for Haltom City. The 2003 *Dallas-Fort Worth-Arlington Metropolitan Statistical Area, the City's Geographical Information System (GIS) Data Base* and corresponding amended 2002 *Land Use Plan* formed the basis for the development of the Future Land Use Plan 2010, an update to the land use element of Haltom City's current Comprehensive Land Use Plan.

Haltom City is located in northeast Tarrant County and is bounded by the cities of Fort Worth and Watauga to the north, Fort Worth to the west and south, and by Richland Hills and North Richland Hills to the east. Existing land uses in the City were determined and served as a basis for the Future Land Use Plan. This plan was developed with Haltom City's Planning and Zoning Commission serving as the Steering Committee.

EXISTING LAND USE CLASSIFICATIONS

The 2002 *Comprehensive Land Use Plan* provided a detailed study of land uses in the City. The 2002 Land Use Plan was divided into the following classifications:

- ★ Low Density Residential: Detached single family residential dwellings;
- ★ Medium Density Residential: Attached two family dwellings;
- ★ High Density Residential: Attached three and four family dwellings and apartments;
- ★ Manufactured Home Residential: HUD Code manufactured homes;
- ★ Office Park
- ★ Retail, Office, and Service Commercial: Offices and office buildings, general retail, wholesale and office buildings;
- ★ Industrial: Industrial, office, warehousing, assembly, manufacturing and production;
- ★ Parks and Open Space: Public parks and public golf courses, wildlife preservation

areas and potential park areas;

- ✿ Public: Public buildings, offices, facilities;
- ✿ Quasi-Public: Quasi-public facilities including schools, churches and hospitals; and,
- ✿ Vacant: Undeveloped private land.

At the time of the 2002 study, approximately one third of the City's land was dedicated to low density or single family residential uses. Retail, service, and office commercial uses accounted for approximately six percent of the City's land, and industrial uses accounted for eight percent of land use. Current land uses are very similar to the 2002 study with only a slight increase in single family residential uses.

DEMOGRAPHICS

Population

The City's 2000 population (2000 Census) estimated Haltom City's population to be 39,018 people. Using data from the North Central Texas Council of Governments (NCTCOG) 2003 *Dallas-Fort Worth-Arlington Metropolitan Statistical Area* multipliers, the 2010 Plan projects Haltom City's 2010 population at 43,521 (See Tables below). The NCTCOG's adjusted estimate from the 2000 Census estimates the City's 2030 population to be 44,941.

Housing

NCTCOG's household estimates indicate 15, 674 for 2009 with an average household size being 2.61 members. Two thirds of the City's housing units are Single Family estimated at 10, 232 (See 2008 Housing Estimates); however, the City's Water Department indicates that there are 10, 782 residential water accounts. Multi-Family housing is estimated at 4, 464 units; however, the City's Fire Department currently inspects 5, 484 units within the City. Using the City provided data, a more accurate count of 16, 266 housing units within the City is a more precise estimate.

Owner occupied housing comprised 49.5 percent of the units in the 2000 Census. Rental units are a substantial part of the City's housing comprising 40.5 percent of the City's 16, 266 occupied units. In 1990, the figures were very similar with 40.8 percent of the 12, 756 occupied housing being renter occupied.

The average values of single family properties has risen from a median average of \$64,400 in 2000 to \$90,498 in 2008. These figures are based on specific owner-occupied units. Rental occupied units are not included in this median average.

Employment

Since the 2000 Census, the City's employment has continued to grow. Two major employers, Sara Lee Foods and Medtronics increased employment with the expansion of their manufacturing facilities. GST Manufacturing, producers of stainless steel products, opened in 2007 bringing an additional 220 employees to the City.

Demographic Data for Haltom City, TX (NCTCOG) 2008

<u>Population</u>			
1990	2000	2007	2008
32,856	39,018	39,400	39,500
2008 Population Density (persons per square mile): 3,185.48			

2030 Demographic Forecast

	2000	2010	2020	2030
Population	40,175*	43,521	43,696	44,941
Households	15,369*	16,793	16,863	17,309
Employment	16,063	18,180	20,091	21,805
* NCTCOG estimate adjusted from 2000 Census count.				

<u>Households</u>			
1995	1998	2000	2008
13,046	13,792	14,922	15,674
2000 Census Average Household Size = 2.61			

<u>2008 Housing Estimates</u>						
	Total Housing Units Final Census 4/1/00	Completions and Annexations		Demolitions and Moveouts	Adjustments	Estimated Housing Units 1/1/08
		4/1/00 to 12/31/06	1/1/07 to 12/31/07	4/1/00 to 12/31/07	4/1/00 to 12/31/07	
Single Family	10,275	45	16	-101	-3	10,232
Multi-Family	4,464	1	0	0	0	4,465
Other	977	0	0	0	0	977
Total	15,716	46	16	-101	-3	15,674

<u>Average Value of Single-Family Residential Property****</u>		
Jurisdiction	Average Market Value 2005	Average Market Value 2008
Haltom City	\$83,974	\$90,498
**** Tarrant Appraisal District, TX September 2008		

<u>Employment</u>			
1990**	1995**	2000**	2007***
10,300	11,500	16,063	20,994
** NCTCOG; *** TEXAS LABOR MARKET REVIEW, November 2007			

<u>Major Employers 2008 ****</u>			
Employer	Zip Code	Employees [Site Employment]	Industry
SARA LEE FOODS, U.S.	76117	653	Food Processing
MEDTRONIC MIDAS REX	76117	270	Medical Manufacturing
GST MANUFACTURING	76117	220	Stainless Steel Fabrication
**** Haltom City, TX verified with business owners, Sep. 2008			

LAND USE ISSUES

Several land use issues and concerns were expressed during the course of the development of the Plan. A SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis was conducted early on in the planning process with members of the Planning and Zoning Commission and City Staff. This SWOT analysis, coupled with input from public meetings brought forth the following Land Use Issues:

- ✿ Streets and infrastructure in the City continue to be in need of repair and require continued attention and maintenance.
- ✿ The image of the City needs to be improved.
- ✿ Zoning classifications and adjacent incompatible uses need to be addressed.
- ✿ Floodplain areas have development constraints.

The issues are addressed in the following land use goal, objectives, and policies.

GOAL AND OBJECTIVES

The following goal and objectives serve as a foundation for guiding future land use within the City. They are based on accepted planning principles to encourage an orderly and well-managed community now and in the future.

