

City of Hutchins
**COMPREHENSIVE
PLAN**



DRAFT February 1, 2024



ACKNOWLEDGEMENTS

The Citizens of the City of Hutchins

Hutchins Comprehensive Plan Advisory Committee

Brenda Campbell
Cornelius Caldwell
Scott Chadwick
Freddie Chism
Dominic Didehbani
Marie Harris
Timothy King
Aurora Madrigal
Felix Madrigal
Michelle O'Quinn
Angela Robertson
Braulio Rodriquez

The City Council of the City of Hutchins

Mario Vasquez, Mayor
Steve Nichols
Raymond Elmore
Demarcus Odom
Dominic Didehbani
Brenda Campbell

The Planning and Zoning Commission of the City of Hutchins

Joseph Matthews, Chair
Marie Harris, Vice Chair
Harry Gross, Secretary
Tod Davis
James Spence
Don Pressler

City Staff

Guy Brown, Economic Development Director
Katherine Lindsey, Asst. to the City Administrator

Consultant Team

Dunaway Associates
Stephen Cook, AICP, Project Manager
Barry Hudson, AICP, CNU-A, Senior Planner
Brad Moulton, PLA, ASLA, Engagement Manager
Aden Herrera, Planner
Ellen Soward, AICP, Planner

Catalyst Commercial

Jason Claunch

TABLE OF CONTENTS

<i>Chapter 1.</i> Vision and Introduction to Plan	6
<i>Chapter 2.</i> Hutchins Background	12
<i>Chapter 3.</i> Growth Management	31
<i>Chapter 4.</i> Future Land Use	36
<i>Chapter 5.</i> Transportation	51
<i>Chapter 6.</i> Economic Development	66
<i>Chapter 7.</i> Housing	78
<i>Chapter 8.</i> Parks and Recreation	84
<i>Chapter 9.</i> Utilities, Infrastructure, and City Services	92
<i>Chapter 10.</i> Implementation Summary	102
<i>Appendix.</i> Community Survey Results.	119

TABLE OF FIGURES

Figure 1. Committee and Public Hearing Meetings	7
Figure 2. Educational Attainments of Hutchins and Surrounding Areas.	14
Figure 3. Median Income by Education Level.	15
Figure 4. Labor Across Industries	15
Figure 5. City of Hutchins Population Growth	16
Figure 6. Age Characteristics of Hutchins and Surrounding Communities	17
Figure 7. Generations of Hutchins and Surrounding Communities	17
Figure 8. Age Distribution	18
Figure 9. Race and Ethnicity of Hutchins and Surrounding Communities	18
Figure 10. Race within Hutchins	19
Figure 11. Ethnicity within Hutchins.	19
Figure 12. Income Levels of Hutchins and Surrounding Communities	20
Figure 13. Year Built by Percentage of Total Housing Units	20
Figure 14. Housing Types	21
Figure 15. Housing Valuation by Percentage of Owner-Occupied Housing Units.	22
Figure 16. Existing Land Use Map	23
Figure 17. Existing Land Uses within Hutchins City Limits.	24
Figure 18. Existing Land Uses within Hutchins ETJ	24
Figure 19. Holding Capacity for City of Hutchins	26
Figure 20. Zoning District Types by Total Acres	26
Figure 21. Existing Use within Industrial-Zoned Land.	26
Figure 22. Hutchins Population Projections.	27
Figure 23. Development Constraints Map.	29
Figure 24. Existing Zoning Districts	30
Figure 25. Program Justification.	38
Figure 26. Future Land Use Designations	39
Figure 27. Future Land Use Plan	43
Figure 28. Future Land Uses within Hutchins City Limits	44
Figure 29. Future Land Uses within Hutchins ETJ	44
Figure 30. Dallas Co. Proposed Road Improvements	54
Figure 31. Context Sensitive Corridor Example	57
Figure 32. Roadway Functional Classification System	58
Figure 33. Existing Traffic Control Sign for Designed Truck Routes.	61
Figure 34. Existing Truck Routes	62
Figure 35. Large Advanced Truck Route Signage.	62

TABLE OF FIGURES *(continued)*

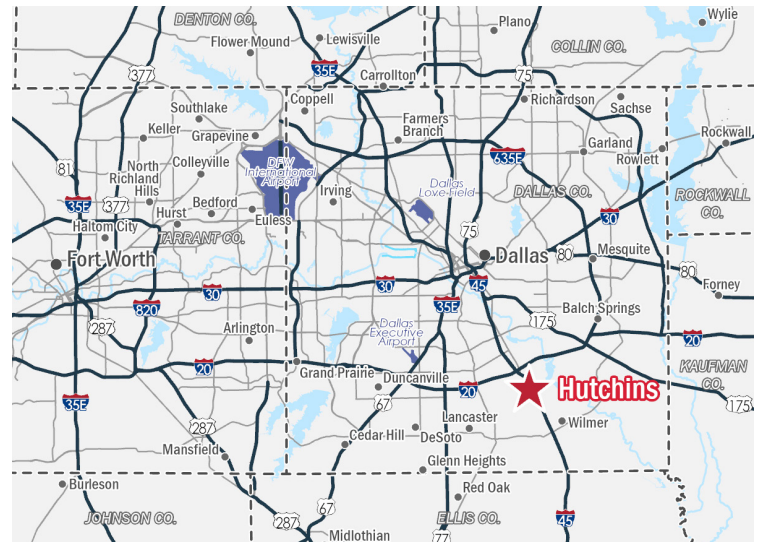
<i>Figure 36.</i> Small Advance Truck Route Signage.62
<i>Figure 37.</i> Potential Transportation System Funding Sources64
<i>Figure 38.</i> Master Thoroughfare Plan.65
<i>Figure 39.</i> Hutchins Demographic Data69
<i>Figure 40.</i> Dominate Life Segments70
<i>Figure 41.</i> Potential Hutchins Gateway Locations76
<i>Figure 42.</i> Tiered Park System Summary87
<i>Figure 43.</i> Potential Funding Sources for Parkland Improvements.90
<i>Figure 44.</i> Parks, Recreation, and Open Space Map91
<i>Figure 45.</i> Water Utility System Map100
<i>Figure 46.</i> Wastewater Utility System Map101



Chapter 1:
VISION AND INTRODUCTION
TO PLAN

Introduction

Hutchins, Texas, lies in south Dallas County, bisected by Interstate Highway 45 (I-45) and the Southern Pacific Central Railroad line and bordered along the north by Interstate Highway 20 (I-20). Most of Hutchins’ land area lies south of I-20 and along I-45. Hutchins is neighbored by the City of Dallas on the northeast and west sides and the cities of Lancaster and Wilmer on the south side. Hutchins is located approximately 12 miles from Downtown Dallas and – given the easy access to major highways (i.e., I-20 and I-45) and the Southern Pacific Central Railroad – the city has become a regional transportation and logistics hub. Hutchins’ geographic setting and surplus of undeveloped land in comparison to other municipalities within Dallas County make it a prime location for the industrial and manufacturing sectors. The City of Hutchins offers a robust job market within the city and relatively low cost of housing for Dallas County. As Hutchins continues to grow in future decades, it needs to have a unified vision of how it can best accommodate the large industrial presence and future growth of that sector; draw and retain the commuting workforce; and increase its retail presence along I-45. Moving forward, the community would like to see more residential development through the addition of new subdivisions, while also preserving its existing neighborhoods. Older homes within Hutchins can be redeveloped through the remodeling or rebuilding of the city’s aging housing stock on existing residential lots. The city is in a position to understand how and where growth may occur in the community in order to strategically guide development.



A component of any comprehensive planning process is the creation of a vision and the involvement of community leaders and residents. The public involvement process is important in that the plan is ultimately defined by the residents and elected and appointed officials. The process allows input and feedback on past decisions regarding zoning, land use, capital improvements, and growth. Gathering community feedback fosters the buy-in, from not only residents but city staff and leadership, that is needed to successfully implement a Comprehensive Plan. The vision process helps shape an articulated basis in which future decisions can be made.

Community Engagement and Development of the Planning Process



Figure 1: Committee and Public Hearing Meetings

The initial planning process began in December 2021 with a City Council work session with the objectives to inform the City Council Members of the planning process, to explain the purpose of the comprehensive plan, and for the planning team to gain a better understanding of Hutchins. The city appointed an Advisory Committee consisting of community members with various experiences and roles including local leaders and elected and appointed officials. On March 29, 2022, the Advisory Committee along with City Staff attended the first of several meetings throughout the duration of the planning process. (A timeline of all committee and public hearing meetings is shown in Figure 1 on page 7.) Within their role the Advisory Committee was tasked with the following:

- Advise the planning team in reviewing data in addition to developing and reviewing goals, policies, and draft documents.
- Provide comment and input during all project phases and civic engagement meetings and components.
- Identify issues and concerns during the project development process, and for the project as a whole.
- Encourage community consensus and stakeholder participation, and support the mission of the project.
- Act in an advisory capacity to the Planning and Zoning Commission and City Council.



Bus tour group in summer of 2022.

On June 14, 2022, the committee gathered for a bus tour of Hutchins led by the planning team and Economic Development Director, Guy Brown. The tour provided an overall view of the city, stopping at eight locations, with the intent of giving everyone the chance to look at the community from the same baseline. The tour also focused on identifying areas of redevelopment, new development, and locations that could be rezoned to encourage new residential development. After further assessment of existing conditions, the group began identifying focus areas and other elements to begin building the Comprehensive Plan framework and goals.

The project was paused for period of time between October 2022 through February 2023. Beginning in March 2023, the planning team at Dunaway Associates began working on the project along with Catalyst Commercial. On March 28, 2023, the committee reconvened to review the planning efforts to date, and to move forward with drafting a vision and Future Land Use Map.

On June 27, 2023, the committee met again to go over a potential vision statement and goals and objectives of the Plan. The meeting included a review of the draft Future Land Use Map and its categories along with the City's Master Thoroughfare Plan. This effort began to create better direction for the Plan to address where growth should occur in the community, to guide desired development, and to identify future efforts to ensure funding and resources.

On September 26, 2023, community members, including Advisory Committee members and City Staff, attended a public meeting at Hutchins Community Center. Community members were asked to come discuss aspects of the plan and examine maps for accuracy. The planning team walked attendees through

the stations and provided insight into the development of the Plan. A rolling slideshow was provided highlighting the Plan's vision statement and goals and objectives to ensure that the plan elements reflect how the public believes Hutchins should grow.

Vision

The city's vision is an expression of its values. This vision guides all of the city's goals, objectives, and strategies and will be the basis on which decisions are made for the future. The vision statement is the backbone of this plan and the subsequent strategies utilized during growth to expand and maintain the place that so many call "home." The vision, however, is not a rebranding of the city but meant to iterate what is important to Hutchins and its residents as the city works toward the community's desired future. The Advisory Committee and public were asked to describe Hutchins today and in the future in three words on the project's website, www.hutchinscomprehensiveplan.com. The following were the active words provided by the committee and the public:

- Small Town
- Legacy
- Home
- Location
- Country Life
- Slow-moving
- Quiet
- Industrial

In addition, the project website asked respondents what they would like to see more of in Hutchins and how the community could reach its potential. The key community themes related to balanced growth focusing on residential and retail development, maintaining a sense of community, and providing great economic opportunity. The drafted vision statement took into account community feedback received on the project website, along with input from the Advisory Committee. The vision statement was then further reworked by the Advisory Committee. Below is the vision statement for the City of Hutchins Comprehensive Plan.

COMPREHENSIVE PLAN VISION STATEMENT

Hutchins is a small, safe community with a vision to balance between industrial and residential uses with positive coexistence.

It will be a community supported by reinvigorated aesthetics, investment in water and wastewater utilities, and roads and sidewalks. Hutchins will be a place to live, work, and visit, capitalizing on its convenient accessibility to interstates and railroad.

With a welcoming, diverse population, neighborhoods will provide a great place to raise children.

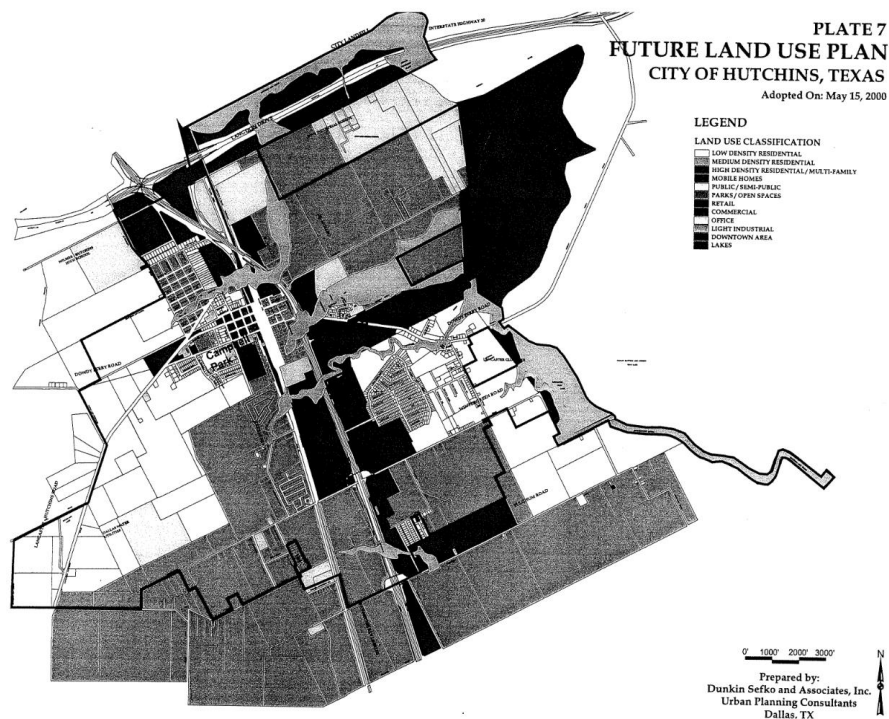
New and active businesses and industrial development will produce a stable tax base.



Open public meeting attendees engaged with the planning team on many aspects of the Plan.

Prior Comprehensive Planning Efforts

The city's previous Comprehensive Plan was adopted on May, 15, 2000, and focused on capitalizing on the city's close proximity to Dallas, the connection provided by major highways, and the abundance of land for potential development. Industrial expansion within the city was highly prioritized and reflected in the Plan's Future Land Use Map and policy recommendations. Areas along I-45 and the prior Plan's goals and objectives need to be updated to better reflect the community's current and future aspirations. Hutchins has also been involved in larger regional transportation plans involving major highways, such as the I-20 Corridor Land Use Plan produced by the City of Dallas in 2000.



Future Land Use Plan from the 2000 Comprehensive Plan. Source: City of Hutchins

Comprehensive Plans in Texas

The State of Texas has established laws which govern how municipalities are able to regulate land use, provide basic services, and construct and maintain public infrastructure. In Chapter 213 of the Texas Local Government Code, the text allows the governing body of a community to adopt a comprehensive plan for the long-range development of the municipality. A municipality may define the content and design of the comprehensive plan. Further, the plan can include, but is not limited to, provisions on land use, transportation, and public facilities.

A Comprehensive Plan is not a zoning ordinance. The Comprehensive Plan does, however, serve as a basis on which zoning decisions are made, as specified in Chapter 211 of the Texas Local Government Code. Zoning changes should be compatible with the vision and goals of the plan, but a comprehensive plan does not constitute zoning regulations or establish zoning district boundaries. For example, zoning districts do not have to be identical to what is shown in a future land use map. All in all, the comprehensive plan is an important tool for land use and development, serving as a guide for other processes and considerations.

Community Survey Results

As part of the public engagement process to develop a Comprehensive Plan for the City of Hutchins, an online survey, in both English and Spanish, was developed asking questions about the level of service, quality of life, and functionality of the city. Residents, property owners, and stakeholders were invited to complete the survey. The purpose of the survey was to gain an initial understanding of how Hutchins operates and what opportunities the city could offer.

The survey was live from August–September 2023. During that time, a total of 73 responses were received. Most of the responses received from those living within the City of Hutchins.

The survey indicated that Hutchins is generally a good place to live and work. The city could benefit from more family-oriented amenities, but overall, the survey respondents felt that Hutchins maintained a high quality of life.

The primary age bracket of survey respondents were those 35-44 years and tended to be predominantly female. Overall availability of library services and maintenance of city facilities/buildings scored strongly in the “very satisfied” or “satisfied” categories, while there appeared to be room for improvement regarding street maintenance and parks and recreation spaces.

The city might put forth effort to improve their existing parks and recreation areas by adding amenities, such as an outdoor aquatic facility. Residents would also like to see more entry level single-family residential lots and custom homes. In regards to desired commercial development, a grocery store was identified as the most needed by more than 70% of respondents, followed by more full service restaurants, and health care facilities.

As will be reflected in this Plan, there is a strong desire from the survey respondents for residential and commercial areas at the center of the city. The results of the survey are attached to this plan within the Appendix.

**CITY OF HUTCHINS
COMPREHENSIVE PLAN SURVEY**

To complete the survey, scan the QR code or visit this URL:

<https://www.surveymonkey.com/r/HutchinsCompPlan>

A Comprehensive Plan is a city-wide look at how land use, infrastructure, parks, and development growth may occur into the future. It establishes how the City should use its tools to manage new growth and protect existing neighborhoods.

The City Council and Staff want your opinions!

How should the City of Hutchins grow and improve in the future?



**ENCUESTA DE LA CIUDAD DE HUTCHINS
PARA EL PLAN DE ACCIÓN INTEGRAL**

Para completar la encuesta, escanee el código QR o visite esta URL:

<https://es.surveymonkey.com/r/HutchinsPlanIntegral>

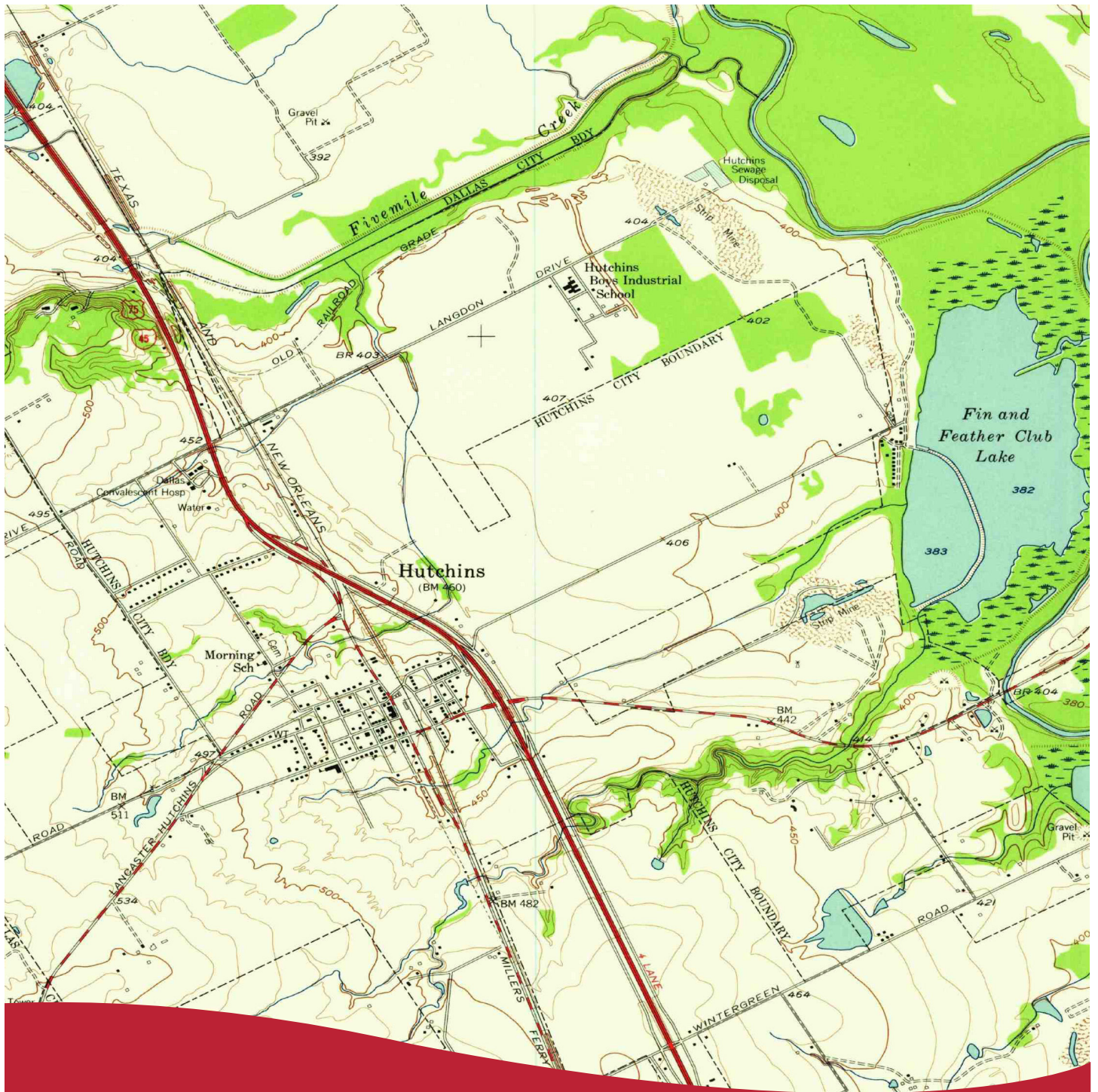
Un "Plan De Acción Integral" es una mirada de toda la ciudad sobre cómo el uso de la tierra, la infraestructura, los parques y el crecimiento del desarrollo pueden ocurrir en el futuro. Establece cómo la Ciudad debe usar sus técnicas para administrar la evolución de la ciudad y proteger los vecindarios existentes.

¡La Ciudad quiere sus opiniones!

¿Cómo debería crecer y mejorar la ciudad de Hutchins en el futuro?



Marketing for Hutchins' Community Survey, available in both English and Spanish.



Chapter 2: HUTCHINS BACKGROUND

History

The area surrounding the Trinity River had a rich history prior to the incorporation of Hutchins as a city. For centuries, present-day North Texas was home to the Wichita people and other Native American tribes. Anglo settlers first arrived in the area around the mid-1800s. The settlement that would become Hutchins started off as a trading post for those living along the west bank of the Trinity River and those crossing the river at Dawdy's Ferry. This ferry was important for travelers and settlers on both sides of the river, and at the time was the southernmost crossing point. The ferry operated until around 1876 and travelers had to pay a dollar for each wagon, ten cents for a man and horse, and five cents a pedestrian.

By the 1870s, the Houston and Texas Central Railway had made its way to the settlement and an active community began to form that included a several stores, a gristmill, a church, a school, some gins, and a post office. The population reached 250 in 1884. Over the coming year and following decade, several congregations began constructing the community's first churches including the First Methodist Church in 1891 and Hutchins Baptist Church in 1911. The town would continue to grow and double in population by 1926.

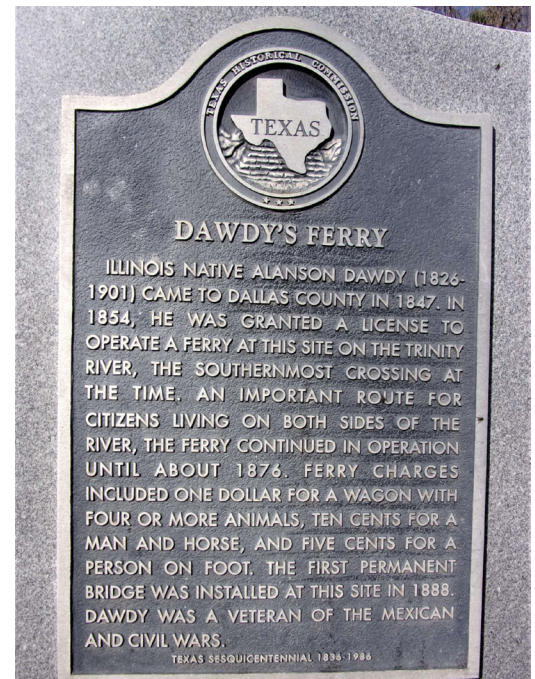
The 1940s were a turning point for the community as Hutchins was officially incorporated in 1945. A few years later the construction of the first library began and was completed in 1958 with funding provided by Charles Atwell. In the latter half of the 20th century, while Dallas County and its surrounding suburbs were booming, Hutchins grew at a much slower pace. Hutchins remained one of the smallest municipalities within Dallas County, with a population of 2,861 in 2000.

By the turn of the century, there were 133 businesses with industrial and manufacturing being the leading industrial sectors and driving the local economy. In 2004, the construction of the Dallas Intermodal Terminal began just adjacent to I-45 at Fulghum Road. The 360-acre facility is located within the city limits of both Hutchins and Wilmer. It was designed to support the growing intermodal volume in the region and its central location provides direct access to 97 percent of the DFW population.

Hutchins' proximity to Dallas and access to surrounding areas has made it a location of choice for national companies, such as FedEx Ground. By 2016, the population had reached 5,639, although with changes to the U.S. Bureau of Census, this population count includes inmates at the state incarceration facility. The commercial, retail, industrial, and a host of other economic sectors continued to expand within the region.

Education

Hutchins is primarily served by Dallas Independent School District (ISD) and the area falls within the Board of Trustees District Five. In 2005, Dallas ISD absorbed all primary and secondary schools within the city that were formerly served by Wilmer-Hutchins Independent School District. (A small portion



Dawdy's Ferry historic marker. Source: Kayla Harper, The Historical Marker Database.



Wilmer-Hutchins High School is located northwest of Hutchins' city limits, across from I-20 at the intersection of Langdon Road and JJ Lemmon Road.

of the western side of Hutchins falls within the boundaries of Lancaster ISD.) Most students within the city are zoned for Wilmer-Hutchins Elementary School, Kennedy-Curry Middle School, and Wilmer-Hutchins High School. The total enrollment across the three campuses is approximately 2,261.

Hutchins is surrounded by several higher educational providers, including Dallas College, the University of North Texas Dallas Campus, and Paul Quinn College. The city and surrounding areas are committed to providing access to education to train

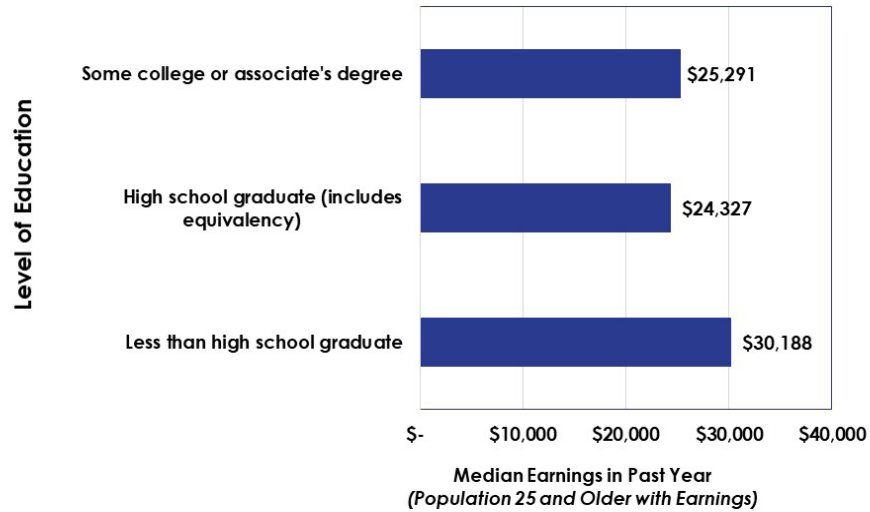
and prepare residents for professional opportunities with local businesses and beyond. Many local and regional higher-educational institutions recognize the importance that transportation and logistics play within the community and offer certifications programs and degrees in each.

The City of Hutchins is fairly educated and caters to a wide array of industries and occupations, offering jobs to all levels of educational attainment. In its 2021 estimates, the U.S. Bureau of the Census finds that 72.8% of Hutchins adults aged 25 and over have earned a high school diploma (or equivalent) and 6.9% have earned an associate degree or higher. These rates of education attainment are slightly lower than those of Texas, which had a 86.8% high school graduation rate and 34.9% graduated with a bachelor's or higher. Data on the income of those bachelor's and graduate or professional degrees within Hutchins has not been well recorded. However, the possession of an associate degree or some college credit seems to have little impact on median income (see Figure 3 on page 15). This fact is likely a reflection of the major drivers of the local economy. Many businesses and top employers within the city are a part of the industrial and manufacturing sectors. This may also indicate that most jobs in the area do not require college degrees, leading to equal opportunities for those with and without an associate or bachelor's degrees.

Educational Attainment	Hutchins	Wilmer	Lancaster	Balch Springs	Seagoville	Dallas County
<i>Less than 9th Grade</i>	12.3%	15.8%	5.1%	14.1%	11.9%	9.0%
<i>9-12th Grade/No Diploma</i>	14.9%	14.6%	7.6%	16.2%	10.0%	7.8%
<i>High School Diploma</i>	37.1%	16.4%	24.8%	28.4%	30.0%	20.1%
<i>GED/Alternative Credential</i>	7.8%	7.3%	4.0%	5.3%	7.4%	3.3%
<i>Some College/No Degree</i>	18.7%	21.6%	22.7%	15.7%	22.2%	16.6%
<i>Associate's Degree</i>	2.3%	15.3%	10.2%	13.0%	7.2%	6.6%
<i>Bachelor's Degree</i>	4.7%	8.1%	16.5%	5.3%	8.7%	23.2%
<i>Graduate/Professional Degree</i>	2.3%	1.0%	9.1%	2.1%	2.7%	13.4%

Source: Catalyst Commercial, ESRI

Figure 2: Educational Attainments of Hutchins and Surrounding Areas



*Insufficient data on earnings for those with bachelor's, graduate or professional degrees.
 Source: U.S. Bureau of Census 2021

Figure 3: Median Income by Education Level

Labor Force

As of 2023, the City of Hutchins had 1,997 employed residents above the age of 16. Due to large industrial parks within the City of Hutchins, a large share of the workforce will be employed in the Manufacturing, Construction, or Transportation/Warehousing industries that currently account for 35.4% of the jobs within Hutchins.

Labor Across Industries	Hutchins	Dallas Co
Agriculture/Forestry/Fishing/Hunting	1.0%	0.2%
Mining/Quarrying/Oil & Gas Extraction	0.9%	0.3%
Construction	15.1%	9.7%
Manufacturing	7.2%	8.1%
Wholesale Trade	4.2%	2.2%
Retail Trade	9.5%	9.7%
Transportation/Warehousing	13.1%	7.3%
Utilities	0.1%	0.6%
Information	0.3%	2.0%
Finance/Insurance	6.0%	6.9%
Real Estate/Rental/Leasing	1.4%	2.4%
Professional/Scientific/Tech Services	4.1%	10.0%
Management of Companies/Enterprises	0.0%	0.3%
Admin/Support/Waste Management Services	10.8%	6.3%
Educational Services	3.9%	7.0%
Health Care/Social Assistance	11.4%	10.6%
Arts/Entertainment/Recreation	0.3%	1.6%
Accommodation/Food Services	5.3%	7.5%
Other Services (excl Public Administration)	4.0%	5.0%
Public Administration	1.7%	2.6%

Source: Catalyst Commercial, ESRI

Figure 4: Labor Across Industries

Demographics

Year	Population	% Increase
1950	743	--
1960	1100	48%
1970	1755	60%
1980	2996	71%
1990	2744	-8%
2000	2861	4%
2010	5338	87%
2020	5607	5%
2021	5574	0.59%
2022	5700	2%
2023	5778	1.37%

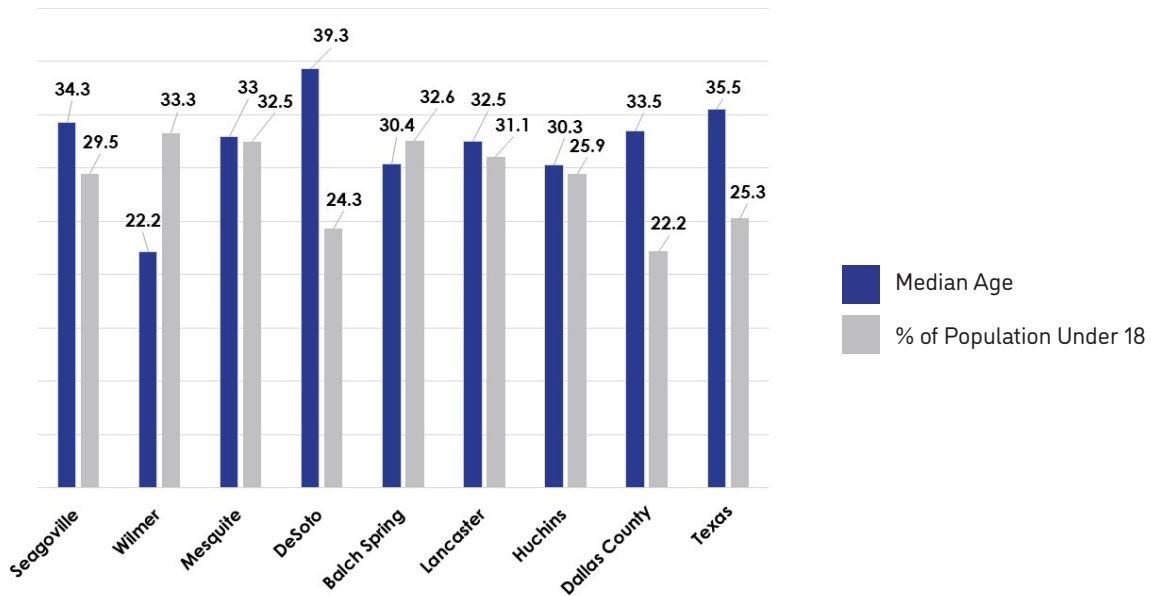
Source: U.S. Bureau of Census

Figure 5: City of Hutchins Population Growth

The population size of Hutchins rose at a steady pace within the first decades after its founding in the 1860s. By the end of the 19th century the population had peaked at over 300. In 1926, the population reached 500 and continued to rise steadily until 1950, when it was 743. In the second half of the 20th century Hutchins saw significant growth, reaching 1,755 in 1970 and seeing its peak growth in 1980 with 2,996. The city then saw a decline in the 1990s but began to rise back up by the early 2000s.

The City of Hutchins has a reported population of 5,778 as of 2023 and is expected to reach a population of 5,857 by 2028. It should be noted that the Hutchins State Jail population was 2,041 (as of summer 2022) with a maximum capacity of 2,276 and this jail population is included in the City of Hutchins population count by the U.S. Census as a group quarters subset. From 2000 to 2010, the population nearly doubled to 5,607 and has continued to steadily rise. While Hutchins has remained one Dallas's smaller suburbs, the city's population and economy have still been significantly impacted by the growth of the industrial and manufacturing sectors. Hutchins is poised for more growth and development as more national companies begin to come into the city and Dallas-Fort Worth area continues to boom. U.S. Census data is currently only counting 543 people as living in group quarters, which means the Hutchins total population could be 1,498 higher than is currently accounted for (5,778 population in 2023).

The Texas Water Development Board, which provides population estimates and forecasts for municipalities and counties in the State of Texas, forecasts an annual growth of 1% for Dallas County through 2050 and an even faster growth of 5% annually through 2070 for Ellis County. Development pressure is moving outwards from the urban core of Dallas and Fort Worth due to higher land prices, and lack of supply of buildable land. As the Dallas-Fort Worth region grows, communities like Hutchins are positioned to absorb this growth. This expected growth will require new supporting infrastructure and will bring many challenges in providing and maintaining quality utilities, streets, parks and open spaces, emergency services, and other public services.



Source: U.S. Bureau of Census 2021

Figure 6: Age Characteristics of Hutchins and Surrounding Communities

Figure 6 illustrates Hutchins’ population age characteristics compared with nearby cities, Dallas County, and the State of Texas. Hutchins’ median age falls within the middle of the nearby cities and is below Dallas County and Texas. A younger median age may indicate that many local jobs are labor intensive and is reflective of the largest employers being from the industrial and manufacturing sectors. However, a lower median age also points to a higher overall labor force participation, as workers begin to drop out of the labor force past age 50.

