



*City of Hewitt*

---

**COMPREHENSIVE PLAN 2022**

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*Adopted April 21<sup>st</sup>, 2003*

*Prepared By:*

DUNKIN, SEFKO & ASSOCIATES, INC.  
*Urban Planning Consultants*

*In Cooperation With:*

THE COMPREHENSIVE PLAN STEERING COMMITTEE

&

CITY OF HEWITT STAFF

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*City of Hewitt*

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CITY OF HEWITT STAFF

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**ORDINANCE NO. 2003-04-21**

AN ORDINANCE OF THE CITY OF HEWITT, TEXAS, ADOPTING THE COMPREHENSIVE PLAN, TO BECOME EFFECTIVE UPON ITS PASSAGE AND APPROVAL.

WHEREAS, the City Council of the City of Hewitt, Texas, retained a professional Planning Consultant to assist in the preparation of a new Comprehensive Plan for the City of Hewitt; and

WHEREAS, the City Council of the City of Hewitt, Texas, appointed a committee to work with the professional Planning Consultant in the preparation of a new Comprehensive Plan for the City of Hewitt; and

WHEREAS, the Planning and Zoning Commission reviewed and studied recommendations made by the Planning Consultant for the Comprehensive Plan; and

WHEREAS, the Planning and Zoning Commission recommended approval of the Comprehensive Plan to the City Council; and

WHEREAS, the City Council received and reviewed the Planning and Zoning Commission's recommendation to approve the Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HEWITT, TEXAS:

SECTION 1: That the Comprehensive Plan, including the Future Land Use Plan, Thoroughfare Plan, and all the maps and elements, contained therein is hereby adopted by the City Council as a long-range planning guide for the City of Hewitt.

SECTION 2: That this Plan is intended to constitute the Comprehensive, or Master Plan of the City of Hewitt, Texas, for all matters related to long-range guidance relative to zoning decisions, land subdivision, thoroughfare construction, and growth management.

SECTION 3: That the Planning and Zoning Commission shall review this Plan annually and shall make recommendations that the City Council may or may not adopt. The City Council shall conduct a comprehensive review of the Plan every five (5) years.

SECTION 4: That the Mayor of the City of Hewitt shall affix his/her signature on an appropriate page of the Comprehensive Plan, that page to be determined by the Mayor, below the words "Official Plan," below which will be placed the seal of the City.

SECTION 5: That it is hereby officially found and determined that the meeting at which this Ordinance is passed was duly noticed and has been open to the public as required by law.

SECTION 6: That this Ordinance shall become effective on and after its passage and approval.

PASSED AND ADOPTED this the 21<sup>st</sup> day of April, 2003.

**THE CITY OF HEWITT, TEXAS**

BY: \_\_\_\_\_  
J. D. Copeland, Mayor

Attest:

\_\_\_\_\_  
Becky E. Frels, City Secretary



*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

*Official Plan*

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*Signed By:* \_\_\_\_\_

*J.D. Copeland, City of Hewitt Mayor*

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*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

*Acknowledgements*

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*The drafting and adoption of the City of Hewitt's Comprehensive Plan 2022 would not have been possible without the involvement of the following people.*

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## *The Comprehensive Plan Advisory Committee*

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<i>Glenn Busch, Chair</i>	<i>Curtis Mc Lemore</i>
<i>Adam Feind, Vice-Chair</i>	<i>Denise Milo</i>
<i>Dwight Beckman</i>	<i>Brenda Milsaps</i>
<i>Shirley Blanton</i>	<i>Louis Parsons</i>
<i>Jean Calhoun</i>	<i>Billy Pigg</i>
<i>Bette Keeling</i>	<i>James Vidrine</i>
<i>Jerral Knox</i>	<i>Sissy White</i>
<i>Marvin Lands</i>	

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## *The Hewitt City Council*

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<i>J.D. Copeland, Mayor</i>	<i>William Perkins</i>
<i>Shirley M. Blanton, Mayor Pro-Tem</i>	<i>Bob Teer</i>
<i>Robert Fleming</i>	<i>Charlie Turner</i>
<i>Bill Fuller</i>	

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## *The Hewitt Planning & Zoning Commission*

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<i>Jerral F. Knox, Chairman</i>	<i>Gary Pirkle</i>
<i>Marvin Goebel, Vice Char</i>	<i>Lynn Talbert</i>
<i>Katherine Aufman</i>	<i>Darrell Vickers</i>
<i>Ronnie McNeil</i>	

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## *Hewitt City Staff*

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*Dennis Woodard, City Manager*  
*Barry Sullivan, Assistant City Manager*  
*Becky Frels, City Secretary*

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*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

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*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

*Preface: The Overall Planning Process*

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## *The Planning Process Defined*

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A city's comprehensive plan can be defined as a long-range planning tool that is intended to be used by City staff, decision-makers and citizens to guide the growth and physical development of a community for ten years, twenty years, or an even longer period of time. It is a vision of what the community can become and is a long-range statement of public policy.

In basic terms, the primary objectives of a comprehensive plan are to:

- Ensure efficient delivery of public services,
- Coordinate public and private investment,
- Minimize conflict between land uses,
- Manage growth in an orderly manner,
- Increase the cost-effectiveness of public investments, and
- Provide a rational and reasonable basis for making decisions about the community.

## *The Purpose of the Planning Process*

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Specifically, this Comprehensive Plan is intended to establish a generalized pattern for development within Hewitt, which should reinforce the established vision of the City's future physical form - how the community should grow, develop and mature over time. The development of various physical elements within the community, including transportation facilities, land uses, housing, recreation areas and facilities, and public facilities, will directly impact the future growth and desirability of Hewitt. Policies and recommendations will be made herein relative to the distribution and interrelationships of future development within the City. These policies and recommendations are supported by a set of goals and objectives (Chapter 2) established by citizens, business leaders, and City leaders.

## *The Legal Reasoning Behind the Planning Process*

---

The state of Texas has established laws with regard to the way in which incorporated communities can ensure the health, safety and welfare of their citizens. State law gives communities the power to regulate the use of land, but only if such regulations are based on a plan. Specifically, the law states that:

*The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality...A municipality may define the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations.* Chapter 219.002 of the Texas Local Government Code

Therefore, it can be stated that there are three interrelated purposes of a Comprehensive Plan: 1) it allows the citizens of a community to create a shared vision of what they want the community to become, 2) it establishes ways in which a community can effectively realize this vision, and 3) it establishes the legal foundation necessary to implement planning-related regulatory ordinances.

## *The Importance of Planning-Related Policy*

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By adopting the policies set forth in the Comprehensive Plan, Hewitt can prepare for growth, and it can maximize the future benefits of that growth for its citizens. The Comprehensive Plan should be considered an important tool for managing community change in order to achieve the desired quality of life. Hewitt is a growing community, and therefore, development within the City is inevitable. However, proactive planning can ensure that future development occurs in a way that is positive for Hewitt. Careful planning is particularly important to a growing and evolving community like Hewitt, because it helps to ensure that as size and population characteristics change over time, the community continues to develop in a manner that reflects the objectives and values of the City as a whole. The product of the advance-planning program that the City of Hewitt has undertaken is this Comprehensive Plan document (and associated maps), which is sometimes referred to as the community’s “Master Plan”.

It is important to recognize the difference between a Comprehensive Plan and the actual regulations that implement the Comprehensive Plan. The City staff and City Council should use the Plan as a *policy* guide; that is, the recommendations contained within the Plan should be followed when making decisions about the City’s growth and development. The Comprehensive Plan is not the *legal* guide, however. There are two primary legal guides that serve to implement the Comprehensive Plan (the policy guide) – the Zoning Ordinance and the Subdivision Ordinance. These implementation tools will be based on the policies set forth in the Comprehensive Plan, just as Texas state law mandates.

*The Comprehensive Plan, once adopted, becomes the official policy of the City.* However, this document should not be considered to be the end of the comprehensive planning process. Planning is not a single event - it is a continuous and ever-changing process. The key to successful, on-going planning is to continually utilize the Comprehensive Plan, and to continually change the Plan to reflect changes occurring in the City. The Comprehensive Plan is intended to be flexible and to provide latitude for more detailed analyses that are commonly a part of zoning and development decisions, decisions that should be consistent with policies established within the Comprehensive Plan. However, *the Comprehensive Plan itself is not intended to be a static document with rigid policies; it is intended to be a dynamic, adaptable guide to help citizens and officials shape Hewitt’s future on a continual, proactive basis.*



*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

*Chapter 1: Baseline Analysis*

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# Introduction

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The foundation of the comprehensive planning process rests in basic information, such as the historical, statistical and factual information about the community. The *Baseline Analysis* consists of documentation of such information by presenting an overview of the City's history, as well as its social and economic characteristics. It also gives a general insight into the community's growth and development patterns. All of these together are essential for a clear understanding of the physical and social composition of the City. The primary objective of this chapter is to document current physical and socioeconomic (demographic) conditions within Hewitt, and to identify various opportunities and constraints the community must consider in addressing and shaping its future form and character. The secondary objective of the *Baseline Analysis* is to ensure that the information being used in the planning process accurately portrays the community and its needs. The identification of major issues within the community begins early in the comprehensive planning process, and serves as a basis for creating the following components of the *Baseline Analysis*:

- ◆ Historical Background,
- ◆ Regional Relationships (of Hewitt to the County and to surrounding communities),
- ◆ Physical Factors Influencing Development (Natural and Man-Made),
- ◆ Demographic & Socio-Economic Characteristics,
- ◆ Existing Land Use Characteristics, and
- ◆ Existing Housing Characteristics.

Each section contains information pertaining to the topic, as well as graphic support, where appropriate. The *Baseline Analysis* includes the identification of other issues that will be addressed in the formulation of the Comprehensive Plan for the City of Hewitt. It also forms the basis for formulating the goals and objectives pertaining to various aspects of the community, and is instrumental in generating the final recommendations of the Comprehensive Plan.

## Historical Background<sup>1-1</sup>

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Looking back at the past history of the City, at catalysts for local growth and possible reasons for decline, can help the leaders of Hewitt today to more clearly decipher what tomorrow may bring. The City of Hewitt is named after a man by the name of George A. Hewitt, who was a director of the Missouri, Kansas and Texas Railroad. It was the establishment of this railroad between Hillsboro and Taylor that was the catalyst for Hewitt's initial growth in 1882. By 1884, the

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<sup>1-1</sup> Information from *The Handbook of Texas Online: Hewitt, Texas*, at [www.tsha.utexas.edu/handbook/online](http://www.tsha.utexas.edu/handbook/online).

community had a post office, and by the 1890s, had many of the necessities often found in growing cities at the time, including a gristmill, a cotton gin, and a grocery. The primary exports from Hewitt were grain and lumber. In addition, an independent school district was established in 1895.

Population growth was modest during the following decades. The Hewitt Independent School District, along with the South Bosque Independent School District, became the Midway Consolidated Independent School District in 1947. The City of Hewitt was formally incorporated in 1960, and George C. Baxley was elected as the first mayor. Although less than 100 residents were estimated as the City's population in the mid-1960s, by the latter part of that decade, Hewitt began to grow more rapidly as people recognized it as an easy commute to nearby employment opportunities in Waco. The growing number of residents led to a growing number of local businesses as well; the City boasted approximately 32 businesses by the late 1970s. In 1979, the Speegleville area began to be served by the Midway Independent School District. Between 1970 and 1980, growth accelerated rapidly, and in 1980, the City was estimated to have a population of over 5,200 people and 56 businesses. Between 1980 and 2000, Hewitt has continued to grow, more than doubling in population. It should be noted that specific aspects of Hewitt's population growth will be discussed further in later sections of the *Baseline Analysis*.

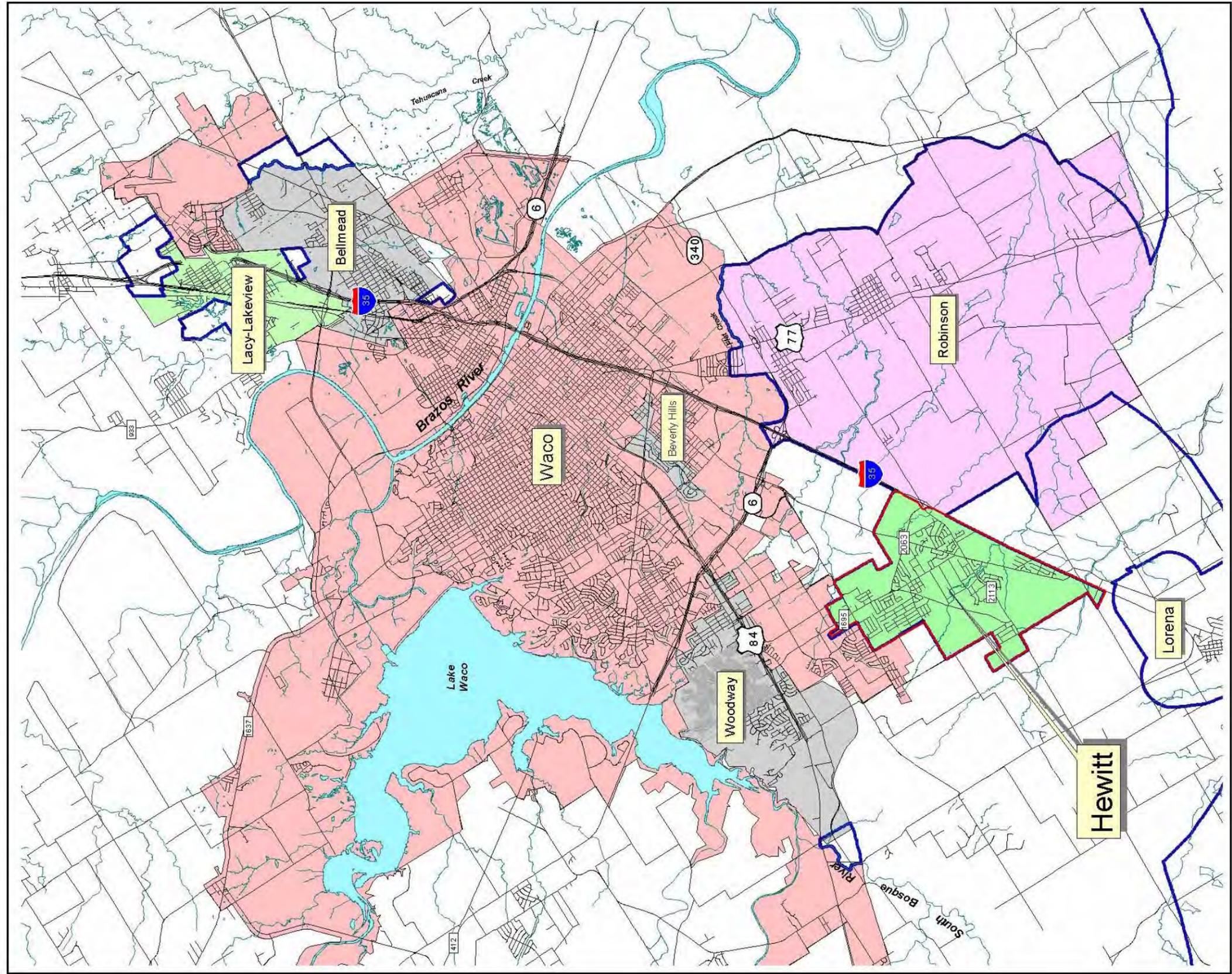
## *Relationship of the City to the Region*

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The City of Hewitt is located in the central part of Texas about halfway between the major cities of Dallas/Fort Worth Metroplex, which is approximately 100 miles to the north, and the Austin metropolitan area, which is approximately 100 miles to the south. The Temple/Killeen/Belton area is also fairly close to Hewitt, at just 30 miles to the south of the City. The proximity of several major metropolitan areas allows residents easy access to numerous retail, cultural, and educational opportunities.

Hewitt is situated on Interstate Highway 35 in the central part of McLennan County; Interstate Highway 35 is an important regional conduit. Other significant regional highways include U.S. Highway 84 and U.S. Highway 77. U.S. Highway 84, which is located to the northeast of Hewitt, runs primarily in an east-west direction, but provides for travel in a north-south direction through McGregor, Woodway, and Waco. U.S. Highway 77, which is located to the east of Hewitt, runs in a north-south direction from Interstate Highway 35 south through Robinson and Falls County. These significant thoroughfares will be discussed in detail later within the *Baseline Analysis* in the *Man-Made Features: Major Thoroughfare Routes* section.

Hewitt's location also provides ready access to the Waco metropolitan area, a factor that has greatly influenced the City's growth during the last decades. Surrounding communities (in a clockwise direction) include Bellmead, West, Mart, Robinson, McGregor, Woodway, Beverly Hills, and Waco. Surrounding counties include Bosque, Hill, Limestone, Falls, Bell, and Coryell.



City of Hewitt, Texas  
**Relationship  
 to the Region**

Plate 1-1

- Hewitt
- Waco
- Bellmead
- Beverly Hills
- Lacy-Lakeview
- Robinson
- Woodway
- Lake Waco
- Waco E.T.J.
- Creeks

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 Feet  
 Dundin Sefko & Associates, Inc.  
 Data Source: Esri, Inc.  
 Map Date: April 1, 2015



# *Physical Factors Influencing Development*

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## *Natural Features*

Natural features that may influence the development within a community include elements such as the geology, topography, area soils, and endangered species that are found within the community and in the immediately surrounding area. The interrelationship of these natural features creates the natural environment of a community and may represent challenges to its future growth. There are examples of challenges such as these throughout Texas; San Antonio is limited by its dependence on the Edwards Aquifer, Austin is limited by an abundance of endangered species, and Houston is limited by its tendency to flood. The fact that natural features may limit growth is not necessarily negative – in fact, it is often the existence of such features that make a place attractive to people and entice them to locate in certain communities. The following sections are intended to document some of the key natural features of Hewitt, represented graphically on **Plate 1-2**. The way in which they may affect the future growth of the City will be addressed in subsequent sections of the Comprehensive Plan.

## *Geology*<sup>1-2</sup>

Geology, in laymen's terms, is the study of rocks and their surface characteristics. The mineral wealth and varied landforms found in the state today are actually a legacy of the geologic history of Texas. The geologic history of Texas is recorded in rocks found in outcrops throughout the state and in those penetrated by boreholes that have been drilled (primarily in the search for oil and natural gas). These rocks indicate that Texas has undergone a long and dynamic history of igneous activity, structural deformation, and sedimentary processes.

The area of Texas in which Hewitt is located was defined during the Mesozoic Era, which began approximately 240 million years ago when European and African/South American plates began to shift and separate from North America. During this time period, parts of Texas were buried under thick deposits of marine salt, limestone shelves were formed, and salt domes were created. The Cretaceous period, which occurred within the Mesozoic Era, began approximately 140 million years ago; geologic events within this period are divided into two distinct phases as well, known as the Lower Cretaceous and the Upper Cretaceous. Western and eastern parts of McLennan County were formed during the Lower and Upper Cretaceous periods, respectively. The Lower Cretaceous period is characterized by Mesozoic seas that covered much of Texas, which resulted in the limestone deposits for which central Texas is known. During the Upper Cretaceous period, marine waters remained and were deeper than during the Lower Cretaceous. The chalky rock seen throughout Central Texas is one of the legacies of this geologic period.

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<sup>1-2</sup>The 1994-1995 Texas Almanac, the Dallas Morning News, pgs. 91-92; [www.infoplease.com](http://www.infoplease.com): Encyclopedia – Cretaceous Period: Historical Geology of the Period



## *Soils*<sup>1-3</sup>

McLennan County is located in both the Blackland Prairie region (to the east) and the Grand Prairie region (to the west) of Texas. The Blackland Prairie covers approximately 18,480 square miles, beginning at the Texas-Oklahoma border along the Red River and continuing south to the San Antonio area. The Blackland Prairie region acquired its name from the black topsoil, also referred to as black gumbo<sup>1-4</sup>, that characterizes much of the region. The Grand Prairie region is west of the Blackland Prairie region and is approximately 12,000 square miles. This region also runs south from the Oklahoma border, but comes to an end near the Austin area.

Blackland Prairie soils are deeper than Grand Prairie soils; other than this fact, the differences between the two soil types are negligible, and each region shares remarkably similar characteristics. Formed when material from the Austin chalk formation and volcanic ash mixed together on the floor of shallow seaways, these soils are very fertile and have been used extensively for agricultural purposes. The clay found within them is porous, and therefore retains water, generally resulting in high shrink-swell ratios; this characteristic can cause problems for building and maintaining foundations in these regions of Texas. Sand, gravel, and limestone are also common features of Blackland Prairie and Grand Prairie soil types.

## *Vegetation*

The eastern part of the County, which is designated as being within the Blackland Prairie region, supports native tall grasses, primarily because of its deep soil<sup>1-5</sup>. Native vegetation within this region includes grasses such as Big Bluestem, Little Bluestem, Sideoats Grama, Indian Grass and Switch Grass; shrubbery such as scattered Mesquite; and trees, which are most commonly found in creek beds, such as Elm and Hackberry. The western half of McLennan County lies in the Grand Prairie region, which because of its shallower soils supports shorter species of grass than soils within the eastern portion of the County. With the exception of that distinction, vegetation types found in each region are generally the same<sup>1-6</sup>.

## *Topography*<sup>1-7</sup>

McLennan County has varying terrain features. Generally, land within the County is not characterized by major variations; the maximum elevation is approximately 850 feet above sea level and the minimum elevation is 400 feet. One major topographic feature is the Balcones Fault, which bisects the County from the southwest to the northeast and is distinguished from the gently rolling hills by its steep slopes. The topography in Hewitt, is generally around 600 feet, with variances above and below by approximately 50 feet. Local topography is shown on **Plate 1-2**.

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<sup>1-3</sup> Oklahoma State University Website: [www.soilphysics.okstate.edu](http://www.soilphysics.okstate.edu): Blackland Prairie, Grand Prairie (unless otherwise noted)

<sup>1-4</sup> Texas Parks and Wildlife Website: [www.tpwd.state.tx.us](http://www.tpwd.state.tx.us): Blackland Prairie

<sup>1-5</sup> Ibid.

<sup>1-6</sup> Oklahoma State University: [www.soilphysics.okstate.edu](http://www.soilphysics.okstate.edu): Grand Prairie

<sup>1-7</sup> The Handbook of Texas Online: [www.tsha.utexas.edu/handbook/online/articles/McLennan County](http://www.tsha.utexas.edu/handbook/online/articles/McLennan%20County)

## Major Drainageways

There are three major drainageways in McLennan County: the Bosque River, the Brazos River, and Lake Waco. In Hewitt, there are two major drainageways: Flat Creek to the north and east of the City, and Castleman Creek to the south and west of the City. These two major drainageways are shown on **Plate 1-2**, as are the ridgelines that differentiate the way in which water runoff occurs within the City.

## Major Aquifers

About 80 percent of area in the state of Texas is covered by underlying major aquifers. Approximately 56 percent of the water currently used in the state is derived from underground sources that occupy 9 major and 20 minor aquifers. McLennan County lays over one major aquifer, the Trinity Aquifer, and two minor aquifers, the Woodbine Aquifer and the Brazos River Alluvium Aquifer<sup>1-8</sup>. Following are descriptions of each of these as they relate to McLennan County.

### Trinity Aquifer

The Trinity Aquifer extends from the Red River (along the Texas-Oklahoma border) south through 55 counties to the Texas Hill Country and South Central Texas. The entirety of McLennan County is located in the *downdip* portion of the aquifer; a *downdip*, according to the Texas Water Development Board is “the part of a water-bearing rock layer which dips down below another rock layer.” Pieces of this aquifer can also be found in the panhandle of Texas in the Edwards-Trinity Aquifer formation.

The Trinity Aquifer has been depleted by development, especially development within the Dallas-Fort Worth region. As a result, water levels have decreased by as much as 550 feet. In the past several years, there has been a shift away from dependence on public wells for water service provision in favor of surface water, which has allowed the aquifer to begin to recharge. The area around Hewitt has been affected by the depletion of the aquifer – levels in the vicinity have decreased by as much as 400 feet.

### Woodbine Aquifer

The Woodbine aquifer is a minor aquifer that aquifer extends from the Red River through Dallas and Tarrant Counties and ends in the northern portion of McLennan County. The aquifer is used for municipal water sources, industrial water sources, domestic water sources, watering livestock animals, and for small irrigation supplies throughout North Texas. The aquifer reaches a maximum depth of 2,500 feet and is divided into three water-bearing zones; the two lower zones are used to supply people with water. The water quality of this aquifer is considered to be good until a depth of approximately 1,500 feet. Water in the downdips of this aquifer, however, is considered poor due to the high amounts of iron.

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<sup>1-8</sup> Texas Water Development Board Website: [www.twdb.state.texas.us/publications/reports/GroundWaterReports](http://www.twdb.state.texas.us/publications/reports/GroundWaterReports): Report 345: Aquifers of Texas, 1995.

### Brazos River Alluvium Aquifer

The Brazos River Alluvium aquifer is a minor aquifer located in the central portion of the County. The aquifer begins in Bosque and Hill counties and continues for 350 miles to the southeast into Fort Bend County. Certain portions of the aquifer contain water that is considered to be safe to drink, but water quality varies greatly and can be so poor as to exceed 1,000 mg/liter of dissolved solids. Almost all water from the Brazos River Alluvium is used for irrigation. Related irrigation wells can produce large amounts of water of between 250 gallons per minute and 1,000 gallons per minute.

### *Climate*

Climate is also a factor that affects the type of developments occurring in an area. Climate of a community can either be a limiting or an encouraging factor to urban development depending on the type of industry or business. Most of the state of Texas is known for experiencing relatively high temperatures throughout the year, with the possible exception of the far northern part of the state and the Panhandle. Hewitt is located in the heart of Texas, and therefore, generally experiences warm weather that could be considered subtropical. A summary of the climate in Hewitt, as stated in the *Hewitt, Texas 1997 Community Profile*<sup>1-9</sup>, is as follows:

- ◆ Annual average temperature – 67 degrees
- ◆ Average high temperature – 96 degrees
- ◆ Average low temperature – 35 degrees
- ◆ Annual average precipitation – 30.95 inches
- ◆ Annual average snowfall – 0 inches
- ◆ Elevation: 427 feet above sea level

### *Endangered, Threatened, & Rare Species*<sup>1-10</sup>

In 1973, the Texas Parks and Wildlife Department (TPWD) was authorized by the state legislature to establish a list of endangered animals in the state; the TPWD keeps current listings of all such species by county. *Endangered species* are defined by the Department as those species that are “threatened with statewide extinction”. *Threatened species* are those species that TPWD has determined are likely to become endangered in the future. *Rare* are defined as those species that there are few in number, but that have no regulatory listing status. Regulations established by the TPWD for endangered and threatened species prohibit the “taking, possession, transportation, or sale of any of the animal species designated by state law as endangered or threatened without the issuance of a permit”. It should be noted that some of the species listed as threatened or endangered under Texas state law are also listed under federal regulations. Animals that are listed

<sup>1-9</sup> Section 2: Basic Studies, pg. 3

<sup>1-10</sup> Texas Parks & Wildlife Website: [www.tpwd.com](http://www.tpwd.com): Texas Threatened and Endangered Species Regulations

federally have the additional protection of the U.S. Fish and Wildlife Service. **Table 1-1** contains a listing of endangered, threatened, or rare species within McLennan County as of June 2002.

## Man-Made Features

Man-made features like major thoroughfare routes, extra-territorial jurisdiction, railroads, and large surrounding communities can be major factors that impact urban development patterns within a city and its immediate area. The following is a brief discussion of several of these factors.

## Major Thoroughfare Routes

Hewitt has several major thoroughfares that are in, directly connected to, or are in close proximity to the City. Following are descriptions of each of these as they relate to Hewitt.

### Interstate Highway 35

Interstate Highway 35 is the largest thoroughfare that runs through Hewitt, and is the most significant thoroughfare in the general area. Interstate Highway 35 provides for travel across Texas a north-south direction, from its northernmost point in Sherman, through Dallas, Austin and San Antonio to its southernmost point at the U.S./Mexico border in Laredo. In addition to connecting Hewitt to major cities throughout the state, Interstate Highway 35 connects Hewitt to a number of area communities, including Temple and Belton to the south and Waco to the north.

### U.S. Highway 84

U.S. Highway 84 and U.S. Highway 77 (discussed below) do not actually enter into the Hewitt City limits, but are significant in terms of their regional impact on travel around the City. As previously mentioned, U.S. Highway 84 is located northwest of Hewitt, providing access to several area communities, including McGregor, Woodway, and Waco. This highway continues to the north and west through Abilene and Lubbock, and then continues until it reaches the border between Texas and New Mexico.

*Table 1-1*  
STATUS OF SPECIES  
McLennan County, Texas

Species	Status
<b>BIRDS</b>	
Arctic Penegrine Falcon	Threatened
Bald Eagle	Threatened
Golden-cheeked Warbler	Endangered
Henslow’s Sparrow	Rare
Interior Least Tern	Endangered
Migrant Loggerhead Shrike	Rare
Western Burrowing Owl	Rare
White-faced Ibis	Threatened
Whooping Crane	Endangered
<b>FISHES</b>	
Guadalupe Bass	Rare
Smalleye Shiner	Rare
<b>MAMMALS</b>	
Cave Myotis Bat	Rare
Plains Spotted Skunk	Rare
<b>REPTILES</b>	
Texas Garter Snake	Rare
Texas Horned Lizard	Threatened
Timber/Canebrake Rattlesnake	Threatened

Source: Texas, Parks & Wildlife Department; listing updated June 17, 2002



### U.S. Highway 77

U.S. Highway 77 is located to the east of Hewitt and runs in a north-south direction, providing access to the south to area communities such as Robinson and Golinda. Although this highway does not continue any further north than Interstate Highway 35, it continues to the south as far as Brownsville, Texas (in Cameron County), where it intersects and ends at U.S. and Mexico border.

### State Highway 6

State Highway 6 is located to the northeast of Hewitt, and runs generally north-south across Texas. To the north and west of Hewitt, this roadway runs through communities such as Clifton and Iredell (both in Bosque County) and then ends at its intersection with U.S. Highway 281 in Hico. To the south and east of Hewitt, this roadway runs through numerous well-known Texas communities, including Marlin, Hearne, Bryan/College Station, Navasota, and Hempstead. State Highway 6 shares a designation with U.S. Highway 190 prior to entering the Houston area. The close proximity of this major Texas highway to Hewitt provides another important regional connection for local residents.

### Old Temple Road/ F.M. 3476

Another thoroughfare that greatly impacts Hewitt is F.M. 3476, which is commonly referred to as Old Temple Road. Beginning at Interstate Highway 35 in the southern portion of Hewitt, this is a significant local north-south roadway through the City. Old Temple Road not only provides a direct connection to State Highway 6 to the northeast of Hewitt, but it also provides direct access to Waco, which allows commuters to avoid Interstate Highway 35. It should be noted that the designation of Old Temple Road changes to Bagby Avenue just south of its intersection with State Highway 6.

### Hewitt Drive/F.M. 1695

Hewitt Drive begins at Spring Valley Road near the intersection of Spring Valley Road and the Union Pacific Railroad line in the southwest part of the City. Hewitt Drive follows the railroad right-of-way north through the heart of the City and intersects with Sun Valley Boulevard. It then continues in a northwest direction past Panther Way and past Hewitt's City limits where it intersects with U.S. Highway 84 and Bosque Boulevard. Hewitt Drive is an important local north-south thoroughfare for the western portion of the City.

### Spring Valley Road/F.M. 2113

Spring Valley Road runs in a southwest-to-northeast direction through the City, entering Hewitt just west of the Union Pacific rail line and Hewitt Drive. This roadway intersects with Old Temple Road and ends at its intersection with Interstate Highway 35 in the northeastern portion of Hewitt. Spring Valley Road is a significant local thoroughfare, but is also significant regionally, providing access from Hewitt to communities west and south of the City such as Spring Valley and Moody.

### *Sun Valley Boulevard/F.M. 2063*

Sun Valley Boulevard runs west-to-east from Hewitt Drive to Interstate Highway 35 in the northern portion of the City. This thoroughfare provides the quickest and most direct access from Interstate Highway 35 to the core area of Hewitt. Sun Valley is a local roadway, and does not provide any regional access.