Land Use Goal: *Ensure that there continues to be diverse land uses that promote health, safety, and welfare of all citizens of Haltom City.*

Land Use Objectives

- Objective 1.1: Use the Future Land Use Map when determining appropriate locations for all types of land uses for development and redevelopment.
- Objective 1.2: Adhere strictly to the Zoning Ordinance and Subdivision Ordinance and other pertinent development codes when reviewing and recommending new single-family developments and redevelopment.
- Objective 1.3: Improve the integrity of the established single-family residential areas by rehabilitating or reconstructing the streets, sidewalks, and drainage. Enforce the codes that require maintenance and upkeep of existing structures.
- Objective 1.4: Improve the appearance of the community and minimize the effects of adjacent incompatible uses by requiring landscape buffering, fencing, and screening.
- Objective 1.5: Consider rezoning areas that are shown on the Future Land Use Map to the appropriate zoning classification that is compatible with the current and desired uses.
- Objective 1.6: Implement the recommendations of the Belknap Corridor Plan by encouraging development and land use flexibility within the framework of a form-based development Overlay District along Belknap Street.
- Objective 1.7: Create a form-based (SmartCode) mixed use zoning district that will provide a mix of residential, retail and office uses in a pedestrian-friendly environment in Haltom City. *This could be used to encourage development near the new City Library and along areas of Hwy 121.*
- Objective 1.8: Establish development incentives such as tax abatements and infrastructure grants that encourage restoration of older structures and redevelopment of incompatible uses.
- Objective 1.9: Require that commercial development and redevelopment located along arterials maintain the natural characteristics of the area through landscaping, tree preservation, building set backs and access management.
- Objective 1.10: Continue to enforce programs to provide for removal of abandoned and unsafe structures.

Objective 1.11: Continue to reduce overcrowding and strain on the public infrastructure, which includes but is not limited to roadways, water, sewer, drainage, parks, and schools.

POLICIES

The following are procedural and land use policies to ensure that future development and redevelopment are in accordance with the recommendations in this Land Use Plan 2010.

Planning and Procedural Policies

1. All zoning and platting requests, both public and private, should be reviewed for compatibility with the Future Land Use Plan. Staff reports on platting and zoning issues should include commentary on the conformance of the request with the Plan. Non-conformance with the Plan may be sufficient grounds for denial or a negative recommendation of the request. The Planning and Zoning Commission and City Council may provide their own comments on the conformance of any issue. Not all rezoning will require a Comprehensive Land Use Plan amendment.
2. The City shall review existing zoning. If deemed appropriate, the City may initiate rezoning on areas that do not conform to the general guidelines for development or proposed land uses according to the Comprehensive Land Use Plan.

The City should not generally rezone property to a use that is not in conformance with the Plan, nor should it rezone a property solely for the benefit of a single property owner and for the detriment of the adjacent property owners.

3. When the City considers the rezoning of a property to a more intensive use, it should require that applicable studies be conducted that indicate that the street system, utilities, drainage, and other such requirements are adequate for the development, or whatever else might be required for the development.
4. The City should annually informally review the Plan for issues and appropriate amendments. A more thorough review of the Plan should be conducted every five years. Items to be considered include current development trends, number of zoning requests granted that did not conform with the Plan, and recommendations of the Plan that are being implemented or have been implemented. The result of the report will be to recommend that the Plan be maintained in either its current condition for another year or that it, or part of it, be revised to comply with current development goals and objectives being observed by the City.
5. The City should maintain open channels of communication with adjacent communities and area agencies to advise them of the City's plans and to recognize their plans. If conflicts arise between Haltom City and another agency, the City will communicate these conflicts to the appropriate city leaders and work toward minimum negative impact on all participants affected. This includes coordinating efforts with neighboring cities and other agencies when considering amendments to the Land Use Plan or regional planning issues.

6. The City should continue to refine and update applications, checklists, and procedures to ensure development controls and to address the current application and review requirements.
7. The City should continue to enforce current ordinances and regulations and adopt new ordinances and regulations that better assist in controlling signage, refuse, nuisance, animal control, clean up and removal of junk, and elimination of dilapidated and unsafe buildings and other code enforcement issues that reflect the changing demographics and development trends of the City.
8. The Comprehensive Land Use Plan is an official public document of the City. The City should keep sufficient copies of the Plan on hand to be distributed to the general public in the same manner that the Subdivision Ordinance and Zoning Ordinance are distributed so that the development community is aware of the requirements of the Plan prior to their submittal. The Comprehensive Land Use Plan should be referenced in all documents providing instructions for compliance with development regulations of the City.
9. An Implementation Program should be created and updated. This program should include a clearly defined list of tasks or actions to be accomplished, people responsible for the tasks, work schedules and timelines, monitoring and review processes, and a listing of required final reports. Public expenditures for capital investments or infrastructure should be included in the Capital Improvements Program.
10. Public inquiries, views, and input should be encouraged. The City should hold periodic meetings at which the Planning and Zoning Commission, City staff and concerned citizens are encouraged to participate in long term planning. These meetings provide the opportunity to address issues and concerns of citizens. For the Comprehensive Plan to be effective, it requires the input of concerned citizens and groups to ensure that the needs are addressed, and to instill a sense of ownership to the Plan.

Land Use Policies:

1. The City should consider creating mixed use zoning districts utilizing form-based codes (SmartCodes) for medium and high density residential developments that encourage a pedestrian friendly environment and establish ordinances to promote appropriate development controls that do not negatively impact the character of the surrounding neighborhoods.
2. The City should establish development controls for buffering of residential areas from adjacent incompatible uses through the use of landscaping features, distance separation, screening walls and SmartCodes transition zones.
3. The City should establish and enforce new development standards and controls for high density residential developments such that they are located on sites of sufficient size to accommodate adequate buffering of lower density residential developments, adequate parking, open spaces and recreational areas, landscaping, and flexibility of site design and layout. In addition, there should be a

minimum one-mile separation between developments, and densities should not exceed 250 dwelling units per development, except in mixed use and overlay zoning districts. These policies will help assure that the design standards for public infrastructure are not exceeded.

4. The City should consider the Thoroughfare Plan when making land use decisions that may affect traffic, access and create different traffic patterns. The City should periodically review the Thoroughfare Plan to evaluate its constancy with current policies. In addition, traffic calming devices should be considered when designing thoroughfares, especially in residential and public/semi-public zoning.
5. The City should consider the establishment of mixed use or overlay districts and establish form-based SmartCodes to promote appropriate development controls and design standards, and locate such districts in areas that require transition between heavy commercial or industrial to residential developments. These districts should require enhanced pedestrian based designs, landscaping, building materials, signage and lot coverage requirements.
6. The City should ensure that commercial development reflects the requirements of the Zoning Ordinance and that such uses are adequately buffered from residential uses.
7. The City should ensure that new industrial uses are not located directly adjacent to residential uses, and that all industrial developments are separated from other uses through the use of buffers.
8. The City should continue to promote the use of floodplain areas for parks and hike/bike trails. Parks, open spaces and railroad/utility rights of way may be used as buffers for incompatible uses. The City should develop controls so that floodplain areas are not encroached upon by future development unless there is compliance with stringent floodplain management practices.
9. The City should continue to maintain a GIS database of all undeveloped land in the City.
10. The City should keep up to date on new development trends and issues of other cities, and evaluate the importance and impact on Haltom City.
11. The City should monitor demographic changes of population, employment, school enrollment, household composition, and family structure, as well as market changes to ensure that the codes and ordinances reflect the needs of these populations.

