

City of Wilmer, Texas

COMMUNITY PLAN 2030



Adopted June 18, 2009

Ordinance No. 09-0618



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ORDINANCE NO. 09-0618

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILMER, TEXAS, ADOPTING WILMER COMMUNITY PLAN 2030 AMENDING AND REPLACING CITY OF WILMER, POPULATION, HOUSING & LAND USE STUDIES MAY 1991 AND THE COMPREHENSIVE PLAN 1991-2010 SYSTEMS STUDY FOR THE CITY OF WILMER IN ACCORDANCE WITH STATE LAW; REPEALING CONFLICTING ORDINANCES AND RESOLUTIONS; INCLUDING A SEVERABILITY CLAUSE; AND ESTABLISHING AN EFFECTIVE DATE.

Whereas, Section 213.003 of the Texas Local Government Code provides for the adoption and amendment of municipal comprehensive plans; and

Whereas, the City of Wilmer in October 2006 did receive and adopt the *City of Wilmer, Texas Population, Housing & Land Use Studies, May 1991 and Comprehensive Plan, 1991-2010 Systems Study for the City of Wilmer Texas*; and

Whereas, the City of Wilmer in June 2007 hired Bucher, Willis & Ratliff Corporation (BWR) for Planning Advisory Services and to update and revise the Comprehensive Plan; and

Whereas, on February 3, March 3, and April 16, 2009 Steering Committee meetings were conducted to identify issues within the community, develop goals, objectives and strategies and review drafts of the *Wilmer Community Plan 2030*; and

Whereas, the Planning and Zoning Commission did review and recommend to City Council approval of the *Wilmer Community Plan 2030* on June 18, 2009; and

Whereas, a public hearing on the *Wilmer Community Plan 2030* was held in accordance with state law on June 18, 2009; and

Whereas, the City Council, on June 18, 2009, did review the recommendation of the Planning and Zoning Commission and the comments received at the public hearing on the

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WILMER, TEXAS, THAT:

Section 1. The facts and recitations contained in the preamble of this ordinance are hereby found and declared to be true and correct, and are incorporated by reference herein and expressly made a part hereof, as if copied verbatim.

Section 2. The City Council hereby adopts the *Wilmer Community Plan 2030* and map thereof, attached hereto as Exhibit A, as the comprehensive plan for the City of Wilmer, replacing in full the existing *City of Wilmer, Population, Housing & Land Use Studies May 1991 and the Comprehensive Plan 1991-2010 Systems Study for the City of Wilmer*, and the plan shall be implemented in accordance with state law.

Section 3. That said Comprehensive Plan shall be a future comprehensive plan of the City of Wilmer, a guide for future planning and development regulations, and shall serve as future land use assumptions under state law.

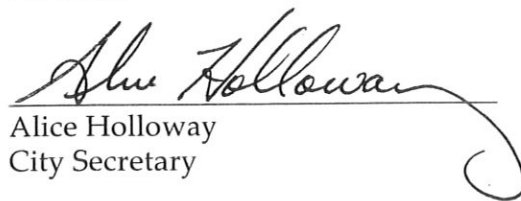
Section 4. All ordinances or portions of ordinances of the City in conflict with the provisions of this ordinance are hereby repealed and all other ordinances of the City not in conflict with the provisions of this ordinance shall remain in full force and effect.

Section 5. It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs, and sections of this ordinance are severable, and if any phrase, clause, sentence paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation in this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

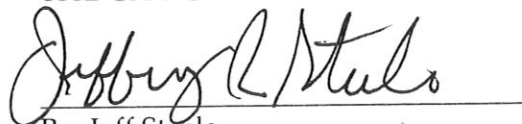
Section 6. This ordinance shall become effective in accordance with the provisions of the Charter of the City of Wilmer.

PASSED AND APPROVED on the 18th day of June 2009.

ATTEST:


Alice Holloway
City Secretary

THE CITY OF WILMER:


By: Jeff Steele
Mayor

APPROVED AS TO FORM:

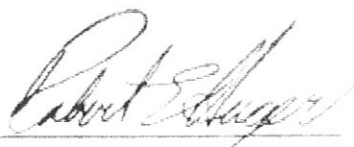
By: 
Robert E. Hager
City Attorney

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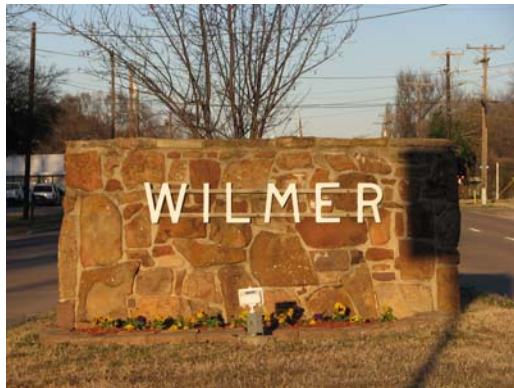
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Overview

Purpose of the Plan



The City of Wilmer Community Plan expresses the vision for the future of Wilmer, and serves as a statement of where the community sees itself in 2030 – and the years beyond.

The Community Plan is the official public policy and plan of record recommended by the Planning and Zoning Commission and adopted by City Council for the physical development and redevelopment of the community. The Community Plan (also referred to as “the Plan”) indicates, in general, how citizens want the City to improve and grow in the short-, intermediate- and long-term. The Plan is a rational and comprehensive guide for physical development that fosters conservation and preservation of natural resources, sustainable, quality growth, quality housing and neighborhoods, appropriate infrastructure to support a growing community, and context sensitive development strategies that preserve the community’s identity.

The Community Plan is intended to guide policy decisions and provide recommendations for future actions involving community development, and it serves as the legal basis for sound land use decisions. The Plan is the basis upon which the zoning ordinance and subdivision regulations are enacted and amended by the City Council upon recommendations from the Planning and Zoning Commission. The Plan in coordination with the City’s code of ordinances will determine the type, quantity, quality and character of new and existing development within the community. More specifically, the Plan:

- serves as a “database” for the City’s long-term planning activities. This database includes information regarding population, economic development, housing, utilities, land use, the natural environment, public facilities, and transportation;

CITY OF WILMER, TEXAS

Chapter 1: Community Plan Overview

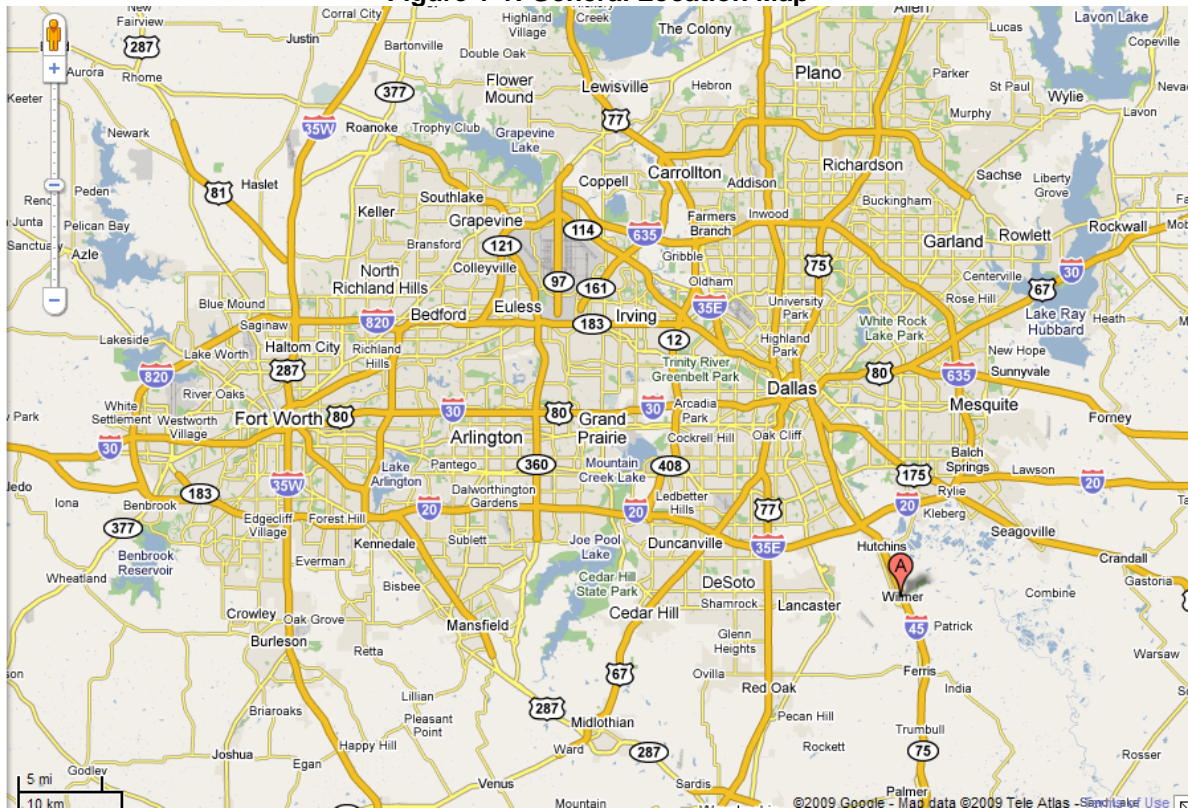
- documents the community's goals and objectives for the future;
- identifies specific actions that the City should take to realize its goals and objectives;
- depicts in the text and graphically in the maps the future arrangement of land uses and open space, and the required road network and utility infrastructure to accommodate those uses;
- identifies changes that should be made to the City's ordinances and policies to fulfill the goals and objectives; and
- provides a basis for consideration and evaluation of future development, subdivision, and annexation requests.

The process of preparing the Plan itself serves another important function which is to obtain community input through a participation process that identifies long-term goals and objectives. These goals and objectives represent the community's common understanding of what growth is expected and the strategies necessary to preserve the special characteristics unique to Wilmer while positioning the City to take advantage of expected growth.

Planning Area

Figure 1-1 shows that Wilmer is located in southeast Dallas County, about 14 miles south of downtown Dallas, along both sides of Interstate Highway 45. Wilmer is located in the southeastern corner of Dallas County, west of the Trinity River. The center of town is roughly at the intersection of Interstate Highway 45, and Belt Line Road. Two cities adjoin Wilmer, Hutchins on the north and Lancaster on the west. Wilmer is one of 211 cities that lie within the 12 county Dallas-Ft. Worth-Arlington Metropolitan Statistical Area.

Figure 1-1: General Location Map



The planning area for the Community Plan is generally bounded by:

- the city Limits of Hutchins to the north along Fulghum Road,
- the Trinity River to the east,
- Ten Mile Creek to the south, and
- the city limits of Lancaster to the west roughly along Sunrise Road and Pinto Road.

Jurisdictional Responsibility

Both the City of Wilmer and Dallas County play a role in managing the growth and development of the unincorporated portion of the Wilmer planning area. Until annexation occurs, any development in the unincorporated area should be managed in a manner that results in a logical urban pattern with long-term value rather than short-term gains. Inter-jurisdictional coordination between the city and county and a long-term vision is necessary in order to avoid inappropriate development decisions resulting in haphazard suburbanization of the county. Inappropriate growth impacts natural resources and environmentally sensitive areas and creates land uses that are incompatible with the long-term growth of the city.

Community Overview

It is important to understand existing conditions and demographics of the community in order to adequately plan for the future. With approximately 6.3 million residents, the Dallas–Ft. Worth–Arlington Metropolitan Statistical Area (MSA) is the 4th largest metropolitan area in the United States. The Dallas–Ft. Worth–Arlington MSA encompasses 211 cities and towns in the twelve counties of North Central Texas.

In the last few years Wilmer has undergone significant change with the location of the Dallas Intermodal Terminal and Dallas Logistics Hub. The expansion and development of the transfer station centered on the I-45 corridor, has and will continue to provide significant growth opportunities for Wilmer. Appendix B provides a detailed summary of census demographic information and population projections.

Key Community Planning Issues

- The City's 2008 population estimate was 3,150 by the North Central Texas Council of Governments. The City's population by 2030 is expected to range between 5,000 and 8,000 residents.
- Wilmer's median household income in 2000 was lower than the metropolitan area.
- The Dallas Intermodal Terminal and the Dallas Logistics Hub will have a significant impact on the community including demand for new or expanded infrastructure.
- Wilmer's citizens embrace the benefits of new development as long as the small-town, rural character of the community is preserved.
- The City's current infrastructure requires significant maintenance and rehabilitation to bring it up to current standards and to provide for new development.
- The dissolution of the Wilmer-Hutchins Independent School District meant the closure of all local public schools. This will have a negative impact on the City's ability to attract residential development.
- There is a lack of programs and activities within the community for the City's youth.
- The community is currently under-served with retail and commercial development.
- The community must continue to provide and expand available housing choices for moderate and lower-income residents.

- A wider range of housing choices will be needed to accommodate the population in the future.
- The terrain and 100 year floodplain throughout the planning area provide both opportunities and challenges for future development and infrastructure planning as well as natural resource preservation.
- The terrain, creeks, and rivers in the planning area have a significant impact upon the ability to provide street connectivity. A complete street network is critical to providing a connected community and avoiding a piecemeal pattern of isolated developments.
- The Trinity riverfront, Cottonwood Creek, and Ten Mile Creek are significant assets for the community that must be embraced and enhanced in the future.

The Public Participation Process



Community planning is as much about the process of planning as it is about the plan itself. In order to engage the public, a participation structure was established to provide input and build consensus on principles and specific recommendations for the Plan. The public participation process included the following components:

1. Steering Committee – A committee of citizens, elected and appointed officials and business representatives was established to provide oversight and guidance throughout the planning process. The Steering Committee met several times and conducted the following planning processes:
 - a. Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis;
 - b. Synthesis of SWOT Analysis and Stakeholder Survey results;
 - c. Goals, Objectives and Strategies identification;
 - d. Draft Plan review and revisions; and

- e. Presentation of the final Plan for adoption.
- 2. Stakeholder Surveys and Interviews – A survey was developed in coordination with the Steering Committee and distributed to key community stakeholders chosen by the Committee to identify planning issues and priorities. Individual interviews were conducted with stakeholders who chose to attend in order to get clarification of their answers to the survey.
- 3. Joint Workshop of the Planning and Zoning Commission and City Council – A workshop was held to present a summary of the draft Plan to the Planning and Zoning Commission and City Council prior to the formal adoption process.
- 4. Public Hearing and Plan Adoption – A public hearing on the Plan was held by the Planning and Zoning Commission and City Council before the Plan was adopted by ordinance of the City Council on June 18, 2009.

Policy Plan

Introduction

The Policy Plan represents the overall vision for the City of Wilmer's growth and development over the next 20 years. As the City contemplates the expenditure of public funds or the approval of new development projects, the Policy Plan should be consulted to ensure that the decision being made is consistent with the community's vision for its future.

During the planning process, four main focus areas were identified to guide the City's policy direction through 2030. The four focus areas are:

1. **Infrastructure:** This focus area includes transportation, water and sewer, parks and open space, public buildings and facilities, and other core community infrastructure.
2. **Community Identity:** This focus area includes community appearance, community pride, civic organizations, community services and other issues related to the community's identity.
3. **Governance:** This focus area deals with the local government process and organization and includes issues related to elected officials, city ordinances and policies, municipal finances and other issues related to the conduct of municipal government.
4. **Economic Development:** This focus area encompasses retail, commercial and industrial recruitment and retention, economic diversification, and strategic opportunities for community development.

Within each of the four focus areas are a set of goals, objectives and strategies that will serve as the City's guide in developing policy and in setting priorities. Goals represent the big picture. Goals tell us where we will be after the achievement of the objectives. Goals are broad and inclusive. Objectives take their directions from Goals and represent more measurable steps that should be taken to ensure the goal is achieved. Strategies are the specific steps or actions which need to happen to bring completion to the objective, and eventually, the goal.