## *Extra-Territorial Jurisdiction (ETJ)*

Extra-territorial jurisdiction can be defined as the land that an incorporated area may legally annex for the purpose of future development. The Texas State Legislature has established specific amounts of unincorporated land for ETJ designation for municipalities depending upon their size. However, the City of Hewitt due to its location does not have an ETJ; all the land that surrounds Hewitt has been previously claimed. The City of Robinson's city limits abut Hewitt's along Hewitt's eastern edge. The City of Waco's ETJ, which is large due to the fact that its population is over 100,000 people, surrounds the entire City of Hewitt, with the exception of where Robinson lies. All of this information leads to one conclusion – Hewitt will not be able to grow geographically in the future, unless jurisdictional agreements are made with either Waco or Robinson that are favorable to Hewitt in terms of granting some amount of additional jurisdiction. Regardless of this fact, however, the City of Hewitt has vacant land area that would allow for the accommodation of new residents; this will be discussed further later within the *Baseline Analysis* in the *Existing Land Use Characteristics* section.

## *Railroads*

Railroads have historically been a major catalyst for the growth of communities throughout Texas, generating concentrations of businesses and residential areas. Within a description of McLennan County, an excerpt from the Handbook of Texas<sup>1-11</sup> explains the importance of railroads to the growth of communities within the County:

*With the railroads came new towns such as McGregor, Moody, Cranford, Lott, Bellmead, Hewitt, Riesel, Battle, Leroy, and Axtell; other towns, like West, Eddy, Mart, Hallsburg, and Elm Mott, were already in existence when the railroads built through and profited from the increased economic opportunity; still other communities, like Perry, Mastersville, and Elk were bypassed by the railroads and faded as their populations were drawn to more convenient locations.*

Although local growth and related economies are generally becoming less reliant upon railroads as other modes of transporting goods have become increasingly utilized, railroads can still be considered as great resource for maintaining existing local industries and for attracting future industrial development to an area.

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<sup>1-11</sup> Handbook of Texas Online: McLennan County, [www.tsha.utexas.edu/handbook/online/articles/view/MM/hcm8.html](http://www.tsha.utexas.edu/handbook/online/articles/view/MM/hcm8.html)

As previously mentioned, the Union Pacific Railroad line closely follows Hewitt Drive in a north-south direction through the center of the City, then the line separates from its alignment with Hewitt Drive near the intersection of Hewitt Drive and Sun Valley Boulevard. There is industrial land use along the rail line in the northern part of the City, as well as several other types of nonresidential uses (refer to the *Existing Land Use Characteristics* section for more discussion). Another rail line exists between Hewitt’s northern City limits and south of U.S. Highway 84, although it is no longer utilized.

## Demographic & Socio-Economic Characteristics

There are many elements that contribute to a growing, dynamic city, including those that have been previously discussed within the *Baseline Analysis*, such as regional influences, natural features, and thoroughfares. However, perhaps the most important element of a city is the people. It is the residents of Hewitt, the people that live and work in the City, that will most influence the City’s future. This section is an analysis of the demographic and socio-economic characteristics of the citizens of Hewitt.

### Population Changes – Hewitt, McLennan County, & Surrounding Communities

Much of Hewitt's growth can be attributed to its proximity and convenient access to Waco and to Interstate Highway 35. The trend in population change within the City of Hewitt since 1970 is reflected in **Table 1-2**. The City experienced a rapid increase in population between 1970 and 1980, with an increase in population of more than 4,600 people and over 800 percent. Growth between 1980 and 1990 was also strong, and although the percentage increase was less, the number of people increased by over 3,700 people. The 2000 U.S. Census counted over 11,000 people within Hewitt, which represented a population growth of over 2,100 people and over 20 percent.

Table 1-2  
POPULATION CHANGE  
City of Hewitt, Texas

Year	Population	Population Change	Percent Change
1970	569	—	—
1980	5,247	4,678	822.1%
1990	8,983	3,736	71.2%
2000	11,085	2,102	23.4%

Sources: 1982-1983 Texas Almanac (years 1970-1980)  
U.S. Census (years 1990-2000)



Growth in McLennan County has also been relatively rapid, as **Table 1-3** shows. The only decline experienced by the County since 1950 occurred between 1960 and 1970. Other than this, growth has been over 10 percent. The highest percentage of growth occurred between 1970 and 1980, and highest numerical growth occurred in the last decade, according to the 2000 U.S. Census.

*Table 1-3*  
POPULATION CHANGE  
McLennan County, Texas

Year	Population	Population Change	Percent Change
<b>1950</b>	130,194	—	—
<b>1960</b>	150,091	19,897	15.3%
<b>1970</b>	147,553	-2,538	-1.7%
<b>1980</b>	170,755	23,202	15.7%
<b>1990</b>	189,123	18,368	10.8%
<b>2000</b>	213,517	24,394	12.9%

Source: U.S. Census

**Table 1-4** contains information on population for numerous communities in the area, including Woodway, Robinson, and Waco. As the table shows, Hewitt was the fastest growing community in the area between 1970 and 2000 at an overall percentage increase of almost 2,000 percent. The City’s average compounded growth rate, which distributes the population growth over the entire time period to show the average percentage at which Hewitt grew, was 10.4 percent. Lorena was the second-fastest growing community in McLennan County at just over 250 percent, and at an average compounded rate of over four percent. The majority of the other area communities also experienced growth at lesser percentages.

Two communities in the area, Marlin and Beverly Hills, experienced overall declines between 1970 and 2000, but declines were negligible. Marlin actually only decreased by 22 people over the thirty-year period, and Beverly Hills only decreased by 176 people. Waco, the largest community in McLennan County, increased overall by just over 19 percent, but had an average annual compounded rate of less than one percent.

*Table 1-4*  
POPULATION CHANGE, 1970-2000  
City of Hewitt, Texas & Surrounding Cities

City	1970	1980	1990	2000	Percent Change	Annual Average Compounded Growth Rate
<b>Hewitt</b>	569	5,247	8,983	11,085	1,848.2%	10.40%
Marlin	6,651	7,099	6,386	6,629	-0.3%	-0.01%
Bellmead	7,698	7,569	8,336	9,214	19.7%	0.60%
McGregor	4,365	4,513	4,683	4,727	8.3%	0.27%
Woodway	4,819	7,091	8,695	8,733	81.2%	2.00%
Robinson	3,807	6,074	7,111	7,845	106.1%	2.44%
Lorena	406	619	1,158	1,433	253.0%	4.29%
West	2,406	2,485	2,515	2,692	11.9%	0.38%
Beverly Hills	2,289	2,083	2,048	2,113	-7.7%	-0.27%
Waco	95,326	101,261	103,590	113,726	19.3%	0.59%

Source: U.S. Census



**Table 1-5** contains information pertaining to Hewitt’s growth in relation to McLennan County’s growth. In 1970, the population of Hewitt contributed less than one-half of one percent to the overall population of the County. This has changes over the past decades, however, with Hewitt’s population becoming increasingly significant. Using 2000 Census data, it is apparent that Hewitt now accounts for over five percent of McLennan County’s population.

*Table 1-5  
REGIONAL GROWTH COMPARISON  
City of Hewitt as Part of McLennan County*

YEAR	City of Hewitt Population	McLennan County Population Change	Percentage of the City in the County
1970	569	147,553	0.39%
1980	5,247	170,755	3.07%
1990	8,983	189,123	4.75%
2000	11,085	213,517	5.19%

Source: U.S. Census

## Race & Ethnicity

Society in general is becoming increasingly diverse. The City of Hewitt has followed this trend between 1990 and 2000 according to the U.S. Census, as **Table 1-6** shows. While the *White* population group decreased in percentage in the last decade, even though the actual number increased, every other ethnic group increased in both percentage and number. The largest percentage and numerical increase occurred within the *Hispanic Origin* group, at an increase of almost three percent and 448 people. The smallest increase occurred within the American Indian population group, with an additional 47 persons and a percentage increase of 0.4 percent.

*Table 1-6  
RACE AND ETHNIC DISTRIBUTION, 1980-1990  
City of Hewitt, Texas*

Race/Ethnicity	1990		2000	
	Number	Percent <sup>(1)</sup>	Number	Percent <sup>(1)</sup>
White	8,251	91.9%	9,320	84.1%
African-American	532	5.9%	853	7.6%
American Indian	0	0.0%	47	0.4%
Asian	63	0.7%	260	2.3%
Other Race	137	1.5%	453	4.1%
Hispanic Origin <sup>(2)</sup>	581	6.5%	1,029	9.3%
<b>Total Population</b>	<b>8,983</b>		<b>11,085</b>	

<sup>(1)</sup> Percent based upon total population; due to the inclusion of Hispanic origin in any race percent, total will not equal 100.0%.

<sup>(2)</sup> Hispanic origin can be of any race; referred to as "Spanish origin" in the 1980 Census data.

Source: U.S. Census



## Age Composition & Distribution

Age is an important consideration when assessing the state of a city, in that it influences many aspects of service provision and of quality of life. An increase in the number of young people may indicate the need for additional schools and additional recreational venues. An increase in the number of senior citizens may indicate the need for additional assisted living facilities and group transportation opportunities. The age composition and distribution for the City of Hewitt for 1990 and 2000 is shown in **Table 1-7**.

According to both the 1990 and 2000 Census, the largest age group in Hewitt was the *Prime Labor Force*, which includes persons between the ages of 25 and 44, although there was a decline in this age group between 1990 and 2000. The fact that the *Prime Labor Force* accounts for the largest percentage of the local population is a positive indication for the City in that this is the age group that is most attractive to potential businesses. The *Young* age group has also been representative of a large percentage of the population in both 1990 and 2000, which is also positive for Hewitt. Cities generally want to have a high number of young people because it is often indicative of a quality local school system, which in turn contributes to a high quality of life.

The largest increase of an age group in Hewitt between 1990 and 2000 occurred within the *Older Labor Force* age group, which includes persons between the ages of 45 and 64; this indicates that the decrease in the *Prime Labor Force* between 1990 and 2000 was not due to out-migration, but due to the natural aging of the persons that were within that group in 1990. Another important difference related to age composition within Hewitt between 1990 and 2000 was the approximate four-year increase in *Median Age*; this, combined with the other observations of differences in age groups, is indicative of a slightly aging local population.

*Table 1-7*  
AGE COMPOSITION & DISTRIBUTION  
City of Hewitt, Texas

AGE GROUP	1990		2000	
	Number	Percentage	Number	Percentage
Young (0-14 years)	2,370	26.38%	2,769	24.98%
High School (15-19 years)	803	8.94%	820	7.40%
College, New Family (20-24)	454	5.05%	575	5.19%
Prime Labor Force (25-44)	3,784	42.12%	3,654	32.96%
Older Labor Force (45-64)	1,196	13.31%	2,524	22.77%
Elderly (65 and over)	376	4.19%	743	6.70%
<b>Total</b>	<b>8,983</b>	<b>100.00%</b>	<b>11,085</b>	<b>100.00%</b>
<i>Median Age</i>	<i>29.9 Years</i>		<i>33.4 Years</i>	

Source: U.S. Census

## Educational Attainment

**Table 1-8** contains data on educational attainment for both the City of Hewitt and the state of Texas for persons 25 years of age and over. In 1990 in Hewitt, the largest percentage of people had at least a high school education at approximately 27 percent; the smallest percentage of people had a



level of between 9<sup>th</sup> and 12<sup>th</sup> grade at approximately 7.2 percent. According to the data collected for Hewitt in 2000, the local population was increasing its education level, with the largest percentage of people, 30.9 percent, having some college education. The smallest percentage of people was consistent with that of 1990, with 4.5 percent having an education level of between 9<sup>th</sup> and 12 grade with no diploma.

While there was an increase in the number of persons over the age of 25 in Hewitt between 1990 and 2000, there were decreases in several of the established attainment levels. The levels that decreased include: *Less Than 9<sup>th</sup> Grade* (-0.17%), *9<sup>th</sup> to 12<sup>th</sup> Grade (No Diploma)* (-2.71%), *High School Graduate* (-6.1%), and *Associate Degree* (-2.42). These decreases are positive when the increases in higher education levels are taken into account. There were significant increases in the percentages of people in the *Some College, No Degree* level (+7.59%) and in the *Graduate or Professional Degree* level (+3.42%). There was also an increase in the percentage of people who had attained a *Bachelor’s Degree*, although it was marginal just 0.4 percent. These facts, decreasing lower education levels and increasing higher education levels, support the previously stated observation of an increasingly educated local population in Hewitt.

In comparison, percentages in the lower levels of education across the state of Texas (refer to **Table 1-8**) were higher than those of Hewitt, and percentages in the upper levels of education were lower than those of Hewitt. While Hewitt had only 1.2 percent of the population that had an education level of *Less Than 9<sup>th</sup> Grade*, the state had almost 11.7 percent, and while Hewitt had over 12 percent that had attained the level of *Graduate or Professional Degree*, Texas had just 7.6 percent. From these observations, it can be concluded that the citizens of Hewitt are more highly educated than people in general in Texas.

Table 1-8  
EDUCATIONAL ATTAINMENT – 1990 & 2000  
City of Hewitt, Texas & the State of Texas

EDUCATION LEVEL	CITY OF HEWITT				TEXAS			
	1990		2000		1990		2000	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Less Than 9th Grade	78	1.46%	89	1.29%	1,387,528	13.46%	1,465,420	11.46%
9th to 12th Grade, No Diploma	386	7.21%	311	4.50%	1,485,031	14.40%	1,649,141	12.89%
High School Graduate (Includes Equivalency)	1,447	27.02%	1,446	20.92%	2,640,162	25.61%	3,176,743	24.84%
Some College, No Degree	1,249	23.32%	2,136	30.91%	2,171,439	21.06%	2,858,802	22.35%
Associate Degree	622	11.61%	635	9.19%	531,540	5.16%	668,494	5.23%
Bachelor's Degree	1,109	20.71%	1,458	21.10%	1,428,031	13.85%	1,996,250	15.61%
Graduate or Professional Degree	465	8.68%	836	12.10%	666,874	6.47%	976,043	7.63%
<b>Total</b>	<b>5,356</b>	<b>100.00%</b>	<b>6,911</b>	<b>100.00%</b>	<b>10,310,605</b>	<b>100.00%</b>	<b>12,790,893</b>	<b>100.00%</b>

Source: U.S. Census

NOTE: The numbers and percentages within this table are representative of the segment of the population that are 25 years of age and older.



## Household Income

Income levels are often indicative of other characteristics of a community, such as employment opportunities, housing costs, and education levels. 1990 and 2000 Census data pertaining to income is shown in **Table 1-9** for Hewitt as well as for the state of Texas. The highest percentage of households in Hewitt in 1990 were within the \$35,000 to \$49,999 income category, while the lowest percentage were within the \$100,000 to \$149,999 income range; there were no households in 1990 with an income of \$150,000 or more. Generally, the majority of local households had an income of between \$25,000 and \$74,999 in 1990, and the median income was \$38,066.

By the time the 2000 U.S. Census information was taken, income levels in Hewitt had risen, with the highest percentage of households in the \$50,000 to \$74,999 income range. The lowest percentage fell within the \$150,000 or more category; however, it is the addition of 61 local households into this category that is significant. Also important is the increase of more than \$20,000 in the median household income to \$59,409.

Compared to the state of Texas in 1990, Hewitt had higher percentages in the upper income brackets from \$35,000 to \$99,999. In the two income levels above that, the state had higher percentages than did Hewitt. In 2000, Hewitt had higher percentages in the upper income brackets from \$35,000 and up than did the state, with the exception of the highest income level of \$150,000 or more.

Table 1-9  
HOUSEHOLD INCOME - 1990 & 2000  
City of Hewitt, Texas & the State of Texas

Income Level	CITY OF HEWITT				TEXAS			
	1990		2000		1990		2000	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Less than \$10,000	150	4.87%	107	2.74%	1,078,268	17.58%	767,505	10.38%
\$10,000 to \$14,999	75	2.44%	87	2.23%	597,169	9.73%	491,154	6.64%
\$15,000 to \$24,999	390	12.66%	317	8.12%	1,140,449	18.59%	1,004,123	13.57%
\$25,000 to \$34,999	704	22.86%	422	10.81%	958,018	15.62%	996,141	13.47%
\$35,000 to \$49,999	865	28.08%	722	18.50%	1,006,300	16.40%	1,219,358	16.48%
\$50,000 to \$74,999	731	23.73%	1,196	30.65%	811,086	13.22%	1,359,437	18.38%
\$75,000 to \$99,999	147	4.77%	596	15.27%	262,522	4.28%	705,684	9.54%
\$100,000 to \$149,999	18	0.58%	394	10.10%	140,354	2.29%	536,018	7.25%
\$150,000 or more	0	0.00%	61	1.56%	140,354	2.29%	317,874	4.30%
<b>Total Number of Households</b>	<b>3,080</b>	<b>100.00%</b>	<b>3,902</b>	<b>100.00%</b>	<b>6,134,520</b>	<b>100.00%</b>	<b>7,397,294</b>	<b>100.00%</b>
<i>Median Income</i>	\$38,066		\$59,409		\$27,016		\$39,927	

Source: U.S. Census

# Employment

Employment opportunities are perhaps the most significant characteristic that will attract people to a community and will enable them to maintain their residence there. It is important to note that the discussion herein related to employment does not necessarily reflect local employment; this discussion reflects the occupations and employment patterns of the residents of Hewitt, whether they are employed within the City or in nearby communities. **Tables 1-9** shows local employment characteristics for the City of Hewitt in both 1990 and 2000 by occupational category. In 1990, the largest percentage of people, specifically almost 37 percent, were employed in *Technical Sales & Administrative Support*. The category of *Management, Professional, & Related Occupations* was a close second, at almost 34 percent. The smallest percentage of people were employed in the *Farming, Fishing, & Forestry* occupational category in 1990.

In 2000, there were over 1,000 additional people living in the City of Hewitt that were employed, which represents a positive growth in the local labor pool. There was a relatively substantial increase in the number of people working within the *Management, Professional, & Related Occupations* category, with an increase of approximately nine percent. Conversely, there was a similar percentage decrease in those working within the *Technical Sales & Administrative Support* category. The *Service* and *Precision Production, Craft, & Repair* fields experienced similar percentage changes, with the *Service* category increasing by just over three percent and the *Precision Production, Craft, & Repair* category decreasing by almost four percent. The employment distribution, however, remained consistent in that the largest percentage of the population was employed within the *Management, Professional, & Related Occupations* category, and the second-largest percentage was within the *Technical Sales & Administrative Support* category.

*Table 1-9*  
EMPLOYMENT BY OCCUPATIONAL CATEGORY  
City of Hewitt, Texas

Occupation	1990		2000	
	Number	Percentage	Number	Percentage
Management, Professional, & Related Occupations	1,695	33.97%	2,589	42.99%
Technical Sales & Administrative Support	1,839	36.86%	1,677	27.85%
Service	392	7.86%	669	11.11%
Farming, Fishing, & Forestry	35	0.70%	17	0.28%
Precision Production, Craft, & Repair	529	10.60%	407	6.76%
Operators, Fabricators, & Laborers	499	10.00%	663	11.01%
<b>Total</b>	<b>4,989</b>	<b>100.00%</b>	<b>6,022</b>	<b>100.00%</b>

Source: U.S. Census

**Table 1-10** contains data pertaining to employment for 1990 and 2000 for Hewitt, but the data is divided by industry instead of occupational category. It should be noted that the U.S. Census altered the reference categories between 1990 and 2000, and both names have been shown. The “/” symbol denotes categories that were separate in the 1990 U.S. Census and that were combined in the 2000 U.S. Census.



Table 1-10  
EMPLOYMENT BY INDUSTRY - 2000  
City of Hewitt, Texas

<i>INDUSTRY</i>		1990		2000	
Reference in 1990 Census	Reference in 2000 Census	Number	Percentage	Number	Percentage
Agriculture, Forestry, & Fisheries/Mining	Agriculture, Forestry, Fishing, Hunting, & Mining	20	0.40%	42	0.70%
Construction	Construction	196	3.93%	164	2.72%
Manufacturing, Non-Durable Goods/Manufacturing, Durable Goods	Manufacturing	989	19.82%	897	14.90%
Wholesale Trade	Wholesale Trade	249	4.99%	142	2.36%
Retail Trade	Retail Trade	763	15.29%	675	11.21%
Transportation	Transportation, Warehousing, & Utilities	225	4.51%	281	4.67%
Communications & Other Public Utilities	Information	136	2.73%	164	2.72%
Finance, Insurance, & Real Estate	Finance, Insurance, Real Estate, and Rental & Leasing	397	7.96%	500	8.30%
Business & Repair Services	Professional, Scientific, Management, Administrative, & Waste Management Services	176	3.53%	336	5.58%
Health Services/Educational Services	Educational, Health & Social Services	1,055	21.15%	1,767	29.34%
Personal Services/Entertainment & Recreation Services	Arts, Entertainment, Recreation, Accommodation & Food Services	146	2.93%	393	6.53%
Other Professional & Related Services	Other Services	399	8.00%	376	6.24%
Public Administration	Public Administration	238	4.77%	285	4.73%
<b>Total</b>		<b>4,989</b>	<b>100.00%</b>	<b>6,022</b>	<b>100.00%</b>

Source: U.S. Census

The largest percentage of the population in 1990 was employed within the Health Services/Educational Services categories at just over 21 percent; this remained consistent in 2000, but the percentage increased to over 29 percent. The second-largest percentage in 1990 was employed by the Manufacturing industry at almost 20 percent. Manufacturing remained the second-largest employment industry in 2000, but the percentage decreased by approximately five percent. Other industries that employed a significant percentage of the population in 1990 included the *Retail Trade* industry, the *Finance, Insurance, & Real Estate* industry, and the *Other Professional & Related Services* field. This was similar in 2000, but another industry, the *Arts, Entertainment, Recreation, Accommodation & Food Services* industry became more significant between 1990 and 2000, with an increase in employment of approximately 3.6 percent.

# *Existing Land Use Characteristics*

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One of the principal goals that leads communities to engage in a comprehensive planning process is to provide for the orderly and efficient use of land. Just as a house cannot be successfully constructed without a plan in the form of blueprints, a community cannot be successfully developed without a plan that considers future land use. The foundation of Hewitt's *Future Land Use Plan*, which will be determined within the scope of this comprehensive planning process, is rooted in analysis of the City's existing land use pattern.

## *Market Demand*

The way in which Hewitt has developed thus far has largely been a product of market demand. The pattern of land use that exists today within the City has evolved to satisfy the needs of the local population as it has grown, both in geographic size and in population. The activities of the residents of a city create a need for a variety of land uses including residential, retail, commercial, recreational, office, and industrial areas. Therefore, the discussion of existing land use will ultimately help the *Future Land Use Plan* reflect local market needs.

## *Efficient Use of Land*

Growth and development occurring within Hewitt in the future will also require the conversion of vacant and agricultural land to more intensified urban uses; the City will not be able to grow geographically in the future due to the constraints of adjacent communities (refer to the discussion within the "Extraterritorial Jurisdiction" section of this *Baseline Analysis*, page 1-12). The City will therefore have to ensure the most efficient and cost-effective use of the land it has today because Hewitt will not be able to annex land for additional retail or commercial establishments that would provide revenue. One of the primary considerations in terms of efficiency and cost-effectiveness is the provision of services and facilities throughout the community; a planned, orderly land use arrangement can be served more efficiently than a random, scattered association of unrelated uses.

## *Visual Perception*

The conversion of vacant land to developed land uses will also affect Hewitt's future urban form - its attractiveness and desirability - and the way in which the City is perceived visually by residents and visitors. The relationships of existing and future land uses will not only have an impact upon how Hewitt develops economically, but will also shape the character and livability of the community in the years to come. Consideration should be given to the way in which land uses add to or detract from the aesthetic appeal of the community.

## Existing Land Use Survey – Methodology

In order to analyze the land use trends within Hewitt, a field survey was conducted in July of 2002, a parcel-by-parcel land use survey was conducted by automobile for all areas within the existing City limits. **Table 1-11** shows the results of this survey, reflecting the existing land use composition within Hewitt by categories, and **Plate 1-3** shows a graphic representation of the existing land use pattern, with each parcel of land color-coded and documented by the same categories; the following sections explain the types of land use categories used.

### Residential Land Use

Residential land use is inclusive of land upon which any type of dwelling unit is located, including traditional single-family homes, townhomes, apartments, and manufactured homes.

#### Single-Family

This land use type is representative of one-family dwellings, which are traditional homes on any lot size; this includes related accessory buildings.

#### Two-Family

This land use type is representative of duplex/townhome dwellings, which are typically two or more separate dwellings that are attached; this includes related accessory buildings.

#### Multiple-Family

This land use type is representative of concentrated dwelling units (e.g., triplexes, quadriplexes) including traditional apartment dwelling units and related buildings

#### Manufactured Home

This land use type is representative of manufactured homes located on a lot or parcel and used as a dwelling unit.

### Park & Open Space Land Use

This land use type represents any land used for outdoor recreational purposes, active or passive, such as playgrounds, ballfields, and public open spaces (e.g., outdoor covered areas). It should be noted that indoor recreation centers are located within the *Public/Semi-Public* land use category (discussed below), and not within this category, due to the fact that they are contained within a structure.



## *Public/ Semi-Public Land Use*

This land use type represents any land upon which a public or semi-public structure is located, and includes any related parking areas or accessory buildings. *Public/ Semi-Public* uses include churches, Knights of Columbus halls, schools, municipal buildings, water towers, and the like.

## *Office Land Use*

This land use type represents any land upon which an office structure is located, whether it is a large office building or a small house that has been converted to an office use; this also includes any related parking areas. Examples of *Office* land use include doctors, dentists, real estate, architects, accountants, and secretarial service offices.

## *Retail Land Use*

This land use type represents any land upon which a structure used for retail purposes is located. Examples of *Retail* land use include antique shops, shopping centers, shopping malls, restaurants (sit-down and drive-through), gas stations (without auto-service), and the like. The primary difference between *Retail* land use and *Commercial* land use, which is discussed below, is that *Retail* uses generally provide goods and *Commercial* uses generally provide services.

## *Commercial Land Use*

This land use type represents any land upon which a structure used for commercial purposes is located. Examples of *Commercial* land use include automobile repair shops, lumberyards, self-storage/mini-warehouses, telecommunications/broad-casting towers, distribution centers, and the like. *Commercial* land uses often have open storage areas. In addition, some communities designate large retail establishments, such as Home Depot and Wal-Mart, as *Commercial*, due to the impact of such uses on adjacent land uses.

## *Industrial Land Use*

This land use type represents any land upon which a structure used for industrial purposes is located. Examples of industrial uses include establishments engaged in light processing, product storage, light fabrication, assembly and the like.

## *Rights-of-Way*

This designation is intended to represent all land utilized for roadways, railroad lines, and alleys.

## Vacant/Undeveloped Land

This designation is representative of all land that does not have an apparent use or structure that is being used. *Vacant/Undeveloped* land also includes areas that are being used for agricultural purposes.

## Existing Land Use Considerations

### Developed Acreage Within Hewitt

As **Table 1-11** shows, more than half of the developed land within the City, approximately 58 percent, is consumed by *Residential* land uses. Of that 58 percent, almost 53 percent is attributable to single-family uses. In fact, of all the types of land use within Hewitt, *Single-Family* land use accounts for the highest amount of developed acreage at over 1,314 acres out of a total of approximately 2,492 developed acres. *Rights-of-Way* represent the second-largest category of land use at almost 23 percent of the developed acreage in Hewitt; *Roadways* account for much of this amount. Both *Commercial* uses and *Public/Semi-Public* uses account for a large amount of the developed acreage in the City as well, at 6.81 percent and 5.68 percent, respectively. There are relatively small amounts of land dedicated to *Park & Open Space* use, *Retail* use, and *Industrial* use.

Table 1-11  
EXISTING LAND USE – 2002  
City of Hewitt, Texas

Land Use Category	Acres	Percent of Developed Land <sup>(1)</sup>	Percent of Total Land <sup>(2)</sup>	Number of Acres Per 100 People <sup>(3)</sup>
<b>Residential Use</b>	<b>1,452.5</b>	<b>58.27%</b>	<b>33.08%</b>	<b>13.10</b>
<i>Single-Family</i>	1,314.3	52.73%	29.93%	11.86
<i>Two-Family</i>	91.2	3.66%	2.08%	0.82
<i>Multiple-Family</i>	35.1	1.41%	0.80%	0.32
<i>Manufactured Home</i>	11.9	0.48%	0.27%	0.11
<b>Park &amp; Open Space</b>	<b>54.0</b>	<b>2.17%</b>	<b>1.23%</b>	<b>0.49</b>
<b>Public/Semi-Public</b>	<b>141.6</b>	<b>5.68%</b>	<b>3.22%</b>	<b>1.28</b>
<i>Churches</i>	31.5	1.26%	0.72%	0.28
<i>Schools</i>	102.9	4.13%	2.34%	0.93
<i>Other</i>	7.2	0.29%	0.16%	0.06
<b>Office</b>	<b>17.4</b>	<b>0.70%</b>	<b>0.40%</b>	<b>0.16</b>
<b>Retail</b>	<b>36.3</b>	<b>1.46%</b>	<b>0.83%</b>	<b>0.33</b>
<b>Commercial</b>	<b>169.7</b>	<b>6.81%</b>	<b>3.86%</b>	<b>1.53</b>
<b>Industrial</b>	<b>53.8</b>	<b>2.16%</b>	<b>1.23%</b>	<b>0.49</b>
<b>Rights-of-Way</b>	<b>567.4</b>	<b>22.76%</b>	<b>12.92%</b>	<b>5.12</b>
<i>Roadways</i>	523.7	21.01%	11.93%	4.72
<i>Railroads</i>	43.7	1.75%	1.00%	0.39
<b>TOTAL DEVELOPED</b>	<b>2,492.7</b>	<b>100.0%</b>	<b>56.76%</b>	<b>22.49</b>
Vacant/Undeveloped	1,898.8	—	43.24%	17.13
<b>TOTAL WITHIN THE CITY LIMITS</b>	<b>4,391.5</b>	—	<b>100.00%</b>	<b>39.62</b>

<sup>(1)</sup> Approximately 2,492.7 acres.

<sup>(2)</sup> Approximately 4,391.5 acres.

<sup>(3)</sup> Based on the 2000 U.S. Census population of 11,085 people.

Source: Dunkin, Sefko & Associates, Inc.



## *Total Acreage Within Hewitt*

Almost 57 percent of the total acreage within Hewitt’s corporate limits is developed, and approximately 43 percent, or almost 2,000 of the 4,391 acres within the City, is currently vacant, as **Table 1-11** shows. This vacant land will become increasingly important in the future as development occurs, especially because there is no additional land available for annexation into the City. It is the existing *Vacant/Undeveloped* land, therefore, that will enable Hewitt to accommodate increases in population.

The importance of the calculation of undeveloped land also lies in the fact that it is this land wherein decisions will have to be made regarding service provision and roadway construction, because it is the availability of such services and access that will make these areas attractive for development. It is important to note also that most communities do not develop such that 100 percent of the land is utilized; generally, approximately 10 percent remains vacant. If this applies to Hewitt in the future, Hewitt’s 43 percent of *Vacant/Undeveloped* land actually leaves approximately 33 percent, or 1,450 acres for new development.

## *Current Land Use Densities*

Another method of analyzing land use is by examining current land use densities – that is, establishing how much land is being consumed for each type of land use by the current population. As **Table 1-11** shows, this information is provided within the column labeled *Number of Acres Per 100 People*. The 2000 U.S. Census population number for Hewitt of 11,085 people was used to calculate this information.

The density of *Single-Family* residential land use is 13.1 acres per 100 persons, or 0.131 acre for each person in the City. This indicates a relatively dense development pattern, which is a characteristic that is found within many older cities in Texas. Suburban communities tend to develop such that their residential density is lower, while historic cities like Hewitt have higher residential density. The small lots that were developed in the heart of Hewitt during the early days of the City’s settlement, especially the areas in immediate proximity to the intersection of Hewitt Drive, the railroad, and Sun Valley Boulevard likely contribute in large part to the density of the City. This relatively dense pattern is also reflective of the fact that Hewitt has very few large residential lots.

Also important is the ratio of retail uses to the population. A high ratio, between 0.6 and 0.7 acres per 100 persons, is representative of a community that is capturing the retail demand generated by the local population, as well as that of other nearby communities or the county. A ratio of around 0.5 acres per 100 persons is considered average, meaning that a community is capturing most of the retail demand generated by the local population. A low ratio, between 0.3 and 0.4 acres per 100 persons, results when the local population is traveling elsewhere to patronize retail establishments. Hewitt has a low ratio of retail uses to population, with 0.33 acres per 100 persons; this may be due to the fact that the local population is traveling to nearby cities such as Waco or Temple to meet their retail needs.