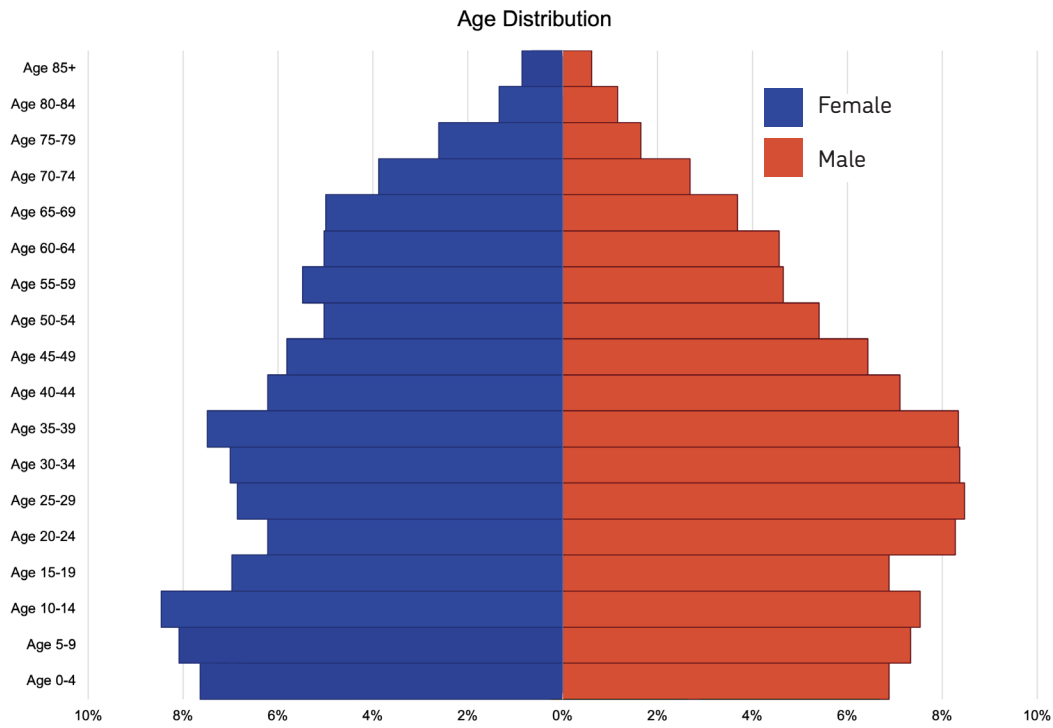
Hutchins’ percentage population that is under-18 is higher than both Dallas County and the State. As new residential subdivisions are developed, it is expected Hutchins will attract more families with young children. It will be important for the community moving forward to invest in its schools and family friendly amenities to support its younger population.

As of 2023, the City of Hutchins had 3,095 males (53.6%) and 2,683 females (46.4%). The median age within Hutchins is relatively young at 33.3 with a forecasted median age of 33.9 in 2028. The age of the resident population is important for planning purposes as cohorts desire different choices in retail and housing, as well as have different needs for services depending upon their current life stage.

Generation	Hutchins	Wilmer	Lancaster	Balch Springs	Seagoville	Dallas County
Silent & Greatest Generations (Born 1945/Earlier)	68.1%	63.1%	62.2%	60.8%	71.9%	47.8%
Baby Boomer (Born 1946 to 1964)	31.9%	36.9%	37.8%	39.2%	28.1%	52.2%
Generation X (Born 1965 to 1980)	12.3%	15.8%	5.1%	14.1%	11.9%	9.0%
Millennial (Born 1981 to 1998)	14.9%	14.6%	7.6%	16.2%	10.0%	7.8%
Generation Z (Born 1999 to 2016)	37.1%	16.4%	24.8%	28.4%	30.0%	20.1%
Generation Alpha (Born 2017 or Later)	7.8%	7.3%	4.0%	5.3%	7.4%	3.3%

Source: Catalyst Commercial, ESRI

Figure 7: Generations of Hutchins and Surrounding Communities



Source: Catalyst Commercial, ESRI

Figure 8: Age Distribution

Race and Ethnicity

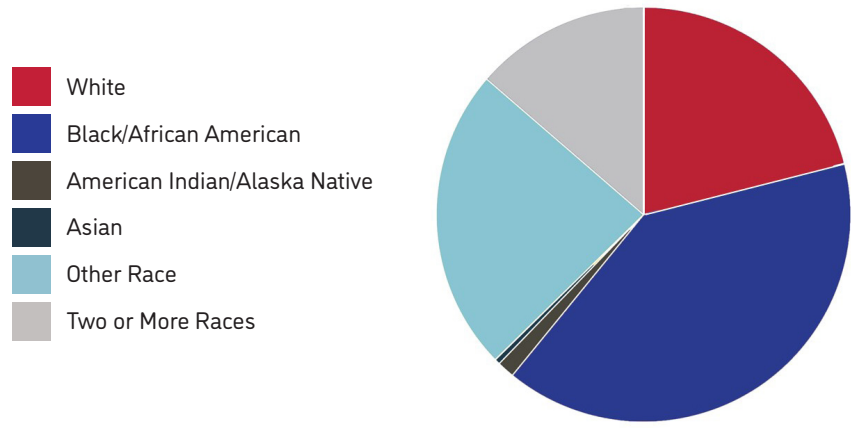
Racial and Ethnic composition across the United States is becoming increasingly diverse as birth rates increase and net migration grows. The U.S. Census Bureau predicts that the nation might be minority-majority as early as 2042. Diversity in population brings about different retail needs, preferences, and choices.

As of 2023, the largest relative share of the population within the City of Hutchins is the Black population at 39.9%, followed by those that describe themselves as an Other Race at 23.6% and the White population at 21.0%. 45.9% of Hutchins residents describe their ethnicity as Hispanic. In comparison, the White population at 33.8% makes up the largest share of Dallas County followed by Black at 22.7%. Compared to DFW, Hutchins has a higher diversity index, but is similar in composition to nearby peer communities.

Race & Ethnicity	Hutchins	Wilmer	Lancaster	Balch Springs	Seagoville	Dallas County
White	21.0%	26.1%	10.9%	25.7%	39.5%	33.8%
Black/African American	39.9%	27.0%	67.8%	23.4%	19.0%	22.7%
American Indian/Alaska Native	1.4%	1.6%	0.7%	2.1%	1.6%	1.2%
Asian	0.4%	0.2%	0.4%	0.9%	0.6%	7.6%
Pacific Islander	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%
Other Race	23.6%	28.4%	11.2%	27.3%	22.6%	18.5%
Two or More Races	13.7%	16.6%	9.0%	20.5%	16.5%	16.2%
Hispanic (of any race)	45.9%	55.7%	23.3%	60.5%	50.2%	40.7%

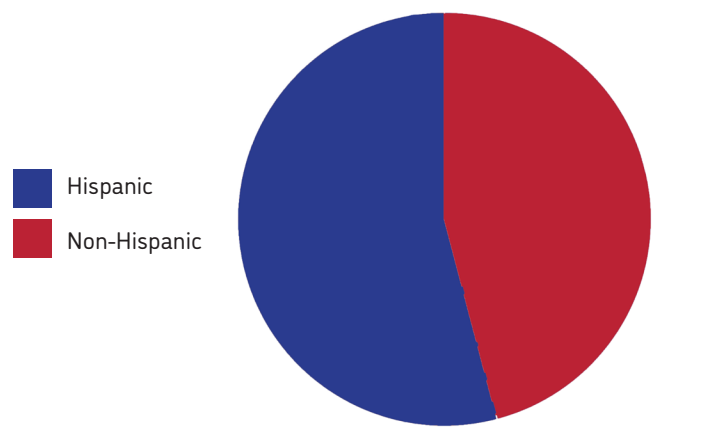
Source: Catalyst Commercial, ESRI

Figure 9: Race and Ethnicity of Hutchins and Surrounding Communities



Source: Catalyst Commercial

Figure 10: *Race within Hutchins*

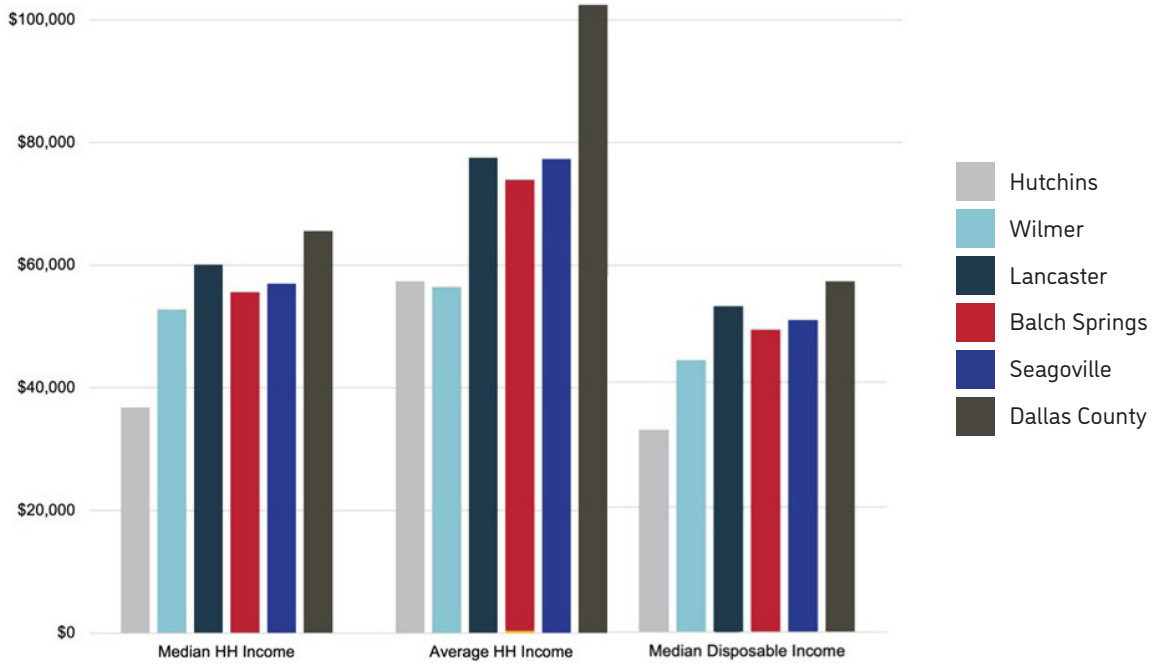


Source: Catalyst Commercial

Figure 11: *Ethnicity within Hutchins*

Income

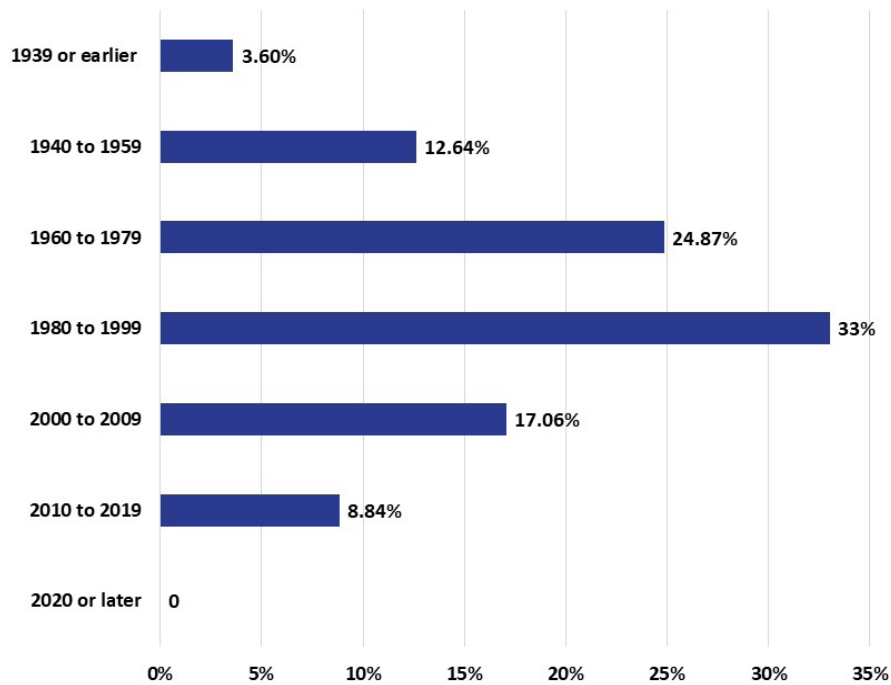
Figure 12 on page 20 provides a comparison of income measures among surrounding communities and the county. This data indicates that Hutchins’ income is less than the surrounding cities. Hutchins’ median household income is currently \$36,784, which is relatively low when compared to Dallas County at \$65,583. However, both Hutchins’ average household income of \$57,373 and median disposable income of \$32,339 are relatively comparable to other cities, particularly Wilmer. Wilmer is perhaps the most comparable peer city as it has similar demographics and economic drivers to Hutchins. While median household income is lower, Hutchins and its residents benefit from the tax revenue brought in by the industrial and manufacturing sectors. Residents of Hutchins have an average net worth of \$261,906, similar to peer cities. Income is an indicator of the ability of residents to spend on retail, entertainment, and food, resulting in an estimation of the commercial health of a market. Public investment and focus on quality of life for its residents can attract additional population, for example those employed within Hutchins but who are not residents. Diversifying the economy will be key to bringing in higher paying jobs and opportunities for the community in the coming years.



Source: U.S. Bureau of Census 2021

Figure 12: *Income Levels of Hutchins and Surrounding Communities*

Housing



Source: U.S. Bureau of Census 2021 American Community Survey

Figure 13: *Year Built by Percentage of Total Housing Units*

As shown in Figure 13, the majority (74.11%) of Hutchins’ existing housing stock was built before 2000. Most of the homes were constructed between 1960-1990, the same years that Hutchins saw the largest increase in its population. Older housing can be an asset to a community and demonstrates residents’ long-term commitment to a place. However, it also brings along the challenges of sustaining

quality housing, as older structures require reinvestment and maintenance to remain within standards and attract new residents. Relatively fewer homes have been built in the last 20 years. Over the last several years multifamily units have been added to the community, along with additional manufactured and mobile homes within the city’s existing manufactured and mobile home parks. However, the community’s desire for more single-family housing has brought in new residential developments including Skyline Estates Watermill on the east side of town and South Haven on the west, which once completed will together add approximately 1,000 new homes within the existing city limits.

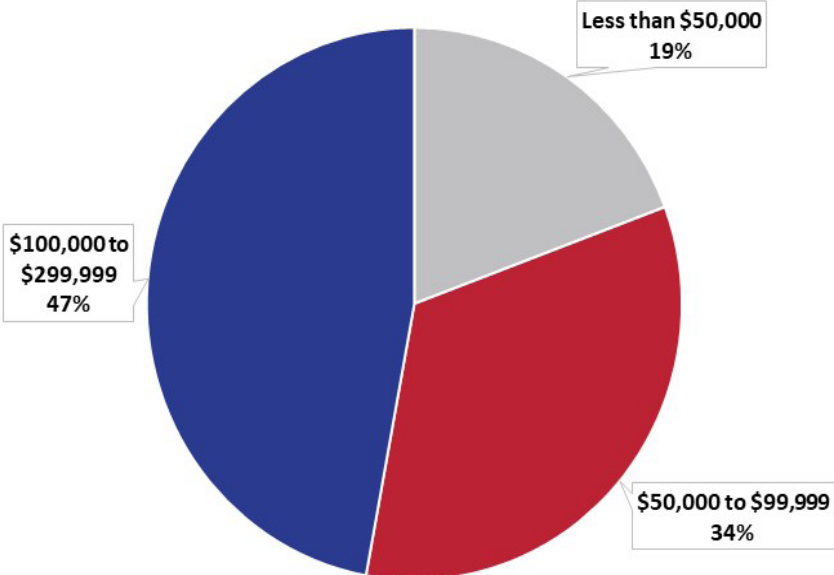
In 2023 there were an estimated 1,723 housing units within the City of Hutchins, of which 66.3% of these units were owner-occupied and 33.7% of these units were renter-occupied, higher than the Dallas-Fort Worth area’s rate of 59.8%. It is estimated that 4.0% of housing units in Hutchins are vacant. As demand for housing in the region outpaces housing supply, it is anticipated that housing demand will continue to increase, vacancies will decrease, and values will continue to increase.

The City of Hutchins is made up of mostly single-family housing, accounting for 59.9% of the housing units. Mobile homes make up a large share of the remainder, lending to the affordability of Hutchins’ housing stock. More diversity in housing would allow residents more choice to align their lifestyle and housing needs.

Housing Type	Hutchins	Wilmer	Lancaster	Balch Springs	Seagoville	Dallas County
1 Detached Unit	59.9%	46.5%	74.8%	70.8%	66.3%	53.0%
1 Attached Unit	0.0%	0.0%	2.9%	2.1%	0.5%	3.7%
2 Units	0.0%	0.0%	.07%	1.5%	1.4%	1.4%
3 to 4 Units	0.0%	2.8%	4.1%	3.4%	6.7%	4.2%
5 to 9 Units	0.8%	1.8%	4.6%	6.1%	0.3%	7.2%
10 to 19 Units	2.7%	2.1%	5.8%	8.0%	3.9%	10.0%
20 to 49 Units	0.0%	2.3%	1.1%	1.4%	3.0%	6.5%
50 or More Units	10.7%	0.0%	3.8%	2.8%	1.4%	12.4%
Mobile Homes	25.9%	43.8%	2.1%	3.9%	16.5%	1.5%
Other	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%

Source: Catalyst Commercial, ESRI

Figure 14: Housing Types

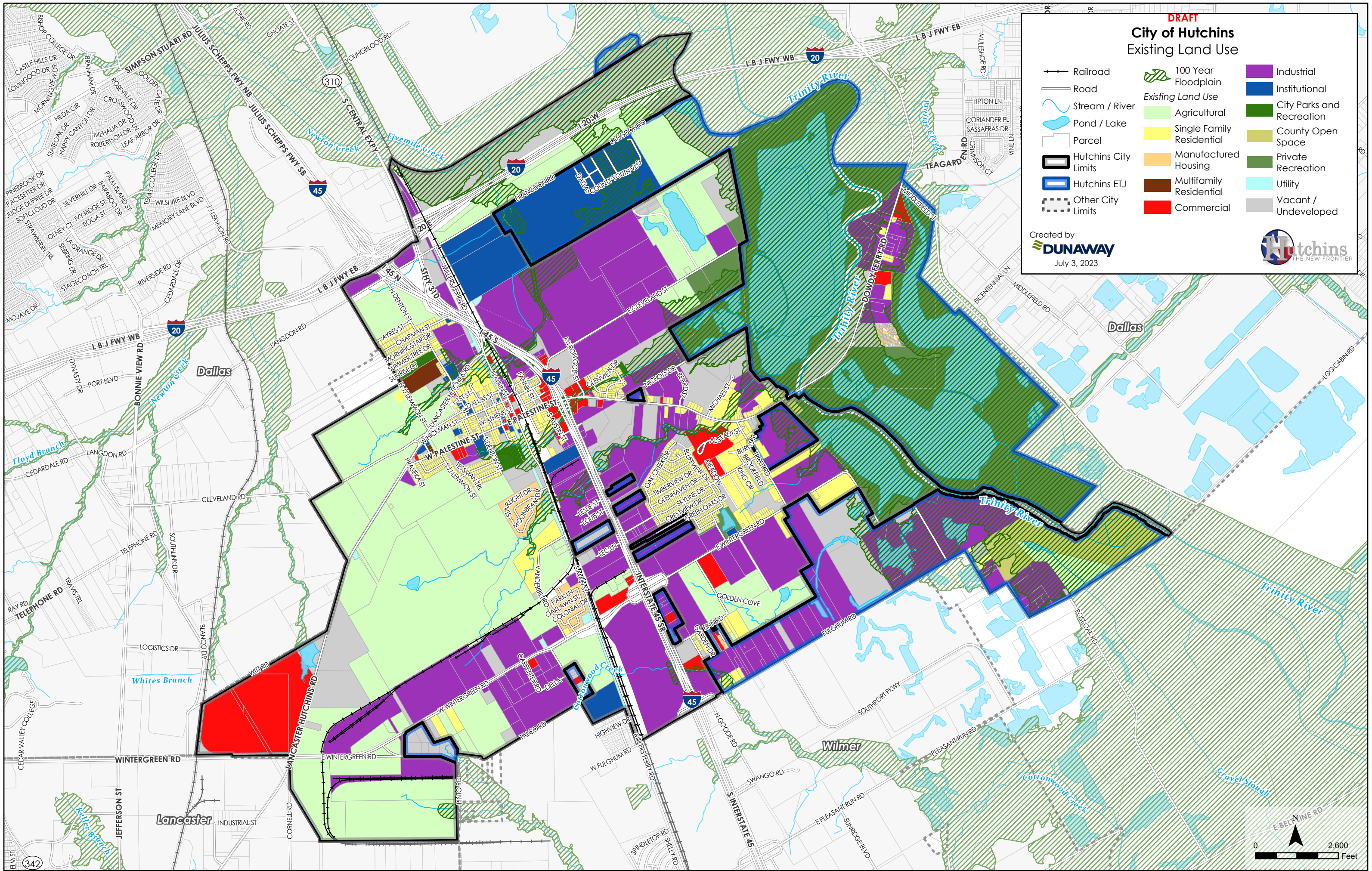


Source: U.S. Bureau of Census 2021

Figure 15: Housing Valuation by Percentage of Owner-Occupied Housing Units

As seen in Figure 15, the housing valuation for slightly over half of Hutchins’ owner-occupied houses are under \$99,999. Per the U.S. Bureau of the Census (2021), the estimated median value for owner-occupied houses is \$96,300. This is significantly less than that of Dallas County’s estimate median value (\$213,000) and other surrounding counties such as Kaufman (\$216,300) and Ellis (\$239,000). These discrepancies likely reflect the older housing stock currently found in Hutchins. Affordable housing prices allow current residents to age in place and new families to move to Hutchins. However, higher property values translate into more wealth for homeowners and bring in more property taxes that enable the community to invest in its infrastructure and services. Thus, the right balance of housing types and values are crucial. By attracting new housing construction and encouraging investment in existing homes, Hutchins can raise property values in the community. Additional new housing construction brings an increase in new residents and the population needed to attract more of the commercial development that the community desires, such as a grocery store, restaurants, and entertainment.

See the following page for Figure 16: Existing Land Use Map.



DRAFT

City of Hutchins Existing Land Use

—+— Railroad	100 Year Floodplain	Industrial
— Road	Existing Land Use	Institutional
Stream / River	Agricultural	City Parks and Recreation
Pond / Lake	Single Family Residential	County Open Space
Parcel	Manufactured Housing	Private Recreation
Hutchins City Limits	Multifamily Residential	Utility
Hutchins ETJ	Commercial	Vacant / Undeveloped
Other City Limits		

Created by **DUNAWAY** July 3, 2023

Land Use

The Existing Land Use Map is provided on the previous page. The map indicates the existing land use category for all parcels within Hutchins City Limits and Extraterritorial Jurisdiction (ETJ). (It differs from the Future Land Use Map provided later in this Plan, as that map shows the desired land use as the parcel develops or redevelops.) Land use categories were assigned through a windshield survey of Hutchins, followed by analysis via recent aerial imagery in combination with an existing 2015 NCTCOG Land Use Map and city data. In addition, City Staff and the Steering Committee provided valuable input on existing conditions within Hutchins. Figure 17 and Figure 18 break down the total acreage and percentage of existing land uses with the City Limits and ETJ, respectively.

Land Use	Acres	% of CL
Single Family	435.86	7.25%
Manufactured Housing	63.33	1.05%
Multifamily	17.02	0.28%
Commercial	278.26	4.63%
Institutional	153.99	2.56%
Industrial	1,492.55	24.84%
Utility	35.08	0.58%
City Parks and Recreation	23.33	0.39%
County Open Space	6.99	0.12%
Private Recreation	215.84	3.59%
Vacant/Undeveloped	726.48	12.09%
Agricultural	1,818.11	30.26%
Transportation*	741.09	12.34%
Total	6,007.93	100.00%

Figure 17: Existing Land Uses within Hutchins City Limits

Land Use	Acres	% of ETJ
Single Family	25.81	0.87%
Manufactured Housing	10.95	0.37%
Multifamily	-	0.00%
Commercial	19.73	0.66%
Institutional	228.36	7.69%
Industrial	582.22	19.60%
Utility	0.23	0.01%
City Parks and Recreation	-	0.00%
County Open Space	138.54	4.66%
Private Recreation	1,437.32	48.38%
Vacant/Undeveloped	318.73	10.73%
Agricultural	112.33	3.78%
Transportation*	96.70	3.25%
Total	2,970.93	100.00%

Figure 18: Existing Land Uses within Hutchins ETJ

*Transportation includes roadway and railroad rights-of-way.

Currently, much of the land within and around Hutchins is used for industrial and private recreation purposes. However, while the overall percentage of agricultural land within the ETJ is low, there is still a healthy amount within the city limits. The agricultural land, along with vacant/undeveloped parcels, are best suited for future development, including single family residential and the commercial uses desired by the community.

Growth Based on Existing Land Uses

A holding capacity model is a forecasting tool for evaluating vacant land's growth potential in light of current zoning and other development restrictions. The analysis is completed using Geographic Information System (GIS) data by intersecting layers of data (existing land use, city limits, zoning district boundaries, and floodplain boundaries). Vacant and agricultural land outside the 100-year floodplain is identified and considered as areas with development potential. Future total housing units are calculated based on the density allowed by each existing zoning district and its regulations. To estimate the total potential population capacity, the total housing units are multiplied by the average household size provided by the U.S. Bureau of the Census.

It is important to understand the limitations of a holding capacity model. The analysis assumes City Limits, zoning districts and regulations, and floodplain boundaries will remain the same as the city grows and develops. This is unlikely, as Hutchins' boundaries may grow in size through voluntary annexation. Additionally, many cities choose to revise their zoning regulations as the needs of their community changes. Developers can also bring land out of the floodplain through engineering and stormwater improvements. Lastly, the analysis focuses on vacant or agricultural land (where the greatest development potential lies), but it is also possible – if allowed by zoning regulations – for residential parcels to be developed at greater density or for commercial properties to convert to residential over time.

Certain assumptions must be made based on the ultimate additional build out number:

- All future and existing residential properties are assumed to be 100% occupied. This means that subdivisions currently under development with vacant lots would be built out.
- Existing areas zoned residential will remain unchanged throughout build out.
- Large tract residential properties (one single family house with some agricultural uses) were labeled as Single Family residential and were not included for potential future subdivisions.
- All vacant and agricultural land potentially used for residential would build out at maximum density as currently zoned. These are properties which do not have a specific development plan but are zoned for future development.
- Areas labeled as vacant but had floodplain over 50% of the parcel were eliminated from the study.
- Potential population on build out is based on the average of 3.82 persons per household provided by the U.S. Census's 2021 American Community Survey for the City of Hutchins.

Zoning	Vacant Acres	Vacant Acres within Floodplains	Developable Acres	DU/Ac	DU Allowed	Persons
A	-	-		1.0	-	
SF-10	30.68	0.17	30.52	4.4	134.28	512.94
SF-8.5	31.97	1.25	30.72	5.1	156.67	598.47
SF- 7	92.38	0.50	91.88	6.2	569.67	2176.12
MH	0.11	0.04	0.07	14.5	-	3.74
D	-	-	-	14.5	-	
MF	-	-	-	21.0		
Total					860.61	3,287.53

Figure 19: Holding Capacity for City of Hutchins

Current Zoning and Desired Future Development

When the estimated additional population from the Holding Capacity analysis is combined with the existing population this gives an estimated total future population of approximately 9,065.

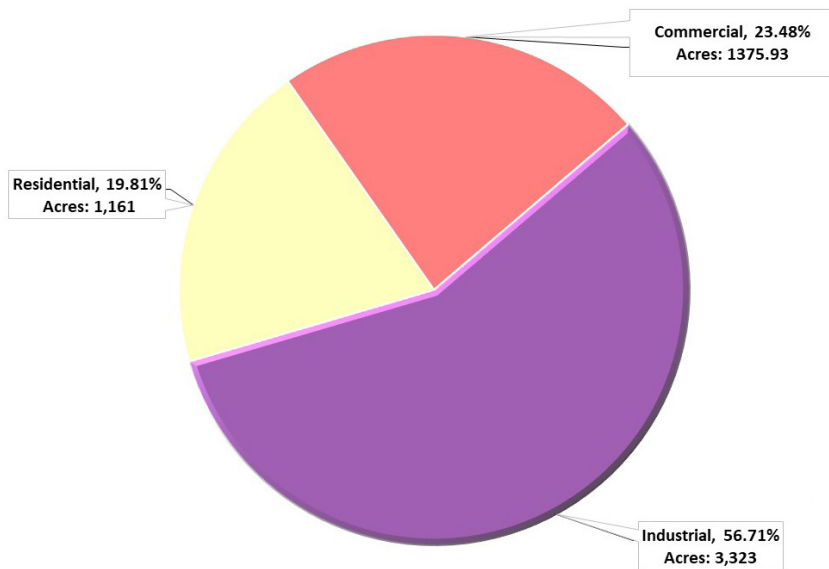


Figure 20: Zoning District Types by Total Acres

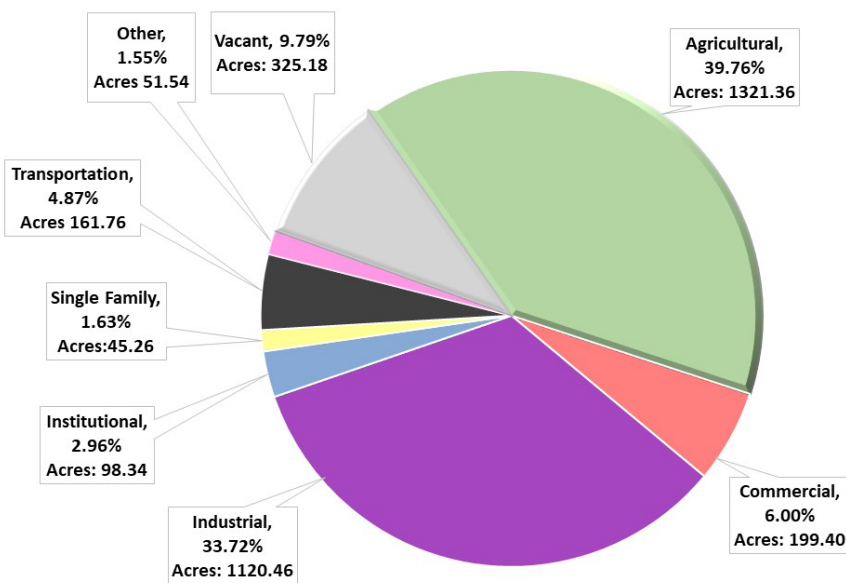


Figure 21: Existing Use within Industrial-Zoned Land

With Hutchins’ existing zoning and limited room for growth within its ETJ, the city recognizes the need to rezone additional land within the city limits. As noted in the section above, almost a quarter of the land within the city limits is currently used for Industrial purposes.

Additionally, approximately half of zoned land in the city is within an industrial type of zoning district (see Figure 20). Furthermore, as seen in Figure 21, half of industrially-zoned land is currently vacant or used for agricultural purposes (1,650 acres). The city’s prior Comprehensive Plan and its associated Future Land Map prioritized industrial uses, leading to an abundance of centrally located areas that would otherwise be in high demand for residential and commercial redevelopment.

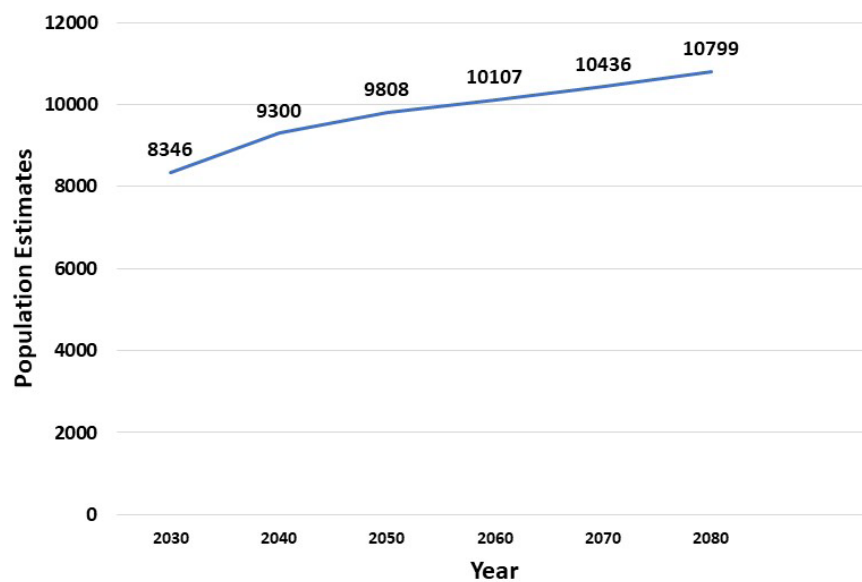
The planning process has shown that the community’s desires have changed, and as the city has indicated, there is a need to redesignate some industrial areas as residential. The city is not currently zoned to accommodate

the greater residential population that is needed to attract the commercial development that the community desires, such as grocery stores, restaurants, and family-friendly entertainment. Rezoning to residential could additionally open up the possibility of attracting more of Hutchins' existing workforce who are not residents of the city. Lastly, rezoning of currently developed land for denser residential and mixed-use development with higher-intensity, low nuisance industrial activities could benefit Hutchins economically and satisfy the market's demand for more residential units.

Population Projections

The Texas Water Development Board is tasked with forecasting future water consumption demand as the population grows and shifts throughout the state. The agency creates county-by-county population projections through the cohort survival method. This method takes population by age group or cohort and "ages" them progressively year-by-year. It also factors in the birth and death rates of each individual county and then factors in the emigration rate (movement into and out of the county). Each individual subgroup of the county (cities and municipal utility districts) are then provided a "share-of-the-growth" of the county. The share each city or municipal utility district is assigned is usually based on the historical percentage of the county as a whole.

The population projections from the TWDB are conservative in nature. To accommodate the level of population illustrated in Figure 22, as mentioned above, it will be important for Hutchins to maximize the use of the land within its city limits for residential development. An additional option is for Hutchins' city limits to expand out into its current ETJ, through appropriate negotiation and agreements between private property owners and the city. However, it should be noted that the expansion of Hutchins' city limits and ETJ are limited. It is recommended that Hutchins consider rezoning portions of its currently developed land. The rezoned properties can then be developed as new residential subdivisions or multifamily properties (where appropriate) under the city's development and zoning regulations. Population projections are only an estimate of the city's potential population growth.



Source: Texas Water Development Board 2020

Figure 22: Hutchins Population Projections

Development Constraints

All types of development can be constrained by various factors, whether it be characteristic of the land itself or a regulatory restriction placed on a property. Examples of natural constraints include steep topography, creeks, and floodplain. Regulatory constraints include zoning, conflicting rights-of-way, and political boundaries.

As part of the Texas Blackland Prairie, the Hutchins area is relatively flat and susceptible to flooding. The Trinity River and its watershed and riparian zones are located within and near the city, along with several small lakes. Floodplains are located throughout the area: 13.8% of the land within city limits and 74.2% within the ETJ is covered by the 100-year floodplain, as defined by the Federal Emergency Management Agency (FEMA). Areas within the floodplain must meet FEMA standards and are thus more costly and time consuming to develop.

Another restricting factor of growth is the availability of infrastructure such as utilities and roads greatly affects the pace and nature of a city's development. This plan identifies several projects to expand the wastewater and water utility systems. A notable proposed expansion includes a new elevated storage and new water lines near East Wintergreen Road and along Trout Road. This expansion capacity will help serve Skyline Estate Watermill development and future growth. Infrastructure updates and expansions help to maintain an adequate level of service for its residents while welcoming new development.

Political boundaries represent an additional constraint on managed growth. Texas municipalities are limited in their ability to annex property. However, it is possible through voluntary annexation, in which the city negotiates with property owners and developers to bring new tracts into the city limits. Cities also may only annex within their ETJ. Hutchins' ETJ is within one mile of the corporate boundaries. How much territory is encompassed in a city's ETJ is based upon population size. Once Hutchins reaches 25,000 inhabitants, the city can consider expanding the ETJ boundary. However, the expansion of Hutchins' ETJ is limited due to it bordering other municipalities' political boundaries, such as Lancaster.