FUTURE LAND USE PLAN

The Future Land Use Plan reflects the desired pattern of growth over the planning period. It is intended to guide public and private decision-making about future land use and development within the community. The Future Land Use Plan was developed by the Planning and Zoning Commission members (Steering Committee), City Staff, and with citizen input from community meetings. There were workshop sessions with the

Commission members and Staff to develop the final draft of the Future Land Use Plan. The stated purpose of the Future Land Use Plan is to ensure that development occurs in an orderly and efficient manner contributing to the quality of life in Haltom City. Amendments to the Future Land Use Plan should always be considered in an open, public process. It is important to realize that the Future Land Use Plan is a conceptual plan.

In the Future Land Use Plan 2010 for Haltom City, a new land use category has been added, Belknap Corridor Overlay District (with three sub-districts). This category is intended to implement recommendations of the Belknap Corridor Plan by encouraging new development and redevelopment in the Belknap Corridor Area. This use is an ideal addition to the commercial activities along Belknap Street and would provide a comfortable and attractive environment for pedestrians.

The categories on the 2010 [Future Land Use Plan - Figure LU1](#) are:

- ✿ Low Density Residential (light yellow): Detached single family residential dwellings;
- ✿ High Density Residential (dark orange): Attached three and four family dwellings and apartments;
- ✿ Manufactured Housing Residential (maroon): Mobile or HUD Code manufactured homes;
- ✿ Retail, Office, Service Commercial (red): Offices and office buildings and general retail;
- ✿ Mixed Use (purple): Planned Development mixed use overlay encouraging a variety of housing types in a pedestrian scaled neighborhood serving commercial and institutional uses;
- ✿ Industrial (gray): Industrial, office, warehousing, assembly, manufacturing and production;
- ✿ Parks and Open Space (dark green): Public parks and public golf courses, wildlife preservation areas, and potential park areas;
- ✿ Public (dark blue): Public buildings, offices, facilities;
- ✿ Quasi Public (medium blue): Quasi-public facilities including schools, churches, and hospitals;
- ✿ Railroad Right-Of-Way (light green with red line): Railroad tracks which bisect the City;
- ✿ Belknap Corridor Overlay Arts District (medium green): Overlay Sub-District which builds on the City's historic Haltom Theater including a mix of retail, office and urban residential, townhouse, loft uses;
- ✿ Belknap Corridor Overlay Corridor District (light orange): Overlay Sub-District which

builds on the City's commerce including retail and office. Residential uses located above or behind the non-residential uses may also be included;

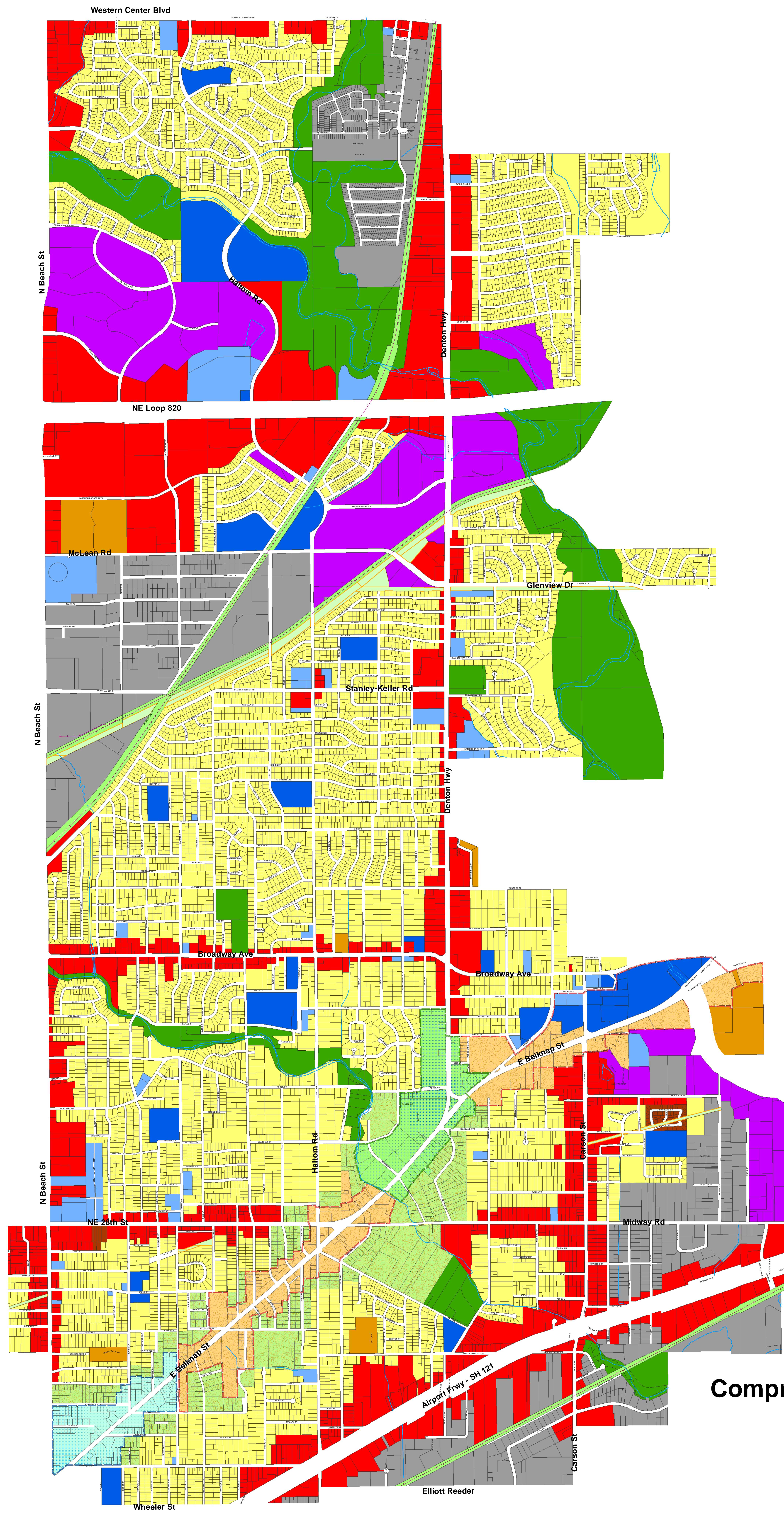
- Belknap Corridor Overlay International District (light blue): Overlay Sub-District which builds on the City's international cultural and epicurean retail / restaurant. Includes a mix of retail, office and urban residential, townhouse, loft uses;
- Belknap Corridor Overlay Transition District (light green): Overlay Sub-District that provides a transition from intense commercial to adjacent single family. It includes single family to townhouse density uses; and,
- Right-Of-Way (very light green): Electric Utility Power Line Corridors.

The following table shows the amount of acreage for each land use classification of Future Land Use Plan.