## *General Characteristics of Hewitt's Existing Land Use Pattern*

Hewitt's *Future Land Use Plan* should take into account existing land use characteristics. Following are the most notable characteristics of the City's existing land use pattern:

- *Single-Family* land use is the predominate land use within the City. There are few large-lot subdivisions within Hewitt.
- Types of residential land use other than *Sign-Family*, including *Two-Family*, *Multi-Family*, and *Manufactured Home*, account for only a small amount of the land in Hewitt.
- Major features of Hewitt's existing land use pattern include: Hewitt Drive, Old Temple Road, Sun Valley Boulevard, Spring Valley Road, Downtown Hewitt (the original core area), Hewitt Park, Warren Park, and the Union Pacific Railroad.
- Development is most intense along the following roadways: Interstate Highway 35, Hewitt Drive, and Sun Valley Boulevard.
- The center of the City between Old Temple Road and Hewitt Drive, south of Sun Valley Boulevard, is almost exclusively *Single-Family* residential.
- There are large pockets of *Vacant/Undeveloped* land; this makes development of existing undeveloped land likely.
- The City has a small amount of land used for *Retail* purposes; the amount likely does not meet the needs of Hewitt's local population.
- Almost 57 percent of Hewitt is developed, with almost 13 percent allocated to *Rights-of-Way*. 43 percent of the land within the City limits is *Vacant/Undeveloped*; this is the percentage of remaining land that could be developed into more urbanized uses in the future, although cities generally do not completely develop to 100 percent.

## *Existing Housing Characteristics*

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Quality of housing and the appreciation of housing values are very important planning considerations. Among the factors influencing the desirability of Hewitt as a place to live, and affecting the potential for future development of various portions of the City and surrounding area, is the condition of existing housing and the quality of the residential neighborhoods they form. The community has an interest in the ability to attract new industry/businesses and new residents, as well as provide adequate habitation for its residents.

The quality of housing in Hewitt is an important consideration in the evaluation of the adequacy of the existing housing stock, and in estimating future housing requirements. Condition and age are two of the physical characteristics of the housing supply, which reflect the present quality of housing. Tenure, length of residence, persons per household, and affordability are other features that indicate the general status of the housing supply, and are also factors to be considered in the evaluation and analysis of the City's housing requirements. The condition of housing within an area

also influences the attractiveness of investment in new or remodeled dwelling units. Normally, residents of a neighborhood area that consists of well maintained, sound housing units with school facilities located a reasonable distance, convenient parks and open space, adequate streets, good sanitation and drainage, and other features that make up a sound neighborhood, will reflect minimum health, economic and social problems. In contrast, a blighted or partially blighted area, where many of the above-listed elements are either nonexistent or poorly provided, will likely present a greater number of problems to the community and the residents.

*Table 1-12  
DENSITY & NUMBER OF HOUSING UNITS  
City of Hewitt, Texas*

Year	Persons Per Housing Unit	Number of Housing Units	Housing Unit Change
1970	2.89	197	—
1980	2.89	1,815	1,618
1990	2.96	3,207	1,392
2000	2.82	4,018	811

Source: U.S. Census

Analysis of residential neighborhood area assists in defining any existing problems or deficiencies that are related to the physical features found within the surrounding environment. It further provides a basis for determining proper directive measures required for bringing specific areas into acceptable community standards. For sound neighborhood areas it is appropriate to establish the goals or standards that will emphasize continuation of existing characteristics contributing to the present desirable physical condition. The following sections outline the various characteristics of Hewitt’s housing supply.

## The Local Housing Supply

As can be expected, the increase in housing units between 1970 and 2000, shown in **Table 1-12**, has followed a trend similar to that established by the increasing City population during the same period.

Large increases were experienced between 1970 and 1980, as well as between 1980 and 1990; the number of new units, however, decreased in comparison between 1990 and 2000.

**Table 1-13** shows the number of units divided into various housing types according to

*Table 1-13  
HOUSING TYPE - 1990 & 2000  
City of Hewitt, Texas*

Land Use Correlation	Housing Type	1990		2000	
		Number	Percentage	Number	Percentage
Single-Family	1-Unit, Detached	2,314	72.56%	3,009	75.28%
Two-Family	1-Unit, Attached	165	5.17%	234	5.85%
	2 Units	184	5.77%	254	6.35%
Multi-Family	3 or 4 Units	151	4.74%	132	3.30%
	5 to 9 Units	161	5.05%	114	2.85%
	10 to 19 Units	107	3.36%	49	1.23%
	20 or More Units	63	1.98%	149	3.73%
Manufactured Home	Mobile Home <sup>(1)</sup>	44	1.38%	56	1.40%
<b>Total</b>		<b>3,189</b>	<b>100.00%</b>	<b>3,997</b>	<b>100.00%</b>

<sup>(1)</sup> Includes “Other” category within the 1990 Census

Source: U.S. Census



the U.S. Census. Consistent with the fact that the largest percentage of land within Hewitt is used for single-family residential purposes, the largest number and percentage of the various housing types is *1-unit, Detached* at 72.56 percent in 1990 and 75.28 percent in 2000.

Although there is a small amount of two-family or multiple-family land use, the actual number of units for each of these is significant in relation to the number of overall units in Hewitt. Referring to the *1-Unit, Attached* and the *2 Units* categories within **Table 1-13**, approximately 11 percent of the local dwelling units are two-family. In terms of the number of multiple-family units, the addition of all categories from *3 or 4 Units* to *20 or More Units* within **Table 1-13** results in a total of 15.13 percent multiple-family units in Hewitt. The current mix of single-family, two-family, and multiple-family dwelling units is a positive characteristic for the City.

In July 2002, a housing inventory was conducted for the City of Hewitt in conjunction with the land use survey. **Table 1-14** shows the number of dwelling units within the existing City limits by dwelling unit type according to the data gathered during that survey. This information correlates closely with the U.S. Census 2000 data. As previously mentioned, Hewitt is predominantly a single-family community with approximately 75 percent of the total dwelling units representative of single-family detached residences. The City has very few manufactured home units.

*Table 1-14*  
HOUSING TYPE – 2002 HOUSING SURVEY  
City of Hewitt, Texas

Housing Type	Number	Percentage
Single-Family	3,328	75.40%
Two-Family	530	12.01%
Multiple-Family	506	11.46%
Manufactured Home	50	1.13%
<b>Total</b>	<b>4,414</b>	<b>100.00%</b>

Source: Dunkin, Sefko & Associates, Inc.

### *Age of the Local Housing Supply*

It is important to examine the age of housing units within Hewitt because age can be a contributing factor to declining maintenance and overall neighborhoods. While new homes are generally taken care of and remain in good condition for many years, areas in which there is a concentration of older homes can show negative signs of their age. **Table 1-15** contains data pertaining to the age of the housing supply in Hewitt. Most of the housing units were constructed between 1970 and 1989, which correlates with the years during which Hewitt experienced the greatest population increases.

**Table 1-16** shows information regarding how many building permits the City issued for single-family and two-family dwelling units. This information covers

*Table 1-15*  
YEAR OF CONSTRUCTION FOR HOUSING UNITS - 2000  
City of Hewitt, Texas

Year of Construction	Number	Percentage
Before 1939	35	0.88%
1940 to 1959	68	1.70%
1960 to 1969	168	4.20%
1970 to 1979	1,261	31.55%
1980 to 1989	1,403	35.10%
1990 to 1994	422	10.56%
1995 to 1998	500	12.51%
1999 to March 2000	140	3.50%
<b>Total</b>	<b>3,997</b>	<b>100.00%</b>
<i>Median Structure Age</i>	<i>To Be Added</i>	

Source: 2000 U.S. Census



*Table 1-16*  
 NUMBER OF RESIDENTIAL BUILDING PERMITS  
 City of Hewitt, Texas

Year	Single-Family	Two-Family	Average Between 1993 and 2002
1993	56	0	99
1994	83	4	
1995	78	0	
1996	83	12	
1997	68	42	
1998	74	9	
1999	119	4	
2000	138	21	
2001	90	31	
2002	76	3	
<b>Total</b>	<b>865</b>	<b>126</b>	

Source: City of Hewitt

the last nine years, from 1993 to 2001, and part of 2002. The fewest single-family permits were issued during 1993 at 56, and the most were issued in the year 2000 at 138. For two-family units, none were issued in 1993, and 42 were issued in 1997, which is the largest number issues over the past nine years.

The total number of single-family permits issued was 865 between 1993 and the present, and the total number of two-family permits was 126. The average number was 99 permits issued per year. This number will be important to consider when establishing the projected growth rate for Hewitt within the *Future Land Use Plan*.

### Owner-Occupied & Renter-Occupied Rates

The ownership/rental rate within a community can affect the maintenance of dwelling units. In general, people who own property will take care of that property, while people who rent will not be as diligent about property maintenance. **Table 1-17** contains rental and ownership percentages for Hewitt in 1990 and 2000 according to the U.S. Census. The table also contains such data for the city of Waco and for the state of Texas; this information is provided for comparative purposes.

With the construction of many new single-family units, few two family units, and no multiple-family units, Hewitt has decreased its renter-occupied percentage and increased its owner-occupied percentage by a large margin between 1990 and 2000. Specifically, the owner-occupied rate has increased by 7.3 percent. Also, it can be assumed from the information contained in **Table 1-16** above that the permits issued after the U.S. Census 2000 data was collected that this trend of increasing owner-occupancy is continuing. This is a positive change for the City, and will likely reduce housing-related maintenance for Hewitt in the future.

*Table 1-17*  
 RENTER- & OWNER-OCCUPIED UNITS  
 City of Hewitt, City of Waco, & the State of Texas

City/State	1990		2000	
	Renter-Occupied Percentage	Owner-Occupied Percentage	Renter-Occupied Percentage	Owner-Occupied Percentage
Hewitt	36.9%	63.2%	29.5%	70.5%
Waco	53.5%	46.5%	53.6%	46.4%
The State of Texas	39.1%	60.9%	36.2%	63.8%

Source: U.S. Census



## Rental Rates

**Table 1-18** shows the monthly contract rent for renter-occupied dwelling units in Hewitt in 2000. If the median rental rate value (\$696, shown within the table) is accepted as the amount that is required to secure adequate rental housing, and if it is assumed, that 30 percent of the family income is expended for this purpose per month<sup>1-12</sup>, then a gross annual income in 2000 of approximately \$27,840 (gross monthly income of 2,320) would be required to occupy a rental unit that costs \$696 per month. This value was substantially below the community's median income level in 2000 of \$59,409 (refer to **Table 1-9**). This shows the availability of a reasonable balance of affordable housing in the City.

*Table 1-18*  
GROSS RENTAL RATES - 2000  
City of Hewitt, Texas

Gross Rent	Number	Percentage
Less Than \$200	0	0.00%
\$200 to \$299	7	0.61%
\$300 to \$499	137	11.90%
\$500 to \$749	565	49.09%
\$750 to \$999	313	27.19%
\$1,000 to \$1,499	107	9.30%
\$1,500 or More	0	0.00%
No Cash Rent	22	1.91%
<b>Total</b>	<b>1,151</b>	<b>100.00%</b>
<i>Median Rent</i>	<i>\$696</i>	

Source: 2000 U.S. Census

## Housing Value

The value of local housing structures is also an important planning consideration. It is important for there to be an adequate mix of relatively inexpensive units along with homes that are high in value in order to meet the housing needs of a broad range of income levels. This diversity also enables people to maintain their residency in a single community for the span of their life if they so choose; the concept is for citizens to be able to buy their first “starter home” in a community and then find increasingly valued homes in that same community as they are able to afford such homes.

*Table 1-19*  
HOUSING VALUE OF OWNER-OCCUPIED UNITS  
City of Hewitt, Texas

Housing Value	1990		2000	
	Number	Percentage	Number	Percentage
Less Than \$50,000	152	8.41%	88	3.39%
\$50,000 to \$99,999	1,612	89.16%	1,750	67.46%
\$100,000 to \$149,999	44	2.43%	702	27.06%
\$150,000 to \$199,999	0	0.00%	54	2.08%
\$200,000 or More	0	0.00%	0	0.00%
<b>Total</b>	<b>1,808</b>	<b>100.00%</b>	<b>2,594</b>	<b>100.00%</b>
<i>Median Value</i>	<i>\$67,600</i>		<i>\$88,300</i>	

Source: 2000 U.S. Census

Local housing values in Hewitt are contained in **Table 1-19**. In 1990, the largest percentage of homes, 89 percent, was valued in the range of \$50,000 to \$99,000. There were no owner-occupied units that were valued at above \$150,000 in 1990.

In 2000, the largest percentage of homes was still within the \$50,000

<sup>1-12</sup> 30 percent is the percentage generally used by mortgage companies to determine the calculation for adequate income needed to cover a monthly mortgage payment.



three percent in 1990 to almost 40 percent in 2000. In addition, there were 54 owner-occupied units in 2000 that were valued in the \$150,000 to \$199,999 range, and the median value of homes between 1990 and 2000 increased by more than \$20,000. All of this information supports the conclusions that: 1) homes constructed in Hewitt are increasingly expensive, and 2) that existing homes are experiencing appreciation; both of these are positive facts for the City.

## *Housing Condition*

The housing inventory that was conducted in July 2002 in conjunction with the existing land use survey also included an assessment of the condition of housing units in Hewitt. The units assessed included single-family and two-family dwellings, but excluded multi-family units and manufactured home units. The primary purpose of this was to determine what the overall physical condition of housing in the City was and whether there were any concentrated blighted areas. Each structure was classified according to visible exterior physical conditions. Four categories of condition were used, as described below:

### *TYPE 1: Good & Sound Condition*

Structures placed in this category are being well-maintained and are in sound physical condition. No exterior physical defects are visible.

### *TYPE 2: Housing In Need of Minor Repair*

Structures placed in this category are in need of minor maintenance, which can be described as maintenance that could be performed by the property owner. Examples of such maintenance include painting of trim and exterior wood surfaces, replacement of small trim areas, and cleaning and/or replacement of gutters. The condition of the structures should not be such that it affects the health or safety of the occupants.

### *TYPE 3: Housing in Need of Major Repairs*

Structures placed in this category are those needing repairs that could generally not be undertaken by the property owner. Such structures are in various stages of visible deterioration, which would include sagging of the roof, cracked brick, rotted wood, missing brick or siding, and missing shingles. The condition of the structures should still be safe for occupants, but could regress into an unsafe status if the repairs are not undertaken in a timely manner.

### *TYPE 4: Dilapidated*

Structures placed in this category are inadequate for occupancy due to the presence of major structural deficiencies. Examples of major structural deficiencies would include fire damage, leaning of the walls, collapsed areas, and exterior areas that could generally never be fixed or refurbished. The condition of these structures would result in an unsafe living environment.

General Observations of Local Housing Condition

The results of the field survey undertaken in Hewitt are shown in **Table 1-20**. **Plate 1-4** shows the various conditions of housing by the above types.

As can be seen from **Table 1-20**, approximately 89 percent of the housing in Hewitt is in good condition, and approximately 10 percent are in need of only minor repairs. There are very few units, less than one percent, that were considered to be within the *Type 3* category. There were no units assessed that were considered to be within the *Type 4* category; this is a significant fact because there are not many communities in Texas that have no *Type 4* units. Also, the fact that the vast majority of housing units in Hewitt are either *Type 1* or *Type 2* is very positive for the City.

Housing Condition	Number	Percentage
Type 1	3,236	89.4%
Type 2	362	10.0%
Type 3	21	0.6%
Type 4	0	0.0%
<b>Total</b>	<b>3,619</b>	<b>100.0%</b>

NOTE: Includes single-family and two-family units only.

Source: Dunkin, Sefko & Associates, Inc.

It is important to recognize that the 362 housing units that were considered to be *Type 2* should be addressed. Without some attention in the coming years, these structures may continue to be neglected, they could regress into the third condition category (*Type 3*), thereby potentially causing the beginning of blighted areas. Overall, Hewitt’s housing stock is in extremely good condition.







*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

*Chapter 2: Goals & Objectives*

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# Introduction

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The City of Hewitt has taken an important step in guiding its future with the decision to undertake this comprehensive planning process. The purpose of the *Goals & Objectives* chapter of the Comprehensive Plan is to state clear goals for the City and to identify clear directions that should be taken to achieve such goals. It is the goals and objectives established herein that will determine the focus of the Comprehensive Plan recommendations contained within subsequent chapters. In essence, Hewitt’s Comprehensive Plan should reflect “public decision-making, which emphasizes explicit goal-choice and rational goals-means determination, so that decisions can be based on the goals people are seeking and on the most effective programs to achieve them.”<sup>2-1</sup>

## A Vision for the Future

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Identifying a mission statement and establishing a community vision are important parts of the process of identifying goals and objectives. Both of these were established by the Comprehensive Plan Steering Committee, and are described in the following statements:

*Mission Statement:*

*The City of Hewitt should position itself to meet the current and future needs of residents and businesses.*

*Vision Statement:*

*The City of Hewitt should be a community that is safe, friendly, and family-oriented where residents enjoy affordable homes, quiet and safe neighborhoods, and a positive community spirit; the City should attract and promote thriving businesses which provide goods and services for our community and the surrounding area.*

## Issues Identified

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At the June 11<sup>th</sup>, 2002 Steering Committee meeting, Committee members were asked to identify major issues that they thought Hewitt was currently facing or would face in the future. The discussion clearly indicated members’ views concerning quality of life issues in the City of Hewitt, the City’s strengths and weaknesses related to development, as well as other vital characteristics that will help to provide a basis for the goals and objectives. The issues outlined in the following list

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<sup>2-1</sup> People and Plans: Essays on Urban Problems and Solutions, Herbert J. Gans, Preface, pg. vii

were determined to be of primary importance to the future of the City by the Comprehensive Plan Steering Committee. It should be noted that the list is not in any order of priority.

- ◆ Recreational Needs
  - General recreation opportunities for youth
    - Sports complex
    - Swimming pool facility/water park facility
- ◆ Community & Environmental Issues
  - Recycling
  - Unusually high water usage by residents
  - Lack of community involvement (on committees, at civic events)
  - Schools
  - Need to take advantage of Waco’s proximity
  - Maintenance and improvement of quality of life (especially safeness of the community)
  - Code enforcement
- ◆ Infrastructure Issues
  - Water, and the need to be less dependent on others
  - Water pressure, which has been a problem in the past
  - Infrastructure capacity
- ◆ Thoroughfare Issues
  - Increasing traffic (especially on Hewitt Drive)
  - Lack of roadway standards for construction
  - Need for the extension of Hewitt Drive through to Interstate Highway 35; thought that this would help with growth
  - Challenges related to the railroad
  - Future signalized intersections (e.g., the intersection of Old Temple and Spring Valley)
  - Need for shared drives, circulation w/in new development along major roadways
- ◆ Housing Issues
  - Strategies related to increased square footages, lot sizes
  - Multiple-family development, and a concern regarding market saturation
  - Need for affordable housing
  - Gated and zero-lot-line homes are needed for “empty nesters”
  - Need for high standards for new housing (all types)
  - Deterioration of neighborhoods - proactive implementation
- ◆ Issues Related to Future Development
  - Business along major thoroughfares
  - Upgrade standards
  - Lack of zoning consistency (too piecemeal)
  - Need for more retail establishments, such as “real restaurants” (i.e., not fast food)
  - Wet-dry issue – related to designated areas
  - Need for specific land uses

- Hotel/motel,
- Medical center,
- Additional nonresidential, especially along ext. of Hewitt Drive.
- Tax base comment in relation to quality of life

## Definitions

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In a broad sense:

**Goals** are *general statements* concerning an aspect of the City's desired ultimate physical, social and/or economic environment. Goals set the tone for development decisions in terms of the citizens' desired quality of life.

**Objectives** express the kinds of *action* that are necessary to achieve the stated goals without assigning responsibility to any specific action.

The policies and recommendations related to these goals and objectives will be contained within subsequent chapters of this Plan will help to clarify the *specific position* of the City regarding a specific objective, and will encourage *specific courses of action* for the community to undertake to achieve the applicable stated objective.

The goals and objectives established herein relate to Chapter Three through Chapter Nine, which are the Plan recommendation chapters, of Hewitt's Comprehensive Plan.

## Goals & Objectives Related to Thoroughfares

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### GOAL 1:

*Provide an efficient, safe and connective transportation system that is coordinated with existing needs and with plans for future growth; this system should be economical and responsive to adjacent land uses.*

#### *Objective 1.1:*

Use the *Thoroughfare Plan* in conjunction with the *Future Land Use Plan*, specifically to ensure that the various land uses within the City are accommodated by the transportation system.

#### *Objective 1.2:*

Work closely with regional transportation planning groups and neighboring municipalities to ensure that regional transportation issues, especially those that directly affect Hewitt (e.g., frontage roads), are addressed with City input.

*Objective 1.3:*

Ensure that the following concerns are addressed when making decisions regarding transportation within the City:

- ◆ Regional transportation,
- ◆ Roadway integrity (i.e., ensuring mobility),
- ◆ Roadway maintenance,
- ◆ Adequate access (to and from Hewitt, and to and from land uses and residential subdivisions within Hewitt),
- ◆ Connections between existing roadways,
- ◆ Neighborhood traffic concerns,
- ◆ Signalization, and
- ◆ Impact of various types of land uses (i.e., trip generation and parking needs).

*Objective 1.4:*

Identify any existing transportation deficiencies, and establish ways in which to improve such deficiencies, if possible; concentrate such efforts toward arterial roadways that funnel traffic to and from Interstate Highway 35.

*Objective 1.5:*

Utilize the *Thoroughfare Plan* to identify rights-of-way locations (for dedication purposes) and criterion such that future growth can be accommodated; ensure that criterion are integrated into the City's Subdivision Ordinance.

*Objective 1.6:*

Investigate ways in which the development community is involved in protecting the integrity of roadways in Hewitt (i.e., by requiring traffic impact analyses, infrastructure construction and improvement prior to final development approval, or establishing an impact fees).

*Objective 1.7:*

Ensure that a positive image of Hewitt is reflected within major transportation corridors (e.g., Interstate Highway 35). {Related objectives are under the *Future Land Use* subject heading.}

*Objective 1.8:*

Ensure that local roadways, such as Hewitt Drive, can accommodate increases in traffic, and that local intersections, such as Old Temple and Spring Valley Boulevard, are adequate.

*Objective 1.9:*

Utilize the *Thoroughfare Plan* to establish standards for shared drives, for circulation within new developments, and for protecting the integrity of major roadways; ensure that such standards are integrated into the City's Subdivision Ordinance.

*Objective 1.10:*

Investigate the feasibility of extending Hewitt Drive to Interstate Highway 35.

# Goals & Objectives Related to Housing

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## GOAL 2:

*Provide for housing diversity throughout the City.*

### *Objective 2.1:*

Establish strategies for encouraging increased square footages and lot sizes to encourage low-density residential development.

### *Objective 2.2:*

Ensure that the City's Zoning Ordinance provides for an adequate range of square footages and lot sizes for new development.

### *Objective 2.3:*

Review the City's policies related to two-family and multiple-family housing, including zoning regulations, market need, potential effects on land use compatibility, traffic generation, and aesthetics.

### *Objective 2.4:*

Ensure that there is adequate variety in terms of housing types within the City that will meet the affordable housing needs of all income and age levels.

### *Objective 2.5:*

Establish areas within the City that would be appropriate for gated communities and/or communities with zero-lot line residences in order to meet the needs of the local "empty-nester" population.

## GOAL 3:

*Protect the integrity of existing and future neighborhoods by ensuring that existing neighborhoods are maintained to a high standard and by ensuring that new neighborhoods are initially developed to a high standard.*

### *Objective 3.1:*

Recognize the importance of existing older neighborhoods to the character of Hewitt by implementing policies, such as proactive code enforcement, that will support their long-term viability, marketability, and attractiveness.

*Objective 3.2:*

Ensure that new residential areas are developed to a high standard by reviewing, and revising if necessary, the existing standards for residential development.

## *Goals & Objectives Related to Recreation*

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GOAL 4:

*Provide recreation opportunities for the youth population in Hewitt.*

*Objective 4.1:*

Recognize the importance of providing activities and facilities that will meet the needs of local growing and active people, and establish ways in which the City can participate in the provision of recreational activities and the construction of recreational facilities.

*Objective 4.2:*

Investigate the economic and market feasibility of constructing a sports complex; such a complex should be capable of securing regional participation in related sports activities; establish a potential location for this sports complex within the *Park & Recreation Plan* chapter of the Comprehensive Plan.

*Objective 4.3:*

Investigate the economic and market feasibility of constructing a swimming pool facility and/or water park facility; such a facility should be capable of drawing on regional population centers; establish a potential location for this swimming pool facility and/or water park facility within the *Park & Recreation Plan* chapter of the Comprehensive Plan.

## *Goals & Objectives Related to Infrastructure*

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GOAL 5:

*Provide adequate local infrastructure such that existing and future development can be served.*

*Objective 5.1:*

Recognize the need for localized water, and investigate ways in which Hewitt can be less dependent on water provided by sources other than the City.

*Objective 5.2:*

Investigate challenges related to water pressure, and ensure that citizens are made aware of possible reasons for such challenges, including high water usage.

*Objective 5.3:*

Ensure that there is adequate water and wastewater available to serve existing areas by monitoring usage and capacity.

*Objective 5.4:*

Ensure that there is adequate water and wastewater available to serve future growth areas by studying the capacity of existing systems and the feasibility of expanding those systems.

*Objective 5.5:*

Encourage new development to occur within areas that are already served by necessary public utility and infrastructure systems (e.g., water supply, storm drainage, etc.), or where systems can be realistically expanded.

## *Goals & Objectives Related to Public Facilities & Services*

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GOAL 6:

*Ensure that public services and facilities will adequately serve the needs of residents and businesses within the City of Hewitt, and that such services and facilities are adaptable to future growth.*

*Objective 6.1:*

Maintain a continuous and coordinated planning process that involves citizens, City boards/commissions, City staff, and the Midway Independent School District.

*Objective 6.2:*

Recognize that the quality of the local school district is related to economic development opportunities and the ability of the City to provide a positive employment base for its citizenry on an on-going basis; foster a relationship and coordinate applicable City activities with the Midway Independent School District.

GOAL 7:

*Foster a positive interactive relationship with the public, and encourage citizen involvement.*

*Objective 7.1:*

Recognize the importance of recycling to the future of Hewitt, and ensure that the public is aware of local programs related to recycling.

*Objective 7.2:*

Ensure that the public is made aware of opportunities for involvement in local City activities, such as serving on various City boards and committees.

*Objective 7.3:*

Investigate proactive ways in which the City can secure more community involvement and input.

*Objective 7.4:*

Make doing business with the City more user-friendly by offering services, such as paying for water bills, over the Internet.

GOAL 8:

*Ensure that local residents and businesses feel safe from crime and injury.*

*Objective 8.1:*

Ensure that there is sufficient police and fire protection for current residents, and ensure that the City remains aware of necessary increases in staff and/or related resources (e.g., police cars, fire engines, etc.) to enable such protection for future residents.

*Objective 8.2:*

Define standards for adequate response/service levels for public services and facilities, such as the following:

1. Municipal government;
2. Police and fire protection;
3. Recreational opportunities;
4. Utilities/infrastructure and solid waste management.

## *Goals & Objectives Related to Future Land Use*

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GOAL 9:

*Encourage the most desirable and efficient use of land while enhancing the physical and economic environment of Hewitt.*

*Objective 9.1:*

Ensure that local land use policies encourage appropriate areas for the development of nonresidential uses, such as along Interstate Highway 35, Sun Valley Boulevard, and Hewitt Drive.

*Objective 9.2:*

Establish standards related to the development of nonresidential uses in order to ensure a positive visual perception of Hewitt along major thoroughfares.

*Objective 9.3:*

Establish land use policies, possibly within the Zoning Ordinance, to encourage the area along Interstate Highway 35 to become a high quality retail corridor that would enhance Hewitt, both economically and visually.

*Objective 9.4:*

Establish land use policies to encourage new commercial and industrial development within existing commercial and industrial areas.

*Objective 9.5:*

Ensure that Hewitt's land use policies encourage a balance of land uses such that there are adequate areas for nonresidential uses that will provide the essential tax base needed for the City to support existing and future residents.

*Objective 9.6:*

Ensure that the regulatory policies within the City's Zoning Ordinance and related map are consistent with current City needs and desires; establish ways in which the Ordinance can be regularly reviewed.

*Objective 9.7:*

Identify specific land uses that are needed to serve the citizens of and visitors to Hewitt, such as healthcare-related land uses, hotels, recreation, and retail; establish ways in which the City can proactively attract these identified land uses.

*Objective 9.8:*

Continue the City's current level of proactive code enforcement.

*GOAL 10:*

*Maintaining and enhance the City's local character and aesthetic value through land use planning.*

*Objective 10.1:*

Review, and if necessary revise, the City's Zoning Ordinance to ensure that high standards are required for new nonresidential development.

*Objective 10.2:*

Ensure that new nonresidential development enhances the quality of life in Hewitt.

*Objective 10.3:*

Ensure that new development, both residential and nonresidential, will be compatible with existing land uses in terms of use, density, building heights, scale, and offsite effects.

# Goals & Objectives Related to Economic Development

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## GOAL 11:

*Enhance and expand the local economy by attracting and maintaining businesses in Hewitt.*

### *Objective 11.1:*

Review current policies related to economic development, such as tax abatement, and revise such policies if necessary.

### *Objective 11.2:*

Work with the Greater Hewitt Chamber of Commerce to establish a listing of target industries, industries that the City should actively pursue to locate in Hewitt.

### *Objective 11.3:*

Establish specific ways in which to actively market Hewitt as a premier location for target industries.

### *Objective 11.4:*

Create a general marketing theme for Hewitt that emphasizes positive local characteristics such as quality of life, quality labor force, competitive land prices and supportive City government.

### *Objective 11.5:*

Research and investigate the ability of Hewitt to compete with surrounding communities for new business development and business retention; identify ways in which Hewitt can be increasingly competitive.

## GOAL 12:

*Ensure that Hewitt projects a positive visual image that makes the City attractive to quality businesses.*

### *Objective 12.1:*

Investigate the feasibility of City funding participation to improve the appearance of existing businesses along major thoroughfares, such as Interstate Highway 35 and Hewitt Drive; examples of City participation include matching grant programs and infrastructure improvements.

### *Objective 12.2:*

Ensure that the City's land use policies and Zoning Ordinance provisions include requirements for high quality new nonresidential development; ensure that land use policies are consistent with economic development objectives.



*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

*Chapter 3: The Future Land Use Plan*

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# Introduction

The *Future Land Use Plan* designates various areas within cities for particular land uses, based principally on population growth, locational criteria, compatibility criteria, and a balance of land use types. The *Future Land Use Plan* establishes an overall framework for the preferred pattern of development within the City of Hewitt. Graphically depicted for use during the development plan review process (**Plate 3-1**), the *Future Land Use Plan* should ultimately be reflected through the City’s policy and development decisions. **The Future Land Use Plan map is not a zoning map, which deals with specific development requirements on individual parcels; the zoning map should, however, be based on the Future Land Use Plan.**

# Projected Future Population

Increased demand for all types of land uses must be taken into account when establishing a *Future Land Use Plan*. Such increased demand is inevitable with population growth. The population projections contained herein form the foundation of establishing how much land should be allocated to particular types of land use. Analyzing past growth trends within the City as well as the growth trends of surrounding communities and the County helps to predict what Hewitt can expect in terms of future population growth. The following is a discussion of the way in which the population projections for Hewitt have been established.

As discussed in the *Baseline Analysis*, Hewitt has experienced rapid growth between 1970 and 1980, and steady growth during the next two decades. The growth rate experienced by Hewitt, which was a compounded rate of 10.4 percent, was higher than that of any other surrounding city; it should be noted, however, that the average compounded growth rate between 1980 and 2000 was approximately 3.5 percent, which is more reflective of the steady growth that Hewitt can anticipate in the future. Lorena and Robinson were the second and third fastest growing cities in the area,

Table 3-1  
POPULATION GROWTH OF HEWITT & SURROUNDING COMMUNITIES  
1970-2000

City	1970	1980	1990	2000	Growth Percentage	Average Annual Compounded Growth Percentage
Hewitt	569	5,247	8,983	11,085	1,848.2%	10.40%
Waco	95,326	101,261	103,590	113,726	19.3%	0.59%
Woodway	4,819	7,091	8,695	8,733	81.2%	2.00%
Robinson	3,807	2,483	4,070	5,558	123.84%	4.11%
Lorena	406	619	1,158	1,433	253.0%	4.29%
Bellmead	7,698	7,569	8,336	9,214	19.7%	0.60%

Source: U.S. Census

NOTE: Data from this table is also contained within the *Baseline Analysis*, Table 1-4.



respectively, at approximately four percent. As **Table 3-1** shows the various growth rates of Hewitt and some surrounding communities; this data is also discussed in further detail in the *Baseline Analysis*.