As the City develops its annual budgets, its capital improvement programs and as it adopts policies and procedures, it should refer to this chapter of the Plan to ensure that its actions are in line with the goals of the community. The Plan is a “living” document that will need to be updated over time as new opportunities and issues present themselves.

Infrastructure

Throughout the planning process including meetings with the Steering Committee, survey results and individual interviews, infrastructure was rated as the focus area that needs the most attention. The condition of existing infrastructure systems was the primary issue that was identified, but the need to expand infrastructure systems to attract new development was also cited as a concern.

Transportation

The transportation system in Wilmer involves different modes of transportation to achieve the safe, efficient and convenient movement of persons and goods. The ability to transport people and goods from one place to another is one of the basic components the community’s economic and social systems depend upon. Long range planning helps ensure the street system is able to expand efficiently to manage future growth, remain consistent with the Future Land Use Plan, and provide for a sustainable future. Important planning priorities identified by the citizens of Wilmer for the community’s transportation system include the call for action to:

- provide a connected street network,
- maintain and upgrade existing and new street systems sensitive to the context and terrain in which they are located, and to
- provide multi-modal choice and linkages to Dallas Area Rapid Transit (DART).

Goal 1 – Minimize the impact of truck traffic on the local street network.

Objective 1.1 – Complete a truck by-pass route.

Strategy 1.1.1 – Identify and preserve right-of way for future route.

Strategy 1.1.2 – Work with Dallas Logistics Hub on alternative routes.

Strategy 1.1.3 – Route truck traffic to Pleasant Run and/or Mars Road.

Goal 2 – Improve the quality of the City’s street network.

Objective 2.1 – Develop a street maintenance priority list and increase funding for annual maintenance.

Objective 2.2 – Bring all streets up to an adopted baseline maintenance standard.

Strategy 2.2.1 – Inventory and rate every street within the City.

Strategy 2.2.2 – Schedule and finish street repairs, in accordance with the priorities, before moving onto other streets.

Strategy 2.2.3 – Work with Dallas County on a street maintenance schedule to reduce duplication of efforts.

Strategy 2.2.4 – Explore alternative materials for street surfaces that are longer lasting and more cost effective.



Goal 3 – Increase access to alternative modes of transportation for citizens of Wilmer.

Objective 3.1 – Partner with neighboring communities to develop an inter-city bus system.

Strategy 3.1.1 – Work with county commissioners and local State representatives to identify funding opportunities for transit.

Objective 3.2 – Develop a plan to provide linkages into the Dallas Area Rapid Transit (DART) system.

Strategy 3.2.1 – Incorporate Wilmer into the DART 2030 Plan.

Strategy 3.2.2 – Establish a Park and Ride.

Strategy 3.2.3 – Work with DART to establish bus service between Wilmer and established DART Stations.

Objective 3.3 – Develop pedestrian and bicycle routes.

Water and Sewer

The existing utility infrastructure in Wilmer provides the city with adequate transfers of water and wastewater utilities. With the help of long range planning, Wilmer will be able to ensure that future developments will be efficiently serviced. The City will then be able to expand the utility infrastructure to manage future growth and remain consistent with the Future Land Use Plan, and provide for a sustainable future. The City must ensure that existing infrastructure is maintained to acceptable standards and that the utility rates are managed to provide adequate revenue for ongoing maintenance and operations.

Goal 4 – Provide superior quality drinking water to every household.

Objective 4.1 – Contract with Dallas for drinking water

Goal 5 – Improve the quality of the City’s water and sewer infrastructure.

Objective 5.1 – Bring all water and sewer lines up to minimum standards for sizing and pipe material.

Strategy 5.1.1 – Develop a five year capital improvement program (CIP) for water and sewer.

Strategy 5.1.2 – Seek funding through State and Federal grants for immediate needs.

Strategy 5.1.3 – Hire a professional grant writer to work on obtaining grants.

Strategy 5.1.4 – Complete a rate study to determine appropriate rates for the water and sewer utilities in order to provide adequate revenue for maintenance.

Strategy 5.1.5 – Develop a tiered rate structure that provides lower rates for residents inside the city limits and higher rates for utility customers outside the city limits.

Strategy 5.1.6 - Make certain that all water mains in commercially zoned areas are at least twelve (12) inches in diameter for fire protection purposes.

Strategy 5.1.7 – Ensure that all new commercial developments are required to install their own utility infrastructure or forfeit their tax abatements.

Strategy 5.1.8 – Require that all new residential developments are required to construct streets, water, gas and electric utilities for their development.

Parks and Open Space



Parks, open space, and trails enhance the quality of life in Wilmer and are central to the community's image and economic development strategy. These features help attract visitors to the community, as well as new residents and businesses. The City's current parks and open spaces are well positioned to serve the core of the community. These parks and open spaces should be developed over time to provide additional amenities.

As new areas of the City develop, sensitive environmental features should be preserved. Each new residential development should set aside parkland and develop those areas to provide recreational amenities for new residents. Trail corridors should be preserved and/or acquired during the development permitting and approval process.

Goal 6 – Develop a coordinated system of parks, open space and trails.

Objective 6.1 – Expand facilities in existing parks to provide recommended facilities per capita based upon state and national standards.

Strategy 6.1.1 – Develop the land behind the old Wilmer elementary school to be a dual use area for both baseball and soccer.

Strategy 6.1.2 – Develop Lions Club property.

Strategy 6.1.3 – Renovate Cottonwood Park by adding a small pond with a picnic and fishing area.

Strategy 6.1.4 – Seek grants from all available sources for park improvements.

Strategy 6.1.5 – Require parkland dedication and park development fees with all new residential development.

Strategy 6.1.6 – Develop a climbing hill for endurance training.

Objective 6.2 – Develop sports fields for youth and adult athletics.

Objective 6.3 – Develop a trail system that takes advantage of natural and man-made corridors (i.e. streams, rivers, utility easements) and ties to the regional trail system of Dallas County.

Strategy 6.3.1 – Organize a volunteer association to assist in development of trails and natural areas.

Goal 7 – Develop an indoor recreation center.

Objective 7.1 – Identify funding sources for the recreation center.

Strategy 7.1.1 – Utilize fees from new development to pay for the construction of the center.

Strategy 7.1.2 – Obtain grants from Texas Parks and Wildlife for the construction of the center.

Public Buildings and Facilities



Public buildings and facilities are an essential part of the infrastructure of Wilmer. These buildings and facilities provide the spaces and resources necessary for the City to fulfill its municipal obligations. Further, public buildings serve as focal points and gathering areas for the citizens of Wilmer. As the City grows, municipal buildings must be maintained and expanded to keep pace with growth. The City should

maintain its primary municipal operations in the town center and plan for its long term facility needs by adopting a Facilities Master Plan.

Goal 8 – Ensure the City has adequate facilities to carry out its responsibilities

Objective 8.1 – Establish a needs prioritization for city facilities.

Strategy 8.1.1 – Adopt a Facilities Master Plan that addresses facility needs for all City departments.

Strategy 8.1.2 – Seek grant funding for the renovation or construction of city facilities.

CITY OF WILMER, TEXAS

Chapter 2: Policy Plan

Objective 8.2 – Maintain the City’s primary facilities including City Hall in the town center.

Strategy 8.2.1 – Develop a master site plan for the property that the City owns in the town center that will accommodate City facilities and other complimentary uses.

Objective 8.3 - Expand library services.

Strategy 8.3.1 – Market the library to a wider customer/patron base.

Strategy 8.3.2 – Extend the operating hours of the library.

Strategy 8.3.3 – Establish a Friends of the Library volunteer group.

Strategy 8.3.4 – Work with volunteers and various organizations around town to offer Saturday afternoon lectures and public speaker (i.e. Audubon Society, etc.).

Objective 8.4 – Develop public/private partnerships for city facilities (i.e. Fire stations, recreational facilities, etc.) in new developments.

Community Identity



Throughout the planning process, the citizens of Wilmer described the sense of community that led them to choose Wilmer as their home. They said they value the small town, rural atmosphere and do not want to see that eroded as the City grows. The citizens also stated that they enjoy coming together as a community during the year at various festivals and events. Some of the things that would improve the sense of community identity are a central focal point in the town center, more civic organizations to allow citizens to meet each other and work toward common goals, beautification of the City to instill more pride in the look of the community, and more opportunities for the youth of the community including recreational activities and the potential to have public schools in the community again.

Goal 9 - Maintain the small town, rural atmosphere of Wilmer.

Objective 9.1 – Conduct a community survey to establish a consensus on the desired community identity.

Objective 9.2 – Ensure that industrial and warehouse uses do not negatively impact residential areas.

Objective 9.3 – Construct city welcome signs on the main arterial entrances to the city.

Goal 10 – Create a central focal point for the community.

Objective 10.1 - Create a town center.

Strategy 10.1.1 – Keep city offices in the town center.

Strategy 10.1.2 – Identify funding sources to construct new facilities in the town center.

Strategy 10.1.3 – Develop a town center master plan that includes city facilities, commercial space and landscaping and lighting enhancements to Beltline.

Objective 10.2 - Use the water tower as a landmark and accent of the town center.

Goal 11 – Enhance citizen pride in the community.

Objective 11.1 – Continue existing and develop new community festivals and events.

Strategy 11.1.1 - Bring in outside amateur artists and photographers to participate in local festivals and events.

Strategy 11.1.2 - Plan an event around the Cottonwood Creek Preserve and its pecan orchard.

Strategy 11.1.3 - Advertise the festivals and events in the local newspaper in Ennis, the Dallas Morning News and on local television and radio.

Objective 11.2 – Expand existing and develop new civic organizations (i.e. service clubs).

Strategy 11.2.1 – Establish a committee for beautification projects and involve local churches.

Goal 12 – Improve the physical appearance of the City.

Objective 12.1 – Improve the appearance of older residential and commercial areas.

Strategy 12.1.1 – Increase code enforcement activities.

Strategy 12.1.2 - Strengthen property maintenance ordinances.

Strategy 12.1.3 – Rehabilitate or remove abandoned and dilapidated structures.

Objective 12.2 - Develop an architectural and landscaping theme for the city and apply it to new city facilities and commercial development.

Objective 12.3 – Update the City’s development ordinances to require landscaping of non-residential sites and tree planting along streets within residential areas.

Goal 13 – Provide more opportunities for the City’s youth.

Objective 13.1 – Explore partnership opportunities with non-profit organizations to establish youth athletic leagues.

Strategy 13.1.1 - Work with professional sports groups.

Strategy 13.1.2 - Partner with neighboring communities to establish a league for various sports including soccer and baseball.

Objective 13.2 – Expand youth programs offered by the City.

Strategy 13.2.1 – Increase the hours of operation of the Library.

Strategy 13.2.2 – Expand the library services for the youth.

Strategy 13.2.3 – Provide additional recreation programs.

Objective 13.3 - Work with local churches to develop a city-wide summer youth program.

Objective 13.4 - Establish an after school program in Wilmer.

Objective 13.5 – Re-establish public schools within the community.

Governance

The governance focus area was identified as a key opportunity to improve the operation of city government in Wilmer. It recognizes the need to establish up-to-date policies and procedures to ensure effective governance as the City grows. This includes the updating of municipal ordinances to implement current standards and best practices. Good governance also requires meaningful citizen participation in the political process. Citizens should be engaged in their government through their participation in the electoral process and in the formulation of city policy by their participation on

advisory boards and commissions. An effective city government, with high ethical standards and a reputation for efficient and effective operations will be a key success factor for the City's efforts to attract quality development.

Goal 14 – Create a positive image of the political system in Wilmer.

Objective 14.1 – Ensure transparency in local government activities.

Strategy 14.1.1 – Ensure elected officials receive required training for Open Meetings and Public Information Acts.

Strategy 14.1.2 – Conduct all City business in accordance with the open government statutes of the State.

Strategy 14.1.3 – Encourage people to vote through voter education and registration campaigns.

Strategy 14.1.4 - Establish a nepotism policy that restricts the employment of relatives in City government.

Objective 14.2 – Ensure all ordinances of the City are administered fairly and objectively.

Strategy 14.2.1 – Adopt a municipal ethics ordinance and appoint an ethics review board to review citizen complaints of ethics violations.

Strategy 14.2.2 – Have elected and appointed positions attend ethics training and understand the local government code.

Objective 14.3 – Enact or improve existing policies and procedures of the City Council.

Strategy 14.3.1 – Perform a review of Council policies for consistency with City ordinances and State law.

Strategy 14.3.2 – Have all newly elected officials receive training on how to conduct the duties of their office.

Strategy 14.3.3 – Establish an ordinance that requires candidates and elected City officials to report their sources of income.

Strategy 14.3.4 – Establish term limits for elected and appointed boards.

Objective 14.4 – Establish a standard of ethics for all City employees.

Strategy 14.4.1 – Update the City's personnel policies to include a section on ethics.

Goal 15 – Engage more citizens in the governing process.

Objective 15.1 – Establish citizen advisory boards to assist with carrying out the recommendations in the Community Plan 2030.

Strategy 15.1.1 – Create an Education Advisory Board.

Strategy 15.1.2 – Create a Parks and Recreation Advisory Board.

Strategy 15.1.3 – Create a Library Advisory Board.

Strategy 15.1.4 – Create a Historical Resources Advisory Board.

Objective 15.2 – Improve communication between the City government and the citizens.

Strategy 15.2.1 – Develop a City web site and post relevant city news on it.

Strategy 15.2.2 – Continue to produce a regular City newsletter.

Strategy 15.2.3 – Continue the Town Hall meetings.

Strategy 15.2.4 – Have an “Open House” event where the residents are invited to see what the City is about and meet the employees.

Goal 16 – Maximize the financial resources of the City to achieve the Community’s goals.

Objective 16.1 – Leverage City funds with State and Federal funds for major infrastructure projects.

Strategy 16.1.1 – Establish an audit process to ensure that City funds are being spent on the programs and projects for which they were budgeted.

Strategy 16.1.2 – Research all State and Federal grants and programs on an annual basis to see which apply to the City.

Strategy 16.1.3 – Research all private foundation grants on an annual basis that apply to the City, its programs and the Plan.

Strategy 16.1.4 – Establish a committee to review grant applications.

Strategy 16.1.5 – Work with other towns, when appropriate, to apply for grants.

Strategy 16.1.6 – Visit with other similarly situated towns to learn the pros and cons of grant funding sources.

Objective 16.2 – Diversify the City’s revenue sources by adopting up-to-date fee ordinances and exploring new financing tools.

Objective 16.3 – Maintain an adequate tax rate to support necessary city services.

Economic Development



One of the primary reasons for developing this plan is the tremendous opportunities for economic development facing the City with the development of the intermodal facilities. This new industrial development offers the City the opportunity to expand its tax base and to attract new residential development and supporting commercial services as well.

The citizens of Wilmer have embraced the idea of new development that is managed in a way that preserves and enhances their quality of life. Some of the key concepts that were identified for the economic development focus area are the attraction of good jobs for the citizens of Wilmer that will allow them to work within the community, the recruitment of more retail and service businesses to cut down on the need to drive to those uses in other communities, and the development of new residential areas that will provide a market for new and existing local businesses.

Goal 17 – Take advantage of Wilmer’s proximity to Dallas.

Objective 17.1 – Utilize a City web site to portray the advantages of Wilmer.

Strategy 17.1.1 – Create links between the City’s web site and major employer/developer web sites.

Objective 17.2 - Examine what companies are best for the community.

Strategy 17.2.1 - Get data and research from existing businesses on why they moved to the community.

Strategy 17.2.2 - Work with the Chamber of Commerce to attract new businesses.

Strategy 17.2.3 - Look at neighboring/similar cities and their results on attracting businesses.

Strategy 17.2.4 – Utilize 4A and 4B Corporations to provide funding for priority economic development projects.

Goal 18 – Maximize economic development opportunities associated with the Dallas inter-modal facility.