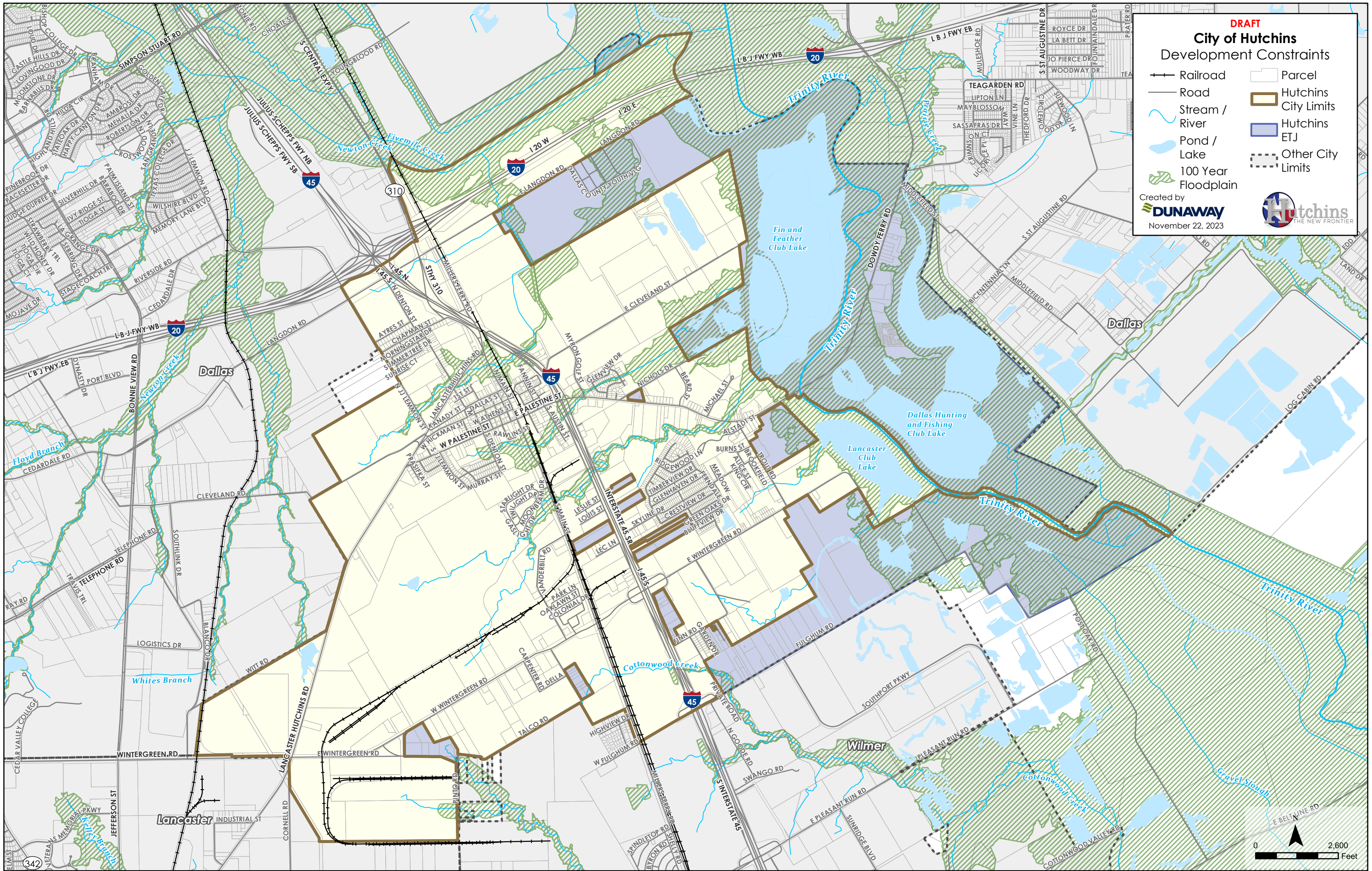
Hutchins falls within the Texas Blackland Prairie ecoregion. Source: Texas Parks and Wildlife.

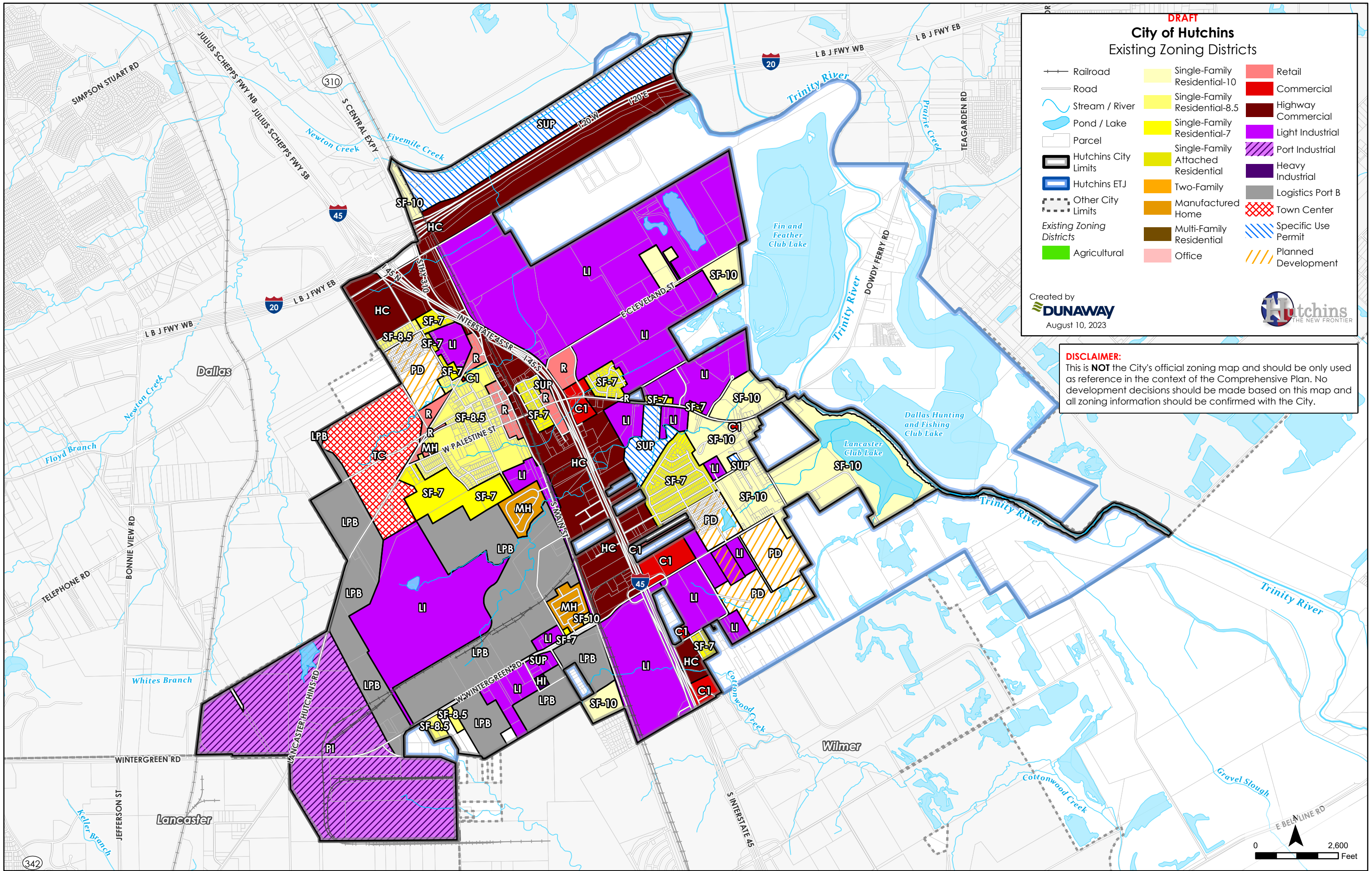
See the following pages for Figure 23: Development Constraints Map and Figure 24: Existing Zoning Districts.

DRAFT
City of Hutchins
 Development Constraints

	Parcel
	Hutchins City Limits
	Hutchins ETJ
	Other City Limits

Created by
DUNAWAY
 November 22, 2023





DRAFT
City of Hutchins
 Existing Zoning Districts

—+— Railroad	Single-Family Residential-10	Retail
— Road	Single-Family Residential-8.5	Commercial
Stream / River	Single-Family Residential-7	Highway Commercial
Pond / Lake	Single-Family Attached Residential	Light Industrial
Parcel	Two-Family	Port Industrial
Hutchins City Limits	Manufactured Home	Heavy Industrial
Hutchins ETJ	Multi-Family Residential	Logistics Port B
Other City Limits	Office	Town Center
Existing Zoning Districts		Specific Use Permit
Agricultural		Planned Development

Created by **DUNAWAY**
 August 10, 2023

Hutchins
 THE NEW FRONTIER

DISCLAIMER:
 This is **NOT** the City's official zoning map and should be only used as reference in the context of the Comprehensive Plan. No development decisions should be made based on this map and all zoning information should be confirmed with the City.



Chapter 3: GROWTH MANAGEMENT

Growth Management Goal: Hutchins will have residential, commercial, and industrial growth to serve new residents.

As seen in Chapter 2, population growth in Hutchins has been steady; however, the community desires more residential growth in order to achieve a population size that brings in more commercial development and provides more local goods and services. Management and the understanding of growth are critical to the city and will be key to guiding the community's desired residential and family-oriented development. Growth management practices and the land use policies covered in Chapter 4 work together to allow the city to control the intensity and design of growth within the city limits and prioritize desired development that is consistent with the vision of the community.

Over the last several decades, Hutchins has seen far more industrial growth than residential and commercial. Moving forward, it is important for the Future Land Use Map and zoning regulations to align with the community's desire to increase its residential population. Future population growth within Hutchins is among the most important factors to consider when developing the goals, objectives, and strategies within this Comprehensive Plan. With the anticipated increase in residential development, proactive planning is considered the preferable option and necessary approach, defining the rules by which growth will benefit the most people.

Proactive planning requires preparation and an investment in resources in anticipated growth. Anticipation of the adverse impact of growth is a key element in proactive planning. In reactive planning, preparation is not necessary. Without proactive planning, growth is solely driven by consumer demand, and planning for governmental services and utility systems is done after the fact. The growth management strategy contained objectives that keep Hutchins a step ahead. All other goals and objectives in the Comprehensive Plan must adhere to the growth management goals.

Objective 1: Encourage an increase in single family residential units according to the Future Land Use Plan.

The Future Land Use Map is located further in this document. The map indicates the desired location for growth including existing development with the potential for rezoning. Infrastructure and zoning are vital to making sure that residential growth is located in appropriate places in relationship to utility lines and roads.

This plan encourages residential development to occur in low densities of less than four units to the acre, similar to estate style lots. Some small lot single family detached residential may develop at a medium density. The intent is to preserve existing residential neighborhoods and for new residential areas to complement the rural character along areas such as East Wintergreen, Trout Road, JJ Lemmon Road, and similar roadways.

The city’s existing zoning does not align with the community’s desire to promote more single family residential. In order to achieve this objective, the city will not only need to encourage single family units in accordance with the Future Land Use Plan, but also rezone existing industrial properties to accommodate more single-family residential development. It is critical for a community to have adequate housing stock to not only attract more residents but also new businesses and commercial development as Hutchins continues to grow.



The Plan calls for more single family neighborhoods to be developed, such as Skyline Estates Watermill (seen here under construction in 2022). Source: Nearmap 2023

Strategies

- a. Incentivize developers to build more single family residential by expediting the process and reducing administrative cost (through tax incentives, density/floor area ratio bonuses, and expedited permitting) for those who meet city criteria and development in accordance with the Comprehensive Plan.
 1. Tax Incentives - the reduction of taxes for implementing specific measures or certification as established by the city (National Green Building Standard (NGBS), connecting trails and pathways, or other family friendly amenities).
 2. Density/Floor Area Ratio Bonuses – such as the provision of floor/area ratio bonuses and reductions in landscaping requirements.
 3. Expedited Permitting – the streamlining of the permitting process for building, planning and site permits on projects that achieve specific measures and certifications.

Objective 2: Increase the number of commercial and retail uses to provide more shopping opportunities for residents, visitors, and employees.

Commercial development is a significant part of the health of a community. Virtually all commercial uses provide employment, while retail and hotel uses also provide revenue for the city through sales and occupancy taxes which can be used to ensure high quality services to the community. Enough of these types of revenues can provide stability in the city’s property tax rate. Commercial development growth should, like residential, be located where the infrastructure investment has been made by the city and in logical locations, such as where wastewater installation does not require new lift stations and where water systems can be maintained charged and looped.

Strategies

- a. Accommodate future commercial uses at key nodes throughout the city. It is recommended that commercial development and uses not be located along corridors in “strip” manner.



The community has a strong desire for a grocery store, according to survey results. Source: Robert Lane Soward

- b. Conduct a market study for Hutchins to determine desired and complementary markets to promote business growth and diversity that continue to align with this plan's vision.
- c. Encourage development of larger retail and restaurants, in the areas identified as Highway Commercial (along I-20 and I-45) on the Future Land Use Map.
- d. Continue to pursue a full-scale grocery store through market studies to determine feasibility and incentives and by preparing infrastructure to sites to be ready for development.

Objective 3: Manage the increase in the number of industries in Hutchins through zoning.

The city desires for there to be a balance between all land uses within Hutchins to increase the livability of the community and allow for a healthy economy. The existing land uses and zoning of the community is dominated by industry. Industrial was one of the top land use categories within the city limits, and as a result, over the last several decades, the number of industries in Hutchins have grown significantly. The city has benefited from the growth it has seen such as the attraction of major national companies. However, the city wants to ensure that it can continue to provide and improve the quality of life for its current and future residents. The Future Land Plan in Chapter 4 reflects Hutchins' desire to develop more of its land for residential and commercial development. However, given the abundance of existing zoned industrial land, overtime as the area redevelops, the city should transition some properties to other uses through the rezoning process. Updates will then need to be made to Hutchins Zoning Map along with the Code of Ordinances for the city to guide development in line with the vision.

Strategies

- a. Revise the Code of Ordinances by updating and creating zoning districts that conform with the Future Land Use map and overall vision for Hutchins.
- b. Coordinate the rezoning of industrial properties that conflict with the Future Land Use Plan.

Objective 4: Recognize Hutchins' unique characteristics which should be preserved and incorporated into potential design recommendations for new buildings.

Future residential development within established residential areas would be developed in a manner that responds to the existing residential development with compatible land uses and development patterns. Existing neighborhoods within the city will be protected and preserved. This means that any

new development adjacent to Old Town (the original city core) should conform to the original town plan, provide accessibility to Old Town through pedestrian connections, and match the size and scale of the buildings of Old Town.

Strategies

- a. Infill development should be centered around and compatible with the original city core, including the original commercial Old Town and surrounding neighborhoods. There should be a focus on preservation, restoration, redevelopment, and infill.
- b. The development standards of the Zoning Ordinance will be examined to ensure that new development will be in compliance with appropriate architectural, landscaping, and setback standards.



Neighborhoods surrounding Old Town should maintain their unique historic look and scale.

Objective 5: Continue to foster strong relationships with surrounding communities in order to manage road networks within the city and extraterritorial jurisdiction for the most efficient growth patterns.

The city recognizes that its growth not only impacts the community of Hutchins but also other surrounding communities such as Lancaster, Wilmer, and Dallas. To mitigate the stress, and so that one community is not overly burdened by the impacts of growth, Hutchins hopes to build and grow existing relationships with the surrounding committees. As the region continues to grow there is a greater need to develop further collaborative efforts and the relationships between Hutchins, Dallas County, and other surrounding municipalities.

Building these relationships will help ensure that all parties remain up to date on current and future development and allow for additional planning efforts as needed. If all are well informed of development and road construction projects within each municipality, the cities can work to ensure that the road networks provide the needed access and connectivity for efficient growth and travel.

Strategies

- a. Initiate and establish standing meetings, based on availability and agenda items, with institutional partners and surrounding municipalities to promote efficiency, information-sharing, and teamwork to better serve the community.
- b. Participate in regional councils and associations, such as North Central Texas Council of Governments (NCTCOG), to stay informed and ensure that local roadway expansion reflects regional planning efforts and resources.



Chapter 4:
FUTURE LAND USE

Future Land Use Goal: Provide for coordinated land use growth in partnership with business and community.

Expectations for future land uses of property are important for residents and businesses. Future land uses play an important role in infrastructure investment, guiding decisions on where to place additional utilities and streets. Most communities provide distinct places for residents to live that are separate from places where they shop and work. Historically, this has taken place to avoid conflicts of traffic, noise, and, in some cases, odors and vibrations. In recent years, value has been placed on finding ways to mix residential, retail, and office uses in a way that avoids conflict.

The Future Land Use Plan is a guide. It does not establish any regulations. It is a best guess as to where future land uses should go and can provide the Planning and Zoning Commission and City Council information as to whether they should modify zoning and the arrangement of new development. The Future Land Use Plan has been developed through the City of Hutchins Advisory Committee and public input. It focuses on creating spaces for new commercial, retail, and residential growth; providing opportunities for the right kind of mixed uses of commercial, office, and civic space; and preserving a large amount of land for low and medium density residential uses. The community's vision for future land use is depicted in the Future Land Use Map and described in this chapter.

Market Context

As part of the Future Land Use planning process, Catalyst Commercial conducted an economic development assessment. A portion of the assessment looks at market context which considers existing land uses and market demand. The following section provides market context within Hutchins for the following uses: single family, multifamily residential, retail, Industrial, and office space, in order to help support future land use decisions and policy recommendations.

Retail

Hutchins has a current inventory of 239,514 square feet of retail spread across 29 properties. Current vacancy is at 4.9% and no planned construction of additional retail space. Market rent is currently \$18.98 per square foot (PSF).

Industrial

The City of Hutchins is an industrial hub, with 10.85 million square feet of existing industrial/flex space and 580,000 square feet under construction. The vacancy rate has risen from 0.4% in 2021 to 15.7% currently (October 2023), but this vacancy is expected and should not be considered



Industrial development in Hutchins.

a negative mark on the Hutchins industrial/flex market as it is mostly from large amounts of industrial/flex space constructed and/or delivered in the last few years. Market rent is for industrial/flex space is \$6.87 PSF.

Office

According to Costar, there are currently three existing office spaces within the City of Hutchins that make up approximately 16,082 square feet. Market rents are currently \$24.06 PSF, and there are currently no vacancies. There are no planned deliveries of office space in the next 12 months. As the population of Hutchins grows, there may be an opportunity for create additional flex or smaller format office, or corporate headquarters for employers that desire to situate near distribution hubs and have access to I-45 and a regional workforce.

Multifamily

There are currently two existing multifamily buildings in the City of Hutchins with a total of 357 units. Vacancy is currently 5.8% with market rent at \$1.36 PSF/\$1,241 per unit. There is no planned construction forecasted.

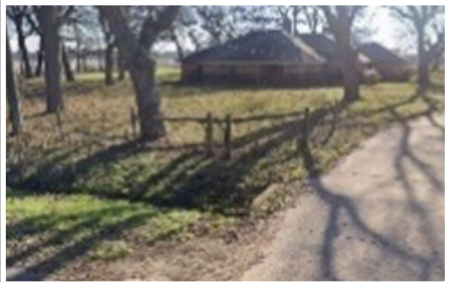
Category	Single Family	Multifamily Residential	Retail	Corporate/Industrial	Office
<i>Demand</i>	High	Low	Low	High	Low
<i>Opportunities</i>	Neighborhood revitalization. Infill near downtown.	Build-to-rent, townhome, cottages. Low-to mid-density multifamily.	Capture commuter retail demand from I-45. Market shows existing leakage across key categories (grocery, auto, gas, health care).	Hutchins has been established as an industrial hub, continue to foster that growth.	Leveraging regional proximity to Dallas, cheaper rent. Advanced manufacturing and distribution could help stimulate greater office demand.
<i>Challenges</i>	Limited population growth and limited land use	Controlled growth, aligned with market demand	Changing retail needs and e-commerce will impact retail merchandising. Establishing a diversity of retail.	Land size and availability	Land availability
<i>Target</i>	Affordable/attainable homes on small lots.	Mid- to high-quality, medium density. Revitalization, utilization of downtown.	Essential retail, clothing, regional entertainment, destination restaurants	Big box industrial	Flex office
<i>Planned SF</i>	N/A	N/A	N/A	580K SF under construction	N/A
<i>Market Values/Rents</i>	\$170K+	\$1,200/month	\$18.98 PSF	\$6.87 PSF	\$24.06 PSF
<i>Absorption</i>	Demand for +/- 25 units annually	Demand for +/- 28 units annually	Demand is leaking at -14.9k SF		

Source: Catalyst Commercial. U.S. Bureau of Census, ESRI

Figure 25: Program Justification

Figure 26: Future Land Use Designations

Residential - Low Density – Single-family detached residential structures are examples of low-density residential uses. Typically speaking, low-density residential land uses will include density of less than four (4) units to the acre. These are estate style lots.



Residential - Medium Density – The medium density residential can support a variety of housing types, including small-lot single family detached, patio homes, and limited townhomes in a more compact network of streets that are easy to navigate. Density for a complex of attached single-family dwellings shall have a minimum length of three (3) dwelling units, and maximum width of six (6) attached units.



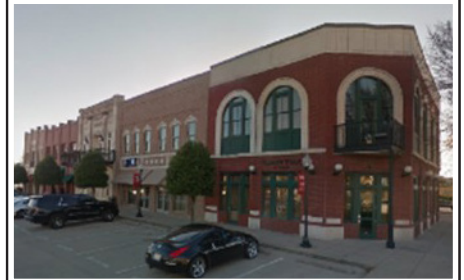
Residential - High Density – This land use recognizes the need for housing at more affordable price points and to accommodate younger families and mature adults wishing to live in the community without the burden of maintaining a home and a yard. These units range from duplexes to apartment complexes and includes existing manufactured/mobile home parks and subdivisions. Densities should not exceed 21 units to the acre.



Old Town – Old Town is the confluence of the original community. This designation represents an existing residential area, civic buildings, small-scale retail, offices, and dining opportunities. Uses include small-scale retail and services that support the surrounding residential neighborhood. Opportunities include preserving, redeveloping, and improving the original downtown of Hutchins. Priorities to include tools for zoning which will assist in increasing aesthetics for this area are prioritized.



Local Commercial – These uses should be complementary to their surroundings and include local shops and services oriented to meeting the needs of the community, such as locally owned medical offices and dental practices and standalone businesses such as drug stores and small shopping centers. These uses should allow the community to shop, dine, and conduct personal business within the same vicinity.



Highway Commercial – Commercial uses along I-45 and its major corridors into the city. These uses are regionally oriented commercial development with high traffic, and high employment. Businesses may include office buildings, automobile service and repair stations, light industrial, grocery stores, hotel/motels, big box retail, restaurants, and other commercial services. Additionally I-45's north and south corridors can be strategically utilized to brand the city by placing gateway monumentation at its main entry points.



Institutional – Uses in this category includes county and city buildings, schools, community centers, or other public service-types of uses. Churches are considered institutional even if they are located within residential areas due to the potential traffic impact they may have on the community.



Industrial – Industrial uses may be logistics or manufacturing businesses containing offices and light to heavy industrial processing uses which generate few objectionable conditions. Examples of light industrial uses include assembly, research and development, warehousing and distribution. Focus should be on flex-industrial spaces which can be used for a variety of corporate functions, storage, and office spaces. Industrial is the primary land use within the City of Hutchins.



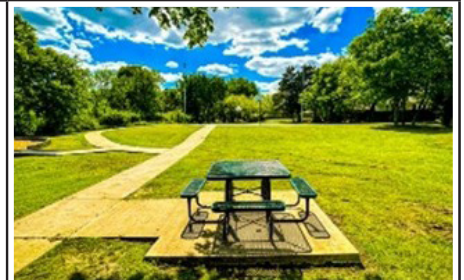
Inland Port – The Dallas Intermodal Terminal (DIT) is an industrial facility designed to support the growing intermodal volume in the region. The rail port is located adjacent to I-45 at Fulghum Road and within the southern portion of the City Limits. Logistics and transportation fluidity is required to make this area operate efficiently.



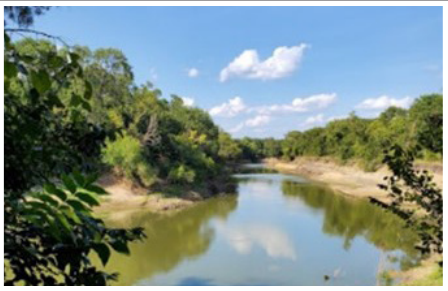
Utilities – Land used or dedicated for public and private utilities, including pipelines, utility lines, water and wastewater facilities, substations, and telephone facilities.



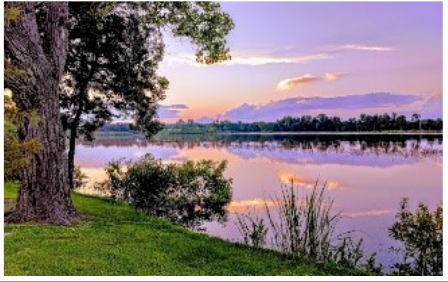
City Parks and Recreation -This category includes all city owned public parks (Sunrise Creek, Campbell, Martin Luther King Jr, and Valley View) and proposed park areas within Hutchins and may include community ballparks, neighborhood parks with playgrounds, natural trails, and other open space areas.



County Open Space -Dallas County owned open space that features natural areas and waterways including the Trinity River located within the southeast corner of Hutchins city limits.



Private Recreation – Properties which are open space, dominated by floodplain, riparian, and open water areas, and are managed by a private organization with limited public access.



See the following page for Figure 29: Future Land Use Plan.

DRAFT

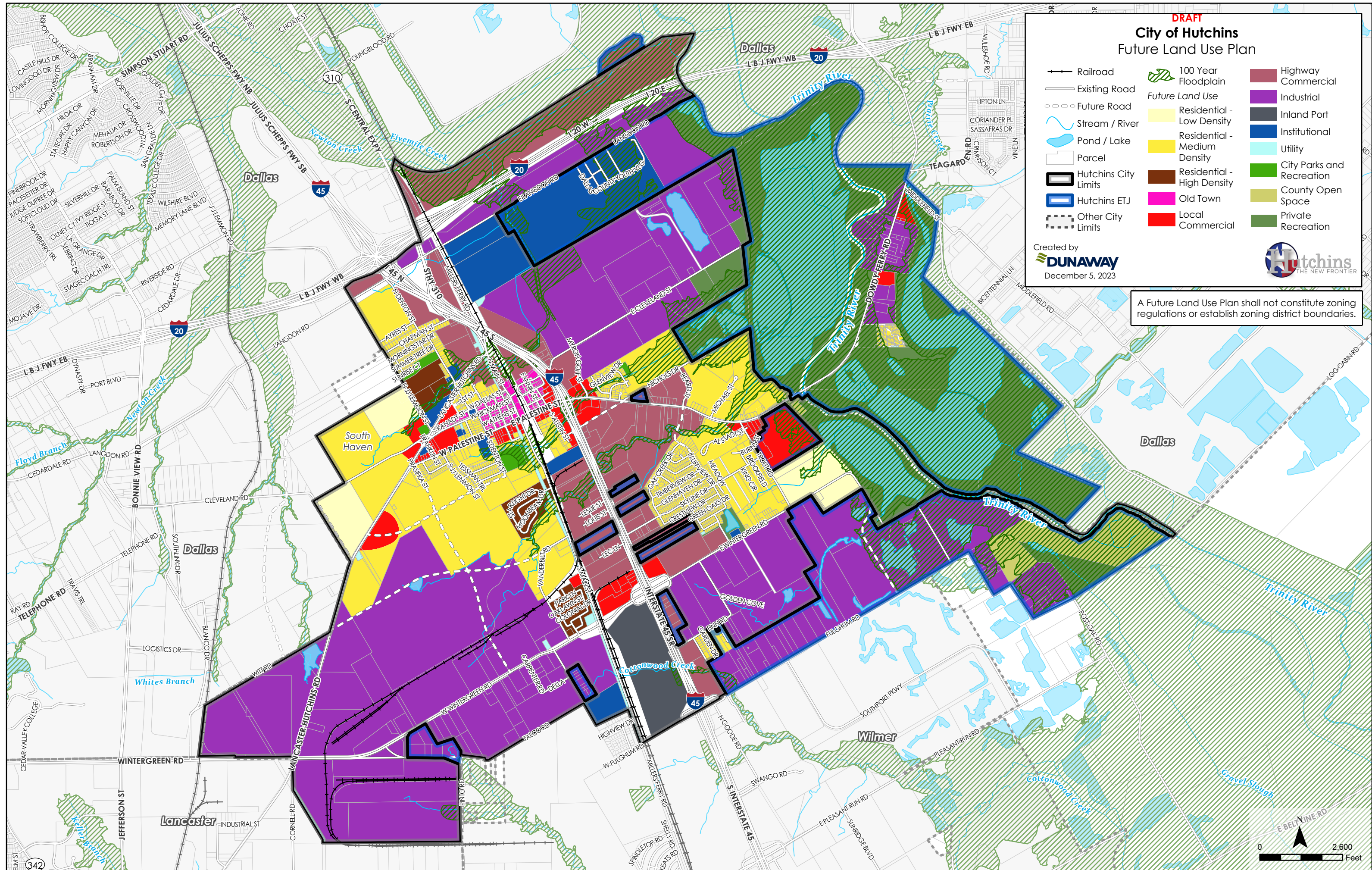
City of Hutchins Future Land Use Plan

- Railroad
- Existing Road
- Future Road
- Stream / River
- Pond / Lake
- Parcel
- Hutchins City Limits
- Hutchins ETJ
- Other City Limits
- 100 Year Floodplain
- Future Land Use
 - Residential - Low Density
 - Residential - Medium Density
 - Residential - High Density
 - Local Commercial
- Highway Commercial
- Industrial
- Inland Port
- Institutional
- Utility
- City Parks and Recreation
- County Open Space
- Private Recreation

Created by
DUNAWAY
December 5, 2023



A Future Land Use Plan shall not constitute zoning regulations or establish zoning district boundaries.



Future Land Use Areas

The following tables summarize the future land use areas for the community based on the Future Land Use Plan.

Land Use	Acres	% of CL
Residential - Low Density	174.64	2.91%
Residential - Medium Density	1,033.69	17.21%
Residential - High Density	97.90	1.63%
Old Town	31.37	0.52%
Local Commercial	137.66	2.29%
Highway Commercial	760.17	12.65%
Industrial	2,462.80	40.99%
Inland Port	125.94	2.10%
Institutional	156.15	2.60%
Utility	34.88	0.58%
City Parks and Recreation	25.48	0.42%
County Open Space	6.99	0.12%
Private Recreation	217.85	3.63%
Transportation*	742.41	12.36%
Total	6,007.93	100.00%

Figure 27: Future Land Uses within Hutchins City Limits

Land Use	Acres	% of ETJ
Residential - Low Density	0.10	0.00%
Residential - Medium Density	20.22	0.68%
Residential - High Density	-	0.00%
Local Commercial	67.80	2.28%
Highway Commercial	81.87	2.76%
Industrial	744.87	25.07%
Inland Port	-	0.00%
Institutional	228.36	7.69%
Utility	0.23	0.01%
City Parks and Recreation	-	0.00%
County Open Space	138.54	4.66%
Private Recreation	1,592.25	53.59%
Transportation*	96.70	3.25%
Total	2,970.93	100.00%

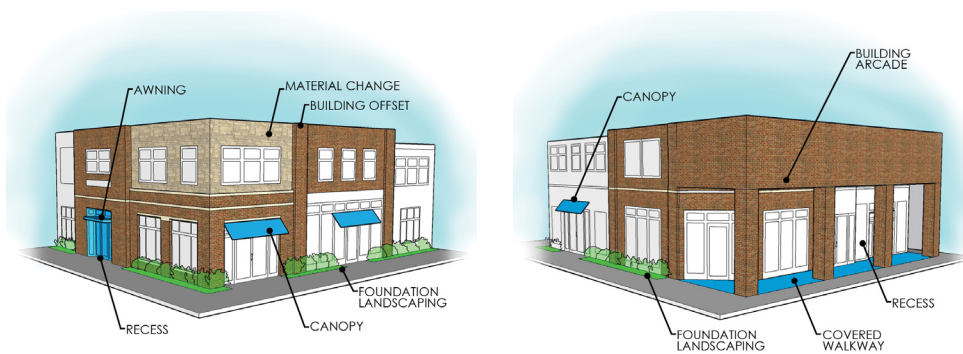
Figure 28: Future Land Uses within Hutchins ETJ

*Transportation includes roadway and railroad rights-of-way.

The Future Land Use Plan for the city indicates a significant increase within the city limits and within the ETJ to be oriented to low and medium density residential. However, a large amount will still be dedicated to supporting the industrial and transportation sectors.

Urban Design in Future Land Uses

Urban design is a term used to define how a community manages the physical and visual character of its built environment. The design of new development within the city and ETJ of Hutchins will become increasingly more important as new neighborhoods and the potential of commercial development increases. The design quality of the built environment can have a profound effect on the economic and social health of a city. The quality of the surroundings where people work, live, and play affects the city's image and attractiveness to developers searching for high quality business and residential locations. By contrast, a poorly designed urban environment can be a barrier to investment and economic development. Urban design should be included with the arrangement of land uses and is included in this plan with aims to substantially raise the quality of Hutchins' urban environment.

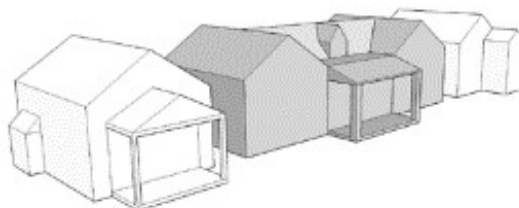


The quality of the built environment depends partly on attention paid to elements of urban design.

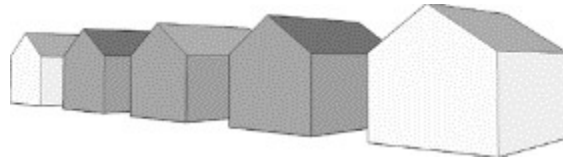
Urban design and future land use planning strategies need to acknowledge economic realities and functional necessities. Practical and reasonable expectations require that urban design efforts are concentrated on the “public environment,” referring specifically to areas that are either physically accessible or visually prominent to the members of the general public. Hutchins seeks to maximize both the public and private benefits by improving visual quality.

In order to improve the urban design of new development, the city will strive to review the design context of residential, commercial, institutional, and industrial development. Site analysis will be considered an important aspect during the development, design, and construction proposals, and will include:

- Careful consideration of proportions, details, and context of the buildings in relationship to the property and adjacent properties. Relate the size and proportion of new buildings to the scale of adjacent buildings.



- Mixed use and compatibility. Mixed uses that meet pre-determined standards may be permitted within neighborhoods and provide a variety of housing for people in different stages of their lives. Buildings may have a variety of functions but must be compatible with one another in size and their relationship to the street. Uses may change within the buildings both horizontally and vertically. Neighborhood services should be accessible within a five-minute walk. Retail may be integrated with residential but should be specifically designed to enhance a neighborhood rather than detract from it.



- Public spaces should be integrated with new development. Buildings should be sited carefully to create defined public space. Build-to-lines should be utilized to establish a consistent series of building facades and to promote regular alignment. The street is an important form of public space that is shaped by design standards.

New City Center

With the construction of a new City Hall, located on the northeast corner of Lancaster Hutchins Road and JJ Lemmon Road, the New City Center has the potential to be a vibrant core of the community. The catalyst site featured below will consist of institutional and commercial uses, while being surrounded by residential development. The intent for the New City Center is for it to be a mixed-use development featuring public space with easy access to community-desired businesses and entertainment. This catalyst area will be a gathering space for the community and visitors with the opportunity to further activate the site through the installation of family-oriented amenities, such as a recreation center.

There is a desire to increase walkability within this area and provide connectivity to the surrounding neighborhoods and Old Town through sidewalks and trails. This catalyst site will provide a space for community programming, city events, and development that supports sustainable economic growth. A New City Center will provide the community identity that is critical to creating a sense of place for Hutchins.

Objective 1: Develop land in accordance with the Future Land Use Plan.

Throughout the planning process, Hutchins expressed strong support for preserving existing neighborhoods and character while encouraging appropriate growth.

Strategies

- a. Use the Future Land Use Map categories and areas to establish and communicate clear guidelines and refine regulations consistent with the vision for future development with the public and potential developers.
- b. Maintain a continuous and coordinated public planning process that involves citizens, the Planning and Zoning Commission and City Council, local public and private entities, and regional organizations in policy development and decision making.

- c. Rezone properties in accordance with the Future Land Use Plan.
- d. Encourage multifamily development in locations which make sense for the traffic accessibility and market.
- e. Encourage the types of non-residential uses which provide retail and services desirable by the community to locate in Hutchins. Feedback from the community was to provide spaces for a grocery store or supermarket, local restaurants, pharmacy and medical offices, and family-oriented entertainment.
- f. Encourage a thematic design that can be easily transformed into sustainable new developments as uses may come and go within the development.
- g. Develop a unified internal streetscape and signage plan with recommendations for the incorporation of sidewalks, pedestrian seating, thematic public lighting, and signage and wayfinding.
- h. Coordinate between transportation planning and land use planning to ensure that potential impacts of the site development on roadway congestion (stacking of cars, turn lanes, intersections) are carefully considered and that uses and transportation improvements are mutually beneficial.