TABLE LU3
Future Land Use Plan Acreage

CATEGORY	ACRES	PERCENT
Low Density Residential	2868.013	36.06%
High Density Residential	79.834	1.00%
Manufactured Housing	3.486	0.04%
Mixed Use	297.419	3.74%
Arts District (Belknap)	78.577	0.99%
Corridor District (Belknap)	161.351	2.03%
International (Belknap)	55.353	0.70%
Transition (Belknap)	212.341	2.67%
Retail, Office & Service Commercial	908.541	11.42%
Industrial	902.727	11.35%
Parks and Open Space	654.018	8.22%
Public	218.508	2.75%
Quasi-Public	119.978	1.51%
Right-Of-Way- Streets	1253.354	15.76%
Right-Of-Way- Electric	49.152	0.62%
Right-Of-Way- Railroad	91.297	1.14%
TOTAL	7953.949	100.00%

The allocation of future land uses is illustrated in **Figure LU1-Future Land Use**. Major entries into the City such as State Highway 121, Interstate Loop 820, Denton Highway

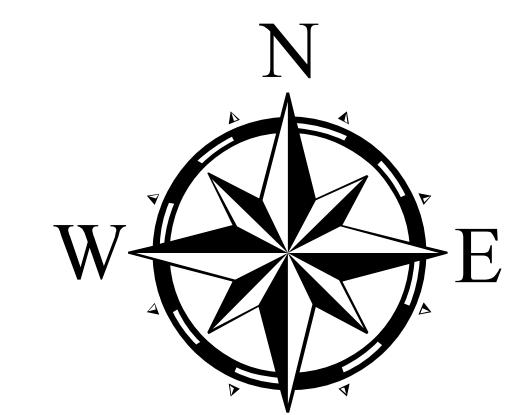


LAND USE CODE 2010

- LOW DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- MANUFACTURED HOUSING
- RETAIL, OFFICE, SERVICE COMMERCIAL
- MIXED-USE
- INDUSTRIAL
- PARK
- PUBLIC
- QUASI-PUBLIC
- RAILROAD RIGHT-OF-WAY
- ARTS DISTRICT
- CORRIDOR DISTRICT
- INTERNATIONAL DISTRICT
- TRANSITION DISTRICT
- RIGHT-OF-WAY

Haltom City, TX
Comprehensive Land Use Plan 2010
Future Land Use
Figure LU1
July 2010

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries



16,000
Feet

(U.S. 377), Beach Street and Belknap Street are shown with commercial frontage to increase the City's visibility and improve its image. Commercial development, however, will be required to adhere to development standards established by the City in terms of landscaping, setbacks, height and bulk of structures, as well as types of uses in order to ensure compatibility of uses and aesthetic appeal.

There are already a substantial number of high-density developments in the City. The location of existing high-density developments has not been affected, nor has there been an increase in the amount of high-density residential land allocation. Single family density residential development has occurred in some parts of the City, particularly in the Choice Homes Subdivision (former KB Homes). Townhome and cluster home developments will be required to adhere to SmartCode and mixed use development guidelines to ensure compatible and aesthetically appealing developments.

A portion of the southeast part of the City adjacent and south of State Highway 121 is allocated for industrial uses. The floodplain issues in this area lend itself to such development. Major entries into the City will be emphasized by their landscape and monument signage.

RELATIONSHIP OF LAND USE TO ZONING

Zoning is a form of land use control permitted by both the federal and state governments. The applicable statutes for municipal land use and zoning are found in Section 211 of the *Texas Local Government Code*. This statute includes the requirement that zoning be in conformance with the Comprehensive Plan. When a zoning change is requested, the first step in considering the change is to see what the Future Land Use Plan has determined as the appropriate use of the property. If the use is not in conformance, the Planning and Zoning Commission and the City Council should determine whether a change in conditions or circumstances has occurred in the areas since the adoption of the Future Land Use Plan. In granting a zoning change that differs from the Plan, the Planning and Zoning Commission and the City Council should consider whether an amendment to the Future Land Use Plan should also be approved. This requires careful consideration to be sure that the change is in accordance with the

principles, goals and objectives of the Land Use Element of the Comprehensive Plan. The use of the Future Land Use Plan in decision making relating to zoning and subdivision approvals is to ensure that development and redevelopment are consistent with the City's Comprehensive Plan. Each new development or redevelopment should be reviewed for general compliance to the Plan, but this does not automatically preclude a use not identified in an area from being located there. The mere fact that a particular use was not envisioned in the Future Land Use Plan does not prevent the uses from being deemed to be compatible with the Goals and Objectives of the Comprehensive Plan

IMPLEMENTATION

The Future Land Use Plan is a general plan for future land use and development. It bridges the gap between existing and future development. In using land use principles and policies, it is available to guide new projects so that they may better blend into the community. The Plan is not to be considered etched in stone or viewed as zoning. The areas shown on the map were considered to be the best use of the property at the time the map was developed. The map does not attempt to predetermine the use of each individual tract, but seeks to establish a logical framework for future land use and development decisions. The implementation tools of a Comprehensive Plan are the Zoning Ordinance, the Subdivision Ordinance, the Capital Improvements Program and the City's Park Master Plan.

The **Zoning Ordinance** and the zoning map should not be confused with land use, nor are the maps for zoning and land use interchangeable. While the Future Land Use Plan expresses the desirable land use, the zoning map indicates the permitted use of the property in accordance with the Zoning Ordinance for the district in which it is located. In some cases the current use of the property is not a permitted use, having been in existence prior to the adoption of the Zoning Ordinance. In such cases, this is a "non-conforming" use. However, should the non-conforming use cease for a specified period of time, the property use must then be in compliance with the permitted uses in the zoning districts and in accordance with the Land Use Map.

The **Subdivision Ordinance** governs the division of land and the platting process. Plat requirements should conform to the zoning district in which the new subdivision is located. The Subdivision Ordinance also works with the **Capital Improvements Program** to guide general development and the expenditures for infrastructure needs. Easements, rights-of-way, and streets are included in the requirements of both of these tools.

The location of parks and public facilities are considered in the **City's Park Master Plan**.

AMENDMENTS TO THE FUTURE LAND USE PLAN

It is recognized that circumstances will change in the future and the Comprehensive Plan will require modifications and refinements to be kept current. Needed adjustments and changes to the Future Land Use Plan and other components of the Land Use element should be carefully considered as part of an annual Plan review and a five-year major Plan revision. Amendments to the Future Land Use Plan should be subject to the same scrutiny and considered through the same public processes and procedures required in any ordinance change.

THOROUGHFARE PLAN

Comprehensive Land Use Plan 2010

The Thoroughfare Plan element of the Haltom City Comprehensive Land Use Plan 2010 provides a framework for planning and guiding the rational and orderly development of the area's thoroughfare system including Expressways, Arterials, Collectors, and Local Streets. It includes an overview of existing transportation facilities and services, analysis of travel characteristics, and development of the Thoroughfare Plan. It covers the same geographic area, within the city limits, as the Land Use element. The planning area boundary is illustrated in [Figure T1 - Major Thoroughfare Plan](#).