Another factor to consider in establishing population projections is the number of residential building permits issued in Hewitt in recent years. As discussed in the *Baseline Analysis* (refer to **Table 1-16** and the related discussion), the number of building permits for single-family units issued between 1993 and 2002 was 865, and the number of building permits for two-family units was 126 during the same time period. Together, the total number of residential building permits (excluding multi-family) was 881. The average number of building permits issued per year was 99.

Taking all of these factors into account, population projections for Hewitt were established and are shown in **Table 3-2**. Scenario A reflects a rate that is based on the average number of residential building permits that Hewitt has issued each year since 1993. Ninety-nine building permits per year calculates into an approximate compounded growth rate of two percent. Scenario B is reflective of a future growth trend that correlates with the highest number of residential building permits issued in one year in Hewitt between 1993 and 2002, which was 138 permits. 138 residential building permits per year calculates into a compounded growth rate of approximately 2.6 percent. Scenario C is based not on the number of building permits issued in Hewitt, but on the average compounded growth rate of the population between 1980 and 2000 of approximately 3.5 percent.

*Table 3-2*  
POPULATION PROJECTIONS  
*City of Hewitt, Texas*

Year	SCENARIO A 2% Growth Rate	SCENARIO B 2.6% Growth Rate	SCENARIO C 3.5% Growth Rate
1980	5,247	5,247	5,247
1990	8,983	8,983	8,983
2000 <sup>(1)</sup>	11,085	11,085	11,085
2005	12,200	12,500	13,165
2010	13,500	14,000	15,600
2015	14,900	16,000	18,500
2020	16,500	18,160	22,000
2025	18,000	21,000	26,000
<b>Residential Building Permits Per Year<sup>(2)</sup></b>	99	138	200

<sup>(1)</sup> Growth rate between 1980 and 2000: 3.8%

<sup>(2)</sup> Based on U.S. Census 2000 data: 2.82 persons per household, 97.8% occupancy rate

**Source:** 1980, 1990 & 2000 Populations from the U.S. Census; Population Projections from Dunkin, Sefko & Associates, Inc.

Of the three scenarios presented, Scenario B with a growth rate of 2.6 percent is used within this Comprehensive Plan document to project the future population of Hewitt in the year 2025 and should be used by the City in the future for planning purposes. This would mean that Hewitt can expect to have a population of approximately 21,000 people in 2025, which is representative of the population number that the City should plan to be able to accommodate in terms of infrastructure, parks, public facilities, and other related necessities that may be provided by the local government in Hewitt. The City should continually assess how many building permits have been issued in order to



track whether this population projection scenario is continuously accurate and helpful for planning purposes in coming years.

Lower and higher annual compounded growth rates are included as Scenario A and Scenario C, respectively. The population growth of Scenario A and that of Scenario C are based on population growth factors that have previously occurred in Hewitt, and they are therefore valid to consider. If in future years, Hewitt is not growing in population in a way that is consistent with Scenario B, these other scenarios may be helpful to the City in updating its population projections. It should be noted that the 2025 population under Scenario C is only slightly less than Hewitt’s ultimate population capacity, as discussed below.

## Ultimate Capacity

The City of Hewitt does not have the rights to any extraterritorial jurisdiction (ETJ) due to the fact that the city limits or the ETJs of adjacent communities completely surround Hewitt; therefore, the City will not be able to grow geographically in the future. A positive result of this is that a relatively accurate assessment of Hewitt’s ultimate population can be made because the City will only be able to accommodate additional population within its current City limits. **Table 3-3** shows how Hewitt’s population capacity has been calculated.

*Table 3-3*  
**ULTIMATE POPULATION CAPACITY**  
 City of Hewitt, Texas

Acres	Percentage Subtracted for Roadways	Average Number of Dwelling Units Per Acre	Occupancy Rate	Persons Per Household	Estimated Population in Currently Vacant Areas
<i>LOW DENSITY RESIDENTIAL</i>					
900	30%	4	97.8%	2.82	10,923
263 Vacant Platted Lots			97.8%	2.82	760
<i>MEDIUM DENSITY RESIDENTIAL</i>					
55	15%	8	97.8%	2.82	1,081
10 Vacant Platted Lots			97.8%	2.82	29
<i>HIGH DENSITY RESIDENTIAL</i>					
75	10%	20	97.8%	2.82	3,901
<i>Population Accommodated Within Existing Vacant Areas</i>					16,693
<i>Current Population</i>					11,085
<b>Ultimate Population Capacity of Hewitt</b>					<b>27,778</b>

Source: Existing Land Use Map (Plate 1-3 of the *Baseline Analysis*) and Future Land Use Map (Plate 3-1)

There are several sources that provide the data to calculate the ultimate capacity. First, Hewitt’s existing land use map is reviewed to obtain information on where vacant areas exist within the City. Second, the Future Land Use Plan map (**Plate 3-1**) is reviewed to obtain information on planned locations for future residential areas and on the projected densities (low, medium or high) of those residential areas. Third, the City’s 2000 U.S. Census information is reviewed to obtain information on *Occupancy Rate* and *Persons Per*



*Household.* These elements are all calculated together, and are finally added to the City’s current population. As **Table 3-3** shows, the ultimate population capacity of Hewitt as calculated herein is approximately 27,778 people.

## A Balanced & Compatible Future Land Use Pattern

The various types of land use have different needs in terms of location. For example, automobile traffic should be able to circumvent residential areas, thereby preserving the integrity of local neighborhoods and ensuring the safety of local residents. In contrast, nonresidential uses should generally be located along major thoroughfares in order to allow them the highest visibility possible. The exception to this may be heavy commercial and industrial uses, which often have open storage areas and large warehouses that may not make a positive contribution to the way in which Hewitt would be viewed from Interstate Highway 35.

Retail and some commercial land uses require locations that provide visibility, because these types of land use often depends on “walk-in business” for success. Consequently, existing vacant land areas along Interstate Highway 35 and Sun Valley Boulevard and along portions of F.M. 1695’s extension and Hewitt Drive have been designated for and should be preserved for retail and limited commercial land uses; these land uses should be those that are designed such that they are aesthetically pleasing - in contrast to most heavy commercial and industrial uses. The market, in conjunction with City policy, has dictated the existing land use pattern (shown on **Plate 1-3** in the *Baseline Analysis*) in Hewitt over the years, a pattern that generally supports these concepts of residential and nonresidential locations. The *Future Land Use Plan*, graphically shown on **Plate 3-1**, further reinforces these concepts. It should be noted that nonresidential development will become increasingly important as the City continues to grow and needs to support additional population within its existing City limits.

Further, by taking into account the Comprehensive Plan goals for balanced development and better traffic circulation within Hewitt, the *Future Land Use Plan* guides the allocation of land uses in a pattern that is intended to yield greater opportunity for compatibility between land uses. As **Illustration 3-1** shows, the more intense the type of nonresidential land use is, the less compatible the land use is with residential uses. In general, office uses and small, neighborhood-oriented retail establishments adjacent to residential uses create positive relationships in terms of land use compatibility; these are considered lower intensity land uses. There are many techniques, including setback standards, buffering, screening, and landscaping, that can be implemented through zoning

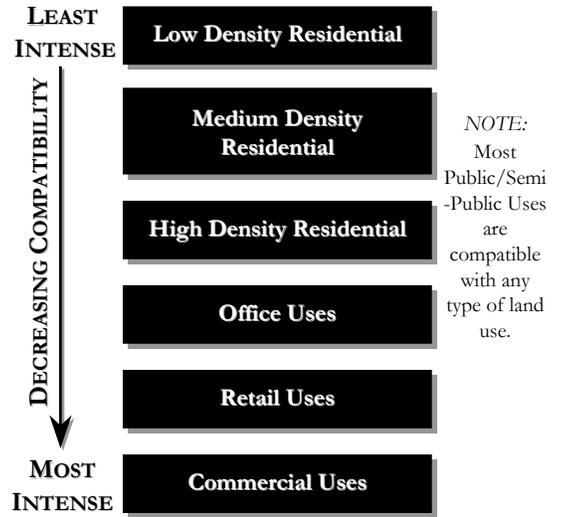


Illustration 3-1  
COMPATIBILITY COMPARISON OF VARIOUS TYPES OF LAND USE

and subdivision regulation that would help increase compatibility between these different land uses. In keeping established goals and objectives (Chapter 2) Hewitt should review such regulations to ensure that they require proper buffering, screening, and site design techniques to mitigate any adverse impacts.

Future Land Uses and Related Colors on the Future Land Use Plan Map, Plate 3-1

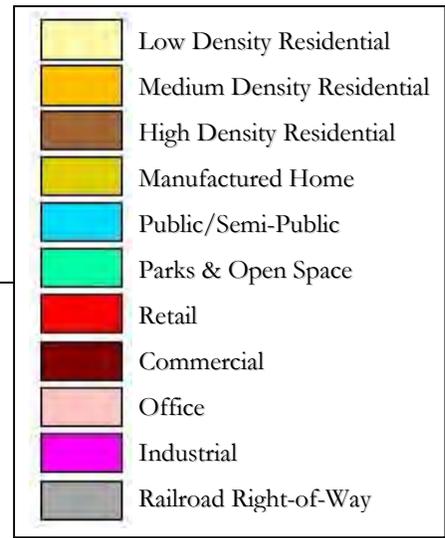


Diagram 3-1  
FUTURE LAND USE PLAN LEGEND

## Recommended Land Uses

All of the above-referenced locational needs and compatibility issues related to the various types of land use have been considered in the establishment of Hewitt’s *Future Land Use Plan*. Land uses recommendations should be reflected in the City’s zoning policies and in other planning-related studies. Knowing whether an area is likely to develop as residential or nonresidential affects how Hewitt will need to accommodate that area in terms of City services, such as parks and infrastructure. The following sections outline the various types of land uses that will help to provide a positive land use pattern in Hewitt with its future growth and development.

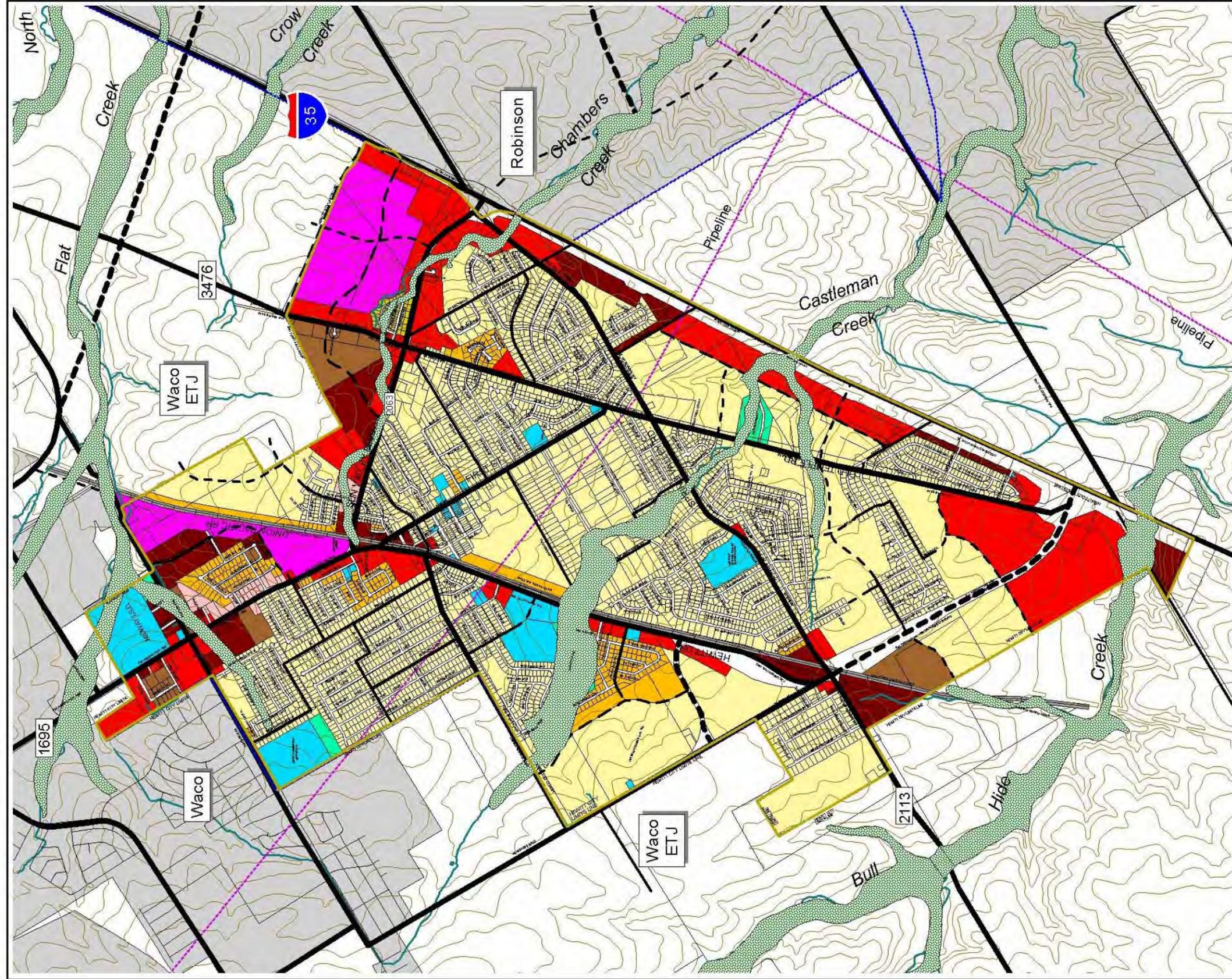
**Table 3-4** outlines the amount of land that has been allocated to each land use, and it is correlated to the *Future Land Use Plan Map, Plate 3-1*.

Table 3-4  
FUTURE LAND USE CALCULATIONS  
City of Hewitt, Texas

LAND USE CATEGORY	EXISTING ZONING DISTRICT	Acres	Percent
Low Density Residential	R-1, Single-Family	2,301.1	52.40%
Medium Density Residential	R-2, Duplex & R-5, Single-Family Attached	171.0	3.89%
High Density Residential	R-3, Multiple-Family Low Density, & R-4, Multiple-Family High Density	102.0	2.32%
Manufactured Home	MH, Manufactured Home Park	16.0	0.36%
<b>Subtotal: Residential Uses</b>		<b>2,590.1</b>	<b>58.98%</b>
Park & Open Space	Permitted in All Districts	77.0	1.75%
Public/Semi-Public	Permitted in All Districts	164.0	3.73%
<b>Subtotal: Public Uses</b>		<b>241.0</b>	<b>5.49%</b>
Office	C-OD, Commercial Office	29.0	0.66%
Retail	C-1, Restricted Commercial & C-2, General Commercial	548.0	12.48%
Commercial	C-O, Outdoor Commercial	204.0	4.65%
Industrial	M, Industrial	212.0	4.83%
<b>Subtotal: Non-Residential Uses</b>		<b>993.0</b>	<b>22.61%</b>
Roadways		523.7	11.93%
Railroads		43.7	1.00%
<b>Rights-of-Way</b>		<b>567.4</b>	<b>12.92%</b>
<b>TOTAL WITHIN THE CITY LIMITS</b>		<b>4,391.5</b>	<b>100.00%</b>

Source: Dunkin, Sefko & Associates, Inc.

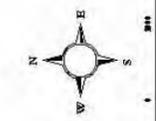




City of Hewitt, Texas  
**Future Land Use  
 Plan**

Plate 3-1

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>Low Density Residential</li> <li>Medium Density Residential</li> <li>High Density Residential</li> <li>Manufactured Homes</li> <li>Public/Semi-Public Areas</li> <li>Parks &amp; Open Space</li> <li>Retail Areas</li> <li>Commercial Areas</li> <li>Office Areas</li> <li>Industrial Areas</li> <li>Railroad Right-of-Way</li> </ul> | <ul style="list-style-type: none"> <li>Interstates</li> <li>Arterials</li> <li>Proposed Arterials</li> <li>Collectors</li> <li>Proposed Collectors</li> <li>Hewitt City Limits</li> <li>Easements</li> <li>Creeks</li> </ul> |
|--|--|



Dunkin Saffo & Associates, Inc.  
 Dallas, Texas  
 August 2021, 2023





Illustration 3-3  
TOWNHOMES  
(A Medium Density Residential Land Use)

## Residential Land Uses

Residential land use is the predominate use within the City currently, and it is recommended within the *Future Land Use Plan* that this continue. It should be noted that single-family residential land uses can be buffered from nonresidential uses through the development of medium and high density residential land uses. This buffering has been shown in various locations on the *Future Land Use Plan Map*.

### *Low-Density Residential Land Uses*

This use is representative of traditional, single-family detached dwelling units. Of the residential categories, it is recommended that low density residential continue to account for the largest percentage. Although all single-family areas have been considered “low density”, the City should strive for a range of lot sizes within its Zoning Ordinance in order to adequately provide for market choice. Within the Ultimate Capacity section, low density residential uses were calculated at four units per acre, which should be the highest density in the future for single-family development. Hewitt should consider designating some low-density areas for one-half acre and one-acre lots in order to achieve the range of lot sizes recommended herein. Large areas of vacant land are still available for this type of development.



Illustration 3-2  
A SINGLE-FAMILY HOME  
(A Low Density Residential Land Use)

### *Medium Density Residential Land Uses*

This use is representative of two-family, attached dwelling units, such as duplex units and townhomes. There are currently several areas within the City with existing medium density land



Illustration 3-3  
TOWNHOMES  
(A Medium Density Residential Land Use)

uses, such as along Hewitt Drive in the center of the City and in the northwestern area of the City, and along Old Temple Road. New areas for medium density land use have been designated along eastern portions of Hewitt Drive primarily for the purpose of buffering single-family land uses. One recommended area is located on Hewitt Drive between Spring Valley Road and Sun Valley Boulevard. The other is also along Hewitt Drive, but is north of Sun Valley Boulevard.

It should be noted that in addition to providing buffering, medium density land uses also provide areas for “empty nesters”, who may not want the maintenance of a large-lot single-family home, and for young families, who may find a townhome or duplex more affordable than a single-family home. Medium

density land uses generally develop at approximately eight units per acre. This standard should be incorporated into Hewitt’s Zoning Ordinance as the maximum number of units that are permitted to be developed in areas recommended for medium density.

## *High Density Residential Land Uses*

High density residential land use is characterized by traditional apartment-type units in attached living complexes as well as assisted living facilities. As with medium density land uses, there are currently few high density residential areas within Hewitt, but with the increased need for housing diversity that the City will experience with population growth, it is anticipated that there may be an increased market for such uses in the future. In response to this, two primary areas have been recommended for future high density residential use. One is along Old Temple Road just north of Sun Valley Boulevard in close proximity to an existing high density land use. The other is along the southernmost City limit along the east side of Hewitt Drive. In order to ensure that future multi-family developments are designed to a high standard, the City should consider applying the following guidelines in the future:

- The proposed multi-family tract should be adjacent to a collector or major thoroughfare (i.e., not directly adjacent to local residential streets).
- All structures within the multi-family development should be 75 percent masonry.
- At least fifty percent of the units should have garages, either attached or detached (this could be an exception for assisted living facilities).
- The tract should not be less than approximately five acres in size.
- If the tract is adjacent to single-family residential dwellings, transition areas (greenspace, buffer areas, medium density development, etc.) should be incorporated into the project.
- Based upon the density of the complex, an appropriate amount of usable open space should be required.
- All future multiple-family developments should be gated and should have limited access entry.
- A maximum of twenty units per acre should be permitted; this standard should be incorporated into Hewitt’s Zoning Ordinance.



*Illustration 3-4*  
AN APARTMENT COMPLEX  
(A High Density Residential Land Use)

## *Manufactured Housing Land Uses*

There are several areas within Hewitt that are characterized by manufactured homes, which provides affordable housing for many of the City’s citizens. On the *Future Land Use Plan* map, the areas that have been designated for manufactured



*Illustration 3-5*  
A MANUFACTURED HOME

homes primarily consist of areas wherein manufactured homes are currently located. Specifically, the area is just northeast of the intersection of Sun Valley Boulevard and Old Temple Road. It is not anticipated that many additional such areas will be needed, due to the fact that adequate market choice for manufactured homes is likely already provided within Hewitt’s existing areas.

## Public Uses

The following is a discussion of *Parks & Open Space* and *Public/Semi-Public* uses. Both of these are considered *Public Uses*, the subtotal of which is provided in **Table 3-4**.

### *Park & Open Space Land Uses*

This land use designation is provided to identify all public parks and open spaces within Hewitt. A community’s park system is key to a high quality of life. Additional land should be set aside for parks, recreation and open space areas in proportion to population growth; the National Recreation and Park Association (NRPA) standard is approximately 17 acres per 1,000 people (1.7 per 100 people), not including trails. This standard in relation to Hewitt and its future projected population has been addressed within the *Parks, Recreation & Open Space Plan* (refer to Chapter 6). The park and open space areas shown on the *Future Land Use Plan Map (Plate 3-1)* are representative of areas that are in existence today; however, the City will have to consider additional areas in relation to new population centers that develop in the future.



Illustration 3-6  
A LOCAL PARK IN HEWITT

### *Public/Semi-Public Land Uses*

This land use designation is representative of uses that are educational, religious, governmental or institutional in nature. Public/semi-public uses are generally permitted within any area; therefore, the areas shown on the *Future Land Use Plan* map include the related uses that currently exist. It is, however, anticipated that there will be a need for additional public uses with future population growth. Discussion of projected future needs in terms of public facilities and municipal employees is contained within the *Public Facilities Plan*, Chapter 8.



Illustration 3-6  
A PUBLIC USE IN HEWITT

## Non-Residential Land Uses

Residents of a community should be able to live, work and recreate all within the community itself; the existence of nonresidential uses allows this. There are several areas of the City that have been recommended for various types of nonresidential use, primarily depending on the area’s location and proximity to other types of land use. The following sections discuss specific aspects of office, retail, commercial and industrial uses.

### *Office Land Use*

There is a relatively small amount of land used for office purposes in Hewitt today; the majority of local offices are located in the core area of the City along Hewitt Drive between the intersection of Sun Valley Boulevard and Panther Way. There is also a small amount of office use along Sun Valley Boulevard east of Sapphire Boulevard. Office uses are in keeping with the small-town character of the community, and it is recommended that the amount of



Illustration 3-8  
EXAMPLE OF AN OFFICE USE



Illustration 3-8  
EXAMPLE OF AN OFFICE USE

land used for office purposes be increased around these areas that are currently developed for office use, as shown on the *Future Land Use Plan* map.

The City should establish design-related criteria for offices that develop adjacent to any adjacent residential area; such offices should be designed in such as way that is compatible with residential uses, such as the office shown in **Illustration 3-8**. In other areas of Hewitt, office uses can be developed between residential and higher intensity land uses to provide for a positive transition between them. It should be noted that retail

uses should be permitted in designated office areas, but office uses should not be permitted to locate in areas that are considered to have high visibility; such areas should be preserved for retail uses, as discussed below.

### *Retail Land Uses*

Retail land uses areas are intended to provide for a variety of retail trade, personal and business services and establishments. As mentioned previously, retail establishments generally require higher visibility than do other types of nonresidential land use (e.g., office, commercial).



Illustration 3-9  
EXAMPLE OF A LOCAL RETAIL USE

In response to this need, retail land uses have been designated in the higher traffic areas of Hewitt, with concentrated retail uses recommended along Interstate Highway 35. Because of the high visibility that Interstate Highway 35 provides, the City should review its existing retail zoning district standards, and should consider either a special retail zoning district or an overlay zoning district that applies to the Interstate Highway 35 corridor with increased development standards related to aesthetics. It should be noted that this major traffic corridor also provides the City with a prime opportunity for large retailers, such as Wal-Mart and Target stores, which can be designed to be compatible with existing uses and would result in increased tax revenue for Hewitt.



Illustration 3-11  
EXAMPLE OF A LARGE RETAIL USE

Development along Interstate Highway 35 will become increasingly important in terms of tax revenue for the City as the local population continues to grow and reaches its ultimate capacity. Therefore, the City should protect the optimal locations for retail development that remain vacant within this corridor; a piece of property should not be developed with another type of land use when it has all the characteristics of a prime retail location.

### Commercial Land Uses

Areas designated for commercial land use are intended for a variety of commercial uses and establishments with outside storage, display and sales. Examples of such uses include automobile-related services, feed stores, welding shops, and pawn shops. One primary difference between retail and commercial uses is that retail uses tend to rely more heavily on *walk-in* business. Consequently, retail uses need the visibility that major thoroughfares provide. Commercial uses often locate along major thoroughfares not because they need the *visibility*, but because they need the *accessibility*.

The challenge lies in the fact that commercial uses generally have a greater need for outside storage areas, and these areas tend to lessen the visual quality of major thoroughfares. For areas in which commercial uses are permitted, especially along Interstate Highway 35, the City should consider establishing increased design-related guidelines to ensure their compatibility with other uses of less intensity. Within these guidelines, the City should consider requiring open storage areas to be buffered and/or screened from any adjacent residential uses and from public view. These recommendations should be incorporated into Hewitt’s Zoning Ordinance.



Illustration 3-12  
EXAMPLE OF A COMMERCIAL USE

## Industrial Land Uses

The industrial land use designation is applied to areas intended for a range of heavy commercial, assembly, warehousing, manufacturing and service-type uses. Large tracts of land with easy access



Illustration 3-14  
EXAMPLE OF AN INDUSTRIAL USE

to major thoroughfares are becoming increasingly hard to find for the industrial business community – Hewitt has such tracts available. The *Future Land Use Plan Map* shows two primary locations that are conducive to industrial development. One of these is between Interstate Highway 35 and Old Temple Road, north of Sun Valley Boulevard; two perpendicular roadways that would provide increased access to this site have also been recommended in relation to this location. Any industrial use developed in this area would have fast and easy access to Interstate Highway 35.

The second is located northeast of Hewitt Drive in the northern portion of the City along the Union Pacific Railroad. Vehicular access to an industrial use in this location would be via Hewitt Drive and/or Sun Valley Boulevard, with relatively easy access to Interstate Highway 35. However, the ideal industry for this location would be one that needs direct access to the railroad. Industrial businesses in Hewitt should be involved in light industrial activity, that is, business would be contained within a building (i.e., a minimal amount of open storage). Examples of this type of use include high-tech services, medical services, software manufacturing, and related assembly. Such light industrial businesses tend to have many of the advantages of industrial uses (i.e., employment, increased tax base) without the disadvantages often related to such uses (i.e., adjacency challenges, pollution).



Illustration 3-15  
EXAMPLE OF AN INDUSTRIAL USE

# *Administration of the Future Land Use Plan*

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## *Development Proposals & the Future Land Use Plan*

At times, the City will likely encounter development proposals that do not directly reflect the purpose and intent of the land use pattern shown on the *Future Land Use Plan*. Review of such development proposals should include the following considerations:

- Is the proposed change a better use than that recommended by the *Future Land Use Plan*?
- Will the proposed change enhance the site and the surrounding area?
- Will the proposed use impact adjacent residential areas in a negative manner? Or, will the proposed use be compatible with, and/or enhance, adjacent residential areas?
- Are uses adjacent to the proposed use similar in nature in terms of appearance, hours of operation, and other general aspects of compatibility?
- Does the proposed use present a significant benefit to the public health, safety and welfare of the community? Would it contribute to the City's long-term economic well-being?

Development proposals that are inconsistent with the *Future Land Use Plan* or that do not meet its general intent should be reviewed based upon the above questions and should be evaluated on each proposal's own merit. It should be incumbent upon the applicant to provide evidence that the proposal meets the aforementioned considerations and supports community goals and objectives, as set forth within this Comprehensive Plan. It is important to recognize that proposals contrary to the Plan could be an improvement over the uses shown on the Plan for a particular area. This may be due to changing market, development, and/or economic trends that occur at some point in the future after the Plan is adopted. If such changes occur, and especially if there is a significant benefit to the City of Hewitt, then these proposals should be approved, and the *Future Land Use Plan* should be amended accordingly.

## *Zoning & the Future Land Use Plan*

Chapter 211 of the Texas Local Government Code states that “zoning regulations must be adopted in accordance with a comprehensive plan”. Consequently, a zoning map should reflect the *Future Land Use Plan Map* to the fullest extent possible. Therefore, approval of development proposals that are inconsistent with the *Future Land Use Plan* will often result in inconsistency between the *Future Land Use Plan* and the zoning regulations. It is recommended that Hewitt automatically amend the *Future Land Use Plan* immediately following a City Council vote rezoning land that results in such inconsistency.

It should be noted that in order to expedite the process of amending the *Future Land Use Plan* to ensure zoning regulations correspond, the related amendment recommendation(s) may be forwarded simultaneously with the rezoning request(s). If a rezoning request *is consistent* with the Plan, the City's routine review process would follow. It is recommended that the City of Hewitt engage in

regular review of the *Future Land Use Plan* to further ensure that zoning is consistent and that the document and the map reflect all amendments made subsequent to the Plan's initial adoption. It should be noted that specific implementation measures related to zoning are addressed within the *Implementation Strategies*, Chapter 9.

The correlation between Hewitt's existing zoning districts and the various types of land uses recommended herein has been shown within **Table 3-4**. As was stated several times throughout this *Future Land Use Plan*, the City should review its current zoning districts to ensure that the recommended land uses are accurately represented within the districts available to the development community. Planned development zoning, which will be discussed in detail in the *Implementation Strategies* chapter of this Comprehensive Plan, is also a valuable tool that can be used in Hewitt to ensure that development is consistent with the Comprehensive Plan.

## *Costs Associated With Updating the Future Land Use Plan*

Many cities across Texas have established ways in which to help recoup the costs of consistent and continual updates of the *Future Land Use Plan* map and Zoning Map. One of the most effective ways is to establish a fee ordinance. The adoption of such an ordinance would allow Hewitt to defray these costs by transferring all or a portion of them to the development community. For example, the City could establish one fee for amending the *Future Land Use Plan*, and a separate fee for amending the Zoning Map; charging the development community such fees may be cause for increased consideration of submitting a proposal that is inconsistent with either of these documents. It is recommended that the City consider drafting and adopting a fee ordinance, with specific fees outlined for amending the *Future Land Use Plan* map and Zoning Map.

## *In Conclusion*

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The recommendations contained herein should guide Hewitt's future land use planning and related policies. It is important to note that the *Future Land Use Plan Map* is not the community's official zoning map. Rather, it is a guide to decision making in the context of the City's future land use patterns. The *Future Land Use Plan* text and map should be used consistently and updated as needed, as coordinated, quality development continues in Hewitt over time. The official copy of the *Future Land Use Plan Map* is on file at Hewitt's City Hall. The boundaries of land use categories as depicted on the official map should be used to determine the appropriate land use category for areas that are not clearly delineated on the smaller-scale map contained within this Comprehensive Plan document. The recommended future land use policies contained throughout this *Future Land Use Plan* are summarized in **Table 3-5**.

*Table 3-5*  
 FUTURE LAND USE PLAN RECOMMENDATIONS  
 City of Hewitt, Texas

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Review the current zoning districts to ensure that the recommended land uses are accurately represented within the zoning districts available to the development community and to ensure that the zoning districts are located consistent with the *Future Land Use Plan* map.

---

Consider designating some of the recommended low-density areas for one-half acre and one-acre lots in order to achieve range of lot sizes.

---

Establish a maximum of eight units per acre within the Zoning Ordinance for the recommended medium density areas.

---

Incorporate the multiple-family development guidelines outlined herein into the City's Zoning Ordinance.

---

Establish design-related criteria for offices that develop adjacent to any adjacent residential area; such offices should be designed in such as way that is compatible with residential uses.

---

Permit less intense nonresidential uses in higher intensity nonresidential areas (e.g., office uses in designated retail use areas), but not vice versa.

---

Review existing retail and commercial zoning district standards, and consider establishing either a special zoning district or an overlay zoning district that applies to the Interstate Highway 35 corridor with increased development standards related to aesthetics for future nonresidential land uses.