*Desired future land uses include medical offices. New developments should incorporate features such as sidewalks and public lighting.
Source: Binyamin Mellish (Pexels)*

Objective 2: Develop the area along I-45 to include more retail opportunities and landing spots for tractor trailer traffic.

Hutchins has seen a significant increase in truck traffic, particularly near the Interstate Highway Intermodal Terminal. A top priority for the city is to ensure that there is an adequate number of designated locations for tractor trailers to park in order to prevent them from using the highway shoulder, turning lanes, or the city streets. Community feedback indicates that the number of tractor trailers parked on the shoulder of the road has become a safety concern. The Roadway Design Guide by the American Association of Highway Transportation Officials defines highway shoulders as “an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway”, meaning that the highway shoulder is intended to be a “recovery zone.” However, many tractor trailers park on the highway shoulder due to a national problem, that is not only facing Hutchins: There is a shortage of truck parking across the country.

The shortage of truck parking has become more than just a safety and compliance issue but also an economic one. Seeking more commercial and auto-oriented development along I-45 will further increase the need for more truck parking within Hutchins. Many cities have found that they do not have a space issue, but rather a space allocation problem. The reality often is that there is plenty of dead space, areas

that are often under-parked, that could provide safe and close parking for truckers. For example, after normal business hours most commercial and retail parking lots are often vacant. It will be critical for the city to work with developers and retailers who are willing to provide safe, secure, and accessible truck parking. In addition, the city can explore ways that they may more efficiently allocate space for truck parking, by identifying both private and public property that may be under parked during the night and early morning hours when truckers need to park their vehicles and rest.

Strategies

- a. Incentivize and recruit auto-oriented development, such as drive-through restaurants and rest stops, to design their parking lot with ample space for tractor trailers during the submittal process (through reducing development permitting costs, creating potential tax incentives, and providing public infrastructure capital improvements).
- b. Identify dead space (areas that are frequently under-parked during overnight and early morning hours) that could be used to provide designated overnight parking on private and public property .
- c. Work with property and business owners to manage the logistics of creating designated overnight parking through agreements that would allow the sharing of unused parking lots during peak truck resting hours. These areas may include:
 - Government building parking
 - Properties or parking lots near highway exits or trucking destinations including the rail port
 - Large commercial and retail parking lots
 - Transit and maintenance yards
 - Warehouses and other major shipping/receiving pressure points.



A tractor trailer parked on the access road shoulder.

perspective businesses (retail, restaurants, and office uses) that will complement Hutchins' market context.

- d. Update the Capital Improvements Plan (CIP) to include funding for restrooms and solid waste containers, to be co-located near highway exits and trucking destinations.
- e. Pursue state and federal grants to help fund the modification of existing city parking spaces to accommodate trucks and/or partnerships with existing parking providers to build new truck parking within Hutchins.
- f. Continue to identify the types of

Objective 3: Develop the area around the New City Center to include a range of housing, civic, and retail opportunities.

The New City Center has been selected as a catalyst site that will serve as a gathering space comprised of mixed-use development. The area has the potential for both residential and nonresidential development. The area will have a compact walkable design to attract community-desired businesses and entertainment.

Strategies

- a. Provide diverse housing choices that support local businesses.
- b. Allow mixed use buildings with low-density mixed-use developments.
- c. Avoid high-intensity developments; development should provide sensitive transitions and buffering measures from existing neighborhood developments.
- d. Provide mixed-use developments that mitigate traffic impacts, support desired retail and shopping needs of the community, and are connected to sidewalks and trail systems.
- e. All development should be a mixture of residential, shopping, restaurants, and entertainment it establishes gathering space for the community and visitors.
- f. Provide connected sidewalks and trail to nearby destinations, such as Old Town and the surrounding neighborhoods.
- g. Provide entertainment and events that activate the City Center space.
- h. Provide family-oriented amenities such as a recreation center, water features, and public art installations.

Objective 4: Ensure new development compatibility with existing neighborhoods in Hutchins.

Strategies

- a. Development regulations, which include the zoning and subdivision ordinances of the city, must be revised to place greater emphasis on the importance of urban design. These can include:
 - The relationship between different buildings;
 - The relationship between buildings and the street, parks, and other spaces which make up the public domain.
- b. Visual quality objectives and a healthy business environment should not be considered mutually exclusive. Urban design should be incorporated into private development plans early in the development process.

- c. The impact of public features such as signage, utility locations, valve boxes, utility risers, solid waste containers, sidewalks, landscaping, and parking lots should be recognized as important factors in affecting community appearance.



Well-designed and maintained landscaping, along with other elements of urban design, contributes to an attractive business environment.



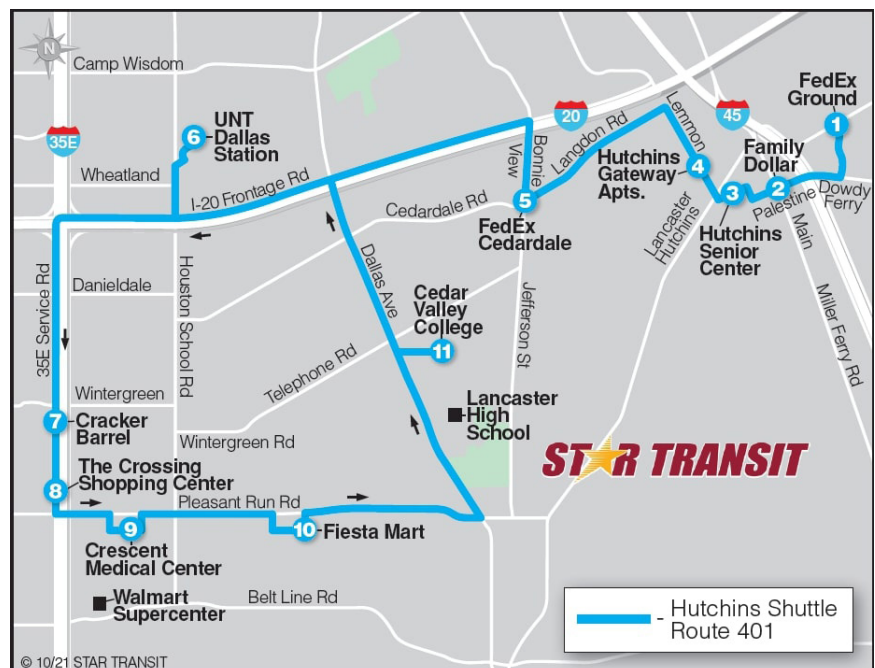
Chapter 5:
TRANSPORTATION

Transportation Goal: Hutchins will have a transportation network which meets basic needs for movement, access, safety, and reasonably rapid travel for people and goods through and within the city.

Because roads do not stop at the city limits, coordination with neighboring cities and agencies, such as Lancaster, Wilmer, Dallas County, and the Texas Department of Transportation (TxDOT), is vital to encourage connectivity between developments throughout the community as well as ensuring safe travel for cars, trucks, bicycles, and pedestrians. Hutchins is an industrial and transportation hub that is greatly impacted by the commercial truck traffic coming from I-20, I-45, and I-35. As discussed in Chapter 4, Hutchins plans to devote more land to residential development which will likely lead to an increase in population and traffic volume. Hutchins is dependent on primary and secondary arterial roads that are maintained by Dallas County and TxDOT for much of the access to developed property throughout the community and its industrial centers. Many of Hutchins' streets have been worn down due to the heavy volume of commercial truck traffic within the city. Hutchins' residents showed their support in the community survey to initiate a street improvement program and increase repairs to existing streets. Residents also indicated that there is a desire for sidewalks, bike paths, and trails that provide a safe connection to community destinations and public transit stops.

Public Transit

Hutchins strives to provide equitable transit options to meet the needs of its residents. Hutchins contracts with STAR Transit to provide rides to destinations within the community and surrounding area while also connecting residents to Dallas Area Rapid Transit (DART) buses and trains. STAR Transit's 401 Hutchins Shuttle Route has five stops within the city and 11 total stops serving the UNT Dallas Station on the DART Rail Blue line, FedEx Home Delivery (Hutchins), FedEx (Cedardale Road), the Hutchins Senior Center, Family Dollar, Hutchins Gateway Apartments, etc. The Hutchins Shuttle is available to the public and can accommodate all mobility devices. GoLink, another service operated by STAR transit, provides on-demand service to the public in connection with



STAR Transit connects Hutchins residents to nearby large employers and shopping centers via 401 Hutchins Shuttle Route. Source: STAR Transit.

South Dallas County Inland Port Transportation Management Association. Residents can schedule a ride for work, running errands, and connection to DART buses and trains through DART's GoPass app or by calling 877-631-5278. The city is also committed to helping those age 60 and over with transportation needs. The city helps arrange rides to the Senior Center and works with Dallas County to provide free transportation for medical-related trips.

Traffic and Congestion

Two of the three common components of traffic congestion are based on the physical construction of the roadway (number of lanes and demand, known as capacity and volume). The function of a roadway is impacted by the number of cars traveling at any given time and the number of available lanes. The third aspect has to do with the potential hazards at key intersections and access points to private property, also known as driveways. Analysis of the existing and future road network revealed that Hutchins roads will have challenges in both capacity and the volume needed for estimated future demand. Currently many navigation systems will direct commercial trucks through the center of the city along Palestine Street and Lancaster Hutchins Road. This increases the potential for pedestrian and vehicular accidents, as these areas are intended to become more walkable. As more commercial development comes into the city, there is a need to designate additional roadways as truck routes. Truck traffic will predominantly be directed to Wintergreen Road as it provides a more direct route to the city's industrial hub.

The term Level of Service (LOS) is commonly used by transportation planners to study and make recommendations for the road network. Level of Service (also called Quality of Service or Service Quality) refers to the speed, convenience, comfort, and security of transportation facilities and services as experienced by users. LOS ratings, typically from A (best) to F (worst), are widely used to evaluate problems and potential solutions.

LEVEL OF SERVICE

The following travel flow characteristics (V/C Ratio) are used to determine needs and deficiencies during the planning process:

A	Virtually free flow; completely unimpeded: Volume/Capacity ratio less than or equal to .60.
B	Stable flow with slight delays; reasonably unimpeded: Volume/capacity ratio .61 to .70.
C	Stable flow with delays, less freedom to maneuver: Volume/Capacity ratio .71 to .80.
D	High density but stable flow: Volume/Capacity ratio .81 to .90.
E	Operating conditions at or near capacity; unstable flow: Volume/Capacity ratio .91 to 1.00.
F	Forced flow, breakdown conditions: Volume/Capacity ratio greater than 1.00.

Such ratings systems can be used to identify problems, evaluate potential solutions, compare locations, and track trends. Current planning tends to evaluate transportation system performance based primarily on motor vehicle traffic speed and delay (also known as “traffic”). Note the focus on motor vehicle mobility, which contributes to continued automobile dependency. This plan also considers other forms of mobility as result of community input – addressed in both this plan and, potentially, a future Parks and Trails Master Plan.

Proposed Transportation Improvements

Dallas County Proposed Improvements

Dallas County has four projects planned for improvements that include major roadways within and near Hutchins:

- ① **Wintergreen Road – Lancaster Hutchins Road to Carpenter Road.** This project will add capacity by reconstructing and widening a two-lane undivided rural road to a four-lane divided urban. This project is currently in the engineering phase.
- ② **Wintergreen Road – Jefferson Street to Lancaster Hutchins Road.** More funding is needed for this project and as a result the construction phase has been delayed. This project will add capacity by reconstructing and widening a two-lane undivided rural road to a four-lane divided urban.
- ③ **Jefferson Road- Pleasant Run Road to Wintergreen Road.** Funding revisions are needed for the engineering phase of this project. This project will add capacity by reconstructing and widening a two-lane undivided rural road to a four-lane divided urban.
- ④ **Pleasant Run Road – Jefferson Road to Lancaster Hutchins Road.** This project’s ROW and Utilities phase has been delayed. This project will add capacity by reconstructing and widening a two-lane undivided rural road to a four-lane divided urban.

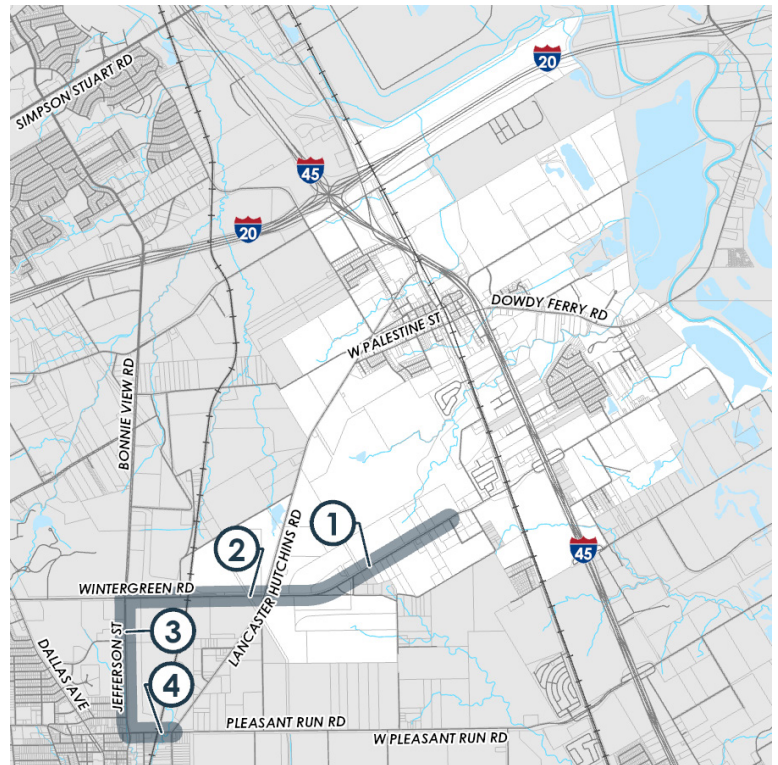


Figure 30: Dallas Co. Proposed Road Improvements

TxDOT Proposed Improvements

- **Preventative Maintenance from Interstate Highway 35E (I-35) to I-45.** This project is in the final construction phase and is nearing completion. It consists of a concrete full depth repair along with overlay and pavement markings added to extend the lifetime of the road surface.

Other Identified Potential Projects

Three significant improvements within the community have been identified to examine how signage, traffic, and street design may assist in achieving the goals of the community.

- **Traffic Circle at the corner of Lancaster Hutchins Road and JJ Lemmon Road.** The New City Center is at the intersection of four roadways. Lancaster Hutchins Road is a primary northeast/southwest major arterial through the city that is intersected by West Hickman Street and Cleveland Street. There is a right-hand or straight arrow lane and a dedicated left-hand lane for traffic turning off West Hickman Street, along with "do not enter" signage for oncoming traffic. Cleveland Street is an unpaved road and with a significant signage setback from the intersection which impacts visibility and safety for vehicles approaching from Lancaster Hutchins Road. The Lancaster Hutchins Road is then intersected by Kanady Street and JJ Lemmon Road — visibility at this intersection is restricted. It is recommended that a roundabout is used to control the intersection of the four roadways as its design elements will help improve traffic flow and discourage commercial truck traffic from going through the New City Center. The circulating movement of the roundabout nearly eliminates the potential for high-speed, right angle and left turn/head-on collisions. In addition, a roundabout would increase visibility and realign the roadways.



Traffic circles (or roundabouts) can increase safety at high traffic intersections, such as this one in Arlington, TX.

- **At-Grade Crossing at Potential Collector and the Railroad.** A Potential Collector is shown on the Master Thoroughfare Plan (MTP) connecting Wintergreen and Lancaster Hutchins Road and will be impacted by an at-grade intersection, level crossing, with the rail line operated by Southern Pacific Central.
- **Upgrade Wintergreen Road to a four-lane divided.** Wintergreen is a primary north/south major arterial throughout the city and provides direct access to Hutchins' south and southwest industrial hubs. With the implementation of designated truck routes throughout the city, commercial truck traffic will be directed toward Wintergreen. This will re-route commercial truck traffic away from Hutchins' core and positively impact travel time by allowing through traffic flow without the interference of local street traffic. Upgrading Wintergreen from a two-lane undivided to a four-lane divided west through the city limits will increase capacity to accommodate the increase in traffic volumes.

Objective 1: Use concepts for Context Sensitive Design when improving existing streets and building new streets, interconnections, and sidewalks.



Context Sensitive Design enhances the streetscape corridor and promotes walkability.

Build-to-lines should be utilized to establish a consistent series of building facades and to promote regular alignment along the street. The street is an important form of public space, and the buildings that define it should be expected to reinforce and enhance the streetscape corridor. Therefore, as new streets are designed and existing ones are increased in capacity, the design of the street should be reflective of the types of uses adjacent to that particular section.

In order to design for neighborhoods and pedestrian-oriented areas, decision makers must understand the key relationship between transportation and land use. In particular, flexibility may be needed in roadway design to accommodate a changing urban form within the community. Understanding key community objectives for land use within the community is also important in order to ensure that public infrastructure investments are in line

with ultimate land use objectives. One way to do this is through context sensitive solutions.

Context sensitive solutions (CSS) is the practice of developing transportation projects that serve all users and meet the needs of the neighborhoods through which they pass. Developing solutions must be a collaborative process that involves all stakeholders in street designs that ultimately fit into the character of surrounding neighborhoods while maintaining safety and mobility. The key is making sure that elements of streets complement surrounding or adjacent development to generate a neighborhood or “roadway experience.”

The process of designing CSS roadways is similar to the process of designing traditional thoroughfares: automobile traffic is considered through traffic counts, traffic demand, and level of service information-gathering efforts. The difference is that, in addition to automobile traffic, other elements – such as pedestrian traffic, built environment, and land use – are also carefully considered.

The most notable publication and guidebook for CSS is "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" published by the Institute of Transportation Engineers (ITE). This publication includes information on balancing the transportation needs of the community with adjacent land uses. In particular, the CSS approach recommends designing thoroughfares based upon:

- Community objectives
- Functional classes
- Thoroughfare types
- Adjacent land use

New streets, sidewalks, and bikeways as well as street upgrades should be planned with the recommendations of CSS. Figure 31 on page 57 shows how one road could be designed to have different capacity and profile based on the intensity of land uses abutting the road.

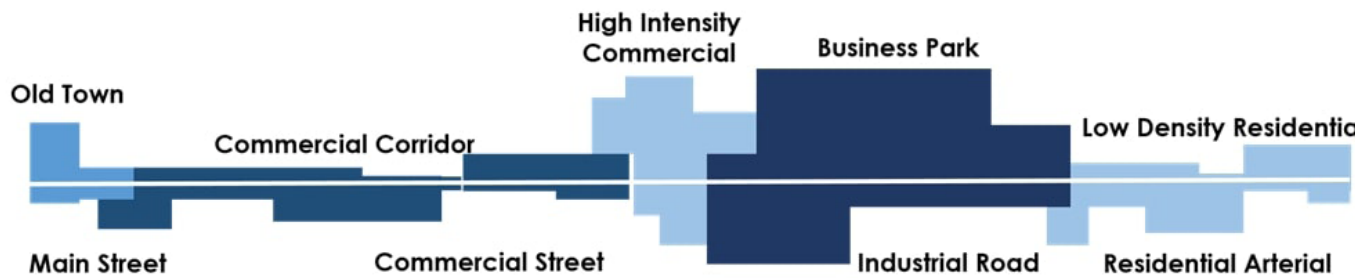


Figure 31: *Context Sensitive Corridor Example*

As a street winds through the city, its function and street section may change based on the surrounding land uses – rather than a one-size-fits-all pattern.

As Hutchins grows, a larger road network containing more lane miles will need to be maintained. Most of Hutchins existing network contains asphalt surface materials which over time will deteriorate through use, heavy loads, edge encroachment by grass, and stresses through extreme temperature change. In addition, Hutchins’ roads are greatly impacted by the heavy volume of truck traffic coming through the community. A Pavement Management System is an organized effort to index the surface and subsurface condition of all the city’s roads and, based on a numerical grade on those conditions, provide an annual plan for crack repair, pothole repair, mill and overlay techniques, and eventual roadway and subsurface replacement. The Pavement Management System allows the community to move from a demand response model of road repair to a standardized, quantitative program of repair so that labor and material costs can be normalized and repair activities can be focused on extending the lifetime of road surfaces. The system also allows communities to save capital expenses for future expansion and replacement.

Strategies

- a. Integrate the concept of context sensitive design into all transportation project design standards.
- b. Adopt a Context Sensitive Solution (CSS) Policy to incorporate into the Code of Ordinances and Street Design Standards.

Objective 2: Fund and build improvements to existing streets as shown on the Master Thoroughfare Plan.

Strategies

- a. Continue to fund improvements through the city’s Capital Improvement Plan (CIP) and available grants and loans.
- b. Create a Pavement Management System which extends existing roadway life and manages the CIP for future roadway replacement.
- c. Continue to coordinate with the Texas Department of Transportation and Dallas County to address long-range transportation needs.
- d. As a part of the city’s CIP, establish a Strategic Street Improvement Program to address the condition of the city’s aging thoroughfares and neighborhood streets.

e. Assess the existing conditions of all roadways in Hutchins to provide the most up-to-date information for the CIP and Strategic Street Improvement Program.

- Roadway Condition Assessment can be performed by City Staff or a consultant if data collection is informed, consistent, and accurate. The information collected in the field will be analyzed to determine a pavement condition index (PCI). The PCI is typically a score between zero and 100 and will be used to prioritize future roadway improvements and repairs. The Roadway Condition Assessment should be performed every two years, at minimum, to provide the most up to date for budgeting and funding allocations.



The Master Thoroughfare Plan identifies planned and proposed future improvements in Hutchins' road network.

Objective 3: Require developers to dedicate right-of-way and construct collector and arterial streets as shown on the Master Thoroughfare Plan.

The Federal Highway Administration (FHWA) functional classification system of roadways is the predominant method for roadway classification used by transportation planners. This classification ranges from arterials that are streets meant for high speed, long distance travel, carrying large volumes, and not hindered by local access. And at the other end of the spectrum, a local street (meant to feed other streets) carries small volumes at low speeds. In between is a collector street that collects traffic from local streets, maybe has fronting commercial uses, and feeds the arterial system.

Functional System	Proportion of Service	Service Provided
Arterial		Provides the highest level of service at the greatest speed for the longest uninterrupted distance with some degree of access control.
Collector		Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.
Local		Consists of all roads not defined as arterials or collectors; primarily providing access to land with little or no through movement.

Source: FHWA - Flexibility in Highway Design

Figure 32: Roadway Functional Classification System

Each of the roadway types has a consistent right-of-way width and sidewalk/buffer improvements. Figure 32 on page 58 shows typical functional classification rights-of-way. While not including every scenario, the graphics help illustrate capacity improvements in the community. Through the Capital Improvement Program budget, the city should consider how much of their network should be improved and at what time. New developments to the community may propose alternative street designs and capacities based on their traffic demand and density. Figure 38 on page 65 delineates where these roadway types may be assigned to roads in Hutchins. Future roads on this Master Thoroughfare Plan Map are suggested locations and connections. Specific engineering and land planning will determine the final location of the roadways.

Objective 4: Make important interconnections of streets to activity centers.

Activity centers, such as places of worship, schools, business, and industry, thrive when access is made easy. Street connections are important for residents and businesses alike. Dead-end streets impede movement, especially for school buses and emergency services.

Strategies

- a. Minimize use of cul-de-sacs in new neighborhoods so that emergency services can be provided as quickly as possible when needed.
- b. Construct a traffic circle at the four-way intersection between Lancaster Hutchins Road, JJ Lemmon Road, West Hickman Street, and Kanady Street to increase the safety and pedestrian visibility at the New City Center.



Traffic circles can increase safety and pedestrian visibility.

Objective 5: Improve existing sidewalks and construct new sidewalks for pedestrian access and citizen health.

Citizen health largely depends on access to food, medical support, and exercise. Sidewalks can improve citizen health by promoting walking, especially to schools, parks, and public transit stops. Individuals who cannot drive a car are especially helped by having sidewalks and safe routes to public transit stops within the community. In the heat of the summer, these sidewalks can still be used in the morning and evening. For those without a vehicle it is also critical to have safe pathways to public transit spots, such those along Hutchins Shuttle Route 401. Active transportation,



Example of a sidewalk in a residential neighborhood.

unlike driving and public transit, involves getting around in ways that are human-powered—walking, bicycling, using a wheelchair, skateboarding, and so on. Traditional communities built prior to the 1970s were structured to provide alternative modes with a grid network of streets. Dependent on the location and regulatory environment, inclusion of sidewalks as an element of the mobility network has varied over time. Fluctuating gas prices, increased traffic and associated delays, environmental concerns, a more widespread focus on personal health and fitness, and the shifting lifestyle preferences of younger generations all point to a greater demand for walkable, bikeable communities. It is recommended that Hutchins incorporate active transportation as a key component of its future roadway design. Hutchins can become more active transportation-friendly by: committing to a more compact, multi-use pattern of development; investing in pedestrian facilities like sidewalks and multi-use paths; and designing streets as low-speed, people-first places. When walking or biking is more convenient for residents, they are far more likely to make these healthy activities a part of their daily lives.

Strategies

- a. Fund and build sidewalks to help create an interconnected sidewalk system throughout the city.
- b. When designing new sidewalks along existing streets, recognize that right-of-way may not be sufficient for the ideal street cross-section shown in typical sections. In these circumstances, provide the widest sidewalk possible for pedestrians.
- c. Conduct an ADA (Americans with Disabilities Act) Sidewalk Assessment to evaluate accessibility and mobility in neighborhoods and key locations, such as Old Town, and then prioritize CIP projects accordingly.
- d. Conduct a walkability study to determine future sidewalk improvements in areas near public transit.
- e. Public transit within Hutchins is limited. The following are ways the city explore to provide more reliable options to the community:

1. Conduct feasibility studies for an enhanced bus service, shuttle service, and park-and-ride facilities in Hutchins.
 2. Engage potential local and regional transit partners, such as STAR Transit, to increase regional transit options in the city.
- f. Establish designated routes to schools for Safe Routes to Schools Program.

Objective 6: Design designated truck routes through the community to maintain separation of local and logistics traffic for greater efficiency of movement through the city.

Hutchins has unsuppressed highway access, and over the years the city has tried to proactively mitigate the impacts of commercial traffic on local roadways. The city initially adopted their first truck route ordinance in January of 2011, which designated all U.S. and state highways, along with four city streets, as truck routes. Unless otherwise exempt, the ordinance restricts commercial vehicles from all other city streets and alleys. Traffic control signs, as shown in Figure 33, are placed at appropriate locations throughout Hutchins to inform truck operators of the designated and restricted truck zones. With the growth of the industrial and manufacturing sectors over the last decade, the city has seen a significant increase in commercial truck traffic. In addition, navigation systems often route truck operators through the core of the city and near residential areas. Staff and community feedback indicated that this has impacted local traffic primarily on Palestine Street and Lancaster Hutchins Road.



Figure 33: Existing Traffic Control Sign for Designed Truck Routes

In response to the increase in commercial truck traffic and commercial development, City Staff recommended an amendment to the current truck route. On October 2, 2023, the City Council approved the amendment to Sec. 12.05.092 “Designated Truck Routes.” The three new truck routes and the modifications to the existing roadways are reflected in the Master Thoroughfare Plan (MTP) and table on the following page.

Name of Street	Limits
<i>Myron Goff</i>	From Dowdy Ferry to East Cleveland
<i>E. Cleveland</i>	From I-45 to Republic Services
<i>Lancaster Hutchins Road</i>	From W. Wintergreen eastward 2,635 feet
<i>Millers Ferry Road</i>	From Palestine Road to the south city limits
<i>Dowdy Ferry Road</i>	From east city limits to I-45
<i>Palestine Road</i>	From I-45 to Main Street
<i>W. Wintergreen Road</i>	From I-45 to the west city limits
<i>E. Wintergreen Road</i>	From I-45 eastward 2,787 feet

Figure 34: Existing Truck Routes

The MTP includes additional proposed truck routes that the city can designate as Hutchins continues to grow and more streets are constructed. Community feedback indicated that there is a need to provide larger and clear signage alerting commercial operators of the truck routes. Providing wayfinding and signage indicating the designated Truck Routes, as shown on the MTP, will direct commercial traffic away from Hutchins’ core, along Palestine Road and portions of Lancaster Hutchins.

Strategies

- a. Regularly evaluate the need to amend the existing Designated Truck Routes as new commercial development and roadways are constructed to ensure they reflect the recommendations shown on the MTP.
- b. Update Truck Route control signage at designated locations throughout the city to provide larger and more visible signage and wayfinding for truck operators.
 - Figure 35 and Figure 36 are some examples of TxDOT approved signage.
- c. Evaluate the patrol process by the Hutchins police department to increase compliance with the Designated Truck Routes.

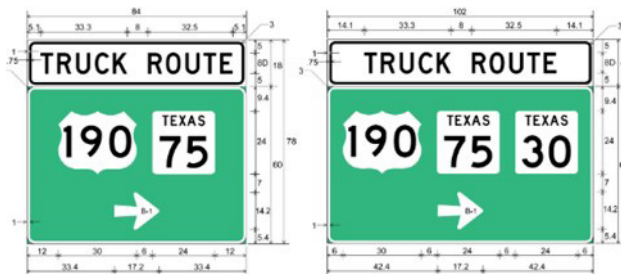


Figure 35: Large Advanced Truck Route Signage

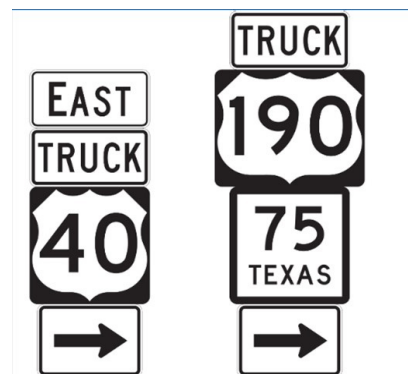


Figure 36: Small Advance Truck Route Signage

Objective 7: Evaluate floodplains for the construction of trails.

Hutchins has several floodplains throughout the city but the largest covers a majority of the east side of the city. These floodplains, when preserved and protected, can ensure the protection of property from flooding and can provide natural connections between neighborhoods and areas of the city.

Strategies

- a. Discourage and/or prevent construction of permanent structures in the floodplain to help protect property and environmental quality. If construction in existing floodplain is deemed necessary for any project, then measures should be taken to raise the land out of the floodplain and to amend the flood zone map.
- b. Encourage the siting of trails based on natural topography of slope to ensure the lowest impact of the existing conditions by trail construction.
- c. Look at opportunities to construct trails within floodplain areas which are grade separated from high-capacity roads.
- d. Examine opportunities in new developments where natural connections can be made to trails through floodplain corridors connecting each neighborhood to another. Plan into the design of new neighborhoods trailhead connections to the full trail system.



Trails provide important links in the community, along with recreation opportunities. They can be safely located within floodplains, unlike other types of development.

Program	Agency	Purpose	Eligibility	Use of Funds
<i>Highway Safety Improvement Program (HSIP)</i>	<i>TxDOT (from the Federal Highway Administration)</i>	<i>For highway safety projects that eliminate or reduce the number of fatalities and serious injuries on all public roads.</i>	<i>Any local agency that owns, operates, and maintains public roadways.</i>	<i>Improvements that address the crash types identified in the Texas Strategic Highway Safety Plan (SHSP). Funds are provided for construction and operational improvements both on and off the state highway system.</i>
<i>Transportation Infrastructure Finance and Innovation Act (TIFIA)</i>	<i>Build America Bureau, US Department of Transportation</i>	<i>To fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital.</i>	<i>State and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities.</i>	<i>Highway projects and transit capital projects are eligible.</i>
<i>Transportation Alternatives Set-Aside Program</i>	<i>Federal Highway Administration – administered by TxDOT</i>	<i>Preserve historic, archaeological, scenic, and environmental resources related to surface transportation and to facilitate bicycle and pedestrian use.</i>	<i>Local governments, school districts, natural resource or public land agencies, non-profit entities responsible for the administration of local transportation safety programs.</i>	<i>Bicycle infrastructure improvements; shared use paths; sidewalk improvements; infrastructure related projects to improve safety for non-motorized transportation.</i>
<i>Rails-to-Trails Conservancy</i>	<i>Assistance with finding funding and designing rails-to-trails projects</i>	<i>Find excess or unused rights-of-way to develop regional and local trail systems.</i>	<i>State and Local Governments usually partnered with a railroad right-of-way owner.</i>	<i>Assists in the design, grant writing, and finding funding sources for these projects.</i>

Figure 37: Potential Transportation System Funding Sources

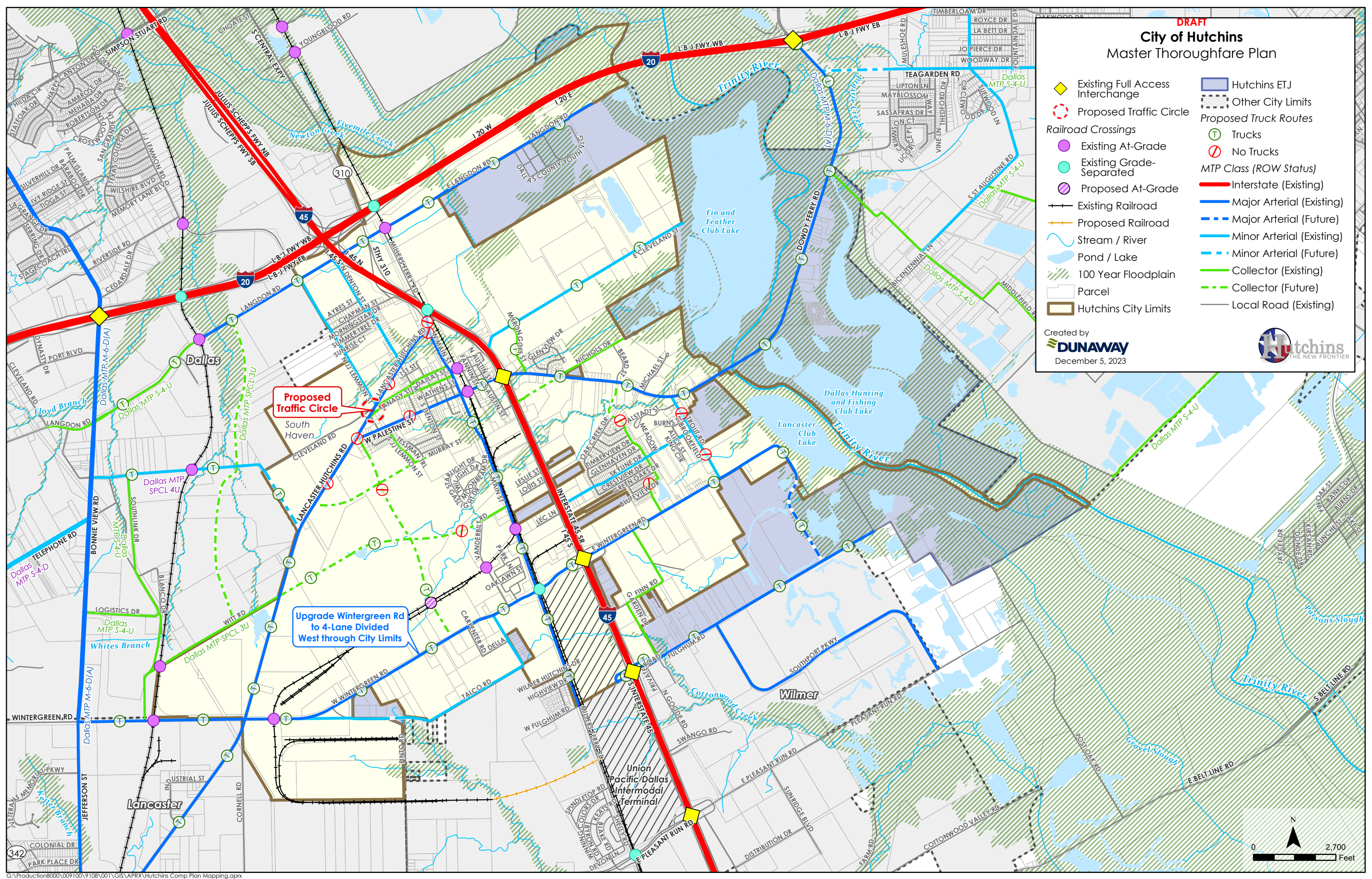
See the following page for Figure 38: Master Thoroughfare Plan.