Objective 18.1 - Market available land to developers.

Strategy 18.1.1 - Work on marketing all types of development from residential to warehouse.

Objective 18.2 - Establish an economic development program that brands the City as open for development.

Objective 18.3 - Maintain affordable tax rates and development fees to encourage development.

Strategy 18.3.1 -Strike a balance between development incentives and maintaining an adequate commercial tax revenue stream to off set residential property taxes.

Goal 19 – Expand retail and service sector businesses within the City.

Objective 19.1 - Recruit retail and service businesses that the City does not currently have.

Strategy 19.1.1 - Look at similar size cities to determine which retail and service businesses are present in those cities that Wilmer lacks and identify target businesses for recruitment.

Strategy 19.1.2 - Ensure public facilities, streets, and utilities are of upmost quality.

Strategy 19.1.3 - Establish an economic development priority to recruit retail and service businesses to the City.

Strategy 19.1.4 - Construct the Town center to show an example of quality development in Wilmer.

Objective 19.2 - Continue to expand residential development so that demand is in place for larger retailers.

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Future Land Use

Introduction

The existing built environment in Wilmer includes a wide range of characteristics ranging from the historic old town core and surrounding neighborhoods to new subdivisions on the developing fringe of the community.

Much of Wilmer's newer residential development has occurred in the eastern portion of the community in the I-45 Highway corridor. Much of the western side of town has been planned for industrial and warehouse uses related to the Dallas Intermodal Rail Facility.

Newer developments in Wilmer have been largely single use developments such as subdivisions limited strictly to single-family dwellings or strictly industrial developments. Both residents and private development representatives emphasized during the planning process the need to revise the City's development regulations to accommodate flexible low impact development options and compatible uses intermixed within a neighborhood. The City's existing development regulations limit the ability to intermix residential and retail uses vertically within a structure or commingled in close proximity as developed in the town center area of Wilmer. The City's future development areas would be strongly enhanced by accommodating and encouraging "neighborhoods" with a range of housing choices and neighborhood scale services located where reasonably accessible by pedestrians and other alternative modes of transportation.

The consistent emphasis that emerged from the citizens of Wilmer during the planning process was the desire to maintain Wilmer's character, visual integrity, and small town ambience.

Integrated Land Use

Cooperative City-County Planning

Both the City of Wilmer and Dallas County play a role in managing the growth and development of the unincorporated portion of the Wilmer planning area. Until annexation to the city occurs, any

development in the unincorporated area must be managed in a manner that results in a logical urban pattern with long-term value rather than short-term gains -- thus avoiding haphazard suburbanization that impacts natural resources and creates land uses that are incompatible with the long-term growth of the city. Therefore it is essential for the city and county to work together to manage growth and for the City to adopt a coordinated annexation plan.

Annexation

The City of Wilmer should establish an annexation policy that operates in coordination with the utility and thoroughfare plans. The existing City Limit boundary has many gaps that are unincorporated, but surrounded by the City Limits on at least three sides. These unincorporated areas should be annexed, especially if these areas are currently being served by City water and sewer. Wilmer's ½ mile Extra Territorial Jurisdictional (ETJ) boundary allows the City to work with Dallas County on subdivision and some development controls, but does not allow zoning and taxing authority. Wilmer should work on incorporating and annexing property within the ETJ into the city limits as it subdivides and develops and proactively filling in the gaps surrounded by the City boundaries. The City should develop an annexation plan that proactively seeks voluntary annexation and follows up with unilateral annexation if necessary. The City should also establish boundary agreements with adjacent cities.

Neighborhood Design

Neighborhoods in Wilmer are the building blocks of the community. Well designed quality neighborhoods are more than subdivisions, and are defined as much by the sense of community they create for their residents as by the structures, streets and amenities within their boundaries. Quality neighborhoods in Wilmer should offer choices, provide residents with a sense of identity and connections, and encourage continuous renewal and reinvestment. Future neighborhood designs should provide the following elements to create vibrant neighborhoods and a healthy community.

- Natural green space areas should serve as the basis for laying out a network of streets that will maintain the spaces as continuous and interconnected as possible.
- Design neighborhoods with interconnected networks of pedestrian-friendly and attractively landscaped streets, trails and sidewalks that encourage walking and bicycling. Such streets,

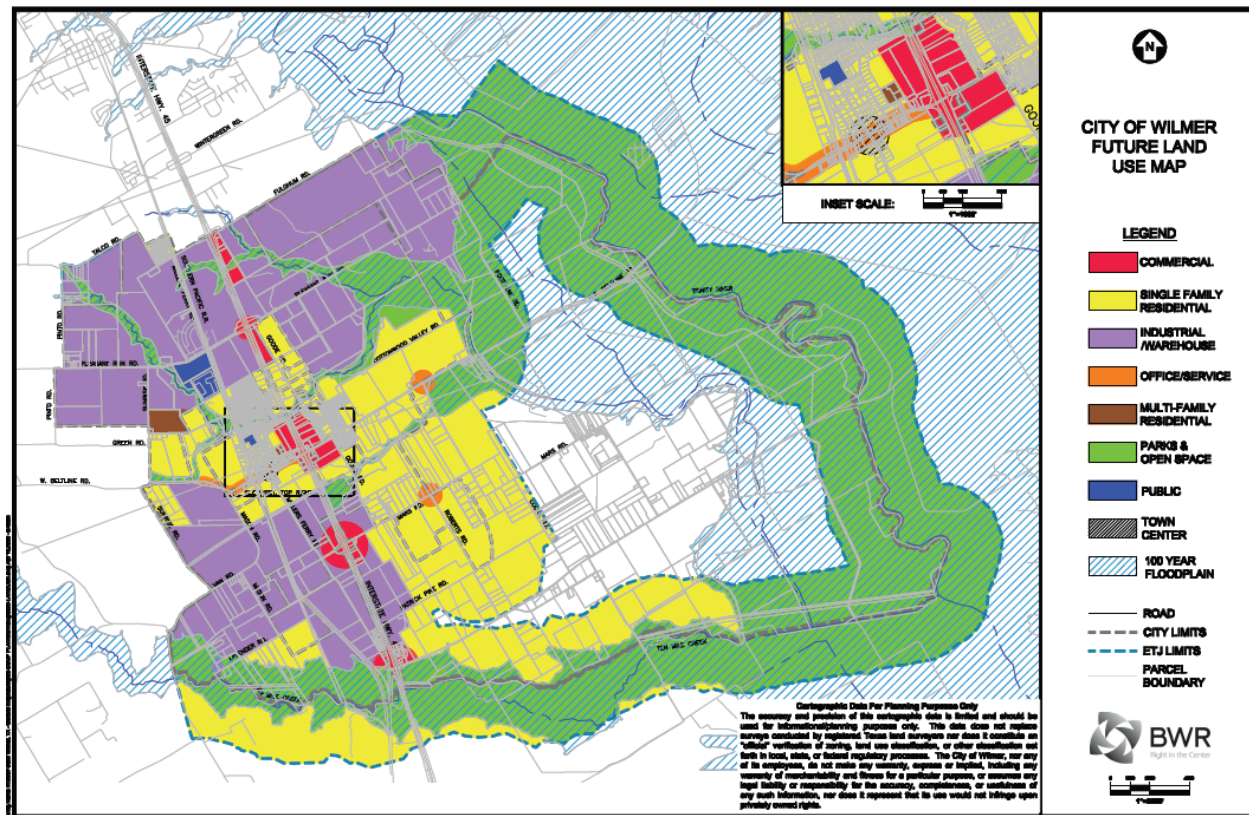
trails, and sidewalks should provide multiple connections within and between neighborhoods and give residents, particularly youth and the elderly, choice and control in their mobility and easy access to important destinations from their residences.

- Provide a broad range of housing types and price levels that allow for a mix of residents with diverse ages, races, and incomes.
- Design neighborhoods that are linked to surrounding areas and, when possible, share commercial spaces and open space resources.
- Provide convenient access to neighborhood services from residential areas so activities of daily living can occur within walking distance. Neighborhoods should include nearby access to stores, workplaces, schools and recreation places. Public uses (schools, churches) and shared facilities (parks & school sites) should be located where they will serve as neighborhood “centers” and within proximity to the greatest number of residents, rather than isolated at the edge with limited direct accessibility from the neighborhood.

Future Land Use

The Future Land Use Plan serves as a guide for the direction and magnitude of future growth and at the same time accommodates changes in market demand. The Future Land Use Plan is but one aspect of the Community Plan. The entire Plan, including the Goals, Objectives, and Strategies should be referenced and considered when viewing the maps and when judging the appropriateness of the land uses they may display.

The Future Land Use Map identifies the generalized location for land use classifications and development intensities in the planning area. The Map is not intended to identify the precise boundaries or acreage of each land use designation as the plan is intended to accommodate gradual transition from one land use to another. The Community Plan encourages the integration of compatible land uses, rather than a strict segregation of different land uses.



See page A-2 for full size map

Land Use Categories

The following land use categories and their definitions are used in the Future Land Use Plan Map. Flexible design standards should be considered in all land use categories (such as: reduced lot sizes and setbacks, or increased density) in exchange for providing additional open space and recreational amenities, and preserving environmentally sensitive resources in areas that otherwise could be developed.

The land use definitions include general residential density expectations. Density may be lower in locations where land is severely restricted by floodplain, slopes, vegetative cover, or other significant nature features. However net density on portions of a site may be greater in exchange for preserving natural resources and open spaces.

Table 3-1 shows the land use map breakdown by area and percentage for total area of each future land use classification within the City limits and ETJ.

Table 3-1: Future Land Use Calculations

Wilmer Future Land Use Calculations Breakdown						
Land Use Category	Within City		ETJ/Unincorporated		Total	
	Acres	Pct	Acres	Pct	Acres	Pct
Single Family	1,862	31.5%	3,257	21.3%	5,119	24.2%
Multi-Family	54	0.9%	0	0.0%	54	0.3%
Retail/Office	81	1.4%	31	0.2%	112	0.5%
Commercial	226	3.8%	143	0.9%	369	1.7%
Town Center Mixed Use	18	0.3%	0	0.0%	18	0.1%
Industrial/Warehouse	2,676	45.3%	2,353	15.4%	5,029	23.7%
Public Use	91	1.5%	0	0.0%	91	0.4%
Parks & Open Space	896	15.2%	9,492	62.1%	10,388	49.0%
Total	5,903	100.0%	15,276	100.0%	21,179	100.0%

Parks and Open Space - Public or private land reserved for active and passive parklands, trails, recreation uses, environmentally sensitive areas, natural resources, or any other lands reserved for permanent open space purposes. Parks and Open Space combined comprise 49 percent of Wilmer's land use calculations. This represents such a large area because of the ½ mile ETJ extension from the Trinity River annexation. The majority of this area lies within the 100 year floodplain. Parks and Open Space only comprised approximately 15% of the land within the current City limits. The City's current FP- Floodplain District zoning classification is a suitable use for most uses within the Parks and Open Space land use classification. Some of the areas within this land use category are appropriate for agricultural uses as well.



Community Park

Trail

Neighborhood Park

Park Amenities

Athletic Fields

Single Family Residential– This land use category is primarily intended for single family detached residential development, but may also include a variety of residential building types such as clustered or attached single-family units, and townhomes designed to function as a neighborhood. This category is appropriate for planned public and semi-public uses designed to be compatible with residential uses, such as schools, religious institutions, and civic uses. Further, this land use category may also accommodate limited, small-scale commercial uses that serve residential neighborhoods. These neighborhood commercial uses should be located at the intersections of collector or arterial roads to limit the traffic impacts on the surrounding neighborhoods. Residential density in this category will generally be up to 4 units per acre on a gross site area calculation. However, density bonuses should be considered for residential developments that integrate multiple housing types, affordable housing, or neighborhood commercial uses. Single Family Residential comprises approximately 24 percent of land use within Wilmer city limits and ETJ and is the second largest category in the total land use breakdown, behind Parks and Open Space. Wilmer currently has two single family zoning classifications of SF1-Single Family Residential – Large Lot and SF2- Single Family Residential that would be applicable to this land use classification. Some uses within the MF1 – Multiple Family Residential – Medium Density zoning classification could be allowed within the single family residential classification such as townhomes as long as they are a part of an integrated neighborhood design and not as a stand alone project.



Large lot

Small lot

Attached

Cottage

Neighborhood Retail

Multi-family Residential – This category is intended for a variety of moderate density residential land uses including attached residential dwellings primarily consisting of two-unit houses, townhomes, multiplexes, and garden apartment/condo dwellings, and institutional and civic uses intermixed throughout the neighborhood. Additional uses including live-work, offices, and limited retail stores (not including automobile-oriented uses and free-standing pad sites) are permitted in this category. Such nonresidential uses are intended to primarily provide services to residents of the surrounding area and placed in locations with a design character that blends into the neighborhood.

Development form may include stand alone projects of apartment buildings, townhomes or condominiums or mixed use projects that integrate multifamily residential units with neighborhood-serving commercial and office uses. All multifamily uses should be designed in a manner to including pedestrian connections to adjacent uses and be sited to accommodate transit stops. Densities may vary throughout the multifamily neighborhood and should be higher than conventional single-family subdivisions. Wilmer currently has only one multi-family zoning classification, MF1 – Multiple Family Residential – Medium Density zoning classification that would be applicable to the multi-family residential land use classification. The current MF1 zoning classification should be revised to include a greater density and more options for multi-family development than are currently allowed.



Town Center – This category includes a mixture of neighborhood and community-serving office and retail uses, live-work units, institutional, civic, and medium to higher density residential uses intermixed through compatible site planning and building design.

The development form includes a mix of commercial, office and residential uses in a pedestrian-oriented environment. More attention should be given to the design of buildings and their relationship to the streets and sidewalks than to the uses within the buildings. Non-residential uses should be limited to compact, neighborhood-oriented services rather than large-scale or automobile-oriented uses. Residential uses may be located on the upper floors of mixed use buildings, or may include attached or multi-unit residences, multiplexes, or apartment/condominium buildings commingled nearby to promote diversity and a successful pedestrian environment. This land use category accommodates the highest residential densities in Wilmer.

All areas of the Town Center land use category should be designed in a manner to promote pedestrian activity through a system of interconnected streets and varied streetscapes that also provide safe and efficient movement of vehicular traffic.

This category encompasses the historic town center and will require a new downtown zoning district and/or overlay district to implement the design standards for this land use. Given close proximity to residential neighborhoods adjacent to downtown, all development projects should be well-planned and designed to ensure a high level of compatibility with surrounding development. Non-residential uses should be limited to compact, pedestrian-oriented services, rather than large-scale or free-standing automobile-oriented uses.



Town Center Mixed Use Buildings

CITY OF WILMER, TEXAS

Chapter 3: Future Land Use Plan

Commercial – Primarily intended to accommodate “heavier” or highway oriented commercial activities and/or outdoor operations that are not found in or compatible with downtown or mixed-use oriented environments. Uses typically include offices and retail establishments, medium- to large-scale businesses, and automobile-oriented uses.

Wilmer currently has two commercial zoning classifications. C1 – Restricted Commercial and C2- General Commercial that would be applicable to the commercial land use classification. The current C1 and C2 zoning districts should be revised to include a greater variety for commercial development.



Office / Service – Primarily intended for office, research, limited retail, and limited flex industrial space in an office park setting. These areas are intended to promote the economic viability of employment uses. This category is not considered appropriate for “heavier” intensity or industrial uses such as manufacturing, outdoor storage, warehousing, distribution, wholesale, and other similar industrial uses.

Wilmer currently has one office zoning classification, O – Office, which would be applicable to this land use classification. The current zoning classification should be revised to include some service use designations, as the current zoning classification only allows traditional office only uses.



Retail/Service

Office Park

Residential Office

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Public – This category consists of public uses and facilities such as post offices, fire stations, libraries, cemeteries, governmental uses, and other civic uses.