AUTHORITY FOR PLANNING AND REGULATING THOROUGHFARES

Under the provisions of Article XI, Section 5 of the Texas Constitution and Title 7, Chapter 212 of the Texas Local Government Code, the City of Haltom City may require that development plans and subdivision plats must conform to "...the general plan of the municipality and its current and future streets..." and, "...the general plan for extension of the municipality and its roads, streets, and public highways within the municipality and its extraterritorial jurisdiction...". Requirements for right-of-way dedication and construction of street improvements apply to all subdivision of land within the City.

THOROUGHFARE PLANNING

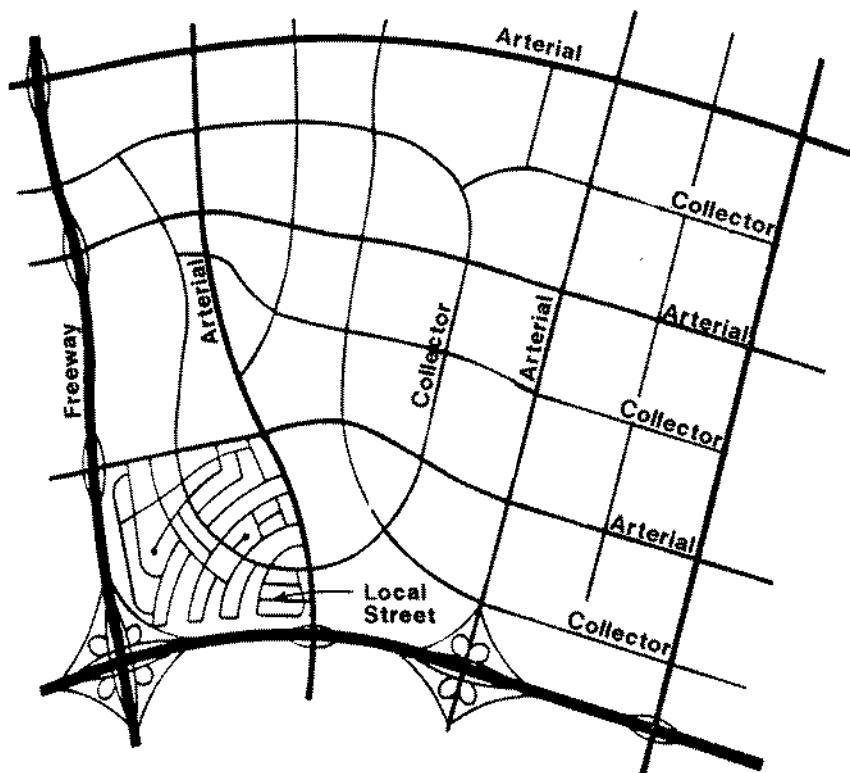
Thoroughfare planning is the process used by cities and other governmental entities to assure that all existing and future travel needs are met through an efficient and appropriate street system. Its purpose is to ensure orderly and progressive development of the streets to serve mobility and access needs of the public. Thoroughfare planning must be completely interrelated with land use, environment, and public utilities aspects of the Comprehensive Plan.

In a Thoroughfare Plan element, it is important to recognize that the alignments shown for proposed facilities represent desired corridors and are merely illustrative. In that there are geographical and other constraints, actual alignments may vary. The approximate alignments and right-of-way requirements for planned thoroughfares shown on the Plan should be considered in platting of subdivisions, right-of-way dedication, and construction of major roadways.

Functional Classifications

Thoroughfares and streets are classified according to their functional role in terms of movement and access. The higher classifications emphasize movement over access, while the lower classifications emphasize access over movement. The functional classification of a thoroughfare normally does not change as traffic increases and improvements are made unless the intended use of that roadway changes. Functional classification is not necessarily related to the number of lanes, although higher classes tend to be multi-lane roadways. Two-lane roadways can and do function as Principal Arterials in many areas. A graphical representation of the functional classification hierarchy is shown in **Figure T2 - Relationship of Functional Classes**.

Figure T2
Relationship of Functional Classes


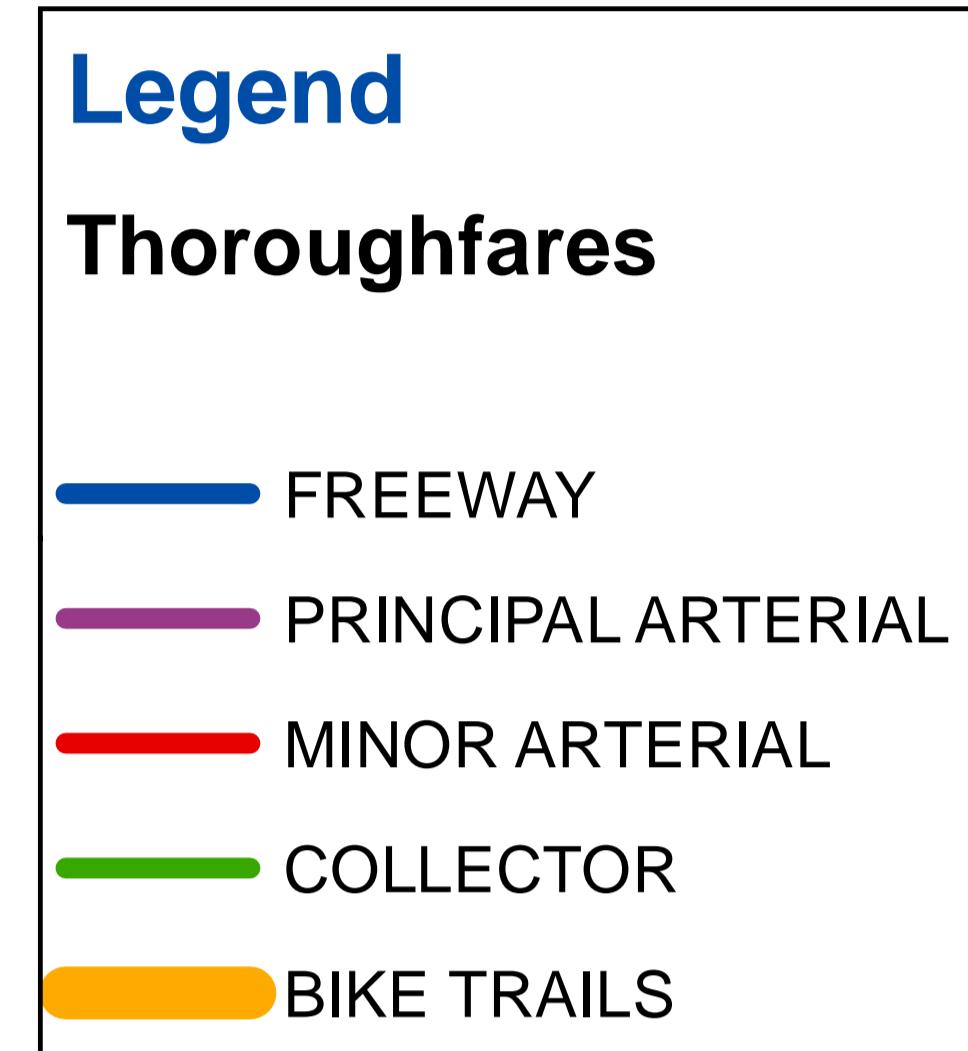


The different classifications of thoroughfares include: Freeway, Principal Arterial, Minor Arterial, Collector, and Local Street (with Freeway being the highest classification, and the Local Street the lowest).