DRAFT

City of Hutchins Master Thoroughfare Plan

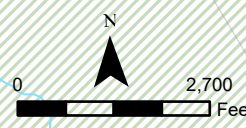
- Existing Full Access Interchange
- Proposed Traffic Circle
- Existing At-Grade
- Existing Grade-Separated
- Proposed At-Grade
- Existing Railroad
- Proposed Railroad
- Stream / River
- Pond / Lake
- 100 Year Floodplain
- Parcel
- Hutchins City Limits
- Hutchins ETJ
- Other City Limits
- Proposed Truck Routes
- Trucks
- No Trucks
- Interstate (Existing)
- Major Arterial (Existing)
- Major Arterial (Future)
- Minor Arterial (Existing)
- Minor Arterial (Future)
- Collector (Existing)
- Collector (Future)
- Local Road (Existing)

Created by
DUNAWAY
December 5, 2023



Proposed Traffic Circle

Upgrade Wintergreen Rd to 4-Lane Divided West through City Limits





Chapter 6:
ECONOMIC DEVELOPMENT

Economic Development Goal: Hutchins will have a strong and resilient economic base.

Hutchins has a long history as a transportation hub and is a center for the industrial and manufacturing sectors. The city's primary revenue stream comes from property taxes and sales taxes. The community desires a greater diversity of business and retail in order to continue to meet the needs of its current residents and recruit more of the city's industrial workforce to call Hutchins home. The city is most involved in economic development activities through Hutchins Economic Development (EDC), a Texas Type B Economic Development organization authorized by the voters of the City of Hutchins.

Economic development corporations' missions are to stimulate investment and development opportunities while preserving the aspects of their cities which makes them home. Hutchins historically focused its efforts to include recruiting and supporting initiatives for manufacturing and industrial activity which has led to the creation of quality jobs for the community. However, as those industries have grown, and the city's needs have changed, the EDC efforts now focus on targeting industries to support the industrial sector, as well as targeting retail establishments to support the needs of its residents. Hutchins EDC provided the following services:

- Site-selection assistance
- Information and applicants for federal, state, and local financial incentives
- Profiles on available buildings as well as greenfield sites
- Labor and community demographics
- Business incentives and grants
- One-stop permit processing assistance

Other areas of focus include:

- Increasing innovative and entrepreneurship for local businesses in the community
- Market the City for Economic Development consistent with the City Council's adopted Brand
- Increase access to capital for new and existing businesses.
- Foster key economic development catalyst projects



Industrial and manufacturing industries have been crucial components of Hutchins' economy.

An effective Comprehensive Plan should be market-based and have a clear path towards implementation. This plan shall serve as a tool to help manage future growth and to provide guidance on accommodating new development in a way that is sustainable and healthy for future generations. The economic development assessment that follows will help support the planning process through a market snapshot and support land use decisions and policy recommendations to take advantage of future growth. This assessment includes a focus on several economic principles, including:



Infrastructure such as the railroad and highways are strengths to build upon for future economic growth.

- Balancing growth
- Enhancing the quality of life for residents, workers, and visitors
- Fostering vibrancy in a context-sensitive way
- Improve livability for future residents
- Promote a resilient community

With frontage on I-45, a large industrial market, and close proximity to Dallas, Hutchins has many strengths to continue building upon. Catalyst Commercial has identified several emerging priorities that include:

- Accommodating new residential development to support its workforce
- Improve existing neighborhood health
- Attracting retail in key locations
- Strengthening Old Town
- Supporting existing workforce with retail amenities, talent, infrastructure, and education

Process

The market assessment process includes analyzing demographic data for the City of Hutchins and comparing economic factors to surrounding communities, Dallas County, and the DFW Metroplex. This analysis includes historical data, current conditions, and projections to establish context for future planning. Datasets include primary research, CoStar, city, county, and ESRI data to assess the current and historic retail, housing, and office markets.

People of Hutchins: ESRI Demographic Tapestry Segments

ESRI is a global market leader in geographic information system (GIS) software, location, intelligence, and mapping. ESRI demographic data was used to inform the planning process and strategies. ESRI demographic summaries are broad generalizations but identified local economic patterns and markets.

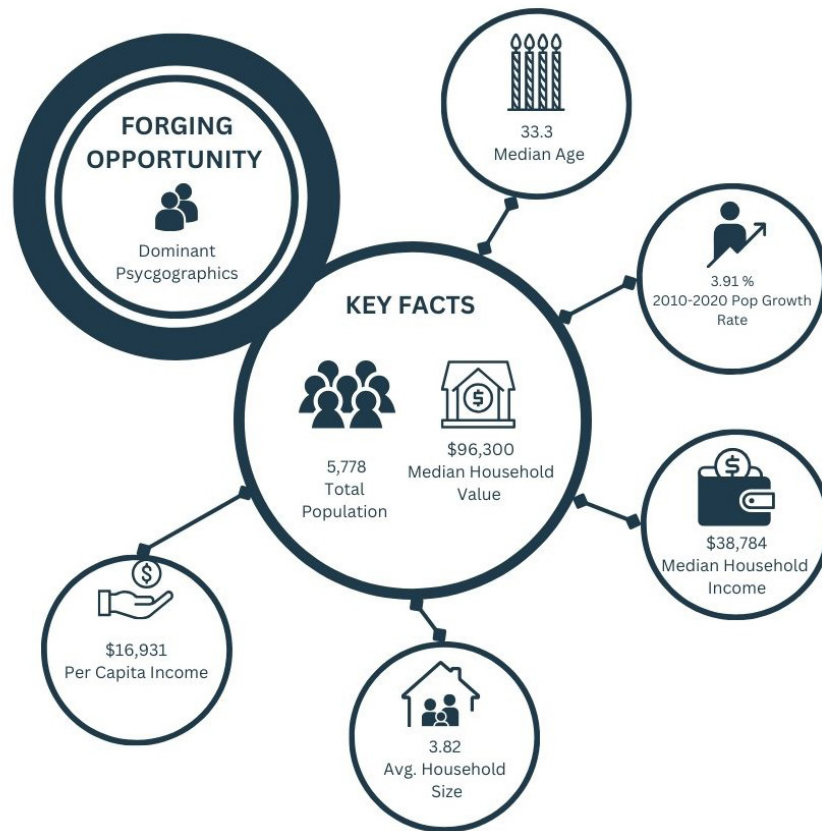
Psychographics are developed through quantitative and qualitative methodologies to understand the nuances of consumers' psychological attributes. Psychographics study personality, values, opinions, attitudes, interests, and lifestyles in concert with traditional demographic factors. This includes various

topics, such as health, politics, and technology adoption. Each consumer’s unique attitudes influence their lifestyle choices. And their lifestyles impact their purchasing decisions on housing, clothing, food, entertainment, and more.

Psychographics are critical in understanding a population’s attitudes and interests rather than being limited by “objective” demographics. While demographics can tell us about a household’s size and average income, psychographics can help to paint a picture of why that family may purchase a particular item or have preferences related to technology. These insights enable people to find similar-interest households, linking those with similar interests and attitudes, even if they are from different communities.

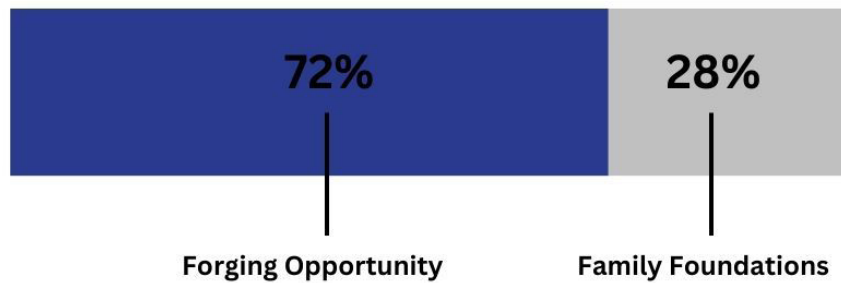
The segmentation profile for the City of Hutchins is based on ESRI Tapestry lifestyle segmentation. Each household’s psychographic segment is assigned based on the dominant lifestyle segment. Once aggregated, a descriptive snapshot of the customer base can be derived. Tapestry classifies residential neighborhoods across the U.S. into 67 unique segments based on demographic and socioeconomic characteristics. Residents within the study area are comprised of two lifestyle segments: Forging Opportunity and Family Foundations.

Hutchins’ life segment groups reflect a family oriented, close-knit group of people who value traditions and hard work. ESRI demographics are broad generalizations but are helpful in understanding the residents’ identities, traits, and behaviors to inform economic strategies within this Plan. Figure 39 provides a summary of the general demographic data for Hutchins, while the lifestyle segments generate more insight so that the best customers and underserved markets can be identified. The top segments within Hutchins and demographics associated with these groups are summarized on the following pages.



Source: Dunaway Associates

Figure 39: Hutchins Demographic Data



Source: Dunaway Associates

Figure 40: Dominate Life Segments

“FORAGING OPPORTUNITY”

Life Segment Profile

Represents ~71.3% of Hutchins households

Who Are We?

“Family is central within these communities, bringing rich traditions to these neighborhoods in the urban outskirts. Dominating this market are younger families with children or single-parent households with multiple generations living under the same roof. These households balance their budgets carefully but also indulge in the latest trends and purchase with an eye to brands. Most workers are employed in skilled positions across the manufacturing, construction, or retail trade sectors.

Our Neighborhood

- Family market; over a third of all households are married couples with children, with a number of multigenerational households and single-parent families; household size is higher at 3.62.
- While most residents live in single-family homes, almost 10% of householders reside in mobile home parks.
- Homes are owner occupied, with slightly higher monthly costs (Index 103) but fewer mortgages (Index 83).
- Most are older homes, nearly 60% built from 1950 to 1989.
- Most households have one or two vehicles; many commuters carpool or walk to work (Index 145).

- Forging Opportunity residents live within the urban periphery of larger metropolitan areas across the South and West.

Socioeconomic Traits

- While a majority finished high school, over 40% have not (Index 321).
- Labor force participation is slightly lower at 61%.
- More than one in four households is below the poverty level (Index 183).
- Residents balance their budgets carefully by spending only on necessities and limiting activities like dining out.
- Many have no financial investments or retirement savings, but they have their homes.

Market Profile

- Residents shop at discount and department stores like Walmart, Dollar General/Family Dollar, and JC Penney for baby and children’s products.
- Many households subscribe to satellite television to watch their favorite programs.
- Magazines are extremely popular sources of news and the latest trends, including women’s fashion, bridal, and parenthood types of magazines.”

Source: ESRI

"FAMILY FOUNDATIONS"

Life Segment Profile

Represents ~28.4% of Hutchins households

Who Are We?

"Family and faith are the cornerstones of life in these communities. Older children, still living at home, working toward financial independence, are common within these households. Neighborhoods are stable: little household growth has occurred for more than a decade. Many residents work in the health-care industry or public administration across all levels of government. Style is important to these consumers, who spend on clothing for themselves and their children as well as on smartphones.

Our Neighborhood

- *Family Foundations* residents are a mix of married couples, single parents, grandparents, and children, young and adult.
- Average household size is slightly higher at 2.71.
- Neighborhoods are found in principal cities of major metropolitan areas throughout the South and West.
- More than two-thirds are homeowners living in single-family houses built before 1970.
- Nearly three-fourths of all households have one or two vehicles at their disposal; average commute time is slightly higher.

Socioeconomic Traits

- More than half have either attended college or obtained a degree; one-third have only finished high school.

- Labor force participation rate is slightly lower at 58% as workers begin to retire.
- Over one-third of households currently receive Social Security benefits; just under a quarter draw income from retirement accounts.
- A strong focus is on religion and character.
- Style and appearance are important.

Market Profile

- Baby and children's products are the primary purchases made by *Family Foundations* residents.
- Shop at discount stores, such as Marshalls, Kmart, dollar stores, and take advantage of savings at Sam's Club.
- Many have no financial investments or retirement savings.
- Magazines, particularly focusing on health and children, are popular.
- Enjoy listening to urban format radio.
- Favorite entertainment sources include television: subscribe to premium cable channels and own three to four TVs.
- Connected, using the internet primarily for entertainment, chat rooms, and online gaming."

Source: ESRI

Objective 1: Continue to capitalize on a strong industrial employment workforce to leverage demand for more destination-based retail and restaurant opportunities.

Workforce is a critical element to the resiliency and economic health of Hutchins. Hutchins' employees serve as the lifeblood for Hutchins' economic base. Creating programs and enhancing the quality of Hutchins' workforce will make Hutchins more competitive and enable Hutchins to maintain its dominance in employment centers. Inflow and Outflow data provides an understanding of the local workforce and their relation to the City of Hutchins. Data sourced from the U.S. Census Bureau reports that of people employed within the City of Hutchins, only 1.9% live within the City of Hutchins and 98.1% live outside of Hutchins and commute to Hutchins. Secondly, 95.0% of Hutchins residents work outside of Hutchins and 5.0% of Hutchins residents work within Hutchins.



Destination retail and restaurants would enhance the quality of life for Hutchins' residents and employees while attracting new visitors.

A way to attract new talent and Hutchins' existing workforce who does not reside in the city is by incorporating more retail amenities, providing housing choice, creating additional educational opportunities, and linking industries with local programs to improve talent and expand critical skills. Additionally, leveraging the city's workforce will help provide more retail options which can mitigate retail leakage and provide greater convenience to Hutchins residents.

Strategies

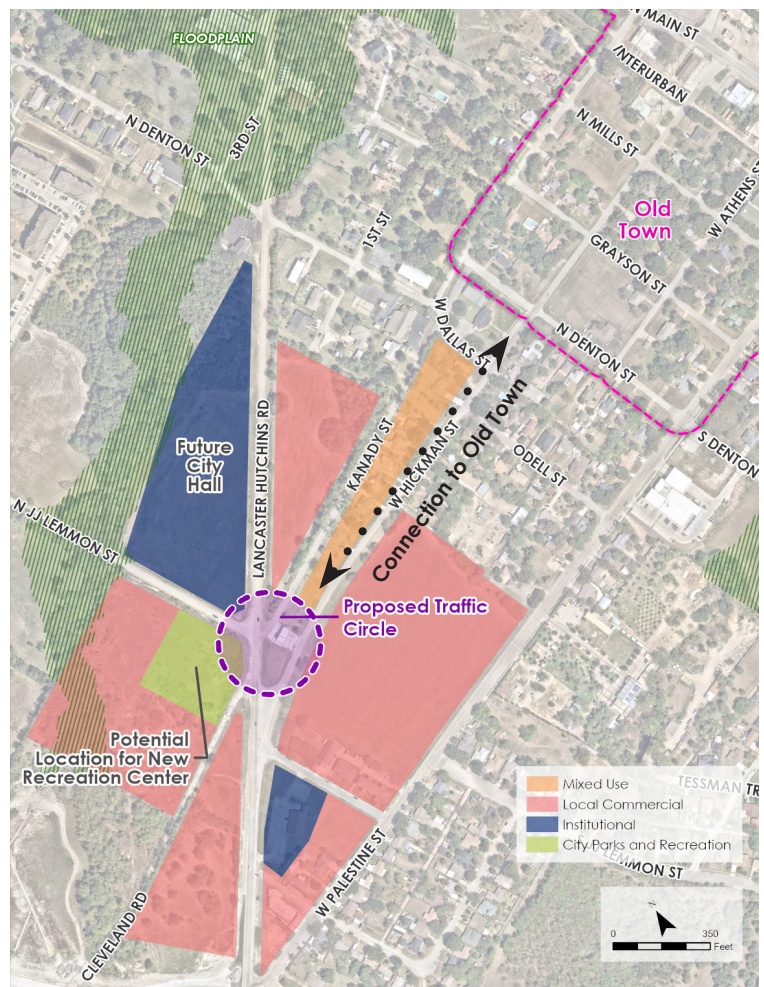
- a. Encourage housing choice in new development and redevelopment.
 - This Economic Development Assessment shows unmet demand for single and multifamily residential in Hutchins. Fostering new neighborhoods can help attract more of its workforce, of which the majority (98.1%) of those employed in Hutchins live outside of Hutchins. Housing can also help strengthen the Hutchins tax base and increase revenue.
- b. Strategically recruit retail and dining by identifying key locations to serve both existing Hutchins residents as well as capture commuter demand traveling along I-45.
- c. Work to attract predominantly convenience-based Class A retail spaces along I-45.
 1. Design standards must remain focused on traffic movement and landscaping as this is the visual entry to the community from neighboring communities.

2. Although convenience-based retail is easier to attract with demographics than destination driven retail, the city can focus on some types of criteria as to what tenants would find appropriate. This includes reducing development permitting costs, creating potential tax incentives, and providing public infrastructure capital improvements.
3. Family-based retail needs traffic, land, infrastructure, and visibility to be sustainable. Providing these elements can bring restaurants, larger retail, and ancillary entertainment venues. The community has expressed interest in bringing a full-service grocery store to the city.
4. Regionally, opportunities exist in the development of outdoor recreational outfit supply stores with the privately owned lakes east of the city limits and the Trinity River Greenbelt Goat Island Preserve.

Objective 2: Maintain and improve Hutchins Old Town as the original center of the community and a destination for visitors with the concurrent focus on new development of a New City Center.

Hutchins' original downtown area is also referred to as Old Town throughout this Plan. This area is a key priority for the growth and maturation of the city. Creating a more defined and cohesive downtown district, along with providing connections to the surrounding areas, could increase the health of Old Town and encourage investments that will produce fiscal returns for the city as well as serve as a central amenity to residents.

The Future Land Use Plan identifies the New City Center as a notable area for key development, known as catalyst sites. This area is intended to attract diverse development and create a portfolio of assets for the City of Hutchins. As the site of the new City Hall, and its proximity to Old Town and other civic buildings, there is an opportunity for new development and reinvestment. The New City Center can create a sense of place for the community through the implementation of family-oriented



This concept example illustrates how the New City Center could feature a mixture of land uses and attract desired development around the planned City Hall.

amenities, such as a recreation center, and can further be activated with outdoor venues, dining, retail, and community programming. Sidewalks and trails from the New City Center can provide connection to the original heart of the city, Old Town.



Commercial buildings in Old Town have the potential for redevelopment while keeping the historic character of the area.

In Old Town there are opportunities for redevelopment and unoccupied buildings that have potential for revitalization as the area evolves. Connecting the old with the new can be very special for the community and will help establish the catalyst site as an economic driver of the community. The diversity of land uses within and surrounding the site provides the opportunity to create key destinations and employment opportunities for residents. Introduction of diverse housing types may be planned in the surrounding area to support the renewal of growth in Old Town and the establishment of the New City Center. Both the New City Center and Old Town should include diverse retail and restaurant opportunities.

Strategies

- a. Explore incorporating the following conceptual planning and design elements in Old Town and the New City Center:
 1. **Family-oriented Amenities:** Chapter 8 proposes the construction of a recreation center within the New City Center to provide an affordable and convenient place for people to workout. It will also provide additional space for programming and events. In other communities, recreation centers have improved the health of the community while also impacting economic vitality through the increase in property values and creation of new jobs.
 2. **Connected and Walkable:** Community feedback has indicated that there is a desire to connect Old Town with the New City Center. Through sidewalks and trails the city can provide an area where people can move freely and safely.
 3. **Historic Preservation:** Within the downtown area there are buildings and homes which could be restored to revitalize Old Town while keeping its small-town and historic charm.



Development in the New City Center should include gathering hubs where people of all ages can come together for events or other activities.

4. **Gathering Hub:** There should be dedicated areas for community events and programming throughout the catalyst site, providing a vibrant and dynamic gathering space for the community.
 5. **Active Frontage:** Activate the streetscape with outdoor dining, entertainment, and events.
- b. **Commercial and neighborhood service land uses in Hutchins should reflect a combination of visitor and resident-based retail availability in Old Town or the New City Center.**
 - The retail environment will be heavily dependent on the redevelopment of Old Town. Additional employment density will be required to make any retail sustainable. To provide the required demand, Old Town and the New City Center should have employment opportunities as well. The International Council of Shopping Centers estimates that workers with easy access to retail spend an average of \$2,350 annually near their workplaces. Most of this spending is on food and beverage purchases (about 61%), while the remaining are neighborhood goods and services and general merchandise sales. Clustering the local and destination retail environments with civic and cultural uses gives restaurants and retail shops a broad-based market. Civic and cultural events and uses increase retail demand.
 - c. **Concentrate efforts on retail attraction and retention.** The catalyst for retail attraction and retention is customers, whether they are local or visiting. Workforce retail demand can be generated by focusing efforts on developing a local office park adjacent to local neighborhoods.

Objective 3: Consider how the branding of the city may bring economic development and create wayfinding signs in the community.

Hutchins has grown near the center of several highway intersections that brings in a significant amount of traffic. I-20 borders the city's north boundary along with I-35, four miles to the west. Access to the community typically comes from I-20 and I-45, which directly bisects the city, and other major arterial roads such as Dowdy Ferry Road and Lancaster Hutchins Road. A distinctive logo such as a city logo or brand (which can be a graphic icon or other easily repeatable image) carefully sited throughout the city is needed to help tourists and travelers identify Hutchins as different from other communities on the interstate.



Branding can include signage such as this one, welcoming visitors to the community.

Branding of a community can:

- Create a common vision for the future of the community and its potential.
- Provide a consistent representation of the place.
- Enhance its local, regional, and/or global awareness and position.
- Become a recognizable and repeatable icon for tying a community together physically through signage.

Hutchins' water tower is a recognizable landmark within the community and, with the city's name across it, lets those passing through the community know that they have arrived in Hutchins. On new facilities, such as City Hall, a logo should be distinctive and provide further pride in the community. A brand can be made to make the connection between the physical location of the community and the actions that the community is undertaking to bring new investment and development.

Highway signs and markers issued by TxDOT on I-45 and I-20 point to Hutchins as a community, but they do not direct customers off of the highway to destinations, such as the Old Town and the New City Center. Additionally, they do not indicate that there is the potential for available retail along the highway corridors. Therefore, future customers unfamiliar with the area could have difficulty finding the retailers there. Wayfinding modifications can provide monument markers defining Hutchins as well as directional signage directing traffic from the highways to Old Town and the New City Center.

The main entry points, shown in Figure 41, are the first opportunity that the city has to capture the imagination and interest of pass-through traffic made up of consumers and people looking for a new community in which to work and to live. Additionally, the gateway entrances should incorporate the unique brand identifier and include appropriately designed signage that directs people to the amenities within the city, but also informs them of the relevance of the community to the region as a whole.

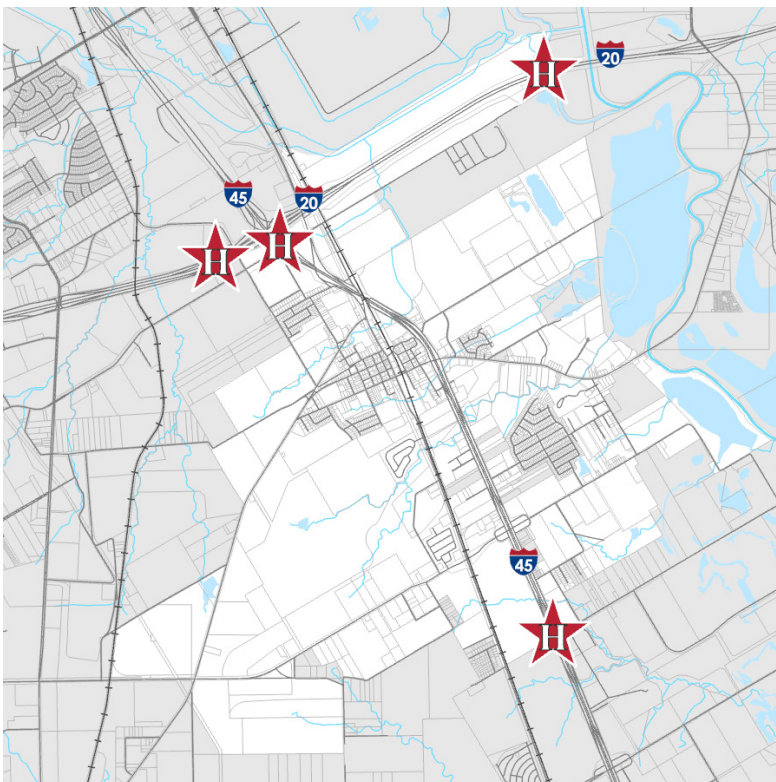


Figure 41: Potential Hutchins Gateway Locations

Strategies

- a. Focus on signage at the key intersections of major arterial roads and I-45, such as Lancaster Hutchins Road and Dowdy Ferry Road.
- b. Place gateway signs at the primary entry points at the north and south ends of the city, along I-45 and the east to west points along I-20. Ideally these would be placed near the corners of the roadways but far enough to reduce the likelihood of being hit by errant traffic.

- c. Provide improved wayfinding directions to Old Town from both North Main Street and Palestine Street. These signs should provide directional arrows.
- d. Develop a design plan for public lighting, median design, signage, and landscaping along I-20 and I-45, then repeat the design in other focused areas such as New City Center.
- e. Make the I-45 gateway different and unique by establishing Hutchins specific branding and wayfinding standards to make Hutchins stand out from others.



Chapter 7: HOUSING

Housing Goal: Hutchins will have a variety of housing types available to all incomes. All housing will be safe and decent for residents.

Having a variety of housing types allows for residents to choose the type of home they can both afford and prefer. Housing needs are different throughout different stages of life. Providing all types of housing allows residents to gracefully age in place.

Elements of housing relates to three generalized areas – Affordability, Preservation, and Diversity of housing type:

- ***Affordability*** of housing refers to the overall housing costs and ensuring that a range of price options exist in the city. Home valuation in Hutchins has increased significantly with the housing boom of new homes within North Texas.
- ***Preservation*** refers to the ability to maintain and retain existing homes and neighborhoods of Hutchins, as well as ensuring the ability of residents to stay in their homes over time.

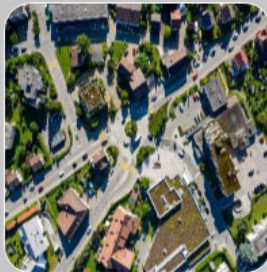
Most of Hutchins' aging housing is within or near the original Old Town.

- ***Diversity*** of housing is related to affordability; it also refers to the needs of the household through different stages of life. Younger families have different housing needs than retirement age people wishing to spend less time and resources on maintenance of a structure or on a yard. Providing more housing options would allow more of Hutchins' existing workforce to live within the community as well as accommodate the population growth needed to attract more retail and commercial development.

Neighborhoods are important to the community. Creating strong neighborhoods with connections to the civic life of the city, to schools, and to recreation opportunities is vital to sustaining a healthy environment. The following are some common characteristics of neighborhoods which can enhance development in the city.



Housing diversity allows residents of all ages and preferences to plant roots in Hutchins.



Allow a variety of housing types and sizes to accommodate different stages of life within Hutchins. Ensure that all housing types are built to the highest possible quality.

Encourage connected neighborhoods, emphasizing both internal and external connectivity. Neighborhoods should be linked to each other as well as to the community.

Continue to encourage and expand events such as movies in the park, block parties, and other neighborhood events to promote social interaction among neighbors and to foster a sense of community.

Create parks to provide outdoor recreational opportunities for both neighborhoods and the community.



Consider minimum residential standards that reduce maintenance and preserve long-term appearance.

Incorporate neighborhood retail centers in those areas identified for local commercial in the Future Land Use Plan, which optimize convenience for adjacent neighborhoods. Encourage walkability and connectivity to adjacent neighborhoods.

In addition to parks and trails, neighborhoods should include open space to preserve some rural aspects of the city.

Delineate different neighborhoods through entrance features and signage



Regulations for new subdivisions should account for character of existing neighborhoods and homes nearby.

As new residential developments are constructed and the city rezones existing developed land into residential, implementing a variety of lot sizes should be considered, in order to offer a mix of housing options. Requiring minimum lot sizes sets the character of the neighborhood by determining the type of development intended for the neighborhood; however, it does not limit homes to be the same size and style. Regulations for new subdivisions should account for the existing character of the area. Policy considerations should be made to ensure that lot sizes are distributed among small, medium, and large estates within each neighborhood.

Objective 1: Promote development of housing types: single family detached units, attached units, townhouses, and apartments where appropriate.

As mentioned above, most of Hutchins housing stock is single family detached units. To have a diversity of ages, incomes, and affordable housing in the community, a variety housing types are needed. Housing choice is important for community growth and fiscal health of the city; it includes home costs at each end of the available price spectrum and several in between. It also includes assorted designs and forms, such as townhomes, “estate style,” multi-family, live-work units, and more. While the community feedback indicated that they would like to continue to see more low-density residential craft style homes, there is a need to find balance between the different housing types. The Future Land Use Plan identifies areas deemed appropriate for medium and high density residential; it is within these areas that more affordable and lower maintenance style housing can be developed in the form of apartments, townhouses, etc. The Existing Land Use Map shows where existing houses have been developed.

The Economic Development Assessment conducted by Catalyst Commercial (found in Chapter 6) highlights the unmet demand for single and multifamily residential in Hutchins. Fostering new neighborhoods can help attract more of its workforce and help the city reach a population that would position Hutchins to be more desirable to retailers and commercial development. In addition, without a diverse housing stock it will be unnecessarily challenging for Hutchins to attract local jobs and desired shopping, dining, and entertainment uses. From quality of life to economic development allowing residents to age in place, promoting diverse housing types will add value to Hutchins.



Multifamily housing (where appropriate) could help attract more of Hutchins' workforce to live in the city.

Strategies

- a. Support development of new areas for attached housing, townhouses, and apartments as shown on the Future Land Use Plan and where there is access to existing or planned services, jobs, and retail. These can be found within medium density, high density, or mixed-use areas.
- b. To the extent possible, allow for a mixture of housing types within larger neighborhoods to support a variety of age groups and income levels.
- c. Redevelop existing industrial and commercial lots for residential development once they have been rezoned to accommodate a variety of housing types.
- d. Promote replatting of lots to make sure that housing meets minimum lot standards for zoning districts.
- e. Modify the Zoning Ordinance to improve opportunities for multifamily housing in appropriate locations and designs to serve younger populations.
- f. Use regulations, incentives, and/or partnerships for new home designs, costs, locations, and amenities, while allowing residents to age in place.
 1. Partner with property owners and developers to install market-ripe and diverse housing types.
 2. Support the conversion of nonresidential buildings and spaces to residential use when and where appropriate.
 3. Provide a supportive regulatory environment for innovative and/or different housing types.
 4. Make proactive Code of Ordinance updates to support diverse housing types.

Objective 2: Maintain and improve the existing housing stock.

Neighborhood revitalization is a key opportunity for the City of Hutchins. Improvements may include increased options for mobility, increased compliance with current residential codes and ordinances, and other investments to foster high quality of life for Hutchins residents. Currently conditions are fair; however, the community has expressed a need to update infrastructure and increase standards to improve community pride and encourage additional private investment.

As housing ages, maintenance needs increase. Not all property owners can afford to keep up with needed improvements, but assistance can be made available.



Existing homes adds to Hutchins' unique character, especially in Old Town, and should be protected and maintained where possible.

Strategies

- a. Expand programs to maintain the existing housing stock such as those offered by Habitat for Humanity and other organizations and agencies.
- b. Use the development review process to evaluate private projects and their contributions to urban design.
- c. Align zoning and future land use allocation to ensure housing is located where it can be served by infrastructure without creating a burden on city services.







Chapter 8:
PARKS AND RECREATION

Parks and Recreation Goal: Have safe and equitable parks, open space, and trails offerings and preserve important natural resources throughout the city.

Attractive, safe, and well-maintained public parks, open spaces, and recreation facilities are essential elements of Hutchins’ future in image and quality of life. When strategically placed and equitably distributed, parks provide a wide array of opportunities for both individual and community enrichment. In addition, parks and open spaces protect environmentally sensitive lands from potentially harmful effects of new development, while preserving their recreation and transportation benefits.

Parks and open spaces are places to play, to relax, to enjoy the natural environment, and to connect socially with others in the community. They can define a neighborhood and provide cultural focal points. If properly designed and maintained, parks enhance the economic value of nearby properties. Linear open spaces knit together neighborhoods with other important elements of the city including schools, Old Town and the New City Center, and commercial development. These areas can also serve as effective buffers between incompatible land uses.

The City of Hutchins has four existing parks: Sunrise Creek, Campbell, Martin Luther King Jr, and Valley View. Hutchins’ park system includes 25.48 acres of recreational space. Each park’s features are summarized below:

			
Sunrise Creek Park	Campbell Park	Martin Luther King Jr. Park	Valley View Park
Location: 809 North Denton Street	Location: 200 South Denton St.	Location: 801 Oak Creek Drive	Location: 200 Glenview Drive
Features: Basketball Court Shaded Picnic Area Children’s Play Area	Features: Baseball Field Football Field Basketball Court Tennis Court Gazebo Children’s Play Area	Features: Basketball Court Covered Picnic Areas Children’s Play Area	Features: Basketball Court Children’s Play Area Walking Trail

Many of the new developments created in other communities have instituted sections of the development dedicated for open space and playground structures. These are modern in design and safety but are restricted to use by the residents of the particular neighborhood. They are fenced in with a keycode access point. These HOA amenity facilities are typically maintained by homeowner's associations of the residential neighborhoods.

Much of the feedback which was received by the Advisory Committee and the community survey expressed a desire for additional family-oriented recreation opportunities. It is recommended that the city consider updating its existing Parkland Dedication Ordinance and explore other processes in which existing parkland may be improved. As new residential subdivisions and private development come in, the city should encourage developers to create public spaces and amenities that are positioned to serve the greater community at large, as opposed to only designating access for those in the immediate neighborhood.

New Recreation Center

During the public meeting on September 26, 2023, the planning team introduced the idea of a potential recreation center to be located near the new city hall at the northeast corner of Lancaster Hutchins Road and JJ Lemmon Road. The proposed recreation center reflects the community's desire for indoor recreation opportunities, as seen in the community survey, and the potential location was selected based upon the recommendation of the Advisory Committee. A recreation center would help to further establish the New City Center as a community hub with family-oriented amenities. As new businesses come in, the city should consider working with developers through private-public partnership to provide sidewalk connection to Old Town and the adjacent commercial area; this would increase walkability and connectivity to other civic destinations.

The benefits of a recreation center go far beyond improving the health of the community. They provide an additional space for all income levels to learn, de-stress, and organically connect. Following the isolation of the COVID-19 pandemic there has been a national push for more community recreational spaces. The following summarizes the potential benefits that a recreation center could bring to the community:

- In smaller communities, recreation centers often promote a healthy fitness culture and become the hub for community programming.
- They increase educational equality by providing low-cost learning, which is invaluable to all income brackets.
- They provide additional meeting and event spaces in communities with limited civic gathering space.



Recreation centers, such as this one in Austin, provide residents an important place to improve their health and participate in their community.

- They provide amenities for all age groups, particularly supporting the family and youth. Their programming often includes family-oriented programming – for example, child and parent fitness classes, picnics, and festivals. In addition, they can encourage youth engagement, allowing kids and teens to develop lifelong healthy habits.

Developing a Tiered Park System

Development of parks within a tiered system allows for a variety of experiences and uses. The following park typologies are commonly used in a tiered park system:

- **Open Space Preserve** – Typically acquired and managed in accordance with land use, preservation, and environmental objectives.
- **Urban Open Space** – Typically 2,500 square feet to 1 acre. Servicing the immediate area (less than 1/8-mile radius), it can be a public or private park. Typical development within the park may be passive or limited recreation. These parks include squares, plazas, gardens, formal spaces, and public art.
- **Linkages, Greenways, and Trails** – These can be any size but will serve several neighborhoods. Ideally these parks serve an entire jurisdiction. They may include hard and soft trails for hiking, bicycles, or skating. They connect neighborhood areas to schools, parks, civic buildings, and commercial areas.
- **Neighborhood Parks** – Sized to provide 2.5 acres per 1,000 residents, these parks are usually 5 to 20 acres in area. These will have playgrounds, picnic areas, court games, trails, and minimal parking. Roughly half of the park should be set aside for passive recreation areas.
- **Community Park** – Sized to provide 3 acres per 1,000 residents and maybe 30 to 50 acres. These serve several neighborhoods and include “drive to” recreation facilities as well as facilities found in neighborhood parks. Recreational multi-purpose centers, competitive sports fields, and water areas are typically located within a community park. They may serve as the trailhead for community-wide trail systems.
- **City-wide Park** – Sized to provide 7 acres per 1,000 residents and may be greater than 50 acres. These serve the entire jurisdiction with unique, one-of-a-kind amenities such as garden centers, water parks, outdoor theaters, civic centers, fitness centers, senior centers, and multi-field athletic complexes.