---

Protect the optimal locations for retail development that remain vacant within the Interstate Highway 35 corridor; a piece of property should not be developed with another type of land use when it has the characteristics of a prime retail location.

---

Automatically amend the *Future Land Use Plan* immediately following a City Council vote rezoning land that results in inconsistency between the *Future Land Use Plan* map and the Zoning Map.

---

Regularly review the *Future Land Use Plan* to further ensure that zoning is consistent and that the document and the map reflect all amendments made subsequent to the Plan's initial adoption.

---

Consider drafting and adopting a fee ordinance, with specific fees outlined for amending the *Future Land Use Plan* map and Zoning Map.

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*Note: Not in any order of priority.*

*Source: City of Hewitt's Future Land Use Plan.*



*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

*Chapter 4: The Thoroughfare Plan*

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# Introduction

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A community's thoroughfare system is vital to its ability to grow in a positive manner. Transportation is inherently linked to land use. The type of roadway dictates the use of adjacent land, and conversely, the type of land use dictates the size, capacity and flow of the roadway. Many of the decisions regarding land uses and roadways within Hewitt have already been made; rights-of-way in the core area of the City and in some residential areas were established and the roadways were constructed years ago. A major challenge for the City of Hewitt now lies in the accommodation of population growth within the existing thoroughfare system and in the accommodation of new land development through the expansion of that system.

Hewitt's thoroughfare system should ultimately:

- Protect the ambience, character, and quality of existing neighborhoods by directing traffic generated by growth away from existing neighborhoods.
- Provide gateways to nonresidential areas from major freeways and arterials to ensure easy access to local businesses.
- Provide ready access and eliminate congestion to future land uses.

## The Functional Classification System & Related Thoroughfare Standards

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The *Thoroughfare Plan* for Hewitt is based upon a road classification system that depicts the function of every roadway in the thoroughfare system. Roadway types, as discussed in the following sections, include freeways, arterials, collectors, and local streets. Their functions can be differentiated by comparing their ability to provide *mobility* with their ability to provide *access* to various locations. **Illustration 4-2**, which should be used as a reference for the following discussion, graphically depicts these functional differences. It should be noted that wherever existing rights-of-way have been identified as a different type of roadway than the type it is as it exists currently (e.g., an existing minor collector is shown as a major collector), this is a recommendation that the roadway be widened when and if development occurs. Existing residents and businesses should be disturbed to the least extent possible.

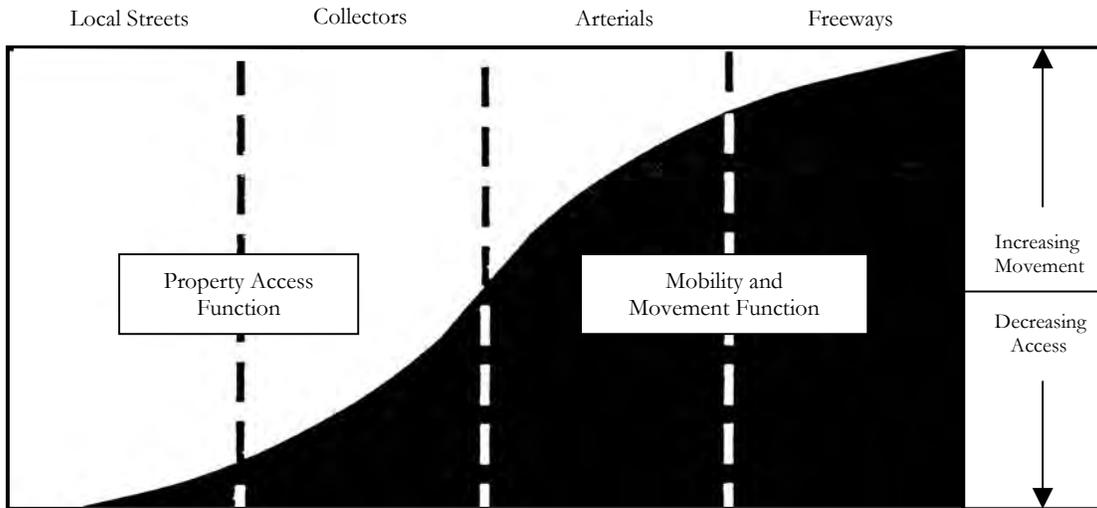


Illustration 4-1  
FUNCTIONAL CLASSIFICATION SYSTEM

## Freeways

Freeways can be described as high-capacity thoroughfares along which direct access to property is generally minimal or eliminated altogether. Ingress and egress are controlled by access ramps, interchanges and frontage roads; a regional example of this is Interstate Highway 35. Construction and maintenance of freeways is not usually the responsibility of municipalities. The Texas Department of Transportation (TxDOT) and federal monies fund this type of roadway.

## *Interstate Highway 35*

Interstate Highway has been and will continue to be key to the growth of Hewitt. The City should ensure that it is aware of and involved in any discussions or decisions related to Interstate Highway 35. Especially important for Hewitt would be any discussion or decision of widening or controlling access onto and off of the highway.

The fact that Interstate Highway 35 links several major Texas cities has led to the need for widening and for controlling access along some portions. The Waco Metropolitan Planning Organization’s *Master Thoroughfare Plan* sites NAFTA (the North American Free Trade Agreement) as one of the catalysts for the increased traffic numbers that have led to this need for widening and controlled access. The portion of Interstate Highway 35 through the city of Austin is currently undergoing construction to widen it in order to accommodate increasing traffic flows, especially during rush-hour time periods. The city of Waco and other adjacent cities may be in need of this at some point in the near future; this would greatly affect Hewitt. Hewitt also needs to ensure that the City is made aware of and involved in discussions of implementing any measures leading to further

controlling access by decreasing the number of on- and off-ramps, although none are planned at this time. Continued involvement in the Waco Metropolitan Planning Organization will be vital to Hewitt's involvement in such discussions and decision-making processes.

In addition, because Interstate Highway 35 is such a well-traveled regional transportation corridor, it is extremely important for the City to ensure that land uses along this roadway reflect positively on Hewitt. Aesthetically pleasing restaurant and retail uses would perhaps entice travelers to stop and shop or eat within the City, thereby also leaving their sales tax dollars in Hewitt. This important concept is discussed in further detail in the *Future Land Use Plan*, Chapter 3.

## Arterial Roadways

Roadways identified as arterials are designed to convey relatively heavy volumes of traffic. Arterials provide mobility, but because of the speed and volume of traffic, access to properties should be minimal, and therefore, a limited number of intersections and curb cuts (driveway openings) should be permitted along arterial roadways in order to protect the integrity of the high-speed traffic flow. Within the arterial classification, the Plan provides for differentiation between rights-of-way sizes based on two types, major and minor. The following existing roadways have been classified as major or minor arterials within this *Thoroughfare Plan*:

- Hewitt Drive,
- Sun Valley Boulevard,
- Spring Valley Road,
- West Warren Street,
- Panther Way,
- Old Temple Road, and
- First Street.

### *Type "A" - Major Arterial*

Equipped to serve up to 40,000 vehicles daily, the Type "A" Major Arterial (see **Illustration 4-2**) consists of 6 lanes (three lanes in each direction of 12 feet) with 110 feet of right-of-way. The center median, a minimum of 18 feet in width, may be painted or raised. The flat median offers ease of access, but can be dangerous. The raised, curbed median creates a divided roadway, which is considered safer and offers the opportunity for landscaping. It is recommended that wherever possible, the City construct arterials with raised

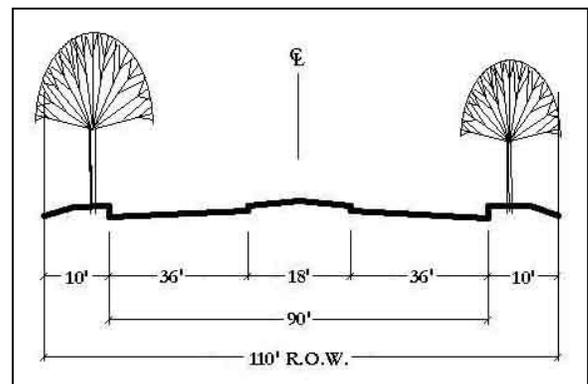


Illustration 4-2  
TYPE "A" MAJOR ARTERIAL

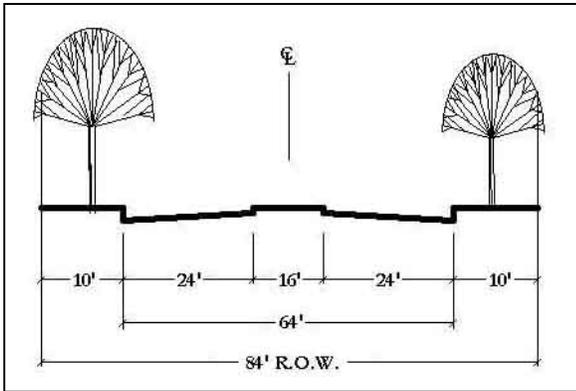


Illustration 4-3  
TYPE "B" MINOR ARTERIAL

medians, for safety as well as aesthetics. No on-street parking should be permitted on this type of thoroughfare.

### Type "B" - Minor Arterial

The Type "B" arterial is capable of carrying up to 25,000 vehicles per day. It consists of four lanes that are each 12 feet wide, and it may be divided or undivided. Right-of-way required is 84 feet, with a 16-foot-wide median. As with principal arterials, a painted median can be used, but the incorporation

of a raised median is recommended. **Illustration 4-3** shows the cross-section for Type "B" minor arterials.

## Collector Streets

Collector streets are generally designed to distribute traffic from local access streets and funnel it to arterial roadways (i.e., from residential developments to major arterials). Collectors should provide more access to adjacent land uses than do arterials, but access should still be controlled through the use of shared driveways (refer to **Illustration 4-4**) and other techniques that minimize disturbance of the free-flow of traffic. This type of roadway should provide an equal amount of mobility and access to land uses. Neighborhoods should be developed between arterials and collector streets in the future so that traffic may be diverted from residential areas. In addition, good subdivision design should orient residences to local streets, not to collector streets. Following existing roadways have been classified as major or minor collectors within this *Thoroughfare Plan*:

- East Warren Street,
- Ivy Lane,
- Texas Avenue,
- Attaway Road,
- Ava Drive, and
- Baxley Street.

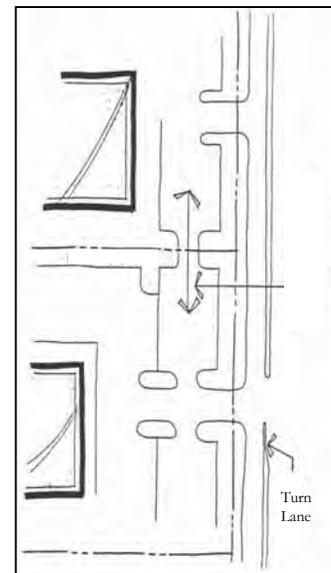


Illustration 4-4  
SHARED DRIVEWAY ACCESS  
RECOMMENDED FOR COLLECTOR  
STREETS

Two types of collector street sections, major and minor, are recommended within this *Thoroughfare Plan*. The following discussion describes these recommendations.

## Type "C" Major Collector

Type "C" major collector streets are low to moderate volume facilities whose primary purpose is to collect traffic from smaller streets within an area and to convey it to the nearest principal or secondary arterial. The average daily traffic volume for this type of street is approximately 10,000 to 15,000 trips per day. The Type "C" major collector street provides for 65 feet of right-of-way with 44 feet of paving. **Illustration 4-5** shows cross-section of Type "C" undivided major collectors. It should be noted that this cross-section is consistent with the largest right-of-way, which is referred to as an "Arterial Street", that is currently required within Hewitt's Subdivision Ordinance; as Hewitt continues to experience growth, this right-of-way width will be inadequate as an arterial, but should be adequate as a major collector.

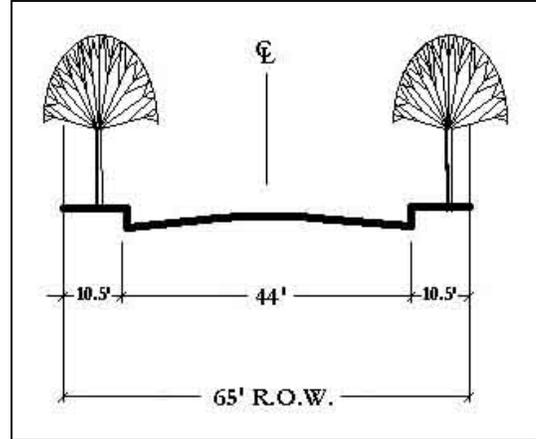


Illustration 4-5  
TYPE "C" MAJOR COLLECTOR

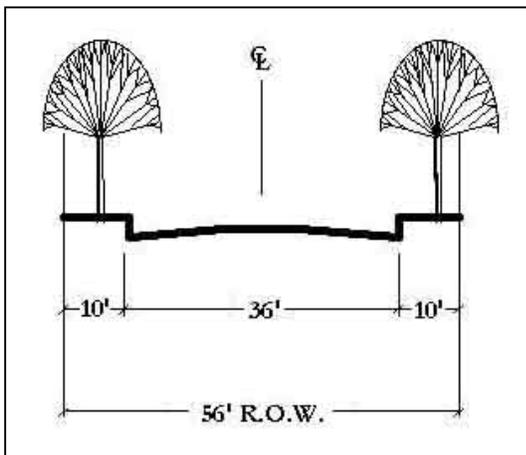


Illustration 4-6  
TYPE "D" MINOR COLLECTOR

## Type "D" Minor Collector

The Type "D" minor collector street is a three-lane roadway, with one lane in either direction and a middle turn lane. This type of roadway requires 56 feet of right-of-way with 10-foot setbacks (**Illustration 4-6**). It should be noted that this type of minor collector (with the same amount of right-of-way) could also have two travel lanes with on-street parking; this would be appropriate for use in residential areas. The width of this cross-section is consistent with Hewitt's current requirement for "Collector Street".

## Residential Street

Local streets provide the greatest access to adjacent properties, but they function poorly in terms of mobility. Due to the fact that local streets are generally constructed within residential areas, safety is an important issue. To ensure that these roadways are not used a great deal for mobility purposes and to ensure that their ability to provide access safely, local streets should be configured to discourage through-traffic movement by using offset intersections or curvilinear, discontinuous, or looped street

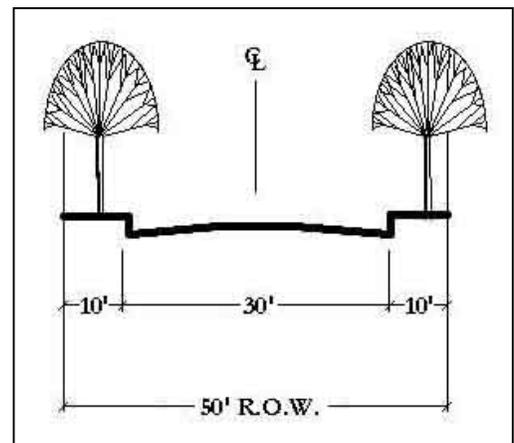


Illustration 4-7  
TYPE "E" RESIDENTIAL STREET

designs. Structured to convey lighter traffic volume (approximately 500 to 1,000 vehicles per day), the Type “E” local street consists of two lanes, 30 feet wide, with a total right-of-way of 50 feet, as **Illustration 4-7** shows. This recommended cross section is consistent with the City’s current residential street requirement. It should be noted that no roadways of this type have been shown on **Plate 4-1**, due to the fact that these roadways are typically part of developments.

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## *Thoroughfare Planning Issues*

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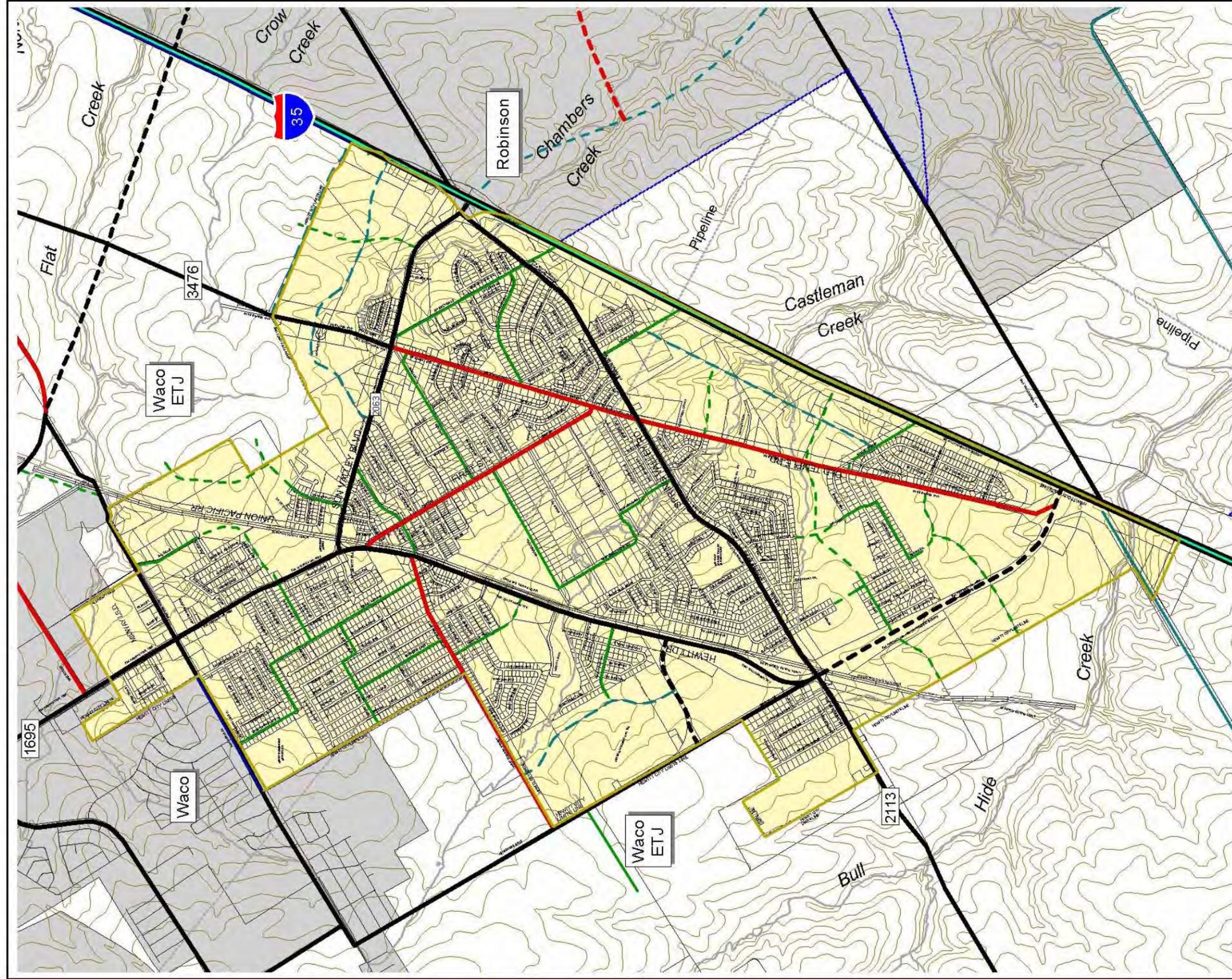
A number of issues must be considered in the process of developing a *Thoroughfare Plan* for Hewitt. First, the Plan must be compatible with the City’s *Future Land Use Plan* (Chapter 3) and related growth and development considerations. Second, it must address the integrity of existing residential and nonresidential areas; the Plan must balance functions of the thoroughfare system through efficient moving of traffic, and facilitate access requirements. It must consider alignments and right-of-way issues. Third, the *Thoroughfare Plan* must also incorporate realistic recommendations within the context of budgeting constraints. Finally, the Thoroughfare Plan should be reflective of applicable regional plans, such as the *Master Thoroughfare Plan* established by the Waco Metropolitan Planning Organization (MPO) in 2001.

### *Compatibility with the Future Land Use Plan*

Land use and roadway planning are closely linked; just as inappropriate land uses can reduce the effectiveness of adjacent roadways, poorly planned roadways can reduce the viability of adjacent land uses. Inappropriate zoning, various types of development activity, the existence of older roadways that now carry higher traffic volumes than originally intended, and continually changing traffic patterns can have negative impacts on the City’s thoroughfare system. As previously mentioned, Hewitt should ensure that adequate access (driveway) spacing standards are implemented for land uses located on arterial and major collector streets in order to promote a smooth flow of traffic and to minimize the impact of individual developments on the safe and efficient function of these roads. The different mobility and access needs of residential and nonresidential land uses are recognized within the *Future Land Use Plan*, and have resulted in the various land use location recommendations therein.

### *Future Single-Family Development Along Major Thoroughfares*

Major secondary thoroughfares typically attract large volumes of traffic; therefore, it is not desirable to front residential lots directly onto these streets. Fronting residences on major thoroughfares will reduce efficiency of the thoroughfares due to the number of driveways, curb cuts and cross-streets, as well as the possibility of on-street parking in front of the houses. Also, whenever a subdivision's layout produces lots fronting onto a major thoroughfare, there is ultimately pressure in the future to



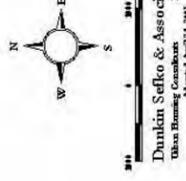
City of Hewitt, Texas

# Thoroughfare Plan

- Thoroughfare Legend**
- Interstate
  - Major Arterial
  - Major Arterial (Proposed)
  - Minor Arterial
  - Minor Arterial (Proposed)
  - Major Collector
  - Major Collector (Proposed)
  - Minor Collector
  - Minor Collector (Proposed)

- Hewitt City Limits**
- Hewitt City Limits
  - Waco ETJ
  - Floodplain

Plate 4-1



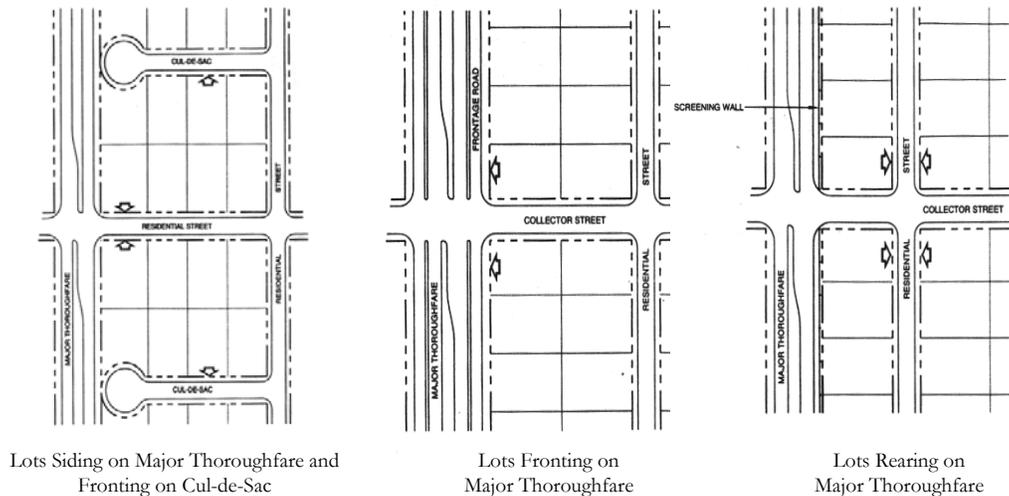
Dunkin Saffo & Associates, Inc.  
Urban Planning Consultants Dallas, Texas  
Adopted April 21, 2015



convert these residences into “strip” retail or commercial land uses. Obviously, the frontage of all major thoroughfares within the community cannot be used for retail and commercial purposes. Usually the majority of retail uses in a community will be along and adjacent to major thoroughfares. The demand for retail development within Hewitt will not justify the allocation of retail land uses to other areas.

The general appearance and image of residential neighborhoods and the community as a whole are also greatly affected by the orientation of development along the major streets. Fronting lots onto major roadways tends to present aesthetic and noise problems for area residents due to large amounts of traffic passing in front of homes. Of equal importance is the safety factor when area residents must back their vehicles into the arterial to leave their homes. No space is typically provided along arterial streets for parking, which would serve the needs of visitors, deliveries, etc.

The practice of backing residential lots onto major streets produces other problems, including unsightly appearances; rear entry garages become exposed to the roadway and are generally not as well maintained as front or side yards. A preferred approach is to side residential lots onto major streets since this allows more visibility into the neighborhood with views of pleasing elements like home fronts and landscaped yards. This tactic also enhances neighborhood security and minimizes negative traffic impacts upon the surrounding major thoroughfares.



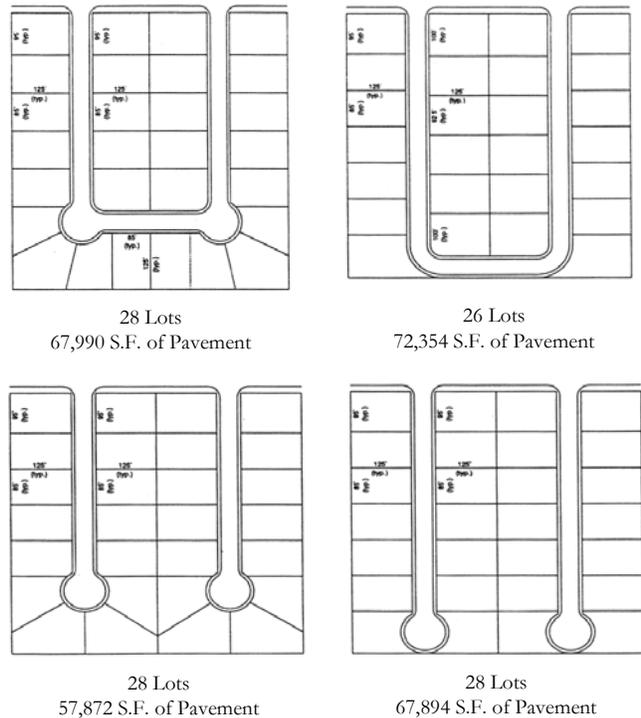
*Illustration 4-8:*  
SINGLE-FAMILY RESIDENTIAL LOT LAYOUTS ADJACENT TO MAJOR THOROUGHFARES

The careful treatment of subdivision design adjacent to future major thoroughfares will contribute to the safety and capacity of the thoroughfares. Also it will help to protect adjacent residential properties from the negative influences of these roadways, and from pressures to convert residences into nonresidential land uses in the future. **Illustration 4-8** shows residential lot arrangements that are designed to protect not only the residences, but the capacity and function of the adjacent thoroughfares. One method of accomplishing a desirable thoroughfare/residential relationship is to

design residential lots fronting onto a parallel residential street and backing onto the major thoroughfare. By restricting access and by providing a screened alley or suitable landscape treatment along the rear of the lots backing onto the major thoroughfare, it is possible to avoid problems that would be created if all abutting lots had direct access onto the major thoroughfare. Intersections of collector streets or other subordinate roadways should be spaced as shown on the *Thoroughfare Plan* (see **Plate 4-1**). Street spacing such as this will result in an interior subdivision design permitting access to the neighborhood, but discouraging the movement of through traffic within a residential area.

A second method of arranging lots in relation to a major thoroughfare is also shown in **Illustration 4-8**. In this example, a frontage road has been added, providing access to lots which front or side onto the major thoroughfare. This technique, however, requires additional right-of-way and the installation of more curb and street pavement than the first method. The cost of developing the frontage roads and providing additional street rights-of-way is obviously higher than other techniques, but frontage roads allow access points to be more widely spaced and they provide excellent buffers to heavy traffic movements along the major thoroughfare. This technique is also desirable in areas where business or industrial developments are located adjacent to high capacity thoroughfares.

**Illustration 4-9** shows how short, “open” ended cul-de-sac streets may be used to create lots that do not have direct access onto a major thoroughfare. This technique offers a practical and economical way to protect the capacity of the major thoroughfare, and it also helps to preserve the integrity of the residential neighborhood. This method of siding residential lots generally does not require screening walls; therefore, it is one of the more desirable options utilized by developers in subdivision design. Cul-de-sac streets can be efficient methods in developing land, and they are very desirable for residents due to minimal traffic flows. The use of cul-de-sac streets also tends to yield an efficient lot layout design and to maximize thoroughfare capacity and efficiency. **Illustration 4-9** also shows comparative examples of pavement versus lot yield for several suggested residential street configurations adjacent to major thoroughfares.



*Illustration 4-9*  
 COMPARISON OF “PAVEMENT” VS. “LOT YIELD”  
 FOR SUGGESTED RESIDENTIAL STREET  
 CONFIGURATIONS ADJACENT TO MAJOR THOROUGHFARES

## Existing Residential and Nonresidential Land Uses

As **Plate 4-1** shows, none of the recommended roadways or roadway extensions causes displacement of any existing residential or nonresidential use. The importance of continued access to nonresidential uses has been reflected in the recommendations for primarily arterial roadways in areas of the City that are characterized by high concentrations of nonresidential uses. The thoroughfare system as it exists today in Hewitt has evolved over decades. Many areas of the City are mostly developed with rights-of-way and land uses firmly in place. Therefore, opportunities for improving traffic flow and access in such areas will mainly be the product of street maintenance and widening, wherever possible.

## Considerations for the Future School Site

There is a future Midway Independent School District (MISD) site that has been shown on the Future Land Use Plan map, **Plate 3-1**. The site is located along Hewitt Drive just north of Hewitt Park. Circulation around school sites is extremely important, but is often challenging due to the major influx of traffic when drop-off and pick-up times occur. On the *Thoroughfare Plan* map, a minor collector roadway has been shown. However, it is anticipated that when the school site is developed, the MISD will review the traffic circulation challenges and will plan the site accordingly. One of the main concerns is that traffic will be forced to stack onto Hewitt Drive at the prime drop-off and pick-up times; this would then become a challenge that the City would be forced to address after development of the school site.

Another issue in relation to development of the school site is pedestrian access. It would be mutually beneficial for the MISD and for the City of Hewitt to ensure that there is adequate pedestrian access in and around this site. Children and parents should be able to access the school by walking from adjacent residential areas. In addition, Hewitt Park should be accessible from the school site as well; if the site is developed in this way, there is an increased chance of the City and the MISD to be able to share recreational facilities within Hewitt Park. The City and the MISD have shown their ability to work together for pedestrian facilities through their joint application for funding of part of the trail system; this is further discussed within the *Parks, Recreation, & Open Space Plan*.

## Funding Thoroughfare System Improvements

Building and maintaining an efficient street network requires significant investment of local resources. Careful planning is needed to ensure that Hewitt makes the most cost-effective investments in its street network. Funding is usually based upon general obligation bonds or the general fund budgeting process. The City should also coordinate efforts with TxDOT and other transportation-related agencies in order to maximize the potential for shared financing. Developer

participation in roadway construction is also available to the City through the adoption of impact fees and through traffic impact analysis.

## Traffic Impact Analysis

A Traffic Impact Analysis (TIA) is a way to evaluate the impact of large developments on a roadway system. The City should consider incorporating a TIA component into its Subdivision Ordinance. Any residential development that generates more than 1,000 trips per day or any nonresidential development that generates more than 2,500 trips per day should prepare a TIA to ensure that any impact on the roadway system can be minimized.

## The Waco MPO Master Thoroughfare Plan

The roadway recommendations within this *Thoroughfare Plan* for Hewitt are generally consistent with the Waco MPO Master Thoroughfare Plan. Specifically, the MPO Plan recognizes Panther Way, portions of Old Temple Road, Sun Valley Boulevard, Spring Valley Road, and Hewitt Drive as arterial roadways, as they are shown on Hewitt's *Thoroughfare Plan*. Also, the MPO Plan recognizes portions of Old Temple Road, West Warren Street, and First Street as collector roadways, as they are shown on Hewitt's *Thoroughfare Plan*. The extension of F.M. 1695 to Interstate Highway 35 is shown on both the MPO Plan and on this *Thoroughfare Plan* (**Plate 4-1**). Hewitt should continue to be aware of and involved in any regional plans, and should continue to ensure that such regional plans are reflected in localized planning efforts.

## Specific Roadway Recommendations

### *Arterial Roadway Recommendations*

Arterial roadways form the basic foundation of the thoroughfare system. The provision of high-capacity, high-mobility roadways will enable increased movement and development in throughout the City. Two arterial connections have been recommended as follows (shown on **Plate 4-1**):

- 1.) A new east-west roadway connecting Hewitt Drive and Ritchie Road;
- 2.) The extension of Hewitt Drive to Interstate Highway 35.