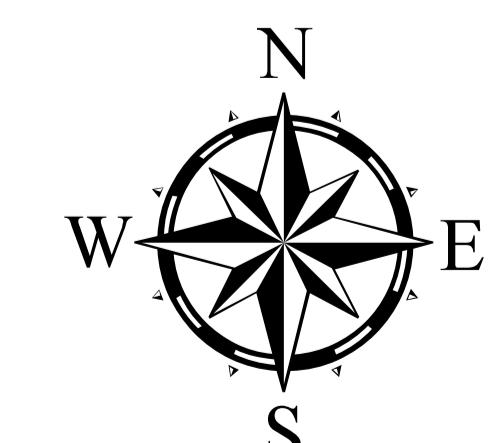
Haltom City Streets Major Thoroughfare Plan

Fig T1

April 2009



Date: March 2009



0 1,250 2,500 5,000
Feet

Freeways are devoted entirely to traffic movement with little or no direct land service function. They are multi-lane divided highways with full access control, meaning that all intersections are grade separated and the main lanes provide no direct access to adjoining properties. Full access control is what distinguishes a Freeway from other classes of roadways. Freeways serve large volumes of high-speed traffic and are primarily intended to serve long trips, including both vehicles entering and leaving the urban area, as well as major circulation movements within the urban area. In Haltom City, Airport Freeway, or SH 121 functions as a Freeway, as does Interstate Loop 820. There are currently no Tollways in or serving Haltom City. For Freeway facilities with frontage roads, the main lanes are typically classified separately from the frontage roads, with the frontage roads being assigned a lower Arterial designation. The Texas Department of Transportation operates and maintains these roadways.

Principal Arterials are streets and highways that provide a high degree of mobility, serve relatively high traffic volumes, have high operational speeds, and serve a significant portion of through travel or long-distance trips. Freeways and Principal Arterials together typically accommodate about 30 to 40 percent of a region's travel on 5 to 10 percent of the total roadway network. Principal Arterials serve as primary routes through a region and between regions. They are continuous over long distances (greater than 5 miles) and accommodate both intraregional and interregional travel. These facilities generally serve high-volume travel corridors that connect major generators of traffic, such as the central business district, other large employment centers, suburban commercial centers, industrial centers, major residential communities, and other major activity centers within the urban area. East Belknap, Highway 26, Highway 183, Denton Highway (Highway 377), Carson south of East Belknap and North Beach Street are examples of Principal Arterials in Haltom City.

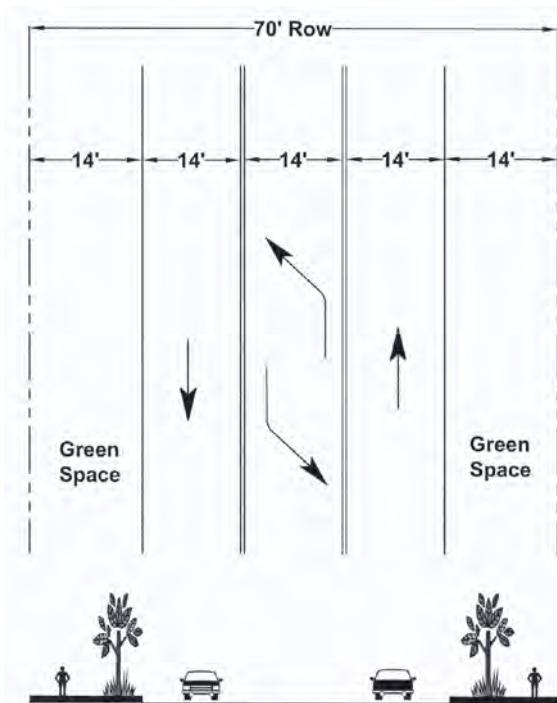
Principal Arterials typically operate between 40 to 55 MPH. In order to expedite the movement of traffic, access to adjacent properties is restricted, on-street parking is prohibited, traffic signals are spaced at not less than half mile intervals, and are typically limited to only those intersections where the intersecting street is of a classification of Minor Arterial. Where two Principal Arterials intersect, a grade

separation should be used. At an interchange of a Principal Arterial and a Tollway or Freeway, a cloverleaf or similar indirect ramping system is desirable to minimize the impedance of through traffic. Where intersections on Principal Arterials are installed, they are typically designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 MPH.

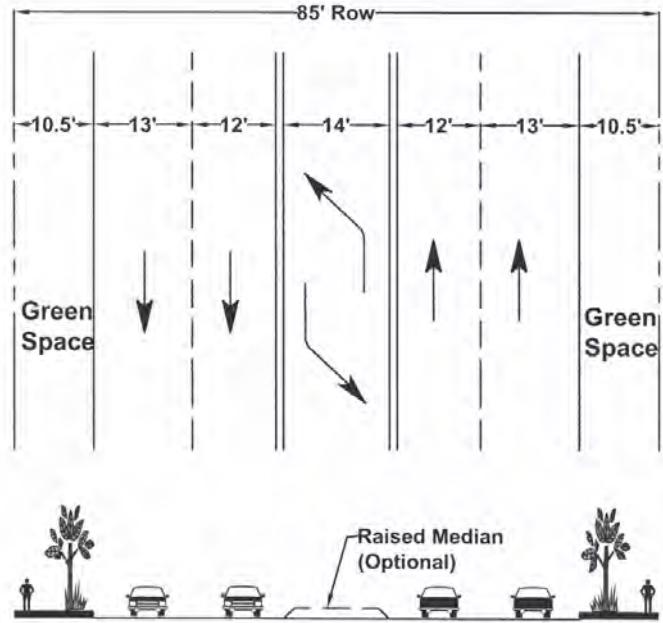
Minor Arterials are similar in function to Principal Arterials, except that their primary function is to accommodate only intraregional mobility. Minor Arterials are from one to five miles in length, operate at lower speeds (30 to 40 MPH), and provide more direct access to adjacent properties and the local street network. Signals and driveways are more frequent on Minor Arterials; with signals every block in heavily urbanized districts. Minor Arterials in Haltom City include Haltom Road, Midway Road, Broadway Avenue, and McLean Road/Glenview Drive.

Principal and Minor Arterials are generally spaced at one mile intervals in an alternating grid pattern. The integrated system formed by Principal Arterials and Minor Arterials typically includes 15 to 25 percent of the total roadway network and serves 40 to 60 percent of total motor vehicle travel in the area. The following figures are plan views and cross-sections of Minor Arterials.