Public uses are allowed within a variety of zoning classifications. This Land Use Plan shows where the current public facilities are located. As the City grows, adequate land area should be reserved for public uses including schools, fire stations, water and sewer facilities and other public services that need to be geographically distributed throughout the City for efficient service delivery.



Industrial/Warehouse – This category accommodates land uses associated with industrial activities such as processing, assembly, light manufacturing, warehousing, wholesale storage and distribution and limited office/commercial activities.

Wilmer currently has two industrial zoning classifications, I1 – Light Industrial and I2- Heavy Industrial, which would be applicable to the industrial/warehouse land use classification. The current I1 and I2 zoning districts should be revised to include a greater variety for industrial development.



Industrial Buildings

Goals, Objectives and Strategies

These are excerpted from the Policy Plan in Chapter 2.

Goal 6 – Develop a coordinated system of parks, open space and trail

Objective 6.3 – Develop a trail system that takes advantage of natural and man-made corridors (i.e. streams, rivers, utility easements) and ties to the regional trail system of Dallas County.

Goal 8 – Ensure the City has adequate facilities to carry out its responsibilities.

Objective 8.1 – Establish a needs prioritization for city facilities.

Strategy 8.1.1 – Adopt a Facilities Master Plan that addresses facility needs for all City departments.

Objective 8.2 – Maintain the City's primary facilities including City Hall in the town center.

Strategy 8.2.1 – Develop a master site plan for the property that the City owns in the town center that will accommodate City facilities and other complimentary uses

Goal 9 - Maintain the small town, rural atmosphere of Wilmer.

Objective 9.2 - Ensure that industrial and warehouse uses do not negatively impact residential areas.

Objective 9.3 – Construct city welcome signs on the main arterial entrances to the city.

Goal 10 – Create a central focal point for the community.

Objective 10.1 - Create a town center.

Strategy 10.1.1 – Keep city offices in the town center.

Strategy 10.1.3 - Develop a town center master plan that includes city facilities, commercial space and landscaping and lighting enhancements to Beltline.

Objective 10.2 - Use the water tower as a landmark and accent of the town center.

Goal 12 – Improve the physical appearance of the City.

Objective 12.1 - Improve the appearance of older residential and commercial areas.

Objective 12.2 - Develop an architectural and landscaping theme for the city and apply it to new city facilities and commercial development.

Objective 12.3- Update the City's development ordinances to require landscaping of non-residential sites and tree planting along streets within residential areas.

Goal 18 – Maximize economic development opportunities associated with the Dallas inter-modal facility.

Objective 18.1 - Market available land to developers.

Strategy 18.1.1 - Work on marketing all types of development from residential to warehouse.

Goal 19 – Expand retail and service sector businesses within the City.

Strategy 19.1.4 - Construct the Town center to show an example of quality development in Wilmer.

Objective 19.2 - Continue to expand residential development so that demand is in place for larger retailers.

Thoroughfare Plan

Introduction

The transportation system in Wilmer involves different modes of transportation to achieve the safe, efficient and convenient movement of persons and goods. The ability to transport people and goods from one place to another is one of the basic components the community's economic and social systems depend upon. Long range planning helps ensure the street system is able to expand efficiently to manage future growth, remain consistent with the Future Land Use Plan, and provide for a sustainable future. Important planning priorities identified by the citizens of Wilmer for the community's transportation system include the call for action to:

- provide a connected street network,
- maintain and upgrade existing and new street systems sensitive to the context and terrain in which they are located, and to
- provide multi-modal choice and linkages to Dallas Area Rapid Transit (DART).

Provide a Well Connected Community

A quality transportation network system that promotes safe, efficient and convenient travel throughout the community will play a significant role in future development opportunities and quality of life for residents.

Mobility throughout Wilmer is significantly impacted by the terrain, which is an asset in establishing the community's character and also a challenge for providing street connectivity. The Wilmer planning area has incomplete roadway and public utility systems which have contributed to a piecemeal land use pattern in which large tracts of undeveloped land exist side by side with developed properties.

Local Connectivity

The existing roadway network in Wilmer is largely dispersed with the major north-south routes designated to Interstate 45 and Millers Ferry Road, while the major east-west routes are Pleasant Run Road and Beltline Road. The vast majority of existing traffic generation is centralized around the Interstate 45 corridor through Wilmer and includes the Dallas Intermodal Terminal and surrounding industrial development in north Wilmer, mostly single-family residential development in central Wilmer, and mostly undeveloped land in south Wilmer with a small percentage of industrial and commercial development. Most of the existing roadways in the city limits are in an undesirable condition, which is not suitable to accommodate future growth.

Because of Wilmer's proximity to the major interstate route I-45, and the location of the Dallas Intermodal Terminal being directly off Interstate 45, there are several connectivity issues that will be exacerbated as development and demand increase not only in the City of Wilmer, but in and around the Dallas Intermodal Terminal. It is also important to note the proximity of Lancaster Airport just southwest of the Dallas Intermodal Terminal. As development increases, there will be a greater need for improved connectivity between the two facilities.

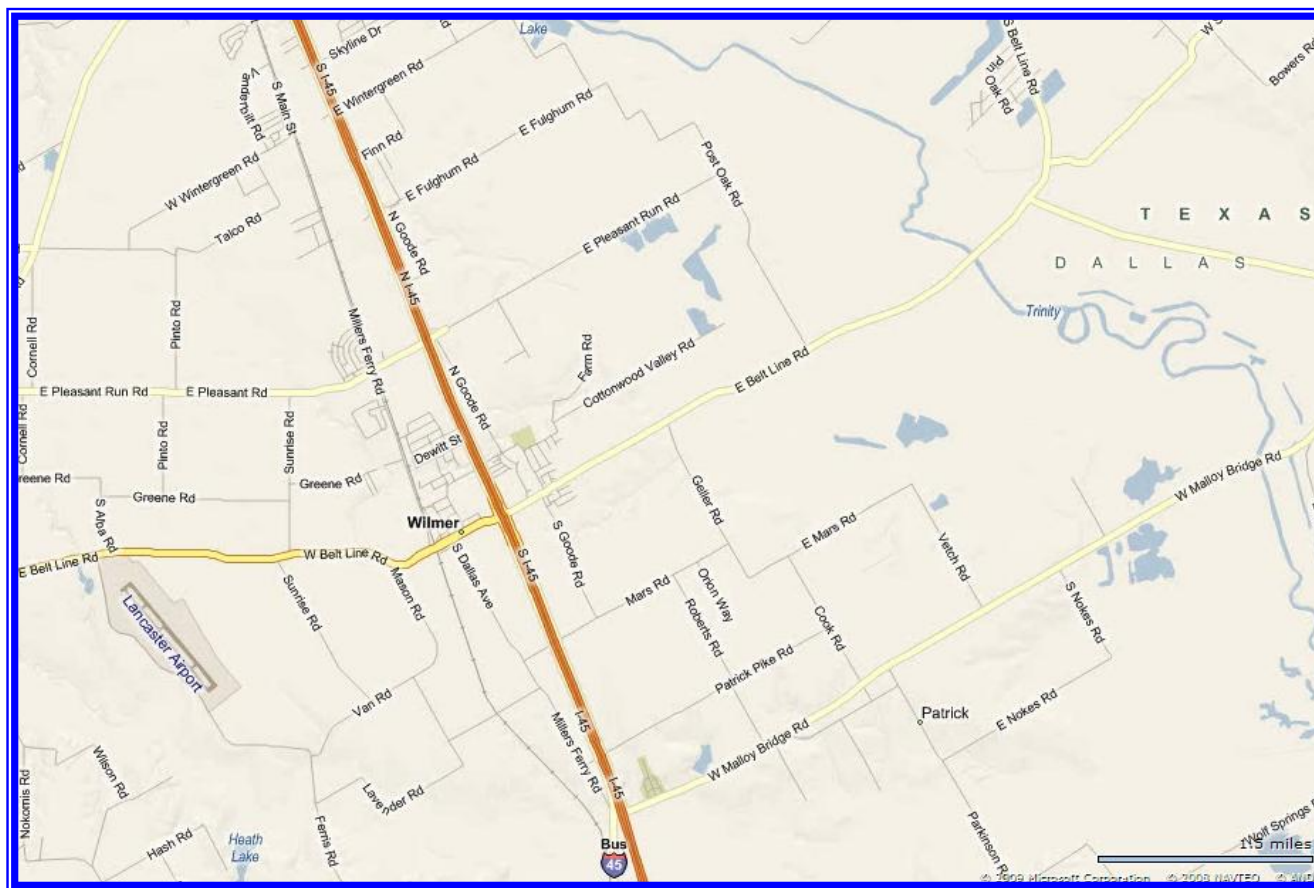
Future transportation planning and improvements should provide and maintain connections throughout the community. This includes designing new neighborhoods with interconnected networks of pedestrian-friendly and attractively landscaped streets, sidewalks, and trails. Street connections between neighborhoods should be provided in developing areas in a pattern that disperses traffic and provides multiple travel routes.

- Layout streets to following existing landscape and to minimize the impact on the natural terrain.
- Limit dead-end streets such as cul-de-sacs to areas where not practical for direct street connections and where most appropriate with the existing terrain.

Transportation – Thoroughfare Network Plan

The Thoroughfare Network Plan represents the existing and recommended transportation system for Wilmer and the surrounding planning area. The ability to transport people and goods from one place to another is one of the basic components upon which the community's economic and social systems depend. Figure 4-1 represents the existing roadway network in Wilmer.

Figure 4-1: Existing Wilmer Roadway Network



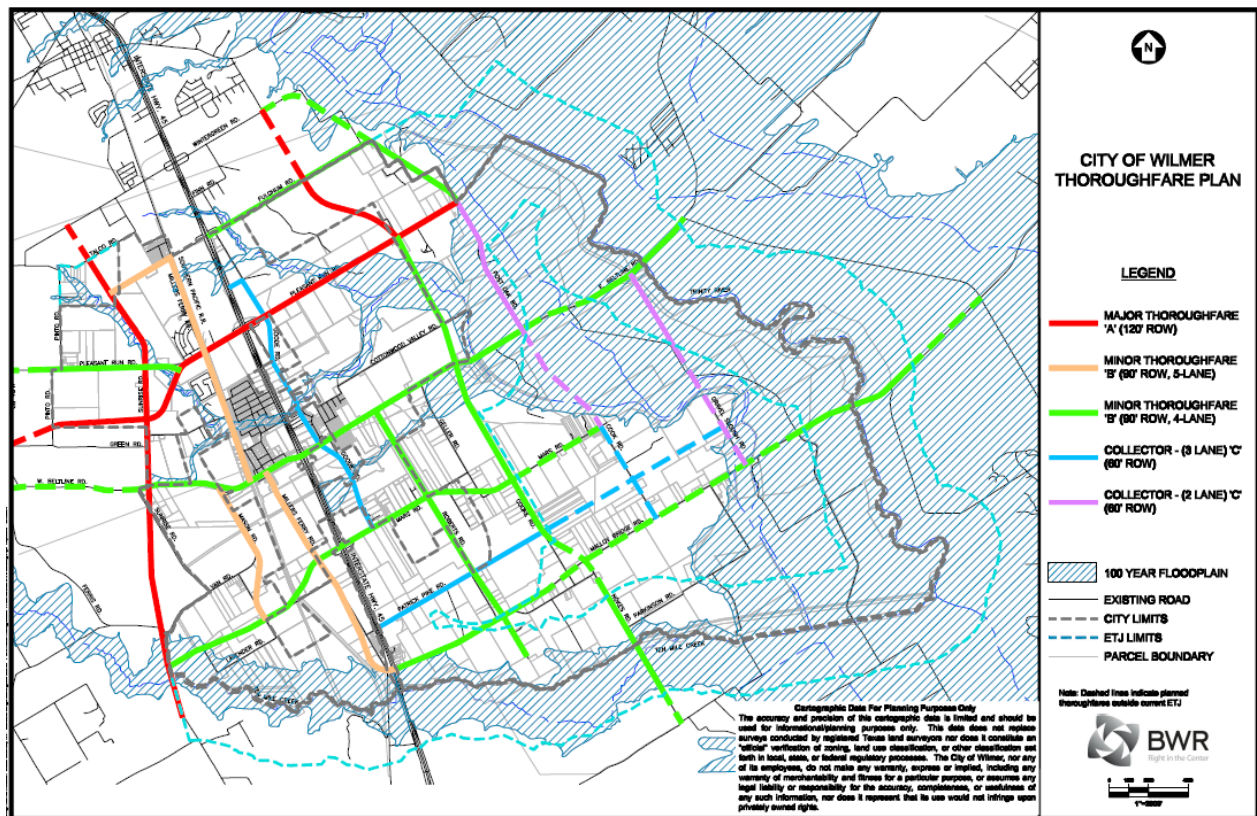
Many existing roadways in the planning area are currently constructed to rural roadway standards and cannot accommodate new development related traffic volumes.

Long range planning helps ensure the street system is able to expand efficiently to manage future growth and to remain consistent with the Future Land Use Plan. The Thoroughfare Network Plan identifies anticipated future street network needs to accommodate future development. The ultimate

CITY OF WILMER, TEXAS

Chapter 4: Future Thoroughfare Plan

goal of a thoroughfare plan is that the land use and the transportation network are interconnected to each other. The network must have both sufficient capacity and structure to support the planned densities. Based on the Future Land Use Plan, a Thoroughfare Plan was developed to accommodate projected growth.



See page A-3 for full size map

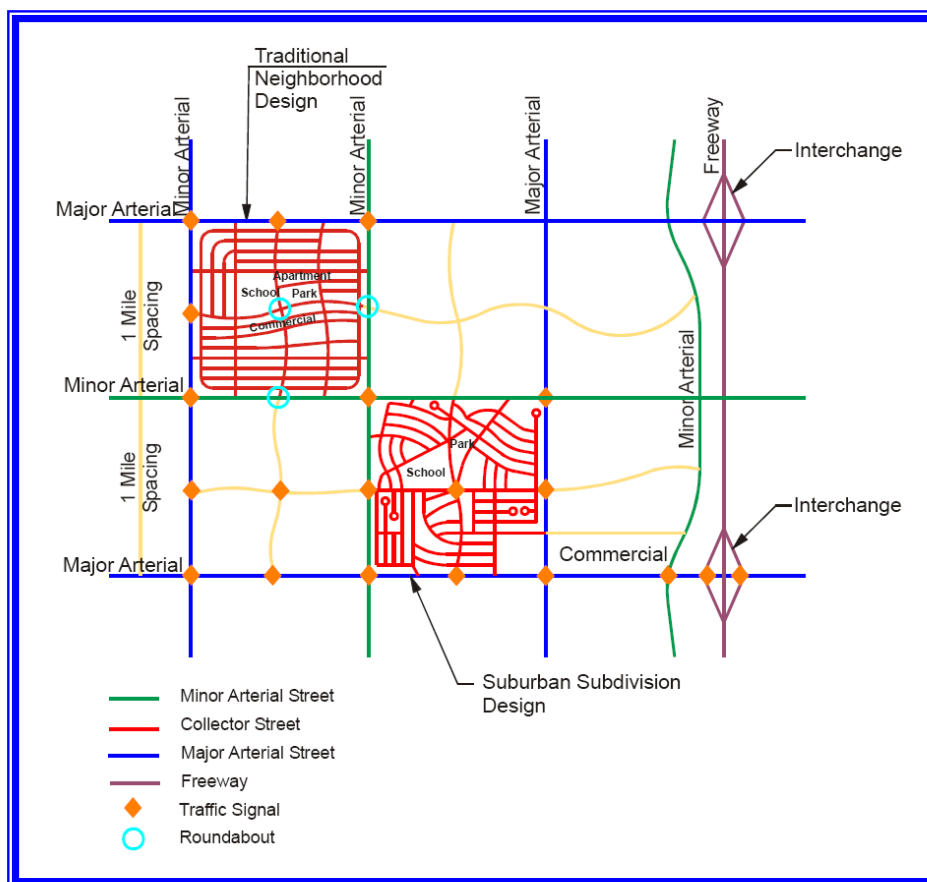
Street Classifications

The street system functions best when the intended purposes of arterial, collector, and local streets are protected, and when the overall street system includes the proper proportion of each type of street. Too few arterial streets will result in excessive through traffic using collector and local streets to pass through neighborhoods. In contrast direct access onto arterial streets will result in degradation of the arterial's function to move traffic, again causing diversion of through traffic onto collector and local streets and through neighborhoods.