Type	Size/Acres	Service Area	Acres per 1,000 Population
<i>Open Space Preserve</i>	Variable	Variable	Variable
<i>Urban Open Space</i>	2500 S.F. - 1 Acre	Less than 1/8-Mile Radius	Variable
<i>Linkages, Greenways, and Trails</i>	Variable	Several Neighborhoods	Variable
<i>Neighborhood Park</i>	5-20 Acres	Local Neighborhood	2.5 Acres / 1,000
<i>Community Park</i>	30-50 Acres	Several Neighborhoods	3 Acres / 1,000
<i>City-wide Park</i>	Greater than 50 Acres	Entire Jurisdiction	7 Acres / 1,000

Figure 42: Tiered Park System Summary

Objective 1: Assess the community needs and desires for additional public passive and active parks in a tiered park system located throughout the community in a parks, recreation and open space master plan (PROMP).

The PROMP will serve as a guide to assess current and future parks and recreation needs in Hutchins, in greater detail than the Comprehensive Plan. It will establish a more detailed vision, prioritize resources, and provide strategies for enhancements or additions within the Parks and Recreation System. During the planning process the community showed an interest in increasing walkability; this can be achieved by the development of Trail Master Plan as an additional component to the PROMP. The Trails Master Plan would be developed to unify trail standards, describe where existing trails exist and any gaps, determine where essential connections and future trails are viable, and outline short- and long-term trail priorities. Adopting a PROMP can fill gaps in the Parks and Recreation System to best ensure that the system meets diverse needs and improves accessibility. A new funding source will be gained upon adoption of a qualifying PROMP, which is Texas Parks and Wildlife Department (TPWD) grants.

Strategies

- a. Create a tiered park system based on serving a variety of uses and purposes including open space preserve, linkages and greenways, neighborhood parks, community parks, and city-wide parks. Prepare a Parks, Recreation and Open Space Master Plan, and apply for a Texas Parks and Wildlife parks grant.



An existing trail connects Old Town to Campbell Park. A Trails Assessment would identify other potential trail connections in the community.

- b. Conduct a Trails Assessment of the potential connectivity between major points of interest, proximity to schools, community interest, and construction feasibility.
- c. Parks and open spaces may be located in or adjacent to floodplains, where possible, to aid in floodplain conservation efforts and to enhance recreational opportunities. Such areas may be developed with recreation facilities or set aside as open space to preserve sensitive areas. Use of floodplains should be an amenity to the parks system and be considered as an option, not as the primary source of parkland.
- d. The city should acquire and develop parks in combination with other public facilities to provide the most cost-effective public services. Park property could be developed jointly with new schools, new subdivisions, storm water detention basins, drainage channels, or new city facilities. This strategy should not contradict the spatial distribution objective of parks and recreation facilities to be located throughout the community.

Objective 2: Protect the floodplain for property preservation, water and environmental quality, and the inclusion of a trail system.

Preserving floodplains has great value for a community. Limiting development helps to protect lives and property. In addition, the floodplain can act as a filter for water entering creeks, streams, rivers, and lakes. It can also provide a location for passive recreation and trails and paths.

Strategies

- a. Discourage and/or prevent construction of permanent structures in the floodplain or reducing the size of natural floodplain by engineering and construction to help protect lives and property. If construction in existing floodplain is deemed necessary for any project, then measures should be taken to raise the land out of the floodplain and to amend the flood zone map.
- b. Encourage planting of trees and shrubs in the floodplain (but not in floodway) to help improve water quality.



Floodplain can provide opportunities for recreation. Source: City of Hutchins

Objective 3: Influence new development to provide public spaces in addition to private amenity centers.

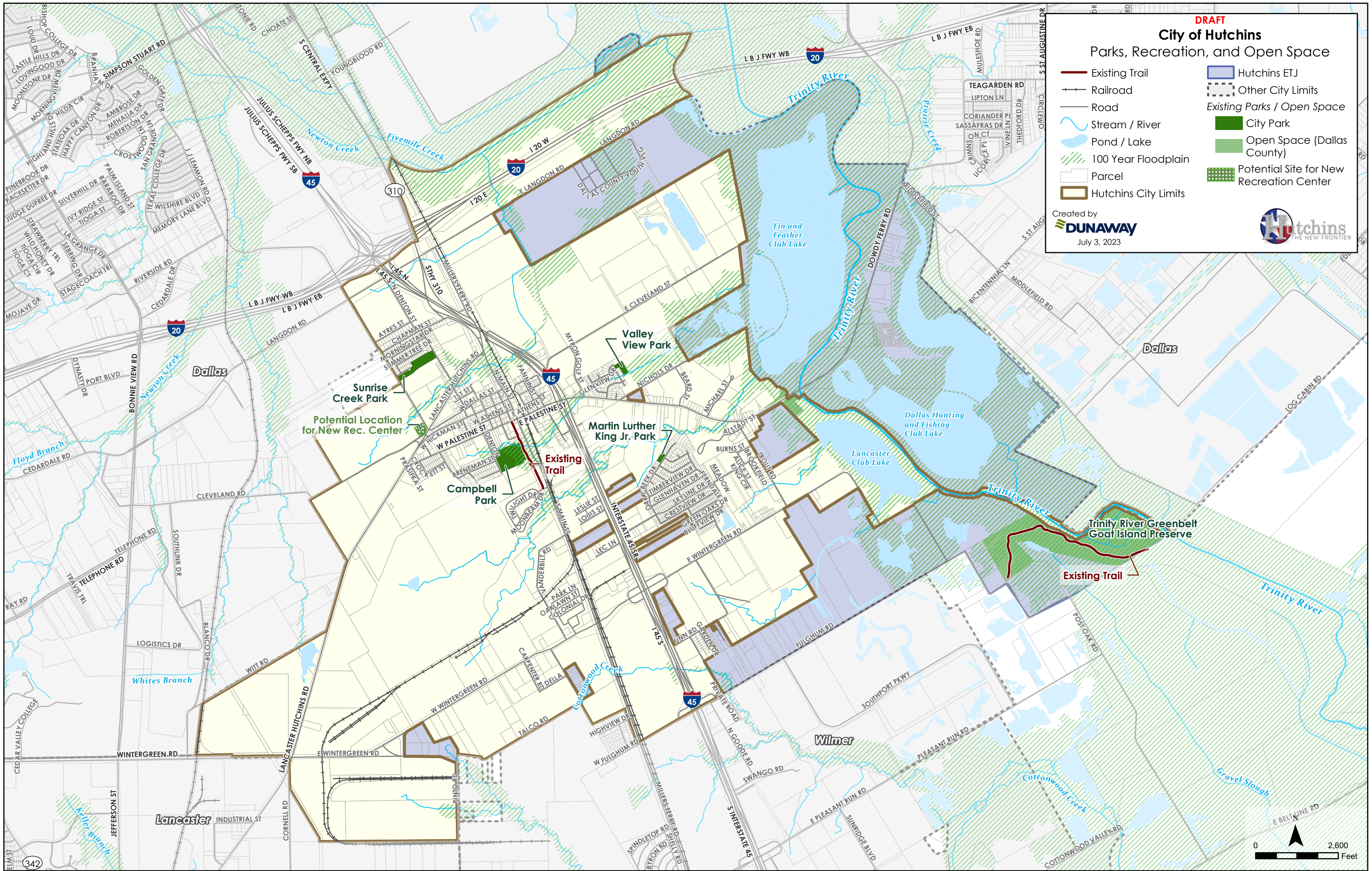
Strategies

- a. Update the city's Parkland Dedication Ordinance to incorporate modern day best practices for dedication and development fees that reflect target levels of service.
- b. Develop multi-use trails to meet high demand for recreation and connectivity in the community.
- c. Develop additional nature areas, picnic/pavilion facilities, and a recreation center.
- d. Evaluate and provide sidewalk/trail connectivity along Lancaster Hutchins Road, JJ Lemmon Road, and Kanady Road in order to provide connection between the New City Center and Old Town.

Program	Agency	Purpose	Eligibility	Use of Funds
<i>National Recreational Trail Fund</i>	Federal Highway Administration, administered by Texas Parks and Wildlife	To fund motorized and non-motorized trail projects	Local governments	Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.
<i>National Parks Service – Rivers, Trails, and Conservation Alliance (RTCA)</i>	National Parks Service (NPS)	Building healthy communities, conservation, engaging youth in outdoor recreation and facilitating between NPS and communities	State and local governments, non-profits, or citizen organizations	This program provides technical assistance to community led conservation and outdoor recreation projects throughout the country. The types of assistance include: community outreach strategies, developing concept plans for trails and parks, creating project management and action plans, engaging collaborative partners and stakeholders, and other consulting services that can be tailored toward the needs of the project.
<i>Local Parks Grants</i>	Texas Parks and Wildlife Department (TPWD)	Assist local governments with the acquisition and/or development of public recreation areas and facilities	Small communities less than 20,000 in population; for non-urban outdoor recreation, less than 500,000 in population	Basic outdoor facilities and related support facilities. Developed new, renovated, or redeveloped on owned land. Playgrounds, trails, golf courses, sports courts, community gardens.
<i>Recreational Trails Grants</i>	Texas Parks and Wildlife Department (TPWD)	With FHWA paid for on gas taxes	Local governments	Funds for motorized and non-motorized trails projects. Including maintenance, signage, and to acquire trail corridors.

Figure 43: *Potential Funding Sources for Parkland Improvements*

See the following page for Figure 44: Parks, Recreation, and Open Space Map.



DRAFT
City of Hutchins
 Parks, Recreation, and Open Space

Existing Trail	Hutchins ETJ
Railroad	Other City Limits
Road	Existing Parks / Open Space
Stream / River	City Park
Pond / Lake	Open Space (Dallas County)
100 Year Floodplain	Potential Site for New Recreation Center
Parcel	
Hutchins City Limits	

Created by
DUNAWAY
 July 3, 2023

Hutchins
 THE NEW FRONTIER



Chapter 9:
UTILITIES, INFRASTRUCTURE,
AND CITY SERVICES

Utilities, Infrastructure, and City Services Goal: Hutchins will have high quality infrastructure and service provision to support residents, businesses, and institutions in the city.

City government exists to ensure that the needs of residents, property owners, businesses, and visitors are adequately addressed. These needs include public safety, streets, water and sewer facilities, libraries, and other services. The City of Hutchins has invested millions of dollars over the years to provide the highest quality services and facilities to its residents.

This chapter on community facilities covers provision of water, wastewater treatment, stormwater management, solid waste management, libraries, and other services and facilities owned and managed by the City of Hutchins. These buildings and activities contribute in large part to the quality of life for all residents, businesses, and visitors to Hutchins.

Hutchins contracts with the City of Dallas (Dallas Water Utilities) for the purchase of portable water and water treatment. The city's Public Works Department oversees water distribution to the community. Major facilities are owned and operated by the city to maintain reliable pressures throughout the system. The city maintains 55.7 linear miles of water lines and has two existing water storage tanks and one ground storage tank. The first is a one million-gallon elevated storage tank located off Lancaster Hutchins Road at the southeast border of the city limits. The older of the two is a 300,000-gallon elevated storage tank located between Vanderbilt and West Wintergreen Roads south of the railroad. An additional proposed storage tank will be located near the intersection of Trout and East Wintergreen Roads. An existing pump station and ground storage tank are located northeast of State Highway 310 along Millers Ferry Road next to the ramp onto I-45. The pump station will be abandoned and replaced with a new one just west of the current location. This update will improve the level of service for residents in the north side of town and accommodate growth as the area continues to develop. The addition of capacity to the Hutchins system will allow significant growth on the south and southeast side of the community as well as provide additional pressure to allow residential development, such as Skyline Estates Watermill.

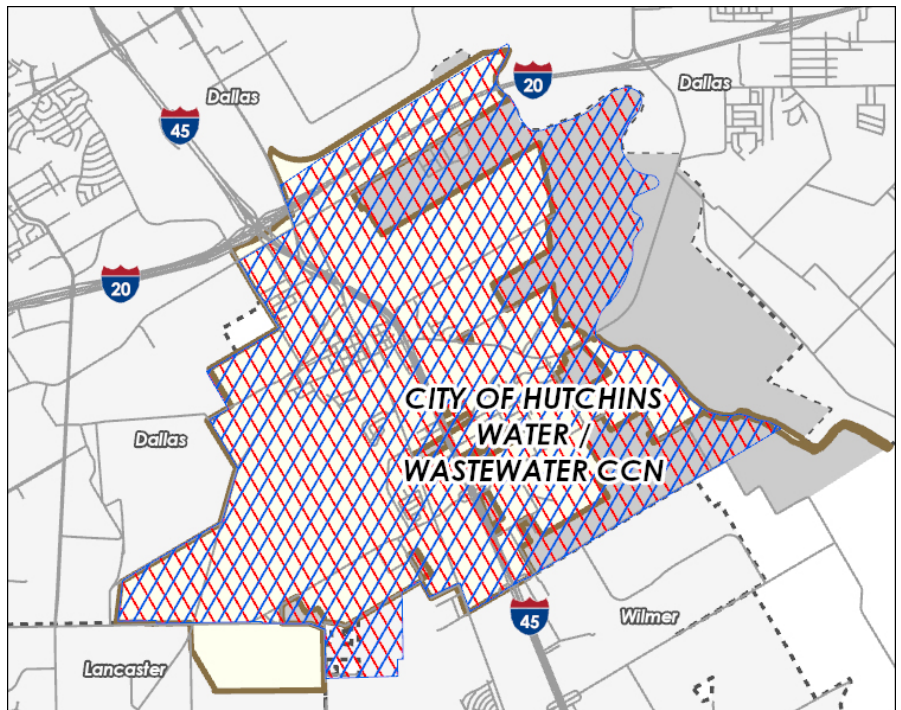


Figure 45: City of Hutchins Utility CCN

Hutchins Public Works department manages and operates the sanitary collection system which includes a series of wastewater lift stations and 39.6 miles of sanitary collections piping. The city currently maintains seven lift stations with plans to abandon four and add an additional one west of Lancaster Club Lake near where East Wintergreen Road and Post Oak Road meet. Public Works personnel monitor the lift stations, and on an on-going basis, they regularly clean and root cut sewer collection mains to ensure the reliable flow of wastewater to the Dallas Water Utilities.

As Hutchins continues to develop, the city strives to maintain an adequate level of service for its residents while welcoming new developments. With the community's desire for more residential development, it will be critical for the city to invest in the existing infrastructure to meet capacity demands. Strategic planning, policies, and partnerships can ensure that reliable infrastructure, utilities, and services span across the city.

Objective 1: Through Capital Improvement Project (CIP) planning, provide sufficient quantity and quality of water to promote new development and growth.

Strategic planning and information gathered will inform potential CIP projects. Future growth and usage should be calculated and utilized to develop a cost estimate for a 10 to 20-year Capital Improvement Plan that would allow the city to properly maintain its existing infrastructure and plan for the future in a cost-effective, efficient, and timely manner.

Strategies

- a. Examine all long-range agreements for the procurement of water. Make sure the quantity is scalable to meet future demand by new development growth.
- b. Utilize capital improvement programming to indicate appropriate new water system construction for the promotion of new growth and land development.
- c. Maintain active participation with the development process of properties within and adjacent to the city's water CCN boundaries to anticipate new growth and negotiate development agreements, potential system tie-in, and construction of new mains.
- d. Complete a Water Systems Master Plan to inform decision making and prioritize improves within the Capital Improvement Plan.



Hutchins will need to add to its existing water infrastructure to support new development.

Objective 2: Through Capital Improvement Project (CIP) planning, provide wastewater collection and treatment to meet all state and federal standards.

Strategies

- Utilize capital improvement programming to indicate appropriate new wastewater system construction for the promotion of new growth and land development.
- Maintain active participation with the development process of properties within and adjacent to the city's wastewater CCN boundaries to anticipate new growth and negotiate development agreements, potential system tie-in, and construction of new mains.

Objective 3: Provide for stormwater management that prevents flooding and situation of creeks and streaks and meets all state and federal standards.



As a community develops, managing stormwater runoff can become a significant challenge, without proper planning. Source: Vlad Chetan (Pexels)

A Stormwater Master Plan is critical for protecting life and property against local and regional flooding threats. FEMA regularly updates its floodplain data within the city and Dallas County. Floodplain information from FEMA will provide baseline riverine conditions that can be used in the creation of a Stormwater Master Plan. A Stormwater Master Plan will typically include collecting information on the current drainage assets, analyzing the current drainage assets, and developing and analyzing proposed drainage improvements. The Stormwater Master Plan could be a city-wide plan, per drainage basin, or an area (the New City Center, for example). In

addition, the Stormwater Master Plan informs the Capital Improvement Plan's financial considerations resulting from the construction and maintenance of storm drainage systems.

In addition to the Stormwater Master Plan, the city should consider taking measures to implement Green Infrastructure as the community continues to develop. Stormwater runoff becomes more of a problem as areas develop, significantly contributing to water pollution. The EPA has found that when stormwater runoff is not effectively managed, it "carries trash, bacteria, heavy metals, and other pollutants through storm sewers into local waterways." In addition, when not dealt with, heavy rain can lead to flooding and other damage. Green Infrastructure and Low Impact Design (LID) can mitigate the impacts of urbanization on water quantity and quality.

Strategies

- a. Develop a stormwater management plan to ensure that flooding does not occur in the city.
 - As a part of the plan, consider recommendations for potential improvement, future capital improvement opportunities, development standards (ex. Green Infrastructure and Low Impact Development), and priorities.
- b. Revise the Code of Ordinances to include Green Infrastructure and Low Impact Design (LID) elements within street design for improved stormwater management and preservation of natural resources.

Objective 4: Continue to provide solid waste disposal service in the city.

Solid waste collection in the city is provided through a contracted service with Republic Services. A trash can is provided to residents by the company, and residential sanitation (trash) and bulk (large items, tree limbs, etc.) are collected each Tuesday and Friday between 8:00 a.m. – 5:00 p.m. Republic Services also provides recycling services at 1450 E. Cleveland Street, Hutchins, TX 75141. Acceptable items may be dropped off at the recycle dumpster located in the parking lot of the house just past the Republic Services building on the left.

Strategies

- a. Monitor the needs of the community for solid waste disposal options and act in a timely fashion to meet these needs.
- b. Promote mulching and composting of green wastes, such as leaves, tree limbs, grass clippings, brush, etc., as part of the recycling and waste minimization efforts.

Objective 5: Continue to provide police services and programs to create a safe environment for all citizens in Hutchins.

The City of Hutchins maintains a professional police department of sworn officers and civilian personnel that oversee Communications, Records, Code Compliance, and Animal Services divisions. A new public safety office building was constructed in 2021 and now houses both the Police and Fire Departments. The department strives to effectively and efficiently provide for the protection of lives and property, preserve the public peace, and provide needed community services with the highest level of professionalism and ethical standards.



Hutchins Police Department is an important component in community safety and well-being. Source: City of Hutchins

Strategies

- a. Develop and maximize the use of human resources through effective management and training. These human resources include police personnel, other governmental agencies, the private sector, and the citizens of Hutchins.
- b. Evaluate the need for additional personnel and implement procedures to select only the most qualified personnel.
- c. Update and advance technology to meet increasing challenges and legal requirements.
- d. Monitor pay for police officers and adjust as needed to attract well-qualified personnel.

Objective 6: Continue to provide professional Fire Department services.

The Fire Department oversees more than just putting out fires. The department is responsible for services in Emergency Medical Services, rescue, fire prevention, public education, fire investigation, hazardous materials response, wildland response, and pre-fire mitigation services. In addition, the department is also charged with emergency management oversight and duties. The Fire Department's fire and emergency medical service area cover not only Hutchins but also part of the surrounding Dallas County areas.



Hutchins Fire Department oversees fire management along with Emergency Medical Services in Hutchins and surrounding portions of Dallas County. Source: City of Hutchins

Strategies

- a. Assure relationships that ensure adequate fire protection facilities, equipment, and water pressure to respond to and fight a fire in any part of the community in a timely and efficient fashion.
- b. Monitor the need for additional personnel, equipment, and facilities to provide timely response in all areas as the community increases in land area and population.
- c. Continue to upgrade the emergency medical services so as to provide the highest level of service possible to the residents of Hutchins and Dallas County.
- d. Focus on education of the public in areas of fire prevention and accident prevention.
- e. Consider economic and demographic growth factors in the future development of a mixed professional / volunteer fire department for the city. These factors may include general fund revenues, service demand of taller buildings, or buildings closer together requiring specialized emergency equipment. Studies have shown that when administration costs for fire protection increase enough, mixed and professional departments have lower costs than a volunteer department.

Objective 7: Explore ways to provide additional library services to residents.

Atwell Public Library is located at 300 N. Denton St. Hutchins, TX 75141 and open Monday – Friday 9:00 a.m. to 6:00 p.m. The library provides a quiet space for the community to come and take advantage of resources such as books, newspapers, magazines, and access to the internet. These resources help meet the need for information and answers to questions on a broad range of topics. The library also hosts monthly events and activities for community members of all ages including monthly story times, kids’ camps, and adult reading challenges.

Strategies

- a. Consider expanding library programs and facility as the community continues to grow.
- b. Continue to explore growing the library’s online resources and digital material.



*Atwell Public Library is a beloved resource that provides important services to the community
Source: City of Hutchins*

Objective 8: Continue to provide additional broadband fiber optic services to the community.

In today’s digital world high-speed and fiber internet is now considered an essential part of infrastructure, for both the public and private sectors. Lack of internet is seen as a barrier to economic competitiveness and being able to fully participate in modern life. It has become popular to use private public partnerships to bring in technology, such as fiber infrastructure, which is often too expensive for local governments alone. Having high-speed and fiber internet is crucial for economic growth, and investment in its expansion is beneficial to both the public and private sectors. Investment in fiber infrastructure benefits the community in multiple ways including job creation and tax revenues.

Strategies

- a. Identify areas that lack broadband fiber and pursue partnerships with developers and service providers to make needed upgrades to increase capacity.
- b. Coordinate amongst city departments to obtain the necessary regulatory documentation needed to construct new fiber or broadband infrastructure including franchises for fiber/broadband providers, fiber optic right-of-way agreements, and land lease agreements.

- c. Revise the Code of Ordinance to implement a “Dig Once” policy requiring that conduit and fiber optic infrastructure be installed when work is being done in the public right-of-way.
 - The city can require notice on its website of voluntary joint underground trenching opportunities for conduit and fiber optic infrastructure in the public right-of-way. Hutchins can reduce the cost of fiber infrastructure and underground utilities deployment by adopting policies that encourage placement of conduit or fiber optic when an underground trench is open in the public right-of-way.
- d. To encourage new fiber network investments, Hutchins should maximize new internet infrastructure by encouraging multiple fiber or broadband internet operators to be located on new infrastructure. The city should investigate what assets it may maintain that could increase the location of fiber deployment.

Objective 9: Continue to provide city administrative services from City Hall.

Hutchins’ existing public buildings are located within Old Town; however, as the community is growing the city has plans for a new civic center further east. The new City Hall will be located on the northwest-corner of Lancaster Hutchins Road and JJ Lemmon Road. The current and future City Halls operate as the administration building for city services and provide chambers for the elected City Council and appointed committees to conduct meetings. The city is well positioned to accommodate growth and continue to provide high quality services to the public for years to come.

Strategies

- a. Every five years conduct a City Assets and Facilities Assessment to identify administrative gaps within departments and the potential need for additional staff, training, and facility space for serving the existing and future population.
- b. Keep the new City Hall building in a good state of repair, as the city creates a New City Center, so that it will be an asset and an example of good stewardship for the community.

Objective 10: Practice good stewardship of all city-owned properties.

The city owns several properties used for city functions and by the community. In order to provide for future use, maintenance is key. As new buildings and facilities are constructed some of the properties may become vacant or have no programmed use. Bank of properties may be important to prevent the need to purchase new properties in the future.

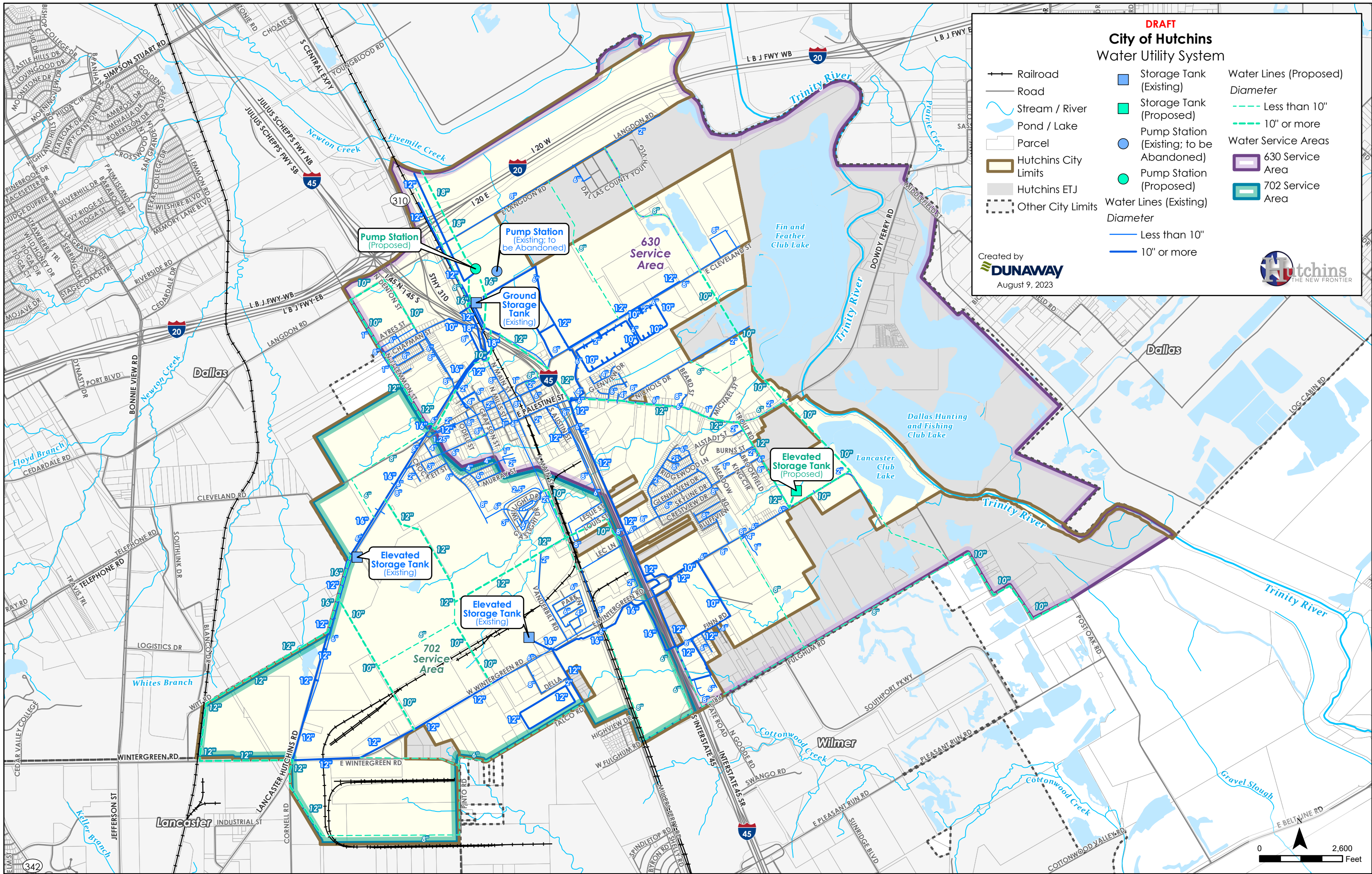
Strategies

- a. Assure that city-owned property is adequately maintained and landscaped.
- b. Dispose of public property which has no foreseeable use or which other types of development could better utilize.



The new Hutchins Public Safety Building was built in 2021.

See the following pages for Figure 46: Water Utility System Map and Figure 47: Wastewater Utility System Map.

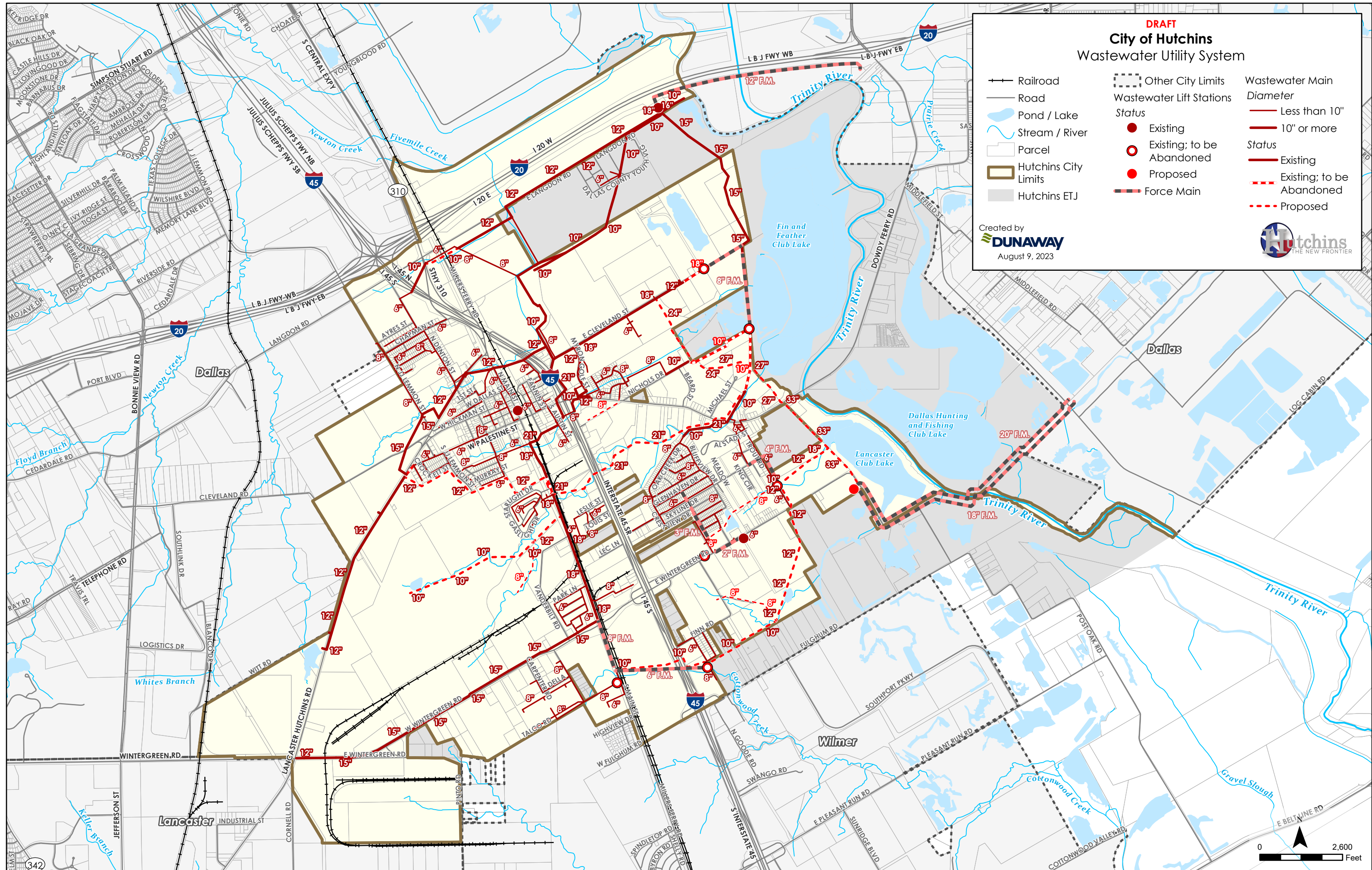


DRAFT
City of Hutchins
Water Utility System

- Railroad
- Road
- Stream / River
- Pond / Lake
- Parcel
- Hutchins City Limits
- Hutchins ETJ
- Other City Limits
- Storage Tank (Existing)
- Storage Tank (Proposed)
- Pump Station (Existing; to be Abandoned)
- Pump Station (Proposed)
- Water Lines (Proposed) Diameter Less than 10"
- Water Lines (Proposed) Diameter 10" or more
- Water Service Areas 630 Service Area
- Water Service Areas 702 Service Area
- Water Lines (Existing) Diameter Less than 10"
- Water Lines (Existing) Diameter 10" or more

Created by
DUNAWAY
 August 9, 2023




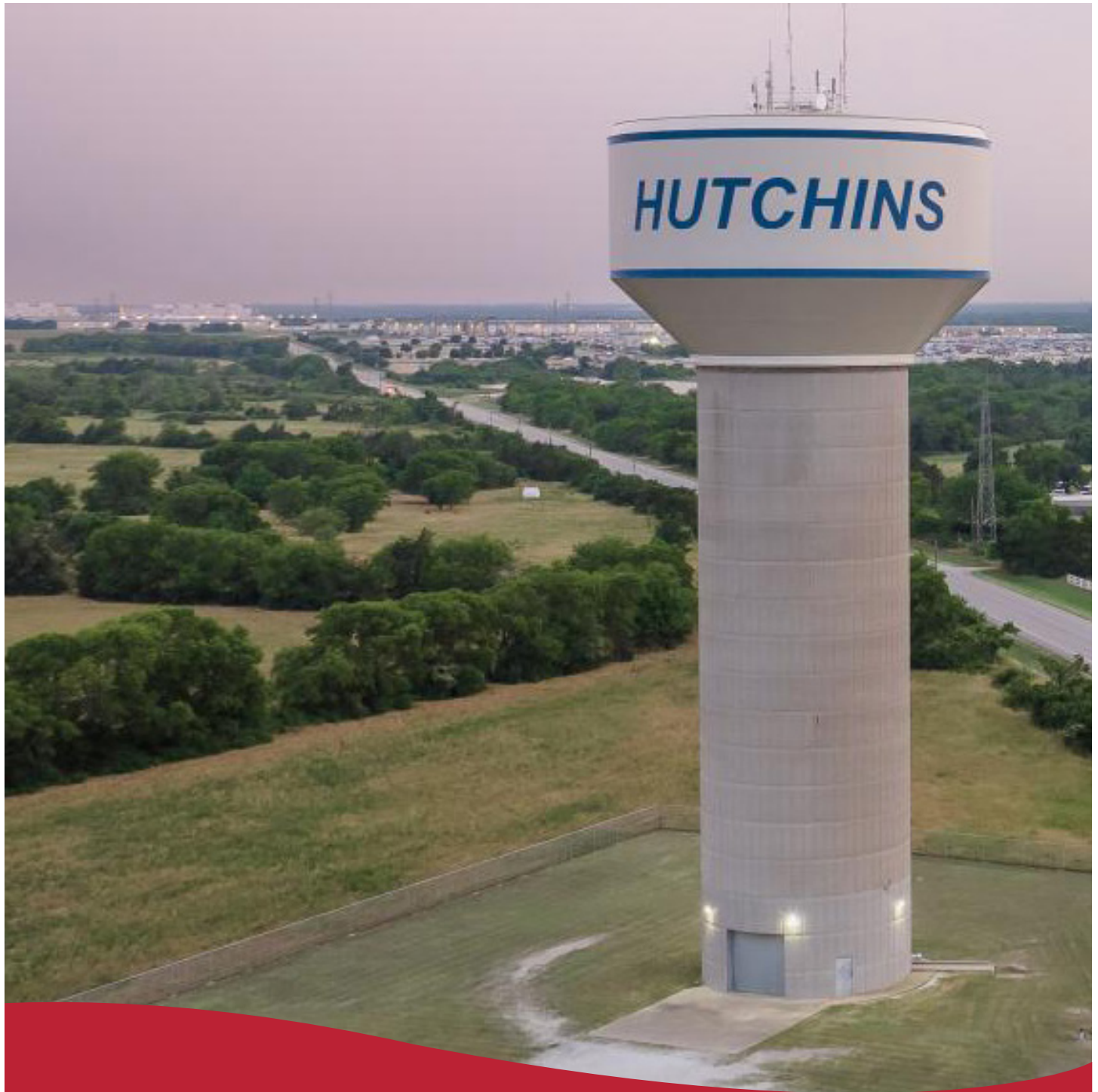


DRAFT
City of Hutchins
Wastewater Utility System

<ul style="list-style-type: none"> —+— Railroad — Road ▭ Pond / Lake ~ Stream / River ▭ Parcel ▭ Hutchins City Limits ▭ Hutchins ETJ 	<ul style="list-style-type: none"> ▭ Other City Limits ● Wastewater Lift Stations ● Existing ○ Existing; to be Abandoned ● Proposed — Force Main 	<p>Wastewater Main Diameter</p> <ul style="list-style-type: none"> — Less than 10" — 10" or more <p>Status</p> <ul style="list-style-type: none"> — Existing - - - Existing; to be Abandoned - - - Proposed
---	--	--

Created by
DUNAWAY
 August 9, 2023





Chapter 10:
IMPLEMENTATION
SUMMARY

The Hutchins Comprehensive Plan provides information about the city and a list of goals, objectives, and strategies to achieve those points. Creating a plan can provide for the protection of private property and ensures future development occurs in a coordinated and organized manner consistent with the plan. Based on this Plan, decisions will be made that will influence many aspects of the city's built and social environments. The Plan can provide a very important tool for city staff to communicate with property owners and new development in the community.