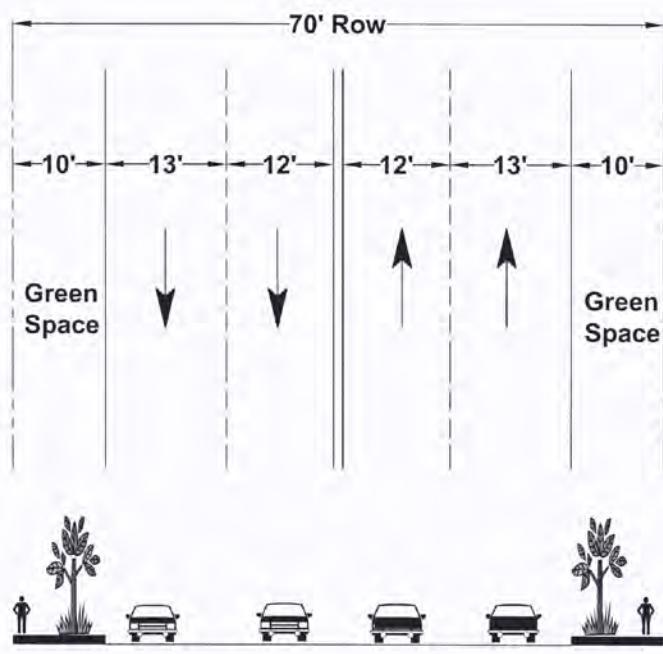
Minor Arterial



Minor Arterial (Divided)



Minor Arterial (Undivided)

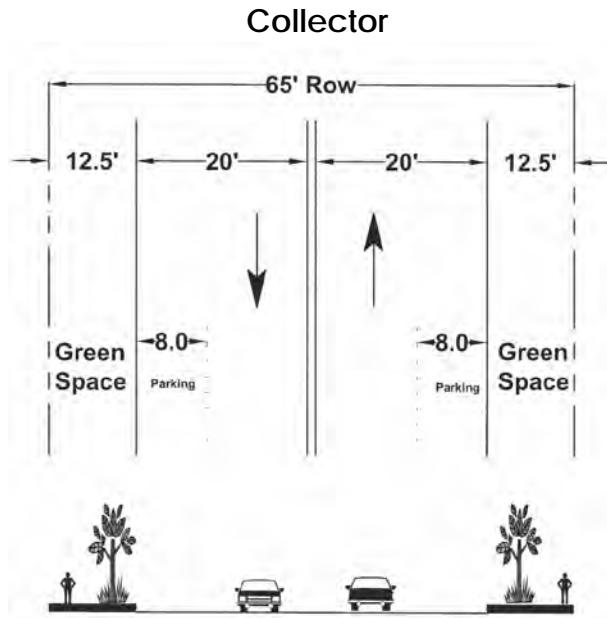


Collectors are the connectors between Arterials and Local Streets, which serve to collect traffic and distribute it to the Arterial network. Collectors also serve to provide direct access to a wide variety of residential, commercial, and other land uses, and their design involves site-specific considerations. They provide direct service to neighborhoods and other local areas, and may border or traverse neighborhood boundaries. Parking is generally permitted on Collectors. Some examples of Collectors in Haltom City are Fossil Creek, Stanley Keller Road, Old Denton Road, Gene, Webster, Fossil Drive, Fincher Road, Lower Birdville Road, Parish Road, and Anderson Street.

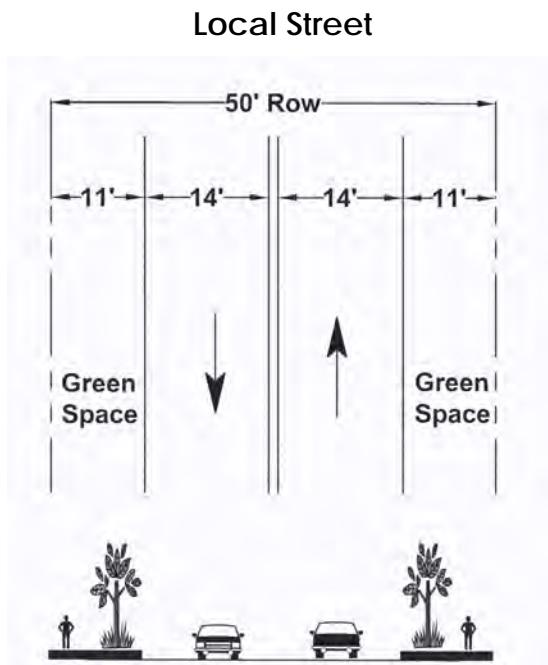
Since Collectors are used for short distance trips between Local Streets and Arterials, they should be continuous in the spaces between Arterials. However, Collectors should never be more than a mile in length and should not extend across an Arterial, as such an extension will promote the misuse of the Collector as an Arterial. To provide efficient traffic circulation and preserve amenities of neighborhoods, Collectors should desirably be spaced at about one-quarter to one-half mile intervals. Subdivision street layout plans should include Collectors, as well as Local Streets in order to provide efficient traffic access and circulation.

Collectors generally carry higher traffic volumes than Local Streets so they require a wider roadway cross section. A Collector should be designed to accommodate two travel lanes and two parking lanes. Generally, Collectors should never be designed to accommodate more than two travel lanes throughout its length, as such a design will encourage the misuse of the Collector as an Arterial. A Collector should be designed for an operating speed of 30 MPH. Collectors typically make up about 5 to 10 percent of the total street system.

Collectors serve an important role in collecting and distributing traffic between Arterials and Local Streets. Their identification is essential in planning and managing traffic ingress/egress and movement within residential neighborhoods, as well as commercial and industrial areas. The following figure is a plan view and cross section of a Collector street.



Local Streets include all other streets and roads that are not included in higher classes. They include internal and access streets that allow direct access to residential and commercial properties and similar traffic destinations. Direct access to abutting land is their primary role, for all traffic originates from or is destined to abutting land. Local Streets are designed to meet the minimum capacity required to serve all development. Through traffic and excessive speeds should be discouraged by using appropriate geometric designs, traffic control devices, curvilinear alignments, and discontinuous streets. On-street parking is generally permitted. Trip lengths on Local Streets are short, volumes are low, and speeds are slow, typically 25-30 miles per hour. A typical local street can accommodate one travel lane and two parking lanes, although narrower cross-sections are acceptable. In Haltom City, as in most urban areas, Local Streets typically comprise about 65 to 80 percent of the total street system. The following figure is a plan view and cross section of a typical Local street.



GOAL AND OBJECTIVES

Haltom City's current thoroughfare network provides a very good level of circulation throughout the City. Most of the roadways have been designed along an "agricultural grid" with roadways dividing the City at one-mile intervals. However, as the City grows and as new land uses are implemented, the existing thoroughfare system may not always be adequate to support the resulting traffic. Therefore, thoroughfare goals and objectives should be established to ensure that all future growth and development would be supported by an efficient and effective thoroughfare system.