The balance between arterial, collector, and local streets is essential to maintaining the quality of life

within the City as it grows. Generally, this balance can be achieved through provision of arterial streets on a one mile grid spacing, with at least one east-west and one north-south collector street serving each area within the grid. This functional hierarchy is suitable for the development of either a conventional suburban design or a traditional mixed land use neighborhood design. Figure 4-2 illustrates how the functional hierarchy would work for both styles of development.

Figure 4-2: Roadway Functional Hierarchy



Since many existing streets in Wilmer do not have a pure function of mobility only, or access only, classification of the streets as a principal arterial, minor arterial, collector, or local street is somewhat subjective. Several factors may be considered in determining the actual existing function of each street.

- Greater existing traffic volumes on a street indicate a draw from a larger area within the community, and thus an arterial function.

- As the continuous length of a street increases, its potential to carry traffic through the community also increases, and thus an arterial function.
- Streets that provide interchanges with the freeway system will more often carry through traffic, and thus function as an arterial.
- Streets that access major commercial developments, industrial areas, or a university will generally carry traffic originating elsewhere in the community, thus functioning as an arterial.

General traffic volume guidelines assumed in assigning functions to the streets in the Wilmer Future Thoroughfare Plan network include:

- Residential streets carry less than 300 vehicles per day.
- Local streets carry less than 2000 vehicles per day.
- Collector streets 2000 to 7000 vehicles per day.
- Minor arterial streets carry 7000 to 14,000 vehicles per day.
- Principal arterial streets carry greater than 14,000 vehicles per day.

It should be emphasized that these traffic volume ranges do not describe the capacity of the street to carry traffic, but only provide a general range of the magnitude of traffic volumes that might be expected on a class of street. For instance, a minor arterial street, collector street, and local street might physically carry the same traffic volume. Furthermore, traffic volume alone does not determine or necessarily indicate the function of a street.

Whereas the traffic volume guidelines may be useful in classifying streets according to their existing function, traffic volumes alone are insufficient to address the long range function of currently undeveloped streets. It is important that arterial and collector corridors be designated to service future development of land beyond the urban fringe, even though significant traffic volumes may not be present for many years. The future function of these corridors will be influenced by the continuous length of each corridor, and their access to the freeway system.

One of the purposes of identifying streets according to function is so that standards can be established which will protect the function of the street. It is also recommended that the Access Management Policies be adopted as ordinance for protecting the function of the major street system. As major streets are developed within the City, it is beneficial that sufficient right-of-way be secured to accomplish the intended purposes for each classification of street. Sufficient right-of-way should be secured for moving vehicles, auxiliary lanes, parking if appropriate, transit activities, bicycle traffic, pedestrians, landscaping buffers, and utilities. Table 4-1 summarizes the desirable right of way width required for various roadway classifications.

Table 4-1: Roadway Right-of-Way Width Requirements

Roadway Right of Way Width Requirements Required Right		
Roadway Type	of Way Width	Description
Major Thoroughfare 'A' (6 Lane with Raised Median)	120'	6 - 12' Lanes; 24' Median; 2 - 12' Parkways with accommodations for a 6' Sidewalk on both sides.
Minor Thoroughfare 'B' (4 Lane with TWLTL)	90'	5 - 12' Lanes with accommodation for a center Two-Way Left Turn Lane (TWLTL); 2 - 25' Parkways with accommodation for a 6' sidewalk on both sides.
Minor Thoroughfare 'B' (4 Lane with Raised Median)	90'	4 - 12' Lanes; 18' Median raised median; 2 - 22' Parkways with accommodation for a 6' sidewalk on both sides.
Collector - 3 Lane 'C' (2 Lane with TWLTL)	60'	3 - 12' Lanes with accommodation for a center Two-Way Left Turn Lane (TWLTL); 2 - 12' Parkways with accommodations for a 5' Sidewalk on both sides.
Collector - 2 Lane 'C' (2 Lane with no median)	60'	2 - 15' Lanes; 2 - 15' Parkways with accommodations for a 5' Sidewalk on both sides.

Transportation Alternatives

Increasingly, citizens are demanding choices in their mode of transportation. Two common alternative modes are walking and biking. Wilmer currently does not provide any systems for walking and biking throughout the city.

The pedestrian system would consist of sidewalks, handicap ramps at streets, and signals with pedestrian detection and indications. The City should include pedestrian scale improvements with each of its roadway improvement projects. Special sidewalk projects linking major pedestrian generators, such as the town center area, schools and parks should be identified and included in the City's capital improvement program. Pedestrian scale improvements can significantly enhance the quality of life in the City.

Another popular form of alternative transportation, which is especially beneficial due to Wilmer's proximity to the Dallas metroplex, is bus and light rail transportation. Currently, Dallas Area Rapid Transit (DART) busses only provide service to Hutchins which is located just north of Wilmer along Interstate 45, and light rail is only provided to Loop 12 between I-35E and I-45. Although DART has no future plans to expand its service to the Wilmer area, there is an opportunity for Wilmer to provide bus transportation both within the city and as a resource to the existing DART system as future development demands.

Major Street Network Enhancements

The development of the major streets within the city should be set in the context of the long-term needs to accommodate future traffic growth. Traffic on the major street system is a consequence of land development. As the city continues to develop and grow, traffic volumes can also be expected to increase.

As mentioned earlier, the existing roadway system does not provide the adequate building blocks for an efficient future roadway network. Because of this, alignments of some of the existing roadways were modified to promote connectivity in the City of Wilmer Thoroughfare Plan. That said, the major routes of Interstate 45, Millers Ferry Road, Pleasant Run Road, and Beltline Road are anticipated to

remain in their current locations for the most part. For the north industrial sector of Wilmer, major north-south routes will be provided by Sunrise Road on the West, Interstate 45 as a central route, and Cook Road on the east. East-west routes will be limited to Pleasant Run Road and Wintergreen Road due to the location of the Dallas Intermodal Terminal west of Interstate 45. The vast majority of central and south Wilmer east of Interstate 45 is anticipated as highly residential and will have east-west connectivity through the arterials of Beltline Road in the north, Mars Road as a central route, and Malloy Bridge Road for the south corridor. West of Interstate 45 south of Beltline Road contains another highly industrial area which will have direct access to Interstate 45 through Mars Road, and access to the north Wilmer Industrial area via Sunrise Drive, both of which are arterials. It is important to note that although the thoroughfare plan provides a basis of new roadway alignments, circumstances allow for slight adjustment of alignments without affecting the capacity or connectivity of the network.

Another goal was to designate truck routes throughout the city in order to minimize the amount of industrial traffic into residential and commercial areas without affecting the mobility of businesses. The corridors specifically designated as truck routes are:

- Pleasant Run Road and Mars Road (West of I-45) in the east-west directions, and
- Sunrise Road and Cook Road (North of Pleasant Run Road) in the north-south directions.

This system allows arterials such as Beltline Road, Millers Ferry Road, Cook Road (South of Pleasant Run Road), Mars Road (East of I-45), and Malloy Bridge Road to be utilized for non-industrial traffic and can be designed as such. It is also important to note a proposed split of Pleasant Run Road just west of Millers Ferry Road which will provide a route to Lancaster Airport without disturbing non-industrial traffic on Beltline Road within the city limits.

In addition to the arterials mentioned above, the Wilmer Thoroughfare Plan contains a number of collector streets which essentially funnel traffic from the various developments to the arterials in an efficient manner.

In addition to the actual roadway network, it is important that the city utilize roadway enhancement

initiatives throughout the city to provide an esthetically pleasing environment. This can be as simple as landscaping within the grassed median of a roadway to implementing an entire streetscape in the downtown area.

Goals, Objectives and Strategies

These are excerpted from the Policy Plan in Chapter 2.

Goal 1 – Minimize the impact of truck traffic on the local street network.

Objective 1.1 – Complete a truck by-pass route.

Strategy 1.1.1 - Identify and preserve right-of way for future route.

Strategy 1.1.2 - Work with Dallas Logistics Hub on alternative routes.

Strategy 1.1.3 - Route truck traffic to Pleasant Run and/or Mars Road.

Goal 2 – Improve the quality of the City’s street network.

Objective 2.1 – Develop a street maintenance priority list and increase funding for annual maintenance.

Objective 2.2 – Bring all streets up to an adopted baseline maintenance standard.

Strategy 2.2.1 - Inventory and rate every street within the City

Strategy 2.2.2 - Schedule and finish street repairs, in accordance with the priorities, before moving onto other streets.

Strategy 2.2.3 - Work with Dallas County on a street maintenance schedule to reduce duplication of efforts.

Strategy 2.2.4 - Explore alternative materials for street surfaces that are longer lasting and more cost effective.



Goal 3 – Increase access to alternative modes of transportation for citizens of Wilmer.

Objective 3.1 – Partner with neighboring communities to develop an inter-city bus system.

Strategy 3.1.1 - Work with county commissioners and local State representatives to identify funding opportunities for transit.

Objective 3.2 – Develop a plan to provide linkages into the Dallas Area Rapid Transit (DART) system.

Strategy 3.2.1 – Incorporate Wilmer into the DART 2030 Plan.

Strategy 3.2.2 – Establish a Park and Ride.

Strategy 3.2.3 – Work with DART to establish bus service between Wilmer and established DART Stations.

Objective 3.3 – Develop pedestrian and bicycle routes.

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Parks, Open Space and Trails

Introduction

Parks, open space, and trails enhance the quality of life in communities and are vital for economic development and also help attract visitors to the community, as well as new residents and businesses.

Throughout the planning process, resident's indicated future land planning efforts should incorporate the dedication of parkland and the extension/incorporation of a trails system as well as updating and rehabilitating the current City parks.

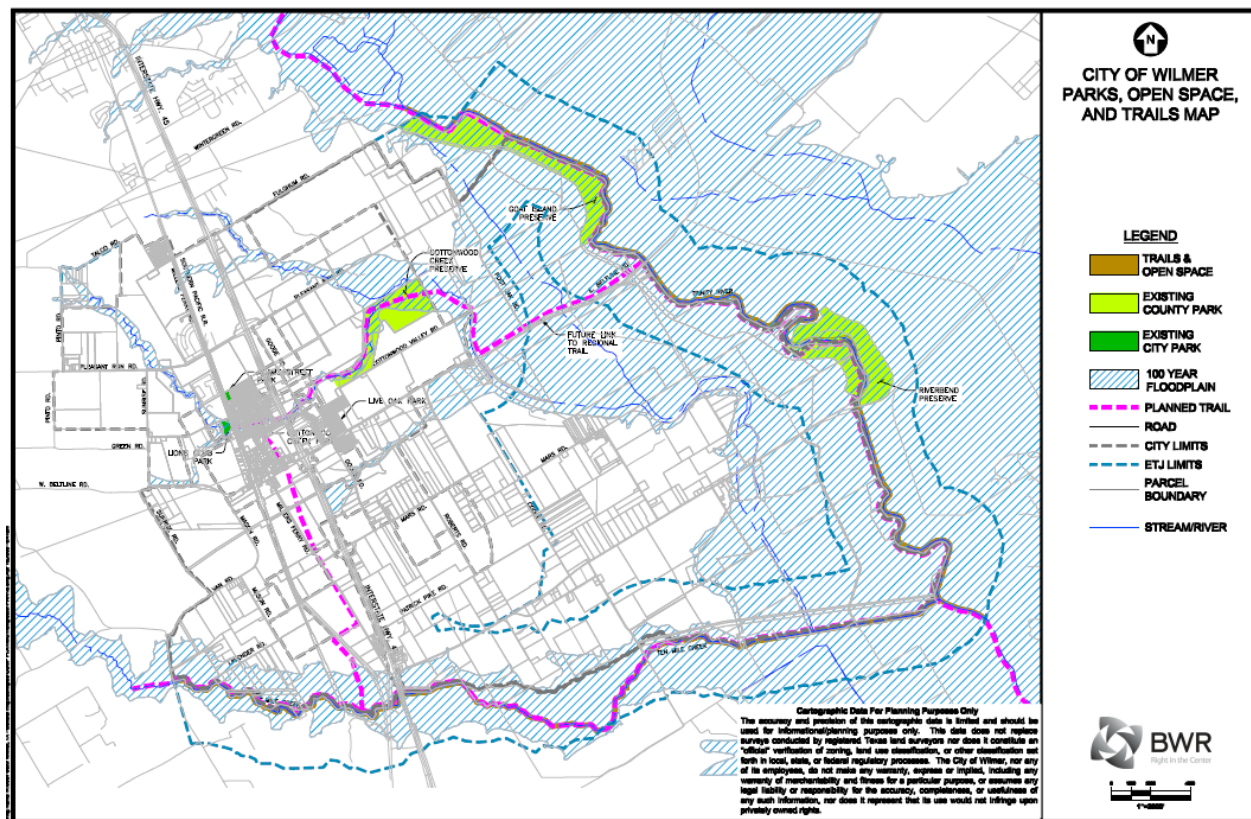
Expand the Parks and Recreation System

An extensive network of regional trails are identified in the Wilmer planning area, including trails along the Trinity River, Ten Mile Creek, Cottonwood Creek, and Millers Ferry Road to create a loop around town. In addition to regional trails, there are many opportunities to provide trail connections to local destinations and parks throughout Wilmer. Planning for new development areas provides the opportunity to implement an extensive local system of trail connections to the future regional network. The following map also shows the parkland that the City owns/maintains, and which land is owned by Dallas County.



CITY OF WILMER, TEXAS

Chapter 5: Parks, Open Space and Trails Plan



See page A-4 for full size map

The City has several properties that are dedicated as parkland, and many of the sites could potentially be upgraded with additional amenities. Most of the City parks are located west of Interstate 45, and few parks have been developed east of Interstate 45. To obtain the community and neighborhood parks residents want and need as well as athletic fields, parkland will need to be acquired and dedicated through the development process.

The City should consider joint use agreements with Dallas Independent School District (Dallas ISD) for parks and playgrounds at existing and future school sites within Wilmer.

Utilizing National Recreation and Park Association (NRPA) Standards, Table 5-1: Needs by Facility Standards, effectively depicts the City's recreational facility needs. The first column lists the type of facility being considered. The second column describes the standard for the facilities per population category. The third column is the number of existing facilities available. The fourth column shows the

CITY OF WILMER, TEXAS

Chapter 5: Parks, Open Space and Trails Plan

number of facilities needed based on 2008 Texas State Data Center population estimates. The fifth column shows the radius and approximate location of where the facilities should be related to the majority of the population. The sixth column shows how many are needed by population and then by location. The location figures were calculated by using the recommended maximum radius for neighborhood parks into the City Limits and ETJ.