Implementation of plans and policies takes place in many ways. Voluntary measures, staffing, capital improvements, regulations, consistent application of policy, and overall budgetary support represent the ways most localities implement their Plan. The strategies in each chapter of the Plan are recommendations which utilize different tools available to Texas cities. Each tool is described in more detail below.

Voluntary Measures

The largest role in implementation occurs by residents and property owners. They make conscious decisions related to where they live, what programs they financially support, which businesses they frequent, and what changes they make to land they own or on which they reside. They can develop habits such as recycling, water conservation, carpooling, and lower energy consumption that will ultimately have an effect on landfill costs and the environment. When residents support local businesses, local dollars go back into Hutchins' economy.

Land developers also play a part in the implementation of the city's Comprehensive Plan. For example, when developers adhere to best management practices for water quality, they help the environment. When developers make conscious decisions to respond to recommendations and requests by staff and property owners, they help to implement the Plan.

Through partnering with the city on several levels, various area organizations also help to implement the Comprehensive Plan. Through these partnerships, both parties complete work that helps to further individual goals. For instance, the city can partner with a local housing nonprofit on a new multifamily development by providing a portion of necessary funding, assisting with grant applications, or helping with placement of qualified residents. By working together, a considerable amount of work is lessened by shared responsibility and participation.

Regulatory Measures

Implementation sometimes requires more than voluntary action and regulatory measures must be taken. Many of these regulatory measures have been in place for decades, such as state and local building codes and floodplain protection. Two key sets of measures are the Zoning Ordinance and Subdivision Ordinance.



Individual voluntary measures for cost reductions include recycling. Source: Cottonbro Studios, Miriam Alonso (Pexels)

Zoning Ordinance

Zoning is another implementation tool used to ensure that activities in a community are properly located in relation to each other. Zoning also attempts to provide for residential density where houses and residents can be adequately served by roads, schools, and utilities. The Zoning Ordinance places other controls on development to protect the health, safety, and general welfare of city residents. Zoning is intended to ensure light, air, and compatibility of uses and to provide regulations for land use, building use, building heights, and setbacks. It ensures safety and uniformity of site development. Zoning use and development regulations only apply to properties within the city limits.

Future decisions about zoning changes should be compatible with the vision and goals of this Comprehensive Plan. However, a comprehensive plan does not constitute zoning regulations or establish zoning district boundaries. Zoning districts do not have to be identical to what is shown in the future land use map for a particular area.

Subdivision Ordinance

The Subdivision Ordinance sets the parameters for physical development such as the creation of lots and blocks and dedication of public street right-of-way. Subdividing is the process of splitting a parcel of land into two or more parcels. This process is regulated to make sure the pattern of development recommended in the Comprehensive Plan actually occurs. During the subdivision process, streets and blocks are surveyed and designed to adequately support expected uses and forms of development. Lot size is largely determined by zoning regulations, but the shape, location, ability to be served by utilities, drainage improvements such as storm sewers, and construction of sidewalks occur through application of subdivision regulations. It is through the Subdivision Ordinance regulations that these infrastructure improvements are required to be constructed by a developer and dedicated to the city for public use and maintenance. It can also incorporate park dedication policies.



Subdivision ordinances dictate the size and configuration of lots, in addition to providing other standards that control the pattern of development. Source: David McBee (Pexels)

As mentioned above, other measures include floodplain protection and building codes. State stormwater regulations, TxDOT road requirements, and other engineering requirements ensure safe and orderly development. Subdivision Ordinance regulations apply to all properties within the Hutchins city limits and may be applied to the ETJ.

Consistent Application of Policies

Consistent application of city policies protects the integrity of the Comprehensive Plan. The Comprehensive Plan is like a muscle in the body – the more it is exercised, the stronger it becomes. Regular use of the Comprehensive Plan in decision making provides the City Council with strong legal backing. It also sends a message to residents and future developers that the vision for the city is not a lofty thought, but an expected reality.

Funding

One of the most important ways the city implements its plan is through funding staff and programs, construction, and maintenance. City revenues come from property taxes, sales taxes, permits, fees and licenses, and funding from the state or federal government.

Capital Improvements Program

CIP is the way in which the city determines, schedules, and prioritizes major public facilities and services needed to implement the Comprehensive Plan. This program is critical to the success of implementing the Plan.

State and Federal Funds

While both state and federal governmental financial support for localities has diminished over time, these sources of funding still provide for programs. Through a wide variety of grant making programs, many governmental agencies assist the city in work related to achieving the Comprehensive Plan goals. For instance, the federal Department of Housing and Urban Development provides programs to help with housing and recreation for low-income facilities. However, federal and state funds are expected to continue diminishing over time.

Bonds

Many communities issue bonds to help fund infrastructure improvements. High bond ratings are important for cities to create more ease in issuing bonds for funding.

Grants

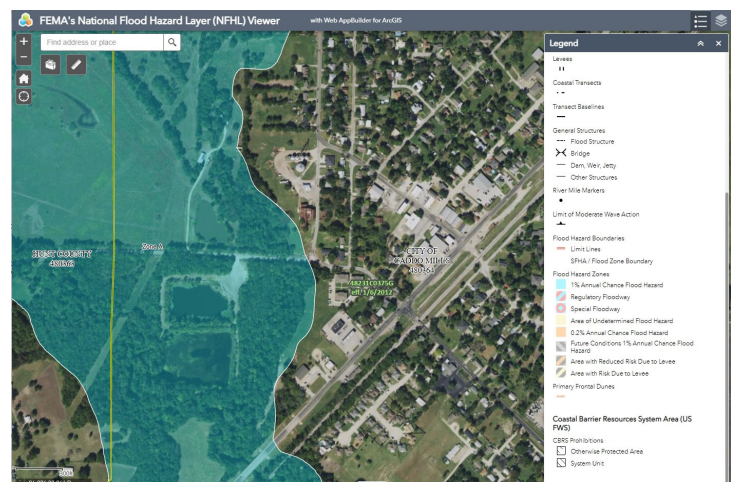
There are many non-governmental or semi-governmental grant programs for the enhancement of city facilities. An example is the Rails-to-Trails program. Independently funded through donations and a foundation, the program assists communities in small trail projects which can utilize excess railroad rights-of-way. Some grants and other sources of funding for Parks and Transportation have been listed in the individual chapters.

Maps and Mapping Tools

Maps are tools that can be used to help implement the Comprehensive Plan. The Federal Emergency Management Administration (FEMA) floodplain maps are used by most localities help prevent flood damage to life and property. They are essential to helping property owners know when flood insurance is required. They also help the city identify where land development should and should not take place.

Strategic Planning

Strategic planning is a tool that helps decision makers prioritize projects and spending. It is the next step after development of the Comprehensive Plan to make objectives and strategies a reality. Strategic plans provide a specific roadmap for implementation to occur during real time. A strategic plan for the City of Hutchins will ensure that progress is made in a regular and orderly fashion that can respond to changes in priorities and the funding environment.



FEMA's National Flood Hazard Layer Viewer is an online resource for analyzing flood zones. Source: FEMA

Growth Management Goal: Hutchins will have residential, commercial, and industrial growth to serve new residents.

Objective	Strategies	Responsibility	Time Frame
<p><i>Objective 1: Encourage an increase in single family residential units according to the Future Land Use Plan.</i></p>	<p>a. Incentivize developers to build more single family residential by expediting the process and reducing administrative cost (through tax incentives, density/floor area ratio bonuses, and expedited permitting) for those who meet city criteria and development in accordance with the Comprehensive Plan.</p> <ol style="list-style-type: none"> 1. Tax Incentives - the reduction of taxes for implementing specific measures or certification as established by the city (National Green Building Standard (NGBS), connecting trails and pathways, or other family friendly amenities). 2. Density/Floor Area Ratio Bonuses – such as the provision of floor/area ratio bonuses and reductions in landscaping requirements. 3. Expedited Permitting – the streamlining of the permitting process for building, planning and site permits on projects that achieve specific measures and certifications. 	<p>City Staff P&Z City Council</p>	<p>1-3 years</p>
<p><i>Objective 2: Increase the number of commercial and retail uses to provide more shopping opportunities for residents, visitors, and employees.</i></p>	<p>a. Accommodate future commercial uses at key nodes throughout the city. It is recommended that commercial development and uses not be located along corridors in “strip” manner.</p>	<p>City Staff P&Z City Council HEDC-B</p>	<p>1-3 years</p>
	<p>b. Conduct a market study for Hutchins to determine desired and complementary markets to promote business growth and diversity that continue to align with this plan’s vision.</p>	<p>City Staff P&Z City Council HEDC-B</p>	<p>1-3 Years</p>
	<p>c. Encourage development of larger retail and restaurants, in the areas identified as Highway Commercial (along I-20 and I-45) on the Future Land Use Map.</p>	<p>City Staff P&Z City Council HEDC-B</p>	<p>3-10 Years</p>
	<p>d. Continue to pursue a full-scale grocery store through market studies to determine feasibility and incentives and by preparing infrastructure to sites to be ready for development.</p>	<p>City Staff P&Z City Council HEDC-B</p>	<p>3-5 Years</p>
<p><i>Objective 3: Manage the increase in the number of industries in Hutchins through zoning.</i></p>	<p>a. Revise the Code of Ordinances by updating and creating zoning districts that conform with the Future Land Use map and overall vision for Hutchins.</p>	<p>City Staff P&Z City Council</p>	<p>1-3 Years</p>
	<p>b. Coordinate the rezoning of industrial properties that conflict with the Future Land Use Plan.</p>	<p>City Staff P&Z City Council HEDC-B</p>	<p>3-5 Years</p>

Objective 4: Recognize Hutchins' unique characteristics which should be preserved and incorporated into potential design recommendations for new buildings.	a. Infill development should be centered around and compatible with the original city core, including the original commercial Old Town and surrounding neighborhoods. There should be a focus on preservation, restoration, redevelopment, and infill.	City Staff HEDC-B	3-5 Years
	b. The development standards of the Zoning Ordinance will be examined to ensure that new development will be in compliance with appropriate architectural, landscaping, and setback standards.	City Staff P&Z City Council HEDC-B	3-5 Years
Objective 5: Continue to foster strong relationships with surrounding communities in order to manage road networks within the city and extraterritorial jurisdiction for the most efficient growth patterns.	a. Initiate and establish standing meetings, based on availability and agenda items, with institutional partners and surrounding municipalities to promote efficiency, information-sharing, and teamwork to better serve the community.	City Staff	1-3 Years
	b. Participate in regional councils and associations, such as North Central Texas Council of Governments (NCTCOG), to stay informed and ensure that local roadway expansion reflects regional planning efforts and resources.	City Staff	1-3 Years

Future Land Use Goal: Provide for coordinated land use growth in partnership with business and community.

Objective	Strategies	Responsibility	Time Frame
Objective 1: Develop land in accordance with the Future Land Use Plan.	a. Use the Future Land Use Map categories and areas to establish and communicate clear guidelines and refine regulations consistent with the vision for future development with the public and potential developers.	City Staff P&Z City Council	1-3 Years
	b. Maintain a continuous and coordinated public planning process that involves citizens, the Planning and Zoning Commission and City Council, local public and private entities, and regional organizations in policy development and decision making.	City Staff P&Z City Council	1-3 Years
	c. Rezone properties in accordance with the Future Land Use Plan.	City Staff P&Z City Council	1-3 Years
	d. Encourage multifamily development in locations which make sense for the traffic accessibility and market.	City Staff P&Z City Council	1-3 Years
	e. Encourage the types of non-residential uses which provide retail and services desirable by the community to locate in Hutchins. Feedback from the community was to provide spaces for a grocery store or supermarket, local restaurants, pharmacy and medical offices, and family-oriented entertainment.	City Staff P&Z City Council	1-5 Years

<p><i>Objective 1: Develop land in accordance with the Future Land Use Plan. (continued)</i></p>	f. Encourage a thematic design that can be easily transformed into sustainable new developments as uses may come and go within the development.	City Staff P&Z City Council HEDC-B	1-3 Years
	g. Develop a unified internal streetscape and signage plan with recommendations for the incorporation of sidewalks, pedestrian seating, thematic public lighting, and signage and wayfinding.	City Staff P&Z City Council	1-3 Years
	h. Coordinate between transportation planning and land use planning to ensure that potential impacts of the site development on roadway congestion (stacking of cars, turn lanes, intersections) are carefully considered and that uses and transportation improvements are mutually beneficial.	City Staff P&Z City Council TxDOT Dallas County	1-3 Years
<p><i>Objective 2: Develop the area along I-45 to include more retail opportunities and landing spots for tractor trailer traffic.</i></p>	a. Incentivize and recruit auto-oriented development, such as drive-through restaurants and rest stops, to design their parking lot with ample space for tractor trailers during the submittal process (through reducing development permitting costs, creating potential tax incentives, and providing public infrastructure capital improvements).	City Staff P&Z City Council HEDC-B	3-10 Years
	b. Identify dead space (areas that are frequently under-parked during overnight and early morning hours) that could be used to provide designated overnight parking on private and public property .	City Staff	3-5 Years
	c. Work with property and business owners to manage the logistics of creating designated overnight parking through agreements that would allow the sharing of unused parking lots during peak truck resting hours. These areas may include: <ul style="list-style-type: none"> • Government building parking • Properties or parking lots near highway exits or trucking destinations including the rail port • Large commercial and retail parking lots • Transit and maintenance yards • Warehouses and other major shipping/receiving pressure points. 	City Staff P&Z City Council	3-5 Years
	d. Update the Capital Improvements Plan (CIP) to include funding for restrooms and solid waste containers, to be co-located near highway exits and trucking destinations.	City Staff P&Z City Council HEDC-B	3-10 Years
	e. Pursue state and federal grants to help fund the modification of existing city parking spaces to accommodate trucks and/or partnerships with existing parking providers to build new truck parking within Hutchins.	City Staff	3-5 Years
	f. Continue to identify the types of perspective businesses (retail, restaurants, and office uses) that will complement Hutchins' market context.	City Staff HEDC-B	1-3 Years

<p><i>Objective 3: Develop the area around the New City Center to include a range of housing, civic, and retail opportunities.</i></p>	a. Provide diverse housing choices that support local businesses.	City Staff P&Z City Council	3-5 Years
	b. Allow mixed use buildings with low-density mixed-use developments.	City Staff P&Z City Council	1-3 Years
	c. Avoid high-intensity developments; development should provide sensitive transitions and buffering measures from existing neighborhood developments.	City Staff P&Z City Council	1-3 Years
	d. Provide mixed-use developments that mitigate traffic impacts, support desired retail and shopping needs of the community, and are connected to sidewalks and trail systems.	City Staff P&Z City Council HEDC-B	3-10 Years
	e. All development should be a mixture of residential, shopping, restaurants, and entertainment it establishes gathering space for the community and visitors.	City Staff P&Z City Council HEDC-B	3-10 Years
	f. Provide connected sidewalks and trail to nearby destinations, such as Old Town and the surrounding neighborhoods.	City Staff P&Z City Council	3-10 Years
	g. Provide entertainment and events that activate the City Center space.	City Staff City Council	1-3 Years
	h. Provide family-oriented amenities such as a recreation center, water features, and public art installations.	City Staff P&Z City Council	3-10 Years
<p><i>Objective 4: Ensure new development compatibility with existing neighborhoods in Hutchins.</i></p>	a. Development regulations, which include the zoning and subdivision ordinances of the city, must be revised to place greater emphasis on the importance of urban design. These can include: <ul style="list-style-type: none"> • The relationship between different buildings; • The relationship between buildings and the street, parks, and other spaces which make up the public domain. 	City Staff P&Z City Council	1-3 Years
	b. Visual quality objectives and a healthy business environment should not be considered mutually exclusive. Urban design should be incorporated into private development plans early in the development process.	City Staff P&Z City Council	1-3 Years
	c. The impact of public features such as signage, utility locations, valve boxes, utility risers, solid waste containers, sidewalks, landscaping, and parking lots should be recognized as important factors in affecting community appearance.	City Staff Public Works	1-3 Years

Transportation Goal: Hutchins will have a transportation network which meets basic needs for movement, access, safety, and reasonably rapid travel for people and goods through and within the city.

Objective	Strategies	Responsibility	Time Frame
<i>Objective 1: Use concepts for Context Sensitive Design when improving existing streets and building new streets, interconnections, and sidewalks.</i>	a. Integrate the concept of context sensitive design into all transportation project design standards.	City Staff Dallas County TxDOT	5-10 Years
	b. Adopt a Context Sensitive Solution (CSS) Policy to incorporate into the Code of Ordinances and Street Design Standards.	City Staff P&Z City Council	3-5 Years
<i>Objective 2: Fund and build improvements to existing streets as shown on the Master Thoroughfare Plan.</i>	a. Continue to fund improvements through the city's CIP and available grants and loans.	City Staff Public Works	1-3 Years
	b. Create a Pavement Management System which extends existing roadway life and manages the CIP for future roadway replacement.	City Staff Public Works	5-10 Years
	c. Continue to coordinate with the Texas Department of Transportation and Dallas County to address long-range transportation needs.	City Staff Dallas County TxDOT	1-3 Years
	d. As a part of the city's CIP, establish a Strategic Street Improvement Program to address the condition of the city's aging thoroughfares and neighborhood streets.	City Staff Public Works	1-3 Years
	e. Assess the existing conditions of all roadways in Hutchins to provide the most up-to-date information for the CIP and Strategic Street Improvement Program.	City Staff Public Works	1-3 Years
<i>Objective 3: Require developers to dedicate right-of-way and construct collector and arterial streets as shown on the Master Thoroughfare Plan.</i>		City Staff Developers	1-3 Years
<i>Objective 4: Make important interconnections of streets to activity centers.</i>	a. Minimize use of cul-de-sacs in new neighborhoods so that emergency services can be provided as quickly as possible when needed.	City Staff Developers	1-3 Years
	b. Construct a traffic circle at the four-way intersection between Lancaster Hutchins Road, JJ Lemmon Road, West Hickman Street, and Kanady Street to increase the safety and pedestrian visibility at the New City Center.	City Staff P&Z City Council Public Works	3-5 Years
<i>Objective 5: Improve existing sidewalks and construct new sidewalks for pedestrian access and citizen health.</i>	a. Fund and build sidewalks to help create an interconnected sidewalk system throughout the city.	City Staff Public Works	5-7 Years

<p><i>Objective 5: Improve existing sidewalks and construct new sidewalks for pedestrian access and citizen health. (continued)</i></p>	<p>b. When designing new sidewalks along existing streets, recognize that right-of-way may not be sufficient for the ideal street cross-section shown in typical sections. In these circumstances, provide the widest sidewalk possible for pedestrians.</p>	<p>City Staff, Dallas County TxDOT</p>	<p>1-3 Years</p>
	<p>c. Conduct an ADA (Americans with Disabilities Act) Sidewalk Assessment to evaluate accessibility and mobility in neighborhoods and key locations, such as Old Town, and then prioritize CIP projects accordingly.</p>	<p>City Staff Public Works</p>	<p>3-5 Years</p>
	<p>d. Conduct a walkability study to determine future sidewalk improvements in areas near public transit.</p>	<p>City Staff Public Works</p>	<p>3-5 Years</p>
	<p>e. Public transit within Hutchins is limited. The following are ways the city explore to provide more reliable options to the community: 1. Conduct feasibility studies for an enhanced bus service, shuttle service, and park-and-ride facilities in Hutchins. 2. Engage potential local and regional transit partners, such as STAR Transit, to increase regional transit options in the city.</p>	<p>City Staff Dallas County STAR Transit South Dallas County Transportation Management Association.</p>	<p>3-5 Years</p>
	<p>f. Establish designated routes to schools for Safe Routes to Schools Program.</p>	<p>City Staff Public Works DISD</p>	<p>3-5 Years</p>
<p><i>Objective 6: Design designated truck routes through the community to maintain separation of local and logistics traffic for greater efficiency of movement through the city.</i></p>	<p>a. Regularly evaluate the need to amend the existing Designated Truck Routes as new commercial development and roadways are constructed to ensure they reflect the recommendations shown on the MTP.</p>	<p>City Staff P&Z City Council</p>	<p>1-3 Years</p>
	<p>b. Update Truck Route control signage at designated locations throughout the city to provide larger and more visible signage and wayfinding for truck operators.</p>	<p>City Staff Public Works TxDOT</p>	<p>1-3 Years</p>
	<p>c. Evaluate the patrol process by the Hutchins police department to increase compliance with the Designated Truck Routes.</p>	<p>City Staff Hutchins Police Department</p>	<p>1-3 Years</p>
<p><i>Objective 7: Evaluate floodplains for the construction of trails.</i></p>	<p>a. Discourage and/or prevent construction of permanent structures in the floodplain to help protect property and environmental quality. If construction in existing floodplain is deemed necessary for any project, then measures should be taken to raise the land out of the floodplain and to amend the flood zone map.</p>	<p>City Staff</p>	<p>1-3 Years</p>
	<p>b. Encourage the siting of trails based on natural topography of slope to ensure the lowest impact of the existing conditions by trail construction.</p>	<p>City Staff</p>	<p>1-3 Years</p>
	<p>c. Look at opportunities to construct trails within floodplain areas which are grade separated from high-capacity roads.</p>	<p>City Staff Dallas County TxDOT</p>	<p>5-7 Years</p>
	<p>d. Examine opportunities in new developments where natural connections can be made to trails through floodplain corridors connecting each neighborhood to another. Plan into the design of new neighborhoods trailhead connections to the full trail system.</p>	<p>City Staff Developers</p>	<p>1-3 Years</p>

Economic Development Goal: Hutchins will have a strong and resilient economic base.

Objective	Strategies	Responsibility	Time Frame
<p><i>Objective 1: Continue to capitalize on a strong industrial employment workforce to leverage demand for more destination-based retail and restaurant opportunities.</i></p>	a. Encourage housing choice in new development and redevelopment.	City Staff	1-3 Years
	b. Strategically recruit retail and dining by identifying key locations to serve both existing Hutchins residents as well as capture commuter demand traveling along I-45.	City Staff HEDC-B	3-5 Years
	<p>c. Work to attract predominantly convenience-based Class A retail spaces along I-45.</p> <ol style="list-style-type: none"> 1. Design standards must remain focused on traffic movement and landscaping as this is the visual entry to the community from neighboring communities. 2. Although convenience-based retail is easier to attract with demographics than destination driven retail, the city can focus on some types of criteria as to what tenants would find appropriate. This includes reducing development permitting costs, creating potential tax incentives, and providing public infrastructure capital improvements. 3. Family-based retail needs traffic, land, infrastructure, and visibility to be sustainable. Providing these elements can bring restaurants, larger retail, and ancillary entertainment venues. The community has expressed interest in bringing a full-service grocery store to the city. 4. Regionally, opportunities exist in the development of outdoor recreational outfit supply stores with the privately owned lakes east of the city limits and the Trinity River Greenbelt Goat Island Preserve. 	City Staff HEDC-B	5-7 Years
<p><i>Objective 2: Maintain and improve Hutchins Old Town as the original center of the community and a destination for visitors with the concurrent focus on new development of a New City Center.</i></p>	<p>a. Explore incorporating the following conceptual planning and design elements in Old Town and the New City Center:</p> <ol style="list-style-type: none"> 1. Family-oriented Amenities: Chapter 8 proposes the construction of a recreation center within the New City Center to provide an affordable and convenient place for people to workout. It will also provide additional space for programming and events. In other communities, recreation centers have improved the health of the community while also impacting economic vitality through the increase in property values and creation of new jobs. 2. Connected and Walkable: Community feedback has indicated that there is a desire to connect Old Town with the New City Center. Through sidewalks and trails the city can provide an area where people can move freely and safely. 3. Historic Preservation: Within the downtown area there are buildings and homes which could be restored to revitalize Old Town while keeping its small-town and historic charm. 4. Gathering Hub: There should be dedicated areas for community events and programming throughout the catalyst site, providing a vibrant and dynamic gathering space for the community. 5. Active Frontage: Activate the streetscape with outdoor dining, entertainment, and events. 	City Staff P&Z City Council	3-10 Years

<p><i>Objective 2: Maintain and improve Hutchins Old Town as the original center of the community and a destination for visitors with the concurrent focus on new development of a New City Center. (continued)</i></p>	<p>b. Commercial and neighborhood service land uses in Hutchins should reflect a combination of visitor and resident-based retail availability in Old Town or the New City Center.</p>	<p>City Staff HEDC-B</p>	<p>3-5 Years</p>
	<p>c. Concentrate efforts on retail attraction and retention. The catalyst for retail attraction and retention is customers, whether they are local or visiting. Workforce retail demand can be generated by focusing efforts on developing a local office park adjacent to local neighborhoods.</p>	<p>City Staff HEDC-B</p>	<p>5-7 years</p>
<p><i>Objective 3: Consider how the branding of the city may bring economic development and create wayfinding signs in the community.</i></p>	<p>a. Focus on signage at the key intersections of major arterial roads and I-45, such as Lancaster Hutchins Road and Dowdy Ferry Road.</p>	<p>City Staff HEDC-B</p>	<p>1-3 Years</p>
	<p>b. Place gateway signs at the primary entry points at the north and south ends of the city, along I-45 and the east to west points along I-20. Ideally these would be placed near the corners of the roadways but far enough to reduce the likelihood of being hit by errant traffic.</p>	<p>City Staff HEDC-B</p>	<p>5-7 Years</p>
	<p>c. Provide improved wayfinding directions to Old Town from both North Main Street and Palestine Street. These signs should provide directional arrows.</p>	<p>City Staff HEDC-B</p>	<p>1-3 Years</p>
	<p>d. Develop a design plan for public lighting, median design, signage, and landscaping along I-20 and I-45, then repeat the design in other focused areas such as New City Center.</p>	<p>City Staff HEDC-B</p>	<p>1-3 Years</p>
	<p>e. Make the I-45 gateway different and unique by establishing Hutchins specific branding and wayfinding standards to make Hutchins stand out from others.</p>	<p>City Staff HEDC-B</p>	<p>5-7 Years</p>

Housing Goal: Hutchins will have a variety of housing types available to all incomes. All housing will be safe and decent for residents.

Objective	Strategies	Responsibility	Time Frame
<p><i>Objective 1: Promote development of housing types: single family detached units, attached units, townhouses, and apartments where appropriate.</i></p>	<p>a. Support development of new areas for attached housing, townhouses, and apartments as shown on the Future Land Use Plan and where there is access to existing or planned services, jobs, and retail. These can be found within medium density, high density, or mixed-use areas.</p>	<p>City Staff P&Z City Council</p>	<p>1-3 Years</p>
	<p>b. To the extent possible, allow for a mixture of housing types within larger neighborhoods to support a variety of age groups and income levels.</p>	<p>City Staff P&Z City Council</p>	<p>1-3 Years</p>
	<p>c. Redevelop existing industrial and commercial lots for residential development once they have been rezoned to accommodate a variety of housing types.</p>	<p>City Staff P&Z City Council</p>	<p>3-5 Years</p>
	<p>d. Promote replatting of lots to make sure that housing meets minimum lot standards for zoning districts.</p>	<p>City Staff P&Z City Council</p>	<p>1-3 Years</p>
	<p>e. Modify the Zoning Ordinance to improve opportunities for multifamily housing in appropriate locations and designs to serve younger populations.</p>	<p>City Staff P&Z City Council</p>	<p>1-3 Years</p>
	<p>f. Use regulations, incentives, and/or partnerships for new home designs, costs, locations, and amenities, while allowing residents to age in place.</p> <ol style="list-style-type: none"> 1. Partner with property owners and developers to install market-ripe and diverse housing types. 2. Support the conversion of nonresidential buildings and spaces to residential use when and where appropriate. 3. Provide a supportive regulatory environment for innovative and/or different housing types. 4. Make proactive Code of Ordinance updates to support diverse housing types. 	<p>City Staff P&Z City Council</p>	<p>1-3 Years</p>
<p><i>Objective 2: Maintain and improve the existing housing stock.</i></p>	<p>a. Expand programs to maintain the existing housing stock such as those offered by Habitat for Humanity and other organizations and agencies.</p>	<p>City Staff P&Z City Council</p>	<p>1-3 Years</p>
	<p>b. Use the development review process to evaluate private projects and their contributions to urban design.</p>	<p>City Staff P&Z City Council</p>	<p>1-3 Years</p>
	<p>c. Align zoning and future land use allocation to ensure housing is located where it can be served by infrastructure without creating a burden on city services.</p>	<p>City Staff P&Z City Council</p>	<p>1-3 Years</p>

Parks and Recreation Goal: Have safe and equitable parks, open space, and trails offerings and preserve important natural resources throughout the city.

Objective	Strategies	Responsibility	Time Frame
<p><i>Objective 1: Assess the community needs and desires for additional public passive and active parks in a tiered park system located throughout the community in a parks, recreation and open space master plan (PROMP).</i></p>	<p>a. Create a tiered park system based on serving a variety of uses and purposes including open space preserve, linkages and greenways, neighborhood parks, community parks, and city-wide parks. Prepare a Parks, Recreation and Open Space Master Plan, and apply for a Texas Parks and Wildlife parks grant.</p>	<p>City Staff City Council Parks & Recreation Board</p>	<p>1-3 Years</p>
	<p>b. Conduct a Trails Assessment of the potential connectivity between major points of interest, proximity to schools, community interest, and construction feasibility.</p>	<p>City Staff City Council Parks & Recreation Board</p>	<p>3-5 Years</p>
	<p>c. Parks and open spaces may be located in or adjacent to floodplains, where possible, to aid in floodplain conservation efforts and to enhance recreational opportunities. Such areas may be developed with recreation facilities or set aside as open space to preserve sensitive areas. Use of floodplains should be an amenity to the parks system and be considered as an option, not as the primary source of parkland.</p>	<p>City Staff City Council Parks & Recreation Board</p>	<p>5-7 Years</p>
	<p>d. The city should acquire and develop parks in combination with other public facilities to provide the most cost-effective public services. Park property could be developed jointly with new schools, new subdivisions, storm water detention basins, drainage channels, or new city facilities. This strategy should not contradict the spatial distribution objective of parks and recreation facilities to be located throughout the community.</p>	<p>City Staff City Council Public Works</p>	<p>5-7 Years</p>
<p><i>Objective 2: Protect the floodplain for property preservation, water and environmental quality, and the inclusion of a trail system.</i></p>	<p>a. Discourage and/or prevent construction of permanent structures in the floodplain or reducing the size of natural floodplain by engineering and construction to help protect lives and property. If construction in existing floodplain is deemed necessary for any project, then measures should be taken to raise the land out of the floodplain and to amend the flood zone map.</p>	<p>City Staff Public Works</p>	<p>5-7 Years</p>
	<p>b. Encourage planting of trees and shrubs in the floodplain (but not in floodway) to help improve water quality.</p>	<p>City Staff Parks & Recreation Board</p>	<p>5-7 Years</p>
<p><i>Objective 3: Influence new development to provide public spaces in addition to private amenity centers.</i></p>	<p>a. Update the city's Parkland Dedication Ordinance to incorporate modern day best practices for dedication and development fees that reflect target levels of service.</p>	<p>City Staff City Council Developers</p>	<p>5-7 Years</p>

<p><i>Objective 3: Influence new development to provide public spaces in addition to private amenity centers. (continued)</i></p>	<p>b. Develop multi-use trails to meet high demand for recreation and connectivity in the community.</p>	<p>City Staff City Council Parks & Recreation Board</p>	<p>3-5 Years</p>
	<p>c. Develop additional nature areas, picnic/pavilion facilities, and a recreation center.</p>	<p>City Staff City Council Parks & Recreation Board</p>	<p>5-7 Years</p>
	<p>d. Evaluate and provide sidewalk/trail connectivity along Lancaster Hutchins Road, JJ Lemmon Road, and Kanady Road in order to provide connection between the New City Center and Old Town.</p>	<p>City Staff City Council Parks & Recreation Board</p>	<p>3-5 Years</p>

Utilities, Infrastructure, and City Services Goal: Hutchins will have high quality infrastructure and service provision to support residents, businesses, and institutions in the city.