Transportation/Thoroughfare System Goal: *Haltom City's thoroughfare system will ensure movement and access through and in the City on well-maintained and functional streets.*

Transportation/Thoroughfare System Objectives

- Objective 4.1: Maintain thoroughfare system that is based on functional classifications and design.
- Objective 4.2: Develop and adopt minimum standards for the design and construction of streets in order to assure that new development is adequately served and existing uses are not improperly impacted by new development.

Objective 4.3: Preserve and enhance the traffic carrying capability and level of service of new arterial thoroughfares, and enhance that of existing arterial thoroughfares.

Objective 4.4: Redesign existing thoroughfares as necessary to facilitate the flow of traffic by considering the addition of turn lanes and turning aids at major intersections and along commercial corridors.

Objective 4.5: Ensure appropriate access and frontage roads along Interstate 820.

Objective 4.6: Develop regulations and policies that enable City officials to control the placement and construction standards of existing and proposed thoroughfares.

Objective 4.7: Enforce standards that ensure thoroughfare systems address the needs of the disabled, aged, children, bicycle and pedestrian oriented activities.

Objective 4.8: Improve street quality, access and aesthetic appeal to encourage commercial development along major arterials in the City.

Objective 4.9: Use traffic calming devices and landscaping to discourage speeding in residential areas.

POLICIES

The following policies serve as guidelines in providing effective thoroughfare planning and implementation:

1. Reserve adequate rights-of-way for future long-range transportation improvements;
2. Make efficient use of available resources by designating and recognizing the major streets that will likely require higher design of improvements;
3. Minimize the amount of land required for street and highway purposes;
4. Identify the functional role that each street should be designed to serve in order to promote and maintain the stability of traffic flow and land use patterns;
5. Inform citizens of the streets that are intended to be developed as arterial and collector thoroughfares, so that private land use decisions can anticipate which streets will become major traffic facilities in the future;
6. Provide information on thoroughfare improvement needs which can be used to determine priorities and schedules in the City's capital improvement program and capital budget; and,
7. Minimize the negative impacts of street widening and construction on neighborhood areas and the overall community by recognizing where future improvements may be needed, and incorporating thoroughfare needs in the city's comprehensive planning process.

MAJOR THOROUGHFARE PLAN

A Major Thoroughfare Plan (MTP) is just that, a plan. It is represented as a map that shows the roadways in the city with respect to their current and future function. It is very important to recognize that the alignments shown for proposed facilities represent desired corridors, and are merely illustrative. In other words, the alignments shown are general alignments. The approximate alignment locations and right-of-way requirements for planned thoroughfares shown on the Plan should be considered in platting of subdivisions, right-of-way dedication, and construction of major roadways.

It is a common misconception that a Major Thoroughfare Plan is a blueprint for capital improvements, that once a street or road is shown on the MTP, it must be improved to the minimum standards shown on the Plan. This is not the purpose of the MTP. The purpose is to identify how streets and roads operate and are intended to operate, to provide guidance to local officials and property owners in the decision making process, and to help ensure the construction of a logical, complete, and functional roadway network. While the MTP does not identify who is responsible for funding and/or building proposed thoroughfare improvements, including new roadways, it shall be considered to be standard operating procedure that **developers are responsible for constructing and/or improving that portion of all roadways within or adjacent to their development**. This roadway improvement must meet the City's minimum design standard necessary to serve development. While the Thoroughfare Plan does identify how streets and roads are intended to operate, it **does not mandate that an existing functionally classified street or road must be improved to the specifications shown**, except where adjacent to or traversing a new development.

The Haltom City Major Thoroughfare Plan classifies every road and street within the corporate limits into one of five categories (listed from highest functional classification to lowest): Freeway, Principal Arterial, Minor Arterial, Collector, and Local Street. The Haltom City Thoroughfare Plan is represented graphically in **Figure T1 - Major Thoroughfare Plan**. While the Plan does show future alignments for those facilities assigned a functional classification of Collector or higher, it does not show future alignments for new Local Streets, because these streets function principally to provide

access to adjacent land and their future alignments may vary depending upon specific development plans. Local Street alignments should be determined by the City, in cooperation with developers, as part of all planning for new development.

IMPLEMENTATION

Implementation of thoroughfare system improvements occurs in stages over time as the City grows, and over many years, builds toward the ultimate thoroughfare system shown in the Thoroughfare Plan. The fact that a planned thoroughfare is shown in the plan does not represent a commitment to a specific time frame for construction, nor that the City will build the roadway improvement. Individual thoroughfare improvements may be constructed by a variety of implementing agencies including the City of Haltom City, Tarrant County, and Texas Department of Transportation (TxDOT), as well as private developers and land owners for sections of roadways located within or adjacent to their property.

The City, County and TxDOT, as well as residents, land owners and developers, can utilize the Thoroughfare Plan in making decisions relating to the planning, coordination and programming of future development and transportation improvements. Review by the City of preliminary and final plats for proposed subdivisions in accordance with the Subdivision Ordinance should include consideration of compliance with the Thoroughfare Plan element and map, in order to ensure consistency and availability of sufficient right-of-way for the general roadway alignments shown in the plan. By identifying thoroughfare locations where right-of-way is needed, land owners and developers can consider the roadways in their subdivision planning, dedication of public right-of-way, and provision of set backs for new buildings, utility lines, and other improvements located along the rights-of-way for existing and planned thoroughfares.

The Thoroughfare Plan will have long reaching effects on the growth and development in the Haltom City area, since it guides the dedication or reservation of rights-of-way needed for future thoroughfare improvements. The plan has important influence on the pattern of movement, and the desirability of areas as locations for development and land use. While other elements of the Comprehensive Plan look at foreseeable changes and needs over a 20-year period, thoroughfare planning requires an even longer-range perspective extending into the very long-term future. Future changes in

transportation technology, cost structure, service demands for the transportation system, and resulting long-term shifts in urban growth and development patterns require a farsighted and visionary approach to thoroughfare planning decisions.

PLAN AMENDMENT PROCESS

It will be necessary to periodically consider and adopt proposed amendments to the Haltom City Thoroughfare Plan element and Major Thoroughfare Plan (map) to reflect changing conditions, and new needs for thoroughfare system improvement and development. A systematic procedure should be followed for plan amendments. Typically, plan amendment requests may originate from landowners, civic groups, neighborhood associations, developers, other governmental agencies, City staff, and other interested parties. Proposed revisions should be analyzed by the Planning and Development Department, Public Works Director, City Engineer, and other City staff, and the proposed changes and staff recommendations should then be considered by the Planning and Zoning Commission. The Planning and Zoning Commission should conduct a public hearing on proposed plan amendments, including required 15-days public notice in advance of the hearing. Proposed amendments should be considered in a fair, reasonable, and open process. The burden for proving compelling reasons for and public benefit of any proposed changes should rest with the requesting parties. Decisions and determinations should represent the best interests of the public.

The revised Thoroughfare Plan and MTP, including any approved plan amendments, should be adopted by the Planning and Zoning Commission and submitted by the Commission for adoption by the City Council. The amended plan becomes effective upon adoption by the City Council.