### *Proposed Collector Roadways*

There are numerous recommendations related to new collector roadways and to the extension of existing collector roadways on the *Thoroughfare Plan*; the following is a list of some of the most significant of these (shown on **Plate 4-1**):

- 1.) Extension of Ava Drive east and south to Hewitt Drive;

- 2.) Extension of Sapphire Boulevard north, to accommodate a future residential area;
- 3.) A new roadway connecting Sun Valley Boulevard and Old Temple Road;
- 4.) A new east-west roadway connecting Old Temple Road and Interstate Highway 35;
- 5.) A new roadway extending north from Sun Valley Boulevard (between Old Temple Road and Interstate Highway 35), to accommodate a future industrial area;
- 6.) Extension of Choctaw Trail southeast to Hewitt Drive (consistent with the MISD plans for the school site); and,
- 7.) A new north-south roadway parallel to Interstate Highway 35 connecting Baxley Street to Industrial Drive.

There are several other collector roadway recommendations represented graphically on the *Thoroughfare Plan* map, **Plate 4-1**.

## In Conclusion

Implementation of the *Thoroughfare Plan* will require consistent administration by the City, and is specifically addressed within the *Implementation Strategies*, Chapter 9. Design and technical standards should continue to be contained within the City’s adopted Subdivision Ordinance. It should be noted that proposed changes and recommendations for future thoroughfares are predicated upon the goals and objectives formulated during the comprehensive planning process and contained within Chapter 2 of this Comprehensive Plan. Hewitt’s *Thoroughfare Plan* policies that have been recommended herein are summarized within **Table 4-1**.

<p><i>Table 4-1</i>                      THOROUGHFARE PLAN RECOMMENDATIONS                      City of Hewitt, Texas</p>
<p>Utilize the roadway sections within the <i>Thoroughfare Plan</i> as a guide for roadway requirements within the City's Subdivision Ordinance.</p>
<p>Construct arterials with raised medians, for safety as well as aesthetics.</p>
<p>Ensure that adequate access spacing standards are implemented for land uses located on arterial and major collector streets in order to promote a smooth flow of traffic and to minimize the impact of individual developments on the function of the roadways.</p>
<p>Note that none of the recommended roadways or roadway extensions are intended to cause displacement of any existing residential or nonresidential use.</p>
<p>Arrange future residential lots such that they do not front onto major roadways; utilize the guidelines herein to ensure that such lots are properly placed in relation to these roadways.</p>
<p>Ensure that the future MISD school site, when it is developed, allows for adequate automobile circulation, especially in relation to Hewitt Drive, and for adequate pedestrian circulation, especially in relation to adjacent neighborhoods and to Hewitt Park.</p>
<p>Investigate different funding mechanisms to ensure that future roadways can accommodate population growth.</p>
<p>Consider incorporating a TIA component into the Subdivision Ordinance.</p>
<p>Continue to be aware of and involved in the Waco MPO and any regional transportation plans, and ensure that such regional plans are reflected in localized transportation planning efforts.</p>
<p>Construct or widen the arterial and collector roadways as recommended herein and as shown on the <i>Thoroughfare Plan</i> map.</p>

*Note: Not in any order of priority.*

*Source: City of Hewitt’s Thoroughfare Plan.*





*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

*Chapter 5: The Park, Recreation,  
& Open Space Plan*

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## Introduction

A vital component of an urban area is the space devoted to satisfying active and passive community recreational needs. The quantity of this space and its distribution within the population generally indicates the quality of the local park and recreation services. Furthermore, all these spaces collectively are considered to be elements that enhance and contribute to the quality of life found in the community. Fredrick Law Olmstead, the man considered to be the father of landscape architecture in this country, advocated the concept that parks, recreation areas, and public open spaces should be “planned as integrated systems so that the components could function in conjunction with one another.”<sup>5-1</sup>



Illustration 5-1  
FRANKLIN PARK IN BOSTON, MA  
Designed by Fredrick Law Olmstead

The purpose of this element of the Comprehensive Plan is to examine and analyze existing park and recreation spaces and facilities, to identify issues related to present and future community needs, and to make recommendations on how the City’s park and recreation facilities can be integrated into a cohesive system. This *Parks, Recreation, & Open Space Plan* evaluates existing facilities, establishes facility criteria and standards, and provides a comparative analysis of Hewitt’s park system to accepted park standards, and identifies park-related issues that Hewitt will need to address in the short-term.

## Park Types and Recommended Standards

In order to provide the parks, recreational, and open space facilities needed by the City’s residents, a set of standards and design criteria should be followed. The National Recreation and Park Association (NRPA) has developed such standards for parks, recreation and open space development, which are intended to guide communities in establishing a hierarchy of park areas. The general standard established by the NRPA for park acreage per 1,000 people is approximately 15 acres, or 1.5 acres for every 100 people. As mentioned in the *Baseline Analysis* (refer to **Table 1-11**), Hewitt currently has approximately 54 acres of parkland, including Hewitt Park, Warren Park, and parkland that is owned and operated by the Midway Independent School District. This amount of park acreage calculates into approximately 0.49 acres of parkland for every 100 people in the City. Specific park and open space needs for Hewitt will be discussed later herein.

<sup>5-1</sup> Alexander Garvin, December 2000, “Parks, Recreation, and Open Space: A Twenty-First Century Agenda,” *American Planning Association, Planning Advisory Service Report Number 497/498*, p.13.

The following sections describe a commonly used classification system that follows guidelines similar to those set forth by the National Recreation and Park Association (NRPA). The park areas discussed are defined by 1) the various types of activities that are to be furnished, and 2) their type, size, and service area. Each park type is discussed below in order to:

- (1) Identify the function of each park type;
- (2) Identify the recreational activities generally associated with each park type; and
- (3) Define the general service area and the physical relationship of each type of park to the population residing within its service area.

These various park types will be used within this *Park, Recreation, & Open Space Plan* as a basis for Hewitt's park system.

## Mini-Park

A mini-park is a small area generally used as a children's playground or as a passive or aesthetic area by senior citizens. Mini-parks are designed to serve a very small population area and are often owned or maintained by a property association. These parks normally serve a population base of 500 to 1,000 persons, and although they range in size, they are typically about one acre. The primary function and use of this type of park should be to provide recreational space for preschool-age children and elementary school-age children near their residences. Where substantial development of high-density apartments is proposed, it is appropriate that mini-parks be incorporated as part of the high-density development. The future development of mini-parks should be private in nature and the ownership and maintenance should be through a private entity as well, such as a homeowners association.



Illustration 5-2  
EXAMPLE OF A MINI-PARK

These parks, although they should be used to calculate the amount of park acreage a community has, are generally not conducive to ownership by municipalities due primarily to required maintenance costs. There are no parks currently in Hewitt that could be classified as a mini-park.

## Neighborhood Park

The neighborhood park, sometimes referred to as a playground, is deemed to be one of the most important features of a park system, and is often considered to be one of the major cohesive elements in neighborhood design. Its primary function is the provision of recreational space for the neighborhood that surrounds it.

When it is possible to combine an elementary school with this type of park, the two features further enhance the identity of the neighborhood by providing a central location for recreation and education, and by providing a significant open space feature within the neighborhood. A neighborhood park should be located near the center of the neighborhood, and should have a service area of approximately one-half mile to three-fourths mile. Safe and convenient pedestrian access (sidewalks or hike-and-bike trails) is important to a neighborhood park location. Generally, the location should not be adjacent to a heavily traveled major thoroughfare. Facilities normally provided at a neighborhood park consist of the following:

- ◆ Playground equipment for small children;
- ◆ A multiple-purpose, surfaced play area;
- ◆ An athletic area (non-lighted) for games such as baseball, football and soccer, and a surfaced area for such sports as volleyball, basketball and similar activities.

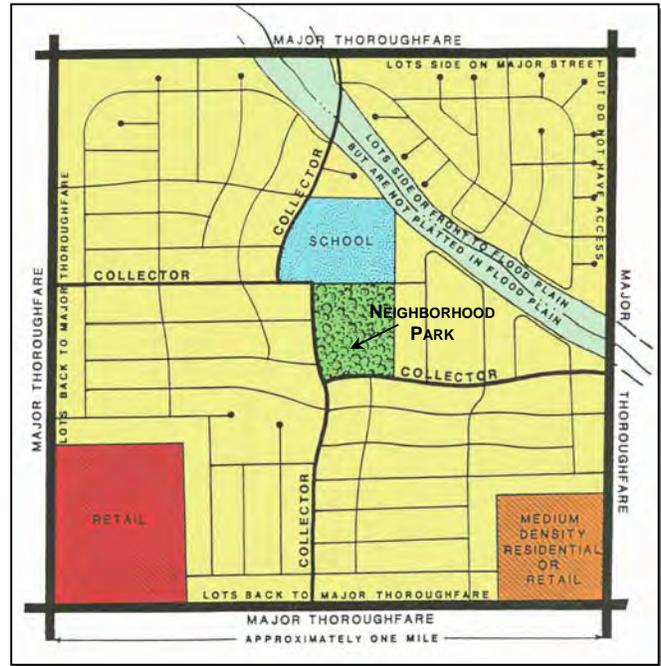


Illustration 5-3  
 EXAMPLE OF A NEIGHBORHOOD PARK AND ITS RECOMMENDED RELATIONSHIP TO THE SURROUNDING NEIGHBORHOOD

Other desirable elements for neighborhood parks include:

- ◆ Pavilions with tables and grills for picnics,
- ◆ Restrooms,
- ◆ Drinking fountains;
- ◆ Tennis courts; and
- ◆ A passive area with landscaping, trees and natural elements.



Illustration 5-4  
 WARREN PARK – A NEIGHBORHOOD PARK

Neighborhood parks are designed to serve a small population area. An appropriate standard in relation to size and population for this type of park is 2.5 acres per 1,000 persons. These parks normally serve a population base of 1,000 to 2,500 persons, and they generally range in size from five to 10 acres. Warren Park, located east of Old Temple Road in the southeastern part of the City, would be considered a neighborhood park.

## Community Park

A community park is larger than a neighborhood park, and is oriented toward providing active recreational facilities for all ages. Community parks serve several neighborhood areas, and therefore, they should be conveniently accessible by automobile, and should include provisions for off-street parking. Activities provided in these parks generally include:

- ◆ Game and practice fields for baseball, football, soccer and softball;
- ◆ A community building/recreation center;
- ◆ Tennis courts;
- ◆ A surfaced multiple-purpose play area;
- ◆ Playground structures;
- ◆ A passive area for picnicking; and,
- ◆ Other special facilities, such as frisbee golf, if space is available.



Illustration 5-5  
HEWITT PARK – A COMMUNITY PARK

The service radius of a community park play field is one-half to two miles, and a location adjacent to, or as a part of, a junior high or high school is considered desirable. Community parks are designed to serve a medium population area. An appropriate size standard for these parks in relation to size and population is 5 acres per 1,000 persons. These parks normally serve a population base of 2,500 to 5,000 persons, and they generally range in size from 40 acres to 100 acres. Hewitt Park, located west of Hewitt Drive in the central part of the City, is approximately 31 acres and would be considered a small community park; although it is less than 40 acres in size, Hewitt Park functions as a community park, and therefore is classified and discussed as a community park for park planning purposes.

## Large/Regional Parks

Areas that are 100 or more acres in size, which provide both passive and active recreational facilities, are considered to be large/regional parks. These parks can serve all age groups, and often have athletic fields. It is desirable that a balance of active and passive recreational facilities be provided in a large park. Such facilities may include picnicking, fishing, water areas, and hiking and natural areas. Dependent upon location, need, and possibly topography, some community park features may be placed in the large park. These parks are often lighted and have multi-purpose functions. A standard of 7.5 acres per 1,000 persons is commonly recommended for large or regional parks, and they normally serve a population base of 5,000 to 7,500 persons. There are no large or regional parks within Hewitt at this time; however, citizens of Hewitt have access to several regional parks located in the nearby city of Waco.

## Special Recreation Areas

Golf courses, linear parks/greenbelts, trails, country clubs, school parks, botanical gardens and special athletic and community centers, including youth centers (e.g., YMCA) and civic centers, are considered to be special types of recreational facilities. Standards for this type of facility are variable and dependent upon the extent of services provided by the special facility. Hewitt’s Community Center, located at 208 Chama, would be considered a special recreation area. This community center, in addition to other public buildings, will be further addressed in the *Public Facilities Plan*, Chapter 6, of this Comprehensive Plan. The Midway Independent School District also owns approximately 13 acres of parkland at Hewitt Elementary and Midway High School. In addition, the Hewitt Depot is a donated structure that the City has actively been restoring for the last year. The Depot is part of an overall concept for the site to become a historical educational park, which can be considered a special recreation area. Please note the related discussion in the *Public Facilities Plan*, Chapter 7.



Illustration 5-6  
EXAMPLE OF A SPECIAL RECREATION AREA IN HEWITT

## Parkways & Ornamental Areas

Plazas, street medians, scenic drives and grounds of public buildings and similar facilities are important aspects of the overall park system and should receive careful attention for their development and maintenance. They are also often a pleasant passive place that may be provided as part of a hike-and-bike trail system. There are no recognized parkways or ornamental areas within Hewitt at this time.



Illustration 5-7  
EXAMPLE OF A PARKWAY



Illustration 5-8  
EXAMPLE OF AN ORNAMENTAL AREA

## Open Space, Reservations, Preserves and Greenbelts

These areas are natural and are generally left undisturbed, and can be referred to as preserves. Although active recreation can be accommodated within these areas, they are primarily intended for passive recreational use. Hewitt has several undeveloped floodplain areas, which are shown on **Plate 5-1**. Both Warren Park and Hewitt Park are within designated floodplain areas.

# Future Park Acreage Needs

As previously mentioned, the general park-acreage-to-population standard set by the National Recreation and Park Association (NRPA) is approximately 1.5 acres per 100 people, or 15 acres per 1,000. NRPA-recommended park acreage standards for each type of park that should be generally found in a community’s park system are summarized in **Table 5-1**, and the table shows that the local park acreage is below NRPA standards. Calculations for future park needs based on the projected population of 14,000 in 2010 and 21,000 people in 2025 are also included.

*Table 5-1  
EXISTING PARK AND OPEN SPACE INVENTORY  
City of Hewitt, Texas*

PARK TYPE	Recommended Standard Acres/1,000 Persons	Existing Park Acreage	Recommended Acreage for		
			11,085 Persons (Current)	14,000 Persons in 2010 <sup>(1)</sup>	21,000 Persons in 2025 <sup>(1)</sup>
Neighborhood	2.5	10	28	35	52
Community Park	5.0	31	55	70	105
Large/Regional	7.0	0	77	98	147
Special Park <i>(not included in Total Acreage)</i>	Variable	13 (MISD)	Variable	Variable	Variable
<b>Total Acreage/ 1,000 Persons</b>	<b>15 acres</b>	<b>54 acres</b>	<b>160 acres</b>	<b>210 acres</b>	<b>275 acres</b>

<sup>(1)</sup> Based on a projected population growth of 2.6%; refer to Table 3-2 within the *Future Land Use Plan*.

Source: NRPA

Although the City is below NRPA standards, and the acreage necessary to meet such standards is high, the park, recreation, and open space system recommended herein should help Hewitt meet the amount of acreage within **Table 5-1** if recommendations are proactively and consistently implemented. It is important to note, however, that in recent years, park and recreation experts have begun to rely more heavily on facility-based park planning than on acreage-based. It is recommended that Hewitt concentrate on providing citizens with quality facilities rather than on ensuring that the proper amount of acreage is available.



# Specific Recommendations for Hewitt's Park, Recreation & Open Space System

Immediate needs for Hewitt's park, recreation and open space system were identified in three primary ways. One, a public hearing was held during which local citizens expressed their viewpoints on what types of recreational facilities were most needed and/or lacking in Hewitt. Two, the goals and objectives established at the beginning of the comprehensive planning process were reviewed. And three, Comprehensive Plan Steering Committee members were invited to provide their input on local park needs. The recommendations contained in the following sections are intended to incorporate all of the input received.



Illustration 5-9  
EXAMPLE OF A TRAIL

## Hike-and-Bike Trails

Both citizens and Committee members expressed a strong interest in and need for hike-and-bike trails within Hewitt. The integration of a trail system in Hewitt is strongly supported by this *Park, Recreation & Open Space Plan*. There are numerous reasons that such a system would be a positive element for the City. First, an integrated, cohesive hike-and-bike trail system would set Hewitt apart from other communities in the area; no other city in the vicinity has such a system. Second, trails are a recreation amenity that can be used and enjoyed by all age groups, which is not true of a playground or ballpark; all citizens, young and old, benefit from the availability of trails. And third, it has been proven in recent studies that property values are positively affected by being in proximity to a trail; people are generally willing to pay an increased amount for such a residence. A recent survey<sup>5-2</sup> supports this:

*Urban trails are regarded as an amenity that helps to attract buyers and to sell property. For residents of single family homes adjacent to a trail:*

- 29 percent believed that the existence of the trail would increase the selling price of their home (and 43 percent said it would have no effect);
- 57 percent of the residents felt that the trail would make the home easier to sell (with 36 percent saying no effect);
- 57 percent of these residents had lived in their homes prior to construction of the trail;
- 29 percent of those surveyed were positively influenced by the trail in their decision to buy the home.
- Results were similarly positive for residents who lived near but not adjacent to the trail.

<sup>5-2</sup> Suzanne Webel, "Trail Effects on Neighborhoods: Home Value, Safety, Quality of Life", *Boulder Area Trails Coalition*, Resources and Library Directory; ADDRESS: <http://americantrails.org/resources/adjacent/sumadjacent.html>.

## Recent Efforts

The City has recognized the positive affects of and need for trails in the past by constructing a trail in Hewitt Park, and by recently applying for a grant to fund the construction of a new walkway in the center of the City. Specifically, this new 1.6-mile length of trail would be located on the north side of Spring Valley Road between Black Diamond Street and Judy Drive. This trail is shown on **Plate 5-1** with a blue dashed line. The City applied for this grant in cooperation with the Midway Independent School District. If the City and the MISD obtain this grant, the plans are to construct a four-foot wide concrete trail that will be located within the State’s right-of-way. This pedestrian connection will provide important access to and from Spring Valley Elementary.

## A Community-Wide Trail System

Pedestrian access between parks, public spaces, and neighborhoods can enhance citizens’ sense of community. This type of access can also provide a means for residents to move through the community and meet their neighbors, and can provide a safe way to increase children’s mobility. A functional network of hike-and-bike trails will help Hewitt maintain a unique, community atmosphere as the City grows to its build-out population.

## General Considerations

**Plate 5-1** shows the recommended hike-and-bike trail system with a red dashed line. The general concept in laying out a trail system is to incorporate as many positive features of an area as possible. Elements to consider when making decisions regarding trail locations include the following<sup>5-3</sup>:

- ◆ Natural openings and scenic views;
- ◆ Light brush;
- ◆ Access to, and view of, waterways, such as creeks;
- ◆ Safe crossings of roads, railroads, and waterways;
- ◆ Good access to and from parking; and,
- ◆ Minimal conflict with existing land use.

Each of these elements was a consideration when determining the most appropriate layout for Hewitt’s trail system. The trail was placed adjacent to Chambers Creek and Castleman Creek wherever possible. Existing land uses were a primary consideration as well; in order to minimize conflicts as much as possible, the trail was placed along existing road ways in developed areas. It

Table 5-2  
TRAIL RECOMMENDATIONS  
City of Hewitt, Texas

FACILITY-TYPE	RECOMMENDED LENGTH OF TRAIL
Potential Grant-Funded Trail	1.6 miles
Rail-With-Trail	3.5 miles
Community Trails	8.0 miles
<b>Total</b>	<b>13.1 miles</b>

Source: Dunkin, Sefko & Associates, Inc.

<sup>5-3</sup> “Trail Design,” from the University of Florida School of Forest Resources and Conservation; ADDRESS: <http://www.sfrc.ufl.edu/Extension/pubtxt/for5b.htm>.

should be noted that participation in the hike-and-bike trail system in developed areas will most likely be the responsibility of the City of Hewitt, but developer participation can be solicited in areas that are currently vacant as they develop.

Specific Considerations

The primary concept for this trail was to provide for a continuous pedestrian connection throughout the City. The need for continuity in Hewitt’s trial system was a suggestion made numerous times by Comprehensive Plan Steering Committee members, and this *Park, Recreation, & Open Space Plan* supports that suggestion. Consideration was also given to providing continuous access between the following important features within the City:

- ◆ Warren Park,
- ◆ Hewitt Park,
- ◆ Existing schools,
- ◆ The future school site (in the center of the City), and
- ◆ Recommended future neighborhood park areas.

The City should adopt a policy that all new subdivisions should provide at least two points of access for every 75 lots to a designated trail segment.

In addition to the need for continuity, it is also reasonable to assume that people using this trail system may want to have a choice between taking a long length of trail or a short length of trail, and therefore, several cross-connections have been recommended as well. The previously discussed trail that funding has already been applied for would also provide one of these important cross-connections.

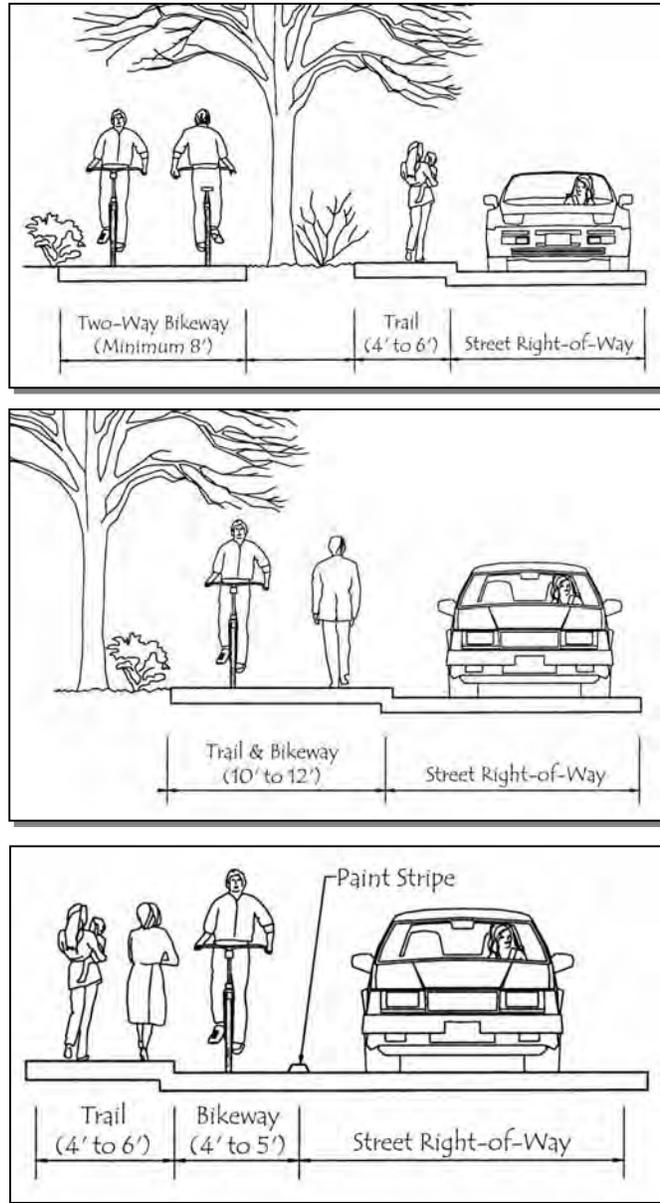


Illustration 5-10  
WAYS TO INTEGRATE A TRAIL ALONG AN EXISTING ROADWAY

## Trail Width & Integration

Hike-and-bike trails should be no less than eight feet wide, and should be ten feet wide wherever possible. In previously developed areas, the City will have to decide the best way in which to establish these trails along existing roadways. *Illustration 5-10* shows three ways this can be effectively done. Hewitt will have opportunities in the future as development occurs to integrate the trail system in other ways, perhaps along a creek or through a mini-park. However, opportunities within existing neighborhoods are more limited, and the illustration is intended to show how existing neighborhoods can be included within the overall trail system, depending primarily upon the amount of right-of-way available. It is also recommended that the City work with residents and neighborhood associations to gain public input on how citizens would like this trail construction to be accomplished.

## Trail Construction Materials

The materials used for trail construction vary widely, however some are better than others in terms of maintenance and impact on the pedestrian; construction materials also must meet the requirements of the Americans With Disabilities Act (ADA), which is another important consideration. Concrete material should be used for construction of trails in Hewitt. Although there are concerns about the adverse impacts that long-term walking and running on concrete can have on users, other materials sometimes used for trail construction have maintenance and cost issues. For instance, trails constructed with asphalt or with crushed granite are less expensive than concrete, but such trails have proven to be high in maintenance costs, and the hard surface of both types of trails similar to concrete in terms of their impact on users. Another material that could be used is rubberized material (usually red or black in color), which is low-impact on users and requires only slightly more maintenance than concrete, but is cost-prohibitive for most cities. In addition, although rubberized material is ADA-compliant, it is also generally not conducive to supporting bicycles, in-line skates, skateboards, etc. For Hewitt, considering the multi-modal access that these trails are intended to support, it is recommended that the City use concrete material for its hike-and-bike trail system.



## The Rails-With-Trails Concept

The *Rails-With-Trails* idea evolved from the concept of *Rails-to-Trails*, which is based on converting abandoned or unused rail corridors into public trails. The difference between these concepts is that *Rails-With-Trails* utilizes unused portions of railway rights-of-way along railroad lines that are still active. Hewitt currently has an active rail line that is located along Hewitt Drive and that is not anticipated to be abandoned in the foreseeable future; therefore, the rails-with-trails concept is more applicable for the City of Hewitt.



*Illustration 5-11*  
A RAIL-WITH-TRAIL PROJECT  
York County Heritage Rail Trail in  
Pennsylvania

In considering the rails-with-trail concept, the most common concern is that establishing a trail within a railroad right-of-way, in close proximity to an active railroad, would be a dangerous proposition. In fact, the Rails-to-Trails Conservancy maintains that “rails-with-trails can be safer than trails next to roads”<sup>5-4</sup>. Some factors to give special attention to in terms of safety are as follows<sup>5-5</sup>:

- ◆ Ensuring adequate distance between the trail and the railroad track – the average separation distance is approximately 33 feet;
- ◆ Constructing and maintaining a barrier and/or grade separation between the trail and the railroad track;
- ◆ Designing safe railroad crossings, either at-grade or otherwise;
- ◆ Establishing adequate trail-user signage.

Some lengths of trail that have been recommended in Hewitt run along the railroad, and it is along these lengths that the rails-with-trails concept would be important to Hewitt’s trail system implementation. This has been shown on **Plate 5-1**.

### Trail Cost

The cost of establishing lengths of trail can vary, depending on the construction materials, local labor costs, the cost of clearing land, and other related items. The width of the trail is also a primary

*Table 5-3*  
*ESTIMATED TRAIL CONSTRUCTION COSTS – ONE-MILE LENGTHS*  
*City of Hewitt, Texas*

FACILITY-TYPE	ESTIMATED COST	POSSIBLE FUNDING SOURCES
8-Foot Wide, Concrete	\$170,000	Texas Parks & Wildlife Department Grants, Donations, Park Dedication Ordinance Fees, Bonds, Tax Revenue
10-Foot Wide, Concrete	\$210,000	

NOTE: Based on \$4 per square foot of trail; estimated cost does not include land acquisition.

Source: Dunkin, Sims, Stoffels, Inc.

consideration when assessing the cost of establishing a trail. The recommendation herein has been for the City to construct trails of at least eight feet, with ten feet being to the preferred width. **Table 5-3** contains information on estimated costs for both an eight-foot wide and a ten-foot wide trail, one-mile in length and constructed with concrete materials. It should be noted that these cost estimates do not include land acquisition costs and are based on a material cost of four dollars per

<sup>5-4</sup> “Rails-With-Trails: Design, Management, and Operating Characteristics of 61 Trails Along Active Rail Lines,” from the Rails-to-Trails Conservancy, November 2000, p.7.

<sup>5-5</sup> Ibid.



square foot. However, possible funding sources have been outlined. As may be expected, it is less expensive to construct an eight-foot wide trail, but a ten-foot wide trail would allow for a greater number of users, and would likely be more beneficial to the City in the long-term.

## Neighborhood Parks

### *Warren Park*

As previously mentioned, Warren Park is considered a neighborhood park due to its size of approximately 10 acres. This park currently has picnic areas, a ball diamond, a soccer field, play grounds, a covered shelter and a covered pavilion<sup>5-6</sup>. The City of Hewitt’s *Long Range Goals for Hewitt Parks and Recreation* recommends that currently planned facilities at Warren Park should be completed over the next five years. It is assumed that these currently planned facilities are represented in the illustration that was included in this document that has been included herein as *Illustration 5-12*. This *Park, Recreation & Open Space Plan* supports this recommendation.

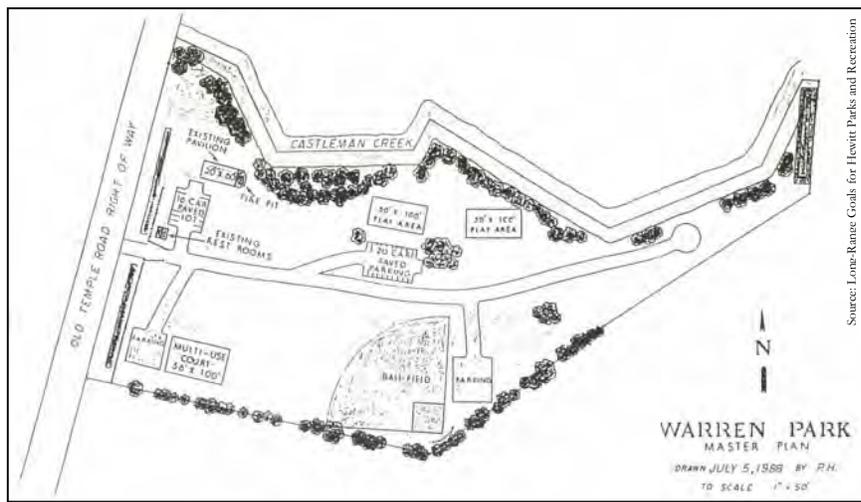


Illustration 5-12  
ILLUSTRATION OF ADDITIONAL FACILITIES IN WARREN PARK

The expansion of this park and the integration of more facilities would increase the use of Warren Park by citizens. The inclusion of this park into the cohesive trail system would further increase usage. Especially important in terms of the facility recommendations made within the *Long Range Goals for Hewitt Parks and Recreation* is the establishment of a 5,000-square-foot play area. Currently, many citizens are traveling to the city of Waco to find playgrounds for their children, and this play area would alleviate the need for citizens to do this. Furthermore, a shade structure should be placed in close proximity to this play area for parents to watch their children under; this would further add to the enjoyment and usage of the new play area.

<sup>5-6</sup> City of Hewitt Website, Parks Link; ADDRESS: <http://www.cityofhewitt.com/index.asp?ID=27>

## Additional Neighborhood Parks

Three new neighborhood parks have been recommended within Hewitt, in addition to the expansion of Warren Park. This would result in the City having a total of four neighborhood parks. The primary consideration for the recommended locations of the three new neighborhood parks was ensuring their proximity to existing neighborhoods. Another consideration, however, was also providing parks in areas that are likely to develop in the future. In addition, the trail system links each of these parks with pedestrian access. **Plate 5-1** shows the generalized location of these recommended future neighborhood parks; their specific locations should be determined as development occurs. **Table 5-4** contains information on the cost for a typical neighborhood park, with the various elements that are often included as part of a neighborhood park itemized. The total estimated cost for a neighborhood park, including a 10-foot wide trail, is approximately \$385,000. It should be noted that the funding sources listed are consistent with those listed for the trail system (**Table 5-3**), and that the cost estimate does not include land acquisition costs.

*Table 5-4*  
ESTIMATED NEIGHBORHOOD PARK COST  
City of Hewitt, Texas

FACILITY-TYPE	ESTIMATED COST	POSSIBLE FUNDING SOURCES
10-Foot Wide Concrete Trail, ½ Mile Long <sup>(1)</sup>	\$105,000	Texas Parks & Wildlife Department Grants, Donations, Park Dedication Ordinance Fees, Bonds, Tax Revenue
Playground	\$60,000	
Practice Backstop	\$10,000	
15-Space Parking Lot	\$20,000	
Multi-Purpose Court	\$35,000	
Turf & Irrigation (10 acres)	\$100,000	
Drinking Fountain	\$5,000	
Picnic Shelter (5 Tables)	\$45,000	
Park Bench	\$5,000	
<b>Total Estimated Cost</b>	<b>\$385,000</b>	

<sup>(1)</sup> Based on \$4 per square foot of trail

NOTE: Estimated cost does not include land acquisition.

