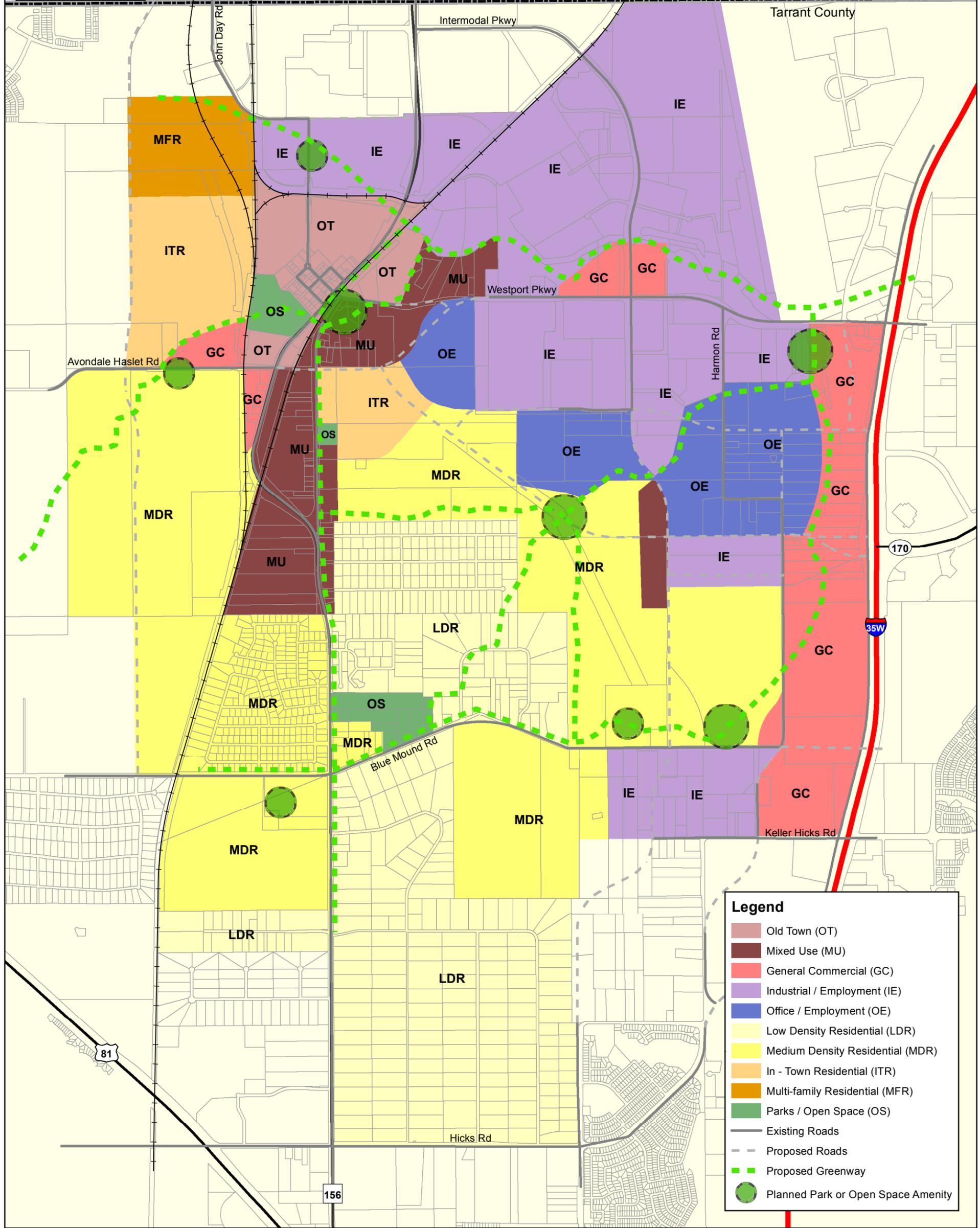




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Legend

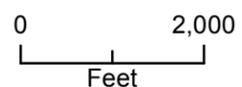
- Old Town (OT)
- Mixed Use (MU)
- General Commercial (GC)
- Industrial / Employment (IE)
- Office / Employment (OE)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- In - Town Residential (ITR)
- Multi-family Residential (MFR)
- Parks / Open Space (OS)
- Existing Roads
- Proposed Roads
- Proposed Greenway
- Planned Park or Open Space Amenity

CITY COUNCIL
 BOB GOLDEN - MAYOR
 WARREN ROBB - MAYOR PRO TEM
 FORREST GOODMAN
 MITCH HILL
 KATHY HOPPER
 HAROLD WILLIAMS

Haslet, Texas Future Land Use Map

Adopted By Ordinance 013-2016
 Amended by Ordinance 018-2016

Print Date: 6/15/2017



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

Future Land Use Plan – Category Descriptions

Parks and Open Space (OS)

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 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 (LDR)

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. Use include:

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

Medium - Density Residential (MDR)

Located adjacent to larger lot subdivisions, development should be compatible with existing development. Net density option allows for ½ 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

In-Town Residential (ITR)

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 (MFR)

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 the Old Town
- Screened parking areas
- Architecture, scale, and massing in-keeping with the character of Haslet

Old Town (OT)

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 (MU)

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 (GC)

The General Commercial areas are meant to have a mixture of non-residential uses including retail, service, and office uses. Design considerations 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 (OE)

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 façade 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 (IE)

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