Objective	Strategies	Responsibility	Time Frame
<p><i>Objective 1: Through Capital Improvement Project (CIP) planning, provide sufficient quantity and quality of water to promote new development and growth.</i></p>	<p>a. Examine all long-range agreements for the procurement of water. Make sure the quantity is scalable to meet future demand by new development growth.</p>	<p>City Staff Public Work</p>	<p>1-3 Year</p>
	<p>b. Utilize capital improvement programming to indicate appropriate new water system construction for the promotion of new growth and land development.</p>	<p>City Staff Public Work</p>	<p>5-7 Years</p>
	<p>c. Maintain active participation with the development process of properties within and adjacent to the city's water CCN boundaries to anticipate new growth and negotiate development agreements, potential system tie-in, and construction of new mains.</p>	<p>City Staff Public Work</p>	<p>5-7 Years</p>
	<p>d. Complete a Water Systems Master Plan to inform decision making and prioritize improves within the Capital Improvement Plan.</p>	<p>City Staff Public Work</p>	<p>3-5 Years</p>
<p><i>Objective 2: Through Capital Improvement Project (CIP) planning, provide wastewater collection and treatment to meet all state and federal standards.</i></p>	<p>a. Utilize capital improvement programming to indicate appropriate new wastewater system construction for the promotion of new growth and land development.</p>	<p>City Staff Public Work</p>	<p>1-3 Years</p>
	<p>b. Maintain active participation with the development process of properties within and adjacent to the city's wastewater CCN boundaries to anticipate new growth and negotiate development agreements, potential system tie-in, and construction of new mains.</p>	<p>City Staff Public Work</p>	<p>5-7 Years</p>

Objective 3: Provide for stormwater management that prevents flooding and situation of creeks and streaks and meets all state and federal standards.	a. Develop a stormwater management plan to ensure that flooding does not occur in the city. <ul style="list-style-type: none"> As a part of the plan, consider recommendations for potential improvement, future capital improvement opportunities, development standards (ex. Green Infrastructure and Low Impact Development), and priorities. 	City Staff	1-3 Years
	b. Revise the Code of Ordinances to include Green Infrastructure and Low Impact Design (LID) elements within street design for improved stormwater management and preservation of natural resources.	City Staff	3-5 Years
Objective 4: Continue to provide solid waste disposal service in the city.	a. Monitor the needs of the community for solid waste disposal options and act in a timely fashion to meet these needs.	City Staff	5-7 Years
	b. Promote mulching and composting of green wastes, such as leaves, tree limbs, grass clippings, brush, etc., as part of the recycling and waste minimization efforts.	City Staff	1-3 Years
Objective 5: Continue to provide police services and programs to create a safe environment for all citizens in Hutchins.	a. Develop and maximize the use of human resources through effective management and training. These human resources include police personnel, other governmental agencies, the private sector, and the citizens of Hutchins.	City Staff	1-3 Years
	b. Evaluate the need for additional personnel and implement procedures to select only the most qualified personnel.	City Staff	5-7 Years
	c. Update and advance technology to meet increasing challenges and legal requirements.	City Staff	5-7 Years
	d. Monitor pay for police officers and adjust as needed to attract well-qualified personnel.	City Staff Hutchins Fire Department	1-3 Years
Objective 6: Continue to provide professional Fire Department services.	a. Assure relationships that ensure adequate fire protection facilities, equipment, and water pressure to respond to and fight a fire in any part of the community in a timely and efficient fashion.	City Staff Hutchins Fire Department	1-3 Years
	b. Monitor the need for additional personnel, equipment, and facilities to provide timely response in all areas as the community increases in land area and population.	City Staff Hutchins Fire Department	1-3 Years
	c. Continue to upgrade the emergency medical services so as to provide the highest level of service possible to the residents of Hutchins and Dallas County.	City Staff Hutchins Fire Department Dallas County	1-3 Years
	d. Focus on education of the public in areas of fire prevention and accident prevention.	City Staff Hutchins Fire Department	1-3 Years

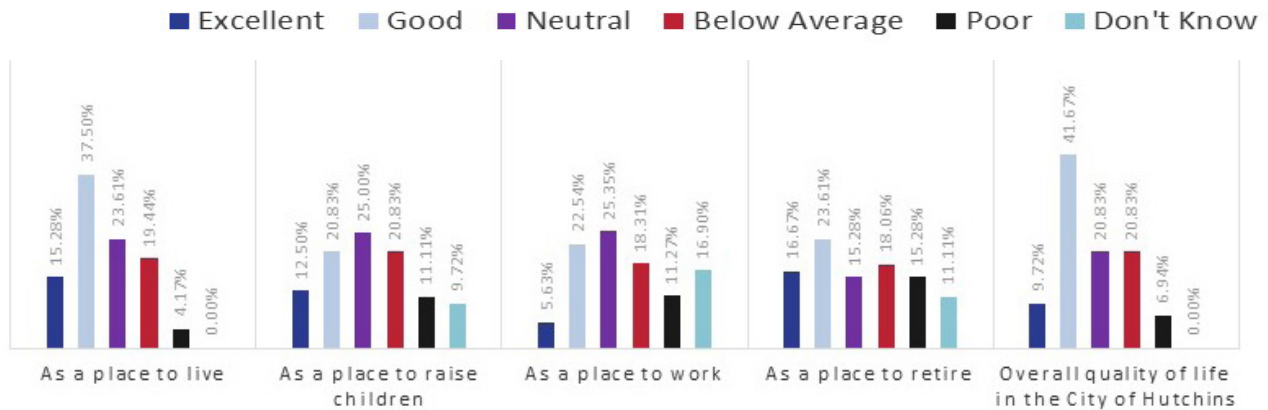
<p><i>Objective 6: Continue to provide professional Fire Department services. (continued)</i></p>	<p>e. Consider economic and demographic growth factors in the future development of a mixed professional / volunteer fire department for the city. These factors may include general fund revenues, service demand of taller buildings, or buildings closer together requiring specialized emergency equipment. Studies have shown that when administration costs for fire protection increase enough, mixed and professional departments have lower costs than a volunteer department.</p>	<p>City Staff Hutchins Fire Department</p>	<p>5-7 Years</p>
<p><i>Objective 7: Explore ways to provide additional library services to residents.</i></p>	<p>a. Consider expanding library programs and facility as the community continues to grow.</p>	<p>City Staff</p>	<p>5-7 Years</p>
	<p>b. Continue to explore growing the library's online resources and digital material.</p>	<p>City Staff</p>	
<p><i>Objective 8: Continue to provide additional broadband fiber optic services to the community.</i></p>	<p>a. Identify areas that lack broadband fiber and pursue partnerships with developers and service providers to make needed upgrades to increase capacity.</p>	<p>City Staff Developers</p>	<p>3-5 Years</p>
	<p>b. Coordinate amongst city departments to obtain the necessary regulatory documentation needed to construct new fiber or broadband infrastructure including franchises for fiber/broadband providers, fiber optic right-of-way agreements, and land lease agreements.</p>	<p>City Staff</p>	<p>3-5 Years</p>
	<p>c. Revise the Code of Ordinance to implement a "Dig Once" policy requiring that conduit and fiber optic infrastructure be installed when work is being done in the public right-of-way.</p>	<p>City Staff Public Works</p>	<p>5-7 Years</p>
	<p>d. To encourage new fiber network investments, Hutchins should maximize new internet infrastructure by encouraging multiple fiber or broadband internet operators to be located on new infrastructure. The city should investigate what assets it may maintain that could increase the location of fiber deployment.</p>	<p>City Staff</p>	<p>5-7 Years</p>
<p><i>Objective 9: Continue to provide city administrative services from City Hall.</i></p>	<p>a. Every five years conduct a City Assets and Facilities Assessment to identify administrative gaps within departments and the potential need for additional staff, training, and facility space for serving the existing and future population.</p>	<p>City Staff</p>	<p>5-10 Years</p>
	<p>b. Keep the new City Hall building in a good state of repair, as the city creates a New City Center, so that it will be an asset and an example of good stewardship for the community.</p>	<p>City Staff</p>	<p>On-going</p>
<p><i>Objective 10: Practice good stewardship of all city-owned properties.</i></p>	<p>a. Assure that city-owned property is adequately maintained and landscaped.</p>	<p>City Staff Public Works</p>	<p>On-going</p>
	<p>b. Dispose of public property which has no foreseeable use or which other types of development could better utilize.</p>	<p>City Staff</p>	<p>5-7 Years</p>

Appendix:
COMMUNITY SURVEY
RESULTS

Q1: Quality of Life in the City of Hutchins.

Please rate the City of Hutchins:

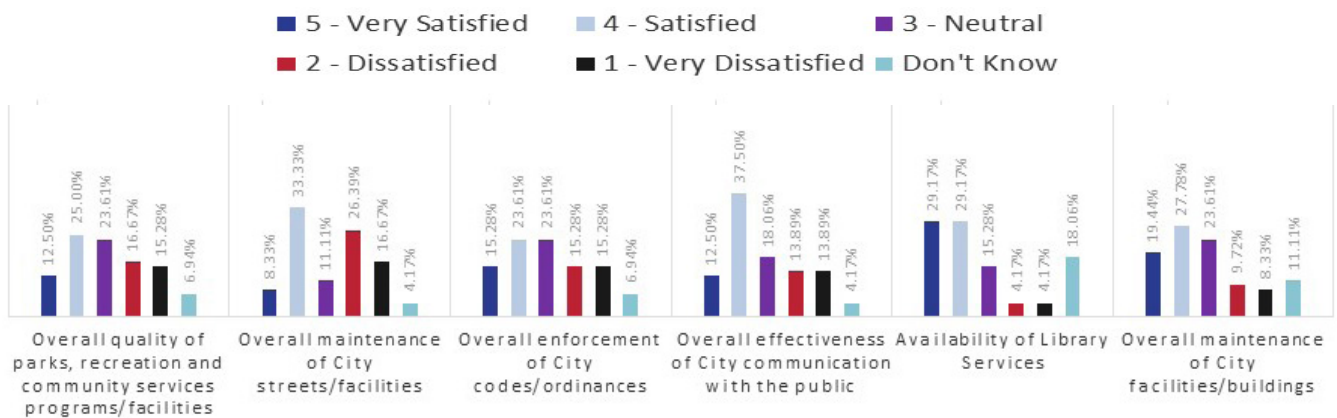
Answered: 72 Skipped: 1



Q2: Overall Satisfaction with Major City Services.

Please rate your satisfaction with the following:

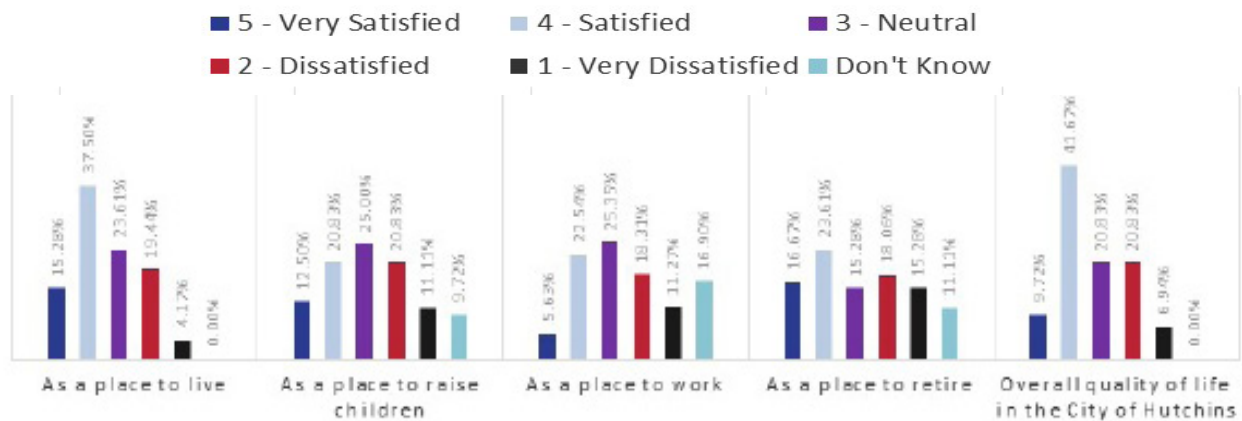
Answered: 72 Skipped: 1



Q3: Public Safety Services.

Please rate your satisfaction with the following:

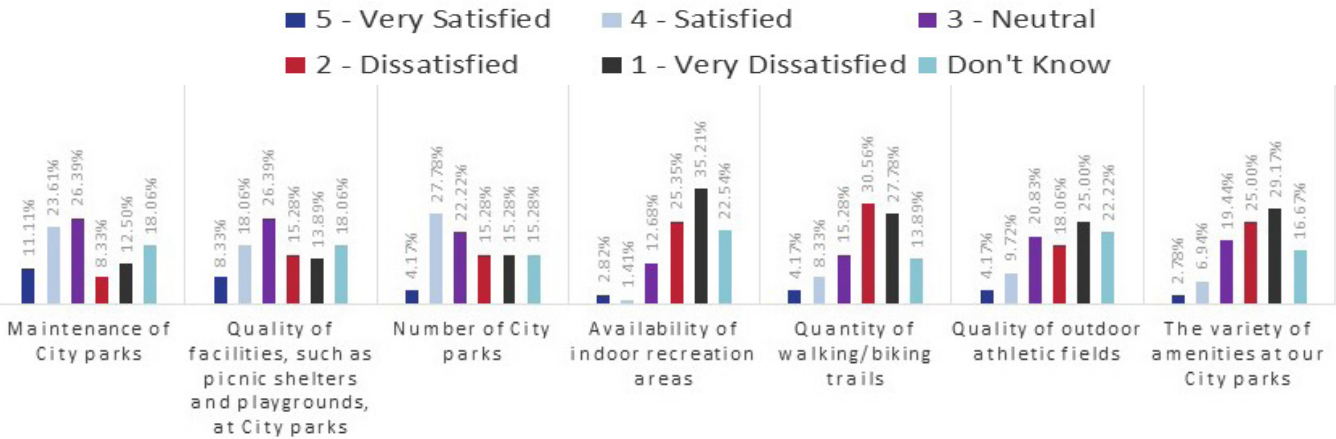
Answered: 72 Skipped: 1



Q4: Parks and Recreation Services.

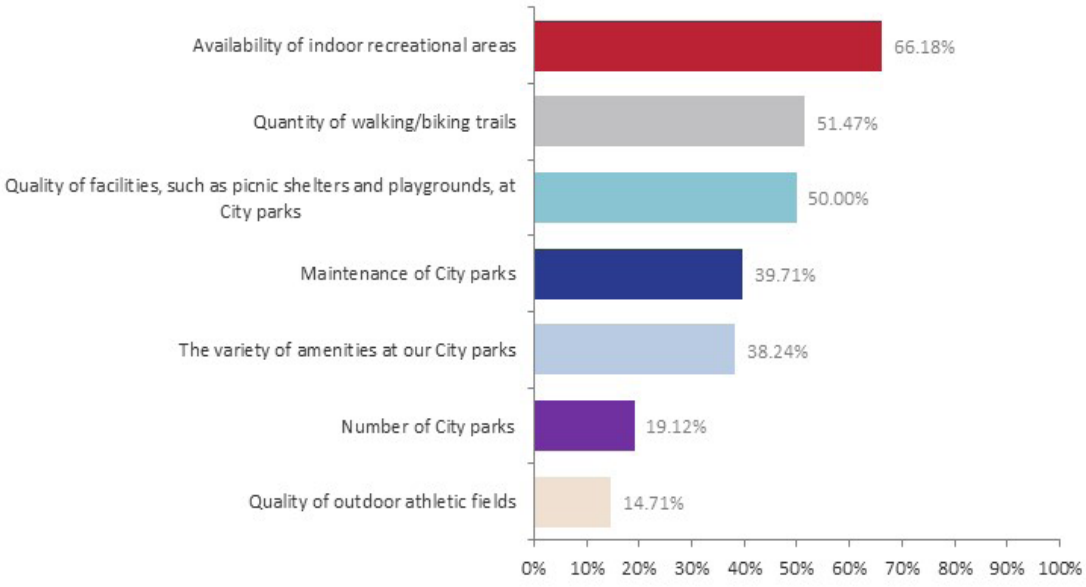
Please rate your satisfaction with the following:

Answered: 72 Skipped: 1



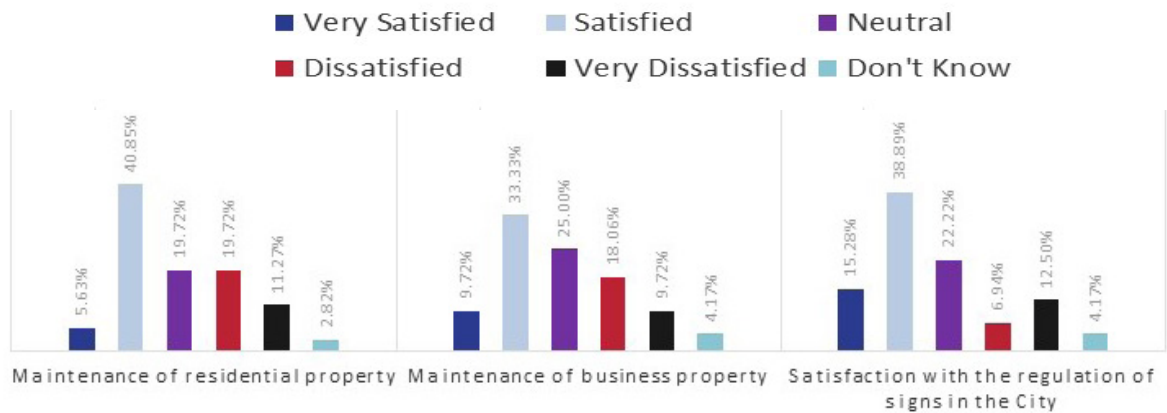
Q5: Which THREE of the parks and recreation services in Question #4 do you think are MOST IMPORTANT for the City to provide?

Answered: 68 Skipped: 5



Q6: Maintenance and Appearance of the City.
Please rate your satisfaction with the following:

Answered: 72 Skipped: 1



Q7: City Communication.

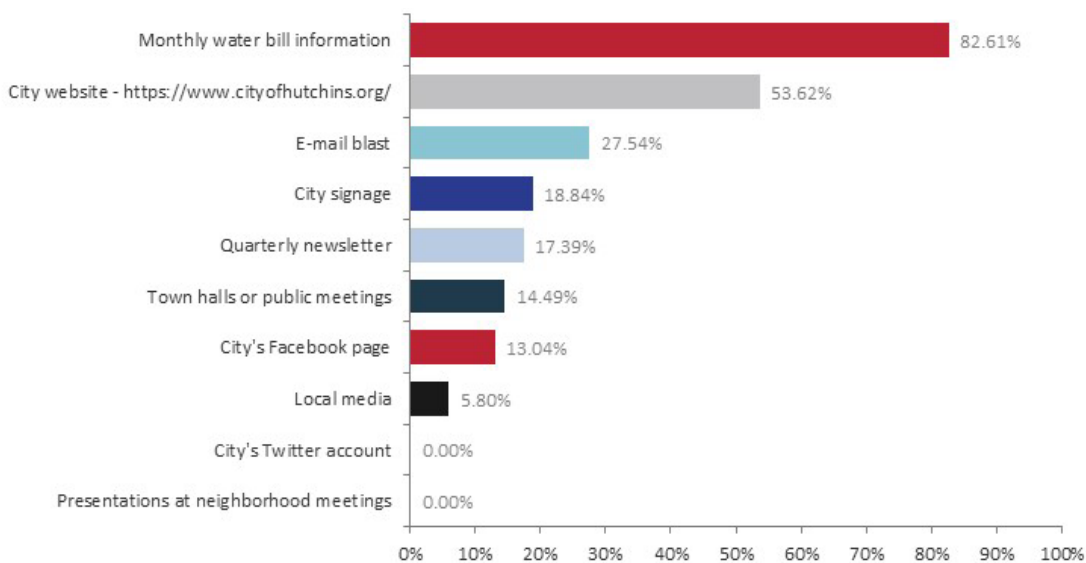
Please rate your satisfaction with the following:

Answered: 72 Skipped: 1



Q8: From which of the following sources do you receive news and information about the City?
Check all that apply.

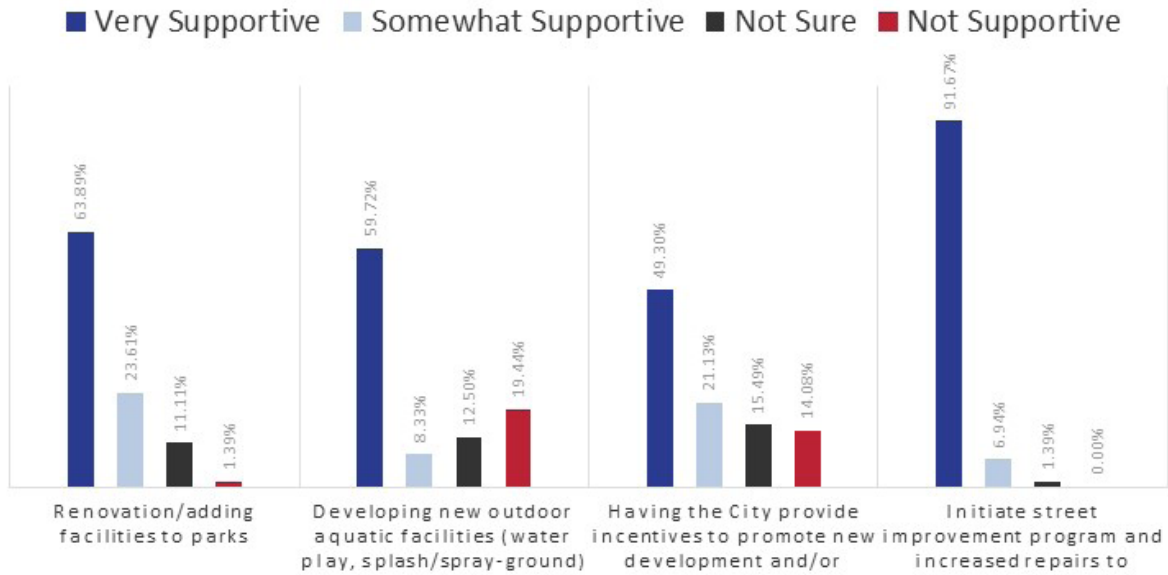
Answered: 69 Skipped: 4



Q9: Support for Various Initiatives.

Please indicate how supportive you would be of the following:

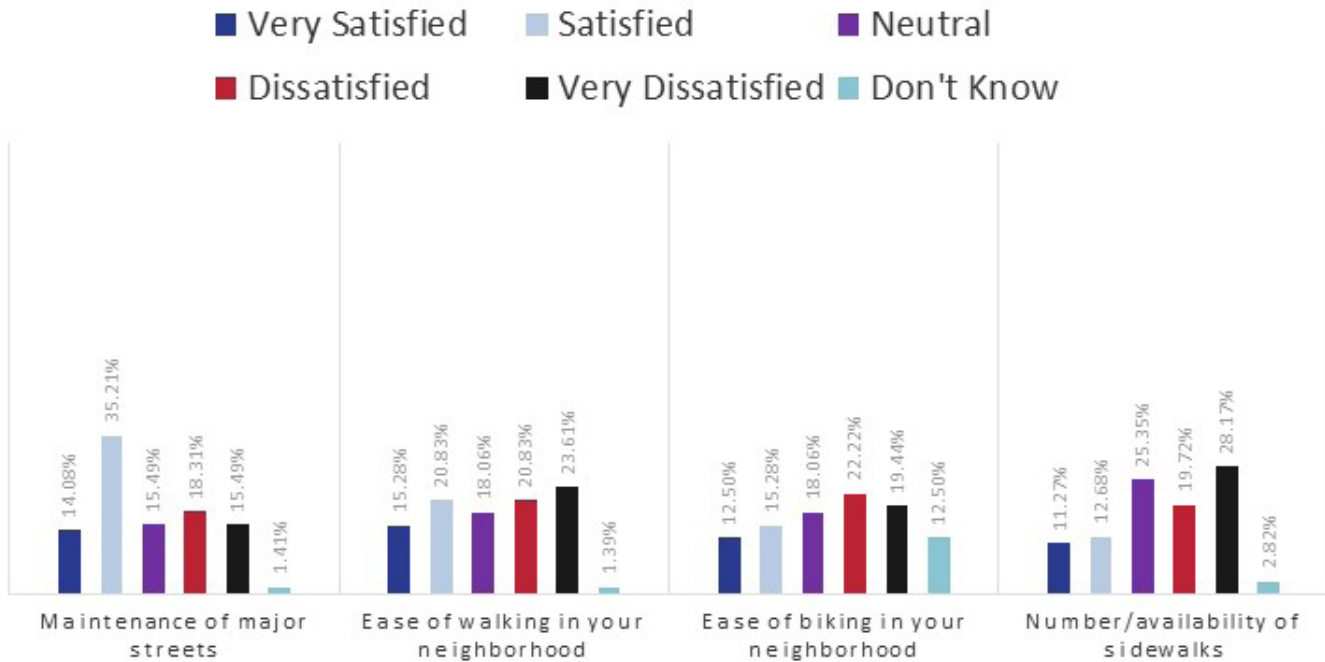
Answered: 72 Skipped: 1



Q10: Traffic & Transportation Services.

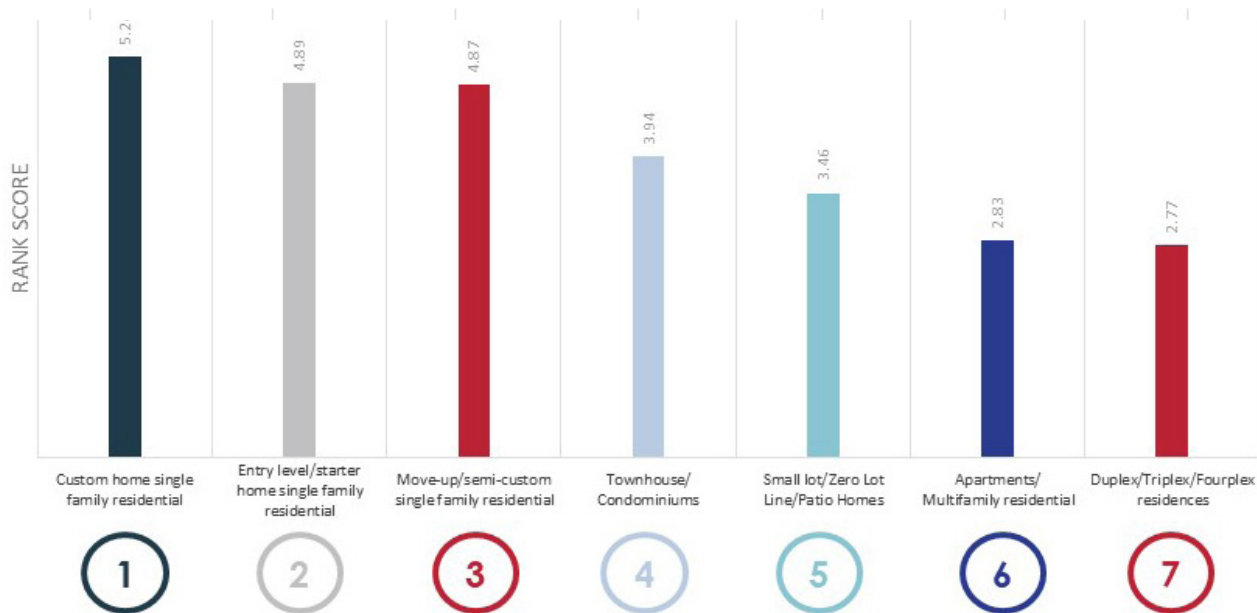
Please rate your satisfaction with the following facilities in the neighborhood where you live using a scale of 1 to 5 where 5 means "Very Satisfied" and 1 means "Very Dissatisfied."

Answered: 72 Skipped: 1



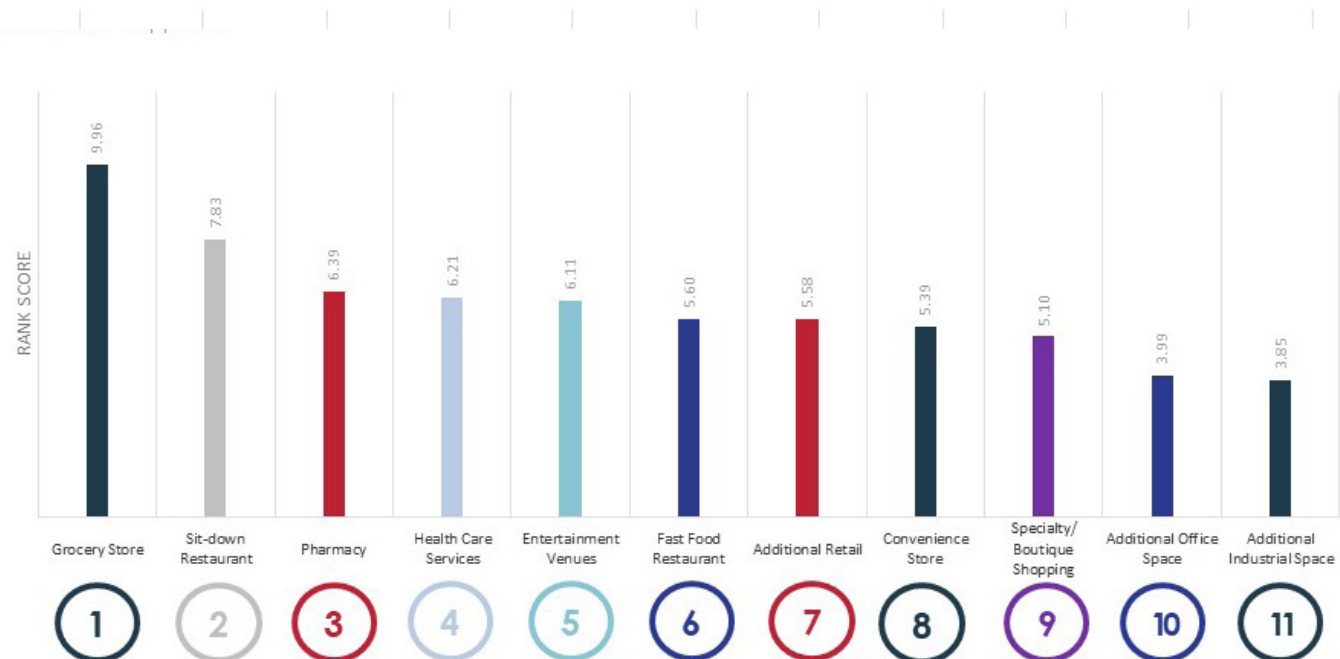
Q11: Please rank the top three Housing needs in the City of Hutchins, with 1 being the most needed, 2 being the second most needed, and 3 being the third most needed.

Answered: 70 Skipped: 3



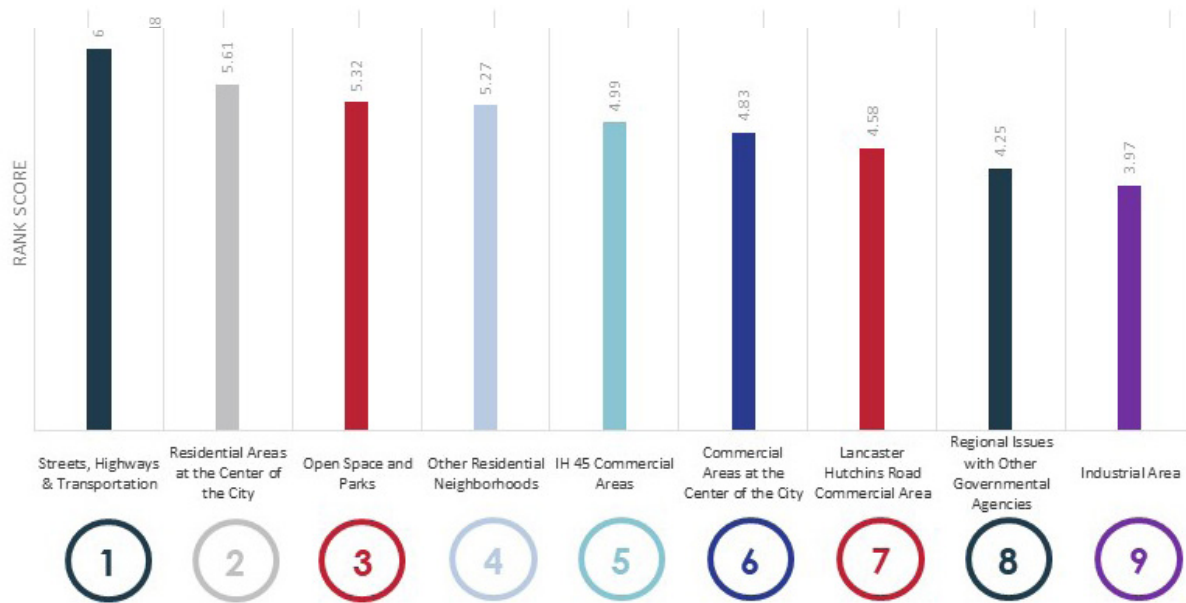
Q12: Please rank the top three Retail/Service/Employment needs in the City of Hutchins with 1 being the most needed, 2 being the second most needed, and 3 being the third most needed.

Answered: 72 Skipped: 1



Q13: Please rank the top three areas in the City of Hutchins where the Comprehensive Plan should direct the most focus, with 1 being the most needed, 2 being the second most needed, and 3 being the third most needed.

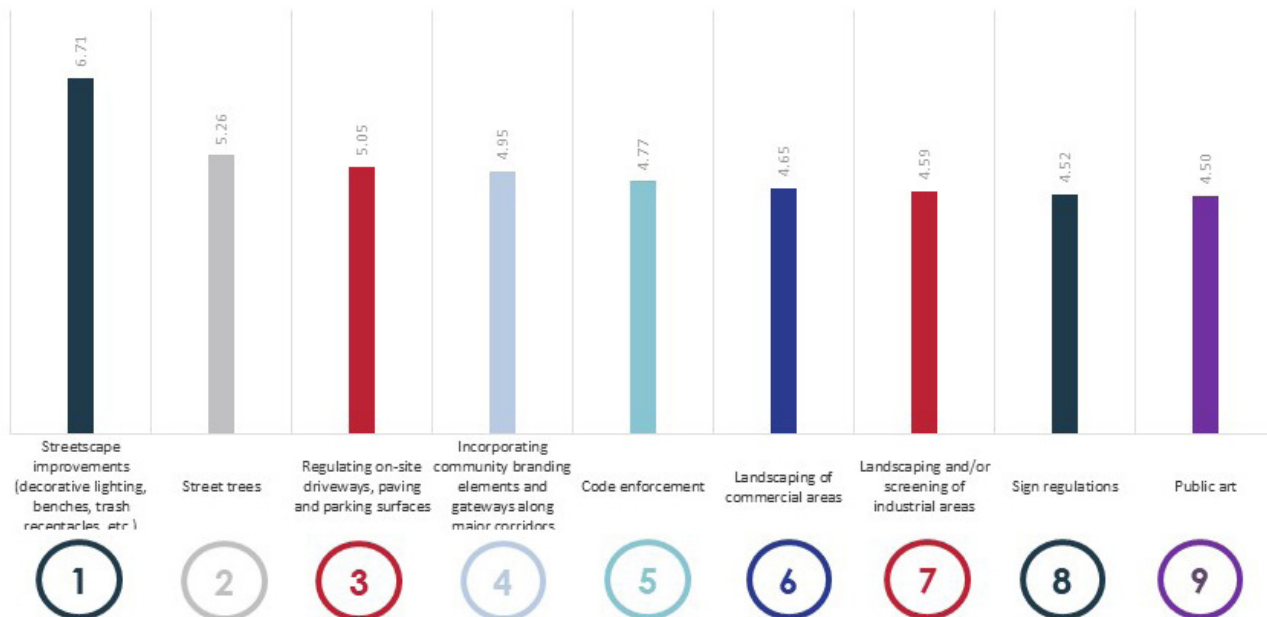
Answered: 71 Skipped: 2



Q14: Please rank from 1 to 10 the importance of various aesthetic considerations in the City of Hutchins where the city should direct the most focus, with 1 being the most important and 10 being the least important.

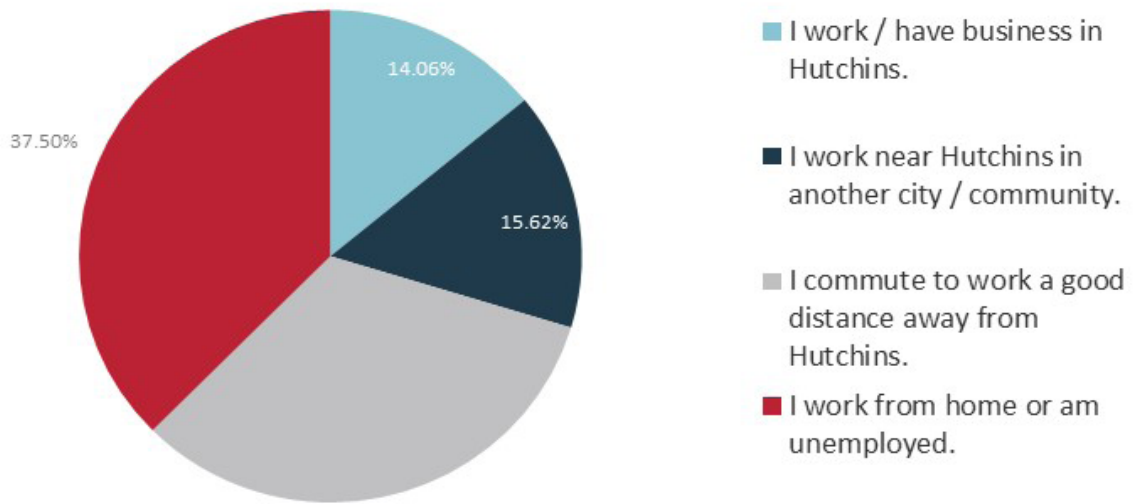
Answered: 66 Skipped: 7

Answered: 66 Skipped: 7



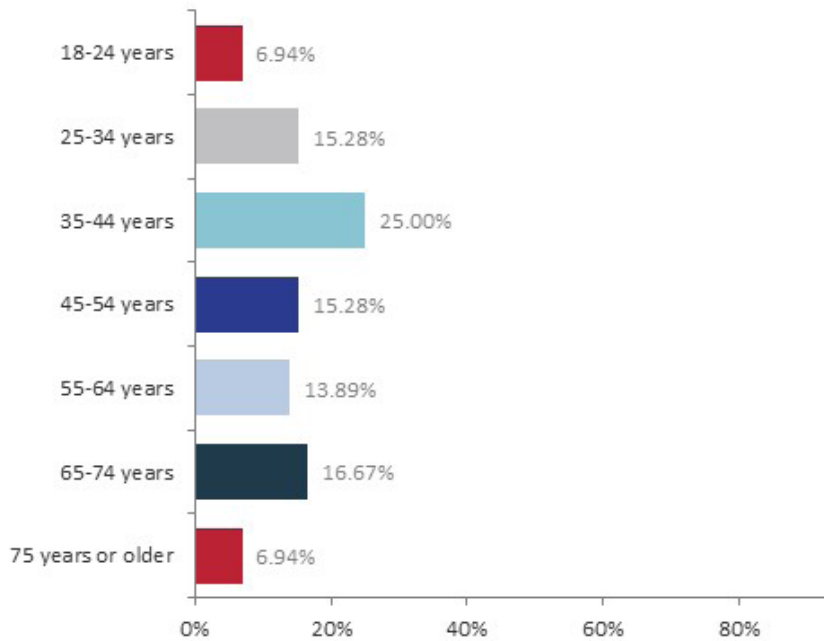
Q16: Choose the best description of where you work in relation to Hutchins.

Answered: 64 Skipped: 9



Q17: In which category is your age?

Answered: 72 Skipped: 1



Q18: Your gender:

Answered: 72 Skipped: 1