Source: Dunkin, Sims, Stoffels, Inc.

## Community Parks

### Hewitt Park

Hewitt Park is approximately 31 acres, and has a picnic area, a ball diamond, a soccer/football field, play grounds, two covered shelters, a ½-mile walking track and a covered pavilion<sup>5-7</sup>. The ½-mile trail has been represented on **Plate 5-1** in a solid red line, and has been integrated into the recommended Citywide hike-and-bike trail system. There are several other elements that local citizens have expressed interest in having at Hewitt Park as well, including additional fields for organized practice and play, such as softball fields and baseball fields. Although this park generally

<sup>5-7</sup> Ibid.

provides quality facilities for local citizens, Hewitt Park is the only community park the City is likely to have, and therefore, the City should make improvements to this park on a regular basis.

The primary recommendation within this *Park, Recreation, & Open Space Plan* for Hewitt Park is that the City should retain the services of a professional park planning expert, such as a landscape architect. This expert could help the City to identify specific needs and to master plan Hewitt Park. In much the same way that the *Future Land Use Plan* map will help Hewitt make City-wide capital improvements based on an established plan, master planning Hewitt Park will ultimately help the City to make expenditures on capital improvements within this park based on a plan as well.

## In Conclusion

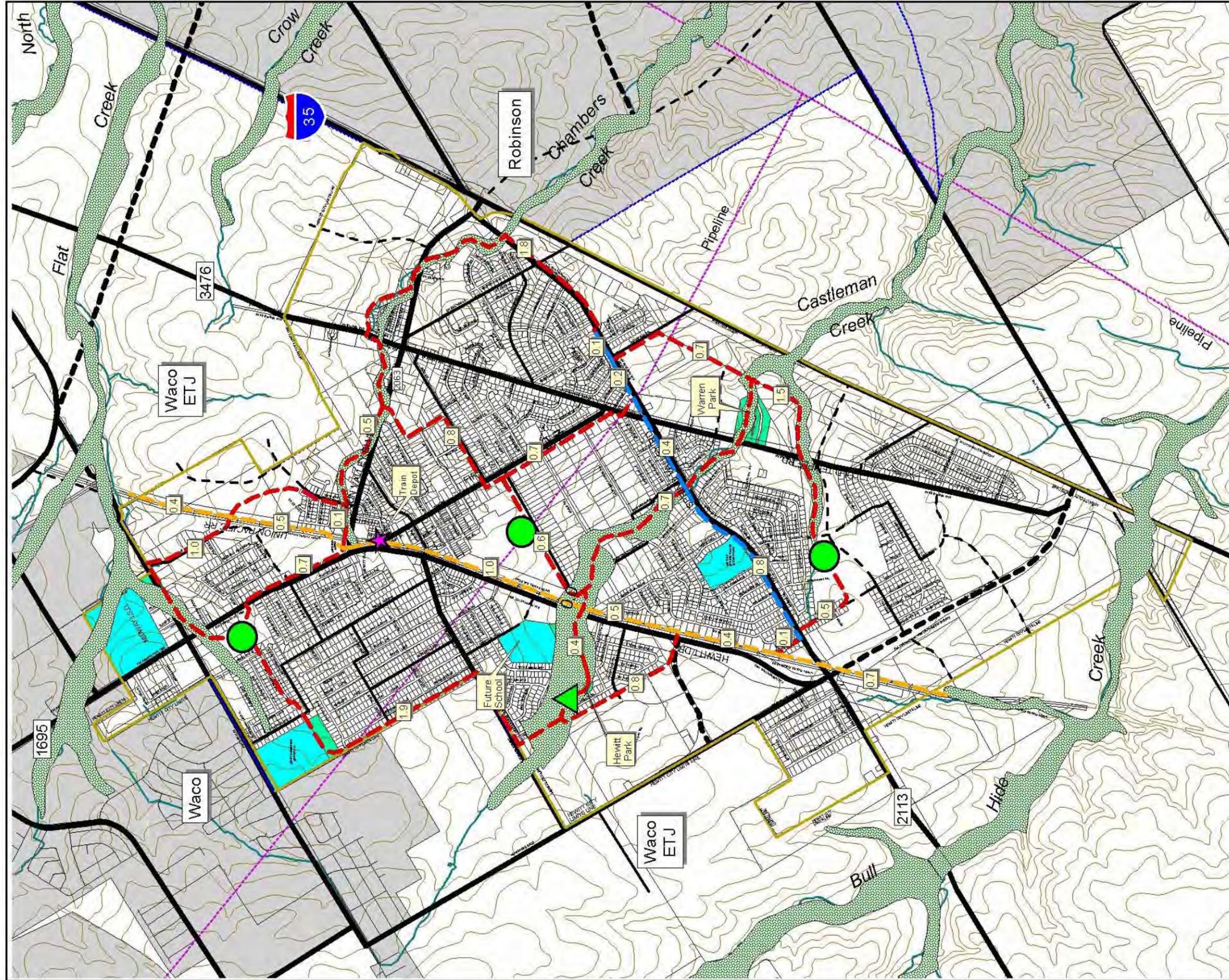
Anticipating change and adjusting to it may be one of the most challenging aspects related to local government provision of services and facilities, including recreational services and facilities. Just as the City is always changing, so should the City’s park, recreation and open space system. Hewitt should generally plan its park and recreation facilities on the basis of its calculated build-out population, and should concentrate not necessarily on providing park acreage, but on providing a facility-based park and recreation system. The City should also concentrate principally on the hike-and- bike trail system, due to the fact that this trail system represents a unique opportunity for Hewitt to provide a facility to its citizenry that is not available in any community in the vicinity. The priority listing for improving the park and open space system is contained within **Table 5-5**.

Table 5-5  
RECOMMENDED PRIORITY LISTING  
City of Hewitt, Texas

PARK ELEMENT	RECOMMENDATION
Hike-and-Bike Trails	Concentrate on a City-wide system. Implement the system within existing developed areas first. Require future developments to provide access to the system.
Hewitt Park	Retain the services of a professional park planning expert to help the City identify specific needs and to master plan Hewitt Park.
Neighborhood Parks	Ensure the construction of additional neighborhood parks as development occurs. Expand Warren Park by implementing the additional facility recommendations contained within the <i>Long Range Goals for Hewitt Parks and Recreation</i> .

Source: The City of Hewitt’s *Parks, Recreation, & Open Space Plan*



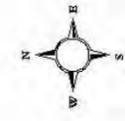


City of Hewitt, Texas  
**Future Parks  
 Plan**

- Future Parks Legend**
- Neighborhood Park
  - ▲ Community Park
  - ★ Train Depot
  - Future Park Trails (funding provided)
  - Proposed Park Trails
  - Proposed Rail-with-Trail
  - Floodplain
  - Existing Parks
  - Existing Schools

- Thoroughfare Legend**
- Interstates
  - Arterials
  - Proposed Arterials
  - Collectors
  - Proposed Collectors
  - Hewitt City Limits
  - Easements
  - Creeks

Plate 5-1



Dunklin Sefto & Associates, Inc.  
 Urban Planning Consultant Dallas, Texas  
 May 21 April 21, 2015





*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

*Chapter 6: The Infrastructure Assessment*

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# Introduction

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Planning for and providing infrastructure is perhaps one of the most important things a city does. Citizens should be secure in the knowledge that they can rely on their local government to ensure that there is adequate water and wastewater capacity for the current population, as well as for future growth. This *Infrastructure Assessment* is intended to provide an overview of Hewitt's infrastructure system and the capacity of that system in relation to the current population and to the future projected population of 21,000 in 2025.

## Previous Planning Efforts

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The City of Hewitt is and has been reviewing its water and wastewater needs on a consistent basis. Duff Consulting Engineers completed an in-depth study for wastewater in 1995 and for water in 1996. These studies contained baseline data on where the City was in terms of its service availability and recommendations on how the City could provide increased levels of service. Expansion of the water system has occurred since these studies were completed; expansion of the wastewater system has not.

## The Water System

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### Existing Characteristics

#### *Supply*

Hewitt currently receives a large percentage of its water from the city of Waco during the summer months. Specifically, through its contract with Waco, the City can receive up to 1,600,000 gallons of water per day. The contract also stipulates a peak day production of 2,700,000 gallons.

The City of Hewitt itself, without Waco water, can pump a maximum of 3,024,000 gallons of water per day. With the addition of water from Waco, the total that Hewitt can supply in one day is 4,624,000. On peak production days, the City can supply as much as 5,724,000 gallons.

#### *A New Elevated Storage Tank*<sup>6-1</sup>

A new well on Ritchie Road began production in May 2002. The well was drilled to a depth of 1,970 feet. A pump was installed at approximately 1,000 feet to pump the water to the surface

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<sup>6-1</sup> Information from the City of Hewitt website.

and into the new 600,000-gallon overhead storage tank. The well is producing approximately 720,000 gallons per day, or enough water to supply 2,000 Hewitt households.

## *Usage*

The current average daily household demand during the months of highest water usage is approximately 691 gallons. Dividing the amount that Hewitt can supply (4,624,000 gallons) by the average daily household demand results in a finding that the City could supply water for 6,691 households. This gives the City ample availability to provide water, given that there are currently approximately 4,000 housing units (refer to the *Baseline Analysis*, **Table 1-12**). It is important to note that some users of Hewitt’s water system are outside the City limits; specifically, the City provides water to 4,610 households inside the City limits and to 581 households outside the City limits. Those households outside the City limits are within Waco’s ETJ area.

## *Considerations for the Future*

### *Current Supply in Relation to Projected Population*

Knowledge of the average daily household demand also allows for the analysis of how many people the City can supply water for given its current water capacity. Assuming an average person per household of 2.82 people, according to the U.S. Census, and given that the City can supply 6,691 households, Hewitt’s current system can provide water for a total population of 18,870 people. Within the *Future Land Use Plan*, population projections were made for the City, specifically in **Table 3-2** under Scenario B. Using these projections as a guide, it is anticipated that the current water capacity would be adequate to serve Hewitt until the year 2020. The City will need to review its water system capacity availability at least by 2015 to ensure that there is time to budget for and complete any necessary improvements in time to accommodate population growth. It is important to note that the City renegotiates the amount of water it receives from Waco on an annual basis, and therefore, it can be assumed that if the City experienced rapid population growth, supply from Waco would be available until Hewitt could accordingly expand its system.

## *Water Conservation*

It is recommended that the City consider implementing water conservation measures. One way in which to do this is to prepare and adopt a water conservation plan, which would specify the actions the City and local citizens should take to more actively conserve water. There are many benefits to be derived from water conservation, including reducing capital and operating costs for water and wastewater systems, postponing the need for new or expanded water or wastewater systems, drought-proofing water systems so that rationing (e.g., restricted lawn watering) can be avoided or the need for such measures reduced. Following is a listing of steps that Hewitt could take to prepare and adopt such a water conservation program:

- ◆ Identify needs and establish goals;
- ◆ Assess supply and demand management potentials;
- ◆ Analyze the cost effectiveness and impacts of each;
- ◆ Involve the public in planning process;
- ◆ Choose management program(s), design the specifics of each, and specify a plan of action for each measure chosen;
- ◆ Evaluate and select the needed equipment (such as new meters), materials and supplies;
- ◆ Summarize the conservation plan; and
- ◆ Develop and adopt implementing documents, ordinances and other enforcement instruments.

Cities across Texas have experienced the need for such conservation measures. The city of Austin, which is less than 100 miles south of Hewitt, has implemented water conservation requirements for its citizenry as a result of greater demand than supply. The city of San Antonio has done so as well. Although Hewitt is in a good position of having plenty of water availability, water conservation measures that are initiated now may help the City in the future as water becomes an increasingly scarce commodity.

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## *The Wastewater System*

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### *Existing Characteristics*

The wastewater system is currently operated by the City of Hewitt, and the sewage treatment plant is operated by the Brazos River Authority (BRA). Many of the cities in the surrounding area, including Waco, use the sewage treatment plant that is operated by the BRA. There are 9 lift stations within Hewitt that discharge to the City of Waco's main interceptor sewer. The current local wastewater system has a capacity to process 4,026,000 gallons per day.

### *Considerations for the Future*

#### *Lift Station Capacity*

Lift Station #1 is the City's main concern, and has been for the past few years. One of reasons is that this station will need to accommodate future growth, and another is that lift stations #4 and #5 discharge into #1. The discussion within the *Sanitary Sewer System Study* completed in 1995 with regard to this lift station is as follows: "the most pressing need at this time is to improve Lift Station #1 to provide for the future growth of the City" (page 6). It was also stated that "increasing the capacity of Lift Station No.'s 4 and 5, or the addition of new lift stations pumping to this station, must not occur until this station's capacity is increased" (page 3).

This station is in close proximity to Interstate Highway 35. This is important to note because if and when Interstate Highway 35 is widened, Hewitt may be able to apply for funding to help relocate and expand this lift station. It is likely that the portion of Interstate Highway 35 that crosses through Hewitt will be expanded in the near future. In fact, the Texas Department of Transportation (TxDOT) is in the process of conducting public hearings on the subject of widening this length of Interstate Highway 35. The City should consult with an engineer to investigate how the station could be expanded and the related costs.

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## *General Infrastructure System Discussion*

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### *Assumptions*

It has been assumed within this Comprehensive Plan that the City's infrastructure system can be expanded to provide service and/or that alternative ways in which to provide service will be pursued such that other recommendation made herein can be implemented. Adequate water and wastewater services are essential within Hewitt, and will require continued funds for expansion and maintenance.

### *Land Use & Economic Considerations*

A primary consideration that relates to land use and the local infrastructure system is that there is a demand difference between residential and nonresidential uses in relation to infrastructure service. Specifically, the expansion of the local infrastructure system for nonresidential uses will likely be borne by those nonresidential uses through sales tax revenue and property tax revenue. Conversely, the expansion of the local infrastructure system for residential uses will likely not be borne by those residential uses, due to the fact that property taxes alone generally do not cover the cost of system expansion. This distinction between residential and nonresidential uses is provided to illustrate the importance of Interstate Highway 35 to the future fiscal health of Hewitt. To reiterate a recommendation contained within the *Future Land Use Plan*, prime retail locations along Interstate Highway 35 that would provide the City with needed tax revenue should be reserved for such uses, whenever possible.

Another consideration for the local infrastructure system is the fact that Hewitt can make relatively accurate assumptions about its build-out configuration in terms of population. As has been discussed throughout the Comprehensive Plan, the City is constrained in its ability to grow geographically by other communities and their ETJ areas, which in turn will affect its ability to accommodate additional population. This means that the City can assess how many users will ultimately have to be served by the local infrastructure system. Such knowledge could help Hewitt to make better-informed decisions of how to serve its local population in the long-term.

# In Conclusion

Additional capacity of both the water and wastewater systems will be needed to accommodate population growth. The City is able to receive an adequate amount of water from Waco, and is expected to continue to be able to do so for the foreseeable future. Hewitt is more constrained by the wastewater system, a fact which has been proactively addressed by the City, but about which no long-term solution has been made. The City should continue to be proactive in its assessments of the local infrastructure system, and should ensure that any proposed improvements or maintenance programs are included in the capital improvements planning process. The City should also assess the feasibility of implementing impact fees for water and wastewater. Impact fees and other funding mechanisms for infrastructure are discussed within the *Implementation Strategies*, Chapter 9. In addition, the City should utilize the services of an engineering consultant to perform an in-depth, updated assessment of the local infrastructure systems. The previously mentioned studies were performed between 1995 and 1996. An updated assessment would provide the City with more detailed information on how the current infrastructure systems are meeting the population growth that has occurred between 1996 and 2003, as well as on how these systems will be able to accommodate the population growth that has been projected within this Comprehensive Plan.

*Table 6-1*  
**INFRASTRUCTURE ASSESSMENT RECOMMENDATIONS**  
*City of Hewitt, Texas*

Review local water system capacity availability by 2015 to ensure that there is time to budget for and complete any necessary improvements in time to accommodate population growth.
Implement water conservation measures by preparing and adopting a water conservation plan.
Review wastewater system needs in relation to Lift Station #1.
Ensure that the City is aware of and involved in any plans to widen Interstate Highway 35; if this does occur prior to expansion of Lift Station #1, seek funding to relocate the station.
Prime retail locations along Interstate Highway 35 that would provide the City with needed tax revenue should be reserved for such uses, whenever possible; this will help provide important revenue to aid in the expansion of infrastructure systems.
Use the Future Land Use Plan and the Ultimate Population as a way in which to assess how many residential and nonresidential users will ultimately have to be served by the local infrastructure system.
Utilize the services of an engineering consultant to perform an in-depth, updated assessment of the local infrastructure systems in the near future.

*Note: Not in any order of priority.*

*Source: City of Hewitt’s Infrastructure Assessment.*





*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

*Chapter 7: The Public Facilities Plan*

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## Introduction

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The provision of adequate public facilities is a primary quality of life indicator for municipalities across Texas. The type and quality of public facilities and services available to the residents of Hewitt is and will continue to be an important factor influencing the desirability of Hewitt as a place to live. The future availability of public facilities within the City is also likely to affect the potential for development in certain portions of the City and the surrounding area. It should be noted that public buildings that house the various governmental and service functions of a municipality are generally of two types: (1) those requiring a nearly central or a common location and that serve the entire municipal area, and (2) those serving segments of the community on a “service area” basis. Hewitt’s City Hall is an example of a governmental building that serves the entire community, while a fire station represents a public building that has a service area relationship with the community. The *Public Facilities Plan* is intended to provide an assessment of Hewitt’s public buildings and the number of related City staff employees that exist today to serve the population and to provide a proportional analysis of the building size and number of employees the City will need to serve the projected future population in 2025.

## Public Facilities & Related Numbers of Employees

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The City of Hewitt currently employs 68 employees, not including volunteers, and has six buildings that house the various necessary local government operations. These buildings are the City Hall/Library, Fire Station # 1, the Community Services Building/Fire Station # 2, the Police Station, the Community Center, and the Hewitt Train Depot. **Table 7-1** shows the current information on each of these, including their respective functions, locations building sizes, and number of employees per facility.

The public services provided by the City are divided into several separate departments making it easier for Hewitt to provide adequate and efficient facilities and services, as well as to plan for the work space and personnel that is needed to administer these services. The following sections describe these various departments by outlining their current spatial conditions and respective personnel<sup>7-1</sup>. Related recommendations based on the projected population of the City in 2025 of 21,000 people (refer to the *Future Land Use Plan*) are included following the discussion of existing conditions.

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<sup>7-1</sup> Information obtained from the City of Hewitt Website. Information on some departments was unavailable.

## City Hall

The Hewitt City Hall is located at 105 Tampico and contains approximately 5,800 square feet of building space. This building contains most of the City's departments, including City Administration, the Municipal Court, the Building Department, and Utility Billing. The personnel information for each City department that operates out of City Hall and each department's basic responsibilities are as follows.

- ◆ City Administration: Three employees, including the City Manager, Assistant City Manager, and City Secretary
  - Administration generally includes administering of all City operations; making policy and program recommendations; preparing and administering an annual budget; keeping the Council advised on the City's finances and future needs; and working with various committees, city franchise/utility license holders, and economic development interests. City Secretary responsibilities include preparing and posting City Council agendas and public notices of meetings; advertising public hearings, legal notices and adopted ordinances; conducting all City elections; and managing official documents.

*Table 7-1  
EXISTING PUBLIC FACILITIES  
City of Hewitt, Texas*

<b>Building</b>	<b>Purpose</b>	<b>Location</b>	<b>Square Feet</b>	<b># of Employees</b>
<b>City Hall/ Library</b>	City Administration, Court, Utility Billing, Building Dept. and Library	105 Tampico/ 100 Zuni	5,800/ 4,200	14/ 3
<b>Community Services Building / Fire Station # 2</b>	Community Services, Water & Sewer Department, Mechanic and Fire Station #2	103 Hewitt Drive	7,807/ 2,193	19/ (Fire Department meets and works out of Fire Station # 1)
<b>Fire Station # 1</b>	Main Fire Station	142 S. Second St.	5,760 (7 bays)	3/ 25 volunteers
<b>Police Station</b>	Police Administration, Detectives, Patrol and Dispatch	204 Chama	5,600	29/ 1 volunteer
<b>Community Center</b>	Rental Area for Meetings and Parties and City Meetings	208 Chama	7,100	0
<b>Hewitt Train Depot</b>	Meeting Space/ Rental	101 Third St.	2,000	0
<b>TOTAL EMPLOYEES</b>				68

Source: City of Hewitt Staff



- ◆ Municipal Court: Three employees, including the Municipal Judge
  - Responsibilities include processing all Class C complaints and tickets; docketing and processing charges filed by citizens, law enforcement personnel and the City’s animal/environmental officer; collecting fines; and preparing reports to the state and issuing warrants.
- ◆ Building Department: Three employees
  - Responsibilities include enforcement of the City’s Hewitt’s building codes and Zoning Ordinance and issuance of permits.
- ◆ Utility Billing: Two employees
  - Responsibilities include billing; collecting payments for water, sewer and garbage services; collecting payments for water and sewer taps.

The Hewitt Community Library

In addition to these departments, the City Hall also provides the residents with library service through a connected library facility that is 4,200 square feet. Please note that the address of the library facility, 100 Zuni, is different than that of the City Hall because the library fronts onto a different street. The library employs three people to serve the needs of the public, and provides a variety of materials and services, including approximately 25,000 books, an audio book collection, access to four computers, and connection to the Internet.

*Total Number of Employees Within City Hall: 17*

*Future Employee and Spatial Needs*

In general, between 20 and 25 percent of all employees of a municipality office within the city hall facility. Currently, 14 of the City’s 68 total employees work with the City Hall, not including library personnel. That is equal to approximately 20.5 percent.

**Table 7-2** shows a proportional analysis of current and future needs related to the City Hall. Given the current ratio of City Hall personnel to the population of Hewitt, approximately 27 employees would be needed to serve a population of 21,000 people in the year 2025. If all the services that are currently provided within City Hall continue to be housed therein, it can be assumed that by the year 2025, Hewitt would require a City Hall that could accommodate 27 employees.

The Hewitt City Hall is approximately 5,800 square feet. In order to maintain the present ratio in terms of number of employees to number of square feet, a building more than twice as large as the existing City Hall would be needed; specifically, a building that is 11,186 square feet.

BASIS & NEEDS	2003	2025
<b>Population</b>	11,085 people	21,000 people
<b>Employees</b>	14 employees	27 employees
<b>Square Feet</b>	5,800	11,186

Source: Dunkin, Sefko & Associates, Inc. & the City of Hewitt



The City should conduct a detailed space study of the City Hall facility in the next five years, depending on population growth, due to the fact that additional square footage is likely going to be needed in the short-term future. If population growth occurs at a higher rate than has been projected within this Comprehensive Plan, this recommendation may need to be implemented at an earlier date.

The Hewitt Community Library

**Table 7-3** shows a proportional analysis of current and future needs related to the library. The current library facility, with 4,200 square feet, provides approximately 0.38 square feet per citizen. The standard generally recommended by the American Library Association (ALS) is 0.75 square feet per library patron, and therefore, the existing facility is slightly below the ALS standard. In order to meet this standard, the City needs a facility that is approximately 8,300 square feet. A facility of approximately 15,750 square feet would meet the projected population in 2025 of 21,000.

YEAR	ALS Standard	Population	Need
2003	0.75/person	11,085	8,300 SF
2025	0.75/person	21,000	15,750

Source: Dunkin, Sefko & Associates, Inc. & the City of Hewitt

With rapidly changing and expanding technologies in the world today, it is becoming increasingly important for citizens to have access to computers and to the Internet, especially for the purposes of research. The current library facility provides this on a small scale. It is recommended that the City consider the construction of a multi-purpose resource center that would not only be able to provide library services, but also expanded research and learning services as well. If City Hall is moved to another location due to its spatial needs, the library facility could be expanded within its current location. If City Hall is not moved, another central location should be sought for a new library facility; other civic-related land uses, such as a public park, could be adjacent to this facility in order to further enhance its use.

The Community Services Department

The Community Services Department is housed in the Community Services Building is located at 103 Hewitt Drive and contains approximately 7,807 square feet of building space. The Department is responsible for the overall general maintenance of the city’s infrastructure, and is comprised of three sections:

- ◆ Public Works, which is responsible for maintenance of streets, parks and drainage;
- ◆ Water Utilities, which is responsible for maintenance and operation of the water and waste water systems
- ◆ Vehicle Maintenance, which is responsible for repair and maintenance of all City vehicles

*Total Number of Employees Within the Community Services Building: 19*



### *Future Employee and Spatial Needs*

**Table 7-4** shows a proportional analysis of current and future needs related to the Community Services Department. In keeping with the current ratio of employees to population, the Community Services Building would have to house 43 employees by 2025. The square footage would have to increase to accommodate this increased number of employees, however, the increase may not have to be necessarily proportional to the increase in employees. The nature of the work that the Community Services Department is engaged in, which is more fieldwork-oriented, generally makes the spatial needs of the Department different than more administrative work. In addition, in the last two years the Community Services Department has expanded to consume the entire Community Services Building, which provides additional space for the department to grow into. Therefore, further expansion will not likely be needed for several years into the future.

*Table 7-4*  
COMMUNITY SERVICES DEPARTMENT:  
EMPLOYEES & SQUARE FEET FOR 2025  
City of Hewitt, Texas

BASIS & NEEDS	2003	2025
Population	11,085	21,000
Employees	19	43
Square Feet	7,807	17,670

Source: Dunkin, Sefko & Associates, Inc. & the City of Hewitt

### *The Fire Department*

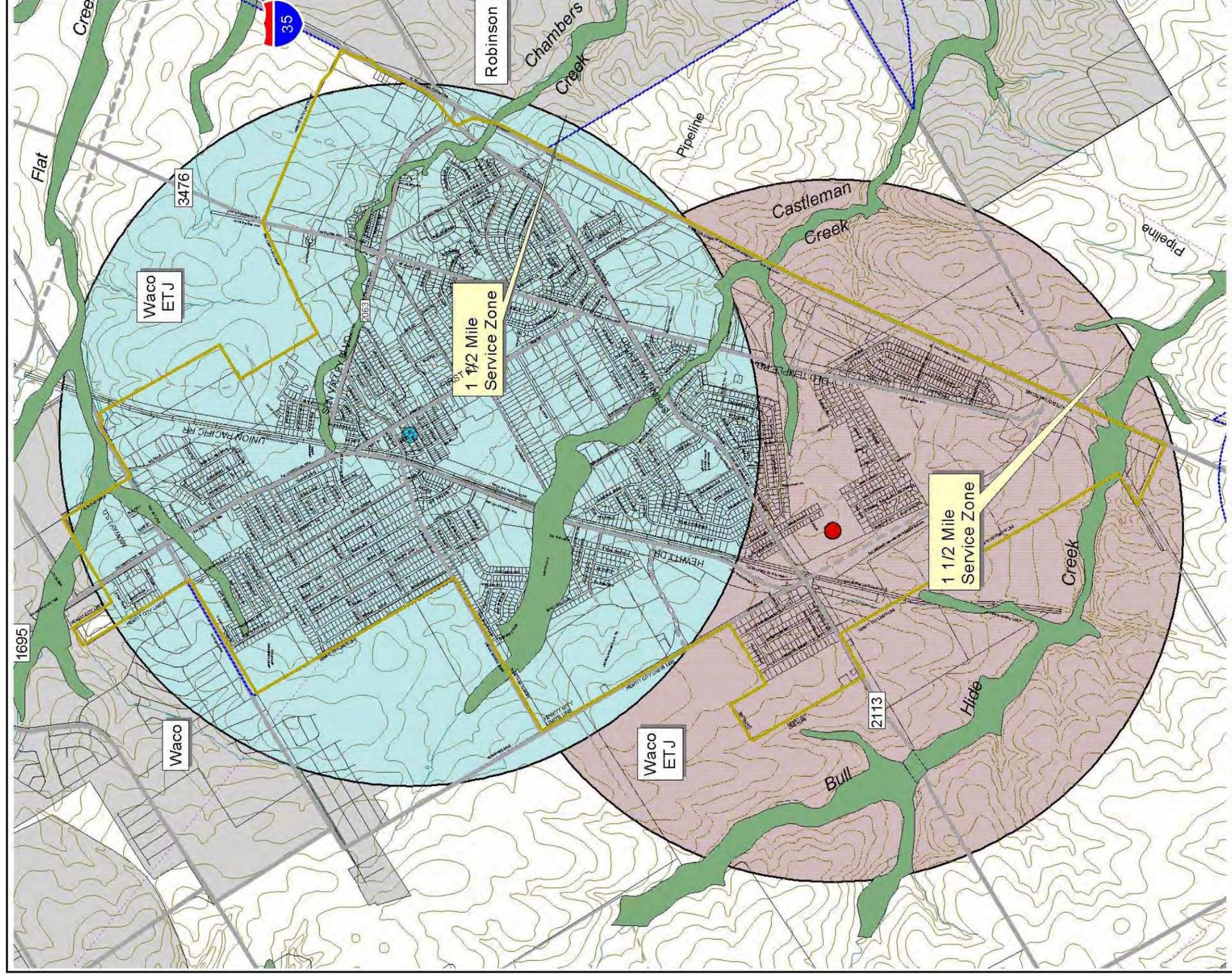
Hewitt has two fire stations. One is housed in part of the Community Services Building in just over 2,000 square feet (Fire Station #2). The other is located at 142 South Second Street in approximately 5,760 square feet with seven bays (Fire Station #1). The Fire Department employs three full-time people and has 25 volunteers.

*Total Number of Personnel Within the Fire Department: 3 Full-Time, 25 Volunteers*

### *Future Employee and Spatial Needs*

What is most important in terms of fire protection service is the service-area of fire stations to the geographic area of the community. **Plate 7-1** shows Hewitt’s fire stations and their respective relationships to the City based on the accepted fire service area of 1.5 miles. The existing fire stations encompass much of the City within their 1.5-mile radii. However, another location for a future fire station has been shown in the southern part of the City; this area of the City can still accommodate substantial population growth, and it is anticipated that when this area develops, a station may be needed. It should be noted that access to the area of the City west of the railroad tracks is constrained when a train is traveling along the tracks. It will therefore be important for the City to ensure that there is access to the west when deciding upon the actual location of this station. If an overpass is constructed when Hewitt Drive is extended to Interstate Highway 35, it can be assumed that access would be available via the overpass. However, if an overpass is not constructed, the station should be located on the west side of the railroad tracks. A fire station can be located on a site that is one acre in size. The City should consider reviewing this area to find an appropriate site prior to development occurring and land prices subsequently increasing. It is also assumed that when this southern station is constructed, Fire Station #2 could be closed.

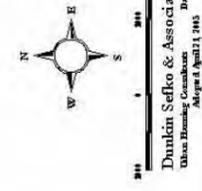




City of Hewitt, Texas  
**Future Fire Station  
 Location Plan**

Plate 7-1

- Legend**
- Existing Fire Station
  - Existing Fire Station Service Zone (1.1/2 Mile)
  - Proposed Fire Station Location
  - Proposed Fire Station Service Zone (1.1/2 Mile)
- Thoroughfare Legend**
- Interstates
  - Arterials
  - Proposed Arterials
  - Collectors
  - Proposed Collectors
  - Hewitt City Limits
  - Easements
  - Creeks
  - Waco ETJ
  - Floodplain



Dunkin Sefko & Associates, Inc.  
 Urban Planning Consultant  
 Dallas, Texas  
 August 8, April 21, 2015



## The Police Department

The Police Station is located at 204 Chama in a building that is approximately 5,600 square feet in size. The Police Department employs a total of 29 people, ranging from sworn officers to support staff, and has one volunteer. The following outlines the Hewitt Police Department personnel:

- ◆ Officers: 21
- ◆ Dispatchers: 6
- ◆ Animal Control Personnel: 1
- ◆ Records Clerks: 1
- ◆ Volunteer Personnel: 1

*Total Number of Officers Within the Police Department: 21*

*Total Number of Other Police Department Personnel: 8*

The ratio of police officers to population is an important consideration in terms of the overall safety of the local population. An accepted ratio of police officers to population is approximately 1.5 to 1.8 officers per 1,000 people. There are 21 police officers within the Hewitt Police Department serving a population of 11,085; this is a ratio of approximately 1.95 officers for every 1,000 people. The City currently has an adequate number of officers to serve its population.