Table 5-1: Needs by Facility Standards

Needs by Facility Standards						
Facility Units	Standard	Existing Facilities	Units Required for 3,775 Person	Units Required by Location	Units Needed by Population / Location	Additional Needs Based on Recommendations in this Report
Fields						
Baseball	1 per 7,000	1	1 or by demand	< 1/2 Mile radius	0 of 1	0
Softball	1 per 5,000	0	1 or by demand	< 1/2 Mile radius	1 of 1	0
Football	1 per 20,000	0	1 or by demand	15-30 minute drive time	1 of 1	0
Soccer / Multi Purpose Fields	1 per 5,000	0	1 or by demand	1-2 Miles	1 of 1	0
Courts						
Basketball	1 per 5,000	1	1 or by demand	< 1/2 Mile radius	0 of 1	0
Tennis	1 per 4,000	0	1	< 1/2 Mile radius	1 of 1	0
Volleyball	1 per 5,000	0	1		1 of 1	
Outdoor Areas						
1/4 mile Running Track		0	1	15-30 minute drive time	1 of 1	0
Dog Park	No Standard	0	1 or by demand			1
Trails						
Hiking/Biking Walking	No Limit	0 ft.				
Specialized						
*Aquatic Center	1 per 20,000	0	by demand	0	0	0
Neighborhood Meeting Center	1 per 20,000	0	by demand		1	0
Skate Park	No Standard	0	1 or by demand		0	1
Golf	1 per 25,000	0	1 or by demand	1/2-1 hours drive time	0 of 1	0
**Swimming Pool	1 per 20,000	0	1	15-30 minute drive time	0 of 1	0

These totals do not include school facilities

* Aquatic Center is defined as a facility containing various pools/activities for all ages from tots to adults.

** Swimming Pool is typically an outdoor facility designed for competition and lap swimming.

Goals, Objectives and Strategies

These are excerpted from the Policy Plan in Chapter 2.

Goal 6 – Develop a coordinated system of parks, open space and trails.

Objective 6.1 – Expand facilities in existing parks to provide recommended facilities per capita based upon state and national standards.

Strategy 6.1.1 – Develop the land behind the old Wilmer elementary school to be a dual use area for both baseball and soccer.

Strategy 6.1.2 – Develop Lions Club property.

Strategy 6.1.3 – Renovate Cottonwood Park by adding a small pond with a picnic and fishing area.

Strategy 6.1.4 – Seek grants from all available sources for park improvements.

Strategy 6.1.5 – Require parkland dedication and park development fees with all new residential development.

Strategy 6.1.6 – Develop a climbing hill for endurance training.

Objective 6.2 – Develop sports fields for youth and adult athletics.

Objective 6.3 – Develop a trail system that takes advantage of natural and man-made corridors (i.e. streams, rivers, utility easements) and ties to the regional trail system of Dallas County.

Strategy 6.3.1 - Organize a volunteer association to assist in development of trails and natural areas.

Goal 7 – Develop an indoor recreation center.

Objective 7.1 – Identify funding sources for the recreation center.

Strategy 7.1.1 - Utilize fees from new development to pay for the construction of the center.

Strategy 7.1.2 – Obtain grants from Texas Parks and Wildlife for the construction of the center

Utility Infrastructure

Introduction

The existing utility infrastructure in Wilmer provides the city with adequate transfers of water and wastewater utilities. With the help of long range planning, Wilmer will be able to ensure that future developments will be efficiently serviced. The City will then be able to expand the utility infrastructure to manage future growth and remain consistent with the Future Land Use Plan, and provide for a sustainable future. This chapter addresses City of Wilmer owned and maintained utilities and does not address franchise utilities.

Existing Conditions

Water System - The existing water infrastructure in the city is adequate for the existing residential pressure and volume requirements and is in accordance with TECQ guidelines and criteria. At the current time, the city provides water on two separate pressure planes. The higher pressure plane is constructed of newer water pipes and handles pressures of 80-85 psi. The lower plane consists of older pipes that are brittle and unable to handle higher pressures. This plane is currently running at a pressure of 55 psi. The two planes are still providing the city's residential customers with adequate flow. The fire fighting requirements for new warehouse units are currently being met with privately owned water storage tanks and booster pumps.

Wastewater System - The existing wastewater infrastructure has been expanded for developments over the years without any regard to an overall plan of expansion. There are instances of larger diameter lines tying into older, smaller diameter lines that will eventually create a problem for future developments. The existing 15" sanitary sewer line crossing Interstate Highway 45 at Cottonwood Creek is currently adequate only to handle the existing developments on the west side of Wilmer.

Utility System Improvements

Wilmer is experiencing significant industrial growth related to the Dallas Logistics Hub and the Dallas Intermodal Terminal. With these two developments, there is also significant long-term growth potential for future residential and commercial projects. These developments will result in a strong demand for major utility system improvements. It is anticipated areas of existing water and sewer lines in need of repair can be replaced over time with the utilization of a Capital Improvement Program (CIP) which allocates money in the city's yearly budget to make certain improvements to the existing city infrastructure. In addition, the continued utilization of Community Development Block Grants which the city has been receiving can be used to rehabilitate existing water and sewer lines in the older portions of town.

New utility infrastructure systems are needed to assist and promote new development. Wilmer is planning for proactive management of growth compared to past decades. There is a general recognition that regional growth is inevitable, and there is a need for strategic planning when providing infrastructure for growth. Future growth projections were based on the following density and flow table 6-1:

Table 6-1: Design Parameters for the City of Wilmer Utilities

Design Parameters for the City of Wilmer Utilities	
Land Use	Design
Single Family Residential	100 gallons per person per day
	4.0 units per acre
	3.2 persons per unit
Multi-Family Residential / Public	100 gallons per person per day
	20 units per acre
	3.0 persons per unit
Industrial / Warehouse	1,388 parking spaces per 34.7 acres
	1 person per parking space
	20 gallons per person per day
Commercial / Office / Service	3,100 parking spaces per 34.7 acres
	1 person per parking space
	35 gallons per person per day

Notes:

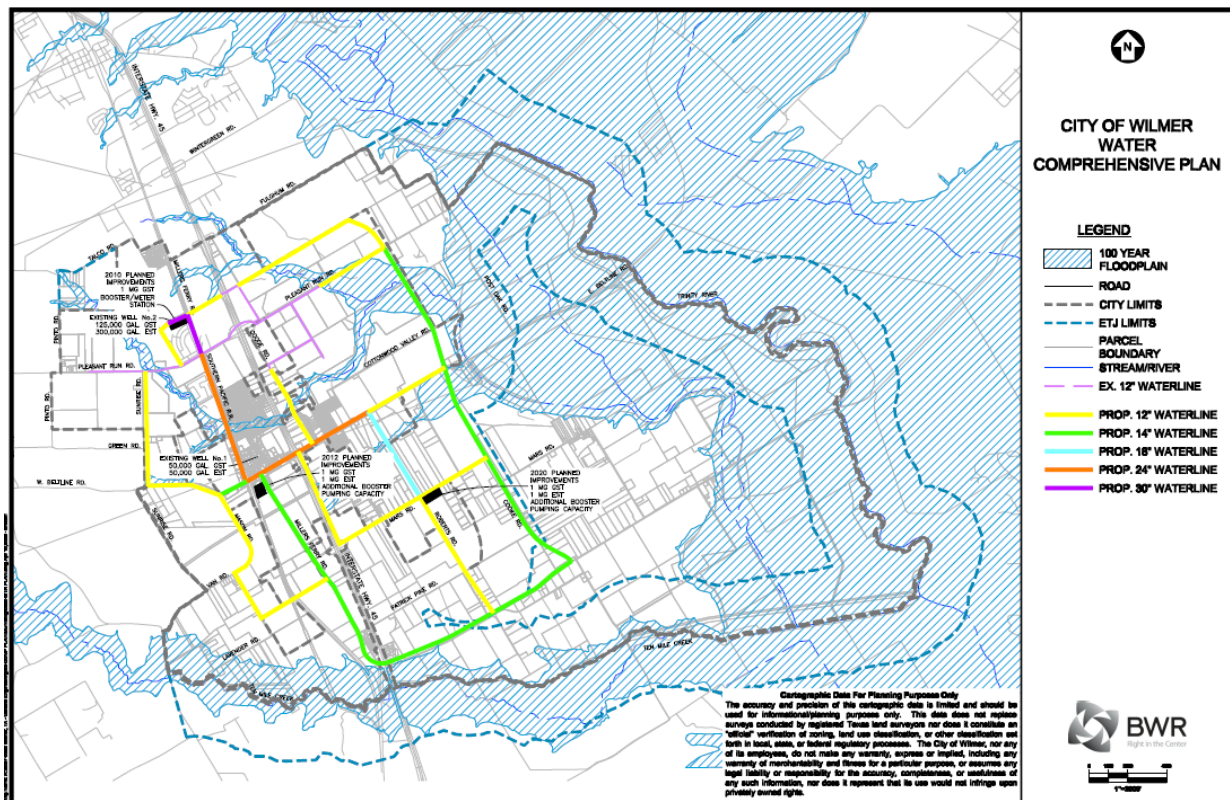
1. Daily peak factor of 2.4 was used for sanitary sewer design flows
2. Sanitary sewer peak flows include an infiltration rate of 400 gallons per acre per day

CITY OF WILMER, TEXAS

Chapter 6: Utility Infrastructure Plan

Water System - Improvements to the system are needed to provide a backbone to the existing infrastructure. With the expected growth and strong industrial impacts to the system, major improvements will be needed. When new main trunk lines are installed, the existing system will be connected and act as the interior loop system. This will provide the city with adequate pressure and volume so the major industries can adequately be served.

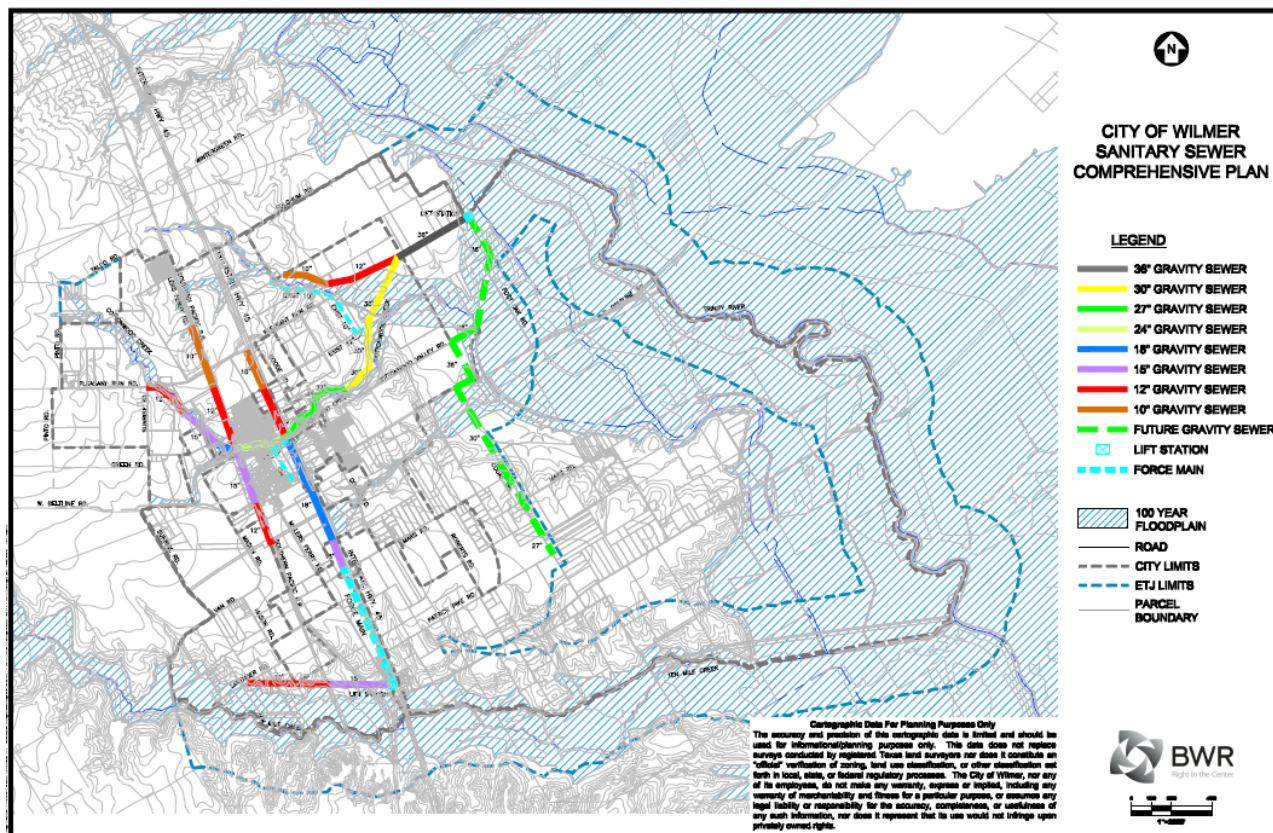
The proposed main trunk line is positioned on the northwest corner of Wilmer. An existing water well and storage tanks are already in place at this location and will be supplemented by future expansion. The proposed main will run south along Millers Ferry Road to Belt Line Road. At this intersection, the line will split and cross Interstate 45 to serve the eastern portion of Wilmer. Along with this main line, additional internal loops will spread out through the city and provide future developments with adequate and convenient water flows. By providing the backbone of a modern system, future developments will be adequately served and continue to move into the area.



See page A-5 for full size map

Wastewater System – Improvements to the wastewater infrastructure are needed to promote development and minimize the need for lift stations. The expected expansion of industrial developments and ultimately residential developments to support these industrial developments will require a planned approach to sanitary sewer trunk mains that will facilitate the projected growth of Wilmer. The existing 15" sanitary sewer line crossing Interstate Highway 45 will need to be replaced by the proposed Cottonwood Creek Wastewater trunk main to handle future growth on the west side of Wilmer. The proposed Cottonwood Creek Wastewater trunk main will provide the foundation for future expansion to the outer limits of Wilmer and minimize multiple crossings of Interstate Highway 45. A minor trunk main is proposed along the west side of UnionPacific railroad connecting to the Cottonwood Creek Wastewater trunk main that will facilitate the growth to the west and minimize multiple crossings of the railroad right-of-way. A second minor trunk main is proposed along the west side of Interstate Highway 45 to connect the existing developed areas of Wilmer while providing for future growth to the northwest and southwest areas. The largest undeveloped potential area of Wilmer is to the southeast and will ultimately require a second major wastewater trunk main. This future wastewater trunk main location will be determined by a more extensive research of topographic influences and development needs. The probable alignment will be adjacent along Cook Road or possibly meandering along the flood plain of the Trinity River to provide the most benefit for development to the southeast. The Cottonwood Creek Wastewater trunk main and the future Cook Road Wastewater trunk main will converge at the Trinity River Lift Station along Pleasant Run Road. The Trinity River Lift Station will be upgraded in stages determined as future areas are developed and increase the wastewater flows.

There are a number of unique opportunities and challenges associated with Wilmer's location and future development. Among these opportunities and challenges is recognizing the balance between maintaining quality of life and the demands of rapid growth. It is important that the City of Wilmer be prepared to build on its unique location opportunity and its expected rapid growth over the next two decades.



See page A-6 for full size map

Goals, Objectives and Strategies

These are excerpted from the Policy Plan in Chapter 2.

Goal 4 – Provide superior quality drinking water to every household.

Objective 4.1 – Contract with Dallas for drinking water

Goal 5 – Improve the quality of the City's water and sewer infrastructure.

Objective 5.1 Bring all water and sewer lines up to minimum standards for sizing and pipe material.

Strategy 5.1.1 – Develop a five year capital improvement program (CIP) for water and sewer.

Strategy 5.1.2 – Seek funding through State and Federal grants for immediate needs.

Strategy 5.1.3 - Hire a professional grant writer to work on obtaining grants.

Strategy 5.1.4 – Complete a rate study to determine appropriate rates for the water and sewer utilities in order to provide adequate revenue for maintenance.

Strategy 5.1.5 – Develop a tiered rate structure that provides lower rates for residents inside the city limits and higher rates for utility customers outside the city limits.

Strategy 5.1.6 - Make certain that all water mains in commercially zoned areas are at least twelve (12) inches in diameter for fire protection purposes.

Strategy 5.1.7 – Ensure that all new commercial developments are required to install their own utility infrastructure or forfeit their tax abatements.