### *Future Employee and Spatial Needs*

**Table 7-5** shows a proportional analysis of current and future needs related to the Hewitt Police Department. With the projected future population of 21,000, the City of Hewitt would need approximately 32 officers. Also, in order to maintain a similar ratio of other police personnel to population, the City would need a total of approximately 15 other employees within the Police Department. Therefore, total Police Department personnel would need to be approximately 47 employees. It should be noted, however, that the number of police persons any city needs, including the City of Hewitt, should be assessed on the basis of ensuring the public health, safety, and welfare, and not necessarily according to a ratio.

In terms of building space, a proportionally-sized structure for a total of 47 Police Department employees would need to be approximately 9,075 square feet. If a new library facility is constructed and the Hewitt Community Library relocates, the Hewitt Police Department could expand into the current library space. Another option would be a substation, which would allow for increased personnel regardless of whether square footage can be increased in the current Police Department space. Substations also allow many communities that are growing geographically to stay within

*Table 7-5  
POLICE DEPARTMENT:  
OFFICERS & SQUARE FEET FOR 2025  
City of Hewitt, Texas*

<b>BASIS &amp; NEEDS</b>	<b>2003</b>	<b>2025</b>
<b>Population</b>	11,085	21,000
<b>Police Officers</b>	21	32
<b>Other Personnel</b>	8	15
<b>Square Feet</b>	5,600	9,075

**Source:** Dunkin, Sefko & Associates, Inc. & the City of Hewitt



accepted response times to all areas of the city. The City should remain aware of growth and should make adjustments in building size and location, as well as personnel, accordingly. It should be noted that, in the last two years, the Police Department has expanded into the old City Hall, which has provided additional space for the department. Therefore, further expansion will not likely be needed in the near future.

## Community Center

The Hewitt Community Center is a community building that is available for the public to rent for events. The Center is located at 208 Chama Drive and contains approximately 7,100 square feet of space. As this facility was recently completed (1997), no recommendations are made herein for this public facility; it is an amenity for the community provided by the City, and there are no criteria upon which to base the future needs of the community in relation to this type of facility.

## The Hewitt Depot

The Hewitt Depot was moved from a location in the city of Woodway to a site near the original depot after being donated to Hewitt. The City has been actively restoring this structure, although the project has been delayed by fire, which also increased the costs of the restoration. Much of the exterior was preserved, and the interior has been completed to accommodate historical items, and a meeting room has been created for use by civic groups. The Depot is part of an overall concept for the site to become a historical educational park, and additional railroad equipment will be incorporated over time. A paved parking area, landscaping and a deck that is in keeping with the one that was originally attached to the depot are scheduled for completion by the end of 2003. Please note the related discussion in the *Parks, Recreation, & Open Space Plan*, Chapter 5.

## In Conclusion

It should be noted that rapidly changing technology and operation methods often modify the spatial needs of municipal employees as time progresses. These recommendations are intended to provide general guidance only, and a detailed architectural evaluation should be undertaken prior to initiating the design of any new facility or modification of any existing public facility. It is recommended that in approximately five years (2008), the City conduct a detailed evaluation of municipal buildings to determine if any expansions of the facilities are necessary to serve the population. This will likely require the City to hire a consulting firm that specializes in such spatial evaluations. **Table 7-6** contains the summarized primary recommendations of this chapter.

*Table 7-6  
PRIMARY PUBLIC FACILITY RECOMMENDATIONS  
City of Hewitt, Texas*

Recommendation #1	In approximately five years (2008), the City should conduct a detailed evaluation of municipal buildings to determine if any expansions of the facilities are necessary to serve the population.
Recommendation #2	The City should utilize the population-to-employee ratios contained herein to ensure that the local population is being adequately served.

*Source: City of Hewitt's Parks, Recreation, & Open Space Plan.*





*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

*Chapter 8: The Housing Strategies Plan*

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# Introduction

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One of the primary reasons people or businesses remain within or move to an area is the availability of quality housing and residential neighborhoods. Hewitt is a community of people who care about their homes and their neighborhoods. The maintenance of quality of housing within neighborhoods is a primary reflection of the attitudes of the people toward their community. Where private citizens of the municipality take an active part in advancing overall community interest, substantial improvement and enhancement of existing housing and neighborhoods can be achieved, the quality of existing housing can be maintained, and a good environment for future housing can be assured. This chapter of the Comprehensive Plan is intended to focus upon the present and future character and quality of neighborhoods and housing within Hewitt.

## Neighborhood Areas Defined

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Often thought of as the basic geographic unit by which urban residential areas are defined, a “neighborhood” is much more than simply the sum of all physical structures (e.g., homes), public facilities and infrastructure elements within a certain area. It is also defined in more abstract terms by the sense of belonging, which is promoted by their interactions with one another. The form and quality of development can create a distinctive image and identity for Hewitt and for each of its unique neighborhood areas.

The quality and livability of Hewitt’s neighborhoods are integral components of the community’s overall character. The key to a successful neighborhood is creating a sustainable environment where the ongoing investment in property is supported by public investment in schools, parks and greenbelt areas; opportunities for social interaction; accessibility for pedestrians, bicyclists and vehicles; and distinctive characteristics which give an area a unique identity. Upkeep and maintenance of both private and public property is critical to neighborhood viability and sustainability. Programs that encourage owner-occupied housing and continued efforts to revitalize aging housing units are also important to the long-term viability of neighborhoods. In summary, neighborhood viability may be quantified in terms of the following characteristics:

- ◆ Physical condition of housing units;
- ◆ Opportunities for social interaction;
- ◆ Careful and strategic placement of retail uses and other appropriate non-residential uses within the neighborhood area;
- ◆ Continued investment in public and private property to stabilize property values;
- ◆ High level of owner-occupancy of dwelling units;
- ◆ Condition of public facilities and infrastructure serving the area;
- ◆ A quality school system; and
- ◆ A sense of “community” and “belonging” among residents.

There are other valid reasons for dividing an urban area into geographic units or neighborhoods, including for such purposes as evaluation, function planning, and organization. The attachment of an individual and/or family to their place of residence is universal. Likewise, a long-term, well-fearing community, and the quality of the place of residence, is the result of the relationship of a wide variety of factors that are not necessarily a direct part of the individual dwelling unit. The delineation of neighborhood areas also provides a basis for the planning of logical units of a city in orderly, step-by-step process as the city grows and matures over the years.

## *Ensuring Neighborhood Integrity*

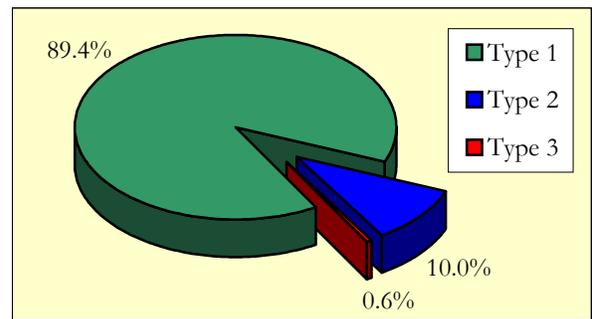
An issue identified during comprehensive planning workshops is the need to ensure the integrity of Hewitt’s residential neighborhoods for the long-term. The term neighborhood integrity as used herein essentially means the quality of the physical appearance of neighborhoods and housing. Neighborhoods that are conducive to a high quality of life are sometimes called “livable neighborhoods” – people want their neighborhood to be a quality environment in which to live and play. The following sections discuss the various ways in which Hewitt can improve the existing local neighborhoods.

### *Improving Local Housing Units*

At the beginning of the comprehensive planning process, an assessment of the City’s housing stock was conducted in conjunction with the existing land use survey. Within this assessment, each of the single-family and two-family housing units in Hewitt was categorized as Type 1, Type 2, or Type 3. (Please note that this information is also contained within the *Baseline Analysis*.)

- ◆ Units categorized as “Type 1” were observed as being maintained in good physical condition, with no visible exterior problems.
- ◆ Units categorized as “Type 2” were observed as being in need of minor repair, which includes repair that could generally be performed by the property owner; examples include painting of trim and exterior wood surfaces, replacement of small trim areas, and cleaning/replacement of gutters.
- ◆ Units categorized as “Type 3” were observed as being in need of major repair, which includes repair that could generally not be undertaken by the property owner; examples include sagging of the roof, cracked brick, rotted wood, missing brick or siding, and missing shingles.

**Figure 8-1**  
**HOUSING TYPE**  
**City of Hewitt, Texas**



**Figure 8-1** shows the percentages of the different housing types within Hewitt; **Table 1-18** and **Plate 1-4** within the *Baseline Analysis* contain more detailed information. Only 10.6 percent of the housing units within Hewitt were in need of either minor or major repair, however, these are the units that are most important to address, specifically for the following reasons:

- ◆ Over a period of time, if neglected, these areas can further deteriorate;
- ◆ If the deterioration of housing/neighborhoods is not addressed, further decline may negatively impact surrounding areas;
- ◆ The overall image or “quality of life” of the community can be enhanced by improving these housing units.

There are numerous state and federal housing rehabilitation programs that a city can initiate to begin to improve housing in these areas. Examples of these programs, as well as some related non-profit agencies include:

- ◆ The Fair Housing Initiative Program (FHIP)
- ◆ The Healthy Homes Initiative Program (HHI)
- ◆ Community Development Block Grants (CDBG)
- ◆ The HOME Investment Partnerships Program (HOME)
- ◆ Neighborhood Initiatives Grants
- ◆ Habitat for Humanity
- ◆ Christmas in April Program (discussed below)
- ◆ Community Development Corporation (CDC)

## *Addressing Specific Needs & Achieving Community Support*

The City should solicit input on what the specific needs are of the individuals who own and/or live in the units identified as Type 2 or Type 3. For example, some of these individuals may be elderly and may not be physically able to undertake the minor repairs needed to improve their homes. In other cases, lack of funds may keep individuals or families from making necessary improvements. Knowledge of factors that may be keeping individuals from undertaking proper maintenance will help the City to determine the best steps to take.

A majority of the Type 2 and 3 housing units that were identified can be addressed by the City taking simple steps to help the property owners. Many cities help to coordinate volunteer efforts by identifying properties and by putting willing volunteers together with donated supplies. This may include prioritizing properties in need of improvement, obtaining donations from local businesses, signing up interested Hewitt staff and citizens, and donating basic items. This type of effort (often referred to as “Christmas in April”) could help to improve numerous homes on an annual basis. In addition, if major repairs are needed and funding is an issue, the City could simply provide information, such as information on grants and on low-interest bank loans, to citizens. A system for feedback and continued contact with property owners could also be established.

## Increasing Code Enforcement Efforts

Many cities have codes and ordinances in effect that are not generally enforced unless a citizen voices concern. Often, the result of this is that municipalities are consistently in the position of being reactive instead of proactive. One of the issues that Comprehensive Plan Steering Committee members discussed at length was the need for more proactive enforcement of Hewitt’s regulations. The views expressed were that the desired result of this would be more visually pleasing neighborhood areas without much cost to the City. Some of the items that are often considered as cities engage in proactive code enforcement measures include broken down vehicles, damaged fences, recreation vehicles parked for extended periods of time, excessive trash in front yards, and dilapidated accessory structures. Many cities have adopted property and housing code ordinances that include regulation of these elements.

## Increasing Capital Reinvestment

Part of the reason that older neighborhoods can show signs of age is the fact that it has been many years since the initial investment was made for their establishment and the establishment of “public” amenities, such as sidewalks and landscaping, therein. Reinvestment made within these older neighborhoods can help to preserve and enhance them, and can help to encourage the people living within the neighborhoods to reinvest in their homes as well. The City should begin allocating capital and maintenance funds as part of a consistent reinvestment program within older neighborhoods. There are a number of ways in which these reinvestment funds can be effectively used, including the following:

- ◆ Repairing sidewalks and other infrastructure within neighborhoods.
- ◆ Retrofitting pedestrian and bicycle facilities, like sidewalks, trails, benches, and bike lanes. Within the *Parks, Recreation, & Open Space Plan*, it was recommended that in implementing the trail system, priority should be given to incorporating the trails into existing neighborhoods.
- ◆ Providing park areas and/or improving existing park areas.
- ◆ Establishing entranceways into the neighborhoods and/or upgrading existing entranceways.
- ◆ Planting street trees and landscaping.
- ◆ Utilizing innovative paving materials, such as brick or patterned concrete, as street improvements are made.
- ◆ Constructing landscaped medians on residential streets or at the center of cul-de-sacs.
- ◆ Incorporating a cohesive street lighting system, perhaps with the City’s logo or with the logo of the neighborhood.
- ◆ Burying existing utility lines (reducing visual clutter).

These improvements could be facilitated through the City’s Capital Improvement Program (CIP), and through incentives programs, matching grant funds. Public/private partnerships and volunteer assistance could be encouraged. Homeowners associations and neighborhood associations should also be encouraged to be involved, and should be consulted as to the prioritization of reinvestment projects whenever possible.

## *Development Guidance*

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Future residential growth within Hewitt will occur with the development of new areas for residential construction, as well as with development of vacant lots and tracts within presently developed areas. The standards for new housing should be maintained at a level where it contributes to Hewitt’s quality of life and encourages the proper maintenance of the structures and the preservation of neighborhood amenities. Application of the City’s Subdivision Regulations, Zoning Ordinance, building codes and minimum housing standards, as well as the encouragement of good housing and neighborhood design, will result in the creation of residential neighborhoods of lasting value with a favorable physical environment. Each future neighborhood area, as designated on the *Future Land Use Plan*, which is now vacant should receive careful development guidance consideration. Each subdivision submitted within the future land use context should be considered as an element of the neighborhood, and not simply as a vacant parcel of land upon which housing structures are to be constructed. All land subject to development guidance by the City at the time of any zoning change or subdivision approval generally provides a basis for initiating good neighborhood design and helping to ensure the continuity and quality of the neighborhood. The following sections discuss ways in which Hewitt can encourage high quality neighborhoods to develop as future growth occurs.

### *Future Residential Development Guidelines*

The following recommendations are intended to improve the overall quality of future residential development in Hewitt. They should be incorporated into the City’s Subdivision or Zoning Ordinance, as applicable.

- ♦ Single-Family Homes:
  - Minimum Lot Size: The minimum *straight* zoning district that should be allowed for future single-family development should have a minimum lot size of 10,000 square feet. Lot size could be reduced if the City desires through the use of a Planned Development District.
  - Garages & Driveways:
    - All units should have a two-car garage.
    - Driveways should be constructed on concrete or brick pavers.
    - A certain percentage of units should have “J” drives or rear-entry garages.

- Unit Construction:
  - All units should be structurally connected to a permanent, reinforced concrete foundation.
  - All units should have a minimum 7-to-12 pitched roof.
  - All units should have a minimum of 230-pound shingles.
  - All stories should be constructed with a minimum of 75 percent brick or masonry.
- ♦ Patio Homes:
  - The maximum project size for a patio home development should be 20 acres.
  - There should be a maximum of eight units per acre permitted.
  - Unit setbacks should be staggered.
  - Each project should have a Homeowners Association (HOA).
- ♦ Townhomes:
  - The maximum project size for a townhome development should be between three and 15 acres.
  - There should be a maximum of 10 units per acre permitted.
  - Unit setbacks should be staggered.
  - Each project should have a Homeowners Association (HOA).
- ♦ Multiple-Family Developments: (Note: Similar information is contained within the *Future Land Use Plan*.)
  - The development should be adjacent to a collector or major thoroughfare.
  - All structures should be 75 percent masonry.
  - At least 50 percent of the units should have garages, either attached or detached. Assisted living facilities could be exempted from this requirement.
  - The minimum project size should be five acres.
  - If the tract is adjacent to single-family residential units, transition areas (greenspace, buffer areas, medium density development, etc.) should be incorporated into the project.
  - Based upon the density of the complex, an appropriate amount of usable open space should be required.
  - There should be a maximum of 20 units per acre permitted.
- ♦ General Neighborhood Design Characteristics & Amenities:
  - A certain percentage of landscaping (e.g., street trees, within medians) should be required.
  - At least 50 percent of the streets within the development should be curvilinear (refer to the *Thoroughfare Plan* for further detail).
  - All new developments should have underground utilities.
  - All developments should be designed such that pedestrian access to the proposed hike-and-bike trail system (refer to the *Parks, Recreation, & Open Space Plan*) is provided.

- All developments should have sidewalks along at least one side of all streets. Subdivisions wherein all lots are at least 1/2-acre in size could be exempted from this requirement.

## In Conclusion

Residential areas and housing are important factors that contribute to the overall quality of life within Hewitt. Neighborhoods that provide safe and attractive living environments with convenient access to recreation, shopping, and work prove to be sustainable areas. The recommendations contained herein are intended to help Hewitt maintain the quality of life that exists within the City today as its residential areas continue to mature and new residential areas are developed. The recommended policies regarding local neighborhoods and housing are summarized in **Table 8-1**.

<i>Table 8-1</i> HOUSING STRATEGIES PLAN RECOMMENDATIONS City of Hewitt, Texas	
	Improve identified Type 2 and Type 3 housing units by utilizing federal, state, and non-profit agencies, by coordinating such efforts, and by encouraging volunteerism.
	Increase code enforcement efforts, thereby increasing proactive enforcement of City ordinances.
	Consider whether the City needs to address additional elements, such as broken down vehicles, damaged fences, etc., that may be adversely affecting neighborhood integrity through the establishment of an expended code enforcement ordinance.
	Increase capital reinvestment efforts to help upgrade and maintain older local neighborhoods; use the listing herein as a guide for specific improvements that can help this effort.
	Incorporate the recommended <i>Future Residential Development Guidelines</i> into the Zoning Ordinance or Subdivision Ordinance, as applicable.

*Note: Not in any order of priority.*

*Source: City of Hewitt’s Housing Strategies Plan.*





*City of Hewitt*

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# **COMPREHENSIVE PLAN 2022**

*Chapter 9: Implementation Strategies*

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# *Introduction*

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With the publication and adoption of this Comprehensive Plan document, the City of Hewitt will have taken an important step in shaping its future. The Plan will provide a very important tool for City staff and civic leaders to use in making sound planning decisions regarding the long-term growth and development of Hewitt. The various elements of the Plan are based upon realistic growth objectives and goals for the City that resulted from an intense comprehensive planning process involving a Steering Committee, citizens, Hewitt staff, elected and appointed officials, and major stakeholders in the community.

The future quality of life in Hewitt, as well as the environment of the City, will be substantially influenced by the manner in which Comprehensive Plan recommendations are administered and maintained. The Comprehensive Plan should never be considered a finished product, but rather a broad guide for community growth and development that is always evolving and changing in scope.

Changes within Hewitt, such as economics and development trends, that were not anticipated during preparation of the Plan will occur from time to time, and therefore, subsequent adjustments will be required. Elements of the City that were treated in terms of a general relationship to the overall area may, in the future, require more specific and detailed attention. Planning for the City's future should be a continuing process, and the Comprehensive Plan is designed to be a dynamic tool that can be modified and periodically updated to keep it in tune with changing conditions and trends.

The full benefits of the Plan for the City of Hewitt can only be realized by maintaining it as a vital, up-to-date document. As changes occur and new issues within the City become apparent, the Plan should be revised rather than ignored. By such action, the Plan will remain current and effective in meeting the City's decision-making needs.

## *The Roles of the Comprehensive Plan*

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### *A Guide for Daily Decision-Making*

The current physical layout of the City is a product of previous efforts put forth by many diverse individuals and groups. In the future, each new development that takes place, whether it is a subdivision that is platted, a home that is built, or a new school, church or shopping center that is constructed, represents an addition to Hewitt's physical form. The composite of all such efforts and facilities creates the City as it is seen and experienced by its citizens and visitors. If planning is to be effective, it must guide each and every individual development decision. The City, in its daily decisions pertaining to whether to surface a street, to approve a residential plat, to amend a zoning ordinance provision, to enforce the building codes, or to construct a new utility line, should always

refer to the basic proposals outlined within the Comprehensive Plan. The private builder or investor, likewise, should recognize the broad concepts and policies of the Plan so that their efforts become part of a meaningful whole in planning the City.

## *A Flexible & Alterable Guide*

**The Comprehensive Plan for the City of Hewitt is intended to be a dynamic planning document – one that responds to changing needs and conditions.** Plan amendments should not be made without thorough analysis of immediate needs, as well as consideration for long-term effects of proposed amendments. The Hewitt City Council and other Hewitt officials should consider each proposed amendment carefully to determine whether or not it is consistent with the Plan's goals and policies, and whether it will be beneficial for the long-term health and vitality of the City of Hewitt.

At one- to three-year intervals, a periodic review of the Comprehensive Plan with respect to current conditions and trends should be performed. Such on-going, scheduled reevaluations will provide a basis for adjusting capital expenditures and priorities, and will reveal changes and additions which should be made to the Plan in order to keep it current and applicable long-term. It would be appropriate to devote one annual meeting of the Planning and Zoning Commission to reviewing the status and continued applicability of the Plan in light of current conditions, and to prepare a report on these findings to the Hewitt City Council. Those items that appear to need specific attention should be examined in more detail, and changes and/or additions should be made accordingly. By such periodic reevaluations, the Plan will remain functional, and will continue to give civic leaders effective guidance in decision-making. Periodic reviews of the Plan should include consideration of the following:

- ◆ The City's progress in implementing the Plan;
- ◆ Changes in conditions that form the basis of the Plan;
- ◆ Community support for the Plan's goals, objectives & policies; and,
- ◆ Changes in State laws.

## *Public Participation*

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In addition to periodic annual reviews, the Comprehensive Plan should undergo a complete, more thorough review and update every five years. The review and updating process should begin with a citizen committee similar to the one appointed to assist in the preparation of this Plan, thereby encouraging citizen input from the beginning of the process. Specific input on major changes should be sought from various groups, including property owners, neighborhood groups, civic leaders and major stakeholders, developers, merchants, and other citizens and individuals who express an interest in the long-term growth and development of the City.

An informed, involved citizenry is a vital element of a democratic society. The needs and desires of the public are important considerations in Hewitt's decision-making process. Citizen participation takes many forms, from educational forums to serving on City boards and commissions. A broad range of perspectives and ideas at public hearings helps City leaders and the City Council to make more informed decisions for the betterment of the City as a whole. Hewitt should continue to encourage as many forms of community involvement as possible as the City implements its Comprehensive Plan.

## *Implementation Strategies*

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**There are two primary methods of implementing the Comprehensive Plan - proactive and reactive methods. Both must be used in an effective manner in order to successfully achieve the recommendations contained within the Plan.**

Examples of proactive methods include:

- ◆ Developing a capital improvements program (CIP), by which the City expends funds to finance certain public improvements (e.g., utility lines, roadways, etc.), meeting objectives that are cited within the Plan;
- ◆ Engaging in proactive code enforcement;
- ◆ Establishing/enforcing Zoning Ordinances;
- ◆ Establishing/enforcing Subdivision Ordinances.

Examples of reactive methods include:

- ◆ Rezoning a development proposal that would enhance the City and that is based on the Comprehensive Plan;
- ◆ Site plan review;
- ◆ Subdivision review.

Several specific strategies, both proactive and reactive, and financing mechanisms that could be used by the City of Hewitt to implement the recommendations and policies contained within the Comprehensive Plan are described within the following sections.

### *Capital Improvements Programming*

Capital improvements are integrally linked to the City's Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance. A capital improvement such as a water treatment plant illustrates this concept. The Comprehensive Plan recommends areas for a particular type of development, the Zoning Ordinance reinforces Plan recommendations with applicable zoning districts consistent with that type of development, and the Subdivision Ordinance regulates the facilities (e.g., utility

extensions, roadway widths, etc.) necessary to accommodate that type of development. The type of development that is recommended by the Comprehensive Plan and that is regulated and approved in accordance with the Zoning and Subdivision Ordinance dictates the water treatment plant's size and capacity.

The Comprehensive Plan makes recommendations on the various public improvements that will be needed to accommodate growth and development envisioned for the City over the next 20 years or more. Many of the changes involve improvements that will be financed by future improvement programs. It would be desirable to invest regularly in the physical maintenance and enhancement of the City of Hewitt rather than to undertake large improvement-type programs at longer time intervals. A modest amount of money expended annually on prioritized items in accordance with Plan recommendations will produce a far greater return to the City than will large expenditures at long intervals.

## *Funding Mechanisms*

Budgeting and cost are primary considerations in terms of implementing Plan recommendations. Therefore, a discussion of the various funding mechanisms that could be utilized by Hewitt to realize these recommendations follows. It is important to note that the discussion does not represent an exhaustive list of the funding sources that may be used, but includes those mechanisms that are likely to be most applicable for use within Hewitt.

### *Impact Fees*

Chapter 395 of the Texas Local Government Code addresses the issue of developer participation in the construction of off-site facilities such as water, wastewater, and roadways. This state law allows cities in Texas to decide whether to assess fees for 1) roadway construction, 2) water service expansion, and 3) wastewater service expansion to new residential and nonresidential development. The City should investigate the feasibility of using Chapter 395 as a funding mechanism for such capital expenditures.

Impact fees can be described as fees charged to new development based on that development's impact on the infrastructure system. The primary advantage to having this funding source is that it provides cities with the increased ability to plan and construct capital facilities so that the needed infrastructure system capacity is available when the market warrants. If they are not implemented, new capital facilities will likely be financed through taxes (e.g., ad valorem, sales), which are paid by existing as well as future residents. With impact fees, the development community is responsible for paying its related share of the cost of growth and the impact of that growth on local infrastructure systems.

However, while impact fees provide financing help for cities, they also increase the cost of development. As most costs associated with development are "passed through" to the consumer, it can be argued that impact fees increase the cost of housing or deter economic development. In order to mitigate any negative effects of adopting impact fees on economic development opportunities, the City can investigate development incentives, such as waiving all

or a portion of impact fees, for larger retail uses that locate along Interstate Highway 35. It must also be noted that if the facilities (and the related capacity) are not available, growth would likely not occur anyway, and therefore, impact fees would not be charged.

### *State, County, & Waco MPO Funding*

Coordination with state agencies and with McLennan County is recommended for the joint planning and cost sharing of projects. A widely utilized example of state funding is the use of funds allocated by Texas Department of Transportation (TxDOT). TxDOT receives funds from the federal government and directly from the state budget that it distributes for roadway construction and maintenance across Texas. There are several roads within Hewitt that may be eligible for such funds.

McLennan County also has programs with monies available for various projects, including capital improvements and feasibility studies. Capital improvements funded by the County generally include roadways, park facilities, and public buildings. The City should research County funding availability specifically for implementation of Plan recommendations related to thoroughfares and parks.

In addition, the Waco Metropolitan Planning Organization (MPO) actively engages in and funds planning and construction efforts. For example, the Waco MPO has developed a County-wide Thoroughfare Plan that identifies significant regional transportation planning facilities. As was stated within Hewitt's Thoroughfare Plan, it is important for the City of Hewitt to be involved in and aware of the Waco MPO's plans. Such involvement may help the City obtain partial funding for improvements at some point.

### *Various Types of Bonds*

The two most widely used types of bonds are general obligation bonds and revenue bonds. General obligation bonds, commonly referred to as G.O.s, can be described as bonds that are secured by a pledge of the credit and taxing power of the City and must be approved by a voter referendum. Revenue bonds can be described as bonds that are secured by the revenue of the City. Certificates of obligation, commonly referred to as C.O.s, can be voted on by the City Council without a City-wide election/bond referendum. It should be noted that if Hewitt chooses to adopt an impact fee ordinance and bonds have been included in the assessment of impact fees, funds derived from impact fees could be used to retire bonds.

### *Community Development Block Grant Program (CDBG)*

CDBG grants can be used to revitalize neighborhoods, expand affordable housing and economic opportunities, and improve community facilities and services. A minimum of 70 percent of all grant funds allocated to a city must be devoted to programs and activities that benefit low- and moderate-income individuals. Cities can use grants toward a number of actions, including reconstructing or rehabilitating housing, building public infrastructure (i.e., capital facilities such as streets, water and sewer systems), providing public services to youths, seniors or disabled persons, and assisting low-income homebuyers.

## *Texas Parks and Wildlife Department Grants*

The Texas Parks and Wildlife Department (TPWD) provides grants in the form of matching funds for various types of outdoor park and indoor recreational facilities. Such grants are equivalent to \$500,000, \$750,000, or \$1.2 million depending on the type of park/recreational facility for which funding is being provided. TPWD grants are not usually given to cities that do not have a park plan, and therefore, the *Parks, Recreation, and Open Space Plan* for Hewitt is an important element related to these grants.

In addition, the Texas Parks and Wildlife Department appreciates joint efforts in relation to parks and open spaces. The City of Hewitt and the Midway Independent School District have demonstrated their ability to work together to apply for funding through their joint application for funding of part of the trail system (refer to the *Parks, Recreation, and Open Space Plan*). Such a joint effort should be pursued in the future in relation to Hewitt Park; due to its location adjacent to the future school site, it would be a good candidate for which to apply for grants by both the City and the MISD.

## *Regulatory Mechanisms & Administrative Processes*

The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing the Comprehensive Plan. Each zoning, development and subdivision decision should be evaluated and weighed against applicable proposals contained within the Plan. The Plan allows Hewitt to review proposals and requests in light of an officially prepared document adopted through a sound, thorough planning process. If decisions are made that are inconsistent with Plan recommendations, then they should include actions to modify or amend the Plan accordingly in order to ensure consistency and fairness in future decision-making. Amending the Subdivision Ordinance and Zoning Ordinance represent two major, proactive measures that the City can take to implement Comprehensive Plan recommendations. Specifics on the way in which this can be effectively achieved for both are discussed in the following sections.

### *The Subdivision Ordinance*

The act of subdividing land to create building sites is one that has the greatest effect on the overall design and image of Hewitt. Much of the basic physical form of the City is currently created by the layout of streets, easements, and lots. In the future, the basic physical form of Hewitt will be further affected by elements such as new development, both residential and non-residential, and the implementation of the *Thoroughfare Plan*. As mentioned previously, many of the growth and development proposals contained within the City's Comprehensive Plan can be achieved through the exercise of subdivision control and other “reactive” practices. Some elements of the Plan, such as major thoroughfare rights-of-way and drainage easements, can be influenced, guided and actually achieved during the process of subdividing the land. Once the subdivision has been filed (recorded)

and development has begun, the subdivision becomes a permanent, integral part of the City's urban fabric. Thereafter, it can be changed only through great effort and expense. Hewitt's Subdivision Ordinance should be updated in accordance with Thoroughfare Plan recommendations, specifically with the rights-of-way widths and sections contained therein. With this implementation measure, as individual plats are approved, the City can require that rights-of-way be dedicated in conjunction with the recommendations as generally set forth in the *Thoroughfare Plan*.

## *The Zoning Ordinance*

All zoning and land use changes should be made within the context of existing land uses, future land uses, and planned infrastructure, including roadways, water and wastewater. The City's Zoning Ordinance should be updated with the recommendations contained within this Comprehensive Plan. In addition, after a thorough review of the Zoning Ordinance, it is recommended that the following listed changes be made within the Ordinance.

- ◆ Incorporate a Use Chart
  - This would make the Zoning Ordinance more user-friendly by putting all land uses in a single location and by showing in a graphic way within which districts the land uses are allowed.
- ◆ Ensure Variety For Residential Lot Sizes
  - The minimum required lot size should be 10,000 square feet.
  - Additional residential districts with larger lot sizes, including districts with a one-half acre minimum and one-acre minimum, should be incorporated.
- ◆ Ensure Variety For Residential House Sizes
  - The City should consider incorporating a house size requirement in its various residential districts.
- ◆ Ensure Quality Residential Development
  - Incorporate the standards listed within the Housing Strategies Plan, Chapter 8, into the applicable sections and districts within the Zoning Ordinance.
- ◆ Ensure Quality Development Along Interstate Highway 35
  - As recommended within the Future Land Use Plan, the City should establish either a separate zoning district or an overlay district related to ensuring high-quality, aesthetically pleasing nonresidential development Interstate Highway 35.

## *In Conclusion*

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Implementation is probably one of the most important, yet most difficult, aspects of the comprehensive planning process. Without viable, realistic mechanisms for implementation, the recommendations contained within the Comprehensive Plan will be difficult to realize. These recommendations should be prioritized and added to the City's Capital Improvement Program as funds become available. The City should work toward implementation of recommendations on an incremental, annual basis.