Strategy 5.1.8 – Require that all new residential developments are required to construct streets, water, gas and electric utilities for their development.

Implementation

Introduction

In order for the citizens of Wilmer to realize their goals and objectives as described in this plan, a sustained effort to implement the plan's recommendations is required by the City and its citizens. Because the plan is based upon a twenty year horizon, many of the goals and objectives will take time to realize, however there are others that can be accomplished right away. This chapter summarizes all of the strategies that are described in the Policy Plan and assigns a time frame for the completion of each strategy. The time frames are broken down into on-going, short- and long-term. In addition to establishing a time frame for completion of each strategy, the Implementation Plan also identifies who or what entity has primary responsibility for ensuring the strategy is completed. Further, the Implementation Plan assigns a relative cost to each strategy based upon a range from very low cost to very expensive. By assigning a relative cost to each strategy, the City can assess its resources annually and prioritize which strategies are most important to complete and which strategies can be accomplished within the financial resources available at the time. There may be times that a lower priority strategy is chosen for completion in a given year, because of its affordability. Alternatively, a single strategy may be chosen for completion and no others, because that strategy requires all of the available resources at that time to complete it.

It is important for the City Council and City staff to review the Implementation Plan each year as they are developing the annual operating budget and capital improvements budget. This plan should serve as the guide for annual budgeting and program evaluation as it is the guide for achieving the community's goals. This chapter should also be updated regularly to identify which strategies have been completed and to modify the projected time frame and cost for those projects that have not yet been completed. There will also be new strategies that are identified over time that will help the City achieve its goals and those should be added to the Implementation Plan as well.

Work Plan

The Work Plan summarized in Table 7-1 represents each strategy as found in the Policy Plan in Chapter 2. The Work Plan provides actions steps, responsibilities, time frame, and relative costs to achieve the goals of the Plan.

Following is a key to the column headlines in Table 7-1:

Strategies - initiatives to implement the Community Plan recommendations.

Time Frame –Time frame is expressed in the following terms:

- ON-On-going;
- ST-Short-Term – 1 to 5 years; and
- LT- Long-Term – over 5 years.

Implementation Responsibilities - Primary participants and partnerships to work on the project.

These may include:

- **City:** Includes various City Departments, City Council, Boards and Commissions;
- **Agencies:** May include Federal and State departments and agencies, Wilmer Chamber of Commerce, Dallas ISD, Dallas County, the North Central Texas Council of Governments (NCTCOG), and other neighboring jurisdictions;
- **Development Community:** May include developers, builders and land owners;
- **Residents:** May include home owner associations, neighborhood groups, and individual citizens.

Relative Costs –Relative costs are expressed in the following terms:

- \$ - No cost to inexpensive
- \$\$- Moderately expensive; and
- \$\$\$- Very expensive.

Table 7-1: Wilmer Community Plan - Implementation Work Plan

Strategies	Time Frame	Implementation Responsibility				Relative Costs
		City	Agencies	Development Community	Residents	
Infrastructure						
Transportation						
Identify and preserve right-of way for future truck route.	ON	★		★		\$\$
Work with Dallas Logistics Hub on alternative truck routes.	ST	★		★		\$
Route truck traffic to Pleasant Run and/or Mars Road.	ST	★	★	★		\$\$
Inventory and rate every street within the City.	ST	★	★			\$\$
Schedule and finish street repairs, in accordance with the priorities, before moving onto other streets.	ON	★				\$
Work with Dallas County on a street maintenance schedule to reduce duplication of efforts.	ON	★	★			\$
Explore alternative materials for street surfaces that are longer lasting and more cost effective.	ST	★	★	★		\$
Work with county commissioners and local State representatives to identify funding opportunities for transit.	LT	★	★			\$
Incorporate Wilmer into the DART 2030 Plan.	LT	★	★	★	★	\$\$
Establish a Park and Ride.	LT	★	★	★	★	\$\$

CITY OF WILMER, TEXAS

Chapter 7: Implementation Plan

Strategies	Time Frame	Implementation Responsibility				Relative Costs
		City	Agencies	Development Community	Residents	
Work with DART to establish bus service between Wilmer and established DART Stations.	LT	★	★			\$\$
Develop pedestrian and bicycle routes.	LT	★	★	★	★	\$\$\$
Water and Sewer						
Develop a five year capital improvement program (CIP) for water and sewer.	ST	★				\$
Seek funding through State and Federal grants for immediate needs.	ON	★	★			\$
Hire a professional grant writer to work on obtaining grants.	ST	★				\$\$
Complete a rate study to determine appropriate rates for the water and sewer utilities in order to provide adequate revenue for maintenance.	ST	★				\$\$
Develop a tiered rate structure that provides lower rates for residents inside the city limits and higher rates for utility customers outside the city limits.	ST	★				\$
Make certain that all water mains in commercially zoned areas are at least twelve (12) inches in diameter for fire protection purposes.	LT	★		★		\$\$\$
Ensure that all new commercial developments are required to install their own utility infrastructure or forfeit their tax abatements.	ON	★		★		\$
Require that all new residential developments are required to construct streets, water, gas and electric utilities for their development.	ON	★		★		\$

Strategies	Time Frame	Implementation Responsibility				Relative Costs
		City	Agencies	Development Community	Residents	
Parks and Open Space						
Develop the land behind the old Wilmer elementary school to be a dual use area for both baseball and soccer.	LT	★	★			\$\$\$
Develop Lions Club property.	LT	★	★			\$\$\$
Renovate Cottonwood Park by adding a small pond with a picnic and fishing area.	LT	★				\$\$\$
Seek grants from all available sources for park improvements.	ON	★	★			\$
Require parkland dedication and park development fees with all new residential development.	ON	★		★		\$
Develop a climbing hill for endurance training.	LT	★				\$\$
Organize a volunteer association to assist in development of trails and natural areas.	ST	★	★	★	★	\$
Utilize fees from new development to pay for the construction of the Recreation center.	LT	★				\$
Obtain grants from Texas Parks and Wildlife for the construction of the Recreation center.	LT	★	★			\$\$
Public Building and Facilities						
Adopt a Facilities Master Plan that addresses facility needs for all City departments.	ST	★				\$\$
Seek grant funding for the renovation or construction of city facilities.	ON	★	★			\$

CITY OF WILMER, TEXAS

Chapter 7: Implementation Plan

Strategies	Time Frame	Implementation Responsibility				Relative Costs
		City	Agencies	Development Community	Residents	
Develop a master site plan for the property that the City owns in the town center that will accommodate City facilities and other complimentary uses.	ST	★		★	★	\$\$
Market the library to a wider customer/patron base.	ST	★			★	\$
Extend the operating hours of the library.	ST	★	★		★	\$\$
Establish a Friends of the Library volunteer group.	ST	★			★	\$
Work with volunteers, and various organizations around town to offer Saturday afternoon lectures and public speaker (i.e. Audubon Society, etc.).	ST	★			★	\$
Community Identity						
Keep city offices in the town center.	ON	★				\$\$\$
Identify funding sources to construct new facilities in the town center.	ST	★	★			\$
Develop a town center master plan that includes city facilities, commercial space and landscaping and lighting enhancements to Beltline.	ST	★		★	★	\$\$
Bring in outside amateur artists and photographers to participate in local festivals and events.	ON	★			★	\$
Plan an event around the Cottonwood Creek Preserve and its pecan orchard.	ST	★	★		★	\$

CITY OF WILMER, TEXAS

Chapter 7: Implementation Plan

Strategies	Time Frame	Implementation Responsibility				Relative Costs
		City	Agencies	Development Community	Residents	
Advertise the festivals and events in the local newspaper in Ennis, the Dallas Morning News and on local television and radio.	ON	★				\$
Establish a committee for beautification projects and involve local churches.	ST	★	★		★	\$
Increase code enforcement activities.	ST	★		★	★	\$\$
Strengthen property maintenance ordinances.	ST	★				\$\$
Rehabilitate or remove abandoned and dilapidated structures.	ST	★	★			\$\$
Work with professional sports groups to establish athletic leagues.	ON	★	★			\$
Partner with neighboring communities to establish a league for various sports including soccer and baseball.	ON	★	★			\$
Increase the hours of operation of the Library	ST	★	★			\$\$
Expand the library services for the youth.	ST	★				\$\$
Provide additional recreation programs for the youth.	ON	★	★			\$\$
Governance						
Ensure elected officials receive required training for Open Meetings and Public Information Acts.	ON	★				\$
Conduct all City business in accordance with the open government statutes of the State.	ON	★				\$

CITY OF WILMER, TEXAS

Chapter 7: Implementation Plan

Strategies	Time Frame	Implementation Responsibility				Relative Costs
		City	Agencies	Development Community	Residents	
Encourage people to vote through voter education and registration campaigns.	ON	★	★		★	\$\$
Establish a nepotism policy that restricts the employment of relatives in City government.	ST	★				\$
Adopt a municipal ethics ordinance and appoint an ethics review board to review citizen complaints of ethics violations	ST	★				\$\$
Have elected and appointed positions attend ethics training and understand the local government code.	ON	★				\$
Perform a review of Council policies for consistency with City ordinances and State law.	ST	★				\$\$
Have all newly elected officials receive training on how to conduct the duties of their office.	ON	★				\$
Establish an ordinance that requires candidates and elected City officials to report their sources of income.	ST	★				\$\$
Establish term limits for elected and appointed boards.	ST	★				\$
Update the City's personnel policies to include a section on ethics.	ST	★				\$\$
Create an Education Advisory Board.	ST	★			★	\$
Create a Parks and Recreation Advisory Board.	ST	★			★	\$
Create a Library Advisory Board.	ST	★			★	\$
Create a Historical Resources Advisory Board.	ST	★			★	\$

CITY OF WILMER, TEXAS

Chapter 7: Implementation Plan

Strategies	Time Frame	Implementation Responsibility				Relative Costs
		City	Agencies	Development Community	Residents	
Develop a City web site and post relevant city news on it.	ON	★				\$\$
Continue to produce a regular City newsletter.	ON	★				\$\$
Continue the Town Hall meetings.	ON	★			★	\$
Have an "Open House" event where the residents are invited to see what the City is about and meet the employees.	ST	★			★	\$
Establish an audit process to ensure that City funds are being spent on the programs and projects for which they were budgeted.	ST	★				\$\$
Research all State and Federal grants and programs on an annual basis to see which apply to the City.	ON	★	★			\$
Research all private foundation grants on an annual basis that apply to the City, its programs and the Plan.	ON	★	★			\$
Establish a committee to review grant applications.	ST	★	★			\$
Work with other towns, when appropriate, to apply for grants.	ON	★	★			\$
Visit with other similarly situated towns to learn the pros and cons of grant funding sources.	ST	★	★			\$
Economic Development						
Create links between the City's web site and major employer/developer web sites.	ST	★		★		\$

CITY OF WILMER, TEXAS

Chapter 7: Implementation Plan

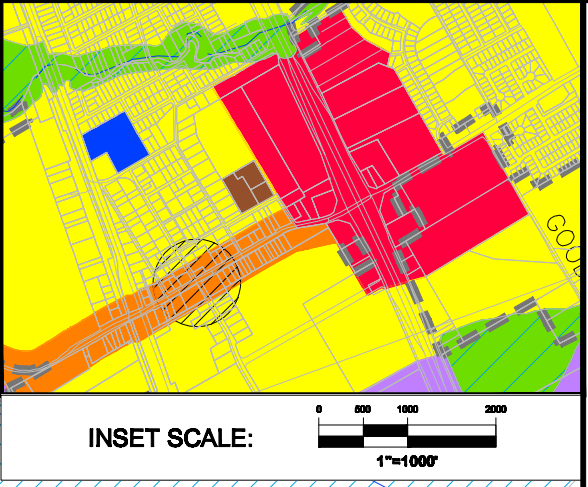
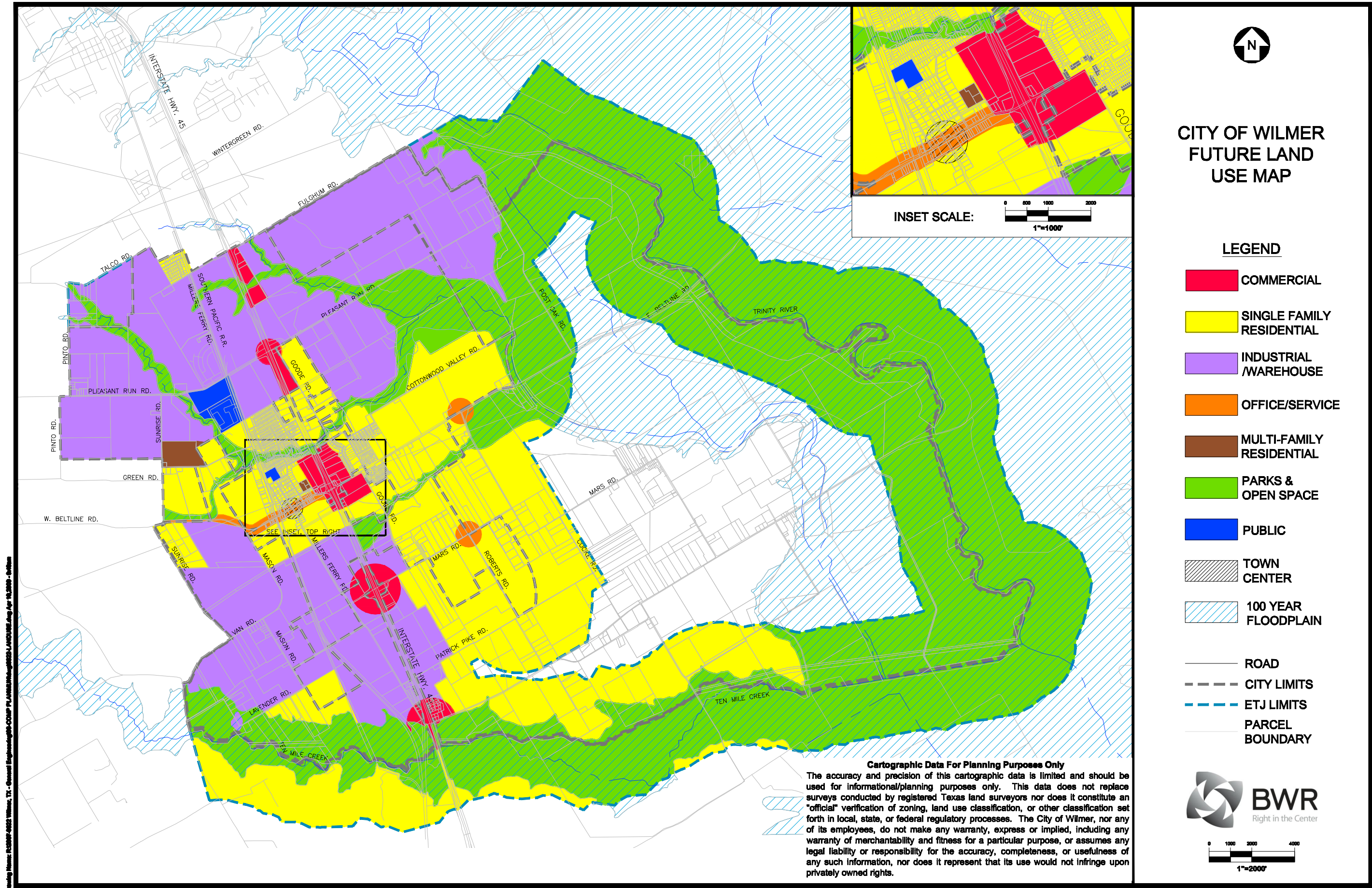
Strategies	Time Frame	Implementation Responsibility				Relative Costs
		City	Agencies	Development Community	Residents	
Get data and research from existing businesses on why they moved to the community.	ST	★		★		\$
Work with the Chamber of Commerce to attract new businesses.	ON	★	★			\$\$
Look at neighboring/similar cities and their results on attracting businesses.	ST	★	★			\$
Utilize 4A and 4B Corporations to provide funding for priority economic development projects.	ON	★		★		\$\$
Work on marketing all types of development from residential to warehouse.	ON	★		★		\$\$
Strike a balance between development incentives and maintaining an adequate commercial tax revenue stream to off set residential property taxes.	ON	★				\$
Look at similar size cities to determine which retail and service businesses are present in those cities that Wilmer lacks and identify target businesses for recruitment.	ST	★	★			\$
Ensure public facilities, streets, and utilities are of upmost quality.	ON	★				\$\$\$
Establish an economic development priority to recruit retail and service businesses to the City.	ST	★				\$
Construct the Town center to show an example of quality development in Wilmer.	LT	★		★		\$\$\$

Maps

The following maps are attached:

- Future Land Use Map
- Thoroughfare Plan
- Parks, Open Space, and Trails Map
- Water Comprehensive Plan
- Sanitary Sewer Comprehensive Plan

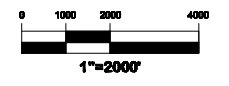
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CITY OF WILMER
FUTURE LAND
USE MAP

LEGEND

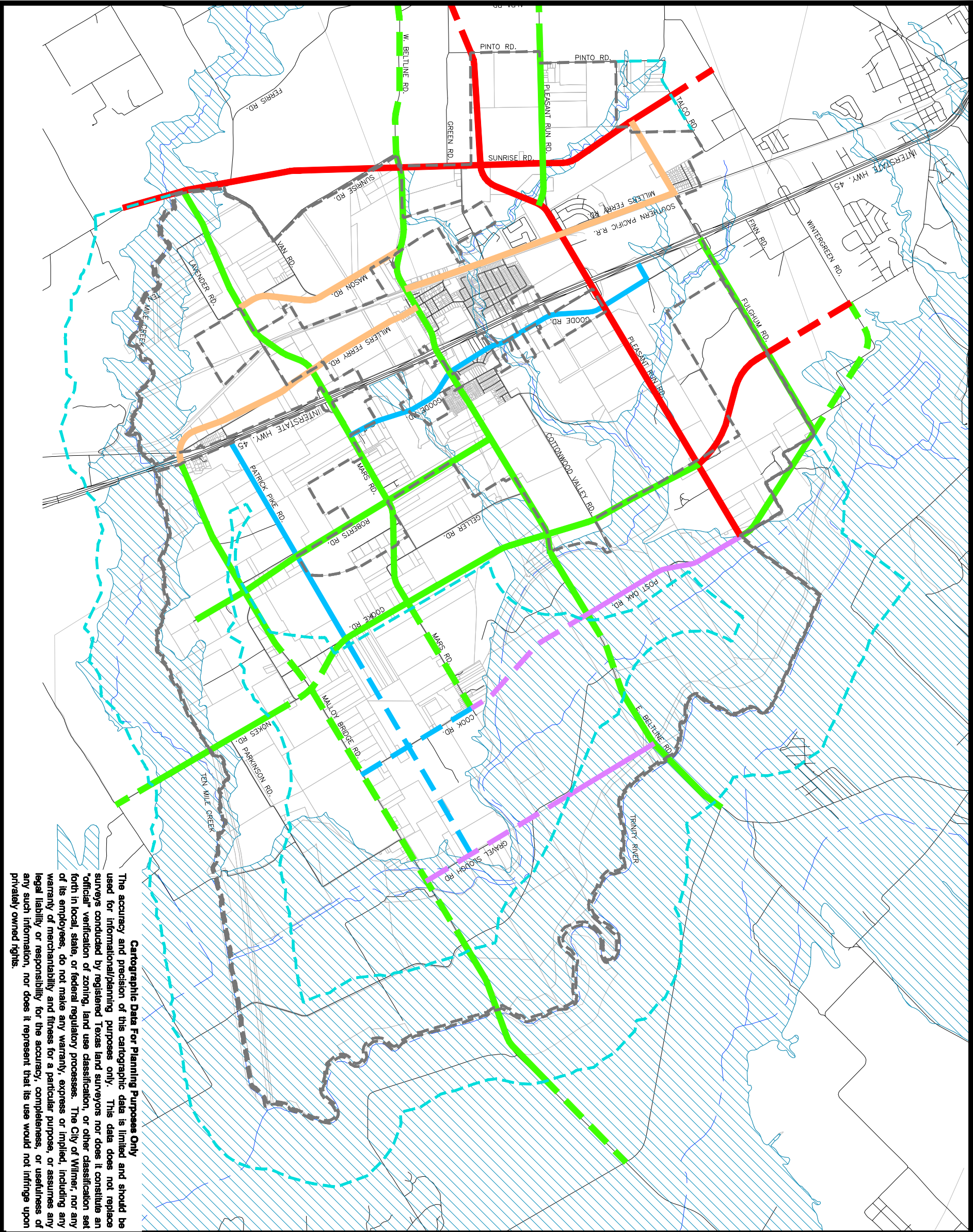
- COMMERCIAL
- SINGLE FAMILY RESIDENTIAL
- INDUSTRIAL /WAREHOUSE
- OFFICE/SERVICE
- MULTI-FAMILY RESIDENTIAL
- PARKS & OPEN SPACE
- PUBLIC
- TOWN CENTER
- 100 YEAR FLOODPLAIN
- ROAD
- CITY LIMITS
- ETJ LIMITS
- PARCEL BOUNDARY



Cartographic Data For Planning Purposes Only
The accuracy and precision of this cartographic data is limited and should be used for informational/planning purposes only. This data does not replace surveys conducted by registered Texas land surveyors nor does it constitute an "official" verification of zoning, land use classification, or other classification set forth in local, state, or federal regulatory processes. The City of Wilmer, nor any of its employees, do not make any warranty, express or implied, including any warranty of merchantability and fitness for a particular purpose, or assumes any legal liability or responsibility for the accuracy, completeness, or usefulness of any such information, nor does it represent that its use would not infringe upon privately owned rights.

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CITY OF WILMER THOROUGHFARE PLAN

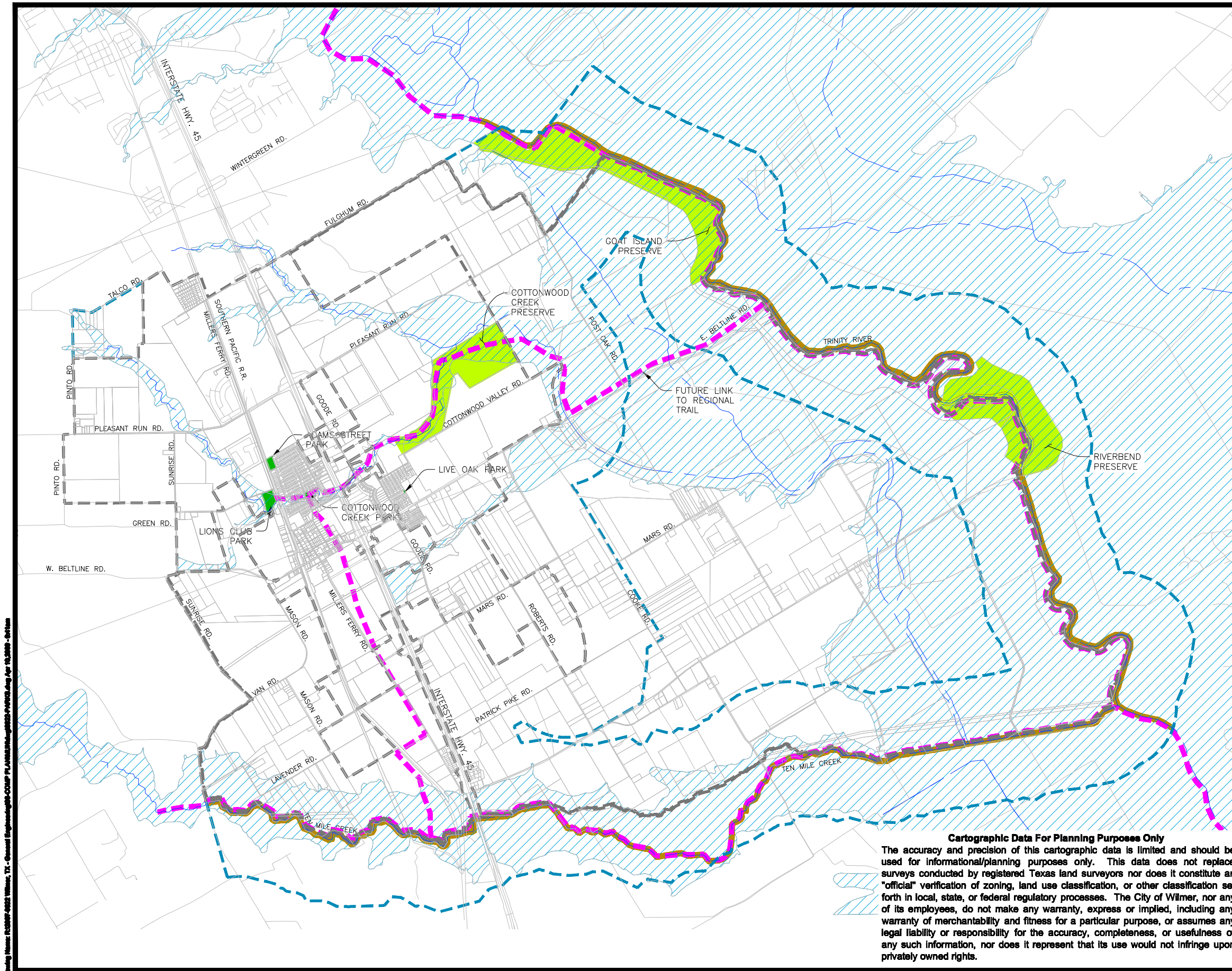
LEGEND

- MAJOR THOROUGHFARE
'A' (120' ROW)
- MINOR THOROUGHFARE
'B' (90' ROW, 5-LANE)
- MINOR THOROUGHFARE
'B' (90' ROW, 4-LANE)
- COLLECTOR - (3 LANE) 'C'
(60' ROW)
- COLLECTOR - (2 LANE) 'C'
(60' ROW)
- 100 YEAR FLOODPLAIN
- EXISTING ROAD
- CITY LIMITS
- ETJ LIMITS
- PARCEL BOUNDARY

Note: Dashed lines indicate planned
thoroughfares outside current ETJ

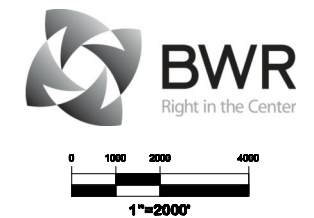


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**CITY OF WILMER
PARKS, OPEN SPACE,
AND TRAILS MAP**

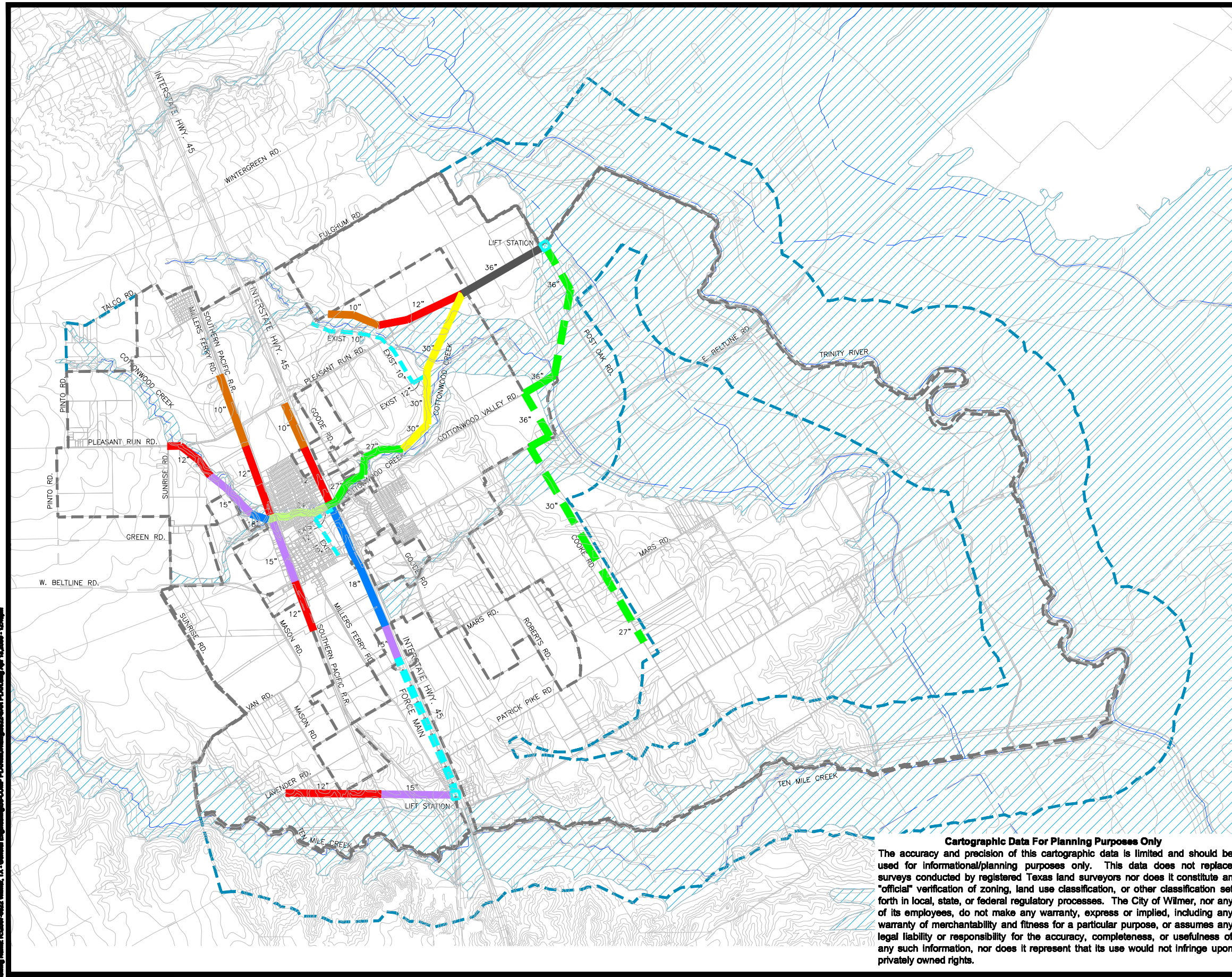
- LEGEND**
- TRAILS & OPEN SPACE
 - EXISTING COUNTY PARK
 - EXISTING CITY PARK
 - 100 YEAR FLOODPLAIN
 - PLANNED TRAIL
 - ROAD
 - CITY LIMITS
 - ETJ LIMITS
 - PARCEL BOUNDARY
 - STREAM/RIVER



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Drawing Name: 153507-0222 Wilmer, TX - General Engineering-COUP PLAN.dwg 2023-04-01 PLAN.dwg Apr 10, 2023 - 12:02pm

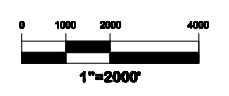


CITY OF WILMER SANITARY SEWER COMPREHENSIVE PLAN

LEGEND

- 36" GRAVITY SEWER
- 30" GRAVITY SEWER
- 27" GRAVITY SEWER
- 24" GRAVITY SEWER
- 18" GRAVITY SEWER
- 15" GRAVITY SEWER
- 12" GRAVITY SEWER
- 10" GRAVITY SEWER
- FUTURE GRAVITY SEWER
- LIFT STATION
- FORCE MAIN
- 100 YEAR FLOODPLAIN
- ROAD
- CITY LIMITS
- ETJ LIMITS
- PARCEL BOUNDARY

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